



### 3.2. **Western Extrusions Transit Pilot**

Presenters: Shannon Stevenson and Michael Morris, NCTCOG

Item Summary: Regional Transportation Council approval for funding to Dallas Area Rapid Transit (DART) to enhance connectivity between Western Extrusions and DART service areas will be requested.

Background: In August 2019, the City of Carrollton requested assistance from the North Central Texas Council of Governments (NCTCOG) to find a first/last mile solution to connect Western Extrusions employees with existing nearby rail stations and final destinations. Western Extrusions currently employs 900 North Texas residents and is a second-chance employer, providing meaningful employment opportunities to those with criminal records and limited transportation options. As a company, they are dedicated to expanding transit access and purchasing transit passes for employees who will use public transportation, as well as adjusting shift times to accommodate local rail schedules. However, they are located over a mile away from rail stations and pedestrians are challenged with lack of sidewalks and unsafe crossings. In coordination with DART and Western Extrusions, NCTCOG is recommending to pilot on-demand service in the area to connect employees with the nearby rail stations. Funding will support an on-demand transit pilot for two years while DART determines if service will be incorporated through their bus network redesign.

Staff requests authorization to utilize existing Regional Toll Revenue funds previously authorized by the Regional Transportation Council for transit projects in an amount not to exceed \$325,000 to support enhanced connectivity between Western Extrusions and potential employee pools in DART service areas.

[Electronic Item 3.2.1](#) contains a copy of the City of Carrollton's request with NCTCOG's response and [Electronic Item 3.2.2](#) provides additional details on this project.

Performance Measure(s) Addressed:

- |   |  |
|---|--|
| <input type="checkbox"/> Safety                   | <input type="checkbox"/> Pavement and Bridge Condition   |
| <input checked="" type="checkbox"/> Transit Asset | <input type="checkbox"/> System Performance/Freight/CMAQ |

### 3.3. **Approval of Additional Funding to Expedite Environmental and Design Review for Surface Transportation Projects**

Presenters: Michael Morris and Christie Gotti, NCTCOG

Item Summary: Regional Transportation Council (RTC) approval for \$100,000 in RTC Local funds to expedite environmental and design review for surface transportation projects will be requested.

**Background:** In March 2018, the North Central Texas Council of Governments (NCTCOG) executed a consultant agreement to support environmental clearance and design review for surface transportation projects. This agreement was funded with Regional Toll Revenue (RTR) funds approved by the RTC in August 2015. This arrangement has been very successful; therefore, staff proposes an extension.

This effort will involve development of the environmental documentation for the Collin County Outer Loop and the Dallas to Fort Worth High-Speed Transportation Connections Study, as well as other technical assistance as may be required. Existing funding of \$600,000 in RTR funds will be used, and an additional \$100,000 of RTC Local funds is needed. The contracting mechanism was approved by the NCTCOG Executive Board at its March 26, 2020, meeting. Staff requests RTC approval of the additional RTC Local funds.

Performance Measure(s) Addressed:

- |   |   |
|---|---|
| <input type="checkbox"/> Safety                   | <input type="checkbox"/> Pavement and Bridge Condition              |
| <input checked="" type="checkbox"/> Transit Asset | <input checked="" type="checkbox"/> System Performance/Freight/CMAQ |

#### 3.4. **Letters to the Texas Department of Transportation on High-Speed Rail**

**Presenter:** Michael Morris, NCTCOG

**Item Summary:** Staff will request Regional Transportation Council (RTC) approval to submit letters to the Texas Department of Transportation (TxDOT) in three high-speed rail areas. At this time, it is requested that the letters be sent to the Executive Director of TxDOT.

**Background:** The first letter impacts high-speed rail from Fort Worth to Monterrey, Mexico. The letter will request a path forward to conduct the Tier II environmental document. The results of the AECOM study will be completed in April 2020.

The second letter impacts the Tier II environmental document that the North Central Texas Council of Governments (NCTCOG) is conducting between Fort Worth and Dallas. Before costs are incurred on environmental clearance, the RTC wishes to confirm that public sector right-of-way is available for high-speed rail use and to confirm interests to pursue discretionary funds from the federal government. These two elements were the result of a previous meeting with Mayor Betsy Price and Governor Greg Abbott.

Negotiations are proceeding on the Virgin Hyperloop One Certification Center. The third letter clarifies the

status of this technology being able to be constructed on public sector right-of-way.

Performance Measure(s) Addressed:

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

**3.5. Contingency Funds for Negotiations on the Tier II Environmental Document from Fort Worth to Dallas**

Presenter: Michael Morris, NCTCOG

Item Summary: The Regional Transportation Council (RTC) has approved approximately \$5 million to conduct the environmental document on high-speed rail between Fort Worth and Dallas. This dollar amount assumes there is some monetary value in the environmental work previously conducted by the Texas Department of Transportation. Staff is negotiating with the winning proposer and may need additional funds. Surface Transportation Block Grant Program (STBG) funds are requested to close the funding gap.

Background: The RTC has instructed the North Central Texas Council of Governments (NCTCOG) to procure a consultant to conduct the environmental documents necessary between Fort Worth and Dallas. Negotiations are currently underway with the winning proposer. The NCTCOG Executive Board will be requested to authorize an agreement with the winning consulting firm. The RTC is being asked to provide additional STBG funds necessary to close the funding gap on the required environmental documentation. Staff is not advertising a specific amount be requested in order to not bias the negotiations currently underway.

Performance Measure(s) Addressed:

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

**3.6. Federal Transit Administration Funding Allocations in Response to the Coronavirus (COVID-19)**

Presenters: Shannon Stevenson and Michael Morris, NCTCOG

Item Summary: Regional Transportation Council approval of United States Department of Transportation (US DOT) Federal Transit Administration (FTA) funding allocations in response to the Coronavirus (COVID-19) will be requested.

Background: The US DOT's Federal Transit Administration announced April 2, 2020, a total of \$25 billion in federal funding allocations to help the nation's public transportation systems respond to the Coronavirus (COVID-19). Funding is provided through the Coronavirus Aid, Relief, and Economic Security (CARES) Act, signed by President Trump on March 27,

2020. The North Central Texas Council of Governments (NCTCOG) is the designated recipient for the Dallas-Fort Worth-Arlington (DFWA) Urbanized Area (UZA) and the Denton-Lewisville UZA.

The DFWA UZA will receive \$318,629,129 and the Denton-Lewisville UZA was allocated \$23,461,867. Funding will be provided at a 100 percent federal share, with no local match required, and will be available to support operating, capital and other expenses generally eligible under the Urbanized Area Formula Program, and incurred beginning on January 20, 2020, to prevent, prepare for, and respond to COVID-19.

FTA funds are typically included in the Transportation Improvement Program and follow that approval process, but the FTA is waiving those requirements for these funds in order to expedite the process. While NCTCOG continues to interpret the details related to the CARES Act, staff is seeking phased RTC approval for the FTA funding to be allocated based on the federal formula methodology and will bring back final recommendations at a later date for approval. More information regarding FTA's response to COVID-19 can be found at [www.transit.dot.gov/coronavirus](http://www.transit.dot.gov/coronavirus).

Performance Measure(s) Addressed:

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

1:20 – 1:30

4. **Orientation to Agenda/Director of Transportation Report (Presented by Request Only)**

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

1. 2020 and 2021 Unified Transportation Program Status Report ([Electronic Item 4.1](#))
2. Dallas-Fort Worth Area High-Occupancy Vehicle Transportation Control Measure Substitution ([Electronic Item 4.2](#))
3. Auto Occupancy/High-Occupancy Vehicle Quarterly Report ([Electronic Item 4.3](#))
4. 2021-2024 Transportation Improvement Program Draft Listings (Postponed at the March 12, 2020, Meeting and will Remain Postponed)
5. Mobility 2045 Update (High-Speed Rail Recommendations) (Postponed at the March 12, 2020, Meeting and will Remain Postponed)
6. Metropolitan Transportation Plan Schedule (Postponed at the March 12, 2020, Meeting and will Remain Postponed)
7. Trail of the Month Video (Postponed at the March 12, 2020, Meeting and will Remain Postponed)
8. Postponement Announcement for the May 2020 Traffic Incident Management Executive Level Course ([Electronic Item 4.4](#))

9. Air Quality Funding Opportunities for Vehicles ([www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle](http://www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle))
10. Dallas-Fort Worth Clean Cities Events ([www.dfwcleancities.org/dfw-clean-cities-meetings](http://www.dfwcleancities.org/dfw-clean-cities-meetings))
11. Regular Travel Behavior Reports/Start of 2020 Ozone Season: A New Day ([Electronic Item 4.5](#))
12. March Public Meeting Minutes ([Electronic Item 4.6](#))
13. April Online Input Opportunity Notice ([Electronic Item 4.7](#))
14. Public Comments Report ([Electronic Item 4.8](#))
15. Recent Correspondence ([Electronic Item 4.9](#))
16. Recent News Articles ([Electronic Item 4.10](#))
17. Recent Press Releases ([Electronic Item 4.11](#))

5. **Progress Reports**

Action       Possible Action       Information

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

- RTC Attendance ([Electronic Item 5.1](#))
- STTC Attendance and Minutes ([Electronic Item 5.2](#))
- Local Motion ([Electronic Item 5.3](#))

6. **Other Business (Old or New):** This item provides an opportunity for members to bring items of interest before the group.
7. **Future Agenda Items:** This item provides an opportunity for members to bring items of future interest before the Council.
8. **Next Meeting:** The next meeting of the Regional Transportation Council is scheduled for ***1:00 pm, Thursday, May 14, 2020.***

**REGIONAL TRANSPORTATION COUNCIL  
March 12, 2020**

The Regional Transportation Council (RTC) met on Thursday, March 12, 2020, at 1:00 pm in the Transportation Council Room of the North Central Texas Council of Governments. The following members or representatives were present: Richard E. Aubin, David Blewett, Mohamed Bur, Loyl C. Bussell, Dianne Costa, Theresa Daniel, Pat Deen, Andy Eads, Gary Fickes, George Fuller, Rick Grady, Lane Grayson, Roger Harmon, Ivan Hughes, Greg Giessner (representing Ron Jensen), Jungus Jordan, Ray Smith (John Keating), B. Adam McGough (representing Lee M. Kleinman), David Magness, Curtistene McCowan, Raj Narayanan (representing William Meadows), Robert Miklos, Cary Moon, Sheri Capehart (representing Barbara Odom-Wesley), Stephen Terrell, 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.

Others present at the meeting were: Angela Alcedo, Vickie Alexander, Majed Al-Ghafry, David S. Arbuckle, John Baker, Melissa Baker, Berrien Barks, George Behmanesh, Kenny Bergstrom, Alberta Blair, David Boski, Pamela Burns, Marrk Callier, Drew Campbell, Jack Carroll, Molly Carroll, Angie Carson, Adrian Castaneda, David Clarke, John Cordary, Mike Curtis, Clarence Daugherty, Holli Davies, Yvonne Davis, Brian Dell, Cody Derrick, Edie Diaz, David Dryden, Chad Edwards, Marcia Etie, Kevin Feldt, Mike Galizio, Wayne Gensler, John Godwin, Tony Hartzel, Rebekah Hernandez, Robert Hinkle, Matthew Holzapfel, Terry Hughes, Brian Jahn, Julio Jasso, Amy Johnson, Shannon Joski, Dan Kessler, Tzeggabrhan Kidane, Ken Kirkpatrick, Chris Klaus, Audrey Koehler, Dan Lamers, April Leger, Eron Linn, Paul Luedtke, Mickey Marlow, Rich Matyiku, Steve McCullough, Mickey McGuire, Keith Melton, Chandler Merritt, Collin Moffett, Erin Moore, Michael Morris, Jeff Neal, Mark Nelson, Evan Newton, Than Nguyen, Paul Paine, James C. Paris, Ruby Perez, Michael Peters, Johan Petterson, LaKesha Rhea, Tito Rodriguez, Lori Shelton, Madeline Shepherd, Walter Shumac, Samuel Simmons, Randy Skinner, Alissa Soto, Paul Stevens, Shannon Stevenson, Dean Stuller, Gary Thomas, Jonathan Toffer, Daniel Vedral, Mitzi Ward, Karla Weaver, Brendon Wheeler, Amanda Wilson, Brian Wilson, Alicia Winkelblech, Ed Wueste, and Phil Yerby.

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. Speaker Request Cards were made available, and those interested in providing public input were asked to complete a card and provide to staff. Regional Transportation Council Chair Andy Eads asked if there were any public comments. No members of the public chose to speak at the meeting or provide written comments to staff.
2. **Approval of the February 27, 2020, Minutes:** The minutes of the February 27, 2020, meeting were approved as submitted in Reference Item 2. B. Glen Whitley (M); Theresa Daniel (S). The motion passed unanimously.
3. **Consent Agenda:** There were no items on the Consent Agenda.
4. **Orientation to the Agenda/Director of Transportation Report:** Michael Morris provided an overview of items in the Director of Transportation Report. He noted information regarding the Transportation Alternatives Program Call for Projects was distributed at the meeting in Reference Item 4.9. In addition, comments on the proposed rules for the Federal Communications Commission's use of the 5.850–5.925 GHz band were distributed at the meeting in Reference Item 4.10. He also noted that the deadline for applications for the

Fiscal Year 2020 Better Utilizing Investments to Leverage Development Discretionary Grant Program is May 18, 2020. Current information on air quality funding opportunities for vehicles is available at: [www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle](http://www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle), and current Dallas-Fort Worth Clean Cities event information is available at: [www.dfwcleancities.org/dfw-clean-cities-meetings](http://www.dfwcleancities.org/dfw-clean-cities-meetings). Information regarding the current east/west equity percentages was provided in Electronic Item 4.1. Electronic Item 4.2 contained an announcement for the upcoming Traffic Incident Management Executive Level Course, and Electronic Item 4.3 contained the January online input opportunity minutes. Notice of the March public meeting was provided in Electronic Item 4.4. The Public Comments Report was provided in Electronic Item 4.5, recent correspondence in Electronic Item 4.6, recent news articles in Electronic Item 4.7, and recent press releases in Electronic Item 4.8. Transportation partner progress reports and the current issue of Mobility Matters were distributed at the meeting.

5. **Public Comments at Regional Transportation Council Meetings (HB 2840) Rules:** Amanda Wilson presented draft Rules for Public Comments at Regional Transportation Council (RTC) meetings. House Bill 2840, passed during the 2019 Texas Legislative Session, allows members of the public to comment before a governmental body takes action at its meetings. This opportunity has been provided to members of the public at RTC meetings since September 2019, and to date no members of the public have commented at meetings. RTC draft rules to accept public comments were provided in Electronic Item 5.1 and an example of the Speaker Request Card was provided in Electronic Item 5.2. As part of development of the draft rules, staff benchmarked local governments in the region as well as other metropolitan planning organizations in Texas and feel that appropriate procedures to receive public comments at RTC meetings have been developed and staff can adequately implement the rules. Ms. Wilson noted that the proposed rules were presented in detail at the January 9 meeting, and highlighted changes as a result of member discussion: 1) if a member of the public would like to provide written comment only, the written comment would be made available to RTC members in advance of the action, and 2) if a member of the public would like to be documented as for/against an item, the statement would be provided to the RTC at the end of the comment period. Details were also provided in Electronic Item 5.3. She noted that the draft rules have been available through a 45-day public comment period since the rules will be added as an Appendix to the Public Participation Plan. To date, two public comments have been received related to appreciation to the legislature for the opportunity to comment and that the rules as drafted seem reasonable. A motion was made to approve Rules for Public Comments at Regional Transportation Council Meetings as provided in Electronic Item 5.1. Ann Zadeh (M); Curtistene McCowan (S). The motion passed unanimously.
6. **Trinity River Vision Bridge Funding Increase:** Michael Morris presented a proposed funding increase for the Trinity River Vision (TRV) Bridge project. The project includes three bridges located on Henderson Street, North Main Street, and White Settlement Road that are currently under construction. He discussed the history of the project and discussions with the United States Army Corps of Engineers (USACE) regarding its proposed design of bridges to create a bypass channel on the Trinity River north of Downtown Fort Worth. Staff originally proposed that the USACE use the Texas Department of Transportation (TxDOT) design of the 7<sup>th</sup> Street bridges in Fort Worth at each of the three locations or at least the same v-shaped design for all three bridges. However, substituting bridge design would have changed other elements of the project causing delay. Mr. Morris discussed efforts focused in undeveloped, fast-growing suburban portions of the region to minimize stormwater impacts to communities. Mitigation efforts will impact project designs, which is the basis for the



original request to create a bypass channel on the Trinity River north of Downtown Fort Worth. The three bridges have federal, State, regional, and local funds from previous commitments. In order to expedite the projects, TxDOT has already negotiated and funded the contractor for the project and presented to the Fort Worth City Council. The original project amount was approximately \$69.9 million, and the projected cost is estimated at \$89.3 million. This leaves a shortfall of approximately \$19.4 million. In order to better meet the end dates for the project, the Regional Transportation Council has been asked to fund the anticipated bridge cost increase of approximately \$20 million to reimburse TxDOT for the payment it has made to the contractor. Tarrant County and the City of Fort Worth have offered to repay \$5 million to the RTC as a gesture of the partnership among the City, County, TxDOT, and the RTC. Details were provided in Electronic Item 6. Curtistene McCowan asked to what staff attributes the cost overrun and if additional costs are anticipated. Mr. Morris discussed the v-shaped bridge design concerns expressed by staff and the cost associated with needing different designs in relation to the height of the bridge columns. Efforts to substitute the design were unsuccessful. He added that although a project could always have additional costs, staff does not anticipate additional costs on this project. Jungus Jordan discussed the project history and thanked TxDOT and North Central Texas Council of Governments staffs for their assistance regarding the project. He noted that the City of Fort Worth has received criticism that there is no water under the bridges but that the decision behind building the bridges in advance of the bypass channel was a less expensive construction cost so efforts have been taken to reduce the design and constructability costs. Duncan Webb asked the source of funds for the \$20 million. Mr. Morris noted that source of funds will be Surface Transportation Block Grant funds from the western subregion. A motion was made to approve an additional \$20 million to cover the cost overrun on the Trinity River Vision Bridge project, with \$15 million as a grant and \$5 million to be repaid by the City of Fort Worth and other local partners over a 10-year period. Jungus Jordan (M); T. Oscar Trevino Jr. (S). The motion passed unanimously.

- 7. Next Steps with the Texas Department of Transportation: Comments for the 2020 and 2021 Unified Transportation Program:** Michael Morris presented details of efforts to propose an alternative option for IH 35 in Austin to the Texas Transportation Commission (TTC). He discussed his recent conversation with TTC Chairman J. Bruce Bugg Jr. regarding the proposal for Regional Transportation Council (RTC) consideration, which was also detailed through video available at [www.youtube.com/nctcogtrans](http://www.youtube.com/nctcogtrans). He noted that the TTC has a proposal for IH 35 in Austin which is the correct project, but in staff's opinion the incorrect funding approach. Plan B is the RTC alternate approach for the project. In each proposal, the project is identical: 27 miles between SH 45 North and SH 45 South, six frontage lanes, eight non-tolled freeway lanes, and four express lanes. The only difference between the proposals is the express lanes are un-tolled in the TTC proposal and tolled managed lanes in the RTC proposal. As stated in the video, the proposal is similar to the IH 635 project, rotated 90 degrees and moved to Austin. Because the schedule for the TTC to take action on the project is April 30, 2020, he noted the importance of developing the video to advocate the RTC's position. The RTC proposal would prevent the need to add \$4.3 billion to the IH 35 project impacting revenues available to regions statewide including potentially \$1 billion to the region. The current \$1.9 billion would remain on the project and the project would not be moved into the 2020 Unified Transportation Program (UTP). In addition, the RTC proposal would prevent Austin from cancelling \$600 million in already funded projects and the TTC from bringing in another \$300 million into the 2021 UTP that will be considered for action in August 2020. Other elements of the TTC's proposal were highlighted, including unfunded local government context sensitive design. In the RTC proposal, the tolled managed lanes would pay for themselves and statewide assistance to

fund 75 percent of the project would not be needed. Mr. Morris discussed the current impact of oil prices and the anticipated revenue from Proposition 1 and Proposition 7, as well as potentially reduced fuel tax revenue and the affect this may have on available funding. This could put currently funded projects at risk in the Dallas-Fort Worth region if the cash flow must be held back. RTC action would give the TTC time to review its Proposition 1, Proposition 7, and gas tax revenues to see if in fact \$4.3 billion should be moved to the IH 35 project. He highlighted maps comparing the IH 35 reconstruction project proposed by the TTC which would construct one project versus the RTC proposal which would allow for regions statewide to receive their fair share and move projects to implementation, including funding available to rural areas. He also highlighted other elements that could be available if the RTC proposal was used such as guaranteed speeds and transit, gentrification funding, context sensitive design, and use of IH 30/IH 35 as a system to move trucks outside of the peak period, all of which are a win-win for Austin and the State. The same project is built, meeting the needs of the community in Austin, but in a way that does not pull revenues for other regions in the state. The public comment period for the project is March 13-April 13, 2020, with the public hearing scheduled for April 7, 2020. The TTC is expected to consider the project at its April 30, 2020, meeting. Mr. Morris referenced the draft RTC resolution provided in Reference Item 7, and noted that the RTC Chair has requested a section be added that states: The Regional Transportation Council requests the Texas Transportation Commission to extend the deadline for public comments in order to be sensitive to schedule conflicts related to COVID-19. The addition of Section 4 was included in the updated resolution distributed at the meeting in Reference Item 7. He noted no other changes were made to the resolution. Chad West asked, other than approving the resolution, what entities could do to help advocate for the region at the State level. Mr. Morris noted that RTC Chair Andy Eads is reaching out to his colleagues at other metropolitan planning organizations (MPOs) across the state and would be able to provide additional guidance. RTC members could attend the upcoming TTC meeting, as well as the public hearing, and he noted that the conversation should occur at the elected official level. RTC Chair Andy Eads noted he believes the previous Commissions and the current Commission have been good partners across the state and in North Texas and that the positive dialogue should be maintained. He added the RTC should be respectful of the process and the political environment in which the Commission is operating. He also noted that since the Commission has not identified its proposal to fund IH 35 in Austin as its Plan A, for the RTC to propose a Plan B does not seem to be a respectful communication. He suggested that the draft resolution be amended, as well as dialogues moving forward, to no longer refer to the RTC's plan as Plan B but to refer to it as the RTC's alternative plan. The proposed language would be updated in Section 1 to reflect the RTC only supports this alternative plan and also reflect the change in Section 3 that the alternative plan is represented in this material of the draft resolution.

B. Adam McGough expressed support of the proposed edits. He noted that the IH 35 proposal includes four express managed lanes and asked how the TTC has proposed to manage the lanes. In addition, he asked if the optional tolled managed lanes were the only difference between the Commission's proposal and the alternate RTC plan. Mr. Morris noted he is not aware of details for the proposed express lanes and confirmed that the four express lanes are the only difference between the proposals. Mr. McGough discussed recent negotiations regarding IH 635 East and noted the constituents he represents support every tool in the toolbox, including the optional tolled managed lanes and would be supportive of moving forward with this option. He asked if additional resolutions of support were needed. Mr. Morris noted that the spirit of Section 5 of the resolution is that everyone in the region express their opinions in any way they choose during the public involvement process. He noted that details on the public involvement process were included in Attachment 1 of Reference Item 7. B. Glen Whitley asked if toll roads were permitted in

current legislation and if a change would be necessary for tolled managed lanes to be included in the project. Mr. Morris noted that in the case of IH 35W 3C, the project was grandfathered. The ability to include tolled managed lanes may depend on how the Commission wishes to proceed with the project. If it wishes for the project to proceed as a public-private partnership, it will have to be requested through the legislature. However, he noted that the project cannot likely go to construction for several years since it is not cleared. If the RTC were to pass the proposed resolution, it would give an opportunity for not just the Executive Branch but the Legislative Branch to have conversations about the best path forward. Duncan Webb noted he was supportive of having all the tools in the toolbox and overall supportive of the resolution, but that he also had concerns. He discussed the impression that could be given that the region is involving itself in the affairs of another entity and proposed that the use of softened language in the resolution may be helpful. In addition, he asked if there have been conversations with other MPOs to determine if they are willing to adopt similar resolutions. He also noted that this seems like an opportunity to express concerns regarding the current collapse of oil prices and the potential for reduced Proposition 1 funds for transportation, as well as the possible impacts to funding that could be allocated across the state if other funding tools and mechanisms are not considered. He also proposed that the language in the resolution be softened by using "the RTC's proposed plan." Mr. Morris discussed Section 5 of the resolution and noted that if passed, efforts will be made to engage other MPOs in the conversation to determine their interest to move forward. RTC Chair Eads noted that some conversations have already begun. He also asked Mr. Webb if use of "this alternative plan" was satisfactory. Mr. Webb agreed. Regarding the potential impact of oil prices, Mr. Morris noted that the information will be included in the transmittal letter for the resolution. In addition, the RTC Chair will be asked to record the comment as part of the public involvement process for the project. Dianne Costa asked if staff, when extending the deadline for public comments, intentionally left the deadline open. RTC Chair Eads noted that it seemed appropriate to list no deadline due to the uncertainty of recent events. Richard Aubin noted that he believed it would be worthwhile to indicate in the resolution how much revenue the region could stand to lose and what a devastating impact it would have on transportation in the region. Adding this information would explain the reason that the Dallas-Fort Worth region is speaking on an issue in Austin. RTC Chair Eads noted he understood the concern, but that it was important for members to understand that the vast majority of the money is discretionary funding to which the region is not entitled. Mr. Aubin noted that he would rather stake a position, perhaps not of entitlement, but regarding the negative effective this could have on growth in the region and statewide. Mr. Morris asked if Mr. Aubin was agreeable to including his comment as part of the letter transmitting the resolution, and Mr. Aubin agreed. Jungus Jordan expressed his appreciation of the partnership with the Commission and that he believed the region agrees the IH 35 project in Austin needs attention. At the same time, he noted the importance of defending funding for the region and that the proposal is not a complaint but an offer of a better solution. RTC Secretary Theresa Daniel noted that having gone through many of the community meetings in Dallas, Mesquite, and Garland regarding IH 635 East, she believes citizens are supportive of systems that work and that she was supportive of the proposal and anything that can be done to continue growth in the region. RTC Chair Eads asked if anyone was opposed to the edits discussed at the meeting and if there were any additional comments. A motion was made to approve R20-02, Resolution on the Texas Transportation Commission's Proposed Updates to the 2020 Unified Transportation Program as amended at the meeting as follows: 1) the addition of language in a new Section 4, The Regional Transportation Council requests the Texas Transportation Commission to extend the deadline for public comments in order to be sensitive to schedule conflicts related to COVID-19, as distributed at the meeting in Reference Item 7, and

2) removal of reference to the RTC's proposal as "Plan B" and replacement with "alternative plan." Jungus Jordan (M); Theresa Daniel (S). Loyl Bussell and Mohamed Bur abstained from the vote. The motion passed unanimously.

8. **2021-2024 Transportation Improvement Program Draft Listings:** Brian Dell provided a brief overview of development efforts for the 2021-2024 Transportation Improvement Program (TIP). The TIP is a federally mandated funding document that inventories all transportation projects in the region that are funded with various federal, State, and local sources. He noted that draft project listings, containing over 900 projects, were available at [https://www.nctcog.org/nctcog/media/Transportation/DocsMaps/Fund/TIP/21-24TIP/RTC\\_Info\\_21\\_24DraftProjectListings.pdf](https://www.nctcog.org/nctcog/media/Transportation/DocsMaps/Fund/TIP/21-24TIP/RTC_Info_21_24DraftProjectListings.pdf). Members were asked to have staff from their respective agencies review the draft listings and provide comments to the North Central Texas Council of Governments by April 8, 2020. Full presentation of the item will be made at a future meeting. Additional details were provided in Electronic Item 8.
9. **Mobility 2045 Update (High-Speed Rail Recommendations):** This item was postponed and will be presented at a future meeting.
10. **Metropolitan Transportation Plan Schedule:** This item was postponed and will be presented at a future meeting.
11. **Trail of the Month Video:** This item was postponed and will be presented at a future meeting.
12. **Progress Reports:** Regional Transportation Council attendance was provided in Electronic Item 12.1, Surface Transportation Technical Committee attendance and minutes in Electronic Item 12.2, and the current Local Motion was in Electronic Item 12.3.
13. **Other Business (Old or New):** There was no discussion on this item.
14. **Future Agenda Items:** There was no discussion on this item.
15. **Next Meeting:** The next meeting of the Regional Transportation Council is scheduled for 1:00 pm, Thursday, April 9, 2020, at the North Central Texas Council of Governments.

The meeting adjourned at 1:55 pm.

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

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

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

### CURRENTLY APPROVED:

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

### REVISION REQUESTED:

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

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

## PROPOSED MAY 2020 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 55260      **Facility:** SH 114      **Location/Limits From:** BUS 114K      **Modification #:** 2019-0606  
**Impementing Agency:** TXDOT-DALLAS      **Location/Limits To:** WEST OF US 377  
**County:** DENTON      **CSJ:** 0353-09-003  
**City:** ROANOKE      **Desc:** CONSTRUCT 0 TO 6 MAINLANES; RECONSTRUCT AND WIDEN 4 TO 4/6 LANE FRONTAGE ROADS  
**Request:** ADD PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0353-09-003	SW PE:	\$0	\$800,000	\$0	\$0	\$0	\$800,000
2021	ROW	0353-09-003	SW ROW:	\$2,700,000	\$150,000	\$0	\$150,000	\$0	\$3,000,000
<b>Grand Total:</b>				<b>\$2,700,000</b>	<b>\$950,000</b>	<b>\$0</b>	<b>\$150,000</b>	<b>\$0</b>	<b>\$3,800,000</b>

**TIP Code:** 25033.3      **Facility:** IH 35E      **Location/Limits From:** SOUTH OF MAYHILL ROAD      **Modification #:** 2019-0616  
**Impementing Agency:** TXDOT-DALLAS      **Location/Limits To:** SOUTH OF SL 288  
**County:** DENTON      **CSJ:** 0196-01-109  
**City:** DENTON      **Desc:** RECONSTRUCT GRADE SEPARATION AND EXISTING 4 TO 4 LANE FRONTAGE ROADS  
**Request:** SPLIT FROM TIP 25033.2/CSJ 0196-02-125; ADD PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); CLARIFY LIMITS AS IH 35E FROM SOUTH OF MAYHILL ROAD TO SOUTH OF SL 288 AND CHANGE SCOPE TO RECONSTRUCT GRADE SEPARATION AND EXISTING 4 TO 4 LANE FRONTAGE ROADS AFTER RTC APPROVAL OF 10 YEAR PLAN LISTING ON SEPTEMBER 12, 2019  
**Comment:** 10 YEAR PLAN PROJECT

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0196-01-109	SW PE:	\$0	\$3,000,000	\$0	\$0	\$0	\$3,000,000
2021	CON	0196-01-109	Cat 2M:	\$36,970,375	\$9,242,594	\$0	\$0	\$0	\$46,212,969
<b>Grand Total:</b>				<b>\$36,970,375</b>	<b>\$12,242,594</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$49,212,969</b>

## PROPOSED MAY 2020 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 20036      **Facility:** SH 78      **Location/Limits From:** SPRING CREEK PARKWAY      **Modification #:** 2019-0620  
**Impementing Agency:** TXDOT-DALLAS      **Location/Limits To:** SH 205  
**County:** COLLIN      **CSJ:** 0281-02-039, 0281-02-064  
**City:** WYLIE      **Desc:** RECONSTRUCT AND WIDEN 2 LANE TO 6 LANE URBAN  
**Request:** ADD CONSTRUCTION FUNDING TO FY2020  
**Comment:** NO LOCAL MATCH FOR RTR FUNDING, COLLIN COUNTY TO USE LOCAL CONTRIBUTION CREDIT FOR ALL PHASES

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2012	ROW	0281-02-064	Cat 3 - RTR 121 - CC2:	\$0	\$0	\$5,800,000	\$0	\$0	\$5,800,000
2012	CON	0281-02-039	Cat 3 - RTR 121 - CC1:	\$0	\$0	\$17,303,238	\$0	\$0	\$17,303,238
2012	CON	0281-02-039	Cat 3 - RTR 121 - CC2:	\$0	\$0	\$4,325,809	\$0	\$0	\$4,325,809
<b>Phase Subtotal:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$21,629,047</b>	<b>\$0</b>	<b>\$0</b>	<b>\$21,629,047</b>
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$27,429,047</b>	<b>\$0</b>	<b>\$0</b>	<b>\$27,429,047</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2012	ROW	0281-02-064	Cat 3 - RTR 121 - CC2:	\$0	\$0	\$5,800,000	\$0	\$0	\$5,800,000
2012	CON	0281-02-039	Cat 3 - RTR 121 - CC1:	\$0	\$0	\$17,303,238	\$0	\$0	\$17,303,238
2012	CON	0281-02-039	Cat 3 - RTR 121 - CC2:	\$0	\$0	\$4,325,809	\$0	\$0	\$4,325,809
<b>Phase Subtotal:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$21,629,047</b>	<b>\$0</b>	<b>\$0</b>	<b>\$21,629,047</b>
2020	CON	0281-02-039	Cat 3 - RTR 121 - CC1:	\$0	\$0	\$2,000,000	\$0	\$0	\$2,000,000
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$29,429,047</b>	<b>\$0</b>	<b>\$0</b>	<b>\$29,429,047</b>



## PROPOSED MAY 2020 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 13026.2    **Facility:** SH 5    **Location/Limits From:** SOUTH OF CR 275    **Modification #:** 2019-0627  
**Impementing Agency:** TXDOT-DALLAS    **Location/Limits To:** SOUTH OF SH 121  
**County:** COLLIN    **CSJ:** 0047-04-030  
**City:** MELISSA    **Desc:** RECONSTRUCT AND WIDEN AND REALIGN 2 LANE UNDIVIDED ROADWAY TO 4 LANE DIVIDED ROADWAY (ULTIMATE 6)  
**Request:** REVISE SCOPE TO RECONSTRUCT, WIDEN, AND REALIGN 2 LANE UNDIVIDED ROADWAY TO 4 LANE DIVIDED ROADWAY (ULTIMATE 6) AND REALIGN SH 121/SH 5 INTERSECTION; DELAY ENGINEERING AND ROW TO FY2021; INCREASE ROW FUNDING IN FY2021; CHANGE ENGINEERING AND ROW FUNDING LABELS TO SW PE AND SW ROW  
**Comment:** 10 YEAR PLAN PROJECT; ASSOCIATED WITH TIP 13026/CSJ 0047-05-054

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2020	ENG	0047-04-030	SBPE:	\$0	\$686,000	\$0	\$0	\$0	\$686,000
2020	ROW	0047-04-030	S102:	\$2,240,000	\$280,000	\$0	\$280,000	\$0	\$2,800,000
<b>Grand Total:</b>				<b>\$2,240,000</b>	<b>\$966,000</b>	<b>\$0</b>	<b>\$280,000</b>	<b>\$0</b>	<b>\$3,486,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0047-04-030	SW PE:	\$0	\$686,000	\$0	\$0	\$0	\$686,000
2021	ROW	0047-04-030	SW ROW:	\$3,200,000	\$400,000	\$0	\$400,000	\$0	\$4,000,000
<b>Grand Total:</b>				<b>\$3,200,000</b>	<b>\$1,086,000</b>	<b>\$0</b>	<b>\$400,000</b>	<b>\$0</b>	<b>\$4,686,000</b>

## PROPOSED MAY 2020 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 14063      **Facility:** SH 174      **Location/Limits From:** N OF ELK DR      **Modification #:** 2019-0631  
**Impementing Agency:** TXDOT-FORT WORTH      **Location/Limits To:** S OF HULEN ST  
**County:** JOHNSON      **CSJ:** 0019-01-146  
**City:** BURLESON      **Desc:** RECONSTRUCT AND WIDEN FROM 4 TO 6 LANES WITH SIDEWALKS  
**Request:** REVISE SCOPE TO WIDEN FROM 4 TO 6 LANES RURAL DIVIDED WITH SIDEWALKS; CHANGE CSJ FROM 0019-01-900 TO 0019-01-146; INCREASE CONSTRUCTION FUNDING AND ADVANCE TO FY2023  
**Comment:** LOCAL CONTRIBUTION PAID BY THE CITY OF BURLESON

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	ENG	0019-01-900	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,100,000	\$1,100,000
2019	ROW	0019-01-900	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$100,000	\$100,000
2023	CON	0019-01-900	Cat 5:	\$590,000	\$147,500	\$0	\$0	\$0	\$737,500
2023	CON	0019-01-900	STBG:	\$4,130,000	\$1,032,500	\$0	\$0	\$0	\$5,162,500
<b>Phase Subtotal:</b>				<b>\$4,720,000</b>	<b>\$1,180,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,900,000</b>
<b>Grand Total:</b>				<b>\$4,720,000</b>	<b>\$1,180,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,200,000</b>	<b>\$7,100,000</b>

**STTC APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	ENG	0019-01-146	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,100,000	\$1,100,000
2019	ROW	0019-01-146	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$100,000	\$100,000
2022	CON	0019-01-146	Cat 5:	\$720,000	\$180,000	\$0	\$0	\$0	\$900,000
2022	CON	0019-01-146	STBG:	\$5,208,000	\$1,302,000	\$0	\$0	\$0	\$6,510,000
<b>Phase Subtotal:</b>				<b>\$5,928,000</b>	<b>\$1,482,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$7,410,000</b>
<b>Grand Total:</b>				<b>\$5,928,000</b>	<b>\$1,482,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,200,000</b>	<b>\$8,610,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	ENG	0019-01-146	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,100,000	\$1,100,000
2019	ROW	0019-01-146	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$100,000	\$100,000
2023	CON	0019-01-146	Cat 5:	\$720,000	\$180,000	\$0	\$0	\$0	\$900,000
2023	CON	0019-01-146	STBG:	\$5,208,000	\$1,302,000	\$0	\$0	\$0	\$6,510,000
<b>Phase Subtotal:</b>				<b>\$5,928,000</b>	<b>\$1,482,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$7,410,000</b>
<b>Grand Total:</b>				<b>\$5,928,000</b>	<b>\$1,482,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,200,000</b>	<b>\$8,610,000</b>

**Revisions since STTC Meeting:** Returned Construction phase to FY2023 to match an estimated let date of September 2022.

## PROPOSED MAY 2020 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 55239      **Facility:** FM 1515      **Location/Limits From:** BONNIE BRAE      **Modification #:** 2019-0633  
**Impementing Agency:** DENTON CO      **Location/Limits To:** MASCH BRANCH ROAD  
**County:** DENTON      **CSJ:** 1951-01-011  
**City:** DENTON      **Desc:** WIDEN 2 LANE RURAL SECTION TO 6 LANE DIVIDED URBAN  
**Request:** REVISE SCOPE TO WIDEN 2 LANE RURAL SECTION OF 4/6 LANE DIVIDED URBAN; ADVANCE ENGINEERING AND ROW PHASES IN FY2021 AND ADD PROJECT THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); CHANGE ENGINEERING AND ROW FUNDING SOURCE LABELS TO SW PE AND SW ROW; CHANGE IMPLEMENTING AGENCY TO TXDOT-DALLAS  
**Comment:** TIP MOD WAS ORIGINALLY IN FEBRUARY 2020 REVISION CYCLE, AND WAS PULLED AFTER JANUARY 9, 2020 RTC ACTION DUE TO SCOPE CHANGE

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2045	ENG	1951-01-011	SBPE:	\$0	\$1,500,000	\$0	\$0	\$0	\$1,500,000
2045	ROW	1951-01-011	S102:	\$4,000,000	\$500,000	\$0	\$500,000	\$0	\$5,000,000
<b>Grand Total:</b>				<b>\$4,000,000</b>	<b>\$2,000,000</b>	<b>\$0</b>	<b>\$500,000</b>	<b>\$0</b>	<b>\$6,500,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	1951-01-011	SW PE:	\$0	\$1,500,000	\$0	\$0	\$0	\$1,500,000
2021	ROW	1951-01-011	SW ROW:	\$4,000,000	\$500,000	\$0	\$500,000	\$0	\$5,000,000
<b>Grand Total:</b>				<b>\$4,000,000</b>	<b>\$2,000,000</b>	<b>\$0</b>	<b>\$500,000</b>	<b>\$0</b>	<b>\$6,500,000</b>

## PROPOSED MAY 2020 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 14026      **Facility:** US 180      **Location/Limits From:** FM 2552      **Modification #:** 2019-0654

**Impementing Agency:** WEATHERFORD      **Location/Limits To:** WACO ST

**County:** PARKER      **CSJ:** 0008-03-121

**City:** WEATHERFORD      **Desc:** RECONSTRUCT 2/4 LANE ROADWAY TO 4 LANE ROADWAY INCLUDING INTERSECTION IMPROVEMENTS AT US 180/WACO ST, FM 51/MAIN ST AND US 180/FM 2552 AND NEW BICYCLE LANES AND SIDEWALKS

**Request:** INCREASE FEDERAL FUNDING FOR ENGINEERING PHASE, REMOVE LOCAL MATCH AND REPLACE WITH TDCS; REMOVE LOCAL CONTRIBUTION FROM ROW PHASE AND ADD \$2,150,000 FEDERAL FUNDS AND TDCS; REMOVE LOCAL MATCH FOR CONSTRUCTION PHASE, INCREASE FEDERAL FUNDING, AND ADD TDCS; VIA THIS REQUEST THE CITY IS REQUESTING THAT THE RTC LOAN THE CITY THE LOCAL MATCH FOR ALL PHASES OF THE PROJECT; INCLUDING A 100% LOAN FOR ROW

**Comment:** LOAN OF \$4,119,400 TO BE REPAYED WITH 2.4% INTEREST OVER 20 YEARS; 2,399,400 OF CAT 3-TDC (MPO) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; CMAQ FOR SIDEWALKS, BIKE LANES, AND INTERSECTION IMPROVEMENTS ONLY; REGIONAL TDCS

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2020	ENG	0008-03-121	STBG:	\$1,584,000	\$94,000	\$0	\$302,000	\$0	\$1,980,000
2021	ROW	0008-03-121	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$2,150,000	\$2,150,000
2022	CON	0008-03-121	Cat 5:	\$680,800	\$170,200	\$0	\$0	\$0	\$851,000
2022	CON	0008-03-121	STBG:	\$9,287,200	\$654,400	\$0	\$1,667,400	\$0	\$11,609,000
<b>Phase Subtotal:</b>				<b>\$9,968,000</b>	<b>\$824,600</b>	<b>\$0</b>	<b>\$1,667,400</b>	<b>\$0</b>	<b>\$12,460,000</b>
<b>Grand Total:</b>				<b>\$11,552,000</b>	<b>\$918,600</b>	<b>\$0</b>	<b>\$1,969,400</b>	<b>\$2,150,000</b>	<b>\$16,590,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2020	ENG	0008-03-121	Cat 3 - TDC (MPO):	\$0	\$0	\$302,000	\$0	\$0	\$0
2020	ENG	0008-03-121	STBG:	\$1,886,000	\$94,000	\$0	\$0	\$0	\$1,980,000
<b>Phase Subtotal:</b>				<b>\$1,886,000</b>	<b>\$94,000</b>	<b>\$302,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,980,000</b>
2021	ROW	0008-03-121	Cat 3 - TDC (MPO):	\$0	\$0	\$430,000	\$0	\$0	\$0
2021	ROW	0008-03-121	STBG:	\$2,150,000	\$0	\$0	\$0	\$0	\$2,150,000
<b>Phase Subtotal:</b>				<b>\$2,150,000</b>	<b>\$0</b>	<b>\$430,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,150,000</b>
2022	CON	0008-03-121	Cat 3 - TDC (MPO):	\$0	\$0	\$1,667,400	\$0	\$0	\$0
2022	CON	0008-03-121	Cat 5:	\$680,800	\$170,200	\$0	\$0	\$0	\$851,000
2022	CON	0008-03-121	STBG:	\$10,954,600	\$654,400	\$0	\$0	\$0	\$11,609,000
<b>Phase Subtotal:</b>				<b>\$11,635,400</b>	<b>\$824,600</b>	<b>\$1,667,400</b>	<b>\$0</b>	<b>\$0</b>	<b>\$12,460,000</b>
<b>Grand Total:</b>				<b>\$15,671,400</b>	<b>\$918,600</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$16,590,000</b>

## PROPOSED MAY 2020 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 55152      **Facility:** SH 276      **Location/Limits From:** WEST OF FM 36      **Modification #:** 2019-0656  
**Impementing Agency:** TXDOT-PARIS      **Location/Limits To:** SH 34  
**County:** HUNT      **CSJ:** 1290-07-001  
**City:** QUINLAN      **Desc:** CONSTRUCT 0 TO 4 LANE FACILITY ON NEW LOCATION (QUINLAN BYPASS) WITH A CONTINUOUS LEFT TURN LANE  
**Request:** INCREASE CONSTRUCTION FUNDING IN FY2020; CHANGE FUNDING SHARES TO 100% STATE; CHANGE ENGINEERING AND ROW FUNDING SOURCE LABELS TO SW PE AND SW ROW  
**Comment:** 10 YEAR PLAN PROJECT

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENG	1290-07-001	SBPE:	\$1,670,074	\$417,518	\$0	\$0	\$0	\$2,087,592
2017	ROW	1290-07-001	S102:	\$2,328,000	\$291,000	\$0	\$291,000	\$0	\$2,910,000
2019	UTIL	1290-07-001	S102:	\$480,000	\$60,000	\$0	\$60,000	\$0	\$600,000
2020	CON	1290-07-001	Cat 2M - Prop 1:	\$7,200,000	\$1,800,000	\$0	\$0	\$0	\$9,000,000
<b>Grand Total:</b>				<b>\$11,678,074</b>	<b>\$2,568,518</b>	<b>\$0</b>	<b>\$351,000</b>	<b>\$0</b>	<b>\$14,597,592</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENG	1290-07-001	SW PE:	\$0	\$2,087,592	\$0	\$0	\$0	\$2,087,592
2017	ROW	1290-07-001	SW ROW:	\$0	\$2,910,000	\$0	\$0	\$0	\$2,910,000
2019	UTIL	1290-07-001	SW ROW:	\$0	\$600,000	\$0	\$0	\$0	\$600,000
2020	CON	1290-07-001	Cat 2M:	\$0	\$16,400,000	\$0	\$0	\$0	\$16,400,000
<b>Grand Total:</b>				<b>\$0</b>	<b>\$21,997,592</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$21,997,592</b>

## PROPOSED MAY 2020 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 55120      **Facility:** US 175      **Location/Limits From:** EAST OF E. MALLOY BRIDGE RD      **Modification #:** 2019-0657  
**Impementing Agency:** TXDOT-DALLAS      **Location/Limits To:** KAUFMAN COUNTY LINE  
**County:** DALLAS      **CSJ:** 0197-02-124  
**City:** SEAGOVILLE      **Desc:** RAMP MODIFICATIONS  
**Request:** REVISE SCOPE TO RAMP MODIFICATIONS, MILL AND INLAY EXISTING FRONTAGE ROADS; CHANGE ENGINEERING AND ROW FUNDING SOURCE LABELS TO SW PE AND SW ROW; DELAY UTILITY PHASE TO FY2020 AND CONSTRUCTION PHASE TO FY2021  
**Comment:** 10 YEAR PLAN PROJECT

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	ENG	0197-02-124	SBPE:	\$0	\$106,000	\$0	\$0	\$0	\$106,000
2019	UTIL	0197-02-124	S102:	\$1,600,000	\$200,000	\$0	\$200,000	\$0	\$2,000,000
2019	CON	0197-02-124	Cat 1:	\$800,000	\$200,000	\$0	\$0	\$0	\$1,000,000
2019	CON	0197-02-124	Cat 2M:	\$1,730,560	\$432,640	\$0	\$0	\$0	\$2,163,200
<b>Phase Subtotal:</b>				<b>\$2,530,560</b>	<b>\$632,640</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,163,200</b>
<b>Grand Total:</b>				<b>\$4,130,560</b>	<b>\$938,640</b>	<b>\$0</b>	<b>\$200,000</b>	<b>\$0</b>	<b>\$5,269,200</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	ENG	0197-02-124	SW PE:	\$0	\$106,000	\$0	\$0	\$0	\$106,000
2020	UTIL	0197-02-124	SW ROW:	\$1,600,000	\$200,000	\$0	\$200,000	\$0	\$2,000,000
2021	CON	0197-02-124	Cat 1:	\$800,000	\$200,000	\$0	\$0	\$0	\$1,000,000
2021	CON	0197-02-124	Cat 2M:	\$1,730,560	\$432,640	\$0	\$0	\$0	\$2,163,200
<b>Phase Subtotal:</b>				<b>\$2,530,560</b>	<b>\$632,640</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,163,200</b>
<b>Grand Total:</b>				<b>\$4,130,560</b>	<b>\$938,640</b>	<b>\$0</b>	<b>\$200,000</b>	<b>\$0</b>	<b>\$5,269,200</b>

## PROPOSED MAY 2020 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 55134      **Facility:** US 175      **Location/Limits From:** DALLAS COUNTY LINE      **Modification #:** 2019-0658  
**Impementing Agency:** TXDOT-DALLAS      **Location/Limits To:** WEST OF FM 1389  
**County:** KAUFMAN      **CSJ:** 0197-03-074  
**City:** SEAGOVILLE      **Desc:** RAMP MODIFICATIONS  
**Request:** REVISE SCOPE TO RAMP MODIFICATIONS, MILL AND INLAY EXISTING FRONTAGE ROADS SINCE RTC APPROVAL ON SEPTEMBER 12, 2019; DELAY CONSTRUCTION PHASE TO FY2021; CHANGE ENGINEERING FUNDING SOURCE LABELS TO SW PE  
**Comment:** 10 YEAR PLAN PROJECT

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2016	ENG	0197-03-074	SBPE:	\$0	\$200,000	\$0	\$0	\$0	\$200,000
2019	CON	0197-03-074	Cat 1:	\$800,000	\$200,000	\$0	\$0	\$0	\$1,000,000
2019	CON	0197-03-074	Cat 2M:	\$1,730,400	\$432,600	\$0	\$0	\$0	\$2,163,000
<b>Phase Subtotal:</b>				<b>\$2,530,400</b>	<b>\$632,600</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,163,000</b>
<b>Grand Total:</b>				<b>\$2,530,400</b>	<b>\$832,600</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,363,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2016	ENG	0197-03-074	SW PE:	\$0	\$200,000	\$0	\$0	\$0	\$200,000
2021	CON	0197-03-074	Cat 1:	\$800,000	\$200,000	\$0	\$0	\$0	\$1,000,000
2021	CON	0197-03-074	Cat 2M:	\$1,730,400	\$432,600	\$0	\$0	\$0	\$2,163,000
<b>Phase Subtotal:</b>				<b>\$2,530,400</b>	<b>\$632,600</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,163,000</b>
<b>Grand Total:</b>				<b>\$2,530,400</b>	<b>\$832,600</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,363,000</b>

## PROPOSED MAY 2020 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 55235      **Facility:** SH 114      **Location/Limits From:** WEST OF IH 35W      **Modification #:** 2019-0659  
**Impementing Agency:** TXDOT-DALLAS      **Location/Limits To:** BUS 114K  
**County:** DENTON      **CSJ:** 0353-02-037  
**City:** ROANOKE      **Desc:** CONST NEW 0 TO 6 LN RURAL FRWY, ROANOKE BY-PASS, WESTERN SECTION  
**Request:** REVISE LIMITS TO SH 114 FROM EAST OF IH 35W TO BUS 114K; REVISE SCOPE TO CONSTRUCT 0 TO 6 MAIN LANES, RECONSTRUCT AND WIDEN 4 TO 4/6 LANE FRONTAGE ROADS; ADVANCE ENGINEERING AND ROW PHASES TO FY2021 THEREBY ADDING PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); CHANGE ENGINEERING AND ROW FUNDING SOURCE LABELS TO SW PE AND SW ROW

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2045	ENG	0353-02-037	SBPE:	\$0	\$10,000,000	\$0	\$0	\$0	\$10,000,000
2045	ROW	0353-02-037	S102:	\$20,000,000	\$2,500,000	\$0	\$2,500,000	\$0	\$25,000,000
<b>Grand Total:</b>				<b>\$20,000,000</b>	<b>\$12,500,000</b>	<b>\$0</b>	<b>\$2,500,000</b>	<b>\$0</b>	<b>\$35,000,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0353-02-037	SW PE:	\$0	\$10,000,000	\$0	\$0	\$0	\$10,000,000
2021	ROW	0353-02-037	SW ROW:	\$20,000,000	\$2,500,000	\$0	\$2,500,000	\$0	\$25,000,000
<b>Grand Total:</b>				<b>\$20,000,000</b>	<b>\$12,500,000</b>	<b>\$0</b>	<b>\$2,500,000</b>	<b>\$0</b>	<b>\$35,000,000</b>



## PROPOSED MAY 2020 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 11888.9      **Facility:** VA      **Location/Limits From:** AVIATION SUPPORT INTEGRATED SYSTEMS      **Modification #:** 2019-0660  
**Impementing Agency:** NCTCOG      **Location/Limits To:** UNMANNED AIRCRAFT SYSTEM PLANNING AND IMPLEMENTATION (ORDINANCES, LAND)  
**County:** VARIOUS      **CSJ:** N/A  
**City:** VARIOUS      **Desc:** USE SUPPORT, OUTREACH, AND EDUCATION); UNMANNED AIRCRAFT SYSTEM TASK FORCE AND COORDINATION; REGIONAL AVIATION SYSTEM PLANNING; AVIATION EDUCATION INITIATIVE  
**Request:** INCREASE IMPLEMENTATION FUNDING FOR FY2020, FY2021, AND FY2022

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2020	IMP	N/A	Cat 3 - RTC/Local:	\$0	\$0	\$55,597	\$0	\$0	\$55,597
2021	IMP	N/A	Cat 3 - RTC/Local:	\$0	\$0	\$275,000	\$0	\$0	\$275,000
2022	IMP	N/A	Cat 3 - RTC/Local:	\$0	\$0	\$275,000	\$0	\$0	\$275,000
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$605,597</b>	<b>\$0</b>	<b>\$0</b>	<b>\$605,597</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2020	IMP	N/A	Cat 3 - RTC/Local:	\$0	\$0	\$155,597	\$0	\$0	\$155,597
2021	IMP	N/A	Cat 3 - RTC/Local:	\$0	\$0	\$375,000	\$0	\$0	\$375,000
2022	IMP	N/A	Cat 3 - RTC/Local:	\$0	\$0	\$375,000	\$0	\$0	\$375,000
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$905,597</b>	<b>\$0</b>	<b>\$0</b>	<b>\$905,597</b>

**TIP Code:** 25068      **Facility:** IH 35E      **Location/Limits From:** GARDEN RIDGE BLVD      **Modification #:** 2019-0661  
**Impementing Agency:** TXDOT-DALLAS      **Location/Limits To:** LAKE LEWISVILLE BRIDGE  
**County:** DENTON      **CSJ:** 0196-02-131  
**City:** HIGHLAND VILLAGE      **Desc:** CONSTRUCT NB ENTRANCE RAMPS FOR HIGHLAND VILLAGE RD TO NB IH 35E  
**Request:** ADD PROJECT TO 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) WITH NEW STBG FUNDS

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0196-02-131	SW PE:	\$0	\$100,000	\$0	\$0	\$0	\$100,000
2022	CON	0196-02-131	STBG:	\$2,400,000	\$600,000	\$0	\$0	\$0	\$3,000,000
<b>Grand Total:</b>				<b>\$2,400,000</b>	<b>\$700,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,100,000</b>

## PROPOSED MAY 2020 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 55265      **Facility:** FM 548      **Location/Limits From:** US 80      **Modification #:** 2019-0662  
**Impementing Agency:** TXDOT-DALLAS      **Location/Limits To:** FM 1641  
**County:** KAUFMAN      **CSJ:** 2588-01-020  
**City:** FORNEY      **Desc:** WIDEN AND RECONSTRUCT 2 LANE TO 4 LANE URBAN DIVIDED  
**Request:** ADD PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	2588-01-020	SW PE:	\$0	\$70,000	\$0	\$0	\$0	\$70,000
2021	ROW	2588-01-020	SW ROW:	\$400,000	\$50,000	\$0	\$50,000	\$0	\$500,000
<b>Grand Total:</b>				<b>\$400,000</b>	<b>\$120,000</b>	<b>\$0</b>	<b>\$50,000</b>	<b>\$0</b>	<b>\$570,000</b>

**TIP Code:** 13030      **Facility:** IH 30      **Location/Limits From:** IH 35E      **Modification #:** 2019-0664  
**Impementing Agency:** TXDOT-DALLAS      **Location/Limits To:** IH 45  
**County:** DALLAS      **CSJ:** 0009-11-251, 0009-11-254  
**City:** DALLAS      **Desc:** RECONSTRUCT & WIDEN 6 TO 12 MAINLANES AND RECONSTRUCT AND WIDEN 0/6 LANE DISCONTINUOUS TO 2/8 LANE DISCONTINUOUS FRONTAGE ROADS  
**Request:** INCREASE CONSTRUCTION FUNDING AS APPROVED BY THE RTC ON SEPTEMBER 12, 2019; CHANGE CSJ FROM 0009-11-181 TO CSJ 0009-11-254; INCREASE ENGINEERING FUNDING, DECREASE ROW FUNDING, AND DELAY ENGINEERING AND ROW PHASES TO FY2021; RELATED TO TIP 13030.1/CSJ 0009-11-181; CHANGE ENGINEERING FUNDING SOURCE TO SW PE AND ROW TO SW ROW  
**Comment:** REGIONAL 10 YEAR PLAN PROJECT

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0009-11-181	SBPE:	\$0	\$10,000,000	\$0	\$0	\$0	\$10,000,000
2020	ROW	0009-11-181	S102:	\$45,000,000	\$5,000,000	\$0	\$0	\$0	\$50,000,000
2023	CON	0009-11-181	Cat 12:	\$20,000,000	\$5,000,000	\$0	\$0	\$0	\$25,000,000
<b>Grand Total:</b>				<b>\$65,000,000</b>	<b>\$20,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$85,000,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0009-11-254	SW PE:	\$0	\$18,000,000	\$0	\$0	\$0	\$18,000,000
2021	ROW	0009-11-254	SW ROW:	\$9,000,000	\$1,000,000	\$0	\$0	\$0	\$10,000,000
2022	CON	0009-11-254	Cat 12:	\$190,400,000	\$47,600,000	\$0	\$0	\$0	\$238,000,000
<b>Grand Total:</b>				<b>\$199,400,000</b>	<b>\$66,600,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$266,000,000</b>

## PROPOSED MAY 2020 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 14026.2    **Facility:** US 180    **Location/Limits From:** WACO STREET    **Modification #:** 2019-0665  
**Implementing Agency:** WEATHERFORD    **Location/Limits To:** FM 51/W AT WEST COLUMBIA STREET  
**County:** PARKER    **CSJ:** 0008-03-11  
**City:** WEATHERFORD    **Desc:** RECONSTRUCT AND WIDEN 4 LANE ROADWAY TO 4 LANE ROADWAY INCLUDING INTERSECTION IMPROVEMENTS AT FM 51/W COLUMBIA WITH NEW BI-CYCLE LANES AND SIDEWALKS  
**Request:** ADD PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
**Comment:** 220,000 OF REGIONAL TRANSPORTATION DEVELOPMENT CREDITS (CAT-3 TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; 100% OF FUNDS TO BE REPAID BY THE CITY WITH 2.4% INTEREST

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	N/A	Cat 3 - TDC (MPO):	\$0	\$0	\$220,000	\$0	\$0	\$0
2021	ENG	N/A	STBG:	\$1,110,000	\$0	\$0	\$0	\$0	\$1,110,000
<b>Phase Subtotal:</b>				<b>\$1,110,000</b>	<b>\$0</b>	<b>\$220,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,110,000</b>
<b>Grand Total:</b>				<b>\$1,110,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,110,000</b>

**Revisions since STTC Meeting:** Project is currently not included on Federal Functional Classification System (FFCS); therefore, this project is being delayed to the November 2020 TIP modification cycle so project can be added to FFCS.

## PROPOSED MAY 2020 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 11536      **Facility:** CS      **Location/Limits From:** CAMP WISDOM RD WEST OF CARRIER PKWY      **Modification #:** 2019-0667  
**Impementing Agency:** DALLAS CO      **Location/Limits To:** FM 1382  
**County:** DALLAS      **CSJ:** 0918-47-006  
**City:** GRAND PRAIRIE      **Desc:** WIDEN 2 TO 4 LANE DIVIDED  
**Request:** INCREASE CONSTRUCTION FUNDING IN FY2018 AND ENGINEERING FUNDING IN FY2013; REMOVE ROW PHASE FROM FY2018  
**Comment:** LOCAL CONTRIBUTION PAID BY DALLAS COUNTY AND GRAND PRAIRIE; MILESTONE PROJECT, CANNOT BE DELAYED BEYOND FY2018

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2013	ENG	0918-47-006	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,500,000	\$1,500,000
2018	ROW	0918-47-006	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,000,000	\$1,000,000
2018	CON	0918-47-006	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$12,100,000	\$12,100,000
2018	CON	0918-47-006	Cat 3 - RTR 161 - DA1:	\$0	\$0	\$7,200,000	\$1,800,000	\$0	\$9,000,000
<b>Phase Subtotal:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$7,200,000</b>	<b>\$1,800,000</b>	<b>\$12,100,000</b>	<b>\$21,100,000</b>
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$7,200,000</b>	<b>\$1,800,000</b>	<b>\$14,600,000</b>	<b>\$23,600,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2013	ENG	0918-47-006	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$2,100,000	\$2,100,000
2018	ROW	0918-47-006	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$0	\$0
2018	CON	0918-47-006	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$11,126,311	\$11,126,311
2018	CON	0918-47-006	Cat 3 - RTR 161 - DA1:	\$0	\$0	\$10,447,939	\$2,611,985	\$0	\$13,059,924
<b>Phase Subtotal:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$10,447,939</b>	<b>\$2,611,985</b>	<b>\$11,126,311</b>	<b>\$24,186,235</b>
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$10,447,939</b>	<b>\$2,611,985</b>	<b>\$13,226,311</b>	<b>\$26,286,235</b>

## PROPOSED MAY 2020 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 14078      **Facility:** CS      **Location/Limits From:** TRE STATION AT TRINITY LAKES      **Modification #:** 2019-0668  
**Impementing Agency:** FWTA  
**County:** TARRANT      **CSJ:** 0902-90-155  
**City:** FORT WORTH      **Desc:** CONSTRUCT NEW TRE STATION WITH 4 BUS BAYS AND 500-SPACE PARKING LOT  
**Request:** INCREASE LOCAL CONTRIBUTION IN FY2020  
**Comment:** LOCAL CONTRIBUTION PAID BY TRINITY METRO

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	TRANS	0902-90-155	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,000,000	\$1,000,000
2020	TRANS	0902-90-155	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,875,000	\$1,875,000
2020	TRANS	0902-90-155	Cat 5:	\$4,500,000	\$0	\$0	\$1,125,000	\$0	\$5,625,000
<b>Phase Subtotal:</b>				<b>\$4,500,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,125,000</b>	<b>\$1,875,000</b>	<b>\$7,500,000</b>
<b>Grand Total:</b>				<b>\$4,500,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,125,000</b>	<b>\$2,875,000</b>	<b>\$8,500,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	TRANS	0902-90-155	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,000,000	\$1,000,000
2020	TRANS	0902-90-155	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$6,875,000	\$6,875,000
2020	TRANS	0902-90-155	Cat 5:	\$4,500,000	\$0	\$0	\$1,125,000	\$0	\$5,625,000
<b>Phase Subtotal:</b>				<b>\$4,500,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,125,000</b>	<b>\$6,875,000</b>	<b>\$12,500,000</b>
<b>Grand Total:</b>				<b>\$4,500,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,125,000</b>	<b>\$7,875,000</b>	<b>\$13,500,000</b>

## PROPOSED MAY 2020 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 14030      **Facility:** CS      **Location/Limits From:** ON COLLEGE STREET; FROM MILL STREET      **Modification #:** 2019-0669  
**Impementing Agency:** LEWISVILLE      **Location/Limits To:** RAILROAD STREET  
**County:** DENTON      **CSJ:** 0918-46-311  
**City:** LEWISVILLE      **Desc:** RECONSTRUCT FROM 2 TO 2 LANES, ADD BICYCLE LANES, WIDEN/EXPAND SIDEWALKS, AND ADD ON-STREET PARKING  
**Request:** DELAY ENGINEERING PHASE TO FY2020; INCREASE CONSTRUCTION FUNDING IN FY2021; REMOVE TDCS AND CHANGE FUNDING CATEGORY FOR CONSTRUCTION PHASE TO RTR 121- DE2; CHANGE CSJ FROM 0918-46-954 TO 0918-46-311  
**Comment:** LOCAL CONTRIBUTION PAID BY CITY OF LEWISVILLE

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0918-46-954	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$600,000	\$600,000
2021	CON	0918-46-954	Cat 3 - TDC (MPO):	\$0	\$0	\$600,000	\$0	\$0	\$0
2021	CON	0918-46-954	Cat 5:	\$605,000	\$0	\$0	\$0	\$0	\$605,000
2021	CON	0918-46-954	STBG:	\$2,395,000	\$0	\$0	\$0	\$0	\$2,395,000
<b>Phase Subtotal:</b>				<b>\$3,000,000</b>	<b>\$0</b>	<b>\$600,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,000,000</b>
<b>Grand Total:</b>				<b>\$3,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$600,000</b>	<b>\$3,600,000</b>

**STTC APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2020	ENG	0918-46-311	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$600,000	\$600,000
2021	CON	0918-46-311	Cat 3 - RTR 121 - DE2:	\$0	\$0	\$4,080,000	\$1,020,000	\$0	\$5,100,000
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$4,080,000</b>	<b>\$1,020,000</b>	<b>\$600,000</b>	<b>\$5,700,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2020	ENG	0918-46-311	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$600,000	\$600,000
2021	CON	0918-46-311	Cat 3 - RTR 121 - DE2:	\$0	\$0	\$4,080,000	\$420,000	\$0	\$4,500,000
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$4,080,000</b>	<b>\$420,000</b>	<b>\$600,000</b>	<b>\$5,100,000</b>

**Revisions since STTC Meeting:** Decreased local match for RTR on construction phase as the remaining match combined with Local Contribution for engineering phase total the required 20% local match for RTR.

## PROPOSED MAY 2020 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 11980.2      **Facility:** VA      **Location/Limits From:** VARIOUS LOCATIONS WITHIN THE DART SERVICE AREA      **Modification #:** 2019-0670  
**Implementing Agency:** DART  
**County:** VARIOUS      **CSJ:** N/A  
**City:** VARIOUS      **Desc:** PURCHASE OF TRANSIT VEHICLES (BUSES) TO EXPAND SERVICE  
**Request:** ADD PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)  
**Comment:** FUNDING WAS TRANSFERRED UNDER CSJ 0918-00-249

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	TRANS	N/A	Cat 5:	\$3,220,000	\$0	\$0	\$805,000	\$0	\$4,025,000
<b>Grand Total:</b>				<b>\$3,220,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$805,000</b>	<b>\$0</b>	<b>\$4,025,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	TRANS	N/A	Cat 5:	\$3,220,000	\$0	\$0	\$805,000	\$0	\$4,025,000
<b>Grand Total:</b>				<b>\$3,220,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$805,000</b>	<b>\$0</b>	<b>\$4,025,000</b>

## PROPOSED MAY 2020 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 14039      **Facility:** CS      **Location/Limits From:** ON GLADE ROAD; FROM NORTHBOUND SH 360 FRONTAGE ROAD      **Modification #:** 2019-0671  
**Impementing Agency:** DFW AIRPORT      **Location/Limits To:** WEST AIRFIELD DRIVE  
**County:** TARRANT      **CSJ:** 0902-90-117  
**City:** VARIOUS      **Desc:** RECONSTRUCT FROM 2 TO 2 LANES (ADD SHOULDERS)  
**Request:** ADD ENVIRONMENTAL PHASE TO FY2020, INCREASE ENGINEERING FUNDING AND DELAY TO FY2020, INCREASE UTILITY FUNDING IN FY2020, AND DELAY CONSTRUCTION PHASE TO FY2021  
**Comment:** 1,017,767 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3- TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; LOCAL CONTRIBUTION PAID BY DFW AIRPORT

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0902-90-117	Cat 3 - TDC (MPO):	\$0	\$0	\$104,971	\$0	\$0	\$0
2019	ENG	0902-90-117	STBG:	\$524,857	\$0	\$0	\$0	\$0	\$524,857
<b>Phase Subtotal:</b>				<b>\$524,857</b>	<b>\$0</b>	<b>\$104,971</b>	<b>\$0</b>	<b>\$0</b>	<b>\$524,857</b>
2020	UTIL	0902-90-117	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$625,000	\$625,000
2020	CON	0902-90-117	Cat 3 - TDC (MPO):	\$0	\$0	\$912,796	\$0	\$0	\$0
2020	CON	0902-90-117	STBG:	\$4,563,980	\$0	\$0	\$0	\$0	\$4,563,980
<b>Phase Subtotal:</b>				<b>\$4,563,980</b>	<b>\$0</b>	<b>\$912,796</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,563,980</b>
<b>Grand Total:</b>				<b>\$5,088,837</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$625,000</b>	<b>\$5,713,837</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2020	ENV	0902-90-117	Cat 3 - TDC (MPO):	\$0	\$0	\$15,746	\$0	\$0	\$0
2020	ENV	0902-90-117	STBG:	\$78,729	\$0	\$0	\$0	\$0	\$78,729
<b>Phase Subtotal:</b>				<b>\$78,729</b>	<b>\$0</b>	<b>\$15,746</b>	<b>\$0</b>	<b>\$0</b>	<b>\$78,729</b>
2020	ENG	0902-90-117	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$625,000	\$625,000
2020	ENG	0902-90-117	Cat 3 - TDC (MPO):	\$0	\$0	\$89,225	\$0	\$0	\$0
2020	ENG	0902-90-117	STBG:	\$446,128	\$0	\$0	\$0	\$0	\$446,128
<b>Phase Subtotal:</b>				<b>\$446,128</b>	<b>\$0</b>	<b>\$89,225</b>	<b>\$0</b>	<b>\$625,000</b>	<b>\$1,071,128</b>
2020	UTIL	0902-90-117	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$3,001,881	\$3,001,881
2021	CON	0902-90-117	Cat 3 - TDC (MPO):	\$0	\$0	\$912,796	\$0	\$0	\$0
2021	CON	0902-90-117	STBG:	\$4,563,980	\$0	\$0	\$0	\$0	\$4,563,980
<b>Phase Subtotal:</b>				<b>\$4,563,980</b>	<b>\$0</b>	<b>\$912,796</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,563,980</b>
<b>Grand Total:</b>				<b>\$5,088,837</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,626,881</b>	<b>\$8,715,718</b>



## PROPOSED MAY 2020 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 11980.3    **Facility:** VA    **Location/Limits From:** VARIOUS LOCATIONS WITHIN THE DCTA SERVICE AREA    **Modification #:** 2019-0672  
**Impementing Agency:** DCTA  
**County:** VARIOUS    **CSJ:** 0918-46-901  
**City:** VARIOUS    **Desc:** PURCHASE OF TRANSIT VEHICLES (BUSES) TO EXPAND SERVICE  
**Request:** ADD PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)  
**Comment:** 322,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3- TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	TRANS	0918-46-901	Cat 3 - TDC (MPO):	\$0	\$0	\$322,000	\$0	\$0	\$0
2015	TRANS	0918-46-901	Cat 5:	\$1,610,000	\$0	\$0	\$0	\$0	\$1,610,000
<b>Phase Subtotal:</b>				<b>\$1,610,000</b>	<b>\$0</b>	<b>\$322,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,610,000</b>
<b>Grand Total:</b>				<b>\$1,610,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,610,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	TRANS	0918-46-901	Cat 3 - TDC (MPO):	\$0	\$0	\$322,000	\$0	\$0	\$0
2015	TRANS	0918-46-901	Cat 5:	\$1,610,000	\$0	\$0	\$0	\$0	\$1,610,000
<b>Phase Subtotal:</b>				<b>\$1,610,000</b>	<b>\$0</b>	<b>\$322,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,610,000</b>
<b>Grand Total:</b>				<b>\$1,610,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,610,000</b>

## PROPOSED MAY 2020 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 11982      **Facility:** VA      **Location/Limits From:** VARIOUS LOCATIONS      **Modification #:** 2019-0676  
**Impementing Agency:** NCTCOG      **Location/Limits To:** IN TARRANT COUNTY  
**County:** TARRANT      **CSJ:** 0902-90-022  
**City:** VARIOUS      **Desc:** PURCHASE OF TRANSIT VEHICLES (BUSES) TO EXPAND SERVICE - WESTERN SUBREGION  
**Request:** CANCEL PROJECT; REMOVAL OF FUNDING OFFSETS INCREASE ON TIP 14009  
**Comment:** OBLIGATED FUNDS ON TIP 11982/CSJ 0902-90-022 (\$2.72 M) TO BE REASSIGNED/MOVED TO TIP 14009

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	TRANS	0902-90-022	Cat 3 - TDC (MPO):	\$0	\$0	\$200,000	\$0	\$0	\$0
2015	TRANS	0902-90-022	Cat 5:	\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000
<b>Phase Subtotal:</b>				<b>\$1,000,000</b>	<b>\$0</b>	<b>\$200,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,000,000</b>
<b>Grand Total:</b>				<b>\$1,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,000,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	TRANS	0902-90-022	Cat 3 - TDC (MPO):	\$0	\$0	\$0	\$0	\$0	\$0
2015	TRANS	0902-90-022	Cat 5:	\$0	\$0	\$0	\$0	\$0	\$0
<b>Phase Subtotal:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

## PROPOSED MAY 2020 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 14047      **Facility:** IH 635      **Location/Limits From:** AT BELT LINE ROAD      **Modification #:** 2019-0679  
**Impementing Agency:** TXDOT-DALLAS  
**County:** DALLAS      **CSJ:** 2374-07-074  
**City:** COPPELL, IRVING      **Desc:** CONSTRUCT TEXAS U-TURN, MEDIAN IMPROVEMENTS, SIGNAL IMPROVEMENTS, ITS, TURN LANES, LIGHTING AND SIDEWALK IMPROVEMENTS  
**Request:** ADD PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); DELAY CONSTRUCTION PHASE TO FY2024 SINCE RTC APPROVAL ON JUNE 14, 2018; INCREASE CONSTRUCTION FUNDING IN FY2024, ADD ENGINEERING PHASE TO FY2021, AND CHANGE SCOPE TO CONSTRUCT TEXAS U-TURN, MEDIAN IMPROVEMENTS, SIGNAL IMPROVEMENTS, ITS, TURN LANES, LIGHTING AND SIDEWALK IMPROVEMENTS SINCE RTC ACTION IN JUNE 2018  
**Comment:** LOCAL CONTRIBUTION PAID BY CITY OF IRVING, DALLAS COUNTY, AND CITY OF COPPELL

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	2374-07-074	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$66,200	\$66,200
2021	ENG	2374-07-074	SW PE:	\$0	\$578,590	\$0	\$0	\$0	\$578,590
<b>Phase Subtotal:</b>				<b>\$0</b>	<b>\$578,590</b>	<b>\$0</b>	<b>\$0</b>	<b>\$66,200</b>	<b>\$644,790</b>
2022	UTIL	2374-07-074	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$45,500	\$45,500
2024	CON	2374-07-074	Cat 1:	\$280,000	\$70,000	\$0	\$0	\$0	\$350,000
2024	CON	2374-07-074	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$2,195,228	\$2,195,228
2024	CON	2374-07-074	STBG:	\$2,904,000	\$726,000	\$0	\$0	\$0	\$3,630,000
<b>Phase Subtotal:</b>				<b>\$3,184,000</b>	<b>\$796,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,195,228</b>	<b>\$6,175,228</b>
<b>Grand Total:</b>				<b>\$3,184,000</b>	<b>\$1,374,590</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,306,928</b>	<b>\$6,865,518</b>

**TIP Code:** 11898.3      **Facility:** CS      **Location/Limits From:** ON AVONDALE-HASLET FROM INTERMODAL PARKWAY TO WEST OF HASLET COUNTY LINE ROAD;      **Modification #:** 2019-0681  
**Impementing Agency:** TXDOT-FORT WORTH      **Location/Limits To:** HASLET PARKWAY/INTERMODAL PARKWAY CONNECTOR FROM IH 35W/SH 170 TO TRANSPORT DRIVE  
**County:** TARRANT      **CSJ:** 0902-90-141  
**City:** HASLET      **Desc:** ON AVONDALE-HASLET: CONST NEW 0 LN TO 4 LN AND RECONST AND WIDEN EXISTING 2 LN TO 4 LN DIVIDED URBAN ROADWAY INCL INTERSECTION IMPROVEMENTS AT FM 156 AND NEW SIDEWALKS; ON HASLET PKWY/INTERMODAL PKWY: CONST 0 TO 4 LN DIVIDED URBAN WITH NEW SIDEWALKS  
**Request:** REMOVE ENGINEERING FUNDING IN FY2020, INCREASE UTILITY PHASE IN FY2020, AND INCREASE CONSTRUCTION FUNDING IN FY2020; REMOVE ON-SYSTEM COMPONENTS AND FUNDING FROM THIS PROJECT AND ADD THEM TO TIP 11898.4/CSJ 0718-02-074; REVISE SCOPE TO ON AVONDALE-HASLET: CONST NEW 0 LN TO 4 LN AND RECONST AND WIDEN EXISTING 2 LN TO 4 LN DIVIDED URBAN ROADWAY AND NEW SIDEWALKS; ON HASLET PKWY/INTERMODAL PKWY: CONST 0 TO 4 LN DIVIDED URBAN WITH NEW SIDEWALKS  
**Comment:** CMAQ FOR SIDEWALKS ONLY; LOCAL CONTRIBUTION PAID BY CITY OF HASLET; ENGINEERING FUNDED VIA TIP 11898.1 AND 11898.2; RTR IS CONTINGENCY ONLY TO BE USED IF NEEDED; FEDERAL FUNDS ARE NOT TO EXCEED 64% OF TOTAL PROJECT FUNDING BETWEEN TIP 11898.1, 11898.2, 11898.3, AND 11898.4

## PROPOSED MAY 2020 TIP MODIFICATIONS FOR RTC MEETING

### CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2020	ENG	0902-90-141	STBG:	\$1,463,059	\$0	\$0	\$365,765	\$0	\$1,828,824
2020	ROW	0902-90-141	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$9,000,000	\$9,000,000
2020	UTIL	0902-90-141	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$2,966,000	\$2,966,000
2020	CON	0902-90-141	Cat 3 - Build Grant:	\$20,000,000	\$939,486	\$0	\$4,060,514	\$0	\$25,000,000
2020	CON	0902-90-141	Cat 5:	\$4,633,760	\$217,668	\$0	\$940,772	\$0	\$5,792,200
2020	CON	0902-90-141	STBG:	\$3,313,440	\$155,646	\$0	\$672,714	\$0	\$4,141,800
<b>Phase Subtotal:</b>				<b>\$27,947,200</b>	<b>\$1,312,800</b>	<b>\$0</b>	<b>\$5,674,000</b>	<b>\$0</b>	<b>\$34,934,000</b>
<b>Grand Total:</b>				<b>\$29,410,259</b>	<b>\$1,312,800</b>	<b>\$0</b>	<b>\$6,039,765</b>	<b>\$11,966,000</b>	<b>\$48,728,824</b>

### STTC APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2020	ROW	0902-90-141	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$9,000,000	\$9,000,000
2020	UTIL	0902-90-141	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$3,000,000	\$3,000,000
2020	UTIL	0902-90-141	STBG:	\$800,000	\$0	\$0	\$200,000	\$0	\$1,000,000
<b>Phase Subtotal:</b>				<b>\$800,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$200,000</b>	<b>\$3,000,000</b>	<b>\$4,000,000</b>
2020	CON	0902-90-141	Cat 3 - Build Grant:	\$20,000,000	\$0	\$0	\$5,000,000	\$0	\$25,000,000
2020	CON	0902-90-141	Cat 3 - RTR 121 - West Set Aside 2:	\$0	\$0	\$500,000	\$0	\$0	\$500,000
2020	CON	0902-90-141	Cat 5:	\$320,000	\$0	\$0	\$80,000	\$0	\$400,000
2020	CON	0902-90-141	STBG:	\$14,160,000	\$0	\$0	\$3,540,000	\$0	\$17,700,000
<b>Phase Subtotal:</b>				<b>\$34,480,000</b>	<b>\$0</b>	<b>\$500,000</b>	<b>\$8,620,000</b>	<b>\$0</b>	<b>\$43,600,000</b>
<b>Grand Total:</b>				<b>\$35,280,000</b>	<b>\$0</b>	<b>\$500,000</b>	<b>\$8,820,000</b>	<b>\$12,000,000</b>	<b>\$56,600,000</b>

### REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2020	ROW	0902-90-141	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$9,000,000	\$9,000,000
2020	UTIL	0902-90-141	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$3,000,000	\$3,000,000
2020	UTIL	0902-90-141	STBG:	\$800,000	\$0	\$0	\$200,000	\$0	\$1,000,000
<b>Phase Subtotal:</b>				<b>\$800,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$200,000</b>	<b>\$3,000,000</b>	<b>\$4,000,000</b>
2020	CON	0902-90-141	Cat 3 - Build Grant:	\$20,000,000	\$0	\$0	\$0	\$0	\$20,000,000
2020	CON	0902-90-141	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$3,700,000	\$3,700,000
2020	CON	0902-90-141	Cat 3 - RTR 121 - West Set Aside 2:	\$0	\$0	\$500,000	\$0	\$0	\$500,000
2020	CON	0902-90-141	Cat 5:	\$320,000	\$0	\$0	\$80,000	\$0	\$400,000
2020	CON	0902-90-141	STBG:	\$14,160,000	\$0	\$0	\$3,540,000	\$0	\$17,700,000
<b>Phase Subtotal:</b>				<b>\$34,480,000</b>	<b>\$0</b>	<b>\$500,000</b>	<b>\$3,620,000</b>	<b>\$3,700,000</b>	<b>\$42,300,000</b>
<b>Grand Total:</b>				<b>\$35,280,000</b>	<b>\$0</b>	<b>\$500,000</b>	<b>\$3,820,000</b>	<b>\$15,700,000</b>	<b>\$55,300,000</b>

Revisions since STTC Meeting: Removed local match from Build Grant funding row and added separate funding row of Local Contribution for Construction phase in FY2020.

## PROPOSED MAY 2020 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 55264      **Facility:** FM 5      **Location/Limits From:** NORTH OF AIRPORT RD      **Modification #:** 2019-0682  
**Impementing Agency:** TXDOT-FORT WORTH      **Location/Limits To:** SOUTH OF ANNETTA CENTERPOINT RD  
**County:** PARKER      **CSJ:** 1469-01-022  
**City:** ANNETTA      **Desc:** RECONSTRUCTION TO ADD TURN LANES FOR NEW ALEDO SCHOOL, TREE REMOVAL, DRAINAGE, PAVEMENT MARKERS, NEW SIGNS, DELINEATORS, AND TURNOUTS  
**Request:** ADD PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2020	ENG	1469-01-022	SW PE:	\$800,000	\$200,000	\$0	\$0	\$0	\$1,000,000
2021	CON	1469-01-022	Cat 11:	\$2,996,529	\$749,132	\$0	\$0	\$0	\$3,745,661
<b>Grand Total:</b>				<b>\$3,796,529</b>	<b>\$949,132</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,745,661</b>

**TIP Code:** 25071      **Facility:** VA      **Location/Limits From:** HENSLEY FIELD STUDY ON FORMER NAVAL AIR STATION; BOUNDED BY EAST JEFFERSON BLVD ON THE NORTH, AND MOUNTAIN      **Modification #:** 2019-0695  
**Impementing Agency:** DALLAS      **Location/Limits To:** CREEK LAKE ON THE SOUTHEAST, SOUTH, AND SOUTHWEST AND OTHER PRIVATE DRIVES ALONG THE PERIMETER  
**County:** DALLAS      **CSJ:** 0918-47-305  
**City:** DALLAS      **Desc:** DEVELOP A MASTER PLAN FOR MULTIMODAL ACCESS, INTERNAL CIRCULATION, & ASSOCIATED INFRASTRUCTURE IN SUPPORT OF SUSTAINABILITY, ECON VITALITY & INNOVATIVE "SMART CITY" SOLUTIONS FOR 738 ACRE SITE AT HENSLEY FIELD (FORMER NAVAL AIR STATION) & SURROUNDING AREA  
**Request:** ADD NEW PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0918-47-305	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$2,000,000	\$2,000,000
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,000,000</b>	<b>\$2,000,000</b>

## PROPOSED MAY 2020 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 14024      **Facility:** CS      **Location/Limits From:** ON MERRITT RD/WOODBRIDGE PKWY FROM SOUTH OF CREEK CROSSING LN      **Modification #:** 2019-0696

**Impementing Agency:** SACHSE      **Location/Limits To:** PLEASANT VALLEY ROAD

**County:** DALLAS      **CSJ:** 0918-47-240

**City:** SACHSE      **Desc:** RECONSTRUCT AND WIDEN 2 TO 4 LANE DIVIDED URBAN; INTERSECTION, SIGNAL, AND SHARED-USE PATH IMPROVEMENTS ALONG MERRITT ROAD

**Request:** REVISE LIMITS TO ON MERRITT RD/WOODBRIDGE PKWY FROM PLEASANT VALLEY ROAD TO NORTH OF SACHSE ROAD; RECONSTRUCT AND WIDEN 2 TO 4 LANE DIVIDED URBAN; REVISE SCOPE TO INTERSECTION, SIGNAL, AND SHARED-USE PATH IMPROVEMENTS ALONG MERRITT ROAD INCLUDING ILLUMINATION AND MEDIAN LANDSCAPE; INCREASE ENVIRONMENTAL AND ENGINEERING FUNDING AND DELAY TO FY2020, INCREASE ROW AND UTILITY FUNDING AND DELAY TO FY2021, INCREASE CONSTRUCTION FUNDING AND DELAY TO FY2022

**Comment:** LOCAL CONTRIBUTION PAID BY CITY OF SACHSE

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENV	0918-47-240	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$250,000	\$250,000
2019	ENG	0918-47-240	STBG:	\$1,200,000	\$0	\$0	\$300,000	\$0	\$1,500,000
2019	ROW	0918-47-240	STBG:	\$800,000	\$0	\$0	\$200,000	\$0	\$1,000,000
2019	UTIL	0918-47-240	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,000,000	\$1,000,000
<b>Grand Total:</b>				<b>\$2,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$500,000</b>	<b>\$1,250,000</b>	<b>\$3,750,000</b>

**STTC APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2020	ENV	0918-47-240	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$438,967	\$438,967
2020	ENG	0918-47-240	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$500,000	\$500,000
2020	ENG	0918-47-240	STBG:	\$1,200,000	\$0	\$0	\$300,000	\$0	\$1,500,000
<b>Phase Subtotal:</b>				<b>\$1,200,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$300,000</b>	<b>\$500,000</b>	<b>\$2,000,000</b>
2021	ROW	0918-47-240	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$322,700	\$322,700
2021	ROW	0918-47-240	STBG:	\$800,000	\$0	\$0	\$200,000	\$0	\$1,000,000
<b>Phase Subtotal:</b>				<b>\$800,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$200,000</b>	<b>\$322,700</b>	<b>\$1,322,700</b>
2021	UTIL	0918-47-240	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,002,700	\$1,002,700
2022	CON	0918-47-240	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$11,600,326	\$11,600,326
2022	CON	0918-47-240	Cat 5:	\$1,201,700	\$0	\$0	\$300,425	\$0	\$1,502,125
2022	CON	0918-47-240	STBG:	\$8,798,300	\$0	\$0	\$2,199,575	\$0	\$10,997,875
<b>Phase Subtotal:</b>				<b>\$10,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,500,000</b>	<b>\$11,600,326</b>	<b>\$24,100,326</b>
<b>Grand Total:</b>				<b>\$12,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,000,000</b>	<b>\$13,864,693</b>	<b>\$28,864,693</b>

## PROPOSED MAY 2020 TIP MODIFICATIONS FOR RTC MEETING

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0918-47-240	STBG:	\$1,200,000	\$0	\$0	\$300,000	\$0	\$1,500,000
2020	ENV	0918-47-240	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$438,967	\$438,967
2020	ENG	0918-47-240	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$500,000	\$500,000
2021	ROW	0918-47-240	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$322,700	\$322,700
2021	ROW	0918-47-240	STBG:	\$800,000	\$0	\$0	\$200,000	\$0	\$1,000,000
<b>Phase Subtotal:</b>				<b>\$800,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$200,000</b>	<b>\$322,700</b>	<b>\$1,322,700</b>
2021	UTIL	0918-47-240	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,002,700	\$1,002,700
2022	CON	0918-47-240	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$11,600,326	\$11,600,326
2022	CON	0918-47-240	Cat 5:	\$1,201,700	\$0	\$0	\$300,425	\$0	\$1,502,125
2022	CON	0918-47-240	STBG:	\$8,798,300	\$0	\$0	\$2,199,575	\$0	\$10,997,875
<b>Phase Subtotal:</b>				<b>\$10,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,500,000</b>	<b>\$11,600,326</b>	<b>\$24,100,326</b>
<b>Grand Total:</b>				<b>\$12,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,000,000</b>	<b>\$13,864,693</b>	<b>\$28,864,693</b>

Revisions since STTC Meeting: Category 7 funding for Engineering will remain in FY2019 to match obligation date.

## PROPOSED MAY 2020 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 14009      **Facility:** CS      **Location/Limits From:** ON 7TH STREET      **Modification #:** 2019-0698  
**Impementing Agency:** FWTA  
**County:** TARRANT      **CSJ:** 0902-90-022, 0902-90-102  
**City:** FORT WORTH      **Desc:** 7TH STREET DISTRICT CIRCULATOR ELECTRIC BUSES AND CHARGING STATIONS FOR NEW/EXPANDED TRANSIT SERVICE  
**Request:** ADD FUNDING IN FY2015; ADDITION OF FUNDS PARTIALLY OFFSETS AN INCREASE ON TIP 11982  
**Comment:** LOCAL CONTRIBUTION PAID BY TRINITY METRO AND LOCAL PARTNERS; FUNDS PREVIOUSLY OBLIGATED UNDER TIP 11982/CSJ 0902-90-022 (\$2.72 M) TO BE REASSIGNED/MOVED TO THIS PROJECT; 540,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3-TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	TRANS	0902-90-102	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$514,000	\$514,000
2018	TRANS	0902-90-102	Cat 5:	\$4,600,000	\$0	\$0	\$1,150,000	\$0	\$5,750,000
<b>Phase Subtotal:</b>				<b>\$4,600,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,150,000</b>	<b>\$514,000</b>	<b>\$6,264,000</b>
<b>Grand Total:</b>				<b>\$4,600,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,150,000</b>	<b>\$514,000</b>	<b>\$6,264,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	TRANS	0902-90-022	Cat 3 - TDC (MPO):	\$0	\$0	\$540,000	\$0	\$0	\$0
2015	TRANS	0902-90-022	Cat 5:	\$2,700,000	\$0	\$0	\$0	\$0	\$2,700,000
<b>Phase Subtotal:</b>				<b>\$2,700,000</b>	<b>\$0</b>	<b>\$540,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,700,000</b>
2018	TRANS	0902-90-102	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$514,000	\$514,000
2018	TRANS	0902-90-102	Cat 5:	\$4,600,000	\$0	\$0	\$1,150,000	\$0	\$5,750,000
<b>Phase Subtotal:</b>				<b>\$4,600,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,150,000</b>	<b>\$514,000</b>	<b>\$6,264,000</b>
<b>Grand Total:</b>				<b>\$7,300,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,150,000</b>	<b>\$514,000</b>	<b>\$8,964,000</b>



## PROPOSED MAY 2020 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 14032      **Facility:** CS      **Location/Limits From:** ON EAST BEAR CREEK ROAD FROM HAMPTON ROAD      **Modification #:** 2019-0701  
**Impementing Agency:** TXDOT-DALLAS      **Location/Limits To:** IH 35E  
**County:** DALLAS      **CSJ:** 0918-47-246  
**City:** GLENN HEIGHTS      **Desc:** RECONSTRUCT AND WIDEN FROM 2 LANES RURAL UNDIVIDED TO 4 LANES URBAN DIVIDED WITH BICYCLE/PEDESTRIAN ACCOMMODATIONS AND INTERSECTION IMPROVEMENTS  
**Request:** DELAY ENGINEERING PHASE FROM FY2019 TO FY2020; INCREASE CONSTRUCTION FUNDING IN FY2023  
**Comment:** LOCAL CONTRIBUTION PAID BY DALLAS COUNTY AND CITY OF GLENN HEIGHTS; CMAQ IS FOR BIKE/PED ACCOMMODATIONS AND INTERSECTION IMPROVEMENTS ONLY

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0918-47-246	STBG:	\$800,000	\$0	\$0	\$200,000	\$0	\$1,000,000
2021	ROW	0918-47-246	STBG:	\$2,000,000	\$0	\$0	\$500,000	\$0	\$2,500,000
2021	UTIL	0918-47-246	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$3,329,417	\$3,329,417
2023	CON	0918-47-246	Cat 5:	\$2,364,960	\$0	\$0	\$591,240	\$0	\$2,956,200
2023	CON	0918-47-246	STBG:	\$4,425,040	\$0	\$0	\$1,106,260	\$0	\$5,531,300
<b>Phase Subtotal:</b>				<b>\$6,790,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,697,500</b>	<b>\$0</b>	<b>\$8,487,500</b>
<b>Grand Total:</b>				<b>\$9,590,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,397,500</b>	<b>\$3,329,417</b>	<b>\$15,316,917</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2020	ENG	0918-47-246	STBG:	\$800,000	\$0	\$0	\$200,000	\$0	\$1,000,000
2021	ROW	0918-47-246	STBG:	\$2,000,000	\$0	\$0	\$500,000	\$0	\$2,500,000
2021	UTIL	0918-47-246	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$3,329,417	\$3,329,417
2023	CON	0918-47-246	Cat 5:	\$450,000	\$0	\$0	\$112,500	\$0	\$562,500
2023	CON	0918-47-246	STBG:	\$16,800,267	\$0	\$0	\$4,200,067	\$0	\$21,000,334
<b>Phase Subtotal:</b>				<b>\$17,250,267</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,312,567</b>	<b>\$0</b>	<b>\$21,562,834</b>
<b>Grand Total:</b>				<b>\$20,050,267</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,012,567</b>	<b>\$3,329,417</b>	<b>\$28,392,251</b>

## PROPOSED MAY 2020 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 30002      **Facility:** SH 360      **Location/Limits From:** SUBLETT/CAMP WISDOM      **Modification #:** 2019-0705  
**Impementing Agency:** NCTCOG      **Location/Limits To:** US 287  
**County:** TARRANT      **CSJ:** N/A  
**City:** ARLINGTON      **Desc:** BACKSTOP FOR SH 360 PROJECT (PLACEHOLDER)  
**Request:** MOVE FUNDING OUTSIDE 4 YEAR WINDOW OF TIP AS IT IS NOT CURRENTLY NEEDED FOR BACKSTOP  
**Comment:** ANY PLACEHOLDER FUNDS NOT NEEDED TO BACKSTOP SH 360 IN A YR WILL ROLL TO NEXT YR WHICH FUNDS ARE NOT PROGRAMMED; NCTCOG STAFF WILL REASSESS ANNUAL BACKSTOP AMNT IN YR 6 OF LOAN (FY2023) TO DETERMINE IF ANNUAL ALLOCATION OF BACKSTOP REVENUES SHOULD CHANGE

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	CON	N/A	STBG:	\$2,400,000	\$600,000	\$0	\$0	\$0	\$3,000,000
2021	CON	N/A	STBG:	\$4,800,000	\$1,200,000	\$0	\$0	\$0	\$6,000,000
2022	CON	N/A	STBG:	\$2,400,000	\$600,000	\$0	\$0	\$0	\$3,000,000
2023	CON	N/A	STBG:	\$2,400,000	\$600,000	\$0	\$0	\$0	\$3,000,000
<b>Grand Total:</b>				<b>\$12,000,000</b>	<b>\$3,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$15,000,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	CON	N/A	STBG:	\$2,400,000	\$600,000	\$0	\$0	\$0	\$3,000,000
2024	CON	N/A	STBG:	\$2,400,000	\$600,000	\$0	\$0	\$0	\$3,000,000
2025	CON	N/A	STBG:	\$2,400,000	\$600,000	\$0	\$0	\$0	\$3,000,000
2026	CON	N/A	STBG:	\$2,400,000	\$600,000	\$0	\$0	\$0	\$3,000,000
2027	CON	N/A	STBG:	\$2,400,000	\$600,000	\$0	\$0	\$0	\$3,000,000
<b>Grand Total:</b>				<b>\$12,000,000</b>	<b>\$3,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$15,000,000</b>

## PROPOSED MAY 2020 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 11663.2     **Facility:** VA     **Location/Limits From:** REGIONAL MANAGED LANE SYSTEM     **Modification #:** 2019-0707  
**Impementing Agency:** TXDOT-FORT WORTH  
**County:** VARIOUS     **CSJ:** 0902-00-220  
**City:** VARIOUS     **Desc:** DEVELOP, TEST, & IMPLEMENT TECHNOLOGY TO DETECT & VERIFY AUTO OCCUPANCY ON REGIONAL MANAGED LANE SYSTEM INCLUDING PUBLIC OUTREACH, EDUCATION, & INTEGRATION INTO EXISTING TOLLING SOFTWARE/HARDWARE; PROJECT INVOLVES CONSULTANT ASSISTANCE  
**Request:** ADD FUNDING IN FY2020, FY2021, AND FY2022 FOR MAINTENANCE FEES AND CHANGE CSJ FROM 0902-00-231 TO 0902-00-220

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	IMP	0902-00-231	STBG:	\$1,360,000	\$340,000	\$0	\$0	\$0	\$1,700,000
<b>Grand Total:</b>				<b>\$1,360,000</b>	<b>\$340,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,700,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2020	IMP	0902-00-220	STBG:	\$1,637,280	\$409,320	\$0	\$0	\$0	\$2,046,600
2021	IMP	0902-00-220	STBG:	\$279,610	\$69,902	\$0	\$0	\$0	\$349,512
2022	IMP	0902-00-220	STBG:	\$287,821	\$71,955	\$0	\$0	\$0	\$359,776
<b>Grand Total:</b>				<b>\$2,204,711</b>	<b>\$551,177</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,755,888</b>

**TIP Code:** 25022     **Facility:** VA     **Location/Limits From:** TRINITY BLVD/ELM ST     **Modification #:** 2019-0708  
**Impementing Agency:** FORT WORTH     **Location/Limits To:** TRINITY RAILWAY EXPRESS (TRE) CENTREPORT RAIL STATION AND TO THE MIKE LEWIS TRAIL IN GRAND PRAIRIE  
**County:** VARIOUS     **CSJ:** 0902-90-050  
**City:** VARIOUS     **Desc:** SHARED-USE PATH (TRAIL) FROM THE INTERSECTION OF TRINITY BLVD/ELM ST TO CENTREPORT RAIL STATION; PRELIMINARY ENGINEERING FOR CONNECTION TO MIKE LEWIS TRAIL  
**Request:** REVISE LIMITS TO CENTREPORT TRAIL FROM TRINITY BLVD/SKYVIEW DR TO TRINITY RAILWAY EXPRESS (TRE) CENTREPORT STATION; REVISE SCOPE TO CONSTRUCT SHARED-USE PATH (TRAIL) FROM THE INTERSECTION OF TRINITY BLVD/SKYVIEW DR TO CENTREPORT RAIL STATION; PRELIMINARY ENGINEERING FOR CONNECTION TO MIKE LEWIS TRAIL; DELAY ENVIRONMENTAL, ROW, AND UTILITY PHASES TO FY2020

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	ENV	0902-90-050	Cat 5:	\$800,000	\$0	\$0	\$200,000	\$0	\$1,000,000
2019	ENG	0902-90-050	Cat 5:	\$152,000	\$0	\$0	\$38,000	\$0	\$190,000
2019	ROW	0902-90-050	Cat 5:	\$60,000	\$0	\$0	\$15,000	\$0	\$75,000
2019	UTIL	0902-90-050	Cat 5:	\$20,000	\$0	\$0	\$5,000	\$0	\$25,000
2021	CON	0902-90-050	Cat 5:	\$1,768,000	\$0	\$0	\$442,000	\$0	\$2,210,000
<b>Grand Total:</b>				<b>\$2,800,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$700,000</b>	<b>\$0</b>	<b>\$3,500,000</b>

## PROPOSED MAY 2020 TIP MODIFICATIONS FOR RTC MEETING

**STTC APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0902-90-050	Cat 5:	\$152,000	\$0	\$0	\$38,000	\$0	\$190,000
2020	ENV	0902-90-050	Cat 5:	\$800,000	\$0	\$0	\$200,000	\$0	\$1,000,000
2020	ROW	0902-90-050	Cat 5:	\$60,000	\$0	\$0	\$15,000	\$0	\$75,000
2020	UTIL	0902-90-050	Cat 5:	\$20,000	\$0	\$0	\$5,000	\$0	\$25,000
2021	CON	0902-90-050	Cat 5:	\$1,768,000	\$0	\$0	\$442,000	\$0	\$2,210,000
<b>Grand Total:</b>				<b>\$2,800,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$700,000</b>	<b>\$0</b>	<b>\$3,500,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENG	0902-90-050	Cat 5:	\$312,000	\$0	\$0	\$78,000	\$0	\$390,000
2020	ENV	0902-90-050	Cat 5:	\$252,000	\$0	\$0	\$63,000	\$0	\$315,000
2020	ENG	0902-90-050	Cat 5:	\$396,000	\$0	\$0	\$99,000	\$0	\$495,000
2020	ROW	0902-90-050	Cat 5:	\$116,000	\$0	\$0	\$29,000	\$0	\$145,000
2020	UTIL	0902-90-050	Cat 5:	\$36,000	\$0	\$0	\$9,000	\$0	\$45,000
2021	CON	0902-90-050	Cat 5:	\$1,688,000	\$0	\$0	\$422,000	\$0	\$2,110,000
<b>Grand Total:</b>				<b>\$2,800,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$700,000</b>	<b>\$0</b>	<b>\$3,500,000</b>

**Revisions since STTC Meeting:** Revised requested limits to include "CentrePort Trail" as the facility. Advanced \$390,000 of CMAQ for Engineering phase to FY2017 due to funds obligating in August 2017. Revised funding breakdown across all phases to match agreement.

<b>TIP Code:</b> 25013	<b>Facility:</b> CS	<b>Location/Limits From:</b> MEANDERING ROAD FROM SH 183 TO ANAHUAC AVE	<b>Modification #:</b> 2019-0709
<b>Impementing Agency:</b> FORT WORTH		<b>Location/Limits To:</b> LTJG BARNETT FROM MEANDERING ROAD TO NASJRB EAST GATE	
<b>County:</b> TARRANT	<b>CSJ:</b> 0902-90-046, 0902-90-172		
<b>City:</b> VARIOUS	<b>Desc:</b> RECONSTRUCT MEANDERING ROAD FROM 4 TO 3 LANES, REALIGN INTERSECTION AT ROBERTS CUT OFF, CONSTRUCT INTERSECTION IMPROVEMENTS AT YALE ST AND LTJG BARNETT, ADD SIDEWALKS AND SIDEPATHS WITHIN PROJECT LIMITS AND BIKE LANES ON LT JG BARNETT		
	<b>Request:</b> INCREASE ROW FUNDING IN FY2020; INCREASE CONSTRUCTION FUNDING IN FY2022		
	<b>Comment:</b> 3,656,802 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3-TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; CMAQ FOR INTERSECTION IMPROVEMENTS, BIKE/PED, AND SIGNAL IMPROVEMENTS ONLY		

## PROPOSED MAY 2020 TIP MODIFICATIONS FOR RTC MEETING

### CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2016	ENG	0902-90-046	Cat 3 - TDC (MPO):	\$0	\$0	\$316,802	\$0	\$0	\$0
2016	ENG	0902-90-046	Cat 5:	\$500,000	\$0	\$0	\$0	\$0	\$500,000
2016	ENG	0902-90-046	Cat 7:	\$1,084,010	\$0	\$0	\$0	\$0	\$1,084,010
<b>Phase Subtotal:</b>				<b>\$1,584,010</b>	<b>\$0</b>	<b>\$316,802</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,584,010</b>
2020	ENG	0902-90-172	Cat 3 - TDC (MPO):	\$0	\$0	\$180,000	\$0	\$0	\$0
2020	ENG	0902-90-172	STBG:	\$900,000	\$0	\$0	\$0	\$0	\$900,000
<b>Phase Subtotal:</b>				<b>\$900,000</b>	<b>\$0</b>	<b>\$180,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$900,000</b>
2020	ROW	0902-90-172	Cat 3 - TDC (MPO):	\$0	\$0	\$40,000	\$0	\$0	\$0
2020	ROW	0902-90-172	STBG:	\$200,000	\$0	\$0	\$0	\$0	\$200,000
<b>Phase Subtotal:</b>				<b>\$200,000</b>	<b>\$0</b>	<b>\$40,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$200,000</b>
2022	CON	0902-90-172	Cat 3 - TDC (MPO):	\$0	\$0	\$2,780,000	\$0	\$0	\$0
2022	CON	0902-90-172	Cat 5:	\$6,000,000	\$0	\$0	\$0	\$0	\$6,000,000
2022	CON	0902-90-172	STBG:	\$7,900,000	\$0	\$0	\$0	\$0	\$7,900,000
<b>Phase Subtotal:</b>				<b>\$13,900,000</b>	<b>\$0</b>	<b>\$2,780,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$13,900,000</b>
<b>Grand Total:</b>				<b>\$16,584,010</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$16,584,010</b>

### REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2016	ENG	0902-90-046	Cat 3 - TDC (MPO):	\$0	\$0	\$316,802	\$0	\$0	\$0
2016	ENG	0902-90-046	Cat 5:	\$500,000	\$0	\$0	\$0	\$0	\$500,000
2016	ENG	0902-90-046	Cat 7:	\$1,084,010	\$0	\$0	\$0	\$0	\$1,084,010
<b>Phase Subtotal:</b>				<b>\$1,584,010</b>	<b>\$0</b>	<b>\$316,802</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,584,010</b>
2020	ENG	0902-90-172	Cat 3 - TDC (MPO):	\$0	\$0	\$180,000	\$0	\$0	\$0
2020	ENG	0902-90-172	STBG:	\$900,000	\$0	\$0	\$0	\$0	\$900,000
<b>Phase Subtotal:</b>				<b>\$900,000</b>	<b>\$0</b>	<b>\$180,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$900,000</b>
2020	ROW	0902-90-172	Cat 3 - TDC (MPO):	\$0	\$0	\$160,000	\$0	\$0	\$0
2020	ROW	0902-90-172	STBG:	\$800,000	\$0	\$0	\$0	\$0	\$800,000
<b>Phase Subtotal:</b>				<b>\$800,000</b>	<b>\$0</b>	<b>\$160,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$800,000</b>
2022	CON	0902-90-172	Cat 3 - TDC (MPO):	\$0	\$0	\$3,000,000	\$0	\$0	\$0
2022	CON	0902-90-172	Cat 5:	\$6,000,000	\$0	\$0	\$0	\$0	\$6,000,000
2022	CON	0902-90-172	STBG:	\$9,000,000	\$0	\$0	\$0	\$0	\$9,000,000
<b>Phase Subtotal:</b>				<b>\$15,000,000</b>	<b>\$0</b>	<b>\$3,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$15,000,000</b>
<b>Grand Total:</b>				<b>\$18,284,010</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$18,284,010</b>

## PROPOSED MAY 2020 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 20004.1    **Facility:** FM 423    **Location/Limits From:** STEWARTS CREEK ROAD    **Modification #:** 2019-0725  
**Impementing Agency:** TXDOT-DALLAS    **Location/Limits To:** SH 121  
**County:** DENTON    **CSJ:** 1567-02-020, 1567-02-030  
**City:** THE COLONY    **Desc:** WIDEN 4 TO 8 DIVIDED URBAN FROM SH 121 TO COUGAR ALLEY WITH 4 TO 6 LANES FROM COUGAR ALLEY TO STEWARTS CREEK  
**Request:** INCREASE RTR 121-DE1 FUNDING FOR UTILITY PHASE BY \$1,089,421 (100% REGIONAL)

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2011	ENG	1567-02-020	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$3,000,000	\$3,000,000
2011	ENG	1567-02-020	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$709,000	\$0	\$0	\$709,000
<b>Phase Subtotal:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$709,000</b>	<b>\$0</b>	<b>\$3,000,000</b>	<b>\$3,709,000</b>
2011	ROW	1567-02-030	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$26,600,000	\$2,955,555	\$0	\$29,555,555
2011	UTIL	1567-02-020	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$9,072,890	\$0	\$0	\$9,072,890
2013	CON	1567-02-020	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$120,000	\$0	\$0	\$120,000
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$36,501,890</b>	<b>\$2,955,555</b>	<b>\$3,000,000</b>	<b>\$42,457,445</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2011	ENG	1567-02-020	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$3,000,000	\$3,000,000
2011	ENG	1567-02-020	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$715,226	\$0	\$0	\$715,226
<b>Phase Subtotal:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$715,226</b>	<b>\$0</b>	<b>\$3,000,000</b>	<b>\$3,715,226</b>
2011	ROW	1567-02-030	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$28,029,283	\$2,955,555	\$0	\$30,984,838
2011	UTIL	1567-02-020	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$9,072,890	\$0	\$0	\$9,072,890
2013	CON	1567-02-020	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$120,000	\$0	\$0	\$120,000
2020	UTIL	1567-02-020	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$1,089,421	\$0	\$0	\$1,089,421
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$39,026,820</b>	<b>\$2,955,555</b>	<b>\$3,000,000</b>	<b>\$44,982,375</b>

## PROPOSED MAY 2020 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 14085.2    **Facility:** VA    **Location/Limits From:** OAK FARMS REGIONAL CORRIDORS CONCEPTUAL ENG STUDY; ALONG JEFFERSON BLVD VIADUCT/BLVD FROM YOUNG TO EWING; ALONG HOUSTON ST VIADUCT FROM YOUNG TO GREENBRIAR LN;    **Modification #:** 2019-0726

**Impementing Agency:** NCTCOG    **Location/Limits To:** ON GREENBRIAR LN FROM JEFFERSON BLVD TO BECKLEY AVE; ON EADS AVE FROM COLORADO TO HUTCHINS

**County:** DALLAS    **CSJ:** 0918-47-307

**City:** DALLAS    **Desc:** CONCEPTUAL ENGINEERING STUDY TO RECONST ROADWAYS TO IMPLEMENT COMPLETE STREETS, INCLUDING: ON-STREET PARKING, SIDEWALKS, BIKE LANES/PATHS, CONVERT TO 2-WAY OPERATIONS, REMOVE RAMPS, IMPROVE ACCESSIBILITY BY STREETCAR, ADD TRAFFIC CALMING

**Request:** ADD PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**Comment:** RTC APPROVED FUNDING ON APRIL 11, 2019; THIS ACTION IDENTIFIES A SPECIFIC PROJECT TO BE IMPLEMENTED WITH A PORTION OF THE APPROVED FUNDING; INCLUDES DALLAS OPPORTUNITY ZONE 1 PROJECT NUMBERS 1, 2, 4, 6, 13, AND 15; 681,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH ARE NOT CALCULATED IN FUNDING TOTAL; REGIONAL TDCS

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0918-47-307	Cat 3 - TDC (MPO):	\$0	\$0	\$681,000	\$0	\$0	\$0
2021	ENG	0918-47-307	STBG:	\$3,405,000	\$0	\$0	\$0	\$0	\$3,405,000
<b>Phase Subtotal:</b>				<b>\$3,405,000</b>	<b>\$0</b>	<b>\$681,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,405,000</b>
<b>Grand Total:</b>				<b>\$3,405,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,405,000</b>

## PROPOSED MAY 2020 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 14085.3    **Facility:** VA    **Location/Limits From:** OAK FARMS LOCAL CORRIDORS CONCEPTUAL ENG STUDY; BOUNDED BY IH 30 TO THE NORTH; TRINITY RIVER TO THE NORTHEAST;    **Modification #:** 2019-0727

**Impementing Agency:** DALLAS    **Location/Limits To:** BECKLEY AVE, ELSBETH ST, AND ZANG BLVD TO THE WEST; CUMBERLAND ST AND MARSALIS AVE TO THE SOUTHWEST; AND THE DART RED LINE TO THE SOUTHEAST

**County:** DALLAS    **CSJ:** 0918-47-306

**City:** DALLAS    **Desc:** RECONSTRUCT ROADWAYS TO IMPLEMENT COMPLETE STREETS, INCLUDING CONSTRUCTING SIDEWALK, TRANSIT STOP, BIKE LANE, ON STREET PARKING AND STREETScape IMPROVEMENTS; CONSTRUCT CORRIDOR CONNECTIONS; AND TRAFFIC CALMING

**Request:** ADD PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**Comment:** RTC APPROVED FUNDING ON APRIL 11, 2019; THIS ACTION IDENTIFIES A SPECIFIC PROJECT TO BE IMPLEMENTED WITH A PORTION OF THE APPROVED FUNDING; INCLUDES DALLAS OPPORTUNITY ZONE 1 PROJECTS 7, 8, 9, 10, 11, AND 12; 239,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH ARE NOT CALCULATED IN FUNDING TOTAL; REGIONAL TDCS

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0918-47-306	Cat 3 - TDC (MPO):	\$0	\$0	\$239,000	\$0	\$0	\$0
2021	ENG	0918-47-306	STBG:	\$1,195,000	\$0	\$0	\$0	\$0	\$1,195,000
<b>Phase Subtotal:</b>				<b>\$1,195,000</b>	<b>\$0</b>	<b>\$239,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,195,000</b>
<b>Grand Total:</b>				<b>\$1,195,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,195,000</b>



## PROPOSED MAY 2020 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 11898.4     **Facility:** FM 156     **Location/Limits From:** AT AVONDALE/HASLET PKWY     **Modification #:** 2019-0730  
**Impementing Agency:** TXDOT-FORT WORTH  
**County:** TARRANT     **CSJ:** 0718-02-074  
**City:** HASLET     **Desc:** CONSTRUCT INTERSECTION IMPROVEMENTS INCLUDING LEFT AND RIGHT TURN LANES AND NEW SIDEWALKS  
**Request:** SPLIT FROM TIP 11898.3/CSJ 0902-90-141; ADD PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
**Comment:** FEDERAL FUNDS ARE NOT TO EXCEED 64% OF TOTAL PROJECT FUNDING BETWEEN TIP 11898.1, 11898.2, 11898.3, AND 11898.4

**STTC APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2020	ENG	0718-02-074	SW PE:	\$0	\$548,160	\$0	\$0	\$0	\$548,160
2020	CON	0718-02-074	Cat 5:	\$4,385,280	\$1,096,320	\$0	\$0	\$0	\$5,481,600
<b>Grand Total:</b>				<b>\$4,385,280</b>	<b>\$1,644,480</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$6,029,760</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2020	CON	0718-02-074	Cat 5:	\$4,385,280	\$1,096,320	\$0	\$0	\$0	\$5,481,600
<b>Grand Total:</b>				<b>\$4,385,280</b>	<b>\$1,096,320</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,481,600</b>

**Revisions since STTC Meeting:**    **Removed Engineering phase**

# How to Read the Project Modification Listings – Transit Section

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

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

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

**Request:** REFINE FY2015 PROGRAM OF PROJECTS

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

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

**Funding Source:** TRANSIT SECTION 5310 FUNDS

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

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

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

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

Sample

# PROPOSED MAY 2020 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

**Implementing Agency:** DALLAS AREA RAPID TRANSIT

**Apportionment Year** FY2020 PROGRAM OF PROJECTS

**Modification #:** 2019-0710

**Request:** ADD PROJECTS TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE 2019-2022 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

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

**Funding Source:** TRANSIT SECTION 5307 FUNDS

<b>Revision Requested:</b>			<b>FUNDING TABLE:</b>							<b>REVISION REQUESTED</b>	
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>	
12028.20	SYSTEM PREVENTIVE MAINTENANCE	2020	CAPITAL	\$48,323,515	\$0	\$0	\$12,080,879	0	\$60,404,394	ADD PROJECT	
12515.20	ACQUISITION OF SECURITY EQUIPMENT	2020	CAPITAL	\$592,774	\$0	\$0	\$148,194	0	\$740,968	ADD PROJECT	
<b>TOTAL:</b>				<b>\$48,916,289</b>	<b>\$0</b>	<b>\$0</b>	<b>\$12,229,073</b>	<b>0</b>	<b>\$61,145,362</b>		

**Implementing Agency:** DENTON COUNTY TRANSPORTATION AUTHORITY

**Apportionment Year** FY2020 PROGRAM OF PROJECTS

**Modification #:** 2019-0711

**Request:** ADD PROJECTS TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE 2019-2022 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**UZA:** DENTON-LEWISVILLE

**Comment:** 312,357 TRANSPORTATION DEVELOPMENT CREDITS (TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

**Funding Source:** TRANSIT SECTION 5307 FUNDS

<b>Revision Requested:</b>			<b>FUNDING TABLE:</b>							<b>REVISION REQUESTED</b>	
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>	
12354.20	ACQUISITION OF SURVEILLANCE/SECURITY EQUIPMENT	2020	CAPITAL	\$63,183	\$0	\$0	\$0	12,637	\$63,183	ADD PROJECT (MPO TDCs)	
12356.20	ADA PARATRANSIT SERVICE	2020	CAPITAL	\$631,827	\$0	\$0	\$0	126,365	\$631,827	ADD PROJECT (MPO TDCs)	
12416.20	SYSTEM PREVENTIVE MAINTENANCE	2020	CAPITAL	\$866,774	\$0	\$0	\$0	173,355	\$866,774	ADD PROJECT (MPO TDCs)	
12465.20	OPERATING ASSISTANCE (SPECIAL RULE)	2020	OPERATING	\$4,630,124	\$0	\$0	\$4,630,124	0	\$9,260,248	ADD PROJECT	
<b>TOTAL:</b>				<b>\$6,191,908</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,630,124</b>	<b>312,357</b>	<b>\$10,822,032</b>		

**Implementing Agency:** DENTON COUNTY TRANSPORTATION AUTHORITY

**Apportionment Year** FY2020 PROGRAM OF PROJECTS

**Modification #:** 2019-0712

**Request:** ADD PROJECTS TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE 2019-2022 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**UZA:** DENTON-LEWISVILLE

**Comment:** 394,503 TRANSPORTATION DEVELOPMENT CREDITS (TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

**Funding Source:** TRANSIT SECTION 5337 FUNDS

<b>Revision Requested:</b>			<b>FUNDING TABLE:</b>							<b>REVISION REQUESTED</b>	
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>	
12909.20	RAIL PREVENTIVE MAINTENANCE	2020	CAPITAL	\$1,972,516	\$0	\$0	\$0	394,503	\$1,972,516	ADD PROJECT (MPO TDCs)	
<b>TOTAL:</b>				<b>\$1,972,516</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>394,503</b>	<b>\$1,972,516</b>		

# PROPOSED MAY 2020 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

**Implementing Agency:** CITY OF ARLINGTON

**Apportionment Year** FY2018 PROGRAM OF PROJECTS

**Modification #:** 2019-0713

**Request:** INCREASE FUNDING BY \$350,000 SECTION 5307 FUNDS (\$350,000 FEDERAL AND 70,000 REGIONAL TDC [MPO]) FOR A REVISED FUNDED AMOUNT OF \$850,000 SECTION 5307 FUNDS (\$850,000 FEDERAL AND 170,000 REGIONAL TDC [MPO])

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

**Comment:** 170,000 TRANSPORTATION DEVELOPMENT CREDITS (TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

**Funding Source:** TRANSIT SECTION 5307 FUNDS

<b>Currently Approved:</b>				<b>FUNDING TABLE:</b>						
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12904.18	CAPITAL COST OF CONTRACTING-VIA	2020	CAPITAL	\$500,000	\$0	\$0	\$0	100,000	\$500,000	
<b>TOTAL:</b>				<b>\$500,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>100,000</b>	<b>\$500,000</b>	

<b>Revision Requested:</b>				<b>FUNDING TABLE:</b>						<b>REVISION REQUESTED</b>
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<b>BY PROJECT</b>
12904.18	CAPITAL COST OF CONTRACTING-VIA	2020	CAPITAL	\$850,000	\$0	\$0	\$0	170,000	\$850,000	ADD PROJECT (MPO TDCs)
<b>TOTAL:</b>				<b>\$850,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>170,000</b>	<b>\$850,000</b>	

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

**Apportionment Year** FY2018 PROGRAM OF PROJECTS

**Modification #:** 2019-0714

**Request:** ADD PROJECTS TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE 2019-2022 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

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

**Comment:** 168,027 TRANSPORTATION DEVELOPMENT CREDITS (TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

**Funding Source:** TRANSIT SECTION 5310 FUNDS

<b>Revision Requested:</b>				<b>FUNDING TABLE:</b>						<b>REVISION REQUESTED</b>
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<b>BY PROJECT</b>
12752.18	MOBILITY MANAGEMENT	2020	CAPITAL	\$840,134	\$0	\$0	\$0	168,027	\$840,134	ADD PROJECT (MPO TDCs)
<b>TOTAL:</b>				<b>\$840,134</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>168,027</b>	<b>\$840,134</b>	

**Implementing Agency:** CITY OF MCKINNEY

**Apportionment Year** FY2020 PROGRAM OF PROJECTS

**Modification #:** 2019-0715

**Request:** ADD PROJECTS TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE 2019-2022 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**UZA:** MCKINNEY

**Comment:** 46,245 TRANSPORTATION DEVELOPMENT CREDITS (TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

**Funding Source:** TRANSIT SECTION 5307 FUNDS

<b>Revision Requested:</b>				<b>FUNDING TABLE:</b>						<b>REVISION REQUESTED</b>
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<b>BY PROJECT</b>
12823.20	OPERATING ASSISTANCE	2020	OPERATING	\$2,893,115	\$0	\$0	\$2,893,115	0	\$5,786,230	ADD PROJECT
12866.20	PREVENTIVE MAINTENANCE	2020	CAPITAL	\$100,000	\$0	\$0	\$0	20,000	\$100,000	ADD PROJECT (MPO TDCs)
12867.20	MOBILITY MANAGEMENT	2020	CAPITAL	\$100,000	\$0	\$0	\$0	20,000	\$100,000	ADD PROJECT (MPO TDCs)
12922.20	ACQUISITION OF SURVEILLANCE/SECURITY EQUIPMENT	2020	CAPITAL	\$31,244	\$0	\$0	\$0	6,245	\$31,244	ADD PROJECT (MPO TDCs)
<b>TOTAL:</b>				<b>\$3,124,359</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,893,115</b>	<b>46,245</b>	<b>\$6,017,474</b>	

# PROPOSED MAY 2020 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

**Implementing Agency:** DALLAS AREA RAPID TRANSIT

**Apportionment Year** FY2020 PROGRAM OF PROJECTS

**Modification #:** 2019-0716

**Request:** ADD PROJECTS TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE 2019-2022 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

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

**Funding Source:** TRANSIT SECTION 5339 FUNDS

<b>Revision Requested:</b>			<b>FUNDING TABLE:</b>							<b>REVISION REQUESTED</b>
<b>TIP Code</b>	<b>DESCRIPTION</b>	<b>FY</b>	<b>PROJECT TYPE</b>	<b>FEDERAL</b>	<b>STATE</b>	<b>REGIONAL</b>	<b>LOCAL</b>	<b>TDC</b>	<b>TOTAL</b>	<b>BY PROJECT</b>
12928.20	COMPREHENSIVE PAYMENT SYSTEM	2020	CAPITAL	\$3,500,000	\$0	\$0	\$875,000	0	\$4,375,000	ADD PROJECT
<b>TOTAL:</b>				<b>\$3,500,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$875,000</b>	<b>0</b>	<b>\$4,375,000</b>	

**Implementing Agency:** DALLAS AREA RAPID TRANSIT

**Apportionment Year** FY2020 PROGRAM OF PROJECTS

**Modification #:** 2019-0717

**Request:** ADD PROJECTS TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE 2019-2022 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

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

**Funding Source:** TRANSIT SECTION 5337 FUNDS

<b>Revision Requested:</b>			<b>FUNDING TABLE:</b>							<b>REVISION REQUESTED</b>
<b>TIP Code</b>	<b>DESCRIPTION</b>	<b>FY</b>	<b>PROJECT TYPE</b>	<b>FEDERAL</b>	<b>STATE</b>	<b>REGIONAL</b>	<b>LOCAL</b>	<b>TDC</b>	<b>TOTAL</b>	<b>BY PROJECT</b>
12471.20	RAIL PREVENTIVE MAINTENANCE	2020	CAPITAL	\$26,342,491	\$0	\$0	\$6,585,623	0	\$32,928,114	ADD PROJECT
<b>TOTAL:</b>				<b>\$26,342,491</b>	<b>\$0</b>	<b>\$0</b>	<b>\$6,585,623</b>	<b>0</b>	<b>\$32,928,114</b>	

**Implementing Agency:** COMMUNITY TRANSIT SERVICES

**Apportionment Year** FY2018 PROGRAM OF PROJECTS

**Modification #:** 2019-0718

**Request:** REFINE FY2018 PROGRAM OF PROJECTS; DELETE ACQUISITION OF SURVEILLANCE/SECURITY AND ADD FUNDING TO MOBILITY MANAGEMENT WITHOUT ANY CHANGE TO OVERALL FUNDED AMOUNT FOR PROGRAM OF PROJECTS

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

**Comment:** 12,382 TRANSPORTATION DEVELOPMENT CREDITS (TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

**Funding Source:** TRANSIT SECTION 5307 FUNDS

<b>Currently Approved:</b>			<b>FUNDING TABLE:</b>						
<b>TIP Code</b>	<b>DESCRIPTION</b>	<b>FY</b>	<b>PROJECT TYPE</b>	<b>FEDERAL</b>	<b>STATE</b>	<b>REGIONAL</b>	<b>LOCAL</b>	<b>TDC</b>	<b>TOTAL</b>
12827.18	OPERATING ASSISTANCE	2019	OPERATING	\$37,180	\$37,180	\$0	\$0	0	\$74,360
12860.18	ACQUISITION OF SURVEILLANCE/SECURITY EQUIPMENT	2019	CAPITAL	\$36,000	\$0	\$0	\$0	7,200	\$36,000
12861.18	MOBILITY MANAGEMENT	2019	CAPITAL	\$25,909	\$0	\$0	\$0	5,182	\$25,909
<b>TOTAL:</b>				<b>\$99,089</b>	<b>\$37,180</b>	<b>\$0</b>	<b>\$0</b>	<b>12,382</b>	<b>\$136,269</b>

<b>Revision Requested:</b>			<b>FUNDING TABLE:</b>							<b>REVISION REQUESTED</b>
<b>TIP Code</b>	<b>DESCRIPTION</b>	<b>FY</b>	<b>PROJECT TYPE</b>	<b>FEDERAL</b>	<b>STATE</b>	<b>REGIONAL</b>	<b>LOCAL</b>	<b>TDC</b>	<b>TOTAL</b>	<b>BY PROJECT</b>
12827.18	OPERATING ASSISTANCE	2019	OPERATING	\$37,180	\$37,180	\$0	\$0	0	\$74,360	NO CHANGE
12860.18	ACQUISITION OF SURVEILLANCE/SECURITY EQUIPMENT	2019	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
12861.18	MOBILITY MANAGEMENT	2019	CAPITAL	\$61,909	\$0	\$0	\$0	12,382	\$61,909	INCREASE FUNDING
<b>TOTAL:</b>				<b>\$99,089</b>	<b>\$37,180</b>	<b>\$0</b>	<b>\$0</b>	<b>12,382</b>	<b>\$136,269</b>	

# PROPOSED MAY 2020 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

**Implementing Agency:** SPECIAL PROGRAMS FOR AGING NEEDS

**Apportionment Year** FY2018 PROGRAM OF PROJECTS

**Modification #:** 2019-0719

**Request:** RE-ADD PREVIOUSLY CANCELLED PROJECT AND ADD NEW PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE 2019-2022 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**UZA:** DENTON-LEWISVILLE

**Comment:** 24,157 TRANSPORTATION DEVELOPMENT CREDITS (TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

**Funding Source:** TRANSIT SECTION 5310 FUNDS

<b>Currently Approved:</b>				<b>FUNDING TABLE:</b>						
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12655.18	OPERATING ASSISTANCE	2018	OPERATING	\$0	\$0	\$0	\$0	0	\$0	
<b>TOTAL:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>0</b>	<b>\$0</b>	

<b>Revision Requested:</b>				<b>FUNDING TABLE:</b>							<b>REVISION REQUESTED</b>
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>	
12655.18	OPERATING ASSISTANCE	2020	OPERATING	\$76,862	\$0	\$0	\$76,862	0	\$153,724	ADD PROJECT	
12929.18	PURCHASE OF SERVICE	2020	CAPITAL	\$120,785	\$0	\$0	\$0	24,157	\$120,785	ADD PROJECT (MPO TDCs)	
<b>TOTAL:</b>				<b>\$197,647</b>	<b>\$0</b>	<b>\$0</b>	<b>\$76,862</b>	<b>24,157</b>	<b>\$274,509</b>		

**Implementing Agency:** FORT WORTH TRANSPORTATION AUTHORITY

**Apportionment Year** FY2020 PROGRAM OF PROJECTS

**Modification #:** 2019-0720

**Request:** ADD PROJECTS TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE 2019-2022 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

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

**Funding Source:** TRANSIT SECTION 5339 FUNDS

<b>Revision Requested:</b>				<b>FUNDING TABLE:</b>							<b>REVISION REQUESTED</b>
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>	
12728.20	PURCHASE REPLACEMENT VEHICLES	2020	CAPITAL	\$1,000,000	\$0	\$0	\$250,000	0	\$1,250,000	ADD PROJECT	
<b>TOTAL:</b>				<b>\$1,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$250,000</b>	<b>0</b>	<b>\$1,250,000</b>		

**Implementing Agency:** FORT WORTH TRANSPORTATION AUTHORITY

**Apportionment Year** FY2020 PROGRAM OF PROJECTS

**Modification #:** 2019-0721

**Request:** ADD PROJECTS TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE 2019-2022 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

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

**Funding Source:** TRANSIT SECTION 5307 FUNDS

<b>Revision Requested:</b>				<b>FUNDING TABLE:</b>							<b>REVISION REQUESTED</b>
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>	
12038.20	SYSTEM PREVENTIVE MAINTENANCE	2020	CAPITAL	\$48,323,515	\$0	\$0	\$12,080,879	0	\$60,404,394	ADD PROJECT	
12549.20	ADA PARATRANSIT SERVICE	2020	CAPITAL	\$2,127,848	\$0	\$0	\$531,962	0	\$2,659,810	ADD PROJECT	
12732.20	ACQUISITION OF SURVEILLANCE/SECURITY EQUIPMENT	2020	CAPITAL	\$592,774	\$0	\$0	\$148,194	0	\$740,968	ADD PROJECT	
<b>TOTAL:</b>				<b>\$51,044,137</b>	<b>\$0</b>	<b>\$0</b>	<b>\$12,761,035</b>	<b>0</b>	<b>\$63,805,172</b>		

# PROPOSED MAY 2020 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

**Implementing Agency:** FORT WORTH TRANSPORTATION AUTHORITY

**Apportionment Year:** FY2020 PROGRAM OF PROJECTS

**Modification #:** 2019-0722

**Request:** ADD PROJECTS TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE 2019-2022 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

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

**Funding Source:** TRANSIT SECTION 5337 FUNDS

**Revision Requested:**

<u>TIP Code</u> <u>DESCRIPTION</u>		<u>FY</u>	<u>PROJECT TYPE</u>	<u>FUNDING TABLE:</u>					<u>TDC</u>	<u>TOTAL</u>	<u>REVISION REQUESTED</u>
				<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>			<u>BY PROJECT</u>	
12462.20	RAIL PREVENTIVE MAINTENANCE	2020	CAPITAL	\$3,797,025	\$0	\$0	\$949,257	0	\$4,746,282	ADD PROJECT	
			<b>TOTAL:</b>	<b>\$3,797,025</b>	<b>\$0</b>	<b>\$0</b>	<b>\$949,257</b>	<b>0</b>	<b>\$4,746,282</b>		





August 9, 2019

Mr. Michael Morris  
Director of Transportation  
Regional Transportation Council  
North Central Texas Council of Governments  
616 Six Flags Drive  
Arlington, Texas 76011

Dear Michael,

Western Extrusions is one of Carrollton's premier businesses and employment centers. The company provides good jobs for almost 900 North Texas residents and is a great corporate citizen.

Like all employers they must recruit and retain the best employees. Many of their workers come from areas outside of Carrollton that have long and expensive commutes in terms of both time and money. The company is willing to hire people who have served time in penal institutions, many of whom live in halfway houses and lack a means of transportation.

We have had several meetings with company representatives to discuss the challenges their employees have in order to use public transportation because the two major transportation destination points—DART's Downtown Carrollton and Trinity Mills LRT Stations—are more than 1.5 miles from the Western Extrusions facility. While the company is willing to purchase transit passes for all employees that strategy does not work without finding a way to get employees to and from these stations.

The company has exhausted its efforts to solve the problem using DART or DCTA resources and is asking the RTC for help in the form of a demonstration "last mile" project. The City of Carrollton fully supports the efforts of Western Extrusions to incentivize their employee base to use public transportation and endorses their request for assistance. We hope that the RTC can assist in finding a solution to bridge this last mile for their employees.

Thank you to you and your staff in advance for considering their request.

Sincerely,

A handwritten signature in black ink, appearing to read "Marc Guy", is written over a light blue horizontal line.

Marc Guy  
Assistant City Manager

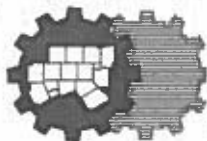
**CITY MANAGER**

1945 East Jackson Road, Carrollton, TX 75006 | 972.466.3001 | Fax: 972.466.3252  
P.O. Box 110535, Carrollton, TX 75011-0535 | cityofcarrollton.com

RECEIVED

AUG 12 2019

TRANSPORTATION



North Central Texas Council Of Governments

September 20, 2019

Mr. Marc Guy  
Assistant City Manager  
City of Carrollton  
P.O. Box 110535  
Carrollton, TX 75011-0535

Dear Mr. Guy:

RE: Western Extrusions Public Transportation Challenges

Thank you for your letter dated August 9, 2019 to Michael Morris and highlighting the public transportation challenges that Western Extrusions employees are experiencing with first/last-mile connections to local transit stations. The North Central Texas Council of Governments (NCTCOG) is committed to finding innovative transportation solutions and staff are eager to work with you, Western Extrusions, and others to resolve this issue.

Conversations with Western Extrusions and others are underway, and staff are currently working on finding a time in the coming weeks with all stakeholders to discuss the details on establishing a pilot project to meet first/last-mile needs. With Western Extrusions' offer to purchase transit passes for all employees, this project will demonstrate the benefits of public-private partnerships and lay the foundation for future collaborations with local businesses.

We look forward to our continued partnership with the City of Carrollton and local businesses as we work toward the common goal of addressing the region's transportation needs. If you have any questions or would like further information, please contact me at (817) 608-2304 or at [sstevenson@nctcog.org](mailto:sstevenson@nctcog.org).

Sincerely,

Shannon Stevenson  
Program Manager  
Transit Management and Planning

SS:tmb

cc: Leonard Martin, CEO, Martin Management  
Chandler C. Point, Human Resources Business Partner, Western Extrusions  
Michael Morris, P.E., Director of Transportation, NCTCOG

# WESTERN EXTRUSIONS TRANSIT PILOT

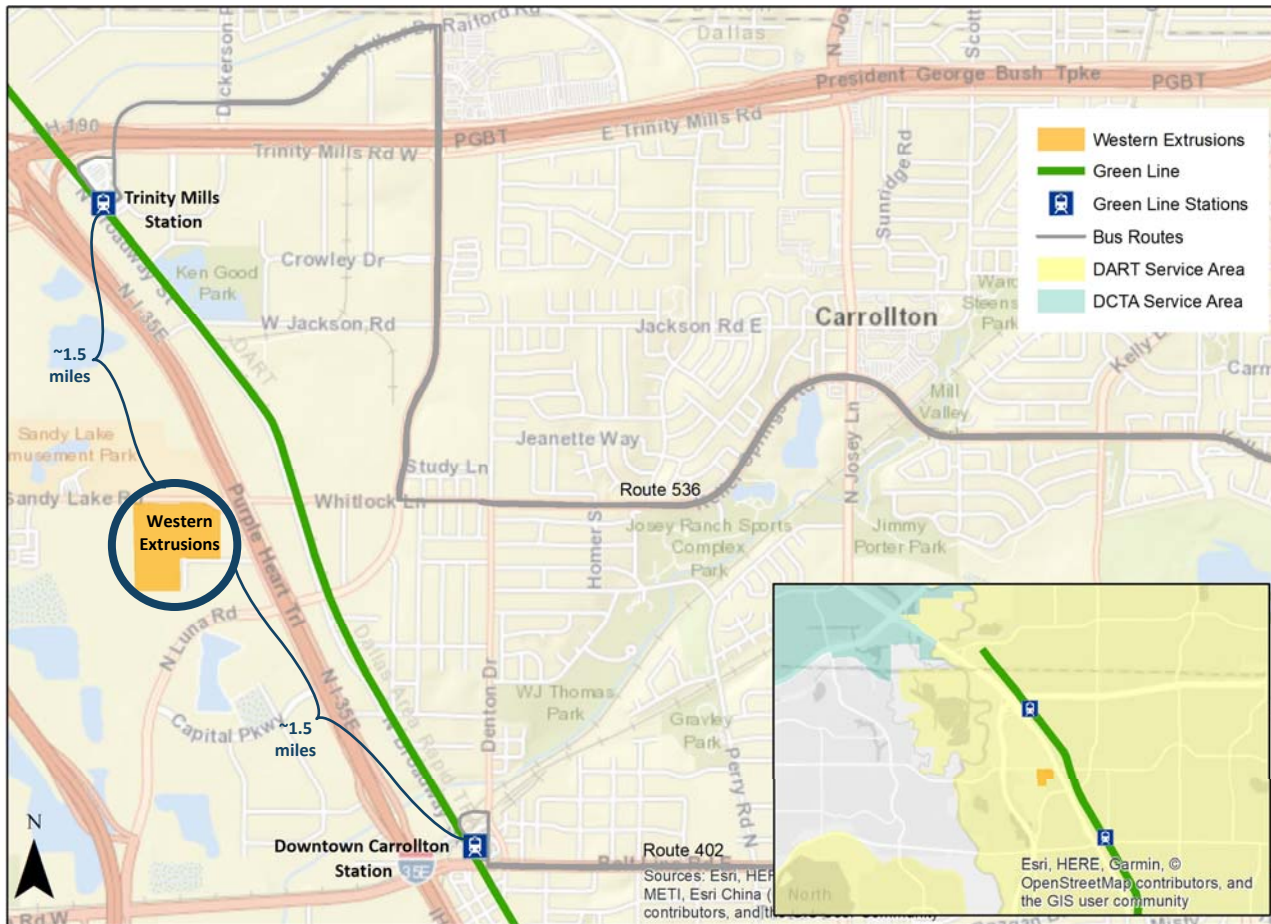
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**REGIONAL TRANSPORTATION COUNCIL**

**April 9, 2020**

SHANNON STEVENSON  
SENIOR PROGRAM MANAGER, TRANSIT MANAGEMENT & PLANNING





## DART Service Near Western Extrusions

- Western Extrusions identified that there is no current service from rail station to facility
- DART Trinity Mills and Downtown Carrollton stations are about 1.5 miles away

# Background

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- Spring 2019:** DART and Western Extrusions began evaluating current transit service and options to meet first/last mile connection.
- August 2019:** City of Carrollton sent letter to NCTCOG seeking Regional Transportation Council support to pilot critical first/last mile service near Western Extrusions.
- Winter 2019:** NCTCOG staff coordinated with DART and Western Extrusions to discuss proposal to pilot on-demand service. Funding needed to support pilot, which will enhance connectivity for employees to nearby transit centers.

# Public-Private Transit Partnership

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- Purchase DART passes for employees using service
- Adjust employee schedules to alleviate pressure on service
- Create safe and accessible drop-off zone near employee entrance
- Manage weekday service
- Trips to be scheduled via the GoPass mobile app

# On-Demand Transit Request

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- How Much:** \$325,000 total in Regional Toll Revenue (RTR) Funds for Transit Projects previously authorized by the RTC for transit
- What:** One-time pilot funding
- When:** Two years
- Future Plans:** Evaluate service and possibly incorporate into DART service area during DART's Bus Network Redesign

# Action Requested

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## RTC Approval:

To utilize up to \$325,000 in existing Regional Toll Revenue funds previously approved for transit to enhance connectivity between Western Extrusions and DART service areas.

To revise administrative documents as appropriate to incorporate this project.



# For More Information

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**Shannon Stevenson**

Senior Program Manager  
Transit Management & Planning

[sstevenson@nctcog.org](mailto:sstevenson@nctcog.org)

817-608-2304

**Gypsy Gavia**

Senior Transportation Planner  
Transit Management & Planning

[ggavia@nctcog.org](mailto:ggavia@nctcog.org)

817-695-9134



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

April 1, 2020

The Honorable J. Bruce Bugg, Jr.  
Chairman  
Texas Transportation  
Commission  
125 East 11<sup>th</sup> St.  
Austin, TX 78701

The Honorable Laura Ryan  
Commissioner  
Texas Transportation  
Commission  
125 East 11<sup>th</sup> St.  
Austin, TX 78701

The Honorable Alvin New  
Commissioner  
Texas Transportation  
Commission  
125 East 11<sup>th</sup> St.  
Austin, TX 78701

The Honorable Robert C. Vaughn  
Commissioner  
Texas Transportation  
Commission  
125 East 11<sup>th</sup> St.  
Austin, TX 78701

Dear Chairman Bugg and Commissioners Ryan, New, and Vaughn:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization for the Dallas-Fort Worth (DFW) area, I would like to extend appreciation to the Texas Transportation Commission for its continued partnership to implement projects in the State of Texas. On March 12, 2020, the RTC approved R20-02, Resolution on the Texas Transportation Commission's Proposed Updates to the 2020 Unified Transportation Program (UTP), which is attached. The RTC is providing these comments directly to the Commission and via the UTP public comment process.

The RTC requests you fund IH 35 in Austin in a manner similar to other mega-projects that have been funded in Texas. If this is not possible, would you please delay action until after our COVID-19 health and economic crisis. By doing so, you could give us more time to discuss such an important action. After dealing with the COVID-19 crisis hourly in my county, I do not think we can begin to understand what the future holds for our State.

If you have any questions, please contact me at (940) 349-2820.

Sincerely,

A handwritten signature in blue ink that reads "Andy Eads". The signature is written in a cursive, flowing style.

Andy Eads, Chair  
Regional Transportation Council  
County Judge, Denton County

MM:al  
Attachment

cc: Mr. James Bass, Executive Director, TxDOT Austin  
Marc Williams, P.E., Deputy Executive Director, TxDOT Austin  
Bill Hale, P.E., Chief Engineer, TxDOT Austin  
Brian Barth, P.E., Director of Project Planning and Development, TxDOT Austin  
Members of the Regional Transportation Council  
TxDOT UTP Public Comment Website  
Michael Morris, P.E., Director of Transportation, NCTCOG

**RESOLUTION ON THE TEXAS TRANSPORTATION COMMISSION'S PROPOSED  
UPDATES TO THE 2020 UNIFIED TRANSPORTATION PROGRAM  
(R20-02)**

**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 RTC is responsible for the approval of transportation projects and policies in the region's long-range transportation plan (Mobility 2045) pursuant to its federal responsibilities under Title 23 of the United States Code; and,

**WHEREAS**, on February 27, 2020, the Texas Transportation Commission (Commission) was briefed on potential updates to the 2020 Unified Transportation Program (UTP) to address a \$4.34 billion funding gap for the IH 35 Capital Express Central Project which would add two non-tolled managed lanes and one frontage road lane in each direction from US 290E to US 290W/SH 171; and,

**WHEREAS**, to address the \$4.34 billion funding gap, the Commission proposes to allocate \$3.4 billion in Commission Strategic Priority and Texas Clear Lanes funds (Category 12), reprioritize \$600 million in existing Texas Department of Transportation (TxDOT) funds allocated to the Capital Area Metropolitan Planning Organization/Austin District; and include an additional \$300 million in Category 12 funds in the 2021 UTP; and,

**WHEREAS**, TxDOT will be holding a public meeting on the proposed changes to the 2020 UTP on March 12, 2020, at 4:00 pm at each TxDOT District office and via WebEx; and,

**WHEREAS**, TxDOT's public comment period for the proposed changes to the 2020 UTP will be open from March 13-April 13, 2020; and

**WHEREAS**, TxDOT will be holding a public hearing on the proposed changes to the 2020 UTP on April 7, 2020, at 10:00 am at a location to be determined in Austin; and,

**WHEREAS**, the Commission is scheduled to take action on the proposed changes to the 2020 UTP at its regular meeting on April 30, 2020; and,

**WHEREAS**, the RTC has a long-standing partnership with the Commission and TxDOT on advancing major transportation projects and as such has an interest in providing feedback to the Commission on its proposed changes to the 2020 UTP.

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

**Section 1.** The RTC supports the Texas Transportation Commission's efforts to advance needed major capital improvements to the IH 35 corridor in the central Austin area as a high-priority project for the State of Texas. The

RTC recommends the Commission consider alternate mechanisms to fund the IH 35 Capital Express Central Project that would permit additional high-priority statewide and regional projects to advance in parallel. The RTC supports an alternative plan. The RTC asks the Commission to consider the RTC's proposed alternative.

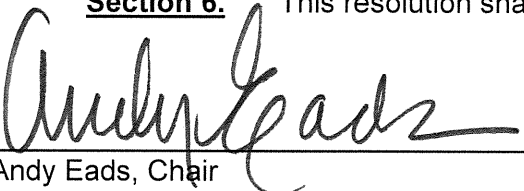
**Section 2.** The RTC requests the Commission review successful managed lanes projects (IH 635, North Tarrant Express) implemented by TxDOT in the Dallas-Fort Worth region as examples of projects that leveraged scarce public-sector funds to build major transportation projects creating reliable travel times and significant congestion relief.

**Section 3.** The RTC directs staff to provide comments to the Commission during the open comment period, public meetings and public hearings on the proposed revisions to the 2020 UTP in the form of this resolution, the attached presentation (Attachment 1), and video presentation. The RTC's alternative plan is presented in this material.

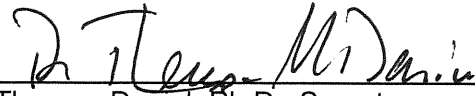
**Section 4.** The Regional Transportation Council requests the Texas Transportation Commission to extend the deadline for public comments in order to be sensitive to schedule conflicts related to COVID-19.

**Section 5.** This resolution shall be transmitted to the members of the Texas Transportation Commission, the members of the North Texas legislative delegation, metropolitan planning organizations in the State of Texas, private-sector leadership groups, and other interested stakeholders.

**Section 6.** 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 March 12, 2020.

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

# **IH 35 AUSTIN: PRESENTATION OF RTC'S ALTERNATIVE PLAN**

## **2020, 2021 Unified Transportation Program**

Michael Morris, PE  
Director of Transportation  
March 12, 2020



# OVERVIEW

Purpose

DFW Background

Main Street, Austin, Texas

Comment

# PURPOSE: PROPOSED REGIONAL TRANSPORTATION COUNCIL ACTION

## COMMISSION PLAN

Correct Project  
Wrong Approach

## RTC'S ALTERNATIVE PLAN

**WIN** for Neighborhoods  
**WIN** for Users  
**WIN** for Other Texas Urban Areas  
**WIN** for Rural Texas

# IH635 “NO HIGHER, NO WIDER”

## GOAL:

Neighborhood Preservation from User Revenue to Build More Expensive Roadway

Impacting Party Pays: Wins with Guaranteed Speeds

Neighborhood Wins from Depressed/Stacked Facility

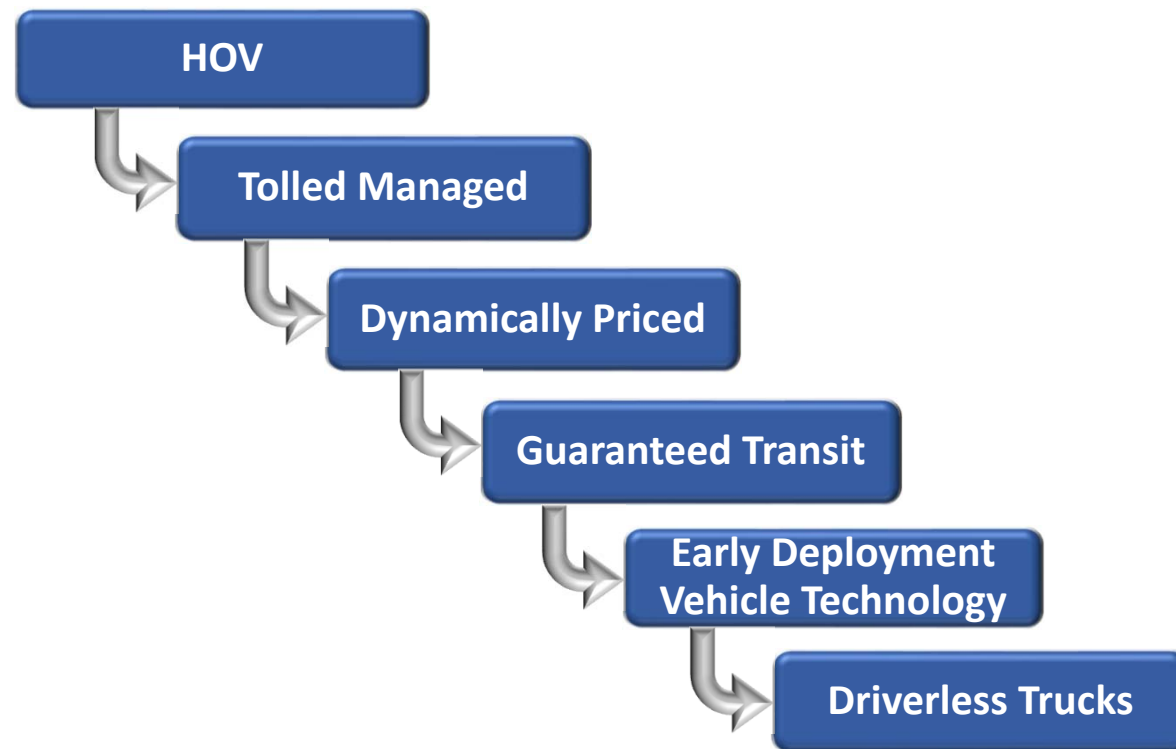
Freeway Users Helping Neighborhood

Need Revenue for Gentrification Policy

Non-Tolled Frontage Road ( <i>lanes</i> )	6
Non-Tolled Freeway ( <i>lanes</i> )	8
Tolled Managed Lanes	6
Percent Freeway Lanes Non-Tolled	57%
Percent Lanes Non-Tolled	70%

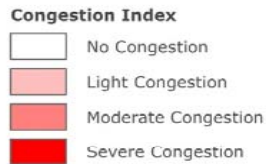


# MANAGED LANES EVOLUTION

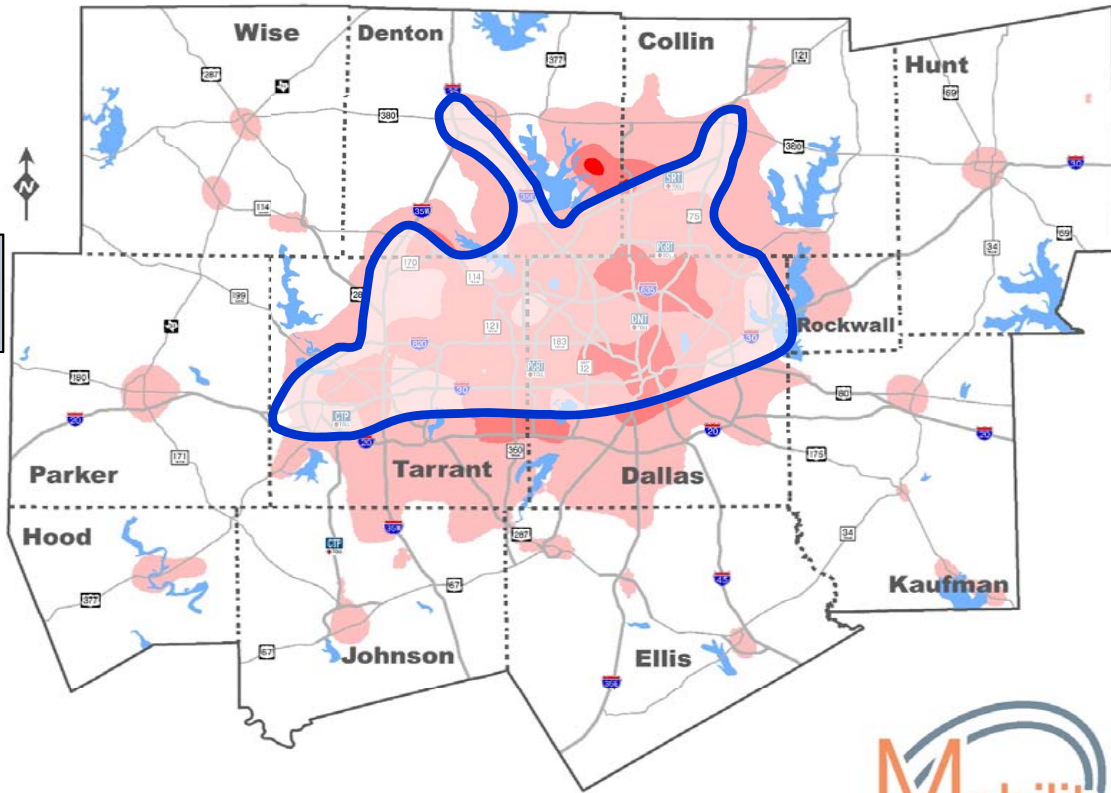


# TOLL MANAGED LANE SYSTEM POLICY BOUNDARY

## 2018 Levels of Congestion/Delay



**Within Boundary – Year 2018**  
13% Land Area  
79% Vehicle Hours of Congestion Delay



# EFFECTIVENESS OF TRANSPORTATION CONSTRUCTION

	Current Level	Projected Congestion Level Next Million Population	Congestion Per Million
<b>DFW</b>	18%	24%	6
<b>Austin</b>	25%	39%	14
<b>Houston</b>	23%	31%	8
<b>San Antonio</b>	17%	28%	11

# 2021 UTP GRANDFATHER S.H. 183 “2E”: NO CAT. 12

Non-Tolled Freeways:	\$162M
Missing Tolled Managed Lane	\$860M
Additional Revenue Paid to TxDOT	<u>\$270M</u>
	<b>\$1,292M</b>

# MAIN STREET, AUSTIN, TEXAS (I.H. 35 from SH 45N to SH 45S)

	Commission Plan	RTC's Alternative Plan
Distance ( <i>miles</i> )	27	27
Non-Tolled Frontage Road ( <i>lanes</i> )	6	6
Non-Tolled Freeway ( <i>lanes</i> )	8	8
Non-Tolled Express	4	0
Tolled Express	0	4
Percent Freeway Lanes Non-Tolled	100%	67%
Percent All Lanes Non-Tolled	100%	80%
\$ For Other Non-Tolled Projects	\$0 <sup>1</sup>	\$4.3B

<sup>1</sup> Revenue from DFW ≈ \$1B

# FUNDS

	Commission Plan	RTC's Alternative Plan
Currently Funded	\$1.9B	\$1.9B
Plan A New Funds (2020)	\$3.4B	0
Austin MPO Transfer (from Debts)	\$0.6B	0
Plan A New Funds (2021)	\$0.3B	0
Unfunded Local Government (Context Sensitive Design)	\$1.8B	0
Managed Lane Funds (Local)	0	\$8.0B
<b>Total</b>	<b>\$8.0B</b>	<b>\$9.9B</b>
Assistance from Rest of the State	≈ 75%	0
Impact to DFW	\$1.0B	0

# IMPLICATIONS

	Commission Plan	RTC's Alternative Plan
Meet Long Term Mobility Needs	No	Yes
Guaranteed Speeds	No	Yes
Reliability	No	Yes
Choice Lanes	No	Yes
Guaranteed Transit	No	Yes
Technology Lanes	No	Yes
Gentrification Funding	No	Yes
Context Sensitive Design	No	Yes
35-I30 System	No	Yes
Construction Reliability	No	Yes
Build \$4.3B Statewide	No	Yes

# COMMENT

## COMMISSION PLAN

Correct Project  
Wrong Approach

## RTC'S ALTERNATIVE PLAN

**WIN** for Neighborhoods  
**WIN** for Users  
**WIN** for Other Texas Urban Areas  
**WIN** for Rural Texas



# **TxDOT UTP SCHEDULE**

<b>March 12, 2020:</b>	PUBLIC MEETING
<b>March 13 – April 13, 2020:</b>	PUBLIC COMMENTS
<b>April 7, 2020:</b>	Public Hearing
<b>April 30, 2020:</b>	Commission Meeting

<b>EMAIL:</b>	UTP-PUBLICCOMMENTS@txdot.gov
<b>TELEPHONE:</b>	800-687-8108
<b>US MAIL:</b>	UTP-Peter Smith P.O. BOX 149217 AUSTIN, TX 78714-9217

---

**From:** Michael Morris  
**Sent:** Friday, April 3, 2020 2:13 PM  
**To:** James Bass (James.Bass@txdot.gov); Marc D. Williams, P.E (marc.williams@txdot.gov); Bill.Hale@txdot.gov; Brian R. Barth, P.E. (Brian.Barth@txdot.gov)  
**Cc:** Ashby Johnson; April Leger  
**Subject:** Documentation of Unintended Consequences From Proposed 2020 UTP Changes: Communication # 3  
**Attachments:** Email.pdf

The Regional Transportation Council asked us to communicate our resolution to all of the MPO's, because our Chair had been in contact with some of the other MPO Chairs. I believe most of the contact has been from them to him, and I believe the Chair of CAMPO may be one of those contacts. With COVID-19 keeping County Judges busy 20 hours a day, I don't believe they have ant time for this subject. Because this funding idea came out with little advanced communication, it has put significant stain on transportation officials across the State. This especially true under COVID-19. The Commission is forcing people to take sides, not how Texas normally does business.

My long term friend Ashby Johnson responded and I defended our elected officials on the Regional Transportation Council. I copied Ashby above on this e-mail. That discussion, attached to this e-mail contains the details of Communication #3. It is unfortunate that regions, business people and State elected officials are being forced into this choice.

Michael Morris

---

**From:** Michael Morris  
**Sent:** Monday, March 30, 2020 10:19 AM  
**To:** Ashby Johnson; Andrew Canon; Dan Kessler  
**Cc:** Alan Clark; Bob Dickinson; Cameron Walker; Christopher Evilia; Clay Barnett; Daniel Rudge; David Jones; Eduardo Calvo; E'Lisa Smetana; Heather Nick; Isidro Martinez; J. Kirby Snideman; Lin Barnett; Macie Wyers; Maggie Bergeron; Major Hofheins; Bill.Hale@txdot.gov; Rea Donna Jones; Robert MacDonald; Travis Munro; Uryan Nelson; Brian R. Barth, P.E. (Brian.Barth@txdot.gov); Ken Kirkpatrick  
**Subject:** RE: Follow Up on TxDOT 2021 UTP TEMPO Discussion

Ashby,

The promise made 20 -25 years ago was that if any region went down a path to build toll managed lanes and toll roads you would not be penalized from future funding allocations. Not just us, any region. We made that deal, along with a lot of you. We did this because the State and TxDOT had no money, we had significant congestion and roadways with the highest fatalities rates in the State. So did some of you and you went down a similar path. In our region, we used all the tools that we could to combat a growth of 1 million person per decade. And as we approach 8 million person, I am glad the RTC took us in this direction. We had some Counties place \$100 million in property tax on Interstate Highways because of this promise. Our citizens are paying tolls everyday under the promise that their gas tax, Prop 1 and Prop 7 revenues would continue to come to our region in the same shares as before. We were told our efforts would never subsidize other regions. We have that in writing in a Minute Order, in the Texas Metropolitan Mobility Plan, in Commission Minutes, in our Regional Toll Funding Agreement, in documentation from Senator Nichols (Commissioner Nichols at the time) and in legislation like HB 20. We don't think the correct answer is to move money from formula programs like Category 2 and Clear Lanes into Category 12 discretionary. Category 12 is not our funds to decide, however not funding Category 2 is certainly something we have the right to comment on. I hope you would all agree and I hope you would respect this commitment.

I said and told the RTC that IH 35 in Austin is the most important project facing the State, however the current proposal will not solve the problem and runs contrary to the above commitment. You can solve IH 35 in Austin, better, and maintain the commitments to our regions. I work for the RTC. Our RTC resolution, approved unanimously, instructs us to send it to other MPO. During the TEMPO meeting I said my Chair has been in contact with some of your MPO's and I am not asking any of you to take our position.

I disagree with comments below and the latent demand on IH 35 in Austin will bring those express lanes to a crawl. If anyone above thinks adding one frontage lane in each direction and 4 regular express lanes will solve this transportation problem, please let me know.

This issue is our legacy, people come to see our Managed Lane System from all over world and congestion performance data supports this conclusion. If you were in my position I would hope you would have the courage to do the same. I appreciate the effort of our elected officials to maintain a principle that will be needed by our State as we all deal with the implications of this virus and economic crises.

Michael Morris, P.E. Director of Transportation NCTCOG

---

**From:** Ashby Johnson <ashby.johnson@campotexas.org>  
**Sent:** Sunday, March 29, 2020 11:14 PM  
**To:** Andrew Canon <acanon@rgvmpo.org>; Dan Kessler <DKessler@nctcog.org>  
**Cc:** Alan Clark <alan.clark@h-gac.com>; Bob Dickinson <bdickinson@setrpc.org>; Cameron Walker <cwalker@permianbasinmpo.com>; Christopher Evilia <cevilia@wacotx.gov>; Clay Barnett <barnett@co.grayson.tx.us>; Daniel Rudge <bmccaleb@bcsmo.org>; David Jones <djones@mylubbock.us>; Eduardo

Calvo <ECalvo@elpasompo.org>; E'Lisa Smetana <elisa.smetana@abilenetx.com>; Heather Nick <hnick@tylertexas.com>; Isidro Martinez <IMartinez@alamoareampo.org>; J. Kirby Snideman <jksnideman@ci.laredo.tx.us>; Lin Barnett <lin.barnett@wichitafallstx.gov>; Macie Wyers <mwyers@longviewtexas.gov>; Maggie Bergeron <mbergeron@victoriatx.org>; Major Hofheins <Major.hofheins@sanangelotexas.us>; Michael Morris <MMorris@nctcog.org>; Rea Donna Jones <ReaDonna.Jones@txkusa.org>; Robert MacDonald <rmacdonald@cctx.mpo.us>; Travis Muno <travis.muno@amarillo.gov>; Uryan Nelson <uryan.nelson@ctcog.org>

**Subject:** RE: Follow Up on TxDOT 2021 UTP TEMPO Discussion

Thanks for your support.

My Policy Board has vetted this project several times over the last 15 years and has gladly taken the steps requested by the Texas Transportation Commission to provide \$400 million in funding to get this critical project started. Also, we have examined tolling options for this project. The Commission has made it clear that we are currently in a non-tolled environment – this is not new. Those of us that have toll facilities have provided input to the Commission on this topic before. The Commission took our input under consideration and made their decision.

Here are the facts:

1. IH 35 in Austin is critical to this region and to the state of Texas. The segments through downtown have the second worst congestion in the state behind 610 West Loop in Houston. The Houston region has a population over 7 million. CAMPO has a regional population of 2 million and we're growing rapidly.
2. 635 in Dallas did not have obsolete upper decks to contend with, the state's flagship university on one side of the facility and the state cemetery on the other side;
3. 635 in Dallas was half as long in length as the IH 35 project in Austin.
4. US 183S is currently under construction and will be fully open to traffic before the end of this year. It was always intended to be a relief valve for traffic during IH 35 reconstruction. We understand constructability and the challenges associated with this project. As a reminder, I was in Houston when the Katy Freeway project was built. This project is smaller.
5. The cost figures cited in NCTCOG's material sent to you overstates the estimated cost of the IH 35 project in Austin by \$2.4 billion.
6. Slide 3 of NCTCOG's presentation contains a chart that states that \$1 billion in funding for IH 35 in Austin would come from D-FW. *This is false.* Category 12 is Commission Discretionary funding. None of us as MPOs have the authority to program those funds nor should any of us assume that a portion or all of that funding belongs to our regions.
7. Slide 4 shows \$600 million in "debt funding" for IH 35. *This is false.* There is no "debt funding." CAMPO's Transportation Policy Board is willingly having the discussions to reallocate funding previously committed to projects in our region to address what has long been my Policy Board's top priority project.
8. Slide 6 contains a map purporting to be the MPO boundaries. They are councils of government boundaries. COGs are ineligible to receive Category 12 Transportation Commission Discretionary funding.
9. Slide 7 contains terminology that might have some meaning in Dallas – Fort Worth but either has a different meaning in Central Texas or none at all. 23 USC 134 and 23 CFR 450 make it clear that each MPO's needs are different and the way those needs are addressed are particularly unique to each region. What is good for Dallas – Fort Worth isn't necessarily what is best for Central Texas or Houston or Abilene or Corpus Christi.
10. The idea that this COVID-19 mini-recession that we're experiencing means the Commission should do nothing is a red herring. The Commission is not contemplating committing future dollars to IH 35. The funding that they have discussed potentially committing is already in place. Additionally, the tacit idea that the Legislature would use the Category 12 funding to shore up other parts of the state economy is also false. The funding is committed through the state constitution which makes it difficult to move around. The state constitution would have to be amended again to achieve that outcome. Also, if the goal is to get Texans back to work as soon as possible then what could be a better symbol than a large public works project in the heart of Austin within clear sight of the Capitol dome?

I want to thank all of you in advance for not second-guessing my Policy Board, our District Office or the Texas Transportation Commission. I'll leave you with one final thought. If you support the CAMPO Transportation Policy Board being second-guessed by another region then what's to stop the same thing from happening to your region in the future?

---

**From:** Andrew Canon <acanon@rgvmpo.org>

**Sent:** Sunday, March 29, 2020 6:41 PM

**To:** Dan Kessler <DKessler@nctcog.org>

**Cc:** Alan Clark <alan.clark@h-gac.com>; Ashby Johnson <ashby.johnson@campotexas.org>; Bob Dickinson <bdickinson@setrpc.org>; Cameron Walker <cwalker@permianbasinmpo.com>; Christopher Evilia <cevilla@wacotx.gov>; Clay Barnett <barnettc@co.grayson.tx.us>; Daniel Rudge <bmccaleb@bcsmmpo.org>; David Jones <djones@mylubbock.us>; Eduardo Calvo <ECalvo@elpasommpo.org>; E'Lisa Smetana <elisa.smetana@abilenetx.com>; Heather Nick <hnick@tylertexas.com>; Isidro Martinez <IMartinez@alamoareampm.org>; J. Kirby Snideman <jksnideman@ci.laredo.tx.us>; Lin Barnett <lin.barnett@wichitafallstx.gov>; Macie Wyers <mwyers@longviewtexas.gov>; Maggie Bergeron <mbergeron@victoriatx.org>; Major Hofheins <Major.hofheins@sanangelotexas.us>; Michael Morris <mmorris@nctcog.org>; Rea Donna Jones <ReaDonna.Jones@txkusa.org>; Robert MacDonald <rmacdonald@cctx.mpo.us>; Travis Muno <travis.muno@amarillo.gov>; Uryan Nelson <uryan.nelson@ctcog.org>

**Subject:** Re: Follow Up on TxDOT 2021 UTP TEMPO Discussion

**EXTERNAL email: Exercise caution when opening.**

---

Hope all are safe. So I this the DFE area telling Austin they have a better way to address Austin's needs.

I was aware that CAMPO had a Director and Policy Board who properly vetted, prioritized and selected projects.

I think this would have been much more beneficial to have this discussion one on one and not on a statewide basis.

I got one and very glad to see this commitment and funding of one of, if not the most important projects in the state.

Andrew A. Canon  
Executive Director  
Rio Grande Valley MPO  
Sent from my iPhone

On Mar 27, 2020, at 6:04 PM, Dan Kessler <[DKessler@nctcog.org](mailto:DKessler@nctcog.org)> wrote:

Texas MPO Directors;

The attached information is being provided to you as a follow-up from the presentation by Michael Morris, NCTCOG Director of Transportation, regarding the Texas Transportation Commission's Proposed Updates to the 2020 Unified Transportation

Program (UTP) at the March 24, 2020 TEMPO WebEx meeting. Michael asked that I forward to you the attached materials from the Regional Transportation Council, our Transportation Policy Committee, that have now been transmitted to the Transportation Commission. As highlighted by Michael in his presentation, we are providing these materials to each of the Texas MPOs in the event that your policy committee may also choose to provide comments to the Texas Transportation Commission on this topic.

Included in this material are the following;

Part 1: Latest TxDOT UTP Schedule

Part 2: Instructions to Commenters

Part 3: Policy Points in Addition to Resolution

Part 4: March 12, 2020, Regional Transportation Council Resolution

Part 5: PowerPoint Presentation – Attachment to the Resolution.

If you have questions or comments regarding this information, please feel free to reach out to Michael or myself.

Thanks,

DK

Dan Kessler  
Assistant Director of Transportation  
(817) 695-9248 (direct)  
(817) 319-0866 (cell)  
(817) 640-3028 (fax)  
[dkessler@nctcog.org](mailto:dkessler@nctcog.org)

North Central Texas Council of Governments  
Transportation Department  
616 Six Flags Drive  
Arlington, TX 76011

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<RTC Comments\_2020 UTP Proposed Updates.pdf>

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MAR 11 2020

TRANSPORTATION

Office of the Regional Administrator



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY  
 REGION 6  
 1201 ELM STREET, SUITE 500  
 DALLAS, TEXAS 75270

FEB 21 2020

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

Dear Mr. Morris:

Thank you for providing notice of the North Central Texas Council of Governments (NCTCOG) Regional Transportation Council's December 12, 2019, approval of substitution of three Transportation Control Measure (TCM) commitments for the Dallas/Fort Worth Ozone nonattainment area with traffic signalization projects. EPA concurs with the NCTCOG's analysis and determination that the substitute TCMs are expected to provide equivalent emission reductions to the original TCMs.

These TCM commitments were originally approved as High-Occupancy Vehicle (HOV) lanes into the Dallas/Fort Worth State Implementation Plan (SIP) as follows:

April 2000 Dallas/Fort Worth 1-Hour Ozone Attainment Demonstration SIP Revision, approved by EPA on September 27, 2005 (70 FR 56374)

- IH 35 East corridor (Stemmons Freeway) HOV lane between IH635 and SH121
- IH 635 West corridor (LBJ Freeway) HOV lane between Luna Road/IH 35 E and US75

May 2007 Dallas/Fort Worth 1997 8-Hour Ozone Attainment Demonstration SIP Revision, approved by EPA on January 14, 2009 (74 FR 1903)

- IH 635 East corridor (LBJ Freeway) HOV lane between Coit Road and Greenville Avenue

The Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users, signed into law on August 10, 2005, revised the Clean Air Act (CAA) §176(c) transportation conformity provisions including procedures to use in substituting or adding the TCMs to approved SIPs. The CAA, as amended, requires that the replacement TCM must achieve equal or greater emission reductions; be implemented on a consistent schedule; and be supported by adequate resources and authority to be implemented, monitored, and enforced. The TCM must also have been developed through a collaborative process involving all affected jurisdictions, the EPA, and the public. Qualifying TCMs can be substituted into an approved SIP without undertaking notice and comment rulemaking, as allowed by §176(c)(8) of the Clean Air Act.

The EPA reviewed the methodology and the material provided by NCTCOG and concurs with the NCTCOG's determination that the traffic signalization projects selected as substitute TCMs are expected to achieve equivalent or greater emission reductions to the original HOV lane TCMs they will replace in the SIP. Additionally, the emission reductions from the substitute TCMs occur on a schedule consistent with the TCMs being replaced. This letter transmits EPA's concurrence regarding the TCM

RECEIVED

substitution submitted by the NCTCOG. In reaching this decision, we have reviewed the technical information for the substitute TCMs provided by NCTCOG and have determined that the substitute TCMs meet the CAA §176(c)(8) requirements for substitute TCMs.

The substitute TCMs are now part of the federally enforceable SIP. We anticipate that the TCEQ will submit the substitute TCMs for incorporation in the codified applicable SIP within 90 days as required by CAA §176(c)(8). EPA will then proceed to update the Code of Federal Regulations to reflect the changes to the SIP in the Federal Register and clarify that these TCMs are a part of the federally enforceable SIP. If you have any questions regarding this decision, please contact Jeff Riley at (214) 665-8542.

Sincerely,



Ken McQueen  
Regional Administrator

cc: Mr. Toby Baker  
Executive Director, Texas Commission on Environmental Quality

Mr. Chris Klaus  
Senior Program Manager, North Central Texas Council of Governments

Mr. Jose Campos  
Planning Team Leader, Federal Highway Administration

Ms. Barbara Maley  
Air Quality Specialist, Federal Highway Administration

Ms. Donna Huff  
Air Quality Division Director, Texas Commission on Environmental Quality

Mr. Carlos Swonke, P.G.  
Division Director, Texas Department of Transportation

Ms. Jackie Ploch  
Human Environment Program Manager, Texas Department of Transportation

Ms. Janie Temple  
Transportation Analysis Manager, Texas Department of Transportation





UNITED STATES ENVIRONMENTAL PROTECTION AGENCY  
REGION 6  
1201 ELM STREET, SUITE 500  
DALLAS, TEXAS 75270

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MAR 11 2020

TRANSPORTATION

Office of the Regional Administrator

FEB 21 2020

Mr. Toby Baker  
Executive Director  
Texas Commission on Environmental Quality  
P.O. Box 13087, MC 109  
Austin, TX 78711

Dear Mr. Baker:

The U.S. Environmental Protection Agency has received notice of the North Central Texas Council of Governments (NCTCOG) Regional Transportation Council's December 12, 2019, approval of substitution of three Transportation Control Measure (TCM) commitments for the Dallas/Fort Worth Ozone nonattainment area with traffic signalization projects. EPA concurs with the NCTCOG's analysis and determination that the substitute TCMs are expected to provide equivalent emission reductions to the original TCMs.

These TCM commitments were originally approved as High-Occupancy Vehicle (HOV) lanes into the Dallas/Fort Worth State Implementation Plan (SIP) as follows:

April 2000 Dallas/Fort Worth 1-Hour Ozone Attainment Demonstration SIP Revision, approved by EPA on September 27, 2005 (70 FR 56374)

- IH 35 East corridor (Stemmons Freeway) HOV lane between IH635 and SH121
- IH 635 West corridor (LBJ Freeway) HOV lane between Luna Road/IH 35 E and US75

May 2007 Dallas/Fort Worth 1997 8-Hour Ozone Attainment Demonstration SIP Revision, approved by EPA on January 14, 2009 (74 FR 1903)

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The EPA reviewed the methodology and the material provided by NCTCOG and concurs with the NCTCOG's determination that the traffic signalization projects selected as substitute TCMs are expected to achieve equivalent or greater emission reductions to the original HOV lane TCMs they will replace in the SIP. Additionally, the emission reductions from the substitute TCMs occur on a schedule

consistent with the TCMs being replaced. This letter transmits EPA's concurrence regarding the TCM substitution submitted by the NCTCOG. In reaching this decision, we have reviewed the technical information for the substitute TCMs provided by NCTCOG and have determined that the substitute TCMs meet the CAA §176(c)(8) requirements for substitute TCMs.

The substitute TCMs are now part of the federally enforceable SIP. We anticipate that the TCEQ will submit the substitute TCMs for incorporation in the codified applicable SIP within 90 days as required by CAA §176(c)(8). EPA will then proceed to update the Code of Federal Regulations to reflect the changes to the SIP in the Federal Register and clarify that these TCMs are a part of the federally enforceable SIP. If you have any questions regarding this decision, please contact Jeff Riley at (214) 665-8542.

Sincerely,



Ken McQueen  
Regional Administrator

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

Mr. Chris Klaus  
Senior Program Manager, North Central Texas Council of Governments

Mr. Jose Campos  
Planning Team Leader, Federal Highway Administration

Ms. Barbara Maley  
Air Quality Specialist, Federal Highway Administration

Ms. Donna Huff  
Air Quality Division Director, Texas Commission on Environmental Quality

Mr. Carlos Swonke, P.G.  
Division Director, Texas Department of Transportation

Ms. Jackie Ploch  
Human Environment Program Manager, Texas Department of Transportation

Ms. Janie Temple  
Transportation Analysis Manager, Texas Department of Transportation

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



## TEXAS COMMISSION ON ENVIRONMENTAL QUALITY

*Protecting Texas by Reducing and Preventing Pollution*

February 18, 2020

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

RE: Transportation control measure substitution in Dallas-Fort Worth ozone nonattainment area

Dear Mr. Morris:

The North Central Texas Council of Governments (NCTCOG) Regional Transportation Council adopted a TCM substitution on December 12, 2019 that removed high-occupancy vehicle (HOV) lane TCMs from the corridors listed below and replace them with traffic signalization TCM projects at six corridors in the City of Plano.

- IH 35 east corridor (Stemmons Freeway) between IH 635 and SH 121
- IH 635 east corridor (LBJ Freeway East) between Coit Road and Greenville Avenue
- IH 635 west corridor (LBJ Freeway West) between Luna Road/IH 35E and US 75

None of the three HOV TCMs has been included in the state implementation plan (SIP) to demonstrate attainment or reasonable further progress for the current 2008 or 2015 Eight-Hour Ozone National Ambient Air Quality Standards (NAAQS). The NCTCOG has met the TCM substitution requirements in Federal Clean Air Act (FCAA), §176(c)(8) and described in the United States Environmental Protection Agency's (EPA) 2009 TCM substitution guidance.<sup>1</sup> This TCM substitution removes the HOV TCMs listed above and replaces their associated emissions reductions (nitrogen oxides and volatile organic compounds) with those from six traffic signalization TCM projects in the City of Plano.

This letter confirms the TCEQ's concurrence and complies with the requirement of FCAA, §176(c)(8)(A)(v). Once a letter of concurrence from EPA, Region 6 is received, the TCEQ will submit the substitute TCM and supporting documentation to EPA, Region 6 to update the list of SIP-approved TCMs. We look forward to working with the EPA and the NCTCOG to complete this TCM substitution. Please contact Jamie Zech at 512-239-3935 or [jamie.zech@tceq.texas.gov](mailto:jamie.zech@tceq.texas.gov) with questions.

Sincerely,

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

Donna F. Huff, Director  
Air Quality Division

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<sup>1</sup> Guidance for Implementing the Clean Air Act Section 176(c)(8) Transportation Control Measure Substitution and Addition Provision, EPA-420-B-09-002, January 2009.

Mr. Morris  
February 18, 2020  
Page 2

cc: Ken McQueen, United States Environmental Protection Agency  
Jeff Riley, United States Environmental Protection Agency  
Jose Campos, Federal Highway Administration  
Jackie Ploch, Texas Department of Transportation  
Michelle Conkle, Texas Department of Transportation

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



## TEXAS COMMISSION ON ENVIRONMENTAL QUALITY

*Protecting Texas by Reducing and Preventing Pollution*

February 18, 2020

Mr. Ken McQueen, Regional Administrator  
US Environmental Protection Agency, Region 6  
1201 Elm Street, Suite 500, Mail Code: ORA  
Dallas, TX 75270

RE: Transportation Control Measure (TCM) Substitution in Dallas-Fort Worth Ozone Nonattainment Area

Dear Mr. McQueen:

The North Central Texas Council of Governments (NCTCOG) Regional Transportation Council adopted a TCM substitution on December 12, 2019 that removed high-occupancy vehicle (HOV) lane TCMs from the corridors listed below and replace them with traffic signalization TCM projects at six corridors in the City of Plano.

- IH 35 east corridor (Stemmons Freeway) between IH 635 and SH 121
- IH 635 east corridor (LBJ Freeway East) between Coit Road and Greenville Avenue
- IH 635 west corridor (LBJ Freeway West) between Luna Road/IH 35E and US 75

None of the three HOV TCMs has been included in the state implementation plan (SIP) to demonstrate attainment or reasonable further progress for the current 2008 or 2015 Eight-Hour Ozone National Ambient Air Quality Standards (NAAQS). The NCTCOG has met the TCM substitution requirements in Federal Clean Air Act (FCAA), §176(c)(8) and described in the United States Environmental Protection Agency's (EPA) 2009 TCM substitution guidance.<sup>1</sup> This TCM substitution removes the HOV TCMs listed above and replaces their associated emissions reductions (nitrogen oxides and volatile organic compounds) with those from six traffic signalization TCM projects in the City of Plano.

This letter confirms the TCEQ's concurrence and complies with the requirement of FCAA, §176(c)(8)(A)(v). Once a letter of concurrence from EPA, Region 6 is received, the TCEQ will submit the substitute TCM and supporting documentation to EPA, Region 6 to update the list of SIP-approved TCMs. We look forward to working with the EPA and the NCTCOG to complete this TCM substitution. Please contact Jamie Zech at 512-239-3935 or [jamie.zech@tceq.texas.gov](mailto:jamie.zech@tceq.texas.gov) with questions.

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Donna F. Huff, Director  
Air Quality Division

<sup>1</sup> Guidance for Implementing the Clean Air Act Section 176(c)(8) Transportation Control Measure Substitution and Addition Provision, EPA-420-B-09-002, January 2009.

Mr. McQueen  
February 18, 2020  
Page 2

cc: Jeff Riley, United States Environmental Protection Agency  
Jose Campos, Federal Highway Administration  
Jackie Ploch, Texas Department of Transportation  
Michelle Conkle, Texas Department of Transportation  
Michael Morris, P.E., North Central Texas Council of Governments



# Auto Occupancy/High- Occupancy Vehicle Quarterly Report

Regional Transportation Council  
April 9, 2020  
Directors Report

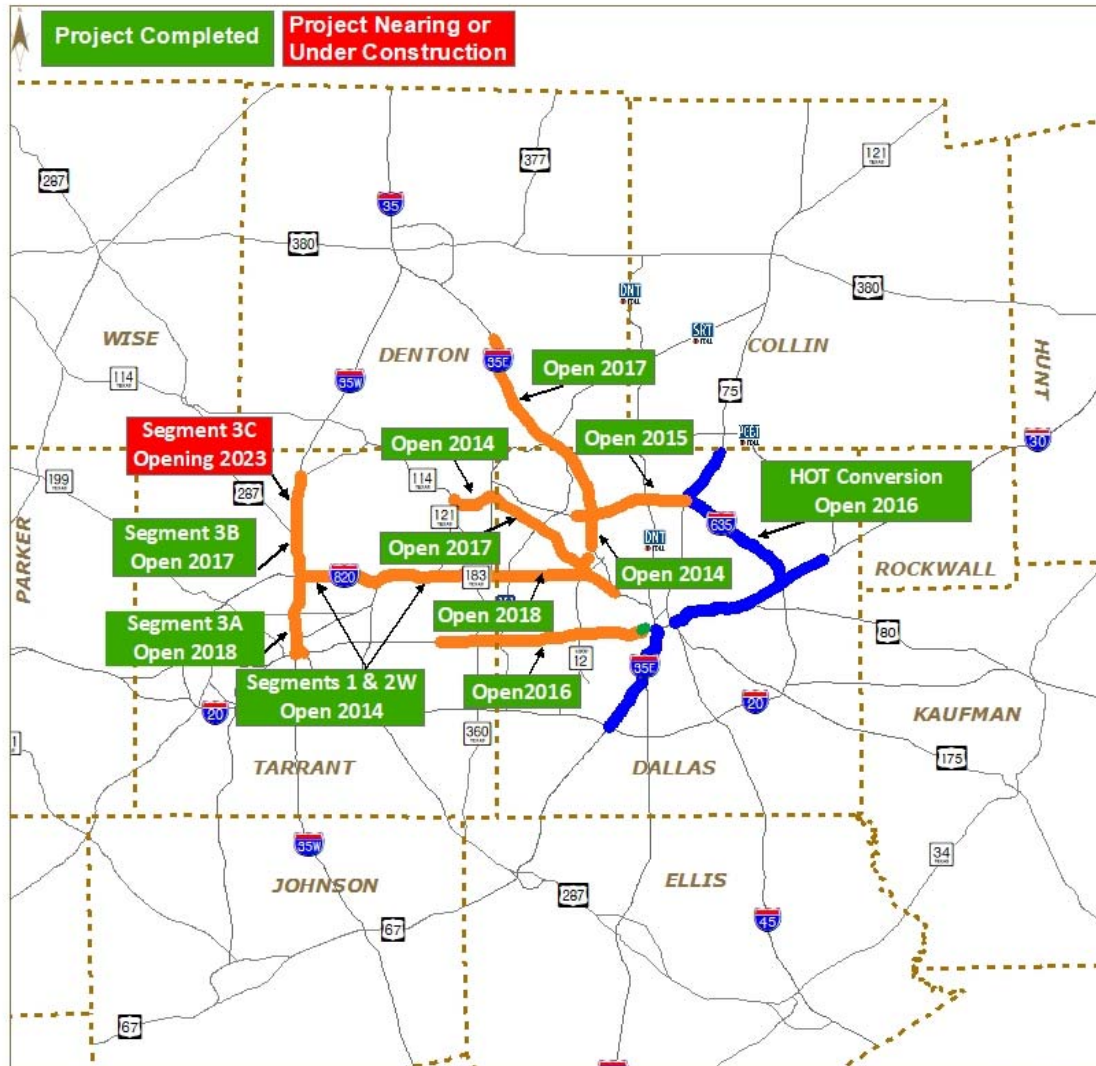


North Central Texas  
Council of Governments

# Near Term Managed Lane System Openings

**Current Express/HOV + New Managed Lanes**

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



February 7, 2019



# Toll Managed Lane Data Monitoring

*Cumulative December 2013 – January 2020*

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

*\$5,572,635 as of January 2020*

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

*\$ 12,264 from October 2014 – February 2020*

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

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

Have there been any additional NTTA customer service needs?

*No, minimal impact*

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

*No*

# Toll Managed Lane Data Monitoring

*Cumulative December 2013 – January 2020*

Facility	HOV 2+ Subsidy Costs	NTTA Customer Service (Additional Needs)	Project Performance Events (Speeds < 35 mph)
<b>North Tarrant Express</b> <ul style="list-style-type: none"> <li>SH 183/121 from IH 35W to SH 121</li> <li>IH 35W from IH 30 to US 287</li> </ul>	\$2,518,184	Negligible	0
<b>LBJ Express</b> <ul style="list-style-type: none"> <li>IH 635 from Preston Road to Greenville Avenue</li> <li>IH 35E from Loop 12 to IH 635</li> </ul>	\$3,054,451	Negligible	0
<b>DFW Connector</b> SH 114 from Kimball Avenue to Freeport Parkway	N/A	Negligible	0
<b>IH 30 Managed Lanes</b> IH 30 from SH 161 to Westmoreland Road	N/A	Negligible	0
<b>IH 35E Managed Lanes</b> IH 35E from FM 2181 (Teasley) to LBJ	N/A	Negligible	0



Update

Automated Vehicle Occupancy Verification

Through Friday, March 20, 2020



# HOV Users

January 24 – March 20, 2020



Website Visits: 61,233

Users: 29,780

Vehicles: 26,210

Occupant Passes: 5,531



# HOV Discount Data Monitoring

January 24 – March 20, 2020

Total Transactions – 394,207

LBJ / NTE Partners – 195,232

TxDOT – 198,975

Total HOV Transactions – 152,698 (~40%)

LBJ / NTE Partners – 76,477

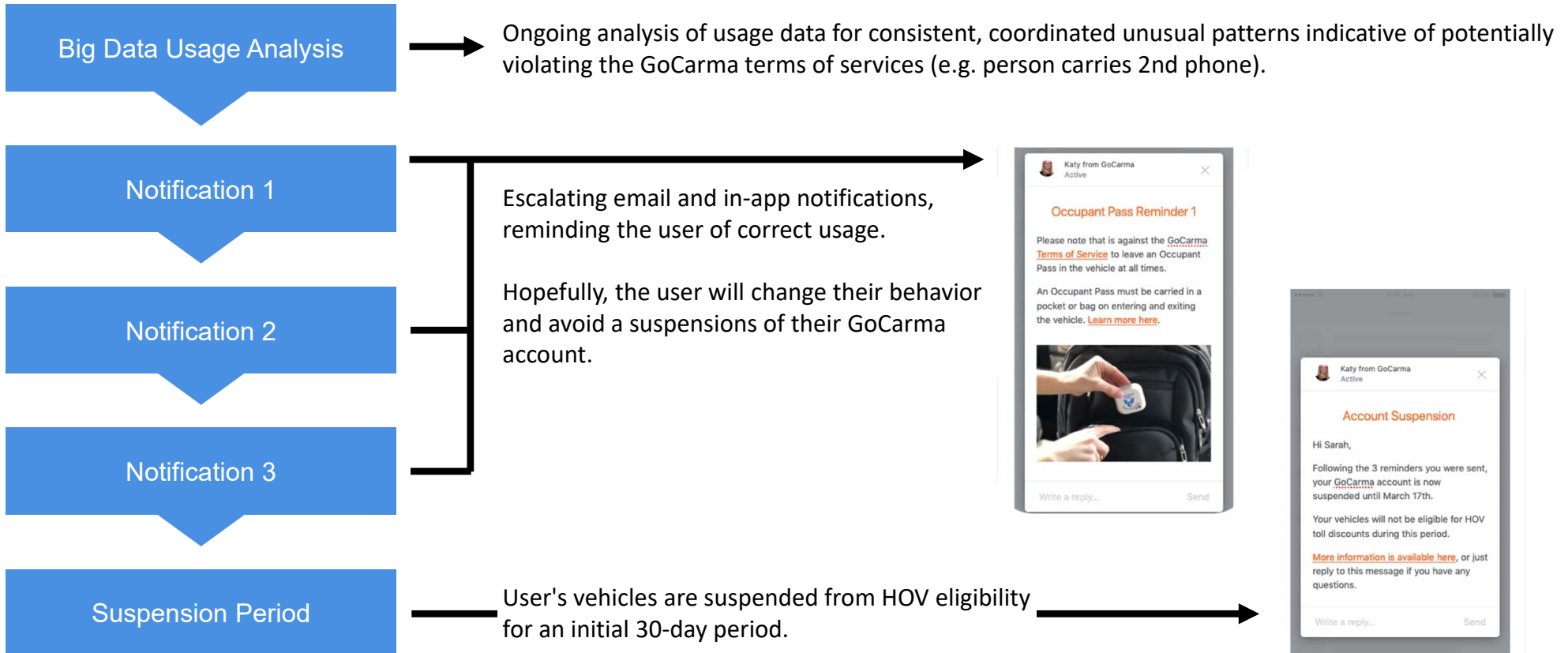
TxDOT – 76,221

Unique Transactions – 20,688

LBJ / NTE Partners – 12,004

TxDOT – 8,684

# Violation Identification



## Future Data Items

- Total and HOV Transactions by Corridor
- Average Speed on Managed Lane by Corridor
- Average Speed on General Purpose Lanes by Corridor
- Others?

# Questions/Contacts

**Natalie Bettger**

Senior Program Manager

[nbettger@nctcog.org](mailto:nbettger@nctcog.org)

817-695-9280

**Dan Lamers**

Senior Program Manager

[dlamers@nctcog.org](mailto:dlamers@nctcog.org)

817-695-9263

**Amanda Wilson**

Program Manager

[awilson@nctcog.org](mailto:awilson@nctcog.org)

817-695-9284

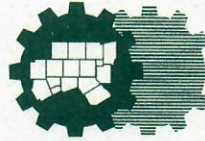
**Berrien Barks**

Program Manager

[bbarks@nctcog.org](mailto:bbarks@nctcog.org)

817-695-9282





North Central Texas Council Of Governments

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

DATE: March 31, 2020

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

SUBJECT: Postponement Announcement for the May 2020 Traffic Incident Management  
 Executive Level Course

As the Metropolitan Planning Organization for the Dallas-Fort Worth area, the North Central Texas Council of Governments (NCTCOG) developed Traffic Incident Management (TIM) Training courses to initiate a common, coordinated response to traffic incidents that will build partnerships, enhance safety for emergency personnel, reduce upstream traffic accidents, improve the efficiency of the transportation system, and improve air quality in the Dallas-Fort Worth region. In 2018, the 16-county Dallas-Fort Worth region experienced 122,126 total reportable crashes, of which 42,510 were injury crashes, and 678 were fatal crashes. These statistics prove that training for agencies responsible for managing and clearing traffic incidents is extremely important and have demonstrated the ability to improve responder and motorist safety and to significantly reduce the length and size of roadway closures.

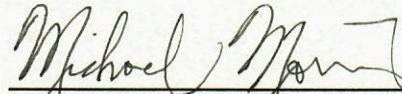
Since February 2003, 116 classes have been offered at the first responder level to 3,240 students in the areas of police, fire, department of public safety, towing, EMS, Mobility Assistance Patrol, transportation agencies, and media representatives. Additionally, since February 2005, 29 classes have been offered at the executive level to 1,027 decision and policy makers. For your reference, summaries of the regional attendance levels for the First Responder and Manager Course and the Executive Level Course can be found on NCTCOG's Traffic Incident Management Training web page <https://www.nctcog.org/TIM>.

Although the NCTCOG TIM training has been very successful, it can be even more successful with the assistance and continual involvement of decision makers such as you. In order to have compliance at the first responder level, it is of vital importance that agency decision makers have an understanding of what is required of all responders during an incident; this includes police officers, fire fighters, tow truck operators, roadway construction crews, and mobility assistance crews, etc. Understanding the importance of incident management training, the Texas Commission on Fire Protection passed Rule 435.29 in July 2015, which requires completion of a minimum four-hour Federal Highway Administration (FHWA) Traffic Incident Management program or equivalent program for all certified firefighters before December 1, 2020. Additionally, TCOLE incorporated a four-hour TIM training component into the Basic Peace Officer Course curriculum for new cadets/recruits effective April 1, 2020. It is important to note that the NCTCOG TIM Training Course is equivalent to the course offered by FHWA. Course participants can also earn continuing education credit for Texas Commission on Law Enforcement, Track Type II Fire, and Texas Department of State Health Services for EMS.

March 31, 2020

The Executive Level Course provides you with an overview of the two-day First Responder and Manager Course. Additionally, the Executive Level Course includes a preview of the updated ANSI vest standards. Those agencies that have participated in the training prior to 2013 are strongly encouraged to attend again, as major course updates have occurred since then, as well as updates to legislation and best practices. Important to note is that agency attendance at the NCTCOG TIM training, between 2013 to the present is a scoring component in the 2020 Incident Management Equipment Purchase Call for Projects (CFP).

In a previous memo dated March 6, 2020, you were invited to attend the upcoming Traffic Incident Management Executive Level Course scheduled for Thursday, May 7, from 10 am to 12 pm in the NCTCOG Transportation Council Room (616 Six Flags Drive, Centerpoint II, Arlington, Texas). Due to concerns and restrictions related to COVID-19, the May 7<sup>th</sup> training has been postponed until further notice. Please contact Barbara Walsh at [bwalsh@nctcog.org](mailto:bwalsh@nctcog.org) if you have any questions regarding this postponement.



Michael Morris, P.E.

CF:bw

cc: Natalie Bettger, Senior Program Manager, NCTCOG  
Assistant Fire Chief John Glover, Town of Flower Mound Fire Department  
Lieutenant Daniel Plumer, Dallas County Sheriff's Department

## Regular Travel Behavior Reports/Start of 2020 Ozone Season: A New Day

As a result of the unrepresented COVID-19 pandemic across the world and actions implemented to slow its spread, daily habits have swiftly changed having significant effects to traditional travel behaviors. Staff has inventoried several parameters that will be tracked throughout the year to monitor trends and associated impacts, including transit ridership, fuel consumption, congestion levels, crash data, etc. Trends will be brought back each month to the Council highlighting findings.

For example, the 2020 ozone season began on March 1 for the North Central Texas 9- and 10-county nonattainment areas and runs through the end of November. Satellite data is showing that since implementation of shelter-at-home orders in the US and abroad, noticeable emission reductions have occurred.

Concurrently, the region remains in nonattainment for both the 2015 and 2008 National Ambient Air Quality Standards (NAAQS) for ozone. Results this year is of interest as 2018-2020 monitoring data will be used to determine if the region complies with each standard.

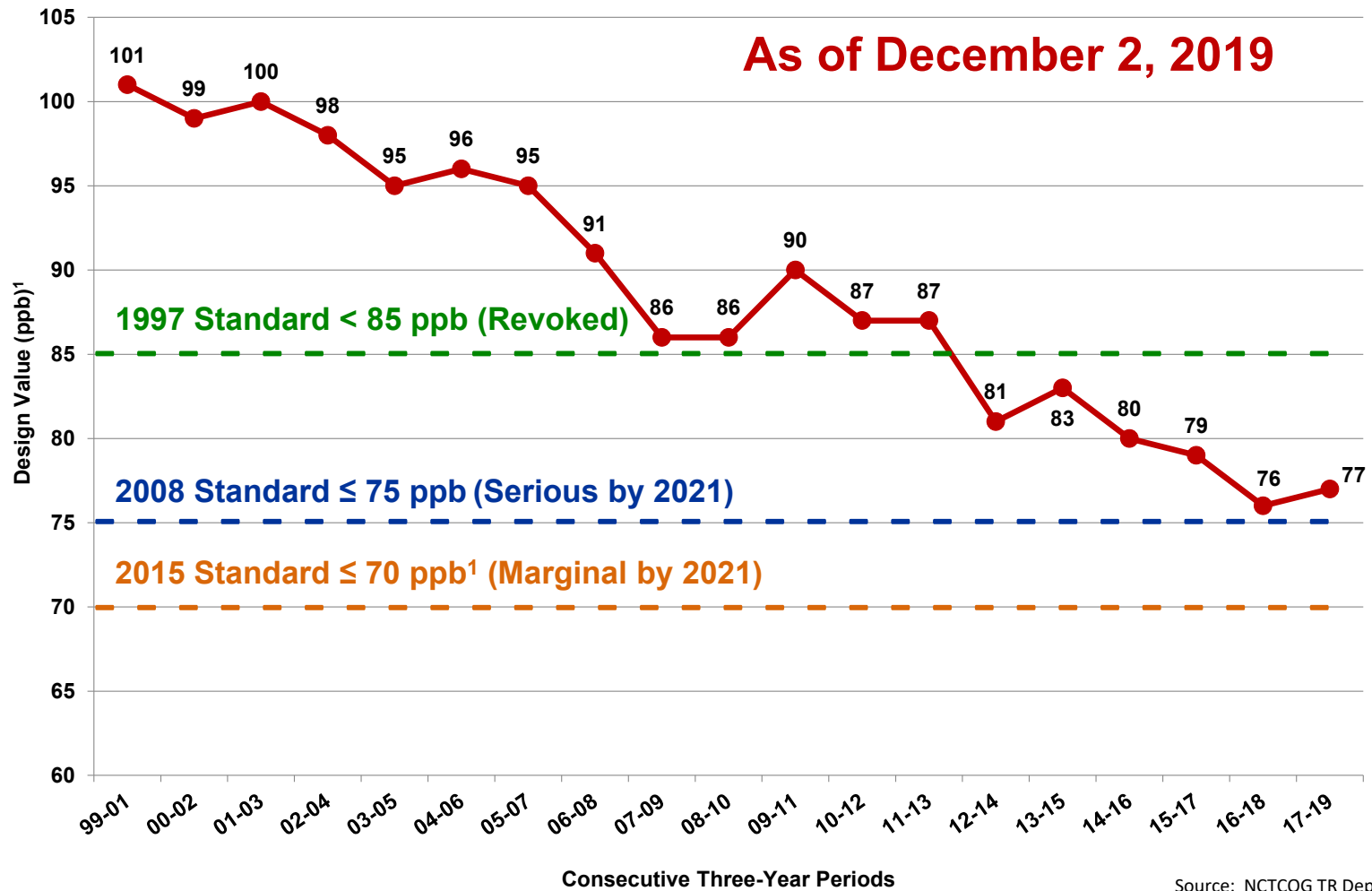
# REGULAR TRAVEL BEHAVIOR REPORTS/ START OF 2020 OZONE SEASON; A NEW DAY

**Regional Transportation Council • April 9, 2020**

**Chris Klaus, Senior Program Manager**



# 8-Hour Ozone NAAQS Historical Design Value Trend



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

# EXAMPLE TRAVEL BEHAVIOR TRENDS

**Air Quality Monitor Data**

**Fuel Consumption**

**Vehicle Miles Traveled**

**Transit Ridership**

**Aircraft Operations**

**Registration Data**

**Daily Congestion During Peak Period**

**Power Plant Generation**

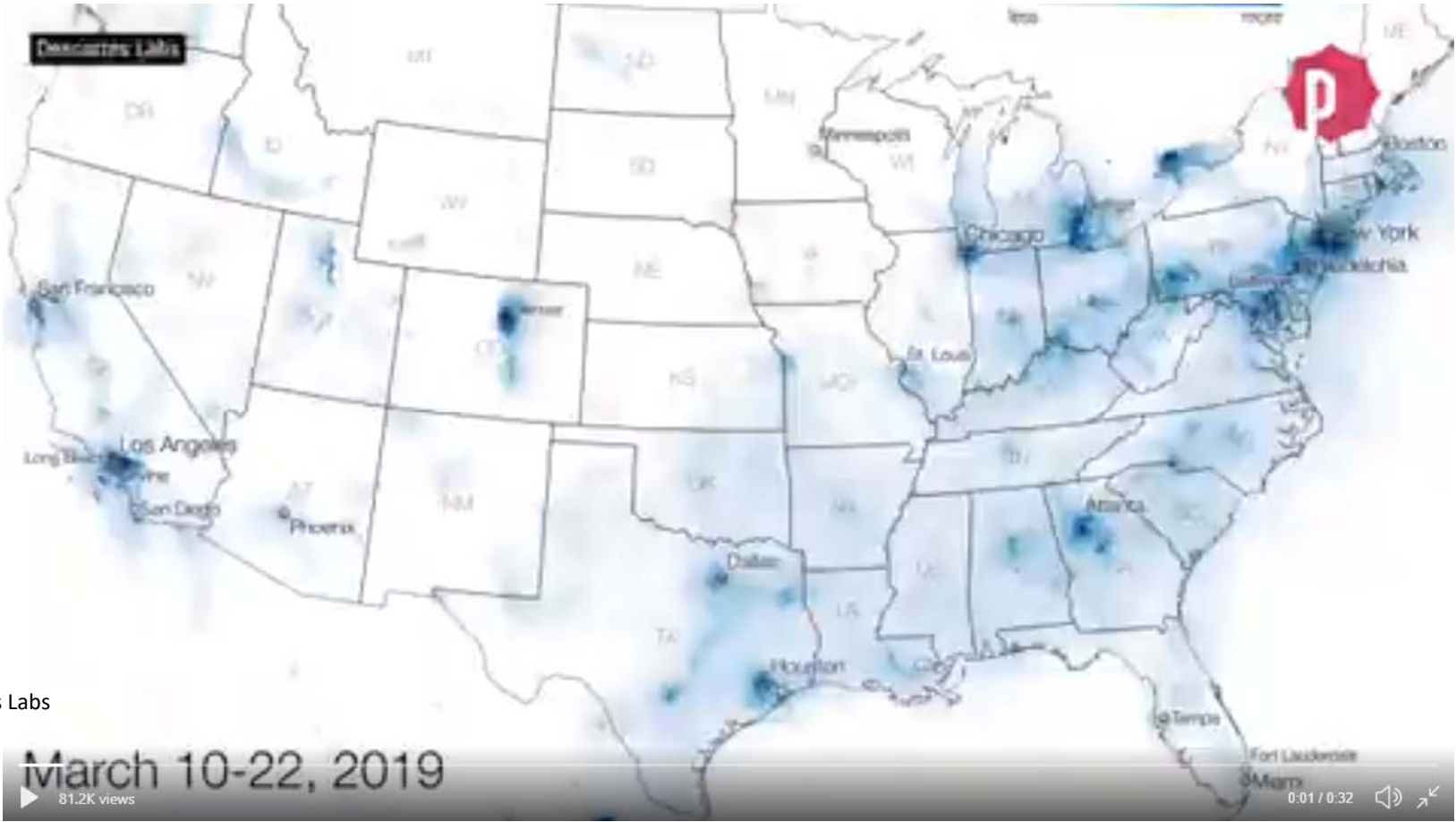
**Regional Crash Rates**

**Bicycle/Pedestrian Counts**

[www.nctcog.org/pm/covid-19](http://www.nctcog.org/pm/covid-19)

# NITROGEN DIOXIDE EMISSIONS USA

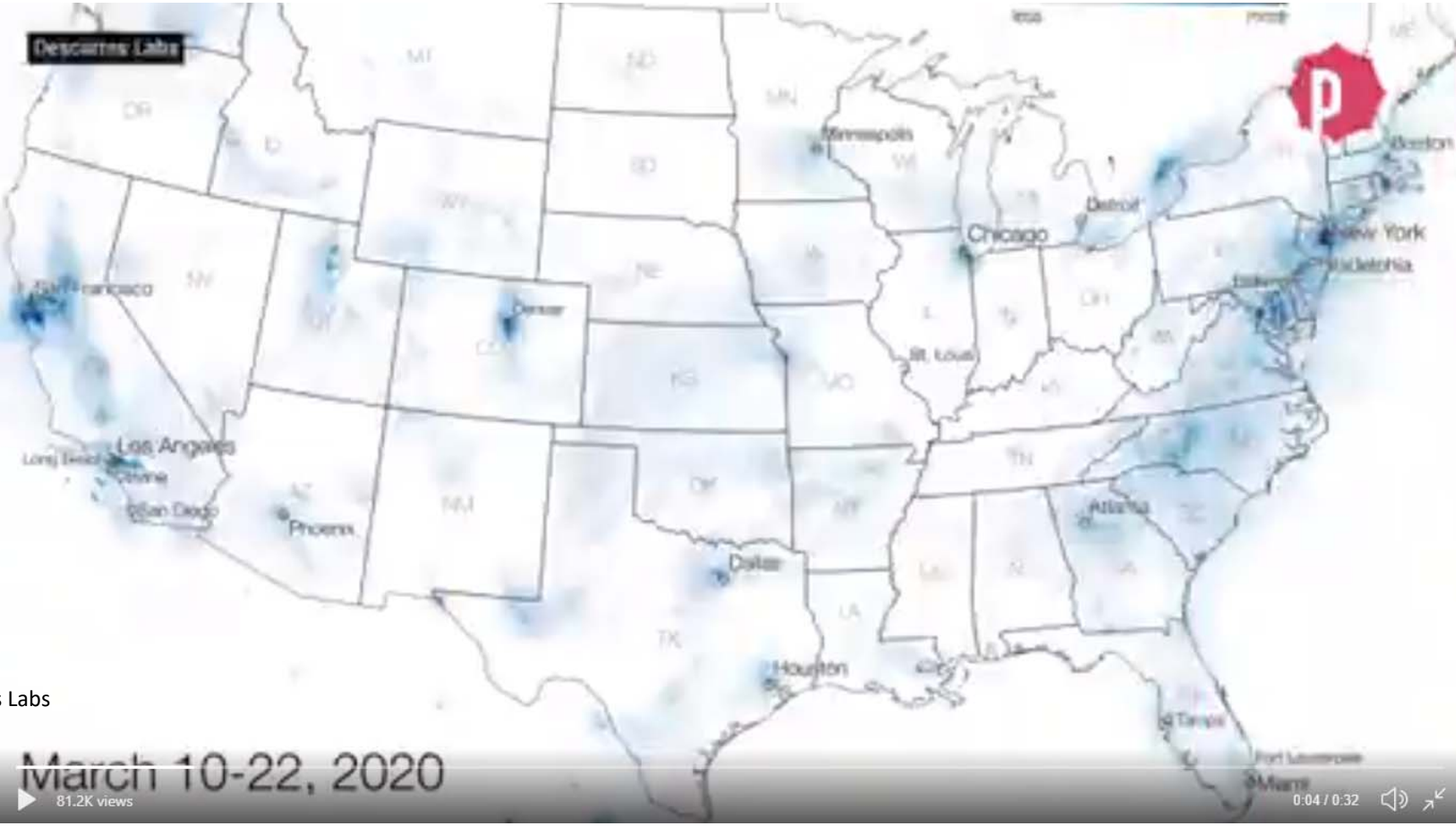
March 10, 2020



Source: Descartes Labs

# NITROGEN DIOXIDE EMISSIONS USA

March 22, 2020



Source: Descartes Labs



# IMPORTANCE OF 2020 OZONE SEASON

**The third of three-year cycle that will determine next phase**

**Two ways to measure success:**

- 1. Collectively, all monitors have a 2018-2020 design value at or less than the ozone standard = Attainment**
- 2. Individually, each monitor has a 2020 design value at or less than the ozone standard = 1-year Extension**

**Staff will monitor and provide monthly updates throughout the ozone season**

# FOR MORE INFORMATION

Jenny Narvaez  
Program Manager  
(817) 608-2342  
[JNarvaez@nctcog.org](mailto:JNarvaez@nctcog.org)

Vivek Thimmavajjhala  
Transportation System Modeler  
(817) 704-2504  
[VThimmavajjhala@nctcog.org](mailto:VThimmavajjhala@nctcog.org)

Nick Van Haasen  
Air Quality Planner  
(817) 640-3300  
[NVanhaasen@nctcog.org](mailto:NVanhaasen@nctcog.org)

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

**MINUTES**

**Regional Transportation Council  
PUBLIC MEETING**

**Transportation Improvement Program: Fiscal Years 2021-2024**

**Proposals on Two Major Projects**

**Metropolitan Transportation Plan Policy Bundle: Round 4**

**Start of 2020 Ozone Season**

**Dallas-Fort Worth Clean Cities Recognition and Annual Survey Results**

**Meeting Date and Location**

The North Central Texas Council of Governments (NCTCOG) held a public meeting Monday, March 9, 2020, at 6:00 pm at the North Central Texas Council of Governments (Arlington); Dan Lamers, Senior Program Manager, moderated the meeting, attended by 5 people.

**Public Meeting Purpose and Topics**

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

1. Transportation Improvement Program: Fiscal Years 2021-2024 – presented by Brian Dell
2. Proposals on Two Major Projects – presented by Michael Morris
3. Metropolitan Transportation Plan Policy Bundle: Round 4 – presented by Amy Johnson
4. Start of 2020 Ozone Season – presented by Nicholas Vanhaasen
5. Dallas-Fort Worth Clean Cities Recognition and Annual Survey Results – presented by Dorothy Gilliam

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

Each person who attended the public meeting received a packet with a meeting agenda, a sheet on which to submit written comments and copies of the presentations.

**Summary of Presentations**

***Transportation Improvement Program: Fiscal Years 2021-2024 presentation:***

[https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2020/03/2021-2024-TIP-Draft-Listings\\_1.pdf](https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2020/03/2021-2024-TIP-Draft-Listings_1.pdf)

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

NCTCOG staff are currently reviewing existing projects, gathering information on additional locally funded projects, making needed revisions to existing project schedules and funding, and developing revised project listings for Fiscal Years 2021 through 2024.

The draft 2021-2024 TIP roadway and transit listing includes approximately \$13.53 billion in funding and 938 roadway and transit projects. Members of the public can provide feedback on the draft through April 8, 2020.

The Regional Transportation Council will take action on the 2021-2024 Transportation Improvement Program in May 2020.

***Proposals on Two Major Projects presentation:***

<https://www.nctcog.org/nctcog/media/Transportation/DocsMaps/Involve/InputMeetings/2020/03/TV-and-Collin-Creek.pdf>

The Panther Island Central City Flood Project is the planned construction of a 1.5 mile bypass channel of the Trinity River to control flooding north of downtown Fort Worth. The project will create two islands, collectively known as Panther Island. Key features of the project are the signature bridges on Henderson Street, North Main Street and White Settlement Road. The Regional Transportation Council (RTC) was originally involved in funding three bridges with a variety of federal, state, regional and local funding sources. However, due to constructability issues, project delays have created a cost overrun. On March 12, 2020, the RTC approved an additional \$20 million to cover the overrun.

The region continues to receive infrastructure funding requests for assistance in redeveloping major retail and economic centers. Requests come from entities looking to relocate to our region and from local partners seeking new opportunities to revitalize existing areas. On February 27, the RTC approved funding for a garage included in the Collin Creek Mall mixed-use redevelopment project. The garage must be owned by the public sector and include park and ride spaces as well as electric vehicle charging infrastructure. The RTC funds will be used for construction only.

***Metropolitan Transportation Plan Policy Bundle: Round 4 presentation:***

<https://www.nctcog.org/nctcog/media/Transportation/DocsMaps/Involve/InputMeetings/2020/03/MT-TP-Policy-Bundle.pdf>

The Metropolitan Transportation Plan (MTP) represents a blueprint for the region's multimodal transportation system. The Plan covers a 20-year timeframe and guides the expenditure of federal and state funds. The goals of the current MTP, Mobility 2045, include improving transportation options, providing timely planning and implementation and developing cost effective projects and programs.

Construction of infrastructure alone cannot achieve the goals of Mobility 2045. Local agencies voluntarily adopt policies from the Mobility Plan to help achieve goals like improving air quality and sustainable development. Agencies who apply may receive Transportation Development

Credits (TDCs) to help fund projects. Policy examples include employee trip reduction, parking management, safe access to schools and railroad safety, among others.

Agencies were eligible to apply for round 4 of the policy bundle beginning February 3, and the submittal deadline is April 27. The Regional Transportation Council will take action on the MTP Policy Bundle on July 9. Formal award notices will be sent to agencies in July 2020.

***Start of 2020 Ozone Season presentation:***

<https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2020/03/Start-of-Ozone-Season.pdf>

Ozone is a gas composed of three atoms of oxygen and occurs both in the Earth's upper atmosphere and at ground level. Ground-level ozone is commonly referred to as "bad ozone" and forms when emission sources emit nitrogen oxides and/or volatile organic compounds that react in the presence of sunlight. Ozone can make it more difficult to breathe, aggravate lung diseases and inflame and damage the airway.

North Texas is currently under two ozone standards, one for 2008 and one for 2015. The attainment deadline for the 2008 standard was July 20, 2018. The region did not meet the standard, and therefore, its air quality status was reclassified as serious. It must achieve attainment by July 20, 2021. The nonattainment deadline for the 2015 standard is August 3, 2021.

Everyone in the region can help improve air quality by working from home, using mass transit, avoiding unnecessary trips, carpooling, etc. More information on air quality and ozone alerts is available at <https://www.airnorthtexas.org>.

***Dallas-Fort Worth Clean Cities Recognition and Annual Survey Results presentation:***

<https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2020/03/Dallas-Fort-Worth-Clean-Cities-Recognition-and-Annual-Survey-Results.pdf>

***Handout:***

<https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2020/03/Eligible-Funding-Summary-Handout.pdf>

The Dallas-Fort Worth Clean Cities Coalition was created by the Department of Energy to address the requirements of the Energy Policy Act of 1992. It is part of a national network of nearly 100 coalitions and seeks to advance the nation's economic, environmental and energy security by working locally to advance affordable, domestic transportation fuels and technologies.

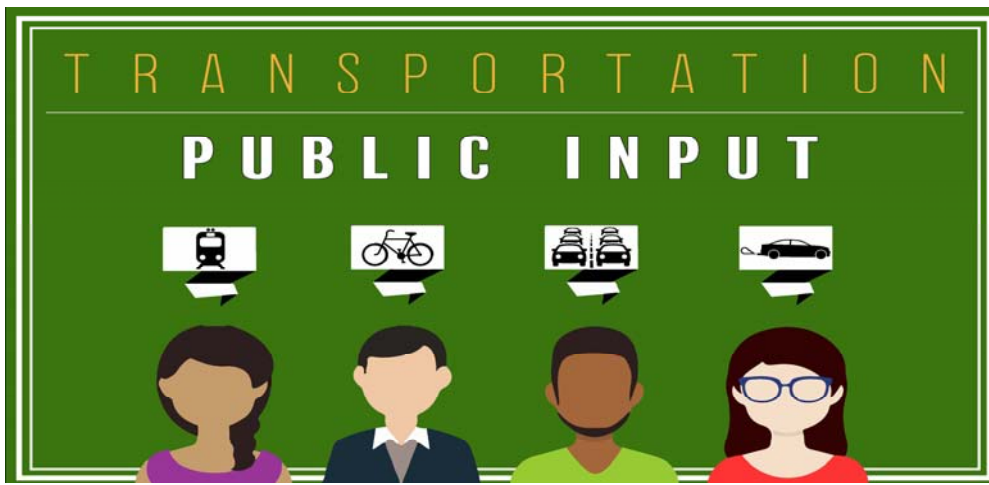
The 2018 DFW Annual Fleet Survey results reported that 6,880 alternative fuel vehicles reduced 753,463 pounds of nitrogen oxides in the region. NCTCOG staff incentivize participation in the annual survey through fleet recognition awards. To be eligible for recognition, fleets must submit an annual survey as well as adopt a clean fleet policy. In 2019 there were 21 winners and three gold awards were given to the City of Euless, the City of Southlake and Dallas Area Rapid Transit.

**ORAL COMMENTS RECEIVED AT MEETING**

No oral comments received at the meeting.

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

No comments received via website, email or social media.



## WHAT DO YOU THINK? TELL US.

Information will be posted online at [www.nctcog.org/input](http://www.nctcog.org/input) for public review and comment April 13 - May 12, 2020. To request printed copies of the information, call 817-608-2365 or email [cbaylor@nctcog.org](mailto:cbaylor@nctcog.org).

### Attorney General Announces Open Meetings Act Provisions Subject to Temporary Suspension

The Texas Open Meetings Act ensures that governmental entities conduct business in an open and transparent manner. Staff will summarize the recent flexibility in conducting governmental body meetings in light of public health recommendations associated with the COVID-19 pandemic while maintaining transparency and public participation principles.

### Status Report: Transportation & RTC Emergency Policies & Procedures

The NCTCOG Transportation Department has taken actions to protect the health of our communities and will provide updates on how department employees are continuing to work on important regional planning, programming and projects as well as on how Regional Transportation Council meetings will be conducted during the current health situation.

### 10-Year Plan Update

In December 2016, the RTC approved a 10-Year Plan identifying major projects to be implemented in the region by Fiscal Year 2026. An updated draft of the project list out to FY 2030 will be provided for review and comment.

### Congestion Management Process

Federal regulations mandate areas with populations over 200,000 must implement a Congestion Management Process (CMP) for measuring transportation congestion levels and prioritizing management strategies. Staff will provide a brief overview of federal requirements as well as elements to be considered in the CMP update.

### TxDOT's American Disabilities Act (ADA) Plan

The ADA covers many issues from workplace services to public transportation accommodations. Access and awareness are keys to ensuring the needs of disabled citizens are met. TxDOT developed a plan for reporting and will discuss how the agency provides opportunities to assist those with disabilities and how citizens can take an active role in making changes.

### Incident Management 2020 Call for Projects Recommendations

Traffic incident management plays an important role in improving safety and reducing congestion in North Texas. \$1.5 million was available through a call for projects for the purchase of equipment used to aid and mitigate traffic incidents, keep people safe and improve air quality. Proposed funding recommendations will be provided for review and comment.

### RESOURCES AND INFORMATION

- Regional Smoking Vehicle Program (RSVP): [www.smokingvehicle.net](http://www.smokingvehicle.net)
- Vehicle Incentives & Funding Opportunities: [www.nctcog.org/aqfunding](http://www.nctcog.org/aqfunding)
- Mobility Plan Administrative Revisions: [www.nctcog.org/input](http://www.nctcog.org/input)

## REGIONAL TRANSPORTATION ONLINE INPUT OPPORTUNITY

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

Submit comments and questions to NCTCOG:

Email: [transinfo@nctcog.org](mailto:transinfo@nctcog.org)

Website: [www.nctcog.org/input](http://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](mailto: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](mailto:cbaylor@nctcog.org). Se harán las adaptaciones razonables.



North Central Texas  
Council of Governments





**PUBLIC COMMENTS REPORT**

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

**Purpose**

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

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

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

**Air Quality**

**Email –**

**1. Beverly Townsley**

City dump-like truck #2040310 exhaust is terrible. Made me sick. 2/13/20 at 8:30 am on Chisholm Trail Parkway. Please have this truck checked. Thank You.

Ms. Townsley,

Thank you for submitting a report of a smoking vehicle that was driving on Chisholm Trail Parkway. As you may be aware, we have a specific program dedicated to helping inform the public that their vehicles may be emitting excessive smoke from their tailpipe. Citizens like yourself are crucial in not only helping spread program awareness of the Regional Smoking Vehicle Program (RSVP) but are also part of the air quality solution by helping to reduce the amount of excessively smoking vehicles on our roadways.

Through our website, [www.smokingvehicle.net](http://www.smokingvehicle.net) and phone reporting at 817-704-2522, vehicles can be directly reported by providing:

1. City
2. Cross streets
3. Texas License plate number
4. Date/Time

5. Type of Vehicle

Once an anonymous report is submitted, the vehicle owner is mailed a letter informing them that their vehicle may be smoking excessively. The letter also contains suggestions and steps to help mitigate their vehicles impact on regional air quality.

Please don't hesitate to reach out to us again if you have any questions.

This was the City's vehicle.

Ms. Townsley,

Any vehicle with a valid Texas license plate can be reported via our website and our telephone hotline, including city vehicles (dump trucks, buses, school buses etc.).

**Alternative Fuels**

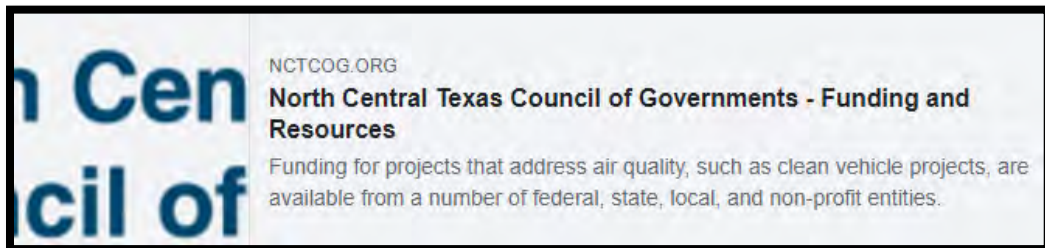
**Facebook –**

1. Call for Partners for North Texas Fleets Interested in Deploying AFVs

NCTCOG Transportation Department, through the Dallas-Fort Worth Clean Cities coalition, has opened a Call for Partners to solicit North Texas Fleets to work with NCTCOG on implementing an alternative fuel vehicle (AFV) deployment project involving public sector fleets. All fleets must be located within the 10-county ozone nonattainment area.

Responses must be received, in-hand, by 5:00 p.m., Friday, March 27th, 2020. Applications received after this time will not be considered and will be returned to the applicant unopened; postmarked by the published deadline does not constitute an on-time application.

For additional information on this project and how to apply, please visit: [www.nctcog.org/aqfunding](http://www.nctcog.org/aqfunding) and look under "Hot Topics". If you would like to contact us, or have are any questions, please contact [cleancities@nctcog.org](mailto:cleancities@nctcog.org). – Texas NGV Alliance



2. Don't miss this meeting at NCTCOG Transportation Department:

Join DFWCC and the NAFA South Central Chapter to discuss the benefits of alternative fuels, alternative fuel vehicle availability, and tools to evaluate whether alternative fuels are a good fit for your fleet.

We are looking for alternative fuel vehicles for the ride and drive portion of our event! Contact DFWCC staff at [cleancities@nctcog.org](mailto:cleancities@nctcog.org) to make arrangements.

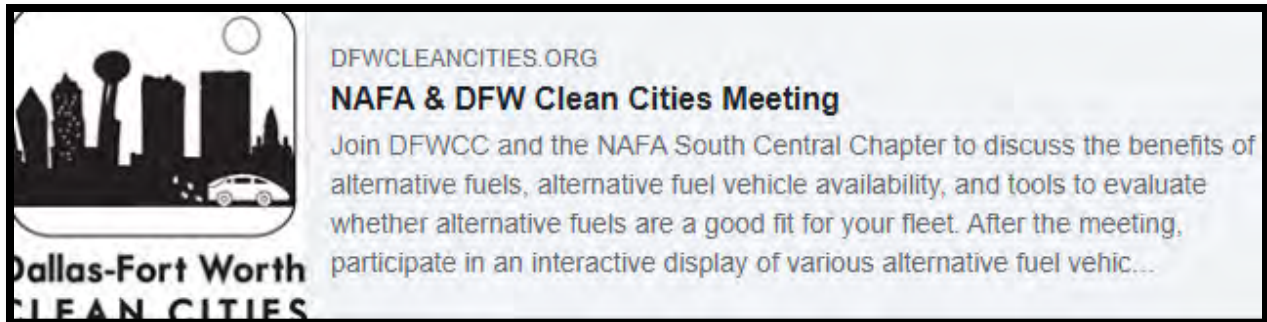
Date: March 25

Time: 9:00 am to 1:00 pm

Location: 616 Six Flags Dr. Arlington, Texas 76011 - Transportation Council Room

To Register:

<https://www.dfwcleancities.org/.../nafa-dfw-clean-cities-meet...> – Texas NGV Alliance



### Aviation

#### Twitter –

1. #319 @navcanada selects @UniFlyUTMS, BlueBird wins big UAS order, Texas trains new drone pilots, mystery drone emails, shooting the Golden Gate Bridge, students develop drones for environmental studies: <http://bit.ly/3ccNMP3> @NCTCOGtrans - UAVdigest (@UAVDigest)



**Bicycle & Pedestrian**

**Facebook –**

1. It is going to be the perfect day to check out the NCTCOG Transportation Department's Regional Trail of the Month, the Dallas SoPac Trail!! Check out the video of this beautiful trail at <https://www.nctcog.org/trans/plan/bikeped/veloweb/bikeweb> – BikeDFW

This is a screenshot of a Facebook post. On the left, there is a partial view of a profile picture with the text 'n Cen' and 'ncil of' in blue. The main text of the post is in black and blue. It starts with 'NCTCOG.ORG' in blue, followed by 'North Central Texas Council of Governments - Local Trails Websites' in bold black. Below that, it says 'The DFW metropolitan planning area has approximately 775 miles of existing trails and many more miles funded for construction. Residents and visitors to the region can utilize these trails for both transportation and exercise. Learn...' in a smaller black font.

2. Happy First Day of Spring! Though we're all practicing social distancing, you can still celebrate by going for a walk or bike ride. Just be sure to be mindful of others. 🌸🌺🌻🌼 – NCTCOG Transportation Department



I've seen more people walking and riding bicycles here in Lantana in Denton County over the past week than I have in a long time! – Paul McManus

We love to hear it! – NCTCOG Transportation Department

### **Innovative Vehicles & Technology**

#### **Twitter –**

1. I'm starting a petition and sending it to @TxDOT and NTTA @TollTagNews. What do we need to do to get air gondolas like Disney Skyliner all over DFW highways? Limited median interference. Existing right of way. Small carbon footprint. I want lane-mile comparisons. #FlyMetroplex – Justin Bond (@JustinPBond)



@NCTCOGtrans @NCTCOG\_Official Has there ever been discussion on this? Thinking back to my days in EconDev and City planning I know your crew was a major driver in what could be possible for DFW mobility. Surely I'm not the first to think of this wacko thought. – Justin Bond (@JustinPBond)

Hi, Justin! Our apologies on the delayed response. Working on getting more information for you. – NCTCOGTransportation (@NCTCOGtrans)

OK, so the short of it is we did not find the gondolas to be an appropriate technology for efficient and effective movement of people and goods. – NCTCOGTransportation (@NCTCOGtrans)

They were considered as part of our Midtown people mover project, but they didn't make the cut due to lack of capacity (they operate slowly and cannot carry large loads). Environmental conditions (especially wind and rain) were also a barrier. – NCTCOGTransportation (@NCTCOGtrans)

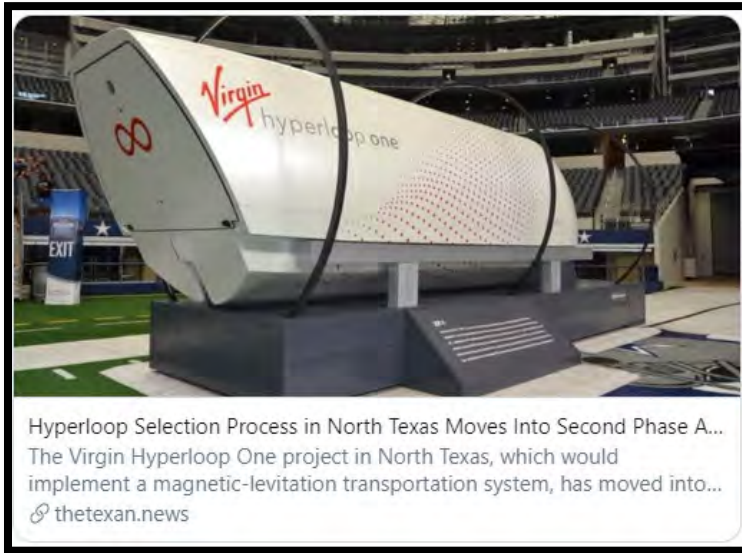
Thanks! I continued my research as well and can see where that would be the conclusion. I hope however that we see improvement in this technology over time as I'm still convinced by its compatibility with our transit system and potential for regional application in DFW. – Justin Bond (@JustinPBond)

2. How about following Foxx's lead when @USDOT and offering serious funding for an Innovation Challenge? – LegacyConnect (@LegacyConnectMe)



3. Hyperloop Selection Process in North Texas Moves Into Second Phase  
<https://thetexan.news/hyperloop-selection-process-in-north-texas-moves-into-second-phase->

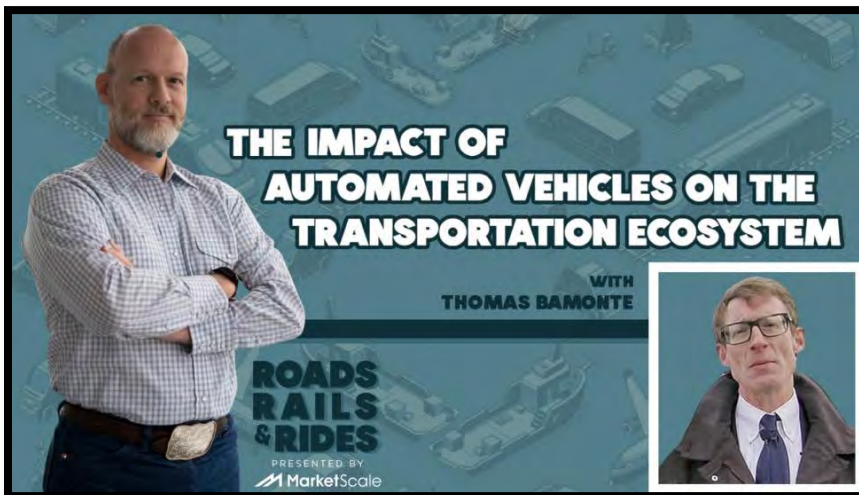
amid-some-opposition/ @NCTCOGtrans @CityOfDallas @DFWAirport – Lee M. Kleinman (@LeeforDallas)



4. The latest episode of Roads Rails & Rides is out now! I sit down with @TomBamonte of the @NCTCOGtrans to discuss automated vehicles and their future in North Texas. Join us for the discussion! #roadsrailsandrides – roads\_rails\_rides (@RailesRides)

**Facebook –**

1. The latest episode of Roads Rails & Rides is out now! I sit down with Thomas Bamonte of the NCTCOG Transportation Department to discuss automated vehicles and their future in North Texas. Join us for the discussion! #roadsrailsandrides



**Programs**

**Email –**

1. viperboy0098

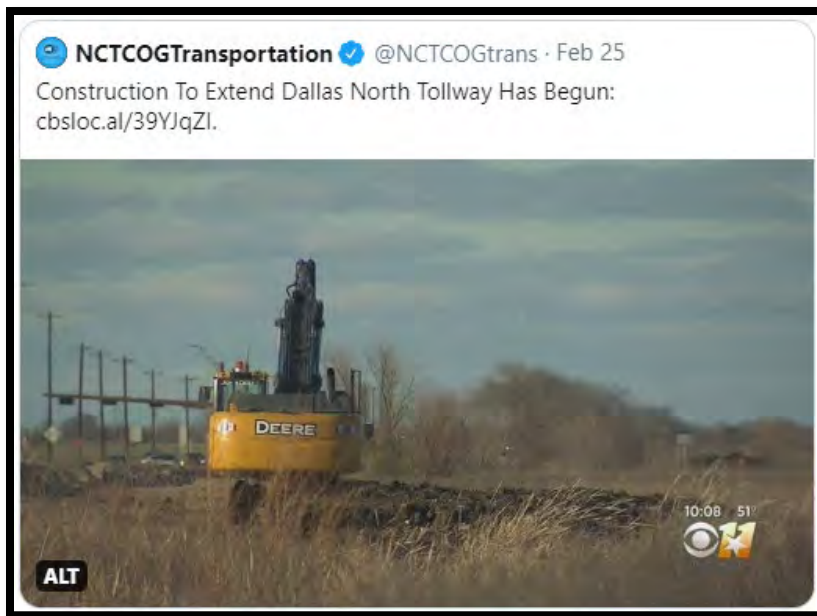
Hello, the website I have been referred when I asked about how pricing is determined states “TEXpress Lanes use variable congestion-management pricing to help manage traffic flow and provide faster, more predictable travel. Roadside equipment recalculates real-time prices every 5 minutes, 24 hours a day, aiming to ensure the lanes are moving at 50 mph or faster.”

I find this interesting because I am always able to sustain a speed of 70+ from end to end. For example at 6:30 this morning, ofcourse with tons of people not going to work and such, traffic is super light, but it was still over 6\$ to go through the entire section. The traffic load was the same as when it was at 7am yesterday morning and the day prior. Is there simply a timing structure at which you guys use to vary rates based on expected demand as opposed to the above statement?

### Projects & Planning

#### Twitter –

1. The only kind of new road we should allow. Impressive that it will stretch 40 miles after hitting Celina. – Nathaniel Barrett (@ncoxbarrett)



2. TFW @NCTCOGtrans funds a \$30 million parking garage over 1 mile walking distance across Central from nearest DART rail station as part of a new program. 🏠🏠🏠🏠🏠🏠🏠  
Could have built out most of Dallas bike/micro-mobility lanes for same price. 🧑 1/ – Wylie H Dallas (@Wylie\_H\_Dallas)

Watch this debate, lead by Michael Morris. So much misleading info. This is @nctcog at its worst. <https://nctcog.org/nctcg/media/Transportation/Committees/RTC/2020/agenda-packet-feb.pdf> <https://nctcog.swagit.com/play/02272020-674> 2/ – Wylie H Dallas (@Wylie\_H\_Dallas)



If this debate accurately reflects the future of transit planning in North Texas, we are in very serious trouble. What a mess. Exhibit A in making the case for rebooting @NCTCOG. 3/ – Wylie H Dallas (@Wylie\_H\_Dallas)

@CityOfDallas doesn't know how to design Bike Lanes.... this is the new project on Harwood between Farmers Market & Downtown...they've left parking meters so cars are blocking the Bike Lane 🙄 @DavidBlewettD14 – I PROBABLY DON'T LIKE YOU (@Dallas104)



They also recently removed the bike lanes on Main St. connecting downtown and Deep Ellum to allow for more parking. As a result, both pedestrians and bicyclists are now forced into motor vehicle lanes due to the absence of sidewalks. – Wylie H Dallas (@Wylie\_H\_Dallas)

Ah yes...I recall seeing that awesome project as well! – I PROBABLY DON'T LIKE YOU (@Dallas104)

3. In celebration of North Texas having transportation infrastructure ranking near the bottom in terms of efficiency, on Feb 27 @NCTCOGtrans awarded \$30 mil for construction of a parking garage in a private Collin County development over 1 mile away from nearest light rail station. – Wylie H Dallas (@Wylie\_H\_Dallas)



Where? – David Salazar (@eltoca03)

The garage is built in the midst of a private mixed-used redevelopment of Collin Creek Mall. – Wylie H Dallas (@Wylie\_H\_Dallas)

So wrong on so many levels for so long. #WeCanDoBetter – Marcos Ronquillo (@MGRonquillo)

Putting aside the car-centric theme of this... What did public get for this public support of a private venture? – Edward Scott HOFLAND (@ScottHofland)

Nothing, best I can tell. – Wylie H Dallas (@Wylie\_H\_Dallas)

### **Public Meetings & Forums**

#### **Twitter –**

1. Attending the February meeting of the Regional Transportation Council (RTC) of the North Central Texas Council of Governments (NCTCOG). Here is web link to the RTC meetings: <https://nctcog.org/trans/about/committees/regional-transportation-council/meetings>  
@TrinityMetro @CityofFortWorth @NCTCOGtrans – Sal Espino (@SAL\_FW)



## Transit

### Email –

#### 1. Laura Ragland

Can the DART orange line extended service to Plano begin earlier in the morning on weekdays

### Twitter –

1. ICYMI on demand ZIPZONE service arriving in @CityofCrowley this spring. @TrinityMetro continues to provide more mobility options through partnerships w/cities, @TarrantCountyTX & @NCTCOGtrans. Thank you Comm @RoyCBrooks for your leadership! – Sal Espino (@SAL\_FW)



On-demand ZIPZONE arriving in Crowley this spring  
Trinity Metro and the City of Crowley are partnering to  
provide a new transportation option to Crowley ...  
[fortworthtexas.gov](https://www.fortworthtexas.gov)

2. Learn about how transit could change in Fort Worth. @CityofFortWorth @TrinityMetro @TarrantTransit @NCTCOGtrans – Sal Espino (@SAL\_FW)



3. Great news for TEXRail and a future extension into the Medical District in the @nearsouthside. @TrinityMetro @CityofFortWorth @TarrantCountyTX @TarrantTransit - @NCTCOGtrans – Sal Espino (@SAL\_FW)

**Rep. Kay Granger** @RepKayGranger · Feb 28

Fort Worth's economy is booming and #TX12 deserves infrastructure that keeps our momentum moving. After @TrinityMetro's TEXRail opened on time and under budget, I supported TEXRail's further expansion into the Medical District. So proud to announce today that's becoming reality.

## Granger Announces Extension of TEXRail Commuter Train

February 28, 2020 | Press Release

WASHINGTON – Congresswoman Kay Granger (R-TX), top Republican on the House Appropriations Committee, announced today that Trinity Metro, previously known as Fort Worth Transportation Authority (FWTA), was authorized to use \$38.9 million of leftover Department of Transportation (DOT)-Federal Transit Administration (FTA) grant funds to extend TEXRail two more miles into the Fort Worth Medical District.

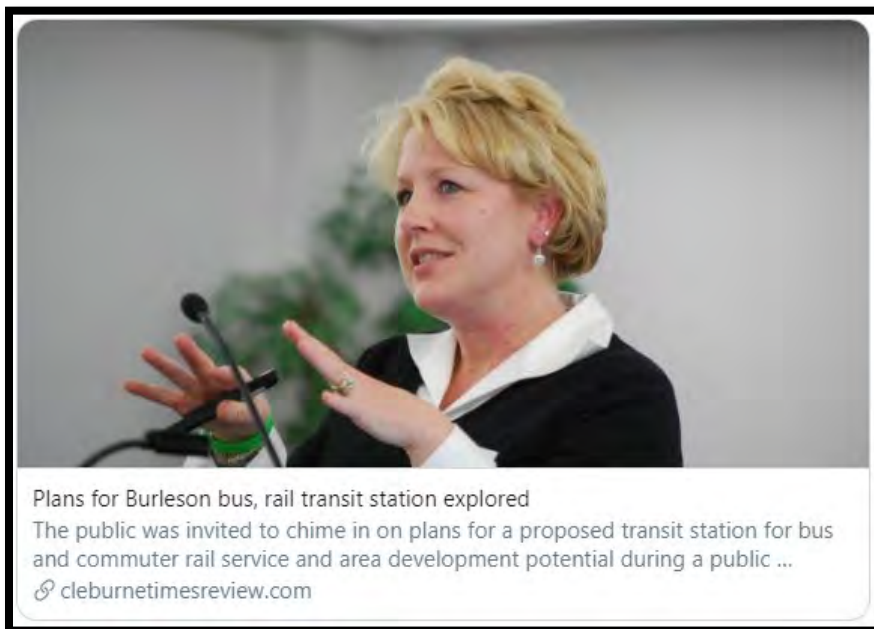
"As the economy of the Fort Worth area continues to boom, North Texans deserve infrastructure that keeps pace with our region's rapid development. Five years ago, I advocated strongly on behalf of Trinity Metro to secure a \$500 million grant to build TEXRail, a 26.8 mile commuter rail line extending from downtown Fort Worth across Tarrant County, through North Richland Hills and

4. Come join us tomorrow, Tues, 3/4 @ 8:30 am, Fort Worth Central Station for update on @TrinityMetro & transit. @CityofFortWorth @TarrantCountyTX @trtcmobility @NCTCOGtrans – Sal Espino (@SAL\_FW)



5. Really want to see more commuter rail planned to surrounding cities/towns, even if some cannot be achieved for years: Denton, Cleburne, Haslet, Roanoke, Aledo/Weatherford, Mansfield, Rhome/Decatur. The earlier everyone knows routes, the better can plan land use/transport around. – Andrew Blake (@andrewclake)

@NCTCOGtrans Mobility 2045 and the Cities Comprehensive Plan both have a few options on potential future routes. @CityofBurleson has TOD plans in place. – Fort Worth Urban (@UrbanFortWorth)



**Facebook –**

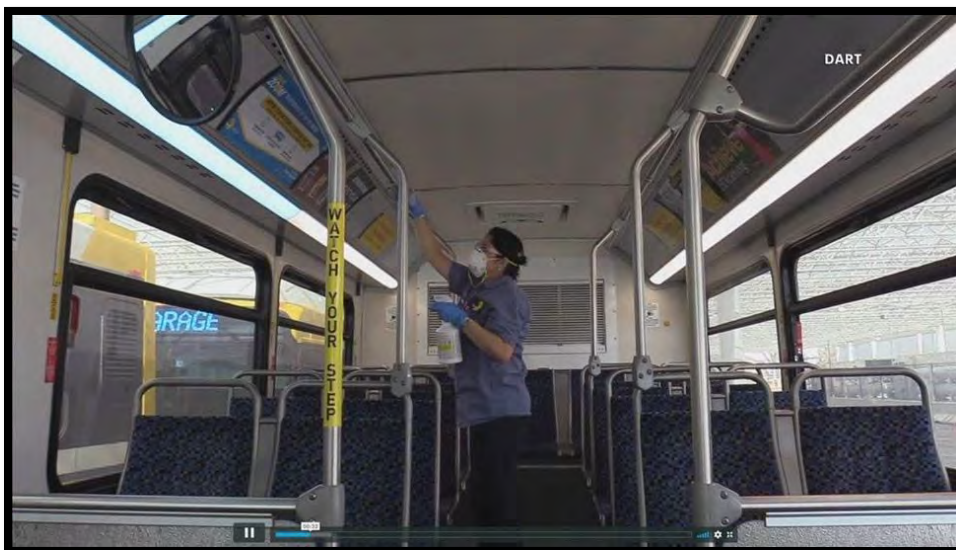
1. DART's interactive kiosks aim to make you safer and better-connected: <http://bit.ly/2SZUDm2>  
– NCTCOG Transportation Department



For everyone reading this post, riding DART's (as well as Trinity Metro's and DCTA's) buses and trains whenever possible make for terrific and relaxing ways to help reduce car traffic and road congestion, as well as to help improve air quality and regional mobility as DFW continues to grow very rapidly! – Paul McManus

2. We know we're not a health department, but this seems like a good time to remind you to wash your hands. 🙌

DART conducts enhanced cleaning on trains, buses amid coronavirus concerns: <http://bit.ly/3cNXrM4>. – NCTCOG Transportation Department



**Other**

**Email –**

**1. William Cole**

I'm looking for the most recent commuter population estimate for Greenville. I believe this number would be somewhat higher than our actual resident population.

Mr. Cole,

The latest data that we have related to commuter population in Greenville, TX corresponds to 2016. For this year, the number of workers was 19,140 while the population was 26,305. The source of these estimations is the Census American Community Survey 2012-2016.

Please let me know in you need further assistance.

**Twitter –**

1. Hopefully we can lighten up your day by wishing you a very lucky St. Patrick's Day! #StPatricksDay2020 Four leaf clover – NCTCOGTransportation (@NCTCOGtrans)



Michael Morris message falls dud. But I regress. – Linda Ld Thornton, APR (@LindaLdThornton)

**Facebook –**

1. Happy Friday, y'all! Don't forget we spring forward (lose an hour of sleep) this Sunday. Prepare now so that you're not driving drowsy Monday morning. 😊 – NCTCOG Transportation Department



I HATE THE TIME CHANGE!!!! – JoAnn Lucero

2. We want to give a special shout out to GPS Insight! Because of their sponsorship, we're able to host workshops, create educational materials and more. Thank you! – NCTCOG Transportation Department



We're glad we can help! – GPS Insight





2501 SOUTHWEST LOOP 820, FORT WORTH, TEXAS 76133 | 817.370.6500 | WWW.TXDOT.GOV

March 4, 2020

Public Hearing for SH 114 Frontage Road, Ramp and Intersection Improvements  
FM 1938 (Davis Boulevard) to Dove Road  
CSJ: 0353-03-100  
Tarrant County, Texas

Mr. Michael Morris, P.E.  
Director of Transportation, North Central Texas Council of Governments  
616 Six Flags Drive  
Arlington, Texas 76011

Dear Mr. Morris:

The Texas Department of Transportation – Fort Worth District (TxDOT-FTW) is conducting a public hearing to seek input regarding the above project. The public hearing will be held on Thursday, March 26, 2020 at the Walnut Grove Elementary School located at 2520 North White Chapel Boulevard, Southlake, Texas 76092. Displays will be available for viewing at 6 p.m. with the formal hearing starting at 6:30 p.m.

TxDOT-FTW invites you or a representative from your organization to participate in the hearing. For your convenience, a copy of the public hearing notice and directions to the hearing are enclosed.

If you would like additional information regarding the study, please contact our TxDOT Project Manager, Thomas Marquardt, P.E., at [Thomas.Marquardt@txdot.gov](mailto:Thomas.Marquardt@txdot.gov) or (817) 370-6772.

Sincerely,

Ricardo Gonzalez, P.E.  
Fort Worth District Director Transportation Planning and Development

Enclosures: Public Hearing Notice  
Public Hearing Directions

cc: Thomas Marquardt, P.E., Project Manager, TxDOT-FTW

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OUR MISSION: *Connecting You With Texas*

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## Notice

### Public Hearing

#### SH 114 Frontage Road, Ramp, and Intersection Improvements

#### FM 1938 (Davis Boulevard) to Dove Road

CSJ: 0353-03-100

#### Tarrant County, Texas

The Texas Department of Transportation (TxDOT) is proposing to add continuous frontage roads, including ramp and intersection improvements, along SH 114 from FM 1938 (Davis Boulevard) to Dove Road in Tarrant County, Texas. The proposed project is approximately 2.28 miles long.

This notice advises the public that TxDOT will be conducting a public hearing on the proposed project. The hearing will be held on **Thursday, March 26, 2020 at the Walnut Grove Elementary School located at 2520 N. White Chapel Boulevard., Southlake, Texas 76092.** Displays will be available for viewing at 6 p.m. with the formal hearing starting at 6:30 p.m. The purpose of the hearing is to present the planned improvements and to receive public comment on the proposed project.

The existing facility consists of east and westbound highway mainlanes with three 12-foot lanes, a 10-foot inside shoulder, and a 10-foot outside shoulder in each direction of travel, separated by a concrete traffic barrier within an existing right of way (ROW) ranging from 386 feet to 409 feet. The existing freeway includes grade-separated interchanges at FM 1938 (Davis Boulevard), Kirkwood/Solana Boulevard, and at Dove Road. An existing westbound frontage road is located between FM 1938 (David Boulevard) and Kirkwood/Solana Boulevard and consists of one 14-foot shared outside lane and one 12-foot inside lane with 1-foot offsets on each side for curb and gutter. The westbound frontage road is separated from the westbound mainlanes by a grassy median. Access to the SH 114 mainlanes is provided by entrance and exit ramps to cross street intersections.

The proposed project includes adding continuous two-lane frontage roads along SH 114 from FM 1938 (Davis Boulevard) to Dove Road to increase connectivity along this travel corridor through the cities of Southlake, Westlake, and Trophy Club. Additionally, the proposed project includes the reversal of the existing entrance and exit ramps from the "Diamond Configuration" to an "X Configuration" to increase mobility and enhance safety along the SH 114 mainlanes and frontage roads. Along with these improvements, U-Turn lanes would be added along SH 114 for both eastbound and westbound directions at Kirkwood Boulevard and on the west side of Dove Road. Approximately 4.8 acres of additional right-of-way and approximately 5.6 acres of temporary construction easements would be required.

Anticipated permanent impacts to waters of the U.S., including wetlands, would consist of impacts to two water features and no wetland features. No temporary impacts are proposed. The impacts are anticipated to be authorized by the United States Army Corps of Engineers (USACE) under Nationwide Permit 14 for Linear Transportation Projects without a Preconstruction Notification. Approximately 7.8 acres of the proposed project area is within the FEMA-designated 100-year floodplain. Potential fill within the floodplain would be determined during final design and coordinated with the appropriate local floodplain administrators. The proposed project would not raise the base flood elevation to a level that would violate applicable floodplain regulations or ordinances.

Any environmental documentation, studies or maps showing the project location and design, tentative construction schedules, and other information regarding the project are on file and available for inspection Monday through Friday between the hours of 8 a.m. and 5 p.m. at the TxDOT Fort Worth District Office,

2501 SW Loop 820, Fort Worth, Texas 76133 or at TxDOT North Tarrant County Area Office, 2501 Euless Boulevard, Euless, Texas 76040. This information also will be available for inspection at the hearing and online at [www.TxDOT.gov](http://www.TxDOT.gov), keywords "SH 114 Frontage Roads". Additionally, responses to comments received will similarly be on file and available for inspection once they have been prepared.

Verbal and written comments from the public regarding the project are requested and may be presented at the hearing or submitted in person or by mail to the TxDOT Fort Worth District Office. Comments must be received **on or before Friday, April 10, 2020** to be part of the official hearing record.

The hearing will be conducted in English. Persons interested in attending the hearing who have special communication or accommodation needs, such as the need for an interpreter, are encouraged to contact Thomas Marquardt, P.E. at (817) 370-6772. Requests should be made at least two days prior to the hearing. Every reasonable effort will be made to accommodate these needs.

If you have any general questions or concerns regarding the proposed project or the hearing, please contact Thomas Marquardt, P.E., at (817) 370-6772 or by email at [Thomas.Marquardt@txdot.gov](mailto:Thomas.Marquardt@txdot.gov).

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

# SH 114 Public Hearing



## ★ - Hearing Location



The Texas Department of Transportation (TxDOT) will be conducting a public hearing for proposed improvements to SH 114 from FM 1938 (Davis Boulevard) to Dove Road, approx. 2 miles within the City of Southlake and Town of Westlake in Tarrant County, Texas.

The purpose of the hearing is to present the planned improvements and to receive public comment on the proposed project.

## SH 114

## Public Hearing Information

**Thursday, March 26, 2020**

**6 – 6:30 p.m. (open house)**

**6:30 p.m. (formal presentation)**

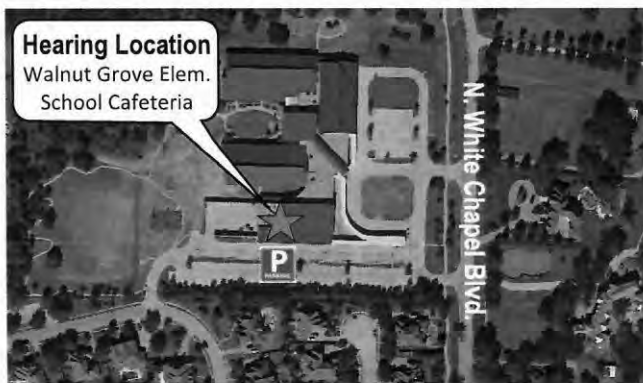
### Location:

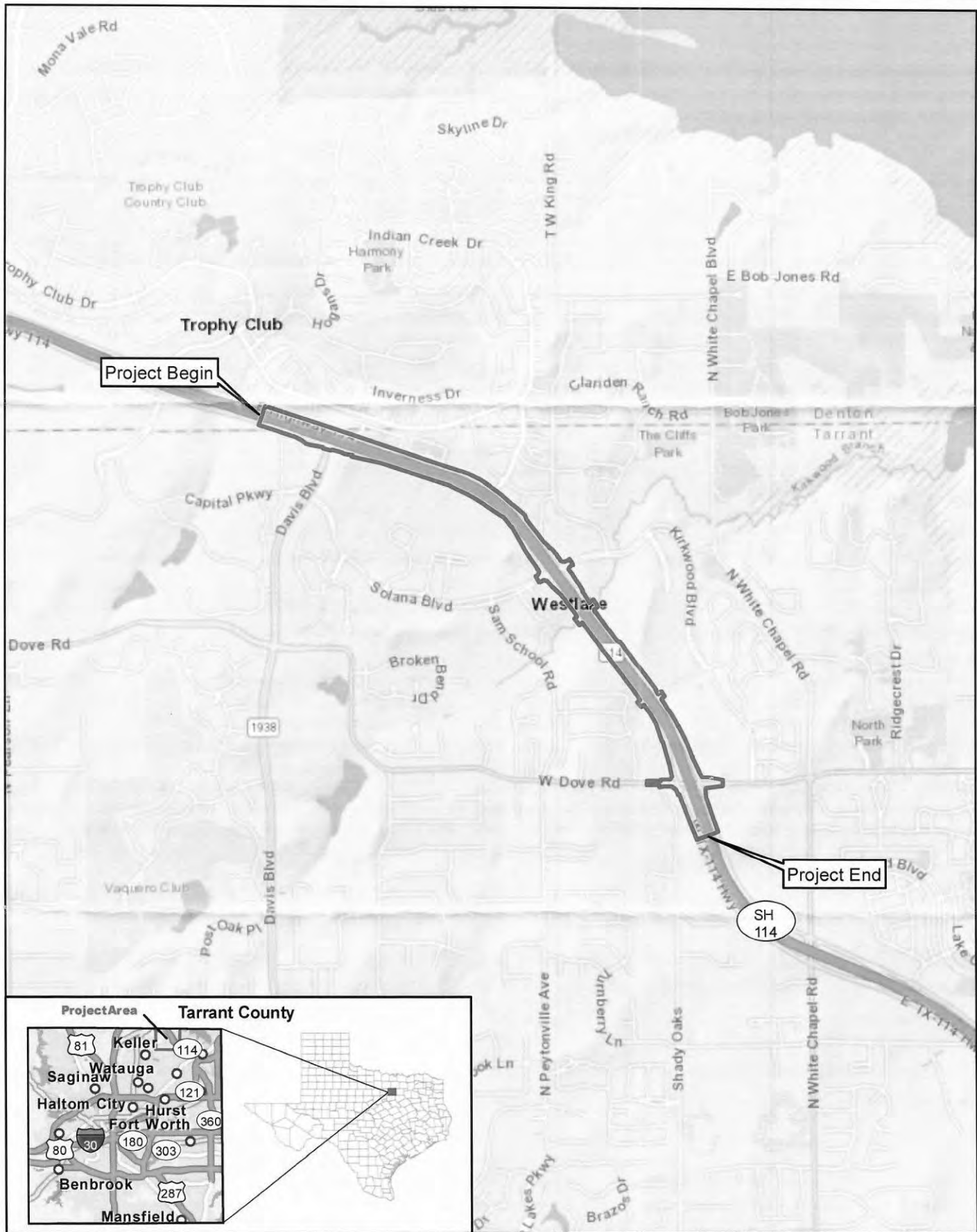
**Walnut Grove Elementary School**

**2520 N. White Chapel Blvd.**


**Southlake, TX 76092**

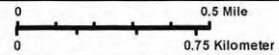
Directions from SH 114: Travel east on Dove Road. At the traffic circle, take the third exit onto North White Chapel Boulevard. Travel north on North White Chapel Boulevard and turn left into the first entrance to the school parking lot. Follow signage to the Public Hearing.





**Project Location (Road Base)**  
 SH 114 from FM 1938 (Davis Blvd) to Dove Rd  
 CSJ: 0353-03-100

 Project Location



Prepared for: TxDOT	1 in = 0.5 mile
Scale: 1:31,680	
CSJ: 0353-03-100	Date: 12/12/2018

Basemap Source: ESRI (2018)



Department of Energy  
Washington, DC 20585

March 24, 2020

Ms. Lori Clark  
Clean Cities Coordinator  
Dallas-Fort Worth Clean Cities Coalition  
North Central Texas Council of Governments  
P.O. Box 5888  
Arlington, TX 76005-5888

Dear Lori,

The Department of Energy's Vehicle Technologies Office would like to thank you for conducting a very informative and compelling briefing for our Clean Cities leadership team via webinar on November 19, 2019. We are pleased to inform you that the Dallas-Fort Worth Clean Cities Coalition's request for re-designation as an official member of the national network of Clean Cities coalitions has been approved (effective date November 19, 2019). This re-designation is valid for a period of four years, or until notified otherwise. Please remember that your coalition must remain actively engaged in stakeholder support activities and other important duties as outlined in the attached *Active and Effective Clean Cities Coalitions Requirements Checklist*, to remain in good standing.

As demonstrated in the webinar, the coalition has an active and engaged host agency, the North Central Texas Council of Governments, which provides strong financial backing and staffing support. We commend you for holding quarterly coalition meetings and for consistently hosting events that encompass a range of alternative fuels. We applaud you for taking a leadership role in Texas regarding the Volkswagen settlement, and for your work with colleagues in Texas and Louisiana to develop a ZEV corridor.

In assessing the coalition's effectiveness, we also conducted telephone interviews prior to the webinar with a number of Dallas-Fort Worth Clean Cities Coalition stakeholders. They praised you for your resourcefulness and responsiveness, and for your willingness to work with stakeholders in a can-do manner. They were grateful to the coalition for providing numerous training opportunities on alternative fuel vehicles and technology deployment, and for bringing them together with the right contacts and partners for funding opportunities.

Based on the stakeholder responses, and the information presented in the webinar, we believe that the Dallas-Fort Worth Clean Cities Coalition can continue to play a major role in improving transportation energy efficiency and advancing affordable domestic transportation fuels and technologies in the region in the coming years.

To ensure the continuing success of the Dallas-Fort Worth Clean Cities Coalition, we present the following suggestions:

- Many coalitions have had great success in working with school districts, and introducing them to alternative fuels such as propane. Continue to reach out to those school districts that are not yet using alternative fuels, and publicize the successes of those that have made the switch, stressing the financial and operational benefits available. Consider joining with the other Texas coalitions, and the Propane Council of Texas, to create a statewide alternative fuel school bus users group, so school districts can communicate with each other regarding their experiences. You may wish to contact Elizabeth Munger, Lone Star Clean Fuels Alliance coordinator, for information on a highly successful propane roundtable for school districts that her coalition held last year. Elizabeth can be reached at [elizabeth@lonestarcfa.org](mailto:elizabeth@lonestarcfa.org) or 512-694-1004.
- Reach out to the Environmental Protection Agency's Diesel Collaboratives for potential new stakeholders with medium-duty and heavy-duty vehicle applications. Many fleets operate in multiple states, and may be participating in one or more EPA regions.
- Wendy Dafoe of the National Renewable Energy Laboratory (NREL) will follow up with you regarding developing case studies on longevity with alternative fuel fleet vehicles. Should you wish to contact Wendy directly, she can be reached at [wendy.dafoe@nrel.gov](mailto:wendy.dafoe@nrel.gov) or 303-275-4470.
- As you pursue activities related to alternative fuels and efficiency in the freight sector, please keep Marcy Rood of Argonne National Laboratory (ANL) apprised. ANL may be able to provide expertise in the area of modeling. Marcy can be reached at [mrOOD@anl.gov](mailto:mrOOD@anl.gov) or 217-413-8446.

Congratulations on the good work you continue to do with the Dallas-Fort Worth Clean Cities Coalition. Thank you for your ongoing commitment to Clean Cities, and for hosting the recent and highly successful Coordinator 101 training sessions.

Sincerely,



Dennis A. Smith  
National Clean Cities Director



Linda Bluestein  
National Clean Cities Co-Director

- C:
- Michael Morris, Director of Transportation, North Central Texas Council of Governments
  - Dan Kessler, Asst. Director of Transportation, North Central Texas Council of Governments
  - Chris Klaus, Senior Program Manager, North Central Texas Council of Governments
  - Neil Kirschner, Regional Manager, Southeast Region
  - Wendy Dafoe, Clean Cities Task Leader, National Renewable Energy Laboratory
  - Marcy Rood, Principal Environmental Transportation Analyst, Argonne National Laboratory
  - Ellen Bourbon, Senior Energy Policy Analyst, Allegheny Science & Technology

## This \$610,000 land grab will expand natural prairie in the heart of Fort Worth

By Luke Ranker, Fort Worth Star-Telegram

The historic Broadcast Hill in east Fort Worth will be preserved and combined with the nearby Tandy Hill Natural, pushing forward a city plan to buy open space ahead of urban sprawl.

The city's robust growth [consumes 2,800 acres of Texas prairie a year](#) for housing divisions, strip malls and warehouses. To lessen the effect on the environment, city planners in December pitched a partnership with the Trust for Public Lands, a nonprofit that [advocates for public open space and helps cities develop park plans](#).

On Tuesday, the City Council will vote on purchasing the 53-acre track for \$610,000. The nonprofit Friends of the Tandy Hill Natural Area raised \$60,000 for the purchase, and the city will use revenue from its oil and gas fund. If approved, the combined Tandy Hill/Broadcast Hill property would create a preserve of Texas prairie in the heart of Fort Worth.

The hill was formerly home to KXAS/Channel 5.

The purchase is the first step an long-term plan to identify high priority property still in a relatively natural state that's worth preserving.

To help in that process, the council will vote March 17 on a \$388,000 contract with the Trust for Public Land. Robert Kent, the nonprofit's North Texas director, told the Star-Telegram in December the trust would build a website where the public can see possible zones worth protecting, weighed against how the open land would benefit public health, mitigate flooding, improve water quality and spur economic development.

In December, council members largely greeted the idea with excitement.

### BEYOND BROADCAST HILL

Three other areas have already risen to the top of a short list of land worth preserving.

One is the west shore of Lake Arlington. [Eugene McCray Park](#) takes up a tiny sliver. Jennifer Dyke, a stormwater manager who has led the conservation effort, said acquiring a buffer along the shoreline would protect the lake from pollution, provide walking and biking trails and potentially benefit stormwater drainage from the east Fort Worth neighborhoods nearby.

Sycamore Creek runs through the central part of the city before emptying into the Trinity River. The Texas Commission on Environmental Quality has tasked the city with cleaning the water closest to the river because of high levels of bacteria in the water.

Linking four parks along the creek, Hallmark, Carter, Cobb and Sycamore, with creek-side trails would prevent some pollution from washing into the creek. A trail system would also connect southeast Fort Worth neighborhoods to the city center and open up a large strip of public land in a part of town where the majority of residents are black or Hispanic.

On the far west side of town, parts of the Mary's Creek watershed is also worth preserving.



The [Walsh](#) development will be home to about 50,000 people across roughly 7,000 acres, so the city should look into buying up part of the flood plain. The increased development will worsen rain runoff into the creek, potentially causing flooding downstream in the Trinity River.

Preserved natural land may act as a sponge for that water.

## DART Is Taking GoPass to Oklahoma

By Lucas Manfield, Dallas Observer

Dallas Area Rapid Transit has announced plans to expand GoPass, its smartphone ticketing platform, to Tulsa. It will mark the agency's first such partnership outside North Texas.

Mark Enoch, chairman of the agency's public affairs committee, which reviewed the agreement Tuesday, called it a "great milestone."

The agency has sought to recoup its investment in the software platform by expanding it to other transit agencies nationwide. It's already inked deals with transit authorities in Denton and Fort Worth.

"We've already built the platform, and because it can be tailored to any transit organization, we've seen a big interest in it," said Gordon Shattles, an agency spokesperson. According to a presentation at the briefing, DART has received a "significant number of inquiries" from other agencies.

Mobile applications like GoPass, known in the industry as "Mobility-as-a-Service" platforms, are designed to aggregate multiple transportation services into a single streamlined experience, which unifies payment and trip planning. DART's offering is considered an industry leader and won an innovation award last year from the American Public Transportation Association.

The application also has been well-received by riders, who gave it a 4.8-star rating on the Apple App Store and have downloaded it more than 1.3 million times.

DART contracted with the Danish software consultant Unwire to develop the software using \$1.5 million in funding from the Federal Transit Administration. It's weighing significant additional investments as it seeks to sign on more partners.

Now, with Tulsa on board, it has a powerful argument that those investments could pay off. A deal with the Metropolitan Tulsa Transit Authority, worth up to \$245,000, was approved by their board late last year. It awaits final approval by DART's board next month.

A full rollout in Tulsa will begin this summer and includes retail ticket kiosks as well as a website, according to DART's chief innovation officer, Gregory Elsborg.

But while DART's partnerships with other DFW transit authorities have an immediate impact for Dallas riders — who can now travel from Rowlett to downtown Fort Worth using a single ticket — a partnership with Tulsa, nearly 300 miles away, has fewer obvious benefits.

These deals, DART officials have argued, will fund the development of new features, like the creation of a website and integration of ride-sharing providers. DART began offering UberPool rides through the app in select areas last year, and Shattles says more partnerships are in the works.

Carol Schweiger, a transportation consultant who has spoken with a Tulsa official about the deal, called it a "really interesting development" and said she'd never heard of anything like it. "We see transit agencies going to the private sector and saying, 'Can you build me the technology platform I need?' — not one transit agency purchasing a platform developed by another agency. That really doesn't happen," she said.

## State of the City: Panther Island public/private development ideas coming soon

By Robert Francis, Fort Worth Business Press

While Mayor Betsy Price was generally upbeat, positive and assertive during her State of the City address on Friday, Feb. 28, she received some of her biggest cheers when she threatened to take a boot to someone's backside if the Panther Island bridges project stalled.

"If they're not [completed on time], my big boot is going to be on somebody's backside," she said to cheers from the audience.

Price didn't identify the bootee, but also had some news on other plans for the project that has become a battleground in the bitter Republican congressional primary race between longtime incumbent Rep. Kay Granger and a challenger backed by conservative activists, Chris Putnam.

Work on a plan for development around the Panther Island project will take place soon, Price announced.

While challenges continue with the Trinity River Vision project, Price said the work to get a firm timetable for the bridges and open the White Settlement Bridge by the end of the year will be accompanied by a plan to explore opportunities for a public/private partnership to develop the area north of downtown.

More details on that plan should come soon, before the November elections, she said.

"We've had a lot of interest," Price said after the State of the City address. "We've had several calls from private partners who are interested in taking a look at it."

Additionally, she said there have been conversations with Washington, D.C. officials about "some other things."

"It's all beginning to come along to open the dialogue on it. I think everybody wants to wait until after this round of primaries to have real, open dialogue about it," she said.

Many local officials were expecting to receive funding from the federal government earlier in February, but the only money allotted to the \$1.17 billion Panther Island was for a feasibility study. This was the third consecutive year that the project has failed to win any federal funding for construction. The project is authorized to receive \$526 million and has received about \$68 million in the past.

While project partners, including the city of Fort Worth and Tarrant County along with the TRWD, were hoping for federal money for construction the only money included in the U.S. Army Corps of Engineers budget was \$1.5 million and that required funds to be equally matched by the local agencies for the study. It was viewed as a slap in the face by several local officials.

Fort Worth City Council members were told earlier in February the White Settlement Road bridge will be finished in December this year while the North Main and Henderson street bridges will be completed in December 2021.

"It's no secret that this year we've dealt with intensive difficult issues," Price said during the State of the City address. "We will continue to work with the county and TRV to move this major flood control project forward. We've been laser focused in the city with our partners at TxDOT on finishing the bridges and with the help of Michael Morris, RTC (Regional Transportation Council) and our COG (Council of Governments), we've now got the gap funding and a focus on moving them forward. TxDOT promised hard completion dates."

Even with the bridges on track, that schedule has the White Settlement bridge two years behind the original completion date of 2018 and the other bridges three years behind.

The White Settlement road closure has been most impactful because there is no construction work-around as there is at the other two bridge sites.

Businesses along White Settlement have been cut off from downtown during construction, leaving many struggling and others closing their doors.

The council, Price said, has said if these goals for the bridges aren't met, they will take up shovels, hammers and nails themselves.

Price said she sees a path forward "for this great project" involving a partnership with the private sector.

"Fort Worth has always been successful at pulling all the partners together at the table and innovating and moving things forward," she said.

## Trinity Metro authorized to use \$39M for expansion to Medical District

Fort Worth Business Press Staff

Federal funding announced for TEXRail extension

U.S. Rep. Kay Granger, R-Fort Worth, announced Feb. 28 that Trinity Metro is authorized to use remaining federal funds from the TEXRail project for an extension of the commuter rail line.

The 27-mile route was completed on time and \$80.6 million under budget, with roughly half of those funds coming from federal and half from local, Trinity Metro said in a news release.

The \$38.9 million in federal funds can now be used to extend TEXRail another 2.1 miles from the Fort Worth T&P Station to a new station in the Medical District.

In 2016, Trinity Metro and the Federal Transit Administration (FTA) of the United States Department of Transportation signed a \$499.39 million Full Funding Grant Agreement for the \$1.034 billion TEXRail project.

The new station will be located behind Baylor Scott & White All Saints Medical Center, by the Mistletoe neighborhood.

“The Fort Worth Medical District is an ideal location for the next station because of the 40,000 people who work and visit that area. Extending TEXRail is perfect for medical professionals, patients and visitors,” said Trinity Metro President and CEO Bob Baulsir.

“As the economy of the Fort Worth area continues to boom, North Texans deserve infrastructure that keeps pace with our region’s rapid development. Five years ago, I advocated strongly on behalf of Trinity Metro to secure a \$500 million grant to build TEXRail, a 26.8-mile commuter rail line extending from downtown Fort Worth across Tarrant County, through North Richland Hills and Grapevine, into the Dallas Fort Worth International Airport.

“Last January, TEXRail opened not only on time, but also \$80.6 million under budget. While unspent federal funds are typically used for other projects across the U.S., I strongly supported Trinity Metro’s application to use \$38.9 million of leftover grant funds to extend TEXRail by 2.1 miles into the Fort Worth Medical District, even personally urging Acting FTA Administrator Jane Williams to approve the request. TEXRail’s expansion into the Fort Worth Medical District will improve quality of life and access to health care services, an especially significant win for our District’s lower-income residents.

“We appreciate the FTA for allowing us to use the unspent funds toward expanding our TEXRail line,” Trinity Metro Board Chairman Jeff Davis said in the news release. “The support of Kay Granger and our other congressional delegates has meant the world to us.”

A timeline for the extension has not been determined. Baulsir said the first steps will be to define the scope and to undergo a competitive process of bids.

TEXRail began operating in January 2019, and the existing route runs between downtown Fort Worth and the Dallas Fort Worth International Airport’s Terminal B. The line has nine stations in Fort Worth, North Richland Hills and Grapevine.

## **Granger defeats challenger in race that drew national attention**

By Marice Richter, Fort Worth Business Press

U.S. Rep. Kay Granger captured an early decisive lead over challenger Chris Putnam in the fierce battle for the District 12 seat.

Running for a 13th term, Granger faces her most serious primary challenge for the U.S. House seat she won in 1996.

With result slowly being tabulated in Tarrant County, Granger led Putnam 59 percent to 40 percent about 10:30 p.m. She had declared victory in the race about an hour earlier, according to the Texas Tribune.

Besides Tarrant County, the 12 District covers the GOP strongholds of Parker and Wise counties, where Putnam, a conservative activist and former City Council member and Mayor Pro Tem of Colleyville concentrated much of his efforts in the race.

With all precincts reporting in Wise County, Granger prevailed with 54 percent of the vote to 46 percent for Putnam. About 3,300 votes were cast on election day in the largely rural county northwest of Fort Worth.

In Parker County, which is larger than Wise County with a mixture of suburban and rural enclaves, Granger captured 56.5 percent of the vote to Putnam's 43.4 percent.

The race grew increasingly nasty as Putnam took aim at her voting history and past positions on divisive issues such as abortion in an attempt to portray her as a moderate Republican.

He also accused her of being disloyal to President Donald Trump because she called for Trump to drop of the 2016 presidential race after a video surfaced in which he made lewd remarks about women.

But it was Granger, who earned the endorsement of the president.

Nevertheless, Putnam, who prided himself on being the true conservative in the race and an honest loyalist to Trump's agenda, had the backing of influential conservative Club for Growth, which financed a media blitz of blistering attacks on Granger.

Granger was able to prevail despite the attacks on perhaps her biggest vulnerability: Panther Island. The \$1.17 billion Fort Worth project that will improve flood protection and create expansive economic development opportunities north of downtown Fort Worth is facing financial issues as the project awaits critical federal funding from Trump's White House.

Putnam's campaign has characterized the project that Granger champions as an example of a bungled bureaucratic dysfunction rife with "nepotism and corruption." Granger's son, J.D., Granger served as an executive director of Panther Island until recently, when he was shuffled into a lesser role.

But as ranking Republican on the House Appropriations Committee, Granger is one of the most powerful women in the House who has a long record of being able to deliver lucrative government contracts for the defense manufacturers in her district.

## Transportation options are increasing for seniors

Ride services expand in Dallas-Fort Worth, but progress is slow.

By Sheryl Jean, Dallas Morning News

Transportation is one of the biggest issues facing seniors today.

Friends and family can provide rides, but they're not always available. Reliable transportation is crucial to maintaining independence.

Limited finances, location and disabilities may restrict seniors' access to transportation, which can mean missed medical appointments and social isolation, leading to poor health and a decline in quality of life.

The number of Americans age 65 and older is expected to increase two-thirds by 2040, according to the U.S. Department of Health and Human Services. The issue of transportation will continue to attract more attention, especially in car-centric Dallas-Fort Worth.

It's a concern for Linda Richard of Rowlett, 64, who drives her own car. She also takes a bus twice a week to the city's recreation center, but service is limited.

"There's no other transportation in this area," Richard says. "For people like myself who are approaching Medicare age, it would be helpful to be able to use this service to go to the doctor no matter [where] in the Dallas area."

Dallas-Fort Worth has many transportation modes, but there are limitations, says Doni Green, director of aging programs for the North Central Texas Council of Governments. "Portions of [D-FW] don't have services, it's difficult crossing boundary lines, and people may need some assistance."

Some transportation providers are expanding service to underserved areas, adding on-demand rides and making it easier for people with disabilities. In most cases, seniors are defined as age 60 or 65 and older. Some transportation options, such as DART's Paratransit service, require an eligibility process. Here are some choices for getting around.

### Public transportation

Public transit is a convenient and affordable option. People 65 and older get a reduced fare, typically half-price, on all Dallas Area Rapid Transit buses and train.

Two DART programs, GoLink and UberPool, offer curbside-to-curbside transportation in [13 D-FW zones](#), including Farmers Branch, Far North Plano and the Inland Port in southern Dallas County that don't have bus routes. By going to [dart.org/riding/golink.asp](http://dart.org/riding/golink.asp), seniors can book GoLink for the same price as a DART bus by using the GoPass app or calling 214-515-7272. UberPool riders must use the Uber app for \$1 to \$3 rides.

Star Transit has increased service in DeSoto and Hutchins in recent years, and plans to expand further in southern Dallas, says Kim Britton, vice president of planning and development. People who are 60 and older, veterans or disabled can ride fixed routes for free, and on-demand rides are half-price (\$1 to \$12) in several D-FW areas.

## **Ridesharing**

Ride-sharing services like Lyft and Uber, which are accessed through a free mobile app, are convenient and affordable. In recent years, Lyft and Uber have focused on the senior market, offering new services to make it easier for seniors to book rides. Seniors can arrange a Lyft ride without a smartphone or app through GreatCall's Jitterbug senior-friendly phones. The cost of the ride plus a concierge fee (\$3 to \$7 per ride) is added to your monthly phone bill.

## **Accessible vehicles**

More transportation providers are adding accessible vehicles for people with mobility issues.

That's good news for Steven Valdez, who can't drive and uses a walker because of a foot condition. The 64-year-old Dallas resident relies on friends for rides but wishes there were more transportation options.

DART, through MV Transportation, offers curb-to-curb van or taxi rides to people with disabilities by request by phone or online in 13 D-FW zones. It costs the same as a bus and is available through a rigorous application process (214-515-7272 or [dart.org/riding/paratransiteligibility.asp](http://dart.org/riding/paratransiteligibility.asp)).

Lyft app users can request wheelchair-accessible vehicles, or WAVs, in Dallas County. In areas where WAVs aren't available, Lyft directs passengers via text messaging to local services.

## **Access to health care**

A lack of transportation means 3.6 million people nationwide miss at least a quarter of medical appointments each year, according to Federal Transit Administration research.

For some Texans with cancer, "getting to high-quality, timely care can be their biggest roadblock," says Kym McGee, a spokeswoman for the American Cancer Society. Its Road to Recovery program (1-800-227-2345) provides transportation for cancer treatment through 78 North Texas volunteer drivers.

## **Community shuttles**

Some cities provide free shuttles for seniors; the rides are usually only within that city, and the riders must be residents. Garland, for example, provides free transportation for residents 60 and older who participate in its hot lunch program. Seniors also can phone 972-205-2769 to reserve a free ride to medical appointments within the city limits. One note: It cannot accommodate wheelchairs.

Some retirement communities provide transportation to residents as part of their all-inclusive price. Legacy Willow Bend in Plano, for example, employs eight drivers to take residents on errands, to the symphony or to nearby medical appointments, says Lisa Harris, director of lifestyles.

If you need help navigating transportation options in Dallas County, call My Ride Dallas (972-855-8084), a program of the Community Council and Dallas Area Agency on Aging. Later this year, it will expand to 16 counties and will be known as My Ride North Texas.

Brittney Tree, manager of My Ride Dallas, says: "We are here to take the confusion out of trying to find a transportation provider that fits a rider's needs."



## Dallas developers lobbied to receive a tax break meant to help the poor

Attractive neighborhoods with projects already in the works, like Deep Ellum and the Cedars, reaped the benefits of a federal program called Opportunity Zones at the expense of some of Dallas' poorer areas

By Ariana Giorgi and Hayat Norimine, Dallas Morning News

Empty lots and abandoned warehouses throughout the Cedars neighborhood south of downtown have transformed over the last decade into modern, boxy apartment complexes and trendy entertainment venues.

In Deep Ellum, [the change](#) has been even more dramatic: Crowds line up outside live music halls and fill restaurants and stores.

These neighborhoods recently lured projects such as Uber's new hub and Dallas' proposed high-speed rail station.

New projects in these gentrifying communities can now receive an incentive from a newly created tax break meant to spark investment in poor areas.

In 2018, some developers who had been active for years in these neighborhoods lobbied Gov. Greg Abbott's office to designate the area as an Opportunity Zone, documents obtained by *The Dallas Morning News* show.

Those efforts echo a national trend of wealthy developers lobbying government officials for tax breaks on already-planned projects through the federal program. The incentive introduced in the 2017 Tax Cuts and Jobs Act is aimed at bringing new investment to distressed areas.

In response to concerns that some areas did not warrant the special designation, the original U.S. Senate sponsor, South Carolina Republican Tim Scott, is considering a bill that would allow local governments to change which areas are chosen.

The Opportunity Zone in the southernmost part of downtown that includes Deep Ellum, the Cedars and the Farmers Market is one of 15 census tracts in Dallas selected for the incentive by the state. The census data at the time showed the tract had a median home value of \$384,000 and a median household income of \$66,000, well above the \$51,000 median household income citywide. The Urban Institute, a Washington-based think tank, identifies this tract as one of the most attractive spots for investments in the state.

But areas between these neighborhoods still struggle economically. It's a big reason the census tract, which includes homeless shelters, has a poverty rate of over 30% and qualifies for the Opportunity Zone program.

Of the thousands of eligible census tracts in Texas, the program rules allowed the governor's office to select no more than 25%. After accepting proposals from cities and developers, the governor's office designated 628 census tracts as Opportunity Zones.

Abbott's office in a news release said the state chose tracts by identifying areas of chronic unemployment and low population density.

A News analysis found that the Cedars tract has a comparatively low unemployment rate of 5.2% and a population density that falls in the middle of other eligible tracts.

Researchers and academics who study Opportunity Zones are still unclear about how Texas weighed the proposals and selected the zones.

“You’re not going to have the highest impact when there’s not a lot of clarity around how decisions were made,” said Emily Perlmeter, a community development adviser at the Federal Reserve Bank of Dallas. “When all forms of government are able to work together, you’re going to have better outcomes.”

### **Making good deals better**

In March 2018, Matthews Southwest, a Dallas developer known for its active role in revamping much of the Cedars, lobbied Abbott’s office to designate the tract as an Opportunity Zone, citing its own high-speed rail station project that was already in the works.

The company had previously received multiple tax incentives for other projects in the Cedars. In its request to the governor’s office, Matthews Southwest acknowledged that it expected to receive additional financial assistance from the city of Dallas for the project. The company said the added tax incentives would “assist in attracting both early and late stage capital.”

Jack Matthews, CEO of Matthews Southwest, said his company intends to seek the tax breaks once the project progresses.

“Most government programs make bad deals good deals,” Matthews said. “This one makes good deals better deals.”

Experts on Opportunity Zones say that contradicts the program’s intent.

Brady Meixell, a research analyst at the Urban Institute, said Opportunity Zones are meant to drive investment that benefits low- to moderate-income residents in those areas.

Mike Hoque, president and CEO of Hoque Global, another Dallas developer, also lobbied the governor’s office for this tract to be chosen with help from Impact DataSource, an Austin-based consulting agency that Hoque had hired.

Impact DataSource, which submitted the proposal, touted two of Hoque’s big upcoming projects as attractive investments. One project, Day 1 District on the southern edge of downtown Dallas, was a [top contender for Amazon’s](#) second headquarters.

Hoque said he also urged the city to consider the benefits of creating the Opportunity Zone. Dallas Mayor Eric Johnson said Opportunity Zones are a novel approach to spurring development, one that creates “a tax incentive for the wealthy” that encourages them to use their capital on distressed areas. For projects on the edge, the funding “tips it over and actually gets dirt flying,” he said.

Johnson said he’s not concerned about the program providing tax breaks to projects that would have otherwise been built. Any development, regardless of location, can benefit residents citywide by boosting property values, he said.

“I’m less worried about that than I am about deals not happening at all,” the mayor said.

### **Lack of reporting requirements**

The Opportunity Zone program was created to help drive investment to underdeveloped areas, reducing geographic inequality, according to John Lettieri, CEO of the Economic Innovation Group, the chief architects of the Opportunity Zone policy that was co-sponsored by Scott and U.S. Sen. Cory Booker, D-N.J.

It allows investors to defer taxes on capital gains if they put the money into an investment fund, called a Qualified Opportunity Fund. These funds are used to invest in projects within any zone. The longer investors keep their capital gains in the fund, the more tax breaks they receive.

There are few restrictions on the fund. Projects must be within the boundaries of the Opportunity Zone, and a handful of “sin” businesses, such as casinos and liquor stores, are off-limits.

Matthews says that in his industry, good development deals are reliable for a certain return and won’t lose capital. And since every zone nationwide provides the same tax benefits, investors are more likely to put their money into projects that carry less risk.

“A lot of people believe Opportunity Zones will help really tough areas prosper. I don’t think they will,” Matthews said.

Opportunity Funds are required only to self-certify with the IRS, so nearly all projects that benefit from the tax break remain secret unless investors or developers announce their intention to use the program.

“We’re living in the land of anecdote where we know about the projects we know about,” Meixell said.

But developers can signal their intent to use the program by alluding to Opportunity Zones in the names of the funds that channel investments into the projects.

Hundreds are already registered in Texas, and the owners of many funds are almost impossible to identify.

One recognizable fund, however, was created by Westdale Real Estate Investment and Management to seed the second phase of The Epic in Deep Ellum, which will [soon be home to a major hub for Uber](#).

A spokesperson for Westdale said the company is using its own capital for the project but did not comment on the intent to use the Opportunity Zone tax breaks.

### **A need for local input**

The lack of guidelines in the national Opportunity Zone program was supposed to allow local governments wide flexibility to use the zones according to their unique needs. Some cities have created staff positions to connect investors with projects that would benefit the neighborhoods.

“If you’re being passive as a city, you are losing,” Lettieri said. “You are not implementing this tool the way it’s meant to be implemented, and you’re missing a huge opportunity.”

In 2018, then-Mayor Mike Rawlings sent to the governor's office a list of recommendations for census tracts to be nominated as Opportunity Zones. He considered the Cedars tract to be a top priority.

Robin Bentley, an assistant director in the Office of Economic Development, told council members in April 2019 that placing an Opportunity Zone in the Cedars would create a high risk of displacing residents. The median household income of the Cedars tract was \$66,000, while the median income of the Fair Park tract directly east was \$20,000.

"This is an overarching theme of the Opportunity Zone program," Bentley said during the presentation. "The worst possible outcome would be a flood of investment into a low-income area and it displaces the existing residents."

Michael Mendoza, [chief of economic development](#) and neighborhood services, said the area has a lot of vacant land with potential for redevelopment and is a major employment hub.

Mendoza said it's too early to tell whether the Opportunity Zones have been successful in Dallas. But he hopes that the program's success is measured holistically. He said Opportunity Zones can help neighborhoods prosper in ways that are difficult to measure, such as new jobs or better transportation.

To help ensure success, city officials hope to gain more control over who benefits from such tax breaks.

The Rockefeller Foundation in September announced Dallas would be one of four cities getting a \$920,000 two-year grant to help educate neighborhoods about Opportunity Zones and solicit their input.

Part of that grant would fund a new city position to inform the public about ways to get involved as investors. Mendoza expects the new officer to be chosen soon.

City officials said the officer could identify policies that mitigate problems like gentrification and help connect potential investors to Opportunity Zones in Dallas.

Investors who receive tax breaks under the program still are not required to report them to the city, and the selected projects will remain undisclosed to the public. But Bentley told council members that the city can market zones to attract investment and try to direct funds to the projects it wants.

Council members in April expressed frustration over how little control the city has over the investments. Lee Kleinman said in April he was "shocked" to hear that developers' profits were tax-free.

Adam McGough said the city needs to get ahead of investor planning to protect the existing neighborhoods.

"These are private investments and private properties," Bentley said. "Since we may not always know what projects are coming, we're a little bit at the mercy of the funds."

Mendoza acknowledged that trying to attract development through Opportunity Zones has its limits. Because it's federally driven, individual communities and neighborhoods have little say over how those projects ultimately evolve.

Despite the flaws, Mendoza said it would be a mistake for the city to pass on the program. "Rather than focus on some of the negative comments and suspicions around Opportunity Zones, I say we use them to our benefit," Mendoza said.

## **This downtown Fort Worth park could be resurrected, but it'll take about \$40 million**

By Luke Ranker, Fort Worth Star-Telegram

[Heritage Plaza is fenced off](#) and hasn't seen visitors in more than a decade. But a \$40 million plan to expand and reopen the park in downtown Fort Worth could provide a new highlight on [the North Main Street corridor](#) in time for the city's 175th anniversary.

The plan would require funding from multiple sources, including money from the city and private donors, but would reshape the area around the historic Tarrant County Courthouse and connect downtown to the Trinity River in an "elegant" fashion, said Andy Taft, president of Downtown Fort Worth Inc.

The [concept is in its infancy](#) in terms of gaining public and private support, Taft said, but could give the city a unique riverfront park that pulls visitors all the way from the water gardens south of the convention center through downtown to the river.

"We have a story to tell in downtown, and we call tell it through our parks," Taft said.

If funding is found and designs are approved, the park could reopen by June 2024, the 175th anniversary of Fort Worth's founding. The plaza was first constructed near the original site of where Fort Worth was established by Maj. Ripley Arnold in 1849.

The Fort Worth City Council is scheduled to vote March 17 on a design contract with Downtown Fort Worth Inc. and to allocate \$1 million leftover from the 2014 bond election for park improvements to kick start the project.

Johnny Campbell, president and chief executive officer of City Center Management, a downtown property management company, said the plaza's easy access to the river and large public space would encourage interest in downtown real estate.

"If you buy in to the notion that creating comfortable human space is what public space should do, there's a huge opportunity for improvement right here," he said.

Renderings from local firm Bennett Benner Partners imagine a grand pedestrian-friendly garden. Taft stressed that the current renderings are merely concepts, and the design could evolve pending funding and more public input.

Sidewalks along Weatherford and Belknap would be widened at the four corners of the courthouse square. The "bump outs" would result in the loss of a few parking spaces but would shorten the walk across Weatherford and Belknap. That change would make it easier to walk to the plaza and create better visibility for both pedestrians and drivers, Taft said.

On the north side of the courthouse, the short stretch of East Bluff Street that forms a loop from Belknap at Commerce Street to Houston Street at Belknap would be blocked at the entrance to North Main Street. In its place, renderings show a long pool with fountains stretching through Paddock Park to Belknap Street.

In Heritage Plaza, the 1970s water feature would be restored and surrounded with walking paths. Stairs and gardens would connect the plaza at the top of the bluff with a landing on the Trinity River. From there, a possible pedestrian bridge could connect to the future Panther Island development.

The bluff creates an 80-foot barrier to the river, so to make it more accessible, a canopy walkway could zigzag through the trees at a gentle slope. Each switchback in the wheelchair-accessible path could house an historical marker or kiosk that showcases Fort Worth's history from an inland sea and fossil beds to the city's founding as a fort overlooking the Trinity River. "We can leverage the topography of the bluff here in a unique way," Taft said. "That's something not a lot of cities in the south can do."

## **FINDING FUNDING**

Fernando Costa, an assistant city manager, told council members Tuesday the city could look at using \$12.5 million from the upcoming 2022 bond program, which requires voter approval, for the project. There's another \$500,000 left from the 2014 bond and \$1 million available from a special downtown tax district. The city would also be asked to pay about \$3 million over 10 years for maintenance, bringing the public investment to about \$19 million.

Another \$20 million would be needed from other sources, Costa said. Private donors have already funded about \$1 million worth of preliminary design and engineering work that included placing geological sensors along the limestone bluff to ensure the ground wasn't shifting. But more private investment would be needed. Money could also be available through the North Central Texas Council of Governments, Tarrant County and the state, though those agencies have not committed yet.

## **HERITAGE PLAZA**

Heritage Plaza has been closed since 2007 when city leaders feared the aging plaza could become dangerous.

Today, a chain link fence guards the plaza's fountains, which from the street look more like a ruined foundation than the urban water park designed by Lawrence Halprin in the late 1960s.

Halprin was a [master landscape architect](#) who designed Skyline Park in Denver, the Franklin Delano Roosevelt Memorial in Washington, D.C., and the Keller and Lovejoy fountain parks in Portland, Oregon.

The plaza was built a few years after the Fort Worth Water Gardens in the late 1970s and followed the same theme — combining elements of water and stone to create a downtown oasis. Now leaves and dirt are now gathered in the fountain's pools.

"When you've got a broken-down jalopy in your front yard, it's not good for your property value" said Campbell. "It's a little bit that way with a gateway to downtown. We have this obvious asset, but when you glance at it now, it sort of takes your mind to a negative place."

# Hyperloop Selection Process in North Texas Moves Into Second Phase Amid Some Opposition

[KIM ROBERTS](#) 23 HOURS AGO

North Texas government officials are still hopeful as they move into the second phase of the selection process for the location of the Virgin One Hyperloop certification track. The proposed location would be a six-mile track along State Highway 360 near DFW Airport.

[Hyperloop](#) is a magnetic levitation transportation system that could move goods and passengers at over 600 miles per hour inside low-pressure tubes along elevated tracks.

The Regional Transportation Council, a policy-making body made up of representatives of the area's local governments, voted last week to approve a resolution that moves the proposal forward in the process. Nine members of the council opposed the resolution.

A decision about whether North Texas moves on to the third phase of selection is expected in late April.

The latest proposal offers between \$190 million and \$300 million in funding for the hyperloop project.

According to the presentation by transportation staff, the funding would include between \$50-100 million in air quality funds because the hyperloop allegedly produces no emissions. It also includes a request for \$50-100 million in federal taxpayer funds for money that won't be allocated for California's beleaguered high-speed rail efforts.

"We are trying to find money that doesn't compete with anything," Michael Morris, director of transportation at the North Central Texas Council of Governments (NCTCOG) said.

The resolution also includes a letter to Transportation Secretary Elaine Chao requesting consideration of the project for \$30 million in INFRA grant money. INFRA grants are part of the Infrastructure for Rebuilding America program.



According to the Department of Transportation website, the grant “program also incentivizes project sponsors to pursue innovative strategies, including public-private partnerships.”

When asked for a study or report that demonstrates the economic benefit to the region of the Virgin One Hyperloop certificate track facility, the NCTCOG couldn’t provide any.

If built and certified as a usable transportation technology, the track could become part of a larger track plan allowing for seven-minute travel from downtown Dallas or Fort Worth to DFW airport. Currently, a trip by commuter rail takes the average passenger about 50 minutes and a trip by car takes about 35 minutes.

Some members of the council, including Dallas County Judge Clay Jenkins, objected to the use of regional transportation funds for a project that lies entirely in Tarrant County. However, Tarrant County Commissioner Gary Fickes pointed out that the project is located “next to the largest economic engine in the region, DFW Airport which is 7/11 owned by Dallas.”

The nine votes in opposition to the resolution surrounded local government officials’ concern that Arlington, which is not currently a member of a regional transit authority, might benefit from the hyperloop track if built here and expanded over time.

Dallas City Councilmember Lee Kleinman proposed that the resolution include a provision that no city would only benefit from the hyperloop track unless it significantly participates in a regional transit authority system.

Tarrant County Judge Glen Whitley replied to the amendment, “I’ve never seen us penalize anyone because they are not a member of one of the three transit agencies.” He went on to explain that he didn’t want to see the chance for the experimental pilot program thrown away for what he believes should be a separate discussion.

Several members joined Whitley in opposing the resolution as amended. Director Morris, concerned about the appearance of a divided vote on the resolution, then asked the council to pass a generic motion welcoming Virgin One Hyperloop to the north Texas region. A motion to that effect passed unanimously.

## **If you use HOV toll lanes, it's easy to cheat new system**

DAVE LIEBER

If you use HOV lanes on TEXpress' managed toll lanes or want to learn the new way to earn 50% off when using those speed lanes with two or more passengers, The Watchdog has important information for you.

The awkward system of signing up 15 minutes before using the high-occupancy vehicle TEXpress Lanes for a half-price discount is no more.

In late January, it was replaced by a new setup involving a phone app and a separate "beacon" or "occupant pass" in your vehicle.

The technology uses Bluetooth to read a driver's phone app and a beacon (not a TollTag) to detect that second passenger needed to qualify for the discount.

Instead of a beacon, a second passenger can also use the GoCarma smartphone app to let the system know.

The Watchdog has two concerns about this: privacy and the ease of cheating.

In the first six weeks, 26,000 users have registered 23,000 vehicles and ordered 600 occupant passes, say officials from the North Central Texas Council of Governments, which signed the one-year contract with Austin-based GoCarma.

Half-price discounts for HOV vehicles on 100 miles of TEXpress Lanes are available during weekday peak periods — 6:30 to 9 a.m., and again from 3 to 6:30 p.m. The discount is always available on Interstate 635 between Interstate 30 and U.S. 75.

(Note that this is not a North Texas Tollway Authority project and doesn't apply to NTTA roads. NTTA only does the billing for HOV lanes on TEXpress roads, which were built by private companies and operated by TxDOT.)

### Privacy concerns

Some drivers tell The Watchdog they refuse to register for the new setup because its reliance on location services on their smartphones is a privacy concern.

Lawrence Mulligan, chief executive officer of GoCarma, tells The Watchdog that privacy is protected, but he acknowledges the concerns.

NCTCOG officials first looked at using cameras to detect violators, but they say that was too intrusive.

Ronald Cogswell of Sunnyvale started complaining to me about the old system last year because it didn't register all his cars for HOV discounts. Is he happier now?

"This is such a big joke now that I've given up," he says. "Letting an app essentially track my location at all times so that it links up anytime I'm in my car is a bit more disconcerting."

GoCarma's CEO says the app does not track you everywhere, but only where it relates to HOV lanes.

According to its privacy policy, GoCarma collects your name, email address, phone number, password, address and license plate.

The company policy also allows for the collection your HOV location, time stamp, user ID and cellular phone data such as “device type, battery level [and] accelerometer data” — which tracks speed.

Monitoring our speed? GoCarma’s CEO says his app is not collecting that listed metadata — but could in the future.

The company promises not to sell your data to third parties, but it adds in its privacy statement, “Due to the nature of the Internet we cannot guarantee the security of any information [while] it is being transmitted to us via the Internet.” Points for honesty.

Driver John Bingham of Dallas says, “The new process is quite invasive.” Because of that, he declines to sign up.

### Setting up

Before I show you how easy it is to cheat, a quick primer on setup.

You download the GoCarma app and register. You can also visit the GoCarma website.

If you don’t want to use a second passenger’s phone app, you request a beacon (occupant pass) — a little square which you can put in the glove compartment or elsewhere in the car.

When a driver passes through a toll gantry, the app on the phone reads the trip info and the beacon signals the presence of a second qualifying passenger.

Dumbest part? You’re supposed to take the beacon out of the car when there’s no second passenger, and put it back in when there is.

If you’re driving a child to school, you’d keep the beacon in the child’s backpack, rather than in the car so when you go home, you’re not signaling a second passenger when there is none.

The app is supposed to be left on. The GoCarma CEO says battery drain is minimal.

The beacon, he says, “is a pain to carry around, to be honest with you.”

“We will very shortly be developing a second version of this where there will be no beacons at all involved,” he says. October is the target date for the next generation gizmo.

Guess how many other cities and regions are using this system? None.

Nice to be a guinea pig, huh?

### Cheating is so easy

The technology replaces law enforcement officers, who previously counted heads in cars when looking for violators. They used a flashing light system to tell if someone had properly registered before a trip on HOV lanes.

Police no longer will be monitoring for HOV violators. Tech takes over.

I’ll show you how the cheating works. I don’t condone it. But this is so obvious.

Forget the old trick of putting a fake dummy in the car. This is easier.

Just keep the second beacon in your car.

What happens to cheaters who keep a beacon in the car even without a second passenger?

NCTCOG officials tell me violators will get an “educational message” that says something like “we noticed your occupant pass is always with you. Please use it when there is an occupant with you. If you continue to do this you won’t get an HOV discount.”

Ooh, an educational message. I’m so scared.

Twitter: @DaveLieber

[https://www.dallasnews.com/news/watchdog/2020/03/05/its-easy-to-cheat-a-new-system-that-offers-half-price-discounts-for-drivers-on-our-hov-lanes/?utm\\_content=buffer3cb98&utm\\_medium=social&utm\\_source=twitter.com&utm\\_campaign=buffer](https://www.dallasnews.com/news/watchdog/2020/03/05/its-easy-to-cheat-a-new-system-that-offers-half-price-discounts-for-drivers-on-our-hov-lanes/?utm_content=buffer3cb98&utm_medium=social&utm_source=twitter.com&utm_campaign=buffer)

## **North Texas is poised to be THE testing ground for transportation systems of the future**

By Paul Harral, Fort Worth Business Press

It started when Mike Berry, president of Hillwood, answered a phone call.

He was speaking at the 11th Annual Tarrant Transportation Summit on Valentine's Day, and said that three years earlier, almost to the very day, Uber called asking whether Hillwood would consider being a partner to study and establish a strategy to develop the infrastructure and the vertiport system for what they at that time were calling Uber Elevate.

Hillwood, he says, has been involved in the transportation and infrastructure development and public/private partnerships for more than 30 years in North Texas, beginning with the development of Alliance Airport, opened in 1989.

"We've enjoyed partnerships literally from the very beginning with BNSF Railway and with Bell," Berry said.

So, when the Uber team showed up, Bell was with them, Bell, as you know, is leading manufacturer of aviation products and is particularly known for helicopter technology.

"When I saw them at the table, I realized ... this is really real, because you have legitimate global manufacturers involved," Berry said.

The result is the Alliance Texas Mobility Innovation Zone.

Consider the assets – 27,000 acres, 162 miles of roadways essentially within the boundaries of the development, both highways and major arterials, a major intermodal facility doing 1.2 million lifts a year, controlled airspace with the FAA, 510 companies, 75 of whom are leaders in their respective global industries, literally thousands of container movements happening within this project every day and thousands of rooftops.

"We started looking at it and we said, 'Is there a better test bed anywhere in the world where companies that are developing new technologies for mobility, some of whom are already here, could not come and develop and test and partner with others to enhance the speed of commercialization with all these different technologies?' " Berry said.

And the answer is, probably not.

Berry moderated a panel with BNSF Railway Vice President Brant Ring and Matthew Holvey, the Innovation Manager for Intelligent Systems at Bell.

The issue is not whether technology will change the faces of transportation – it already has and continues to do so at an accelerated rate. The issue is something else.

"This whole evolution that's happening is happening at a really fast pace but it's all very siloed. Companies were working on their new products and new designs, and their innovation teams were huddled up in their skunkworks. But other than maybe a select few technology partners that they would let in the tent, no one else really knew what they were doing," Berry said.

Hillwood has built a business team around the idea and partnered with Deloitte to “stand up a mobility innovation zone unlike any that's ever been seen in the world to help partners like BNSF and Bell and many, many others develop and test their technologies, and also work together so that we can, fast track” the results, Berry said.

Holvey doesn't believe there is any such thing as a single mode of transportation. Before something gets on a train or a plane it was delivered by some other form of ground transportation.

The idea to bring together people managing ground transportation, either trucks or rail, air transportation and other forms of transportation with people who want to own and manage property is important, he said.

“Vertiports and air traffic management systems coming together and, for lack of a better term, a playground where you can experiment and decide on best practices, talk about open standards, I think that is huge,” Holvey said. “And I think that's the only way we're going to be successful.”

Ring described a series of efforts BNSF has tried and is trying at a number of its facilities to automate check in and movement of cargo, including advancements in the labor-intensive process of loading shipping containers onto and off of rail cars.

But BNSF can't try everything at each terminal.

“We believe that these technologies that we're deploying inside the terminal can be deployed outside the terminal. We believe a lot of these technologies our customers could benefit from, because they have similar processes,” Ring said.

They have checkpoint control, inventory counting processes and processes to spot trailers and containers to and from the docks.

“We think these technologies can be deployed at our customers' facilities and we can connect those systems, devices and information flows and then, once our warehouses and distribution centers are connected to our facility, we believe that we can move those shipments back and forth in an autonomous fashion,” he said.

Pushed far enough back in the process, goods move through the system seamlessly and – at some future point – perhaps autonomously from point of origin to end user.

Berry said there are thousands of containers flowing through the intermodal facility in 20- and 40-foot containers.

“But imagine a container that's designed to be broken down when it arrives here into smaller pods,” Berry said.

A BNSF autonomous crane lifts that container off and the pods are ready to be picked up.

“Bell flies in with their drone, picks up that pod and takes it over to an Amazon Fulfillment Center, which is also at Alliance. It gets broken down further, sorted through their system and out comes a smaller package that is going to be delivered to your home, which is three miles up the road,” Berry said.

The drone comes back, picks that smaller package up and takes it to a neighborhood central delivery center where it goes into a lock box and on your way home from work you go by and pick up that package up.

“That's the real-world application of these technologies that we're trying to use the Alliance platform to create,” Berry said.

“If we can do those things – multiple use cases, thousands and thousands of times over so that the FAA can see how it works and the community can see how it works and the other regulators see how it works and the industry partners can perfect it – then it becomes economic, then it becomes commercial, and then we can take it out and grow it at scale,” he said.

But why North Texas and not somewhere else?

“The Alliance intermodal facility is our fastest growing facility for obvious reasons. But I think it's really about the specialized infrastructure that we have in place with the highway system, the interval connectors that we have, the concepts that we've launched years ago, the logistics parks that we have with the intermodal facility anchoring the industrial park side surrounded by warehousing and distribution,” Ring said.

“I think it's access to a regulatory environment that is open to have these kinds of conversation, to deploying these kinds of technologies. And I think its access to top tier universities to help with research and development. I think all that goes into the power of the region,” he said.

Holvey referred to the area as a kind of melting pot of all the things that need to come together to develop a seamless and highly efficient system to move goods.

“You got to have regulatory leaders that are leaning in, you need municipal leaders that are leaning in,” he said.

Other area that are dense and urban and need help don't have the room to grow and test the concepts.

But Alliance Texas does.

“I think we have this great mix of urban, urban-like, rural, and I think we have the opportunity to grow our mobility footprint and show benefits in all those areas,” Holvey said.

## Plano's Collin Creek Mall redevelopment likely to receive \$30 million in funding for parking garage

By Liesbeth Powers, Community Impact Newspaper

The Collin Creek Mall redevelopment project will likely receive \$30 million in federal funds toward a parking garage from the North Central Texas Council of Governments.

The Regional Transportation Council discussed and approved the funding for the project at a meeting Feb. 27.

Half of the \$30 million will be a grant to the city, and the other half will be a loan. The city of Plano is contributing an additional \$25 million to the garage.

This funding will become available April 8 barring any major concerns from the public, which would require a revisitation of the plan, said Michael Morris, the director of transportation with the council, at a March 9 public meeting.

"I think you should assume with the public meeting and with the RTC, we're moving ahead with our \$30 million for that project," Morris said.

The funding comes from a new mega-redevelopment program, Morris said, which he is shaping with the Collin Creek Mall project.

Previously only new developments were eligible for these types of funds, but with this program, more redevelopment projects may be able to receive funding, according to Morris.

For this project, the garage will be considered a regional park and ride lot for the federal funding to apply, he said.

"They [Plano] needed money to help build the development. We had to create a context of, 'Why are we involved in it?'" Morris said. "So we created the transit component, we created the broader public policy item."

The partnership includes requirements for park and ride spaces in the garage, as well as the inclusion of electric vehicle charging infrastructure in the development.

The city will also be required to coordinate with Dallas Area Rapid Transit for a transit service using next-generation electric vehicles to the Downtown Plano Light Rail Station. Plano may have the ability to pay for this portion of the project through funding from the Federal Transit Administration or other government organizations, the presentation detailed.

The garage must also be owned by the public sector and the funding can only be used for construction, according to Morris' presentation.

"It serves like eight purposes for us all in one project," Morris said. "You could live here [Collin Creek Mall redevelopment], park here, go to dining in downtown Plano. ... Lots of what we call market segments [are] well-integrated into this project."



# How Dallas Is Making Transportation a Central Part of Tackling Climate Change

By Cinnamon Janzer, Next City

In Dallas, [80 percent of residents drive to work alone](#). Carbon emissions are [up 133 percent between 1990 and 2017](#). So, it's only fitting that the city's in-development climate action plan has a major focus on transportation.

After significant drought in April of 2015 followed by a May so wet that the city received its total annual rainfall in that month alone, the city "started looking more seriously at resiliency and infrastructure and thought 'maybe this climate stuff has something to it,'" says Susan Alvarez, director of the Dallas Office of Environmental Quality and Sustainability.

In order to make the changes the city needs to see, the process of moving the [Dallas Climate Action](#) plan from idea to implementation has been moving along at a clip that is often unfamiliar to city bureaucracies.

The Paris Climate agreement, in which Dallas participates through [Climate Mayors](#), "says we have to have a plan in place by 2020, so we worked backwards and really expedited it," Alvarez says. Kicking off the climate planning process in February of 2019, an internal planning taskforce that convened the city alongside external stakeholders like advocacy groups and the electricity and gas companies that power the city.

Equity has also been front of mind as Alvarez and company conducted meetings across the city to gather input from residents. "We gave people rides, we had stuff for kids in case parents wanted to come, and we put the meetings on Facebook so people could watch in their jammies," she says. "We wanted to focus on areas where there might be an equity component at plan to make sure all voices are included." The plan is currently [open for public comment](#) with a goal of presenting a final plan in April of this year.

Because Dallas is one of roughly 200 municipalities that compose the Dallas metro area, communication and collaboration with other cities has been key, particularly when it comes to transportation. By participating in and working with the metro area's North Central Texas Council of Governments, Dallas hoped to bring other cities on board to boost the potential of moving the climate needle in the region, especially when it comes to the interconnected transportation systems that span the metroplex. Eight other cities in the council have joined Dallas's efforts so far.

The [transportation element of the plan](#), is currently comprised of four high level strategies: shifting the city's surface transportation system towards fuel-efficient vehicles; reducing trips where people drive alone; incentivizing walking, biking and public transit options through land use policy; and ensuring that walking, biking and public transit are reliable and safe under all conditions.

What those goals look like on the ground means everything from fully electrifying Dallas's bus fleet by 2040, extending public transportation options between other cities, working with companies like Uber and Lyft to create specific pick up and drop off zones to decrease congestion as well as ensuring that micro-mobility options like scooters and bikes and equitably distributed across the city.

Even though the specifics of the plan are yet to be formally determined, the shift is a welcome one for Heather McNair, the president of BikeDFW, a non-profit organization dedicated to promoting biking as transportation. “As an advocate for alternative modes of transportation, we are cautiously optimistic to see [transportation] being a big part of the conversation happening now, which is a real shift from before,” she says. “Where we’ve come from in the past is that alternative modes of transportation have been more of an afterthought than something that’s been more of a primary mission or goal of the city,” as evidenced by Dallas’s 2011 Bike Plan that [went nowhere fast](#).

McNair highlights the importance of working with nearby cities to make biking a truly viable option for commuting. “If [bike infrastructure] doesn’t connect out to suburbs that are working in the same direction it becomes a challenge. You have to have connectivity to make it something that’s usable as a means of transportation.”

She also sees the slow shift away from cars in Dallas as a generational one. “We also have a generation of young people coming up and moving to the city who are coming from other places where they’re used to biking or taking public transportation,” McNair says. “It’s also a generation of young people who don’t want to or can’t spend money on a car, so they need some alternative mode of transportation.” She sees this as one element of a perfect storm of factors coming together to create the transportation momentum she and other advocates have been waiting for.

As the city begins to transition from idea to a codified plan with implementation goals, Alvarez is pushing to see measurable metrics across the 95 identified action items within the eight areas that compose the climate plan. “We’re also going to need to communicate data in a way that’s understandable to the public,” she says. “I think that’s going to be critically important to the ongoing longevity of the project. We don’t want a pretty plan that sits on the shelf.”

# The Impact of Automated Vehicles on the Transportation Ecosystem

By Jeb Morris, Market Scale

Driverless vehicles are not things of the future anymore. [Thomas Bamonte](#), Senior Program Manager, Automated Vehicles, within [North-Central Council of Governments of Texas](#), spoke to Marketscale host [Jeb Morris](#) about transportation automation being developed and deployed in the North-central region, giving examples of automated vehicles already in action.

“Every movement of people and people is being automated in various fashions,” [Bamonte](#) said. During his discussion on this episode of [Roads, Rails, and Rides](#), [Bamonte](#) spoke about automation for commuters, delivery, farms, and more. Through his position, [Bamonte](#) gets a firsthand look at what’s happening in the industry as he and his agency work to make North-Central Texas a hub for the deployment and scaling of transportation automation.

For instance, [Bamonte’s](#) agency is seeking to land a high-speed automated intercity loop for transportation. They are also partnering with companies to begin deploying and testing technologies. On the University of Dallas campus, for example, small robots are actively delivering packages.

Of all the advancements being made in mobility technology, [Bamonte](#) said, “I think freight is going to be the leading edge of transportation automotation.” Automated eighteen wheelers are already transporting goods between Houston and Dallas.

“Transition automation comes at a time when we’re starting to rethink mobility,” [Bamonte](#) also pointed out. While automated fleets for commuters are likely ten to fifteen years in the future still, transitional technology like smarter cars with more alerts and robotic features, are already reshaping the industry and user experience. The potential for automated fleets to become popular is reasonable as a result of these transition automations.

To [Bamonte](#), one of the goals of all transportation automation is to improve safety. He hopes robotics and automation will “turn the corner” and improve safety greatly for all modes of transportation.

Tune in for the details of [Bamonte’s](#) insights into the present and future of transportation automation. For the latest news, videos, and podcasts in the **Transportation Industry**, be sure to subscribe to our industry publication.



[Thomas Bamonte](#)

## Panther Island costs keep rising: \$20 million more OK'd for Fort Worth bridges

By Luke Ranker, Fort Worth Star-Telegram

A North Texas transportation authority agreed to boost Fort Worth's Panther Island bridges, already behind schedule, with [an additional \\$20 million](#).

The North Central Texas Council of Governments' Regional Transportation Council approved the extra money in the form a \$15 million federal transportation grant and another \$5 million that will be paid back to the council of governments through a special tax district.

The Regional Transportation Council is a group of 44 elected or appointed officials from across the Metroplex and representatives from each of the area's transportation providers. The body allocations how federal and state transportation dollars are spent across Dallas-Fort Worth.

Originally budgeted at \$69.9 million, the new cost is a little more than \$89 million.

The \$20 million increase will cover money the Texas Department of Transportation has already paid to contractor Texas Sterling. Construction, according to officials, has been hampered by a complicated v-shaped pier design and slow communication between the builder and engineer. Each of the 20 v-piers is different and must be constructed separately.

Michael Morris, director of transportation for the council of governments, has said regional transportation officials were skeptical of the unique design from the beginning and urged the Army Corps of Engineers to use the same design as the West Seventh Street bridge or keep the v-piers identical. Both requests were denied. Morris said he has expected the cost of the bridges to go up from the beginning of the project roughly 10 years ago.

"We just let folks know I think you'll have complications on the construction of it," Morris said. "We anticipated that this day would occur, and it has."

Fort Worth Councilman Jungus Jordan, a longtime Regional Transportation Council member, said he also "felt secure" the bridges would cost more than originally proposed.

The transportation council unanimously approved the funding, which will come from a federal grant already allocated to the western half of the Metroplex.

TxDOT reached a agreement with Texas Sterling late last year and paid the contractor about \$15 million to continue work, Loyl Bussell, district engineer for TxDOT, said last month during a briefing to the Fort Worth City Council. The new agreement should make it easier for the contractor to complete the bridges. Work is ongoing seven days a week in multiple shifts, he said. The agreement also allows the contractor to work through issues with bridges' design faster, he said.

Once scheduled to open in 2017, the bridges were delayed by design issues and the completion date was pushed back two years. Then project [officials last year said](#) the bridge would be finished by late summer 2020, with bridges for North Main and Henderson streets following in the spring of 2021. The White Settlement Road bridge is now expected to be done by the end of this year, with the other two finished by the end of 2021.

The \$1.17 billion project requires the Army Corps of Engineers to dig a bypass channel in the Trinity River north of downtown Fort Worth. The channel should prevent a river flood, but it would also create a 800-acre island requiring three new bridges. [The federal government has been slow to fund the project.](#)

With North Texas seeing increased urban flooding from rainstorms that dump more water and move slower, Morris said he remains confident in the project.

“If we weren’t doing something like this project, we would be advancing something like this project,” he said.

## Coronavirus is taking a big bite out of public transportation ridership in the US

We got the numbers from NYC, Seattle, SF, DC, and more, and it's looking pretty bad

By Andrew J. Hawkins, The Verge

Public transportation ridership is down sharply in some major cities, with many residents opting to work from home or avoid taking transit to minimize their exposure to COVID-19, the disease caused by the novel coronavirus. Meanwhile, the public agencies that run subways and buses are mulling service cuts and fare increases to keep finances afloat, which could dampen ridership even more and threaten their financial stability. It's a worst-case scenario with no obvious solution in sight.

*The Verge* requested ridership data from most major transit agencies in the US to get a sense of how they were faring in the initial stages of the pandemic. The response from some cities was grim, while others appeared to be holding steady in these early days of the outbreak. In cities where ridership is down, experts predict the loss in revenue could prolong transit's financial woes well beyond the coronavirus outbreak.

Ridership is "always volatile and heavily driven by factors outside an agency's control," writes Jarret Walker, a transit consultant and author of *Human Transit*. But there is no doubt the outbreak and subsequent slowdown of daily life in the US will lead to steeper drops in ridership, which will affect any transit systems' financial stability. It happened in China where the coronavirus outbreak originated. Transit use collapsed in the wake of the government's restrictions on travel.

Ridership on New York City's subway system, the nation's largest, was down 18.65 percent on Wednesday, March 11th, compared to the same day last year, a spokesperson said. That's about 948,000 fewer trips than an average weekday in January — and this only represents the early stages of the pandemic.

Bus ridership in New York City was down 15 percent, while Long Island Rail Road ridership declined 31 percent. Metro North (which connects to suburban communities in Westchester, Rockland, and parts of Connecticut) fell a whopping 48 percent. The city's major transit hubs, including Penn Station and Grand Central Station, are still bustling, but are nowhere near as busy as they typically are.

Washington state has been called the epicenter of the coronavirus outbreak in the US. Seattle's Sound Transit, which oversees ST Express regional buses, Link light rail, and Sounder commuter rail, has experienced a 25 percent drop in ridership in February compared to the month before, according to a spokesperson. Ferry ridership in Seattle was down 15 percent on Monday, March 9th, compared to the previous Monday.

In San Francisco, Bay Area Rapid Transit (BART) is also getting pummeled. BART's ridership on Wednesday, March 10th, was down 35 percent compared to an average Wednesday last month. That's 5 percent worse than the previous day, when ridership also fell 30 percent to 292,011, compared to an average Tuesday in February when 415,760 riders usually take BART.

The governors in New York, Washington state, and California have banned large group gatherings, but have excluded mass transit from that mandate. Transit agencies have increased

the frequency of cleanings and installed hand sanitizer dispensers at subway and bus hubs, but a growing number of people are opting to avoid public transportation altogether.

Other cities have yet to see precipitous drops in ridership. The Massachusetts Bay Transportation Authority, which operates Boston's T train, says it has logged a 2.5 percent drop in riders in the first week of March, as compared to the February weekday average. In particular, the Green Line was down about 7 percent, Orange Line about 3 percent, and the Red and Blue lines were within 1 percent of February.

In Washington, DC, Metro passengers took 100,000 fewer rail trips Wednesday compared with the same day last week, according to [\*The Washington Post\*](#). The agency said service reductions would go into effect starting Monday.

Ridership appears to be holding steady for Los Angeles' Metro based on figures over the last two months. A spokesperson said Metro has actually observed busy trains during peak hour periods. Much like other cities, the agency has instituted a policy of deep cleaning for all of its trains and buses.

Likewise, Dallas said it was not seeing a "significant drop-off in ridership," a spokesperson for Dallas Area Rapid Transit (DART) said in an email. "In fact, ridership over the past couple of days are actually higher than what we saw a year ago. We continue to watch for the drop, but it has not happened yet."

But cities are preparing for the worst, especially as more cases of COVID-19 are reported and elected officials begin to take more drastic measures.

"Transit agencies should be planning for virtually no fare revenue over the coming months," said Yonah Freemark, a transit expert who writes for [\*The Transport Politic\*](#). Freemark said that cities facing short-term financial shortfalls should consider reducing service on their most busy transit routes to account for the steep drop in ridership, as long as the length of time between trains or buses (aka headwinds) doesn't fall below 10 minutes. "This will also allow agencies to deal with what I can only assume will be higher rates of employee sickness," he added.

Fare increases, however, should be taken off the table, Freemark said. "The last thing we need is to put more economic stress on residents of a country that is clearly about to enter a major recession," he said.

Fewer riders will mean less money, and the slowdown in economic activity in cities due to the coronavirus will also mean less tax dollars for transit agencies. The biggest transit agencies will be hit hardest because they are the ones that rely the most on fares paid by passengers to cover their operating expenses, notes visiting fellow at Harvard Kennedy School David Zipper.

Big infrastructure projects like route extensions and subway station improvements will most likely need to be postponed for the time being, said Jarrett Walker. "If infrastructure work continues while service is being cut, you're driving away current riders for the sake of future riders," he writes, "and if the goal is ridership, that makes no sense."

There could be federal money made available, too. Senate Democrats released a plan to provide assistance to struggling public transit systems, according to [\*The New York Times\*](#).

But getting Republicans and the Trump administration to sign off on a bailout, especially given the hostility many wealthy conservatives feel toward public transportation, may be a tough sell. (Negotiations were still ongoing as this story went to publication.)

Meanwhile, as public transportation struggles, automakers see a silver lining. “Given the current drop in use of public transportation and extensive flight cancellations,” General Motors CEO Mary Barra said in a letter to employees, “our customers are looking to us more than ever to ensure they have the vehicles, parts and services they need.”



# Dallas Rates as Most Dangerous City for Drivers in Texas

By Christopher Adams, Reform Austin Public Safety

The Flatlanders song asks, “Did you ever see Dallas from a DC-9 at night?” And perhaps that’s a safe way to view Dallas these days.

Dallas has the fifth-highest rate of traffic accidents among the 25 largest U.S. cities, according to recent data presented to the Dallas City Council.

Dallas was the most dangerous city for drivers in Texas in the 2020 State of Driving Safety in Texas analysis by [Aceable](#), a mobile-first education platform for certification and training courses.

The city tallied 14.42 fatal car accidents per 100,000 residents and ranked fifth in the category for dangerous cities for drunk driving.

Dallas isn’t sitting too pretty in the driver’s seat.

In Dallas County, rates dramatically decreased between 1997 and 2013 from nearly 200 in 1997 to 140 in 2013, according to data in the [Injury Prevention Center of Greater Dallas](#). But the [Texas Department of Transportation](#) (TxDOT) reported in 2018 (the latest year for data), that Dallas County experienced 285 urban crashes resulting in 294 fatalities.

Of those 294 deaths, 104 occurred on city streets. Ninety-three were on interstates and 89 on highways.

Conversely, in that same year, the more densely populated Harris County totaled 218 fatal urban crashes with 228 deaths. The difference in population between these two counties is more than 2 million.

Bexar County, which includes San Antonio, had 140 fatal urban crashes with 144 fatalities. The population there is nearly 2 million.

## Multiple Causes

There are a variety of reasons for high rates of fatal accidents, not one primary cause.

“Generally speaking, not just for the Dallas County area, the leading causes of crashes are motorcycles, speeding, and drunk driving,” Danielle Boyd, a TxDOT public information officer, wrote in an email to Reform Austin.

Congestion also shares a portion of the blame, said Ware Wendell, Executive Director at [Texas Watch](#), a nonpartisan citizen advocacy organization.

“Texas roads are some of the most dangerous in the nation, leading the nation with [over 3,600 deaths in 2018](#),” he wrote in an email to Reform Austin. “As Texas grows and booms with development, our cities become congested, and our outlying areas are subject to risks posed by large trucks carrying heavy loads.”

Texas Monthly [reported](#) last year that data from a ZenDrive study involving 19 U.S. metropolitan regions revealed Houston and Dallas-Fort Worth drivers spent the most time on their phones, 9.44 percent, and 9.23 percent, respectively.

In Texas, drivers are not permitted to send or receive electronic messages, according to TxDOT, and drivers under 18 are prohibited from operating wireless communication devices. But is that enough?

“Texas bans handheld use during school crossing zones and outlaws all cellphone use for bus drivers and drivers younger than 18. These are lenient laws when you consider that 20 states ban handheld cellphone use by all drivers at all times,” the 2020 State of Driving Safety in Texas analysis stated.

Seat belts figure into the fatality equation as well. Deaths attributed to individuals not wearing a seat belt increased by 6 percent from 2017 to 2018, TxDOT said, and by fastening your seat belt, the chances of survival improve by 45 percent in a passenger vehicle and 60 percent in a pickup truck.

“Texas drivers who are ticketed for not wearing their seat belt could face fines and court costs up to \$200. Texas is one of the stricter states when it comes to seat belt laws,” the 2020 State of Driving Safety in Texas analysis reported.

Drunk driving is obviously another primary cause of death on Texas roads. Aceable’s analysis said that overall, Texas is only average on the strict vs. leniency scale when it comes to penalties and DUI laws.

### **What TxDOT Is Doing**

TxDOT adopted a goal of reducing fatalities on Texas roadways by [half by 2035 and ending them by 2050](#). The agency acknowledged it can take steps to prevent traffic deaths in a [KUT](#) article in January.

“Every day for nearly 19 years, at least one person has died on Texas roadways,” wrote Boyd, the TxDOT spokesperson. “On average, 10 people are killed on the roadways every day.”

TxDOT will allocate an additional \$600 million for safety improvements on state roadways during the next two years, Boyd said. This will consist of widening certain roads, adding rumble strips on center lines and shoulders and installing new technology designed to enhance safety.

“We need to make sure that our transit is multimodal, and drivers must maintain their focus and respect the rules of the road,” Wendell said. “Law enforcement plays an important front-line role here, as do our courts in ensuring safe and responsible conduct.”

## TRV partners to pay \$5M for bridge cost overruns

By Marice Richter, Fort Worth Business Press

Local partners in the beleaguered \$1.17 billion Panther Island project will pay \$5 million of the \$20 million in cost overruns for the three unfinished bridges in Fort Worth.

The Regional Transportation Council, a 44-member governing agency within the North Central Texas Council of Governments, (NCTCOG) on Thursday unanimously approved a plan to reimburse the Texas Department of Transportation for the \$20 million the state paid the bridge contractor last December to cover cost overruns.

Under the new agreement, \$15 million will come from a federal block grant and state funds and the \$5 million balance will be paid by the Panther Island project partners. The project partners, including the Tarrant Regional Water District, the city of Fort Worth and Tarrant County, will have 10 years to repay their share.

The Surface Transportation Technical Committee, a group of 80 members who are mostly city engineers as well as technical staffers from the area, endorsed the plan during a meeting on Feb. 28.

In recent presentations to the Fort Worth City Council and at a public meeting at NCTCOG headquarters, Michael Morris, director of transportation for the Council of Governments has said the cost of the bridges has escalated by \$19.4 million from \$69.9 million to \$89.3 million.

Morris has requested \$20 million to cover other anticipated costs.

Although additional cost overruns are not expected, Morris said there “could be something else” in response to a question from an RTC member.

Morris also told the RTC that Fort Worth City Manager David Cooke and Tarrant County Administrator G.K. Maenius offered to put in the \$5 million to go toward the cost overrun.

Anticipated economic development revenue from creation of Panther Island would cover the \$5 million over the next decade.

The block grant will come from funding allocated to the “western side” for the region, Morris said.

Panther Island project partners have steadfastly maintained that the cost of the bridges was fully covered and that no extra payments would be made until the bridge construction was complete.

But bridge construction has dragged on beyond the original completion date of 2018 as a result of ongoing delays resulting from the bridge design challenges, according to a spokesman for the contractor, Sterling Construction Co. of Houston.

“TxDOT paid their contractor to resolve all issues and expedite completion of the bridges,” Morris has stated.

Morris has also stated that he and two other top transportation leaders in Fort Worth initially rejected V-pier design that is being constructed for the three bridges on While Settlement Road and North Main and Henderson streets.

Instead, he and two others favored the “brilliant” in-house design of a TxDOT engineer for the 7th Street bridge, Morris said.

But Morris said that battle was lost over the fact that modeling the 7th Street design for the Panther Island bridges would take three years and would slow the U.S. Army Corps of Engineers’ work on digging the bypass channel to create Panther Island.

Furthermore, Morris said he and the two others pushed for a “common” V-pier design in which all the piers are a similar size. That, too, was rejected due to the slowing the bypass channel timeline, he said.

“We did not want to delay the hundreds of millions of dollars” going into this project, Morris said.

He also said that he expected that the bridges would cost about \$90 million.

Ironically, the channel on the Trinity River north of downtown Fort Worth has been delayed “for some other reasons” since those design discussions nearly 10 years ago, he said.

Morris also told the RTC that Panther Island will have regional benefits beyond flood control protection for Fort Worth. Valley storage being created at Gateway Park will also help mitigate downstream flooding as rainfall rates and more frequent severe storms are occurring in North Texas.

Movement toward creating the bypass channel has slowed to a crawl since the partner agencies have not received construction funds through the Army Corps’ budget for the past three years.

The partners were hoping for about \$10 million in a federal appropriation this year to design the channel that would then replace the aging levees and create Panther Island.

Instead, the partners learned early last month that was allocated \$1.5 million to be matched with local money for a feasibility study. The details of that study have yet to be released but the study could take several years to complete.

The partners have invested about \$330 million in the Panther Island project and the Army Corps has authorized spending \$526 million in federal funds on it.

The project has only been allocated about \$68 million in federal funds to date.

The project was a target in the biting GOP primary battle between longtime incumbent U.S. Rep. Kay Granger and challenger Chris Putnam. Granger won decisively.

Yet, criticism of Granger continues since she has been unable to move the funding needle despite being the senior ranking member of the powerful House Appropriations Committee.

Critics target Granger, who has been champion of Panther Island since the beginning nearly two decades ago, with charges of corruption and nepotism because her son, J.D. Granger served

as executive director of the Trinity River Vision Authority until recently. The TRVA is the management and oversight agency for Panther Island.

Although J.D. Granger has been shuffled into a lesser role with the TRWD, he continues to draw a salary of about \$200,000.

Meanwhile, businesses along White Settlement Road have been especially hurt by bridge construction since there is no work-around detour to connect White Settlement to downtown Fort Worth.

The White Settlement bridge is expected to be the first of the first bridge completed. Its scheduled completion is in December, according to the most recent schedule.

The Henderson and North Main Street bridges are expected to be finished by the end of 2021. Mayor Betsy Price has been extremely outspoken about bridge construction delays.

“If they’re not (completed on time) my big boot is going to be on somebody’s backside,” she remarked during her Feb. 28 State of the City address.

She also announced that efforts are underway to explore a public/private partnership to develop the area designated as Panther Island.

The TRVA is currently issuing commercial paper bonds to pay critical bills. The TRVA board is expected discuss options moving forward at its April meeting.

# Watch the Footprint of Coronavirus Spread Across Countries

By Nadja Popovich, The New York Times

As the new coronavirus shuts down countries around the world, the impact can be seen from space.

A satellite that detects traces of human activity — tailpipe emissions from cars and trucks, fossil fuel burned in power plants and other industrial activities — shows striking reductions in pollution across China and Italy since the outbreak first started.

Both countries have taken unprecedented measures to limit the movement of people in the hope of slowing or even containing the spread of the disease. Even in South Korea, which has put more modest restrictions on the movement of its citizens, pollution appeared to fall.

“It’s the first time in history we’ve seen something like this,” said Marco Percoco, an associate professor of transportation economics at Bocconi University in Milan, referring to the speed and the size of the pollution declines in Italy and China.

## Northern Italy

Italy is facing the largest coronavirus outbreak outside of China, with nearly 30,000 illnesses and 2,100 deaths [reported so far](#).

Early cases were clustered in the north, where the outbreak has been especially severe, but the disease has continued to spread throughout the country.

In early March, the government imposed emergency measures [restricting the movement of roughly 16 million people throughout northern Italy](#), including major cities like Venice and Milan.

Bars, restaurants and other gathering places were closed, and citizens were asked to avoid all unnecessary movement. Soon after, similar restrictions were extended countrywide.

The impact of those restrictions can be seen in pollution readings gathered by the European Space Agency’s Sentinel-5P satellite. The images show that emissions of nitrogen dioxide, a gas closely linked to vehicle exhaust, are considerably lower across northern Italy compared to the same time period last year. The region regularly [struggles with wintertime smog](#).

The satellite data was analyzed for The New York Times by Descartes Labs, a geospatial analysis group.

In a separate analysis made public this weekend, researchers from Bocconi University [reported a “sizeable” decline](#) in several types of air pollution in Milan during the lockdown, including nitrogen dioxide levels and particulate matter pollution, a byproduct of burning fossil fuels that is highly damaging to human health.

“It is clear people are not moving by cars,” said Dr. Percoco, an author on the study, noting that vehicle emissions are a major source of particulate matter and other pollution in Italian cities.

Few people are on the streets, he said, with many Italians staying home to avoid the virus.

## China and South Korea

The drop-in pollution was even starker in China, where the new coronavirus was first detected.

The largest emissions reductions were seen surrounding the city of Wuhan, in Hubei Province.

Chinese officials [put the region on lockdown](#) in late January, following the Chinese New Year holiday, and have only recently begun relaxing restrictions to allow workers in key industries to return to their jobs. That includes public transportation workers and those involved in making medical supplies and other necessities.

The unprecedented lockdown, which barred the movement of nearly 35 million people, caused widespread economic disruptions, including a slowdown in manufacturing [and electricity generation](#).

Pollution across the region plunged accordingly.

“What we saw in China was a very rapid effect,” said Joanna Joiner, an atmospheric physicist at NASA. The agency’s [own analysis](#) found that nitrogen dioxide emissions over eastern and central China were significantly lower during January and February this year compared to what is normal for the period.

Every year, pollution dips across the country during the weeklong Lunar New Year celebration, as factories shut down and people stay home from work. (The holiday falls in late January or early February each year). But usually, emissions rebound as the country reopens for business.

This year, they stayed at lower levels for weeks.

A smaller decrease in nitrogen dioxide pollution can also be seen in South Korea, around the capital, Seoul. The South Korean government did not bar the movement of its citizens but encouraged strict social distancing by closing down schools and universities, asking people to work from home and canceling large gatherings.

The social distancing measures, as well as an increasing number of people in self-quarantine, appear to have had an impact on air pollution, said Minwoo Sun, a coordinator at the Global Air Pollution Unit of Greenpeace East Asia. But further analysis is needed to fully understand the depth of coronavirus’ impact on South Korea’s air, he added.

As more countries shut down life as usual to slow the spread of coronavirus, we may see further drops in pollution around the world, Dr. Joiner said.

“We’re seeing changes in human behavior, in how people are moving around and how they’re using fuels,” she said. “Pollution won’t hide from the satellite data. It’s going to tell us what’s going on.”

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## **Frisco City Council approves 'monumental' rezoning request for Fields development**

By William C. Wadsack, Community Impact Newspaper

The Fields development on Frisco's north side is expected to feature something for everyone, Mayor Jeff Cheney said.

Frisco City Council approved rezoning for the more than 2,100 acres of the Fields property located north of Panther Creek Parkway and on both sides of the Dallas North Tollway during its March 17 meeting. The rezoning will allow single-family housing, high-density multifamily housing and a mixture of office, retail, commercial and industrial uses.

"This is going to set the tone for the last third of our city and really our northern corridor," Cheney said prior to Tuesday's meeting. "It will be distinctively Frisco but yet it's going to be distinctively different from anything we've done. I think the Fields name will build a reputation for itself over decades as far as being a great place to work, live and play."

The mayor called the project "the most monumental zoning case in Frisco's history." At January's Planning & Zoning Commission meeting, Chair Rob Cox called the property Frisco's "most complicated zoning case in history."

The development will consist of nine subdistricts: North Fields, The Preserve, Brookside, Point West, Midtown West, Point East, Midtown East, East Village and University Village, according to documents provided to the council. Those will include a mixture of residential product types as well as office, retail, commercial and industrial uses, per city documents.

Cheney explained the Fields development will be adjacent to the future Professional Golfers' Association of America headquarters along one corner. The future University of North Texas at Frisco's branch campus will be along another corner, he said.

PGA of America Chief Operating Officer Darrell Crall appeared before council to express support for the development.

"We believe in the Fields project and what it will do from an additive standpoint to PGA Frisco," Crall said. "Specifically, we're excited about their project and have tremendous confidence in the developer and their overall vision. We're confident they will create a perfect adjacent community to our 660-acre PGA Frisco campus for our executives, our employees, our visitors and citizens alike."

Cheney said it is rare for a city to get the opportunity to master plan a development this large.

"Usually you're looking at 100-acre tracts or 300-acre tracts and you're hoping that you can design it so that it all makes sense and is cohesive," the Frisco mayor said. "This is an opportunity to kind of have a blank slate for the whole thing and make sure it works."

The Frisco P&Z Commission previously approved rezoning the property from agricultural during its Feb. 25 meeting. Since that approval, developer FHQ Holdings LP has agreed to further reduce the density cap of its dwelling units per acre in The Preserve subdistrict.

“The Preserve phase is the one that's immediately adjacent to the PGA [development], and so that was important for council that that be a really, really special place,” said Cheney, who also praised FHQ Holdings. “They’ve been a great partner working with staff and working with P&Z. They wanted to deliver something world class, but they also want to deliver what we wanted as a city. So there's a lot of give and take and compromise along the way.”

Developer Fehmi Karahan also spoke to council before the vote. Karahan, who was the master developer for Plano's Legacy West project, said he expects the Fields development will bring more than 30,000 “well-paying” jobs to Frisco.

City staff explained the developer has requested up to 5,000 single-family units, 1,000 student housing units and 8,500 multifamily units. Only 2,000 multifamily units will be permitted by right, staff said, with the remaining to be earned once certain requirements for Class A office space and “upscale hospitality and upscale retail” are met.

The project is also proposing a minimum of 12% open space across the property at full build out, though each subdistrict will have a minimum percentage of open space required.

## Residents in a Fort Worth suburb launch petition for new grocery store, park funding

By Elizabeth Campbell, Fort Worth Star-Telegram

The signs are down and the gas pumps are gone at [the Kroger in south Haltom City](#), but a citizens group is fighting to bring in another grocery store and other businesses. They also don't want to see federal funding cuts for parks.

The group, [Haltom Strong, launched an online petition drive](#) Wednesday in hopes of getting a new grocery store and other businesses in Haltom City that is already seeing an economic boom with a major industrial park and Collins Aerospace.

Haltom City is also seeing [robust residential development](#).

When [Councilwoman Gaye Vanzant](#) and other residents living in south Haltom City learned that Kroger was closing its store at Broadway and Denton Highway, they said that was unacceptable as older and disabled people who can't drive have no way to do their grocery shopping.

The petition drive is targeting retail and restaurants such as Chick Fil-a, Kroger, H-E-B and the Magnolia Boutique.

Vanzant said in an email to the Fort Worth Star-Telegram that "it is our sincere desire to show consumer support and interest to these diverse entities. We realize this is not a guarantee of development and have been told by the naysayers it is a losing effort. Still determined, we believe if we could just get the attention of businesses to see an untapped market in a growing community it would be a 'win-win' to service our citizens and advance these markets".

City Manager Rex Phelps said he is proud of the citizens group and their efforts to improve the city's economy.

"Haltom has become an attractive place for economic development. We have more development than we have ever had going on at one time," he said.

Haltom Strong is also asking people to sign a petition opposing proposed federal funding cuts for park and recreation programs. The cuts are included in President Donald Trump's 2021 budget request.

## New development group says it has something to prove with \$300M Carrollton project

By Ryan Salchert, Dallas Business Journal

The leader of [Namhawk LLC](#), a newly formed development company, says the firm has something to prove and is looking to make a splash with its first project.

"We're all minorities here, but we're also Americans. We want to leave a legacy. It's the same reason why I ran for city council. I wanted to set a precedent because no Asian American has ever won a city council election in Carrollton," said [Young Sung](#), CEO of Namhawk. "When I was running for city council, I heard that some people didn't vote for me because I was foreign, but this is my home. I came to Carrollton when I was in middle school. My kids were born here.

Carrollton means everything to me. We have ambition for this because we have something to show and prove as minorities."

Called Carrollton Gateway, the \$300 million mixed-use project would include a 325-unit apartment complex, a 150,000-square-foot office building, a hotel with at least 200 rooms and two condominium towers of at least eight-stories each. And the Namhawk team knows its plans are ambitious.

Though plans for the project [were first made public earlier this month](#), the story of the project and the company's formation began nearly seven years ago.

Back then, Sung was a real estate broker in charge of sales and investor relations at the 150-unit 1100 W. Trinity Mills Condominiums in Carrollton. Having grown up in the city, Sung was familiar with the area and had his eyes on a particular tract of land less than two miles away from the condos between Interstate 35 and North Broadway Street.

Sung believed the 11.2-acre site would be perfect for a grand mixed-use project.

"I thought it was a diamond in the rough. I really felt that it had great upside," Sung said.

He tried for years to buy the land, finally getting it under contract in 2017. Unfortunately, the deal fell through – as did his relationship with his former business partner.

"We had a lot of challenges with the deal," said Sung. "We couldn't raise enough, and after we would meet people, I found out that my partner was giving them a different story behind my back. It just didn't work out. But thank god it happened that way."

Around the time the deal fell through, Sung was elected mayor pro team of Carrollton.

A few years later, a phone call from a former associate put the deal back on track.

"Last year, I get a call from Sanjay [Pillai]. I knew him because he had helped me out with my campaign. I asked, 'What made you call me after three years?' He said his best friend had told him we needed to connect and told him about this project. He said he could help," Sung said. "One month later, we closed on the land. It was a miracle. If it wasn't divine intervention, I don't know what it was."

[Sanjay Pillai](#) is now the COO of Namhawk. Before joining the company, he worked in health care and held a number of positions, including project coordinator, consultant and functional architect.

Through Sanjay, Sung was introduced to [Hari Pillai](#). He is now the company's CFO, and previously ran his own accounting firm in Richardson.

Rounding out Namhawk's C-suite is company CDO [Vinh Pham](#). Pham's background is in poultry farming as his family owns several farms in Texas.

"He was looking into real estate and learning how the development side works. He had money to invest and was comfortable with us and our character. We're very grateful to have him," Sung said.

Along with Namhawk, Carrollton Gateway's project team includes [The Ratliff Group](#) and [Page Architects](#). Sung says the group is close to securing all the funds needed for phase one, which is expected to include the apartment complex, and hopes to break ground by September.

## Completed Rail Trail offers 19 miles of recreation, sightseeing opportunities

By Rebekah Schulte, The Denton Record-Chronicle

The A-train Rail Trail, connecting five A-train stations from the Downtown Denton Transit Center to the Hebron station in Lewisville, recently finished the final construction phase, making the trail available to all who are interested.

Currently, the Denton County Transportation Authority is hoping the city of Lewisville will start construction this summer and complete a section of the trail on the new Valley Ridge extension between College and Mill Street, said Adrienne Hamilton, the senior manager of marketing and communications for DCTA.

In addition, the preliminary planning to extend the trail south from the Hebron station in Lewisville to Carrollton is underway with the North Central Texas Council of Governments working with stakeholder agencies across North Texas to put this plan in motion, Hamilton said.

"This is a significant milestone for us at DCTA," Hamilton said of the completion of the Rail Trail on Dec. 30, 2019. "This is a viable mobility option that provides a multitude of benefits for the mini-community we serve, such as economic and transit-oriented development opportunities for cities along the trail, recreational option for affordable exercise and just an enhanced quality of life that it provides."

The 19-mile trail is meant for tourists and residents alike, made to be accessed by everyone including bike riders, runners and train passengers, Hamilton said. The A-train Rail Trail incorporated the Denton Branch Trail and the Lewisville and Highland Village trails into its system.

With multiple tourist attractions near the trail, Hamilton said she has seen a lot of positive feedback from those who have taken advantage of the trail since DCTA started construction and finished the first phase of construction in 2011 of the Denton Branch Rail Trail.

"I was in Denton two years ago to attend trainings at the University of North Texas and went running on the trail," licensed professional counselor Mary DeRaedt, 46, said. "I am a psychotherapist, and the counseling department at UNT, Denton, offers advanced trainings in topics like play therapy. My trips to the area were for those trainings.

"Both times I traveled there, I ran on the trail and enjoyed it immensely. ... It was a lovely but not shady enough run."

DCTA spent a total of about \$14 million with grants and donations broken up between construction phases, according to DCTA's website.

Phase one was funded by local money, and phase two was funded by Federal Highway Administration grants administered by the Texas Department of Transportation, Denton

County, the NCTCOG and DCTA, while phase three was funded by Interstate 35E project funds, according to DCTA's website.

"[The trail] really is an alternative option for you to get to your desired destination," Hamilton said. "That can help with saving money, ... we can help people with providing affordable options, so you can spend money on other things that you would like to."

However, DCTA has experienced hardships with incidents where people chose to ignore some of the safety tips and warnings alongside the trail, Hamilton said.

"We have trail signage as well as the crossing arms that we have," Hamilton said. "Our Rail Trail runs alongside our commuter rail line. There are some sections where it's right by our rail line, so we have the crossing guards that come down to basically encourage and force folks to stop before crossing. So, if those are not abided by, then a chance for incident increases."

The trail was listed in the top five scenic trails for the Dallas-Fort Worth region by *Only in Your State*, a website and newsletter for travelers.

Comments received by DCTA on the A-train Rail Trail include: "This has become one of my favorite trails in North Texas, and it's where I ride nearly 100% of the time now that Highland Village trails connect through Double Tree Park. Thanks for this wonderful cycling venue!" and "A big thank you to those that had the vision for this trail and started the planning/process."

This is great news, and the trail is a fantastic amenity for our region," according to comments provided by Kayla Laird, communications coordinator for DCTA.

"I loved the trail," DeRaedt said. "It was scenic and wide enough for both bikes and runners to share. It was pretty flat, if I remember correctly, which made the running more steady and I could run faster. Denton is such a cute town, also, so the place I joined the train was right by a lovely train station in town, and that was convenient as I was staying close to downtown."

"The only negative is that the heat there was more intense than in [Washington] D.C. As a result, I got a mild heatstroke for the first time in my life," she said. "I was fine, but the next time I ran, I made sure I was properly hydrated. Texas heat is no joke."

DCTA hopes to receive more funding in the future to add more safety features to the trail, Hamilton said, and to make the trail as accessible as possible by making improvements over time with the feedback received.

"We always want to have a trail that connected all of our members' cities and also cities alongside our A-train rail line that could also take part in that," Hamilton said. "There are other different cities alongside that that do have access to the trail that we thought was really important at DCTA. We really want to improve mobility, economic development, air quality and livability."

## **Jerry Jones is working on another Frisco office tower**

Tollway high-rise would be the next phase of the \$1.5 billion Dallas Cowboys Star project.

By Steve Brown, Dallas Morning News

Dallas Cowboys owner Jerry Jones is ready to start construction on the next office building in his family's Star in Frisco development.

But first, his Blue Star Land development company has to get the city to approve plans for the high-rise.

Developers of the \$1.5 billion Star mixed-use project at the Dallas North Tollway and Warren Parkway want to build an 11-story, 327,000-square-foot office tower, according to plans filed with Frisco.

The building and an adjoining six-level, 1,200-car parking garage would be built on the west side of the tollway next door to the new Twelve Cowboys Way apartment tower.

The building would be the third office in the Star project and was designed by Dallas architect HKS.

Frisco's planning and zoning commission sent the project back to the developer this week because of concerns about the screening on the exterior of the parking garage. It's the second time since early this year that Frisco's planning staff has raised a red flag over that issue.

Planning commissioner David Box called for the committee to turn down plans for the new office tower "for the reasons identified in the staff report and delegate to staff the authority to provide a written statement of the reasons for the disapproval."

The plan commission voted unanimously to send the developer back to work on the design. Plan commission chairman Rob Cox said plans for the project are incomplete.

"The disapproval allows planning and zoning staff to get another 30 days with the applicant to finalize the plans," Cox said in an email.

Jones' Blue Star Land and Lincoln Property Co. are currently building a 350,000-square-foot office high-rise in the project that will house the Texas headquarters of Keurig Dr Pepper.

That \$200 million corporate office building — also designed by HKS — will open next year.

The Star also includes Ford Stadium, the Dallas Cowboys headquarters and office building, an Omni Hotel, restaurants and retail.



## **DART's D2 Subway reaches another milestone**

The subway's preliminary design is 20 percent complete and the next phase includes preparing a supplemental draft EIS.

By Dallas Area Rapid Transit (DART)

The Dallas Area Rapid Transit's (DART) D2 Subway through downtown Dallas has reached 20 percent completion of the preliminary design.

The next phase is preparing a supplemental draft environment impact statement (EIS) to assess potential impacts and benefits of the project.

The supplemental draft EIS and a preliminary design will be published later this spring for a 45-day public review period.

To advance the project through the Capital Investment Grant Program of the Federal Transit Administration (FTA), DART must request entry into the program's engineering phases and complete 30 percent of design and the final EIS.

Once D2 is approved by the FTA into the engineering phase, DART will advance the project through design and construction with a projected revenue start date of 2025.

## You can soon enjoy nature and hike across an entire lake at a boardwalk near Fort Worth

By Rick Mauch, Fort Worth Star-Telegram

Visitors to a part of [Lake Weatherford](#) will soon be brought even closer to nature, thanks to a history-making boardwalk the city plans to unveil in June.

The boardwalk is located at the northwest end of Lake Weatherford and will connect East Lake Drive to West Lake Drive across the water. It will be almost 3,000 feet long.

“We have been resourcing and discovered that this will be the longest flotation boardwalk in the country,” said Shannon Goodman, Weatherford director of parks, recreation and special events.

Goodman said residents have wanted a trail around the lake, and that is also in future plans. The boardwalk will someday connect to that trail, he said.

“It almost feels like you’re walking through a marshland,” Goodman said of the boardwalk, which will take visitors across a section of the lake and into an area of trees and brush.

Along the way they can stop to take photos, rest on one of several benches, complete with cupholders, or even cast a line in the water to try their hand at catching one of several kinds of fish that live in the lake, including sand bass, black bass, catfish and more.

“I like the looks of it. It’s about time to do something on this end of the lake. Maybe it will bring more fishermen. I’ve caught them over 12 pounds in here,” said Josh Kernan, a 20-year resident of Weatherford, holding up an 8-pound, 22-inch largemouth bass he caught near the boardwalk.

Though the boardwalk isn’t opened to the public, it is about 90% complete. The remaining work with the park area and trailheads on East Lake and West Lake Drive are still under construction, making the total project about 65% complete, Goodman said.

The boardwalk is made of compressed plastic with air pockets to keep it afloat. As the lake rises or drops, the boardwalk does the same.

“We can go up or down, depending on the weather,” Goodman said. “We visited one of the state parks in East Texas and they’ve had this material for over 20 years.”

The boardwalk has lights, which are solar powered to allow for walking at night. A walk the entire distance of the boardwalk and back is just over a mile. For those wanting a shorter walk, a smaller loop of about an eighth of a mile is on one end with another nearby parking lot for direct access for visitors.

Goodman said a pavilion could also be installed with a fishing pier, and an educational kiosk is planned to provide information about the various fish, birds and wildlife in the area.

“We’ll encourage our schools to make this a field trip,” he said.

The [Kayak Anglers of Fort Worth](#) fishing club has a tournament planned for June 20 by the boardwalk.

“You’re not going to be able to go to another city and see this,” said Jaycob Kirkpatrick, Weatherford assistant director of parks and recreation. “The only one bigger is in Canada.”

Plans for the boardwalk began with the development of a Lake Weatherford Parks and Trails Master Plan in 2017. Funding for the project is coming from lake lot license fees that are collected for certain properties on Lake Weatherford.

“The boardwalk creates a unique opportunity for residents and visitors to experience the ecosystem of Lake Weatherford that would be unapproachable without the boardwalk.” Goodman said. “Our goal is to create an educational and passive recreation experience that is beneficial though exercise and observing nature in a wetland-like environment.”

## Company developing Dallas to Houston high-speed rail project lays off 28 employees

By Evan Hoopfer, Dallas Business Journal

Texas Central, the company behind the high-speed rail project between Dallas and Houston, is laying off more than two dozen employees as the economy slows amid the spread of COVID-19.

Dallas-based Texas Central did not say the project is canceled, but it has been impacted by the coronavirus outbreak around the world and is laying off approximately 28 employees in an effort "to make the best use of our current funding," said [Carlos Aguilar](#), CEO of the company, in a prepared statement.

"Our engineering partner is in Italy, our operations partner is in Spain and our technology provider is in Japan," Aguilar said. "Our financial partners are in those countries, as well as here in the United States."

Aguilar said Texas Central still does not know what other impacts the coronavirus pandemic will have on the project, but added the company intends to begin construction on the first phase once the global financial markets stabilize and it finalizes funding.

Before construction can commence, however, Texas Central still must gain necessary approvals from the [Federal Railroad Administration](#).

On guidance from the Centers for Disease Control and Prevention, the FRA recently canceled three hearings that would allow the public to comment on proposed safety requirements the train would operate under. The FRA said it would explore virtual options for hosting the public hearings, [which some objected to](#).

## **Kay Bailey Hutchison Convention Center to become overflow hospital site for COVID-19 patients, Gov. Abbott says**

Officials with the National Guard said it could hold as many as 1,400 beds if necessary.

By Jennifer Prohov (WFAA)

The Kay Bailey Hutchison Convention Center will become the first overflow hospital in the state of Texas for COVID-19 patients, Gov. Greg Abbott announced [during a news conference Sunday afternoon](#).

Officials with the National Guard have been working on identifying facilities across the state that could become an overflow hospital if needed and decided the convention would be the first to open.

250 beds will be set up, with plenty of room to expand, according to Abbott.

Officials with the National Guard said that could become as many as 1,400 beds, if necessary.

Hospitals will continue to remain the primary location for acute care, Abbott explained.

"Our job is to make sure that we are looking one, two, three, four weeks ahead," Abbott said.

Texas has more than doubled its number of hospital beds available for COVID-19 patients, for a total for 16,000 beds across the state, according to Abbott.

That includes an increase in Intensive Care Unit beds and ventilators, officials said.

Abbott said he expects the number of beds available statewide to increase as a result of his orders allowing multiple beds in the same hospital room and more measures are taken to increase hospital capacity.

The state is also looking at other locations in cities like Houston for more facilities that could be set up.

The Walnut Hill Medical Center off of U.S. Highway 75, an Embassy Suites location and The Lumen Hotel were also considered as possible overflow locations, officials said.

There are currently 176 people hospitalized across the state due to COVID-19, according to Abbott.

Less than 10% of those who were tested statewide have tested positive for COVID-19, Abbott said. And about 10% of those who do test positive then need to be hospitalized.

As of Sunday, only 2% of the beds that could be used for COVID-19 patients across the state were currently being used, Abbott said.

Additionally, state officials are looking across the country and the globe to source more ventilators.

"We don't know right now how many ventilators we will need," Abbott said.

Officials want to increase the availability of hospital beds and all the other supplies healthcare workers need, but they also must continue to prevent spread with social distancing efforts and hygiene, Dr. John Hellerstedt said during the Sunday news conference.

"We should really be proud of each other [for the efforts made already]," Hellerstedt said.

<https://www.wfaa.com/article/news/health/coronavirus/kay-bailey-hutchison-convention-center-to-become-overflow-hospital-site-for-covid-19-patients-gov-abbott-says/287-4c97f7a4-474d-4259-a82b-27cba4412457>

## Citing coronavirus pandemic, Trump administration stops enforcing environmental laws

A Texas environmental protection group said it is "reckless" for the Environmental Protection Agency to waive enforcement of many protections. The federal agency said companies could have trouble complying due to the new coronavirus.

By Mitchell Ferman, The Texas Tribune

The Environmental Protection Agency this week waived enforcement on many of its health and environmental protections, offering what the agency said is relief for companies that might have trouble complying due to business operations being impacted by the new coronavirus.

Citing possible staffing issues, the oil and gas industry was a leading sector that requested a relaxation of environmental and public health enforcement during the COVID-19 outbreak, [according to the Associated Press](#).

In a [statement](#), EPA Administrator Andrew Wheeler said the open-ended waiver was temporary and retroactive to March 13.

"EPA is committed to protecting human health and the environment, but recognizes challenges resulting from efforts to protect workers and the public from COVID-19 may directly impact the ability of regulated facilities to meet all federal regulatory requirements," Wheeler said. "This temporary policy is designed to provide enforcement discretion under the current, extraordinary conditions, while ensuring facility operations continue to protect human health and the environment."

The decision brought quick rebuke from environmental protection groups.

"The EPA's decision to stop enforcing key provisions of our environmental law puts Texans' air, water and health at the mercy of polluters," Catherine Fraser, Clean Air Associate for Environment Texas, said in a statement. "The whole framework of the Clean Air Act depends on monitoring and reporting, without which we have no idea what facilities are releasing into the air we breathe."

The federal agency's move covered a range of activity, eliminating fines and other civil penalties for companies that failed to monitor, report or meet other requirements for releasing hazards.

Civil and criminal enforcement of polluters under the Trump administration has fallen dramatically, according to the Associated Press.

"This is particularly true in the context of oil and gas industry operations," Fraser said, adding that "industrial facilities released over 135 million pounds of illegal air pollution, in violation of their Clean Air Act permits in 2018."

Former Obama-era EPA chief Gina McCarthy, now president of the Natural Resources Defense Council, told the Associated Press the announcement was "an open license to pollute."

The administration was “taking advantage of an unprecedented public health crisis to do favors for polluters that threaten public health,” McCarthy said, in part of what was a flurry of condemnation from environmental groups to the announcement.

Fraser called Wheeler’s new policy “reckless” and said it should not exist.

“As our nation struggles to contain the coronavirus, health is at the forefront of everyone’s mind; right now, the public cares even more deeply about the air we breathe and the water we drink,” Fraser said. “EPA Administrator Andrew Wheeler should rescind this policy immediately, and Congress should exercise its oversight authority to ensure the safety of our air and water.”

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“As our nation struggles to contain the coronavirus, health is at the forefront of everyone’s mind; right now, the public cares even more deeply about the air we breathe and the water we drink,” Fraser said. “EPA Administrator Andrew Wheeler should rescind this policy immediately, and Congress should exercise its oversight authority to ensure the safety of our air and water.”



## **Dallas must save lives, open hospital capacity and preserve our economy**

The decisions we make today will impact what our world looks like once this crisis is behind us.

By John Olajide and Fred Perpall, Dallas Morning News

COVID-19 is the most complex challenge we've faced in this generation because it's being fought on three fronts simultaneously: medically, economically and emotionally. The decisions we make today will impact what our world looks like once this crisis is behind us.

Our political leaders must make tough decisions after hearing input from medical experts, business leaders and community leaders. Balancing health risks with the risks to jobs and our economy, while keeping citizens emotionally stable, is a tall order. These are tough calls.

As business leaders, we bring to the table our expertise, resources and innovation, and we're highly motivated to do what it takes to get through this safely and as quickly as possible so we can get back to business and put people back to work.

To mitigate the damage caused by COVID-19, we must accomplish three goals: Save as many lives as possible, ensure our hospital capacity is not overwhelmed, and preserve our economy.

**1. Save as many lives as possible.** The majority of our regional public officials have ordered residents to shelter in place because physical distancing is the surest way to contain the virus and save lives, and the quickest way to get back to life as we knew it. The public officials who are outliers are putting us all at risk; the virus does not stop at county lines. If we're not all in, we all lose — from a health standpoint, and economically.

**2. Ensure our hospital capacity is not overwhelmed.** We are racing the clock to ensure the number of hospitalized COVID-19 patients won't exceed our capacity to care for them. We must quickly build and aggregate enough hospital beds so we're ready for the surge — when the most critically ill patients flood our hospitals on the same days. That clock is ticking.

Dallas County Judge Clay Jenkins has appointed Peter Urbanowicz, former chief of staff at the U.S. Department of Health and Human Services, to coordinate hospital capacity issues.

We're also in a race to acquire enough ventilators in time for the surge so that someone's loved one doesn't die needlessly simply because we were one ventilator short.

Jenkins has appointed Jack Martin, incoming chair of Baylor Scott and White Health, to coordinate that effort, and to source as many personal protective equipment supplies as possible for our heroic health workers serving in our world-class health systems.

We need to give them all the resources and support we can during this critical time.

**3. Preserve our economy.** We must ensure that a healthy society is available to everyone once this is past. We understand that without life, a livelihood doesn't matter. But we also know the

personal devastation caused by losing a job, going bankrupt or having a life's savings depleted. The despair, or losing health insurance, would likely lead to more deaths.

Once this virus is contained and we are confident we can isolate those most at-risk, we should consider several options for bringing people back to work as soon as possible, even if gradually.

As soon as is medically feasible, we must get back to the business of rebuilding our economy and our lives.

In the short term, we must focus on helping small businesses apply for the newly approved federal funds in the stimulus package and helping companies and their laid-off employees understand how to file for unemployment benefits.

Thousands of recently laid-off workers need to know about job openings in industries that are hiring, including grocery chains, warehouses and health care. That information is updated daily and available on [dallasregionalchamber.com](http://dallasregionalchamber.com). Dallas Mayor Eric Johnson has created an ad hoc committee to work on these issues.

We're proud of every company that is working day and night to preserve all they can of what they've achieved over many years. So many business leaders also understand their responsibility to pitch in and lean in to help win this existential battle for our future.

The Dallas community always comes together during tough times. Working together, we will persevere and get back to building the nation's best place to live, work and do business.

## **Is the Coronavirus the Transportation Industry's Opportunity?**

By Timothy Papandreu, Forbes

2020 has started off in nightmarish biblical proportions- droughts, fires, floods, and a pandemic virus that has gripped the planet. The response by governments, companies and communities over the COVID-19 pandemic has suddenly impacted our way of life and that of our local, regional and global transportation systems. The speed with which these impacts have been felt is significant as global airlines, national railways and local subway and bus systems experience free-fall declines in customers.

The resulting pressure to reduce service or even shut down operations altogether has thrown the systems into worst-case scenarios and un-chartered territory. It also offers us a unique once-in-a-lifetime opportunity to re-imagine the transportation system and move it towards a more resilient, equitable and seamless experience.

### **Cities are the center of our economic life**

Our way of life is based on physical interactions, we're social creatures—it's how we're built, function and thrive. With more than half the world's population living in cities, this is where we find the most opportunities to create ideas, exchange knowledge and celebrate unique cultures. With the concentration of people, ideas and the like, they are the powerhouses of our global economies. The pandemic's origins and its hopeful eradication are likely an urban one.

Historically, ancient cities and their markets have been the epicenters for social interaction and cultural and economic activity. They're also where some of the public health issues have started from and society has generally taken those lessons to enact great social and public health advancements. It is believed the COVID-19 virus started at a city "wet" market (i.e., a market selling animal products and fresh produce versus a "dry" market which sells clothes, art equipment, etc.) in Wuhan, a thriving metropolis in China's rapidly urbanizing and industrial center.

### **Transportation the great enabler**

Transportation has enabled the great movements of people and things to create a global transport network that is making the world smaller each day. The pandemic spread in a local-global-local transportation pattern. First with physical interactions in cities and towns via local transport networks then globally via international air travel and then again with locally on the other end. Governments responded with travel restrictions and bans to minimize that spread from country to country.

They've also enacted domestic measures such as social distancing minimums (six feet or about two meters) from each other, shelter in place (stay at home and

only go out if essential) or mandatory curfews and lockdowns (cannot go out without special permission).

These restrictions are an effort to "flatten the curve" meaning reduce and slow down the escalating infection and mortality rate in the community while giving the medical teams the time and capacity to prepare and adequately care for those most vulnerable. Density, a precursor of successful cities, is being argued by some as the reason for the spread.

The issue isn't density, it's the agility of the public response to the crisis that will determine containment and hopefully eradication in a city, suburb or rural area.

In transportation, we live with some very tragic numbers each year: 1.2 million people being killed on our streets by people driving and many more from vehicle air pollution. Recent comments about accepting these virus mortality numbers as a cost of doing business and comparing them to road fatalities are terrible analogies and no death should ever part of any business model. Every death is a system failure and the goal should always be zero.

### **Our way of life has been put on pause**

Everything we do in our day to day way of life from going to work, education, shopping, restaurants, appointments, arts and culture, entertainment, celebrations, errands, that are accessed with various transportation networks are now being restricted or banned due to the virus. All major conferences, concerts, street fairs, parties and sports events and have been canceled or postponed. Places like markets are either limited access or are being strictly monitored.

We are all glued to the media nervously watching the global infection numbers rise and hearing how each region is being asked to stay home unless we are part of the essential workforce first responders (medical, utilities, public services, enforcement, supermarket and other critical supply chain providers, etc.).

All of a sudden super busy business travelers, bi-coastal travelers, hyper-scheduled parents and kids, and all out partygoers are grounded. If we can and do need to go outside, we are asked to keep our distance from each other and that's going to be our new normal for the time being. It's time for a pause.

### **Commute disrupted**

Disruptions are impacting commuters differently depending on their job type. One of the biggest obsessions in the transportation industry is trying to solve congestion. It's the result of a finite amount of space or supply with too much demand causing delays for everyone.

I've long argued that transportation congestion is not an infrastructure capacity problem, it's a work culture issue. People whose work requires a computer and internet connection don't need to go to the office every day. They do so because of outdated work culture and managers who organize their teams based on headcount, seats and desks. When these workers are required to drive to the office, they are the root cause of most of the congestion in cities.

They're also the cause of public transit peak overcrowding and people in most regions spend at least 10 days of their lives commuting. For those that can (which is a lot of us), working from home frees up those commute hours to do other things and generally, people think that's a good thing.

Commuter transportation managers have long argued that working from home is ideal option for this group as they are a large part of the urban economy and a slight shift can minimize congestion and overcrowding on the transportation networks. Our road infrastructure is designed around the two peaks-one in the morning and one in the evening albeit at a great cost.

Parking also takes up most of land of most suburban office developments. By not having to travel reduces peak demand and supply of expensive new roadway and transit capacity freeing up space for everyone else that needs steady all-hours access. It also reduces the need for so much land-hungry parking. This is like flattening the curve for transportation supply and demand capacity. For these workers, this crisis has moved this from principle into practice.

Managers who initially resisted these measures are now faced with the pressure to implement it company wide as work from home is becoming mandatory. Technologies like wifi and mobile-enabled video conferencing; cloud-based file sharing; collaboration and document management tools; have responded to the call. These platforms are seeing huge uptick in downloads and resulting swinging stock prices.

### **Working from home-some love it others don't**

Now a few weeks in, it seems that the office is not as critical as we thought for managing staff and existing client work. Managers and teams are starting to see how these measures can actually be better for everyone including the company. For families with kids at home this poses another set of challenges and I'm hearing all sorts of perspectives including hilarious kid and pet cameos mid-video chat. Some companies I'm working with are seeing that moving their operations to fully remote home work hasn't been done before and was a reason for the resistance. Work phones as well as email have been intermittent until they could get their VPN (Virtual Private Networks) operational and stabilized.

Also, new business development is generally more difficult to develop without that initial face-to-face meeting or previous relationship. With business-to-business travel restrictions that could be a key challenge for companies exploring new opportunities during this time.

For the designated essential workforce commuter, they still have to go to the worksite every day and many of them rely on each other's services to get in and out. For example, transportation and utilities staff provide the critical backbone service for many other essential workers to get to their jobs, care for those that are sick and deliver supplies. These commuters keep our systems and supply chains running, many are at risk of exposure and we owe a great debt of gratitude to them for their services as we can comfortably shelter in place.

All the other customer-facing services including but not limited to food and beverage services, retail, arts, culture and entertainment, etc. are being asked to close or strictly limit access to the public. Some of these businesses are allowed to provide delivery, which is mostly performed by gig workers keeping things moving. Most of these workers have essentially been locked out of work and many have vulnerable employment and housing agreements.

### **Transportation industry impacts**

The COVID-19 impact to our economy and the transportation system that enables it sounds like and is a nightmare scenario. The transportation manufacturing industry from autos, airlines and other vehicles were already experiencing flat or lower unit sales prior to this crisis.

According to the commercial airlines' [announcements](#) they're preparing for a huge drop in passenger revenues and it turn cutting or eliminating domestic and global capacity. As oil prices free-fall, demand for fuel and electric vehicles may follow suit necessitating another bailout to the auto industry. And while the logistics industry is working to move goods, overall economic demand will see a drop in the coming months.

### **Urban transportation impacts are mixed**

For cities the issue is more acute. Restricting local economic activity means less local taxes, fees and fines to pay for the operations, maintenance and expansion of our already expensive road transport systems. This pandemic will require us to address some truths about how we currently subsidize and operate a fractured and fragmented urban transportation system that is inequitable, not coordinated or integrated and is unsustainable to operate and maintain, let alone expand. This makes it quite vulnerable to these kinds of shocks.

We need to get real and rethink our broken transportation business models and be better at understanding what it truly costs (all of them) to move a person or a thing around our cities and what we are willing to pay for that so everyone can benefit ( *next article on that coming soon!*). As we dig a little deeper there is and will be a mixed set of impacts that will vary by region:

**Driving:** The work from home and shelter in place restrictions dramatically reduce the number of cars on the road resulting in a lot less fuel, paid parking, tolls and fewer fines. Most of these

funds go to pay for expansion, maintenance and road repair, and some regions use a portion of these revenues to support the operations of their public transit systems.

For those workers that need to drive and provide essential services, congestion is all but gone with some regions like mine seeing up to 50% reduction even with people shifting out of public transit. Travel times have been reduced for deliveries and goods movement. Post crisis- very few may want to go back to the highway commute grind if they don't have to. That may mean less highway congestion at pre-crisis levels and less demand for expensive capacity expansion. As demand and traffic congestion are all but gone, the key focus now should be on maintenance and critical public transit service.

**Public Transit:** The dramatic and global drop in public transit patronage will further impact the ability of transit agencies to fund their services. Many have put in extra measures from disinfecting their rolling stock more often, protecting their drivers with the appropriate equipment, indicating where people should sit or not sit to keep the social distancing minimums while seated, and some have removed fare payment and front door boarding altogether to protect the driver.

These measures aren't free and will have deep impacts on their already strained budgets. They will be faced with even harder choices over the next few months between providing essential coverage and reducing service frequency and service overall.

Day and night coverage is most important as the essential workforce needs to get to work all hours of the day and night and that should be the priority of the service plan.

The pandemic raises old questions and some honest, needed reflection about the purpose and role of public transit as an essential public service—not a money-making enterprise. It also raises the question of what does public transit look like in a future that may not have the same peaks as before? In the US, Congress has included \$25 Billion for transit as part of the historic \$2 Trillion stimulus package which will ease some of the pain temporarily, but not solve the chronic issues with the industry.

**Shared Mobility:** For the plethora of services like ride-hailing (Uber, Ola, Didi etc.), micro mobility (bike share, kick scooter and moped companies), car share, on-demand shuttles and other services, the impacts have been extreme. Some systems in some regions are seeing a temporary spike in demand as people shift out of public transit, others are suspending or eliminating offerings as demand has evaporated overnight.

As movement becomes restricted, ride-hailing is being asked to pause pooling for social distancing reasons. Several startup and legacy companies in the space had existing operational and financial business model issues raising the question of how long they can sustain these tough times. The next 90 days will be critical to the survival of these companies, and for those that make it through this period, a post crisis economic recovery could be a historic growth opportunity (*more on this in my next article!*).

**Walking and Bicycling:** Residents are going back to basics. They're also pointing out to their city leaders that they have too narrow sidewalks and can't maintain the minimum social distance when out. As cities are limiting access to the public transit system, some like Bogota, Colombia, New York City and others are using this opportunity to create emergency lanes by re-appropriating what are now empty roads and making space so that walking and cycling are the preferred way to get around. We're seeing sales for personal micromobility grow as people buy their own devices to get around.

**Deliveries:** E-commerce deliveries were growing at a rapid clip prior to the pandemic and now even higher demand as shelter in place restrictions are put in place. Amazon and Instacart alone need almost 400,000 people to meet the [growing delivery demands](#).

Ridehailing companies have pivoted as drivers shift from moving people to delivering food and products. As people stay home and can't go out, they will be demanding more of their e-commerce and local food venues to deliver. Some cities are responding by allocating more space at the curb for these delivery services to keep access while maintaining social distancing. It's not yet clear how these services will manage over time, but these allocations will help set the groundwork for more curb space management in the near future.

### **Is there an upside to all this?**

While the restrictions have serious and material impacts to our workforce, transportation, and economy, there may be some temporary upsides that could endure. For the first time, we are experiencing a global and dramatic reduction in traffic congestion, air pollution and greenhouse gas emissions from transportation. We should also see lower numbers of traffic crashes and fatalities. It is by no means an ideal scenario even with the temporary upside and I can't underscore enough how serious this is.

### **Is this crisis, the opportunity we've been waiting for?**

So how do we learn from this? Is the pandemic an opportunity to rethink our transportation priorities? We shouldn't have to choose between the economy, our lives and the planet. In transportation, we know it's technically feasible and economically possible to make this a win-win, we just need to get our political mindset to shift our collective behavior and make the temporary upside permanent.

We're in the middle of one of the greatest if not most important "what if" transportation scenario experiments in well over a generation. This is our moment to use this as an opportunity to future proof our systems to be more flexible, equitable and resilient. The oil shocks of the 1970s required society to rethink the size and use of cars and their impacts to our cities with a greater push for vehicle efficiency and cleaner fuels.

Most countries moved on and went back to the status quo, while some like the Netherlands, used that opportunity to redesign it's road policies to focus on people not cars and prioritized the



cheapest, quickest and easiest way to get around their cities and towns-mostly by bicycle linked with local and regional public transit.

Since then they have become arguably the greenest and healthiest commuters on the planet while their economy thrived. Many cities will be the first to say we're not like the Dutch cities, but in fact, most cities are- just the 1970s pre-shift version.

Our transportation system was already in transition, moving from privately owned, fossil fuel powered, and person operated only model to various on-demand, shared, electric and (in future) automated models. This one-day-in-the-future ideal transportation state promises to fix all the negatives by creating a seamless experience reduces congestion and pollution, streets space freed up for more walking and cycling, new shared services and reduced crashes and fatalities and is sustainable to operate and maintain.

In some bizarre turn of events, our future ideal transportation scenario is being placed right in front of us. We don't need to wait for the future to imagine what it is, we can see the potential right now. Transportation demand management planners who have worked really hard to get a few percentage shifts from people to work from home suddenly see a 90% shift.

There is a growing number of cities with little or no congestion now that most professional services are working from home. Our essential services, goods movement and deliveries can now operate pickup and drop off and move freely without that congestion ensuring our stores are well stocked. When we don't have anywhere near the number of cars on our streets, we can clearly see how there is plenty of room for other modes like walking and bicycling which in many cities has grown dramatically since the social distancing measures.

### **Seize the moment**

Our economy is and will take a huge hit for sure and it will be tempting to go back to the status quo transportation system which many will push for. However, governments, communities and companies can and should spend this time to see how we got here, what no longer works, and ask how might we re-organize our transportation pieces so that it is more resilient, seamless and works for everyone including our planet moving forward.

### **Reboot transportation 2.0**

We can use this time to step back, listen and learn from our communities and companies to determine how we can utilize more inclusive and supportive policies and technologies and not go back to the mess we had before this pause. This is the time to reset and reboot our transportation system and look at from the lens of people, culture and our new reality.

That means design, experiment and use cheap and quick tactical materials to close the gaps for the bicycle, transit and carpool lane networks, and try out the shared mobility pick up and drop off zones, delivery and loading zones. It means update the outdated procurement and other processes, digitize curbs and bring other manual systems online to manage assets better.

Have the meetings with the public and private operators to figure out that are the right partnerships moving forward to create that seamless experience. Use this breathing space to attend to the needed repairs, fill in the potholes and scope out the utility work, and basically anything that you know was hard to do before because there were just too many cars or any other reason that made it tough. It is also the time to think about how we create worksites for the implementation teams that are not only zero accidents, but zero infections too.

Post crisis when we start to recover people will slowly come back. If you have these new networks and spaces in-place people will utilize them and new travel behaviors will stick.

ETA (my company) surveyed over 120 cities on six continents whose staff provided great transportation insights on their emerging mobility issues and needs. They all stated they were going to try to pursue several of these kinds of measures in some way and noted the difficulties of disrupting the status quo. This was before this pandemic hit so it will be interesting to see how many use this opportunity to try things out now (*report coming out soon*).

With the growing rate of system shocks from droughts, fires, floods and pandemics, things are going to be more disruptive from here on (our new normal). This is a rare opportunity of time for governments and companies to put in the necessary planning work to be better able to manage temporary shocks and sustain prolonged interruptions.

Some of them have reached out for advice on how to manage the next 90 days and the year ahead and there is no one-size-fits-all approach but there are some hard decisions, revised assumptions and strategic steps that they all need to take to ensure they can come out of this better than before.

We have an opportunity on a global level to undo the wrongs of past transportation policies and practices and course-correct as we face other looming issues that will further impact transportation systems down the line. It may be the only time you get in your career to experiment and this widely and freely without the usual blockers. We can only hope that more of those in a position to lead will heed the call to action and seize this opportunity.

## Trump to roll back fuel economy standards, reversing major effort to combat climate change

By Anna M. Phillips, Los Angeles Times

The Trump administration, scrambling as deadlines approach, plans soon to release rules on fuel efficiency for new cars and trucks that have pitted the federal government against California on a policy key to combating climate change.

The announcement, expected as early as Tuesday, follows months of struggle by the administration to justify the proposed changes. The administration's own experts have warned that the proposal to weaken fuel-efficiency standards will lead to dirtier air and potentially cost the auto industry tens of thousands of jobs.

The new rules come despite the economic turmoil and growing death toll currently being caused by the coronavirus pandemic. The proposal to roll back fuel economy rules would be among the biggest steps the administration has taken to reverse an existing environmental policy. It's been pushed within the administration by officials with strong beliefs about the benefits of reducing regulations, some of whom also have long-standing ties to the fossil-fuel industry.

The Environmental Protection Agency and Transportation Department originally [proposed freezing mileage and greenhouse gas emission standards](#) at this year's levels, sparing automakers from having to comply with annual efficiency increases put in place under President Obama.

That met a furious response from officials in California and several other states as well as unexpected resistance from auto companies, who worried the administration was going overboard and dragging them into years of court battles with states.

In its final draft, the administration backed off significantly, convinced it would be impossible to defend its original plan in court and that the proposal would result in a slew of negative publicity for automakers that might endorse it.

According to a final draft sent to the White House earlier this year, the new standards will require automakers to increase fuel economy across their fleets by 1.5% a year, with a goal of achieving an average of 40 miles per gallon by 2026. That's still a major departure from current rules, which mandate annual increases of 5%, reaching an average of 54 miles per gallon by 2025.

Dialing back its original proposal hasn't made the administration's problems go away.

The government's cost-benefit analysis shows that even if the rollback lowers the cost of new cars — as the administration maintains it will — drivers will likely still lose money in the end by having to buy more gas.

And although President Trump has boasted that the new standards will spur economic growth, the administration's forecasts aren't remotely sunny. They project car companies could suffer a loss of thousands of jobs by making dirtier cars that would be locked out of many overseas markets.

Two of the largest car markets in the world, China and the European Union, have set more stringent gas mileage and emissions requirements than the United States.

Automakers around the world have to comply if they want to remain competitive. But economists say that if American car makers focus on building less efficient cars for the U.S. market, they could fall behind globally, and they and their suppliers could suffer.

In a February report to EPA Administrator Andrew Wheeler, the agency's science advisory board warned of ["significant weaknesses"](#) in the technical analysis of the new rule.

"From everything we know, the administration has been absolutely flailing in their justification of this new rule," said David Cooke, senior vehicles analyst for the Union of Concerned Scientists, a nonprofit environmental advocacy group. "And they still can't fudge the numbers enough to make it look like a good idea."

Environmentalists have said that if the new regulations survive court challenges, they will cause higher greenhouse gas emissions and worsen air pollution. Public health groups have urged the government to reconsider, pointing to the likelihood that more air pollution could contribute to higher numbers of premature deaths.

The oil and gas industry has praised the administration's plan, which is expected to lead to higher gas consumption, as have groups that downplay or deny climate change. The proposal has divided the auto industry.

After repeatedly postponing the release of the new rule, the administration is facing deadlines that may have forced its hand. Any regulatory changes the administration wishes to make have to be finalized by April 1 to apply to the 2022 model year.

Additionally, under the Congressional Review Act, new rules issued after May 19 could be invalidated by the next Congress. If Trump is reelected, he could veto attempts to weaken fuel economy standards, but if he's not, rules published after this window closes are at greater risk.

The Republican-controlled Congress used the review act in 2017 to undo a number of rules issued in the final months of the Obama administration.

The new standards will apply nationwide. Although California has historically set its own tougher car pollution rules, the Trump administration last year moved to strip the state of that authority.

California and many of the other states that have adopted its clean-car standards have [sued the administration](#) over this change, and the issue likely won't be resolved until next year at the earliest.

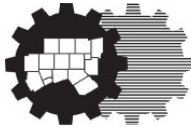
Expecting that Trump's EPA would seek to revoke its unique powers, California's clean-air regulator made a [deal last year with four automakers](#) that is not as tough as the Obama standards, but is more ambitious than the administration's proposal. The agreement between the California Air Resources Board and the automakers — Ford, Honda, Volkswagen and BMW — covers about 30% of new cars and SUVs sold in the U.S.

At the time, Gov. Gavin Newsom said he was confident more automakers could join the pact, spurning the administration. That did not happen. Instead, General Motors, Fiat Chrysler, Toyota and other automakers [sided with Trump in a lawsuit](#) challenging California's authority to set its own emissions standards.

Most automakers have said they want one standard in the U.S., rather than having to cater to states that follow California's rules and others that adhere to the federal government's regulations. But car makers differ greatly on what that standard should be.

Early in the administration, some automotive industry groups and [car makers lobbied the president](#) to roll back the Obama standards, arguing that the regulations were unrealistic and were driving up the cost of new cars.

In the end, their efforts split the industry into two camps — those companies that were on team Trump and others that became fearful at the prospect of legal battles with California and the costs of regulatory uncertainty.



North Central Texas  
Council of Governments

**PRESS RELEASE**  
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## **NCTCOG Requests Input on Funding Initiatives at Public Meeting**

Collin Creek development, Fort Worth bridges to be discussed March 9

**March 5, 2020** (Arlington, Texas) — North Texans will be presented details on two major project proposals that could help shape parts of Fort Worth and Plano during a public meeting in March.

The Regional Transportation Council is considering funding a land-use change at the former Collin Creek Mall site in Plano and has also been asked to fund a change order of \$20 million on the Trinity River Bridges in Fort Worth to help expedite completion. The bridges are part of Fort Worth's Panther Island flood control project.

North Central Texas Council of Governments staff will also discuss the 2021-2024 Transportation Improvement Program during a public meeting scheduled for 6 p.m. on Monday, March 9 at NCTCOG's Arlington offices, 616 Six Flags Drive.

The TIP is a federally and state-mandated list of transportation projects with committed funding within a four-year period. An overview of the development process and a draft list of active projects in the region will be presented for review.

Additionally, staff will present an overview of the Mobility 2045 Policy Bundle Program, which includes a list of voluntary policies that local governments and transportation agencies can choose to adopt. These policies aim to address issues affecting transportation in the region.

Finally, staff will provide an overview of the upcoming ozone season as well as statistics from the 2018 DFW Annual Fleet Survey. Information on spring outreach season, the Regional Smoking Vehicle Program, vehicle incentives and administrative changes to Mobility 2045 will also be highlighted.

The meeting will be streamed live at [www.nctcog.org/video](http://www.nctcog.org/video) for those not able to make it in person. A video of the presentation will be available after the meeting at [www.nctcog.org/input](http://www.nctcog.org/input).

### **DETAILS**

**Who:** NCTCOG

**What:** Public meeting

**When:** 6 p.m. Monday, March 9, 2020

**Where:** 616 Six Flags Drive  
Arlington, TX 76011

**About the North Central Texas Council of Governments:**

NCTCOG is a voluntary association of local governments established in 1966 to assist local governments in planning for common needs, cooperating for mutual benefit and coordinating for sound regional development. NCTCOG's purpose is to strengthen both the individual and collective power of local governments and to help them recognize regional opportunities, eliminate unnecessary duplication and make joint decisions.

NCTCOG serves a 16-county region of North Central Texas, which is centered 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](http://www.nctcog.org/trans).

**About the Regional Transportation Council:**

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

# # #

**Regional Transportation Council Attendance Roster**  
**March 2019 - March 2020**

<b>RTC MEMBER</b>	<b>Entity</b>	<b>3/14/19</b>	<b>4/11/19</b>	<b>5/9/19</b>	<b>6/13/19</b>	<b>7/11/19</b>	<b>9/12/19</b>	<b>10/10/19</b>	<b>11/14/19</b>	<b>12/12/19</b>	<b>1/9/20</b>	<b>2/27/20</b>	<b>3/12/20</b>
Tennell Atkins (09/17)	Dallas	A	P	P	P	A	P	A	P	E	E(R)	P	E
Richard E. Aubin (06/18)	Garland	A(R)	P	P	P	P	P	P	P	P	P	E	P
Adam Bazaldua (11/19)	Dallas	--	--	--	--	--	--	--	A	P	A	P	E
David Blewett (11/19)	Dallas	--	--	--	--	--	--	--	A	P	P	P	P
Mohamed Bur (06/18)	TxDOT, Dallas	E(R)	E(R)	P	P	E(R)	E(R)	P	E(R)	P	P	P	P
Loyl Bussell (05/17)	TxDOT, FW	P	E(R)	P	A(R)	E(R)	P	P	P	P	P	P	P
Dianne Costa (10/19)	DCTA	--	--	--	--	--	--	P	P	P	E(R)	E	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
Pat Deen (08/19)	Parker County	--	--	--	--	--	A	P	P	P	P	P	P
Rudy Durham (7/07)	Lewisville	P	P	P	P	P	P	P	P	P	P	P	E
Andy Eads (1/09)	Denton Cnty	P	P	E(R)	P	P	P	P	P	P	P	P	P
Kevin Falconer (07/17)	Carrollton	P	E	P	P	P	P	A	P	P	E(R)	A	A
Gary Fickes (12/10)	Tarrant Cnty	P	P	E(R)	P	P	P	E	P	P	E(R)	P	P
George Fuller (07/17)	McKinney	A	A	P	A	E	E(R)	P	P	E	A	P	P
Rick Grady (09/18)	Plano	P	P	P	P	P	E(R)	E(R)	P	P	P	P	P
Lane Grayson (01/19)	Ellis Cnty	P	P	P	P	P	P	P	P	P	P	A	P
Mojoy Haddad (10/14)	NTTA	A	P	E	A	A	P	A	P	A	A	P	E
Roger Harmon (1/02)	Johnson Cnty	P	P	P	E	P	P	E	P	P	P	P	P
Ivan Hughes (09/19)	Addison	--	--	--	--	--	P	P	P	P	P	P	P
Clay Lewis Jenkins (04/11)	Dallas Cnty	A	E(R)	P	A(R)	E(R)	P	P	A	E(R)	P	P	E
Ron Jensen (06/13)	Grand Prairie	P	P	P	E	P	P	A	P	P	P	E(R)	E(R)
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)
Lee M. Kleinman (09/13)	Dallas	A(R)	P	P	P	P	P	E	P	P	P	P	A(R)
Mike Leyman (09/19)	Mansfield	--	--	--	--	--	P	P	P	P	P	P	P
David Magness (06/13)	Rockwall Cnty	E	P	P	P	P	P	E	P	P	P	P	P
Curtistene McCowan (06/19)	DeSoto	--	--	--	P	E(R)	P	E	P	P	P	P	P
William Meadows (02/17)	DFW Airport	E	P	E	A	P	E	A	P	E	P	P	E(R)
Robert Miklos (12/19)	Mesquite	--	--	--	--	--	--	--	--	P	P	E	P
Cary Moon (06/15)	Fort Worth	P	P	E	A	E	P	P	P	E(R)	P	P	P
Barbara Odom-Wesley (07/19)	Arlington	--	--	--	--	P	P	A	P	P	P	P	E(R)
John Ryan (05/18)	Denton	E	P	P	P	P	P	P	P	P	P	P	E
Stephen Terrell (6/14)	Allen	P	P	P	P	P	P	E(R)	P	P	P	E	P
Jeremy Tompkins (10/19)	Euless	--	--	--	--	--	--	P	P	E(R)	P	P	P
T. Oscar Trevino Jr. (6/02)	Nrth Rch Hills	P	P	P	P	P	P	A	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  
March 2019 - March 2020**

<b>RTC MEMBER</b>	<b>Entity</b>	<b>3/14/19</b>	<b>4/11/19</b>	<b>5/9/19</b>	<b>6/13/19</b>	<b>7/11/19</b>	<b>9/12/19</b>	<b>10/10/19</b>	<b>11/14/19</b>	<b>12/12/19</b>	<b>1/9/20</b>	<b>2/27/20</b>	<b>3/12/20</b>
William Tsao (3/17)	Dallas	E(R)	P	P	P	P	P	P	P	P	P	P	P
Paul Wageman (10/19)	DART	--	--	--	--	--	--	P	P	P	P	P	P
Dennis Webb (8/18)	Irving	E(R)	P	P	P	P	P	A	E	P	P	P	P
Duncan Webb (6/11)	Collin Cnty	P	P	P	E(R)	P	P	P	P	P	P	P	P
Chad West (11/19)	Dallas	--	--	--	--	--	--	--	P	E	P	P	P
B. Glen Whitley (2/97)	Tarrant Cnty	P	E	E(R)	P	E	E	E(R)	E(R)	E(R)	E	P	P
W. Jeff Williams (10/15)	Arlington	E(R)	P	E(R)	E	P	P	P	E(R)	P	P	E	P
Ann Zadeh (06/17)	Fort Worth	P	P	P	P	P	P	A	P	P	P	P	P

Note: Date in parenthesis indicates when member was 1st eligible to attend RTC meetings

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Surface Transportation Technical Committee Attendance Roster  
December 2018 - February 2020

STTC MEMBERS	Entity	12/7/18	1/25/19	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
Onyinye Akujuo	Trinity Metro	--	--	--	--	--	--	--	--	--	--	P	P	A
Joe Atwood	Hood County	P	P	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	A	P	P	P	P	P	P	A
Bryan Beck	Grapevine	P	P	P	P	P	A	P	P	P	P	P	P	P
Katherine Beck	Fort Worth	A	P	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	A	A
David Boski	Mansfield	P	P	P	P	P	P	P	P	P	P	P	P	P
Keith Brooks	Arlington	A	A	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	P	P	A	A	P	P	P	P	P
Robert Cohen	Southlake	A	A	A	A	A	A	A	A	A	A	A	A	A
Kent Collins	Coppell	A	P	A	A	A	A	A	A	P	A	P	A	A
John Cordary, Jr.	TxDOT FW	E	P	P	P	P	P	A	P	A	P	P	P	P
Rick Cortez	Mesquite	--	--	--	--	--	--	--	--	--	P	P	P	P
Hal Cranor	Eules	P	A	P	P	P	P	A	A	P	P	P	A(R)	P
Clarence Daugherty	Collin County	P	P	P	P	P	P	P	P	P	A(R)	P	P	A(R)
Chad Davis	Wise County	A	P	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	P	P	R	P	P	P	A	A(R)	P	P	P	A	P
Greg Dickens	Hurst	A(R)	A(R)	A	A(R)	A(R)	A	A(R)	P	A(R)	A(R)	A(R)	A(R)	A(R)
David Disheroon	Johnson County	P	P	A	P	A	A	P	A	P	P	A	P	A
Phil Dupler	FWTA	P	P	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	P	P	A	P	P	P	P	P	P	P	A
Eric Fladager	Fort Worth	P	P	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	P	P	A
Ann Foss	Arlington	P	P	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	P	P	A	P	P	P	P	P	P	P
Gary Graham	McKinney	A	A	A	A	P	A	P	A(R)	A(R)	E(R)	A(R)	P	P
Tom Hammons	Carrollton	A	A	A	P	P	P	A(R)	P	P	A	P	A	P
Ron Hartline	The Colony	A	A	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	P	P
John Hudspeth	TxDOT Dallas	--	--	--	--	--	--	--	--	--	--	--	--	P
Terry Hughes	Weatherford	P	P	P	P	P	P	P	P	A	P	P	P	P
Tony Irvin	DeSoto	P	A	P	A	A	P	A	P	A	P	A	A	A
Paul Iwuchukwu	Arlington	A(R)	P	P	A(R)	P	P	P	A(R)	P	P	P	P	A(R)
Kelly Johnson	NTTA	A	A	A	P	A	A	A	A	A	A	A	A	A
Sholeh Karimi	Grand Prairie	A	P	P	P	P	P	P	A	A	P	P	P	A
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	A	A

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Surface Transportation Technical Committee Attendance Roster  
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Chiamin Korngiebel	Dallas	A	A	P	A	A	P	P	P	A	P	P	P	A
Alonzo Liñán	Keller	P	P	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	A	P	P	A	P	A(R)	P	P	P	A(R)	P	A	P
Stanford Lynch	Hunt County	A(R)	P	P	P	A	A	P	P	A	P	A(R)	P	P
Alberto Mares	Ellis County	P	A	P	P	P	P	P	P	P	P	A	P	P
Wes McClure	Mesquite	P	P	P	P	A(R)	P	P	P	P	P	P	P	P
Brian Moen	Frisco	P	E(R)	P	P	P	P	A	P	A	P	P	P	P
Cesar Molina, Jr.	Carrollton	P	P	P	A	A	A	A	A	A	A	A	A	A
Mark Nelson	Richardson	P	P	P	E(R)	P	E(R)	P	P	P	P	P	P	E(R)
Jim O'Connor	Irving	A	P	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	A	A
Kevin Overton	Dallas	P	P	P	P	E	P	P	E(R)	P	P	A	A	P
Tim Palermo	DCTA	--	--	--	--	--	--	--	P	P	P	P	P	P
Dipak Patel	Lancaster	A	P	P	A	P	A(R)	P	P	P	P	P	P	P
Todd Plesko	DART	P	P	P	P	P	P	P	P	P	P	P	A	P
Shawn Poe	Richardson	P	P	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	P	P
Tim Porter	Wylie	P	P	P	P	A	P	P	P	A(R)	P	P	P	P
Bryan G. Ramey II	Duncanville	P	P	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	P	P	E	P	P	A	P
Moosa Saghian	Kaufman County	A	P	A	P	P	P	A	A	P	A	P	P	P
David Salmon	Lewisville	P	P	P	A(R)	A(R)	P	P	A	P	P	P	A(R)	P
Lori Shelton	NTTA	P	P	P	P	P	P	A	P	P	P	P	P	P
Brian Shewski	Plano	P	P	P	P	P	P	P	A(R)	A(R)	P	P	P	P
Walter Shumac, III	Grand Prairie	P	A	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	P	P	A	P	P	P	P	P	P	A
Cheryl Taylor	Cleburne	P	P	P	P	P	P	A	P	P	P	A	P	P
Caleb Thornhill	Plano	P	A	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	A	A
Press Tompkins	Greenville	--	--	--	--	--	--	--	--	--	--	--	P	P
Gregory Van Nieuwenhuize	Haltom City	P	P	P	A(R)	A(R)	P	P	A	A(R)	P	P	P	P
Daniel Vedral	Irving	A(R)	P	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	P	P
Robert Woodbury	Cedar Hill	P	P	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	A	A

P = Present      A= Absent      R = Represented  
-- =Not yet eligible to attend

E= Excused Absence (personal illness, family emergency,  
jury duty, or business necessity)

## MINUTES

### **SURFACE TRANSPORTATION TECHNICAL COMMITTEE February 28, 2020**

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, February 28, 2020, at 1:30 pm, in the Transportation Council Room of the North Central Texas Council of Governments. The following STTC members or representatives were present: Joe Atwood, Bryan Beck, Katherine Beck, David Boski, Ceason Clemens, John Cordary Jr., Rick Cortez, Hal Cranor, Tracy Homfeld (representing Clarence Daugherty), Arturo Del Castillo, Pritam Deshmukh, Duane Hengst (representing Greg Dickens), Phil Dupler, Chad Edwards, Eric Fladager, Ann Foss, Mike Galizio, Ricardo Gonzalez, Gary Graham, Tom Hammons, Brian McNulty (representing Ron Hartline), Matthew Hotelling, John D. Hudspeth, Terry Hughes, Daniel Burnham (representing Paul Iwuchukwu), Gus Khankarli, Chad Barte (representing Alonzo Liñán), Clay Lipscomb, Paul Luedtke, Stanford Lynch, Alberto Mares, Wes McClure, Brian Moen, Rama Dhanikonda (representing Mark Nelson), Jim O'Connor, Kevin Overton, Tim Palermo, Dipak Patel, Todd Plesko, Shawn Poe, John Polster, Tim Porter, Athena Seaton (representing Bryan G. Ramey II), Grey Royster, Moosa Saghian, David Salmon, Lori Shelton, Brian Shewski, Walter Shumac III, Ray Silva-Reyes, Randy Skinner, Cheryl Taylor, Press Tompkins, Gregory Van Nieuwenhuize, and Carline Waggoner.

Others present at the meeting were: James Adkins, Vickie Alexander, Nick Allen, Kate Atwood, Tom Bamonte, Berrien Barks, Carli Baylor, Natalie Bettger, Dave Carter, Lori Clark, Brian Dell, Sam Dennehy, David Dryden, Staron Faucher, Kevin Feldt, Christie Gotti, Victor Henderson, Rebekah Hernandez, Chris Hoff, Kirk Houser, Ernest Huffman, Bethany Hyatt, Tim James, Amy Johnson, Dan Kessler, Ken Kirkpatrick, April Leger, Mindy Mize, Michael Morris, Bailey Muller, Chandra Muruganandham, Carey Neal, Jeff Neal, Evan Newton, Ezra Pratt, Vercie Pruitt-Jenkins, Chris Reed, Kyle Roy, Shawna Russell, Samuel Simmons, Shannon Stevenson, Mitzi Ward, Karla Weaver, Brendon Wheeler, Amanda Wilson, Brian Wilson, Melanie Young, and Kate Zielke.

1. **Approval of January 24, 2020, Minutes:** The minutes of the January 24, 2020, meeting were approved as submitted in Reference Item 1. Jim O'Connor (M); John Polster (S). The motion passed unanimously.
2. **Consent Agenda:** There were no items on the Consent Agenda.
3. **Public Comments at Regional Transportation Council Meetings (HB 2840) Rules:** Amanda Wilson presented draft Rules for Public Comments at Regional Transportation Council (RTC). House Bill 2840, passed through the 2019 Texas Legislative Session, requires members of the public to be given an opportunity to provide input on items before governmental body consideration of an item. This opportunity has been provided to members of the public at RTC meetings since September 2019, and to date no members of the public have commented at meetings. RTC draft rules to accept public comments were provided in Electronic Item 3.1 and an example of the Speaker Request Card was provided in Electronic Item 3.2. Ms. Wilson noted that proposed rules were presented in detail at the January 24, 2020, meeting and there have been no revisions since that time. Details were also provided in Electronic Item 3.3. As part of development of the draft rules, staff benchmarked local governments in the region as well as other metropolitan planning organizations in Texas and feel that appropriate procedures to receive public comments at RTC meetings have been developed. She noted that the draft rules have been available through a 45-day public comment period since the rules will be added as an Appendix to the Public Participation Plan. To date, two public comments have been received related to appreciation to the legislature for

the opportunity to comment and that the rules as drafted seem reasonable. A motion was made to recommend Regional Transportation Council approval of the Rules for Public Comments at Regional Transportation Council Meetings in Electronic Item 3.1. John Polster (M); Mike Galizio (S). The motion passed unanimously.

4. **Trinity River Vision Bridge Project Funding Increase:** Michael Morris presented a proposed funding increase for the Trinity River Vision (TRV) Bridge project. He discussed the history of the project which began with the United States Army Corps of Engineers (USACE) request to create a bypass channel on the Trinity River north of Downtown Fort Worth. The project includes three bridges on Henderson Street, North Main Street, and White Settlement Road that are currently under construction. The bridges were built at these specific locations due to the foundational elements of the bypass channel that were to be built at the same time as the bridges. During initial project discussions, other bridge options were considered. However, substituting bridge design would have changed other elements of the project so staff agreed to move forward with the bridge design provided by the USACE. The Texas Department of Transportation (TxDOT) has negotiated and funded the contractor for the bridges. In order to better meet the end dates for the project, the Regional Transportation Council has been asked to fund the anticipated bridge cost increase and to reimburse TxDOT for the payment it has made to the contractor. The original project amount is approximately \$69.9 million, and the new projected cost is estimated at \$89.3 million. This leaves a shortfall of approximately \$19.4 million. Staff proposed an additional \$20 million is needed to cover the cost overrun, with \$15 million provided as a grant and \$5 million to be repaid with interest by the City of Fort Worth and other local partners over ten years. Details were provided in Electronic Item 4. A motion was made to recommend Regional Transportation Council approval to provide an additional \$20 million to cover the cost overrun of the Trinity River Vision Bridges project, with \$15 million as a grant and \$5 million to be repaid with interest by the City of Fort Worth and other local partners over ten years. Action also included a recommendation that staff administratively amend the Transportation Improvement Program/Statewide Transportation Improvement Program and other planning documents as needed. John Polster (M); Katherine Beck (S). The motion passed unanimously.
  
5. **Update on Regional Transportation Council Action for the Virgin Hyperloop One Certification Center Proposal Response:** Michael Morris provided an update on the response to the Virgin Hyperloop One (VHO) Certification Center Request for Proposals presented to the Regional Transportation Council (RTC) at its February 27, 2020, meeting. Members were provided a copy of the November 14, 2019, RTC resolution approving the submittal of a response to VHO in Electronic Item 5.1. In response to an Open Records request received by the North Central Texas Council of Governments (NCTCOG), legal staff requested an opinion from the Attorney General which was provided in Electronic Item 5.2. Electronic Item 5.3 contained information regarding the hyperloop technology, proposed Hyperloop Certification Center route, implications to existing and future mobility plans, and proposed funding. At its February 27, 2020, meeting, the RTC approved the draft resolution provided in Electronic Item 5.4 with additional language proposed by members at the meeting reaffirming high-speed transportation access within the City of Arlington is contingent on its "significant participation" in one of the existing three public transportation authorities. The RTC also approved a letter to the United States Department of Transportation Secretary, provided in Electronic Item 5.5. Mr. Morris noted members additionally approved a policy position welcoming VHO to the region, distributed at the meeting in Reference Item 5.6. He noted Virgin Hyperloop One has selected the SH 360 and Dallas Fort Worth International Airport corridor as its preferred option, which will provide significant outyear benefits and a potential early certification component for goods movement. IH 635 east of the airport is a contingency option. Mr. Morris also reviewed proposed funding for the project. Because of the low emissions of the

hyperloop technology and the goods movement potential, NCTCOG proposed the RTC pursue approximately \$50-100 million in Texas Emissions Reduction Program air quality funds for the project. In addition, staff proposed the RTC pursue with the Federal Railroad Administration \$50-100 million of the \$900 million high-speed rail funds returned from California. NCTCOG staff has also applied for \$30 million in Fiscal Year 2020 Infrastructure for Rebuilding America funds. Also proposed was a request for the Texas Legislative Budget Board to allocate \$10-\$30 million of the \$160 million in AirCheckTexas funds being held by the State for air quality enhancement projects. NCTCOG staff also proposed \$40 million in Surface Transportation Block Grant Program funds and \$10 million in RTC Local funds be contributed to the project. Approximately \$2.5 million of the RTC Local funds will be used for University partnerships. Transportation Development Credits, as well as Carbon Credits will also be requested. If short-listed for Round 3 of the proposal process, NCTCOG will work with the Texas Transportation Commission and/or Governor's Office to request Category 12 Strategic Priority funds be allocated to the project, request funds from the Environmental Protection Agency/Department of Energy due to the energy elements of the project, pursue interest by the private sector, and discuss potential city and county contributions. Mr. Morris also presented Mobility 2045 high-speed recommendations, as well as the proposed Hyperloop Certification Center location in relation to the high-speed rail recommendations. If hyperloop technology is selected for the east/west high-speed corridor, travel will be possible from Downtown Dallas and Downtown Fort Worth directly to the Dallas Fort Worth International Airport with travel time anticipated at approximately 7 minutes. He also highlighted the typical technology sections of the hyperloop for various portions of the project and the use of autonomous transit. Staff will continue to provide updates to members if the region is shortlisted for Round 3 of the VHO Hyperloop Certification Center proposal process.

6. **Next Steps with the Texas Department of Transportation and 2021 Unified**

**Transportation Program:** Michael Morris presented the latest efforts regarding the partnership with the Texas Department of Transportation (TxDOT) and the 2021 Unified Transportation Program (UTP). Electronic Item 6.1 contained information from the last Texas Transportation Commission (TTC) meeting. The latest funding targets from TxDOT were provided in Electronic Item 6.2, and a summary presentation was included in Electronic Item 6.3. He highlighted discussion at the February 27, 2020, Regional Transportation Council (RTC) meeting and the responsibilities of the RTC as the Metropolitan Planning Organization (MPO), as well as the responsibilities of the State Legislature and Texas Transportation Commission. Because of the region's interest to bring back funding tools, North Central Texas Council of Governments (NCTCOG) staff presented four tolled managed lanes projects that it directly submitted to TxDOT Headquarters for funding consideration in the UTP. Following the presentation, the current private-sector provider for SH 183 contacted NCTCOG regarding capacity improvements that will be triggered immediately. The capacity improvements total approximately \$162 million to be paid by the private sector. These 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. NCTCOG staff requested that the RTC Chair engage the TTC Chair regarding options for the projects to proceed into the 2021 UTP and the region and State receive the benefit of \$1.3 billion in improvements paid by the private sector. In addition, Mr. Morris discussed conversations with the TTC Chair that the Commission would propose at its March meeting to fund IH 35 in Austin with revenues from across the state. As a result of the proposal for IH 35 in Austin, RTC members were asked to respond with measured outrage for Plan A and propose Plan B which is a win-win situation for Austin and the State. Plan A, proposed by the TTC, would require an additional \$3.4 billion in Category 12 Strategic Priority funds, as well as

another \$300 million totaling \$7.5 billion for the project. As part of the funding, the Austin MPO would be required to delete approximately \$600 million in projects. He noted there are significant funds currently on the project to build the IH 35 in Austin with tolled managed lanes, similar to IH 635 East or the North Tarrant Express, which would provide additional revenue for use on the project and prevent funds from being swept statewide. As a result of the TTC's proposal, there would be a \$1 billion impact to the region, which contradicts the current relationship with the TTC for formula allocation. NCTCOG staff will be communicating the value of a Plan B option to the TTC, Governor's Office, Lieutenant Governor's Office, the private sector, the North Texas legislative delegation, Attorney General's Office, and the Austin MPO. Mr. Morris noted that the public meeting on the IH 35 project in Austin is scheduled for March 12, 2020. The public comment period will be March 13-April 13, 2020, and the public hearing is scheduled for April 7, 2020. He added that NCTCOG staff will prepare an action plan for RTC consideration at its March 12, 2020, meeting. John Polster noted he attended the February 27, 2020, TTC meeting and that he believes the project will not be able to meet its environmental clearance deadline. He encouraged the region to continue moving projects forward to implementation so that projects are ready to proceed when funding is available. Staff will continue to provide updates to members.

7. **Mobility 2045 Update (High-Speed Rail Recommendations):** Kevin Feldt presented Mobility 2045 high-speed rail recommendations. During the January 9, 2020, Regional Transportation Council (RTC) meetings members requested a discussion and clarification regarding future high-speed transportation opportunities. Various high-speed technology terminology was highlighted that explains the differences in speed and other aspects of conventional passenger rail, higher-speed rail, high-speed regional rail, and high-speed express rail. Two of the primary technologies staff have been investigating in the region are high-speed rail and hyperloop. High-speed transportation projects included in Mobility 2045 were highlighted, which include three major projects: 1) the Fort Worth to Laredo high-speed transportation study, 2) the Dallas-Fort Worth high-speed transportation connections study, and 3) the Dallas to Houston high-speed rail project. The Fort Worth to Laredo high-speed transportation study is a bridge to a future study. The Texas Department of Transportation has received the Environmental Impact Statement (EIS) Record of Decision Tier 1 recommendation and the North Central Texas Council of Governments study final report is expected in March 2020. The petition for rulemaking for a Rule of Particular Applicability has been granted by the Federal Railroad Administration for the Dallas to Houston project. The Rule of Particular Applicability means a particular technology can be used in the corridor. The Final Rule of Particular Applicability and EIS Record of Decision is anticipated later in 2020. In addition, he noted the procurement process is underway for the Fort Worth to Dallas corridor. An alternatives analysis will be conducted, as well as development of the environmental document which will primarily be completed with consultant assistance. Focus will be on connecting with other high-speed projects and transportation access. Coordination with the Federal Railroad Administration and Federal Transit Administration will continue. Mr. Feldt also highlighted high-speed transportation recommendations to connect to the north and east through Oklahoma City, to the south and east through Lafayette/Baton Rouge, and also to Austin and San Antonio to the south. He also noted how the recommendations tie into the intercity passenger rail network vision for the Federal Railroad Administration. Committee Chair Bryan Beck asked if Texas Central prevailed in its Surface Transportation Board action on condemnation authority. Mr. Feldt noted the decision remains pending.
8. **Metropolitan Transportation Plan Schedule:** Kevin Feldt highlighted efforts to update Mobility 2045. Mobility 2045 was adopted by the Regional Transportation Council (RTC) on June 14, 2018, and federal law requires the region must update its long-range transportation plan every four years. In addition, transportation conformity will expire November 21, 2022.

North Central Texas Council of Governments (NCTCOG) staff plan to complete an update of Mobility 2045 in 2022. The update will incorporate a new Transportation Improvement Program and partner coordination will begin in March 2020 to determine project refinements to be included in the updated plan. The horizon year will remain 2045, with a base year of 2020. In addition, the update will incorporate revised 2045 demographics as well as a revised 2045 revenue forecast. Mr. Feldt discussed the Mobility Plan foundation and development, as well as the vision to improve the region's mobility today and tomorrow by embracing technology and innovation. Goals for the updated plan remain the same and include mobility, quality of life, system sustainability, and implementation. NCTCOG staff has begun identifying objectives for the update, as well as developing performance measures, setting targets and initiating coordination efforts. RTC adoption of the final document is anticipated in June 2022 with transportation conformity anticipated in November 2022. Staff will continue to provide updates to members.

9. **2021-2024 Transportation Improvement Program Draft Listings:** Brian Dell briefed the Committee on the status of the 2021-2024 Transportation Improvement Program (TIP) development process. The TIP is a federally mandated funding document that inventories all transportation projects in the region that are funded with various federal, State, and local sources. The document is developed every two years through a cooperative effort among the North Central Texas Council of Governments (NCTCOG), Texas Department of Transportation, local governments, and transit/transportation agencies and is modified on a quarterly basis. The development process was reviewed, and it was noted that NCTCOG staff is currently soliciting public comment and Committee/Council input on the financially constrained draft project listings provided at [https://www.nctcog.org/nctcog/media/Transportation/DocsMaps/Fund/TIP/21-24TIP/21\\_24DraftProjectListings.pdf](https://www.nctcog.org/nctcog/media/Transportation/DocsMaps/Fund/TIP/21-24TIP/21_24DraftProjectListings.pdf). He noted the draft listings include projects currently approved in the 2019-2022 TIP in white and proposed changes in grey and are financially constrained to the 2020 Unified Transportation Program allocations. Since a new TIP is often over programmed in the first fiscal year, surveys have been sent to agencies that have a project or phase in Fiscal Year (FY) 2021 to receive more clarity on project schedules and determine which project phases will actually be ready to proceed in FY2021. Failure to provide a survey response will cause projects to be pushed to a later year. Mr. Dell noted that the draft 2021-2024 TIP listings currently contain approximately \$13.3 billion in projects. This is made up of approximately \$7.6 billion in federal commitments, \$2.1 billion in State commitments, with the remaining commitments from regional, local, and transit sources. A total of 945 projects from 66 project sponsors are included in the listings. Members were asked to review their project listings and it was noted that the draft listings will change as comments are received. In addition, he reminded members that projects include in the final 2021-2024 TIP will be a subset of all projects and only include those with funding in FY2021-FY2024. Projects in FY2025 and later will be included in the environmental clearance appendix of the TIP (Appendix D). Members were also reminded that FY2020 projects will not automatically carry over to the 2021-2024 TIP. A timeline for the effort was reviewed. The deadline for providing comments on the draft listings is April 9, 2020, and final projects listings will be presented to the Committee for action at its April 24, 2020, meeting. Additional details were provided in Electronic Item 9.
10. **Clean Cities Annual Survey Results and Coalition Update:** Bailey Muller provided an update on the status of the Dallas-Fort Worth Clean Cities Coalition annual survey through which agencies provide information about local alternative fuel fleets and other fuel-saving activities. Last year, over 6,800 alternative fuel vehicles were reported in the region through the annual survey and include a diverse breakdown of vehicle types. The number one reported vehicle type was hybrid vehicles, with compressed natural gas vehicles providing the greatest impact. Of the total, she noted that approximately 2,300 biodiesel vehicles were reported, but

are not adding nitrogen oxides reductions, which is a focus of promoting alternative fuels use since the region is in nonattainment. Members were encouraged to diversify their fleets for the greatest air quality impact. As of last year, alternative fuel vehicles have had an impact of over 23 million gasoline gallon equivalents reduced. This equates to approximately one ton per day of reduction which is nearly half of the Regional Transportation Council air quality initiatives that are credited to reducing a total of approximately 2.12 tons per day. The historical breakdown of gasoline gallon equivalent reductions was highlighted. The Coalition has a goal of increasing energy use impacts by 15 percent each year, with the 2019 goal established at 26.7 million of gasoline gallon equivalents reduced. Ms. Muller noted the importance of completing the annual report, as well as the Fleet Recognition award winners for 2019. For the first time, participating entities achieved gold fleet recognition: City of Euless, City of Southlake, and Dallas Area Rapid Transit. Silver and bronze winners were also recognized. She also noted that this year marks the 25<sup>th</sup> anniversary of the Dallas-Fort Worth Clean Cities Coalition and highlighted new efforts for 2020. Details were provided in Electronic Item 10. Members were reminded that entities have until March 14 to submit the 2019 annual survey. Additional information is available at [www.dfwcleancities.org/annualreport](http://www.dfwcleancities.org/annualreport).

11. **Fast Facts:** Amy Johnson reminded members that the early deadline for submittals to the fourth round of the Metropolitan Transportation Plan Policy Bundle is March 20, 2020, and the final deadline is April 27, 2020. Details were provided in Electronic Item 11.1 and also available at [www.nctcog.org/policybundle](http://www.nctcog.org/policybundle).

Daniel Snyder provided information regarding the upcoming Federal Highway Administration Designing for Pedestrian Safety Workshop. Information addressing pedestrian safety challenges encountered by the region will be presented. Details were provided in Electronic Item 11.2 and are also available at [www.nctcog.org/pedsafety](http://www.nctcog.org/pedsafety).

Daniel Snyder also provided information on the April 2, 2020, Bicycle/Pedestrian Count Workshop. The workshop will help attendees better understand the details needed to begin collecting and managing bicycle count data at the local level. A survey was provided to members requesting agencies indicate their interest in participating in the workshop, as well as the desired topics.

Ernest Huffman highlighted an upcoming Know Before You Fly Your Drone Workshop schedule March 28, 2020. He encouraged members to share the information on their entities' event and social media pages. Details were provided in Electronic Item 11.3 and a copy of the flyer was distributed at the meeting.

Bethany Hyatt discussed the Dallas-Fort Worth Clean Cities joint meeting with the National Association of Fleet Administrators schedule for 9 am on March 25, 2020. Details are available at [www.dfwcleancities.org/dfw-clean-cities-meetings](http://www.dfwcleancities.org/dfw-clean-cities-meetings).

Bethany Hyatt also highlighted current air quality funding opportunities for vehicles available for review at [www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle](http://www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle).

Carli Baylor noted that January online input opportunity minutes were provided in Electronic Item 11.4. Unified Planning Work Program modifications were posted online January 13-February 11, 2020, for review and comment. Draft Rules for Public Comments at Regional Transportation Council meetings were also posted online for a 45-day public comment period.



Carli Baylor also noted that a public meeting is scheduled for March 9, 2020, at the North Central Texas Council of Governments. Topics will include transportation funding and air quality initiatives. Details were provided in Electronic Item 11.5.

Victor Henderson noted that Electronic Item 11.6 contained the current Public Comments Report that includes general public comments received from December 20, 2019, to January 19, 2020. Bicycle and pedestrian comments, as well as comments regarding the Trail of the Month video were in the majority.

The current Local Motion was provided in Electronic 11.7.

12. **Other Business (Old and New)**: Chad Edwards noted earlier in the day it was announced that Trinity Metro is authorized to use the remaining federal funds from the TEXRail project for an extension of the commuter rail line to the Medical District Station.
13. **Next Meeting**: The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on March 27, 2020, at the North Central Texas Council of Governments.

The meeting adjourned at 3:00 pm.



A monthly update on activities of the Regional Transportation Council and the North Central Texas Council of Governments Transportation Department

## April 2020

### Census Bureau extends participation deadline

Dallas-Fort Worth has been one of the fastest-growing regions for many years, according to population projections. It is time for residents to make sure they are counted as part of the US Census Bureau's official total. With the challenges posed by the ongoing COVID-19 pandemic, Americans have been given a little more time to enter their information. The deadline to respond has been extended from July 31 to August 14. People are encouraged to respond to the Census online by visiting [www.2020census.gov](http://www.2020census.gov).

The questionnaire can be completed in about 10 minutes and is safe and secure. The census results help determine congressional representation as well as the allocation of billions of dollars in federal funding in a variety of sectors, including education, transportation and healthcare. Dallas-Fort Worth is the fourth-largest metropolitan area in the country with a population of more than 7.5 million.

The region typically adds more than 1 million new residents every 10 years.



North Central Texas  
Council of Governments

### Department cancels in-person outreach for April

Spring is a time we look forward to every year for many reasons. Aside from warmer weather and longer days, we get excited to connect with you.

This spring is different from any other we can remember.

Due to the ongoing battle to help stop the spread of COVID-19, we will not be participating in any outreach events in April, and we encourage you to check with cities and organizations to stay updated on the latest developments.

While many events around the region are being canceled, the public health crisis has opened some new opportunities to engage remotely. For example, EarthX, the annual Earth Day celebration at Fair Park in Dallas, will be transformed into a virtual conference.

During these unusual times, we are committed to maintaining a dialogue with you, even if it has to be at a distance.

As always, there are many ways for you to remain engaged with us. One such opportunity will take place April 13, when we present a series of topics as part of an online public input opportunity.

Keep in touch by visiting [www.nctcog.org/trans](http://www.nctcog.org/trans) or finding us on social media, where you can post a comment or ask a question. We will be posting a series of educational activities on our website and social media sites in the coming days and weeks that may help children (and adults) learn more about transportation and have fun while doing so. And don't forget to keep an eye out for our fall outreach season.

We will be participating in several car care clinics, electric vehicle ride and drives and the Fort Worth Alliance Airshow.

We look forward to seeing you in person soon. Until then, stay healthy and safe.

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For more information about Local Motion topics, contact Brian Wilson at 817-704-2511 or [bwilson@nctcog.org](mailto:bwilson@nctcog.org). Visit [www.nctcog.org/trans](http://www.nctcog.org/trans) for more information on the department.

## Hyperloop certification center announcement anticipated soon

The North Central Texas Council of Governments has submitted a proposal to host Virgin Hyperloop One's Certification Center in the Dallas-Fort Worth area.

The proposed six-mile track and support buildings would serve as a testing ground for this futuristic technology before it is deployed to other parts of the country. North Texas is one of several regions across the nation vying for the center. If the bid is successful, the facility could be located along State Highway 360 and run to DFW Airport.

VHO is expected to announce in April which metropolitan areas will advance to the next phase of the selection process.

Transportation planners are also investigating the best high-speed transportation options between Dallas and Fort Worth, including Arlington, and from Fort Worth to Laredo. Standard high-speed rail and hyperloop technology are being examined in each case.

## Trinity Metro to extend TEXRail to Fort Worth Medical District



*Trinity Metro photo*

*The TEXRail commuter line could soon expand from downtown Fort-Worth to the medical district after the original project was completed under budget.*

Trinity Metro is authorized to use remaining federal funds from the TEXRail project for an extension of the commuter rail line, after the project came in under budget.

The 27-mile route was completed on time and \$80.6 million under budget, with roughly half of those funds coming from the federal government.

The \$38.9 million in federal funds can now be used to extend TEXRail another 2.1 miles from the Fort Worth T&P Station to a new station in the Medical District.

In 2016, Trinity Metro and the Federal Transit Administration signed a \$499.39 million Full Funding Grant Agreement for the \$1.034 billion TEXRail project.

The new station will be located behind Baylor Scott & White All Saints Medical Center, by the Mistletoe neighborhood. Approximately 40,000 people work in or visit the Fort Worth Medical District, making it a good candidate for expansion.

A timeline for the extension has not been determined. Trinity Metro President and CEO Bob Baulsir said the first steps will be to define the scope and to undergo a competitive process of bids.

TEXRail began operating in January 2019, and the existing route runs between downtown Fort Worth and Dallas Fort Worth International Airport's Terminal B. The line has nine stations in Fort Worth, North Richland Hills and Grapevine.

— Submitted by Trinity Metro

## **CORONAVIRUS**

### **Stay connected online during pandemic**

Many changes have been made across the region and throughout the country to help in the fight against the COVID-19 pandemic.

Meetings are being canceled or postponed in some cases, while those that can be held remotely are being shifted online.

This is the case at NCTCOG, as well. The April 9 Regional Transportation Council meeting, scheduled for 1 pm, will be available exclusively online, at [www.nctcog.org/video](http://www.nctcog.org/video).

Additionally, instead of conducting a public meeting this month to update the region on transportation and air quality initiatives, NCTCOG will present an online input opportunity beginning April 13.

Residents can view the presentations and comment by visiting [www.nctcog.org/input](http://www.nctcog.org/input).

These adjustments give residents a chance to remain connected to regional planning efforts during this collective effort to stop the spread of this destructive virus.

Details on the online input opportunity are available on page 4.

# **REGIONAL**News

### **VW settlement grant funding remains**

The Texas Volkswagen Environmental Mitigation Program continues to accept applications for projects to replace or repower local freight, port drayage and refuse vehicles, in two separate funding opportunities.

Approximately \$8.7 million of the \$11 million in available funding remains for the replacement or repower of port drayage and local freight vehicles in the Dallas-Fort Worth priority area, with \$2.3 million already having been requested.

Almost \$6 million remains available for the replacement or repower of refuse vehicles in the Dallas-Fort Worth area; approximately \$2.5 million has already been requested.

Funding is available to public- and private-sector entities in the priority area, including the counties of Collin, Dallas, Denton, Ellis, Hood, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise. Grant funding is awarded on a first-come, first-served basis.

For questions email [VWsettle@tceq.texas.gov](mailto:VWsettle@tceq.texas.gov) or visit [www.tceq.texas.gov/agency/trust](http://www.tceq.texas.gov/agency/trust).

### **N. Texas local government energy reporting**

Political subdivisions, State agencies and institutions of higher education located in ozone nonattainment or near-nonattainment counties are required to submit a Local Government Energy Report to the State Energy Conservation Office (SECO), according to the Texas Health and Safety Code.

This report tracks annual electricity consumption and progress toward meeting the goal of a 5% reduction in annual electricity consumption. NCTCOG offers technical assistance to regional entities required to submit their annual report to SECO.

From the region, 28 entities submitted their Fiscal Year 2018 report to SECO. For Fiscal Year 2019, with the addition of technical assistance, over 70 entities submitted reports.

Learn more about the local government energy reporting requirements at <https://comptroller.texas.gov/programs/seco/reporting/local-gov.php>. For energy management resources and trainings visit NCTCOG's energy management program webpage at [www.nctcog.org/envir/natural-resources/energy-efficiency](http://www.nctcog.org/envir/natural-resources/energy-efficiency).

## Transportation Resources

### **Facebook**

Facebook.com/nctcogtrans

### **Twitter**

Twitter.com/nctcogtrans

### **YouTube**

YouTube.com/nctcogtrans

### **Instagram**

Instagram.com/nctcogtrans

### **Publications**

NCTCOG.org/trans/outreach/publications.asp

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## Partners

**Dallas Area Rapid Transit**  
DART.org

**Denton County  
Transportation Authority**  
DCTA.net

**North Texas Tollway Authority**  
NTTA.org

**Texas Department  
of Transportation**  
TxDOT.gov

**Trinity Metro**  
RideTrinityMetro.org

## By the Numbers

### **\$8.7 million**

Available funding remains for the replacement or repower of port drayage and local freight vehicles in the Dallas-Fort Worth area.

# **PUBLIC** *Involvement*

## **NCTCOG requests input on funding initiatives**



Fort Worth area.

Residents are encouraged to provide their input at [www.nctcog.org/input](http://www.nctcog.org/input) beginning April 13 and continuing through May 12.

Given the current health situation surrounding the COVID-19 pandemic, the NCTCOG Transportation Department has taken precautionary actions to protect the health of communities.

Staff will provide a status report on how the Department is continuing to work on important regional planning, programming and projects, as well as details on the attorney general's temporary suspension in the Open Meetings Act provisions.

Ensuring business continues to be conducted in an open and transparent manner, NCTCOG will post information about several regional planning efforts online for review.

Staff will provide an updated 10-Year Plan draft of major projects to be implemented by Fiscal Year 2026, topics to be included in the Congestion Management Process update and proposed funding recommendations for a competitive call for projects related to traffic incident management.

Additionally, the Texas Department of Transportation will provide information on an effort to assist people with disabilities in its planning activities and how residents can take an active role in making changes.

Finally, information on the Regional Smoking Vehicle Program, various vehicle incentives and Mobility Plan administrative revisions will be available.

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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.