

conformity determination and financial constraint of the TIP. Additionally, [Electronic Item 3.1.2](#) includes changes made to the Grouped Projects listing proposed by the Texas Department of Transportation.

Performance Measure(s) Addressed: Roadway, Transit

3.2. **Call for Projects to Reduce Diesel Emissions**

Presenter: Jason Brown, NCTCOG

Item Summary: Regional Transportation Council approval to open a new, competitive Call for Projects (CFP) to award rebates through the North Texas Clean Diesel Projects 2021 funding initiative will be requested.

Background: Over the past few years, the North Central Texas Council of Governments (NCTCOG) has been successful in receiving grant funding for multiple proposals submitted to the Environmental Protection Agency (EPA) under the National Clean Diesel Funding Assistance Program authorized by the Diesel Emissions Reduction Act. The latest award based on NCTCOG's proposal submitted in February 2020 identifies open and competitive CFPs to distribute funds.

The North Texas Clean Diesel Projects 2021 funding initiative provides rebates to replace older, high-emitting diesel-powered vehicles, engines, and equipment in addition to locomotive engine idle-reduction technology owned by public and private fleets in the ten-county ozone nonattainment area.

A schedule and project selection criteria for the CFPs is proposed. These initiatives are an extension of clean vehicle and technology efforts listed as Weight-of-Evidence in the current State Implementation Plan. [Electronic Item 3.2](#) provides additional details.

Performance Measure(s) Addressed: Air Quality

3.3. **SH 121 Wrecker Service Funding**

Presenter: Michael Morris, NCTCOG

Item Summary: Regional Transportation Council (RTC) action to utilize RTC Local funds to pay for the staging of wreckers along SH 121 technology lane will be requested.

Background: In November 2020, North Central Texas Council of Governments (NCTCOG) staff requested RTC action to adjust Transportation Improvement Program (TIP) Project 11668 limits to allow this funding to be utilized on other needed corridors. This project was originally utilized to provide for the staging of wreckers along the SH 161 corridor during the activation of the SH 161 peak-period shoulder lanes. The peak-period shoulder lanes along SH 161 have been reconstructed to regularly

operating freeway lanes. There was funding that remained within the project that could possibly be utilized to stage wreckers on other corridors that are technology lanes or constrained corridors. Staff has recently learned from Federal Highway Administration that this funding would require additional action in order to be utilized along the SH 121 corridor and would take approximately nine months to become available. NCTCOG's contract with the wrecker service company on SH 121 end in December 2021. Based on these timelines, RTC action to utilize RTC Local funds to pay for these services rendered December 2020 through December 2021 will be requested. Federal funds will be returned to the funding pool to be programmed for other projects. The requested action includes administratively amending the Transportation Improvement Program/Statewide Transportation Improvement Program and other administrative/planning documents as needed.

Performance Measure(s) Addressed: Safety, Congestion

3.4. Klyde Warren Park Extension Cost Increase

Presenter: Christie Gotti, NCTCOG

Item Summary: Regional Transportation Council (RTC) approval to fund the federal share of an \$8.5 million cost overrun (\$6.8 million federal and \$1.7 million local) for the previously funded Klyde Warren Park Expansion project will be requested. The City of Dallas will cover the local match for the cost increase. This action includes approval for North Central Texas Council of Governments staff to administratively amend the Transportation Improvement Program and other planning/administrative documents to incorporate these changes.

Background: In December 2016, the RTC approved funding for the Klyde Warren Park Expansion. A total of \$30 million in federal funds, along with the corresponding \$7.5 million local match were approved, of which \$10 million of the federal funding is to be repaid by the City of Dallas, along with the City's private-sector partners. The project has an additional \$60 million in non-transportation-related investments that will fund park amenities. Final design plans have indicated a \$8.5 million cost overrun on the transportation components, which increases the cost from \$37.5 million to \$46 million. The City and the Texas Department of Transportation have asked the RTC to cover the federal share with the City providing the local match for the increase. [Electronic Item 3.4](#) provides a summary of existing and proposed funding.

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

1:20 – 1:30

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

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

1. December All Member Regional Transportation Council Orientation Meeting
2. Receipt of Positive Federal Certification Review ([Electronic Item 4.1](#))
3. New Task Force to Direct Funding to Vital Highway Safety Projects (<https://www.txdot.gov/inside-txdot/media-center/statewide-news/015-2021.html>)
4. 2023-2026 Management/Operations and Safety
5. New Proposed Alignment for D2 in Downtown Dallas ([Electronic Item 4.2](#))
6. Timing of Light Rail Line Construction in Downtown Dallas (D2)
7. Automated Vehicles 2.2/2.3 Program Round 2 Funding Available- November 19, 2021, Deadline ([Electronic Item 4.3](#))
8. Economic Development Administration Grant Opportunities: Three Projects
9. Electric Vehicle Manufacturing Facility in the Region
10. IH 635/IH 35E "Y" Connector Revenue
11. Fall 2021 Traffic Incident Management Executive Level Course, November 4, 2021 ([Electronic Item 4.4](#))
12. Dallas-Fort Worth Clean Cities Events (<https://www.dfwcleancities.org/events>)
13. Air Quality Funding Opportunities for Vehicles (<https://www.nctcog.org/trans/quality/air/funding-and-resources>)
14. Status Report on Ozone ([Electronic Item 4.5](#))
15. Status Report on Texas Volkswagen Environmental Mitigation Program Funding ([Electronic Item 4.6](#))
16. National Drive Electric Week Success ([Electronic Item 4.7](#))
17. Texas Department of Transportation Highway Safety Improvement Program Call for Projects Submittal Deadline for Applications Due to District Offices-November 17, 2021 (<https://www.txdot.gov/inside-txdot/forms-publications/publications/highway-safety.html>)
18. Monthly Know Before You Fly Your Drone Workshops (<https://www.northtexasuas.com/UAS-Taskforce#Workshops>)
19. Federal Highway Administration Recognizes City of Irving's Work through the Waze Data-Sharing Program (<https://www.fhwa.dot.gov/innovation/everydaycounts/edcnews/20210902.cfm>)
20. Dallas-Fort Worth High-Speed Transportation Connections Study Open House Schedule ([Electronic Item 4.8](#))
21. August Online Input Opportunity Minutes-Additional Comments ([Electronic Item 4.9](#))
22. September Online Input Opportunity Minutes ([Electronic Item 4.10](#))
23. October Public Meeting Notice ([Electronic Item 4.11](#))
24. Public Comments Report ([Electronic Item 4.12](#))
25. Recent Correspondence ([Electronic Item 4.13](#))
26. Recent News Articles ([Electronic Item 4.14](#))
27. Recent Press Releases ([Electronic Item 4.15](#))

1:30 – 1:40

5. **2022 Unified Transportation Program and Regional 10-Year Plan Update**

Action Possible Action Information Minutes: 10

Presenter: Christie Gotti, NCTCOG

Item Summary: Staff will brief the Council on the projects funded by the Texas Transportation Commission (TTC) in the 2022 Unified Transportation Program (UTP) and make proposals regarding the Category 2/Surface Transportation Block Grant Program (STBG) funding exchange that was approved earlier in the summer. Regional Transportation Council (RTC) approval of the final 10-Year Plan project listings and Category 2/STBG funding exchange will be requested.

Background: In the summer of 2021, the RTC approved updates to the Regional 10-Year Plan, which included additional Category 2 and Category 4 funds and requests to the TTC for Category 12 funds. The TTC approved the final 2022 UTP at its August 2021 meeting. Staff will discuss which projects were approved for funding in the UTP, provide project recommendations to complete the Category 2/STBG funding exchange, and provide a preview of the upcoming schedule for the development of the next 10-Year Plan and UTP. These details are provided in [Electronic Item 5.1](#). [Electronic Item 5.2](#) contains the revised 10-Year Plan project listings. [Electronic Item 5.3](#) contains the 10-Year Plan projects that have let or been completed. [Electronic Item 5.4](#) contains the projects being proposed for the Category 2/STBG funding exchange.

Performance Measure(s) Addressed: Roadway, Safety

1:40 – 1:45

6. **Trinity Railway Express Shuttle Funding for Continued Operations**

Action Possible Action Information Minutes: 5

Presenter: Shannon Stevenson, NCTCOG

Item Summary: Staff will request Regional Transportation Council (RTC) approval for funding to Trinity Metro to continue providing shuttle service between the Dallas Fort Worth International Airport (DFW Airport) and the Trinity Railway Express (TRE) Centrepoint Station.

Background: In 2018, the DFW Airport notified the North Central Texas Council of Governments (NCTCOG) of its intent to discontinue shuttle service between DFW Airport and the TRE Centrepoint Station once TEXRail service was fully operational. In coordination with DFW Airport, Dallas Area Rapid Transit (DART) and Trinity Metro, staff worked to identify replacement service to ensure this critical last-mile connection is maintained and the RTC approved Trinity Metro to assume responsibility for continued operations of the shuttle service.

The service continues to operate as a partnership among DFW Airport, DART, and Trinity Metro with RTC support, but due to budget constraints and pandemic ridership impacts, the partners have requested additional operational support as they finalize a sustainability plan for the service. Staff will request RTC approval to provide final funding in an amount not to

exceed \$910,000 total to support operations of the shuttle service between the TRE Centreport Station and DFW Airport. The recommendation for funding includes utilizing existing Regional Toll Revenue funds previously authorized by the RTC for transit projects in an amount not to exceed \$290,000 for the first year and subsequent operations to be funded with previously approved COVID-19 Infrastructure Program #015: Transit Partnership Surface Transportation Block Grant Program funds in an amount not to exceed \$620,000. More details can be found in [Electronic Item 6](#).

Performance Measure(s) Addressed: Administrative, Transit

1:45 – 1:55

7. **Federal Update and State Constitutional Ballot: Proposition 2**

Action Possible Action Information Minutes: 10

Presenter: Rebekah Gongora, NCTCOG

Item Summary: Staff will present an update on the federal infrastructure bill and provide information on the upcoming State constitutional amendment election, including Proposition 2 on transportation reinvestment zone authority. Action will be requested on Regional Transportation Council support for Proposition 2.

Background: The current federal surface transportation authorization bill, Fixing America's Surface Transportation (FAST) Act, expired on September 30, 2021. Congress approved a 30-day FAST Act extension and set a deadline of October 31 to vote on the Bipartisan Infrastructure Bill. In addition, the State constitutional amendment election will take place on November 2, 2021. HJR 99 (87R) will be on the ballot as Proposition 2, which allows counties to have the authority to engage in tax increment financing through Transportation Reinvestment Zones, as a source of revenue for transportation. Additional information can be found in [Electronic Item 7](#).

Performance Measure(s) Addressed: Roadway, Air Quality

1:55 – 2:00

8. **Locally Enforced Motor Vehicle Idling Restrictions Resolution**

Action Possible Action Information Minutes: 5

Presenter: Chris Klaus, NCTCOG

Item Summary: Staff will request Regional Transportation Council (RTC) approval of the revised Resolution Supporting Locally Enforced Motor Vehicle Idling Restrictions in North Central Texas (R21-06).

Background: In 2008, the RTC approved the Resolution Supporting Locally Enforced Motor Vehicle Idling Restrictions in North Central Texas (R08-03), included as [Electronic Item 8.1](#), that supports local government adoption and enforcement of the Texas Commission on Environmental Quality's (TCEQ's) Idling Limitations Rule included in [Electronic Item 8.2](#). The North Central Texas Council of Governments is recommending an update to the resolution that will allow more flexibility for local governments to adopt an idle restriction ordinance or resolution

while still being eligible for State funding for idle reduction infrastructure projects. Draft resolution R21-06 is included as [Electronic Item 8.3](#). Mobility 2045 includes policy efforts on best practices to minimize fleet emissions impacts. This initiative is listed as Weight-of-Evidence in the current State Implementation Plan. [Electronic Item 8.4](#) provides additional details.

Performance Measure(s) Addressed: Air Quality

2:00 – 2:05

9. **Immediate Action Freeway Projects: State Contingency**

Action Possible Action Information Minutes: 5

Presenter: Michael Morris, NCTCOG

Item Summary: In August 2021, the Texas Transportation Commission (TTC) approved the Unified Transportation Program and will review project commitments scheduled for the December 2021 TTC meeting. It is critical for the region to reinforce major freeway projects that can currently go to construction if the TTC wishes to reprioritize projects in other parts of the state that are not currently available to proceed.

Background: The Regional Transportation Council, working closely with local governments and Texas Department of Transportation Districts, always has major transportation projects ready for construction. This has benefited the region tremendously over the last several decades. With a possible delay in freeway projects in other parts of the state and the possibility of a new federal transportation stimulus program, having projects ready to proceed remains a significant funding tool.

Examples of projects in the Dallas District that fall into this category are US 380 in Collin County, SH 114 in Denton County, and SH 183 in Dallas County. Examples of projects in the Fort Worth District in Tarrant County that fall into this category are the IH 820/IH 20 “Y Connector” Extensions, DFW Connector, and SH 183. In addition, other projects would be eligible and staff looks forward to opportunities at both the national and state level.

Performance Measure(s) Addressed: Roadway

2:05 – 2:10

10. **Metropolitan Planning Organization Milestone Policy Round 2-Quarterly Status Update**

Action Possible Action Information Minutes: 5

Presenter: Christie Gotti, NCTCOG

Item Summary: Staff will provide the Council with an update on the status of the Milestone Policy Round 2 projects that have not let for construction.

Background: The Metropolitan Planning Organization (MPO) Milestone Policy was adopted by the Regional Transportation Council (RTC) to ensure that projects that have been funded for more than ten years and have not gone to construction are being implemented in a timely manner. In February 2021, the RTC

took action on the second round of the Milestone Policy, including a project tracking process and revised set of policy procedures. Staff was instructed to create a project risk rating system and solicit quarterly status updates on all Milestone Policy projects until they go to construction. The responses are reviewed and a rating is assigned to each project.

Status updates on each project, along with their latest ratings, can be found in [Electronic Item 10.1](#). Details on the MPO Milestone Policy can be found in [Electronic Item 10.2](#).

Performance Measure(s) Addressed: Roadway, Transit

- 2:10 – 2:15** 11. **Transit Strategic Partnerships Initiative Overview**
 Action Possible Action Information Minutes: 5
Presenter: Shannon Stevenson, NCTCOG
Item Summary: Staff will provide information regarding the Transit Strategic Partnerships funding process, formerly known as the Transit Call for Projects.
Background: Each year, the Federal Transit Administration (FTA) awards approximately \$130 million in funding to public transportation providers in North Texas. The Regional Transportation Council (RTC) authorizes how the funding is allocated among transit providers in North Texas and has a policy to set aside 2 percent for transit projects that support Mobility 2045's goals and address needs outlined in Access North Texas, the regional public transportation coordination plan for transit-dependent populations. In years past, the funds were typically awarded through calls for projects, but those efforts often resulted in marginal projects or partnerships with entities who were unfamiliar in utilizing FTA funds. The process for awarding these funds was updated for a more deliberate and coordinated approach to help address gaps in service. Staff will continuously review requests for innovative transit projects and solutions both from agencies looking to directly implement service and those seeking partnership with an existing transit provider. Ideas will be evaluated by their ability to address needs of transit dependent populations, strategic value, sustainability, stakeholder collaboration, and recommendations from existing plans and studies.

Staff will provide an update on how the process is being implemented and resources available to assist those seeking funding. [Electronic Item 11](#) provides additional information.

Performance Measure(s) Addressed: Administrative, Transit

- 2:15 – 2:25** 12. **Dallas-Fort Worth Regional East/West Funding Distribution**
 Action Possible Action Information Minutes: 10
Presenter: Christie Gotti, NCTCOG
Item Summary: Staff will provide the Council with information regarding the process for developing the funding distribution between the

Eastern (Dallas and Paris Districts) and Western (Fort Worth District) subregions when a transportation funding bill is enacted into law. The latest East/West Equity quarterly report detailing non-formula transactions that affect the percentage of funding in each subregion will also be provided.

Background: At a June 2021 Regional Transportation Council (RTC) meeting, staff was asked to provide a briefing on the process for developing the east/west funding distribution formula. The RTC selects projects to be funded with Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Surface Transportation Block Grant Program (STBG) funds (formerly STP-MM funds). To ensure equity within the region, once these funds are distributed by the Texas Department of Transportation, the RTC seeks to program funding to the eastern and western subregions based on the proportion of each area's emissions, demographics, and activity. Generally, the RTC reevaluates the funding distribution after a new transportation funding bill is approved by the US Congress. The current east/west funding distribution is 68 percent in the east and 32 percent in the west for STBG and other mobility funds, and 66 percent in the east and 34 percent in the west for CMAQ funds. Each quarter, staff provides the Council with an update on any non-formula funding received that impacts this distribution.

[Electronic Item 12.1](#) provides additional information on the process for establishing the split. [Electronic Item 12.2](#) contains the latest East/West Equity quarterly report. [Electronic Item 12.3](#) contains the RTC policy pertaining to the tracking of non-formula funding awards.

Performance Measure(s) Addressed: Roadway, Transit

13. **Progress Reports**

Action Possible Action Information

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

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

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

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

16. **Next Meeting:** The next meeting of the Regional Transportation Council is scheduled for **1:00 pm, Thursday, November 11, 2021.**

REGIONAL TRANSPORTATION COUNCIL
September 9, 2021

The September 9, 2021, meeting of the Regional Transportation Council (RTC) was conducted as a videoconference via Zoom. Staff conducted a roll call of members, and the presence of a quorum was confirmed. The following members or representatives were present on the videoconference: Richard E. Aubin, Elizabeth M. Beck, Gyna Bivens, Mohamed Bur, Dianne Costa, Theresa M. Daniel, Pat Deen, Janet DePuy, Andy Eads, Kevin Falconer, Gary Fickes, George Fuller, Raul H. Gonzalez, Barry L. Gordon, Rick Grady, Lane Grayson, Mojoy Haddad, Roger Harmon, Clay Lewis Jenkins, Ron Jensen, Carl L. Johnson, Brandon Jones, John Keating, Mike Leyman, Alison Maguire, B. Adam McGough, William Meadows, Allen E. Meagher, Robert Miklos, Philip J. Ritter, Jim. R. Ross, Chris Schulmeister, Jeremy Tompkins, T. Oscar Trevino Jr., William Tsao, Paul N. Wageman, and Duncan Webb. Individual attendance was not taken for non-RTC member attendees.

1. **Opportunity for the Public to Comment on Today's Agenda:** This item allows members of the public an opportunity to comment on agenda items. Regional Transportation Council Chair Theresa M. Daniel asked if there were any public comments. No members of the public chose to comment.
2. **Approval of the August 12, 2021, Minutes:** The minutes of the August 12, 2021, meeting were approved as submitted in Electronic Item 2. Rick Grady (M); George Fuller (S). The motion passed unanimously.
3. **Consent Agenda:** The following items were included on the Consent Agenda.
 - 3.1 **Air Quality Funding Recommendations Related to the Environmental Protection Agency National Clean Diesel Funding Assistance Program:** Regional Transportation Council approval of funding recommendations for the North Texas Emissions Reduction Project 2020 Call for Projects (CFP) and North Texas Freight Terminal Electrification 2020 CFP was requested. Electronic Item 3.1.1 provided an overview of the calls for projects and staff recommendations. Electronic Item 3.1.2 and Electronic Item 3.1.3 included detailed project listings.
 - 3.2 **Ratification of Emergency Funding Authorization to Dallas Area Rapid Transit for Interim Funding for the Regional Vanpool Program:** Regional Transportation Council ratification of emergency funding authorization to Dallas Area Rapid Transit (DART) for interim funding for the Regional Vanpool Program was requested. Approval included utilization of Regional Transportation Council Local funds in an amount not to exceed \$45,000 to ensure continuation of vanpool services for DART participants until new agreements are fully executed and funding is in place.

A motion was made to approve the items on the Consent Agenda. Gyna Bivens (M); Richard E. Aubin (S). The motion passed unanimously.
4. **Orientation to the Agenda/Director of Transportation Report:** Michael Morris reviewed items on the Director of Transportation Report. He noted Fiscal Year (FY) 2021 would close at the end of the month and that during the fiscal year Federal Certification Review was conducted. Members were thanked for their participation in meetings with the Federal Highway Administration and Federal Transit Administration. He also discussed the

successful COVID-19 Infrastructure Program that moved projects to implementation during the fiscal year. Paul N. Wageman, Chairman of Dallas Area Rapid Transit (DART) noted the meeting would be his last on the Regional Transportation Council (RTC) as DART Chairman and thanked Michael Morris and staff for their leadership during an extraordinary time for local governments, agencies, and citizens of the region. He also thanked RTC members for all they have done for DART and the communities represented on the Council. Several members thanked Mr. Wageman for his leadership in the region. James Powell highlighted changes affecting the Open Meetings Act effective September 1, 2021. In March 2020, the Governor, in response to COVID-19, suspended certain aspects of the Open Meeting Act. Those suspensions were based largely on expanding the ability of governing bodies to utilize teleconferencing/videoconferencing as well as encouraging the ability to restrict physical presence both of the members and the public. Pending a request by the Texas Attorney General earlier in the summer, the Governor approved lifting those suspensions. Effective September 1, 2021, he noted the RTC would operate under Texas Government Code Chapter 551.127(c) of the Texas Open Meetings Act which allows governing bodies that extend into three or more counties, such as the RTC, to conduct videoconference meetings if the chair is physically present in the meeting room and the meeting room is open to the public. In addition, audio and video feeds must be maintained throughout the duration of the meeting to meet quorum requirements. Mr. Morris noted that staff would continue to monitor COVID-19 and determine with the Chair when it may be appropriate for the RTC to meet in person. The first meeting will likely be held at a location with additional capacity such as the Irving Convention Center. Mr. Morris also discussed the RTC Member Orientation meeting that was held earlier in the day. He noted every RTC member would be sent a copy of the video presentation along with an electronic copy of the presentation slides. In addition, a folder with additional material of interest will be sent to members. Once the video has been completed and sent to members, a second RTC Orientation will be held for members to discuss topics of interest. He noted comments from the earlier RTC Orientation meeting could be provided to members as well. Also discussed was the status of the D2 rail line. He noted work among the City of Dallas, the Texas Department of Transportation, DART, and the North Central Texas Council of Governments was expected to conclude by the end of September. A map of the project was provided in Electronic Item 4.1. He also discussed interest by an electric vehicle manufacturing facility to locate within the region. A letter of support was provided in Electronic Item 4.2. In addition, revenue sharing for IH 635/IH 35E Y Connector was highlighted. An update will be provided to members at a future meeting. Mr. Morris also discussed the Economic Development Administration (EDA) Grant Opportunity. Approximately \$3 billion is available nationwide for several programs. Staff has been reviewing projects such as equal access to the internet, geometric design for autonomous vehicles, electric vehicle charging on the move, and next generation transit signal preemption to determine if those projects should be submitted through this funding opportunity in partnership with local governments or if local governments will be submitting similar projects for COVID-19 funding. He asked entities interested in submitting EDA projects to contact staff. In addition, there may be opportunities to fund such projects through the anticipated infrastructure bill. Mr. Morris noted the City of Irving would like to host the RTC at its 2022 Irving Transportation Summit and that the RTC Chair has approved the August 11, 2022, meeting to be moved to August 18 and held in conjunction with the Summit. An inventory of North Texas Center for Mobility Technologies projects with universities to date was provided in Electronic Item 4.3, and an update on the August 2021 and November 2021 revisions to the 2021-2024 Transportation Improvement Program (TIP) and Statewide TIP was provided in Electronic Item 4.4. He noted that since the mail out, information had been updated and was provided to members by email in Electronic Item Handout 4.4. The updated document was also posted online for access by the public. Lori Clark presented fleet recognitions. She note the North Central Texas Council

of Governments (NCTCOG) serves as the host agency for the Dallas-Fort Worth Clean Cities Coalition. Every year fleets are asked to report on efforts to improve transportation efficiency, reduce emissions, and reduce fuel consumption. In conjunction with annual reporting, data from the surveys are used to highlight accomplishments of fleets in the region. She highlighted entities that reached a quantifiable goal established by the agencies including the cities of Bedford, Carrollton, and Frisco as well as the Dallas Fort Worth International Airport. Shining Star fleets recognized for greatest progress reducing nitrogen oxides, gasoline gallon equivalents, and transitioning to alternative fuels were also highlighted. Fleet Recognition Bronze winners included the cities of Arlington, Benbrook, Frisco, McKinney, Mesquite, and Kaufman County, Prosper Independent School District (ISD), Span Transit, and Trinity Metro. Silver fleet winners included the cities of Coppell, Irving, Denton County, and the Town of Addison. Gold winners included the cities of Carrollton, Dallas, Denton, Grapevine, Lewisville, and Southlake, as well as Dallas Area Rapid Transit, Denton ISD, and Dallas Fort Worth International Airport. A summary of reductions that were achieved over calendar year 2020 by reporting fleets, as well as additional details of the recognitions, was provided in Electronic Item 4.5. Upcoming Dallas-Fort Worth Clean Cities events were provided at <https://www.dfwcleancities.org/events> and Air Quality Funding Opportunities for Vehicles were provided at <https://www.nctcog.org/trans/quality/air/funding-and-resources>. Electronic Item 4.6 included a status report on ozone. A status report on Texas Volkswagen Environmental Mitigation Program funding was provided in Electronic Item 4.7 and information on monthly Know Before You Fly Your Drone Workshops was provided at <https://www.northtexasuas.com/UAS-Taskforce#Workshops>. August online input opportunity minutes were provided in Electronic Item 4.8, the September online input opportunity notice in Electronic Item 4.9, the Public Comments Report in Electronic Item 4.10, recent correspondence in Electronic Item 4.11, recent news articles in Electronic Item 4.12, and recent press releases in Electronic Item 4.13.

5. **SH 183 Segment 2 East: Request to the Texas Department of Transportation to Formally Initiate a Change Proposal for Cintra and Request to Cintra to Extend an RTC Financial Backstop for Design Costs:** Michael Morris provided an overview of action needed to continue the advancement of SH 183 Segment 2 East. He discussed the success of the North Tarrant Express (NTE)/SH 183 project which has resulted in needed capacity improvements from Cintra for SH 183. As a result of the anticipated capacity improvements, Segment 2E of the project must be expedited and Cintra has proposed additional funds to advance the NTE improvements which were completed under the current Texas Department of Transportation (TxDOT) agreement. Proposed improvements total approximately \$1.3 billion in private-sector funds to the region. He noted that in June 2020, the Regional Transportation Council approved a \$3 million financial backstop to permit Cintra to proceed with the design elements for Segment 2E, but that TxDOT had not yet initiated a Change Proposal to Cintra. Staff have discussed the project with Cintra, who is willing to extend the financial backstop deadline. Reapproval by the RTC would affirm support to advance improvements to correct lane imbalances in the corridor. A map of the NTE project, including Segment 2E was highlighted. Mr. Morris noted that this project was previously submitted as part of a RAISE grant application to highlight the benefits of the region's managed lane system and leverage funds to get the project across the goal line. A motion was made to approve a request by the Regional Transportation Council to the Texas Department of Transportation to formally initiate a Change Proposal to Cintra on the SH 183 Segment 2E and request Cintra to extend the Regional Transportation Council financial backstop for design costs. T. Oscar Trevino Jr. (M); Tompkins (S). Mohamed Bur and Carl L. Johnson abstained from the vote. The motioned passed unanimously.

6. **2021 Population Estimates and the New North Central Texas Council of Governments Demographic Forecast Process:** Dan Kessler presented 2021 Population Estimates as well as ongoing efforts to develop revised 2045 Population and Employment for the Metropolitan Area. The North Central Texas Council of Governments (NCTCOG) Research and Information Services (RIS) Department, in partnership with the Transportation Department, annually develops population estimates that are used by travel modelers to develop demographic forecasts used in the transportation planning process. This effort compliments the work done through the US Census. Estimates are based on housing completions and occupancy rates reported by cities and counties. In the year 2020, approximately 40,000 additional single-family units and 23,000 multifamily units were reported. Housing units and occupancy rates are then used to estimate population. As of January 1, 2021, staff estimated the region to be at a population of approximately 7.87 million, adding approximately 160,000 to the region in 2020. Regional population growth was highlighted, with the greatest change seen in Fort Worth, Frisco, McKinney, Dallas, Rowlett, Celina, Irving, Garland, Arlington, and Mansfield. Estimated growth was reviewed since 2001, and it was noted that in 2018 growth climbed above 150,000 persons a year and has remained steady at that pace for the past three years. He discussed the importance of this information when planning for infrastructure that can accommodate such a sustained growth rate. Mr. Kessler also provided an overview of ongoing efforts to develop new forecasts of demographic activity that will be used to support planning efforts. He noted two important points for the forecasting process. The process includes incorporating land use and comprehensive plans provided by local governments, so the allocation reflects the plans laid out by agencies and allows the region to work from the same assumptions. In addition, approximately every five years a comprehensive inventory of what is occurring on every parcel in the 16-county region is included. The individual parcel data is used to help drive the forecast process as well as land use planning. Development of new demographics every three to four years also helps staff adjust for changes in growth trends and make corrections based on new data. As part of the process, staff reviews external forecasts from national demographers and economists relative to other metropolitan areas. Staff selected to use control totals from the Perryman Group which include forecasts for population, housing, and employment. New control totals for the region out to 2045 indicated 11.5 million people and 3.9 million households by 2045. In comparison to previous control totals the region is expected to have an additional 400,000 persons and experience employment growth of 1 million more jobs than forecasted four years ago. This results in an anticipated population of approximately 12 million by 2040, and nearly 14 million by 2060. He noted this is largely attributable to the growth in the technology industry. The projected change in population, households, and employment from 2020 to 2045 was highlighted and remained steady for all categories at around 1.5 percent annually. Mr. Kessler noted that draft forecasts would soon be provided for local review, with finalized forecasts expected in the October timeframe. He stressed the importance of local government review as the demographics drive decisions regarding infrastructure investments over the next 30 years. Regional Transportation Council (RTC) Chair Theresa M. Daniel asked why total employment appears to be increasing at a faster rate than population or households when reviewing the projected changed from 2020 to 2045. Mr. Kessler noted the rate partially speaks to the strength of the economy in the region. In addition, demographics are capturing an increasing number of those in the region who have more than one job. RTC Vice Chair Duncan Webb discussed the new data in comparison to data from four years ago and asked if staff has completed analysis to determine the accuracy of results. Mr. Kessler noted that staff review projected data from four years ago to Census data to determine accuracy. In addition, travel model validations are completed on a regular basis. He noted this is a critical step to ensure the model is representative of what is actually occurring in the region before projecting future demographics. Vice Chair Webb noted that given the numbers, it looked as

though the region may become the third largest metropolitan area in the country. Mr. Kessler noted the demographers have speculated that is a possibility in the 2040 decade. Chair Daniel asked if the region could sustain that rate of growth. Mr. Kessler noted that one advantage the region has over other areas is available land. He noted that as long as the economy of the region remained strong, growth was not expected to slow down.

7. **Comprehensive Map of Projects in the Region and Update on the 2022 Unified Transportation Program:** Christie Gotti provided information on active and recently completed transportation projects in the region. This information was presented in follow up to previous questions by members about the status of projects in the Regional 10-Year Plan. Currently, over 1,100 active projects from 68 implementing agencies are programmed in the Dallas-Fort Worth region. This includes over 900 roadway and 250 transit projects and totals over \$46 billion of funding from all sources. A map showing recently completed projects, as well as active air quality, active bicycle/pedestrian, active capacity, and active rail transit projects was highlighted. Recently completed and active signal and Intelligent Transportation Systems (ITS) projects were also identified on a separate map for clarity. Combined, the maps provide an overall picture of the magnitude of transportation investments in the region. Ms. Gotti noted resources are available online and provided an overview of the information. The Transportation Improvement Program Information System (TIPINS) is available at <https://www.nctcog.org/trans/funds/tip/project-search-engines/tipins-transportation-improvement-program-inform> and includes all projects in the Transportation Improvement Program (TIP) since 1992. Maps, along with additional information was provided in Electronic Item 7.1. An online, interactive map is also available and searchable by City, County, Project Sponsor, Project Type, TIP Code, and Texas Department of Transportation Control-Section-Job (CSJ) number. In addition, information on the Regional 10-Year Plan is available at <https://www.nctcog.org/trans/funds/tip/funding-initiatives-calls-for-projects/10-year-plan>, including maps of 10-Year Plan projects for every iteration since December 2016. Ms. Gotti also provided an update on the 2022 Unified Transportation Program (UTP). The Texas Transportation Commission approved the 2022 UTP at its August 31, 2021, meeting. All Category 2 and Category 4 requests, and some Category 12 requests were approved. Project listings from the UTP for the Dallas-Fort Worth region were provided in Electronic Item 7.2 for reference. Following staff review, a full update on all 10-Year Plan projects based on the 2022 UTP listings will be brought to the Council at the October 14, 2021, meeting.
8. **Metropolitan Transportation Plan: Project Selection Overview and Implications for New Passenger Rail Projects in a Post-COVID-19 Environment:** Brendon Wheeler provided an overview of the project selection process for the Mobility Plan, as well as an overview of the funding prioritization process for projects to be included in the Regional 10-Year Plan. This overview was previously requested of staff as part of Regional 10-Year Plan project discussions. The process for how projects are selected for the long-range plan and then prioritized was highlighted. All potential projects must have a general funding source/concept of how they can be funded, require local consensus, and technical analysis must verify need for the project. Projects are then scored based on established goals named in federal legislation as well as regional goals and companion metrics, followed by financial constraint to determine inclusion into the plan. Once projects have been included into the long-range Mobility Plan (20+ years), projects are prioritized to determine which projects are included in the Regional 10-Year Plan, the first 10 years of the long-range plan. Projects are reviewed through a system and technical selection process, then ranked in the project readiness category based on environmental clearance status and proposed letting schedules, and then prioritized for inclusion in the Regional 10-Year Plan. Mr. Wheeler noted that project selection efforts help to address growth through the Mobility Plan.

Michael Morris highlighted the Dallas Area Rapid Transit D2 project and noted the Mobility 2045 Update was a timely opportunity for policy officials in the region to consider the feasibility and timing of D2 rail line project. He highlighted the D2 project in Zone B of the map and discussed ongoing efforts among Dallas City Council, Dallas Area Rapid Transit (DART), the Texas Department of Transportation (TxDOT), and the North Central Texas Council of Governments (NCTCOG) to determine the appropriate alignment for the rail line. In addition, there is interest to eliminate the IH 345 elevated structure as it interfaces with the D2 line. He noted the D2 rail line was originally proposed to address green times on north/south thoroughfare streets in downtown Dallas crossing the existing light rail line as a result of anticipated future train frequencies and increased train lengths. The D2 tunnel project was an effort to alleviate anticipated future rail crossing issues. However, since COVID-19 transit ridership and demand has changed, and traffic volumes have decreased in the downtown area. From a transit perspective, ridership is lagging, DART it is advancing a bus program that does not include major traffic signal upgrades, and current customers are traditional transit users who do not have other forms of transportation and are not using transit as a choice. He also noted that the Silver Line and D2 are balanced investments on which the DART Board and City of Dallas have agreed. Mr. Morris noted that a policy review may be important at this time to consider traffic volumes, rail blockage times and the appropriate timing of the D2 project in the Mobility Plan. While population growth has continued, the growth has been less suburban and more rural which has an implication for transit. Similarly, consideration should be given to the location of employees who return to work as well as potential changes in large employer locations and functions of building structures. He noted the City of Dallas may remain interested in moving forward with the D2 project following review of changing trends or there may be interest in advancing Phase 2 signal improvements for transit, as well as other options such as street cars or a Trinity Railway Express route to Fair Park. DART Board Chairman Paul N. Wageman noted he appreciated staff bringing this information to the attention of the Regional Transportation Council (RTC) and that he believed DART would be supportive of participating in a review of the project assuming the City of Dallas was also supportive. As background, he noted an interlocal agreement exists between DART and the City of Dallas that requires construction of the second light rail alignment (D2) once certain metrics have been met. Those metrics are not expected to be met in the near future and maybe the pre-pandemic rationale for the project no longer exists. Mr. Wageman asked what the next steps would be to advance a review of the project. Mr. Morris noted the fiduciary responsibility for presenting to the RTC as part of the Mobility Plan and that staff would likely engage with the City of Dallas as soon as possible to determine its interest in reviewing the project considering current metrics. He noted the discussion would trigger a conversation with the DART Executive Director to the DART Board. Mr. Wageman noted he was interested in future discussions regarding the project.

9. **US 75 Implementation/Policy Position:** Dan Lamers provided an update on progress being made on the US 75 corridor between IH 635 in Dallas County north to Collin County. He discussed the operation of the interim high-occupant vehicle (HOV) lanes on the corridor and ongoing efforts among the North Central Texas Council of Governments (NCTCOG), the Texas Department of Transportation (TxDOT), and local governments to find a permanent solution for the corridor. Staff has identified two components for use in the interim. The first component is implementation of a technology lane to replace the HOV lane on US 75. Goals for the US 75 corridor include reducing fatalities and crashes by improving traffic flow, improving responses to crashes, reducing congestion, improving air quality, enhancing traffic signal green times, and removing pylons to allow traffic to operate smoothly in the corridor. A description of the project was provided, which extends from IH 635 in Dallas County to SH 121 in McKinney. There would be no change to the general-

purpose lanes. Pylons would be removed from the HOV lanes to be converted to technology lanes. Two options for the operating the technology lanes to maintain air quality commitments were highlighted. The first option would include no charge for single-occupant vehicle (SOV) users and would provide an incentive to HOV users. The second option would be to charge SOV users a nominal toll and to pay HOV users an incentive through credits to continue use of the lanes. He noted staff was currently working with TxDOT and the Federal Highway Administration on how each of the options might be implemented and was expected to have a decision soon. The second component is a pilot project to determine the best option to provide the HOV incentive and develop a back-office system to determine occupancy and track travel behavior by time of day, facility, and the lane used. Staff proposed to test the existing GoCarma application currently being utilized on the TEXpress Lanes in the region and through the recent \$10 million Surface Transportation System Funding Alternatives Grant award repurpose the technology to track the effectiveness of the of allowing SOVs to utilize the HOV lane while providing an incentive to HOVs as a long-term solution. The pilot program will also test the application's effectiveness as a funding collection system for user fees that could be used in place of current gasoline taxes. Mr. Lamers noted no actual money will be collected as part of the pilot project. At some point in the future participants may be compensated to use the existing GoCarma application to ensure they understand their activities/occupancy are being monitored. The schedule for the two components was highlighted. Conversion of the US 75 HOV lanes to technology lanes was expected to begin within the next several months and depending on environmental clearance could be opened to traffic by summer 2024. He noted efforts on the demonstration framework would be rolled out in phases through the later part of 2024. Information was provided in Electronic Item 9.

10. **Update Regarding Lapsing Federal Funding:** Christie Gotti presented an update on the lapse of Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds in Fiscal Year (FY) 2020 and the status of Transportation Alternatives Set Aside Program (TASA) funds. As background, she noted that federal funds apportioned to the region are available in the year of apportionment plus three years. Any apportioned funds remaining unobligated at the end of the three years will lapse. Historically, the Texas Department of Transportation (TxDOT) has managed Surface Transportation Block Grant Program (STBG), CMAQ, TASA, and other funding categories and ensured funding was spent on a first-in, first-out basis to prevent lapses. Additionally, TxDOT or the Federal Transportation Administration (FTA) (for transit projects) has alerted Metropolitan Planning Organizations (MPOs) when there has been potential for funding lapses in the coming year. In April 2021, TxDOT informed the North Central Texas Council of Governments (NCTCOG) that approximately \$73 million of CMAQ funding statewide and \$23 million in the Dallas-Fort Worth region had lapsed at the end of FY2020. This notification was unexpected since previous monthly reports received by NCTCOG from the State showed a carry-over balance from FY2020 of approximately \$16 million. NCTCOG staff met with TxDOT Finance and the local TxDOT districts to better understand the cause for the funding lapse. Staff learned that although historically TxDOT spent oldest funds first, at some point TxDOT stopped this practice. When projects let or cost overruns occurred, the funds were taken out of the current apportionment year instead of using funds in earlier years that may have been at risk of lapsing. Also, the typical backstop of Federal Highway Administration (FHWA) reminders to TxDOT did not occur last year. Ms. Gotti noted that TxDOT has proposed strategies to prevent these occurrences in the future by moving back to obligating oldest funding first, converting advance construction (early approval) projects to actual approvals when lapses are eminent, identifying potential lapses in funds at the beginning of each fiscal year, and recommitting to sending monthly obligation reports. Going forward, NCTCOG will continue to review monthly obligation reports, watch the FHWA Fiscal Management Information System

report for lapsing funds, and report possible lapses back to the Committee and the Regional Transportation Council. She noted that NCTCOG staff has learned that the FHWA has an information system through which staff has access to a report on lapsing funds and will be working to utilize the system as another preventative measure. Ms. Gotti noted that based on current balances, the region is not at risk of lapsing any CMAQ funds in FY2021 and will begin tracking FY2022 CMAQ funding. An update on TASA funds was also provided. In March 2021, TxDOT advised NCTCOG that approximately \$7 million in TASA funds were at risk of lapsing if not obligated by the end of FY2021. NCTCOG staff and TxDOT worked diligently with local implementing agencies to get funds obligated and as a result approximately \$8.6 million obligated preventing a TASA funding lapse. Looking ahead to FY2022, a minimum of \$5.5 million must be obligated in the fiscal year to prevent a lapse. She noted it will be imperative that projects let on schedule and encouraged all agencies with TASA funds to coordinate with TxDOT early to avoid delays and ensure timely reviews. Additional information was provided in Electronic Item 10. Michael Morris noted that staff will continue working with TxDOT to prevent lapsing of funds in the future. Lapsed funds are returned to the US Treasury and staff will be contacting the Treasury Department to request a return of the funds, although it is unlikely. RTC Chair Theresa M. Daniel asked for clarification of the total lapsed funds. Ms. Gotti noted that staff believed it had \$16 million remaining, but the State indicating the region had approximately \$23 million in lapsed funds. She noted that staff was unsure how the region's portion of \$23 million in lapsed funds of the \$76 million statewide lapse was determined. Mr. Morris noted staff was unsure if funds were lost, or if the amount provided was an estimation of what could have been lost. He reminded members this was an example of why it is important for agencies to move their projects to implementation.

11. **State and Federal Legislative Update:** Rebekah Hernandez provided an update on State legislative actions related to transportation and air quality issues affecting the Dallas-Fort Worth region. The 87th Texas Legislature ended on May 31, 2021, and a summary of approved bills related to the Regional Transportation Council (RTC) Legislative Program was provided in Electronic Item 11. Since that time two special sessions were held, and a third special session has been called. No action was taken in the first special session due to lack of quorum and the second special session was focused on elections reform. No transportation issues were addressed in either session. The third special session, which was set to begin September 20, 2021, was expected to include four topics, including two of Regional Transportation Council (RTC) interest: redistricting and allocating COVID funds from the March 2021 stimulus bill. Also highlighted was an upcoming Constitutional Amendment election on November 2, 2021. HJR 99 passed in the regular session and would allow counties to issue debt to finance transportation infrastructure, excluding toll roads. Cities currently have this authority, but the amendment would extend the authority to counties. It will be Proposition 2 on the November ballot. Ms. Hernandez also provided a federal legislative update. The Infrastructure Investment and Jobs Act is the Senate-passed \$1.2 trillion bipartisan bill. The proposed \$1.2 trillion bill includes both the full \$567 billion five-year surface transportation reauthorization in addition to the \$550 billion available in the larger infrastructure bill. Overall, the bill would increase funding for all current programs, expands some current programs, and creates a few new programs. This includes an approximately 30 percent increase over FY2020 funds for planning. The bill builds on the current five core programs, adds a new infrastructure resiliency program and carbon reduction program, as well as adds eight new grant programs. New elements in the bill and grant programs include transportation equity, broadband and Smart Cities, a climate program, resiliency focus, electric vehicle support and adds housing coordination to transportation planning. The supplemental infrastructure funding portion of the bill covers other infrastructure elements such as water, broadband, Smart Cities, and ports. She noted the bill was pending a House floor vote by September 27. In addition, Ms. Hernandez noted

there is a \$3.5 trillion budget reconciliation bill. The House and Senate have approved the budget blueprint, but not the actual text. The blueprint included instructions for committees to go back and produce the details of this legislative text in mid-September. The reconciliation packet includes healthcare, affordable housing, childcare, immigration, and other programs. She noted there was no consensus on next steps and staff would continue to follow the infrastructure bill and budget reconciliation. Additional information was available to members at www.nctcog.org/legislative.

12. **Status Report on Electric Vehicles and National Drive Electric Week:** Lori Clark presented an update on the electric vehicle (EV) industry, as well as EV adoption in North Texas. Regional planning efforts for electric vehicles address air quality emphasis areas of high-emitting vehicles/equipment, idling, and energy/fuel use. She noted the electric vehicle market has matured substantially over the last several years with over 200 light-duty makes and models of vehicles available, as well as a variety of heavy-duty vehicle options. EV options include battery-electric, plug-in hybrid, and fuel-cell electric technologies. As part of the Dallas Clean Cities initiative, electric vehicle test drives are available through the “Try and Drive Alternative” program. Test drives are offered through four vendors in the region with timeframes ranging one day to two months. Details were available at www.nctcog.org/dfwtrydrive. Ms. Clark noted that when discussing electric vehicles, questions are common regarding the volume of electric vehicles expected and the impact of electric vehicle charging to the power grid. As part of its long-term system assessment planning, the Electric Reliability Council of Texas (ERCOT) routinely completes a transportation electrification scenario. Assumptions based on Bloomberg New Energy Finance estimates the possibility that over 70 percent of all buses, slightly less than 20 percent of light-duty passenger vehicles, and approximately 15 percent of local delivery trucks on the road could be electric by the 2037. In addition, assumptions on the charging load indicate that most of the load would be in the overnight hours. From a grid operator perspective, Texas continues to have excess generating capacity overnight to allow for vehicle charging. She noted staff will continue to monitor future assumptions as technology continues to advance. In the region, electric vehicle registration has increased by approximately 30 percent year over year for the last five years. A map identifying the location of electric vehicle registrations, as well as charging infrastructure was highlighted. Also noted were upcoming incentives for electric vehicle purchases under the Texas Emission Reduction Program and the Volkswagen Settlement. Details were provided at www.nctcog.org/acfunding. Ms. Clark also highlighted information for 2021 National Drive Electric Week. A variety of webinars for fleets and the public will be available, as well as a tour of the Peterbilt manufacturing facility. An outdoor EV showcase with owners and vendors will also be held. Details were provided at www.driveelectricdfw.org and additional information was provided in Electronic Item 12.
13. **Progress Reports:** Regional Transportation Council attendance was provided in Electronic Item 13.1, Surface Transportation Technical Committee attendance and minutes in Electronic Item 13.2, and the current Local Motion at <https://nctcog.org/trans/about/publications/locmo/local-motion-september-1>.
14. **Other Business (Old or New):** There was discussion on this item.
15. **Future Agenda Items:** There was no discussion on this item.
16. **Next Meeting:** The next meeting of the Regional Transportation Council (RTC) is scheduled for 1:00 pm, Thursday, October 14, 2021.

The meeting adjourned at 3:20 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
Phase Subtotal:				\$2,480,000	\$310,000	\$0	\$310,000	\$0	\$3,100,000
Grand Total:				\$2,880,000	\$360,000	\$0	\$360,000	\$0	\$3,600,000

REVISION REQUESTED:

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
Phase Subtotal:				\$4,000,000	\$500,000	\$0	\$500,000	\$0	\$5,000,000
Grand Total:				\$4,640,000	\$580,000	\$0	\$580,000	\$0	\$5,800,000

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

PROPOSED NOVEMBER 2021 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 54008 **Facility:** IH 35E **Location/Limits From:** US 67 **Modification #:** 2021-0221
Impementing Agency: TXDOT-DALLAS **Location/Limits To:** IH 30
County: DALLAS **CSJ:** 0442-02-088
City: DALLAS **Desc:** CONV 2 REV HOV TO 2 REV EXP LN FROM IH 30 TO COLORADO; RECONST & WDN 8 TO 10 GP LN & RECONST 1 REV HOV TO 2 REV EXP LN FROM COLORADO TO US 67; RECONST 4/6 LN CONT FRTG RD FROM COLORADO TO MARSALIS; RECONST 4/6 TO 2/6 LN DIS FRTG RD FROM MARSALIS TO US 67
Request: DECREASE ENGINEERING FUNDING IN FY2018; INCREASE UTILITIES FUNDING IN FY2018; INCREASE STBG FUNDING IN FY2018 WITH FUNDS TRANSFERRED FROM TIP 54085/CSJ 0261-03-030; INCREASE CAT 12 FUNDING FOR CONSTRUCTION IN FY2018; ADD LOCAL CONTRIBUTION FUNDING IN FY2018 WITH FUNDS TRANSFERRED FROM TIP 55166/CSJ 0918-47-177; DECREASE RTR FUNDING IN FY2018
Comment: SOUTHERN GATEWAY; \$133.33M CATEGORY 12 FROM IH 345 COST SAVINGS, \$3.408M FROM TDC REVOLVER SWAP, AND BALANCE IS CONGESTION RELIEF FUNDS

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	ENG	0442-02-088	Cat 12:	\$52,569,170	\$13,142,292	\$0	\$0	\$0	\$65,711,462
2018	ROW	0442-02-088	S102:	\$32,000,000	\$4,000,000	\$0	\$4,000,000	\$0	\$40,000,000
2018	UTIL	0442-02-088	Cat 12:	\$7,853,180	\$1,963,295	\$0	\$0	\$0	\$9,816,475
2018	CON	0442-02-088	Cat 11:	\$208,000,000	\$52,000,000	\$0	\$0	\$0	\$260,000,000
2018	CON	0442-02-088	Cat 12:	\$53,777,650	\$13,444,413	\$0	\$0	\$0	\$67,222,063
2018	CON	0442-02-088	Cat 2M:	\$32,000,000	\$8,000,000	\$0	\$0	\$0	\$40,000,000
2018	CON	0442-02-088	Cat 3 - RTR 121 - DA2:	\$0	\$0	\$12,978,800	\$0	\$0	\$12,978,800
2018	CON	0442-02-088	Cat 5:	\$38,647,738	\$9,661,935	\$0	\$0	\$0	\$48,309,673
2018	CON	0442-02-088	Cat 7:	\$10,551,818	\$2,637,955	\$0	\$0	\$0	\$13,189,773
Phase Subtotal:				\$342,977,206	\$85,744,303	\$12,978,800	\$0	\$0	\$441,700,309
Grand Total:				\$435,399,556	\$104,849,890	\$12,978,800	\$4,000,000	\$0	\$557,228,246

PROPOSED NOVEMBER 2021 TIP MODIFICATIONS FOR RTC MEETING

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	ENG	0442-02-088	Cat 12:	\$41,803,040	\$10,450,760	\$0	\$0	\$0	\$52,253,800
2018	ROW	0442-02-088	S102:	\$32,000,000	\$8,000,000	\$0	\$0	\$0	\$40,000,000
2018	UTIL	0442-02-088	Cat 12:	\$13,426,105	\$3,356,526	\$0	\$0	\$0	\$16,782,631
2018	CON	0442-02-088	Cat 11:	\$208,000,000	\$52,000,000	\$0	\$0	\$0	\$260,000,000
2018	CON	0442-02-088	Cat 12:	\$60,561,255	\$15,140,314	\$0	\$0	\$0	\$75,701,569
2018	CON	0442-02-088	Cat 2M:	\$32,000,000	\$8,000,000	\$0	\$0	\$0	\$40,000,000
2018	CON	0442-02-088	Cat 3 - RTR 121 - DA2:	\$0	\$0	\$8,000,000	\$0	\$0	\$8,000,000
2018	CON	0442-02-088	Cat 5:	\$38,647,738	\$9,661,935	\$0	\$0	\$0	\$48,309,673
2018	CON	0442-02-088	Cat 7:	\$22,862,218	\$2,637,955	\$0	\$3,077,600	\$0	\$28,577,773
Phase Subtotal:				\$362,071,211	\$87,440,204	\$8,000,000	\$3,077,600	\$0	\$460,589,015
Grand Total:				\$449,300,356	\$109,247,490	\$8,000,000	\$3,077,600	\$0	\$569,625,446

TIP Code: 25069 **Facility:** VA **Location/Limits From:** COLLIN CREEK MALL AT PARK BLVD AND US 75 **Modification #:** 2021-0283
Impementing Agency: PLANO
County: COLLIN **CSJ:** 0918-24-262
City: PLANO **Desc:** CONSTRUCT 2,000 VEHICLE CAPACITY PARKING GARAGE TO PROVIDE PARKING FOR DOWNTOWN PLANO LIGHT RAIL STATION AND ADJACENT MIXED-USE DEVELOPMENT; INCLUDES ELECTRIC VEHICLE CHARGING INFRASTRUCTURE
Request: CANCEL PROJECT; WILL BE 100% LOCALLY FUNDED
Comment: THIS MODIFICATION WAS ORIGINALLY APPROVED BY THE RTC ON 7/8/2021; HOWEVER, THE CITY HAS SINCE DETERMINED THEY WILL NO LONGER BE USING FEDERAL FUNDS

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	CON	0918-24-262	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$17,500,000	\$17,500,000
2021	CON	0918-24-262	STBG:	\$30,000,000	\$0	\$0	\$7,500,000	\$0	\$37,500,000
Phase Subtotal:				\$30,000,000	\$0	\$0	\$7,500,000	\$17,500,000	\$55,000,000
Grand Total:				\$30,000,000	\$0	\$0	\$7,500,000	\$17,500,000	\$55,000,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	CON	0918-24-262	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$0	\$0
2021	CON	0918-24-262	STBG:	\$0	\$0	\$0	\$0	\$0	\$0
Phase Subtotal:				\$0	\$0	\$0	\$0	\$0	\$0
Grand Total:				\$0	\$0	\$0	\$0	\$0	\$0

PROPOSED NOVEMBER 2021 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 40017 **Facility:** VA **Location/Limits From:** DUDLEY BRANCH TRAIL FROM NORTH CARROLLTON/FRANKFORD DART STATION **Modification #:** 2021-0294
Impementing Agency: CARROLLTON **Location/Limits To:** OLD DENTON RD
County: DENTON **CSJ:** 0918-46-282
City: CARROLLTON **Desc:** CONSTRUCT APPROX 2.1 MILES BIKE/PEDESTRIAN TRAIL
Request: DELAY CONSTRUCTION PHASE TO FY2023
Comment: CMAQ FUNDING IS 75% FEDERAL 25% LOCAL; LOCAL CONTRIBUTION PAID BY THE CITY OF CARROLLTON

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0918-46-282	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$727,662	\$727,662
2021	CON	0918-46-282	Cat 5:	\$2,804,347	\$0	\$0	\$934,785	\$0	\$3,739,132
2021	CONENG	0918-46-282	Cat 5:	\$195,653	\$0	\$0	\$65,218	\$0	\$260,871
Grand Total:				\$3,000,000	\$0	\$0	\$1,000,003	\$727,662	\$4,727,665

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0918-46-282	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$727,662	\$727,662
2023	CON	0918-46-282	Cat 5:	\$2,804,347	\$0	\$0	\$934,785	\$0	\$3,739,132
2023	CONENG	0918-46-282	Cat 5:	\$195,653	\$0	\$0	\$65,218	\$0	\$260,871
Grand Total:				\$3,000,000	\$0	\$0	\$1,000,003	\$727,662	\$4,727,665

TIP Code: 21081 **Facility:** SL 12 **Location/Limits From:** NORTHWEST HIGHWAY AT TULANE BLVD INTERSECTION **Modification #:** 2021-0326
Impementing Agency: DALLAS
County: DALLAS **CSJ:** N/A
City: DALLAS **Desc:** CONSTRUCT ACCESS POINT INTO REDEVELOPING LAND USE AREA
Request: CANCEL PROJECT AT THE REQUEST OF THE CITY OF DALLAS AFTER RTC ACTION ON APRIL 8, 2021; DEVELOPER IS FUNDING

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	CON	N/A	STBG:	\$0	\$0	\$0	\$0	\$0	\$0
Grand Total:				\$0	\$0	\$0	\$0	\$0	\$0

PROPOSED NOVEMBER 2021 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 21045 **Facility:** CS **Location/Limits From:** CITY OF RICHARDSON ADAPTIVE TRAFFIC SIGNALS; WATERVIEW/TATUM, RUTFORD/SYNERGY PARK, RENNEN/SYNERGY PARK, **Modification #:** 2021-0344
Impementing Agency: RICHARDSON **Location/Limits To:** CAMPBELL/WATERVIEW, RENNEN/CUSTER, RENNEN/ALMA, RENNEN/RENNER PKWY, CAMPBELL/COLLINS, CAMPBELL/COLLINS, CAMPBELL/CANYON
County: VARIOUS **CSJ:** 0918-47-382
City: RICHARDSON **Desc:** IMPLEMENTATION OF PHASES 2 AND 3 OF THE DALI AUTONOMOUS TRAFFIC SIGNAL SYSTEM
Request: DELAY PROJECT FROM FY2021 TO FY2022 AFTER RTC ACTION AND ADD PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) AS APPROVED BY THE RTC ON NOVEMBER 12, 2020
Comment: CITY OF RICHARDSON IS PARTICIPATING IN THE PROJECT USING THEIR OWN LABOR FORCES IN PLACE OF REQUIRED LOCAL MATCH

STTC APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	CON	0918-47-382	Cat 3 - RTR 121 - DA2:	\$0	\$0	\$296,000	\$0	\$0	\$296,000
Grand Total:				\$0	\$0	\$296,000	\$0	\$0	\$296,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	CON	0918-47-382	Cat 3 - RTR 121 - DA2:	\$0	\$0	\$150,000	\$0	\$0	\$150,000
Grand Total:				\$0	\$0	\$150,000	\$0	\$0	\$150,000

Revisions since STTC Meeting: Decrease project funding from \$296,000 back to \$150,000. Additional funding over what the RTC previously approved is no longer being requested.

PROPOSED NOVEMBER 2021 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 21070 **Facility:** CS **Location/Limits From:** JUPITER ROAD AT CAMPBELL ROAD **Modification #:** 2021-0346

Impementing Agency: RICHARDSON

County: DALLAS **CSJ:** 0918-47-387

City: RICHARDSON **Desc:** INTERSECTION IMPROVEMENTS INCLUDING CONSTRUCTION OF NEW DEDICATED RIGHT-TURN LANES ON EB CAMPBELL ROAD & SB JUPITER ROAD

Request: DELAY CONSTRUCTION FROM FY2024 TO FY2025; REVISE SCOPE FROM REALIGN SOUTHBOUND LANES TO ADD ADDITIONAL THROUGH LANE TO INTERSECTION IMPROVEMENTS INCLUDING CONSTRUCTION OF NEW DEDICATED RIGHT-TURN LANES ON EB CAMPBELL ROAD & SB JUPITER ROAD AFTER RTC APPROVAL; AND ADD PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

Comment: LOCAL CONTRIBUTION FOR ENGINEERING AND ROW TO PAID BY CITY OF RICHARDSON; LOCAL FUNDING FOR CONSTRUCTION INCLUDES \$500,000 DALLAS COUNTY MCIP FUNDS

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	ENG	0918-47-387	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$260,000	\$260,000
2023	ROW	0918-47-387	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$15,000	\$15,000
2025	CON	0918-47-387	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$350,000	\$350,000
2025	CON	0918-47-387	STBG:	\$1,788,000	\$0	\$0	\$447,000	\$0	\$2,235,000
Phase Subtotal:				\$1,788,000	\$0	\$0	\$447,000	\$350,000	\$2,585,000
Grand Total:				\$1,788,000	\$0	\$0	\$447,000	\$625,000	\$2,860,000

PROPOSED NOVEMBER 2021 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 21077 **Facility:** VA **Location/Limits From:** ON MERRITT ROAD FROM PRESIDENT GEORGE BUSH TURNPIKE **Modification #:** 2021-0356
Impementing Agency: ROWLETT **Location/Limits To:** CHIESA ROAD
County: DALLAS **CSJ:** 0918-47-384
City: ROWLETT **Desc:** CONSTRUCT 0 TO 4 LANE DIVIDED ROADWAY WITH SIDEWALKS, BIKE LANES, LIGHTING AND LANDSCAPING; CONSTRUCT BRIDGE OVER MUDDY CREEK
Request: ADD PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) AS APPROVED BY THE RTC ON APRIL 8, 2021; INCREASE CONSTRUCTION FUNDING WITH LOCAL FUNDS AND DELAY TO FY2025; ADD LOCALLY FUNDED ENGINEERING PHASE IN FY2016 AND ENVIRONMENTAL PHASE IN FY2021; CHANGE SCOPE FROM CONSTRUCTION OF A 0 TO 4 LANE DIVIDED ROADWAY WITH SIDEWALKS TO CONSTRUCT 0 TO 4 LANE DIVIDED ROADWAY WITH SIDEWALKS, BIKE LANES, LIGHTING AND LANDSCAPING; CONSTRUCT BRIDGE OVER MUDDY CREEK SINCE ORIGINAL RTC ACTION ON APRIL 8, 2021
Comment: LOCAL CONTRIBUTION PAID BY CITY OF ROWLETT

STTC APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2016	ENG	0918-47-384	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,052,415	\$1,052,415
2021	ENV	0918-47-384	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$200,960	\$200,960
2023	ROW	0918-47-384	STBG:	\$400,000	\$0	\$0	\$100,000	\$0	\$500,000
2024	CON	0918-47-384	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$3,000,000	\$3,000,000
2024	CON	0918-47-384	STBG:	\$13,600,000	\$0	\$0	\$3,400,000	\$0	\$17,000,000
Phase Subtotal:				\$13,600,000	\$0	\$0	\$3,400,000	\$3,000,000	\$20,000,000
Grand Total:				\$14,000,000	\$0	\$0	\$3,500,000	\$4,253,375	\$21,753,375

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2016	ENG	0918-47-384	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,052,415	\$1,052,415
2021	ENV	0918-47-384	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$200,960	\$200,960
2023	ROW	0918-47-384	STBG:	\$400,000	\$0	\$0	\$100,000	\$0	\$500,000
2025	CON	0918-47-384	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$3,000,000	\$3,000,000
2025	CON	0918-47-384	STBG:	\$13,600,000	\$0	\$0	\$3,400,000	\$0	\$17,000,000
Phase Subtotal:				\$13,600,000	\$0	\$0	\$3,400,000	\$3,000,000	\$20,000,000
Grand Total:				\$14,000,000	\$0	\$0	\$3,500,000	\$4,253,375	\$21,753,375

Revisions since STTC Meeting: Delay construction phase to FY2025 for financial constraint purposes.

PROPOSED NOVEMBER 2021 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 21067 **Facility:** FM 2499 **Location/Limits From:** AT FM 407 (JUSTIN ROAD) **Modification #:** 2021-0362
Impementing Agency: TXDOT-DALLAS
County: DENTON **CSJ:** 2681-01-027
City: FLOWER MOUND **Desc:** CONSTRUCT DUAL LEFT TURN LANES ON EASTBOUND, WESTBOUND, AND SOUTHBOUND APPROACHES; CONSTRUCT ADDITIONAL THROUGH LANE NORTHBOUND; RECONFIGURE SIGNALIZATION
Request: ADD PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) AS APPROVED BY THE RTC ON APRIL 8, 2021; CHANGE MATCH FROM LOCAL MATCH TO STATE MATCH, MOVE FEDERAL FUNDS FROM ENGINEERING PHASE TO ROW PHASE, ADD STATE ENGINEERING FUNDS, DELAY CONSTRUCTION FROM FY2024 TO FY2025, AND CHANGE IMPLEMENTING AGENCY FROM FLOWER MOUND TO TXDOT-DALLAS AFTER ORIGINAL RTC ACTION
Comment: STBG FOR CAPACITY IMPROVEMENTS; CMAQ FOR INTERSECTION AND SIGNAL IMPROVEMENTS

STTC APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	ENG	2681-01-027	SBPE:	\$0	\$250,000	\$0	\$0	\$0	\$250,000
2023	ROW	2681-01-027	Cat 5:	\$400,000	\$100,000	\$0	\$0	\$0	\$500,000
2025	CON	2681-01-027	Cat 5:	\$1,000,000	\$250,000	\$0	\$0	\$0	\$1,250,000
2025	CON	2681-01-027	STBG:	\$264,000	\$66,000	\$0	\$0	\$0	\$330,000
Phase Subtotal:				\$1,264,000	\$316,000	\$0	\$0	\$0	\$1,580,000
Grand Total:				\$1,664,000	\$666,000	\$0	\$0	\$0	\$2,330,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	ENG	2681-01-027	SW PE:	\$0	\$250,000	\$0	\$0	\$0	\$250,000
2023	ROW	2681-01-027	Cat 5:	\$400,000	\$100,000	\$0	\$0	\$0	\$500,000
2025	CON	2681-01-027	Cat 5:	\$1,000,000	\$250,000	\$0	\$0	\$0	\$1,250,000
2025	CON	2681-01-027	STBG:	\$264,000	\$66,000	\$0	\$0	\$0	\$330,000
Phase Subtotal:				\$1,264,000	\$316,000	\$0	\$0	\$0	\$1,580,000
Grand Total:				\$1,664,000	\$666,000	\$0	\$0	\$0	\$2,330,000

Revisions since STTC Meeting: Change Engineering funding category in FY2022 from SBPE to SW PE.

PROPOSED NOVEMBER 2021 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 21066 **Facility:** FM 1171 **Location/Limits From:** AT FM 2499 (LONG PRAIRIE ROAD) **Modification #:** 2021-0363
Impementing Agency: TXDOT-DALLAS
County: DENTON **CSJ:** 1311-01-060
City: FLOWER MOUND **Desc:** CONSTRUCT WESTBOUND RIGHT TURN LANE; REALIGN A DRIVEWAY AT THE INTERSECTION
Request: ADD PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) AS APPROVED BY THE RTC ON APRIL 8, 2021; CHANGE IMPLEMENTING AGENCY FROM FLOWER MOUND TO TXDOT-DALLAS, CHANGE MATCH FROM LOCAL MATCH TO STATE MATCH, ADD LOCAL FUNDS AND SWPE FUNDS FOR DESIGN, AND DELAY CONSTRUCTION PHASE TO FY2024
Comment: LOCAL CONTRIBUTION PAID BY CITY OF FLOWER MOUND

STTC APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	ENG	1311-01-060	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$100,000	\$100,000
2022	ENG	1311-01-060	SW PE:	\$0	\$200,000	\$0	\$0	\$0	\$200,000
Phase Subtotal:				\$0	\$200,000	\$0	\$0	\$100,000	\$300,000
2023	CON	1311-01-060	Cat 5:	\$428,000	\$107,000	\$0	\$0	\$0	\$535,000
Grand Total:				\$428,000	\$307,000	\$0	\$0	\$100,000	\$835,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	ENG	1311-01-060	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$100,000	\$100,000
2022	ENG	1311-01-060	SW PE:	\$0	\$200,000	\$0	\$0	\$0	\$200,000
Phase Subtotal:				\$0	\$200,000	\$0	\$0	\$100,000	\$300,000
2024	CON	1311-01-060	Cat 5:	\$428,000	\$107,000	\$0	\$0	\$0	\$535,000
Grand Total:				\$428,000	\$307,000	\$0	\$0	\$100,000	\$835,000

Revisions since STTC Meeting: Delay construction phase to FY2024 for financial constraint purposes.

PROPOSED NOVEMBER 2021 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 55235 **Facility:** SH 114 **Location/Limits From:** EAST OF IH 35W **Modification #:** 2021-0367
Impementing Agency: TXDOT-DALLAS **Location/Limits To:** BUS 114K
County: DENTON **CSJ:** 0353-02-037
City: ROANOKE **Desc:** CONSTRUCT 0 TO 6 MAIN LANES, RECONSTRUCT AND WIDEN 4 TO 4/6 LANE FRONTAGE ROADS
Request: DELAY CONSTRUCTION PHASE FROM FY2022 TO FY2025 AFTER RTC ACTION; ADD CONSTRUCTION FUNDING IN FY2025; REVISE LIMITS TO SH 114 FROM EAST OF IH 35W TO BUS 114K
Comment: PART OF DENTON COUNTY RTR/RTC FEDERAL FUNDING EXCHANGE

CURRENTLY APPROVED:

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
Grand Total:				\$20,000,000	\$12,500,000	\$0	\$2,500,000	\$0	\$35,000,000

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
2025	CON	0353-02-037	STBG:	\$24,000,000	\$6,000,000	\$0	\$0	\$0	\$30,000,000
Grand Total:				\$44,000,000	\$18,500,000	\$0	\$2,500,000	\$0	\$65,000,000

Revisions since STTC Meeting: **Revise limits from SH 114 east of IH 35W to west of US 377 to SH 114 from east of IH 35W to BUS 114K.**

PROPOSED NOVEMBER 2021 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 25094 **Facility:** VA **Location/Limits From:** AGILE CURRICULUM PROGRAM **Modification #:** 2021-0370
Impementing Agency: NCTCOG
County: VARIOUS **CSJ:** N/A
City: VARIOUS **Desc:** AGILE CURRICULUM PROGRAM
Request: ADD NEW PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP); INCREASE RTC/LOCAL FUNDS FROM \$150,000 TO \$250,000
Comment: THIS MODIFICATION WAS ORIGINALLY BROUGHT TO THE RTC ON AUGUST 12, 2021; HOWEVER, SINCE THAT TIME IT WAS DETERMINED THAT ADDITIONAL FUNDS ARE NEEDED

STTC APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	IMP	N/A	Cat 3 - RTC/Local:	\$0	\$0	\$350,000	\$0	\$0	\$350,000
Grand Total:				\$0	\$0	\$350,000	\$0	\$0	\$350,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	IMP	N/A	Cat 3 - RTC/Local:	\$0	\$0	\$250,000	\$0	\$0	\$250,000
Grand Total:				\$0	\$0	\$250,000	\$0	\$0	\$250,000

Revisions since STTC Meeting: Decrease funding being requested from \$350,000 to \$250,000.

PROPOSED NOVEMBER 2021 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 21089	Facility: VA	Location/Limits From: REGIONWIDE ON-ROAD VEHICLE EMISSIONS PROJECT	Modification #: 2021-0371
Impementing Agency: NCTCOG		Location/Limits To: ESTABLISH MOBILE EMISSIONS ENFORCEMENT AND VEHICLE EMISSIONS DATA COLLECTION	
County: VARIOUS	CSJ: 0918-00-373		
City: VARIOUS	Desc:	TASK FORCE TO COMBAT FRAUD TEMP REGISTRATIONS, INSPECTION IN LIGHT & MED DUTY VEHICLES, & EMISSIONS COMPONENT TAMPERING; COLLECT TAILPIPE EMISSIONS DATA FROM MED & HEAVY-DUTY VEHICLES TO DEVELOP AQ PLANNING STRATEGIES AND FOR EMISSIONS MODELING COMPARISON	
	Request:	REVISE SCOPE FROM "ESTABLISH MOBILE EMISSIONS ENFORCEMENT TASK FORCE TO COMBAT FRAUDULENT REGISTRATION PLATES, INSPECTIONS IN LIGHT- AND MEDIUM DUTY VEHICLES, AND EMISSIONS COMPONENT TAMPERING; COLLECT TAILPIPE EMISSIONS DATA FROM MEDIUM AND HEAVY-DUTY VEHICLES TO DEVELOP AIR QUALITY PLANNING STRATEGIES" TO "ESTABLISH MOBILE EMISSIONS ENFORCEMENT AND VEHICLE EMISSIONS DATA COLLECTION TASK FORCE TO COMBAT FRAUD TEMP REGISTRATIONS, INSPECTION IN LIGHT & MED DUTY VEHICLES, & EMISSIONS COMPONENT TAMPERING; COLLECT TAILPIPE EMISSIONS DATA FROM MED & HEAVY-DUTY VEHICLES TO DEVELOP AQ PLANNING STRATEGIES AND FOR EMISSIONS MODELING COMPARISON" AFTER ORIGINAL RTC APPROVAL; ADD PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)	
	Comment:	500,000 OF TRANSPORATION DEVELOPMENT CREDITS (CAT 3-TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; REGIONAL TDCS	

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	ENG	0918-00-373	Cat 3 - TDC (MPO):	\$0	\$0	\$500,000	\$0	\$0	\$0
2022	ENG	0918-00-373	STBG:	\$2,500,000	\$0	\$0	\$0	\$0	\$2,500,000
Phase Subtotal:				\$2,500,000	\$0	\$500,000	\$0	\$0	\$2,500,000
Grand Total:				\$2,500,000	\$0	\$0	\$0	\$0	\$2,500,000

PROPOSED NOVEMBER 2021 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 21034 **Facility:** CS **Location/Limits From:** ON HICKORY CREEK ROAD FROM FM 1830 (COUNTRY CLUB ROAD) **Modification #:** 2021-0417
Impementing Agency: DENTON **Location/Limits To:** RIVERPASS DRIVE
County: DENTON **CSJ:** 0918-46-332
City: DENTON **Desc:** RECONSTRUCT AND WIDEN FROM 2 TO 4 LANES WITH SHARED-USE PATH; INTERSECTION IMPROVEMENTS AT RIVERPASS DRIVE
Request: ADD LOCAL CONTRIBUTION FOR ENGINEERING PHASE IN FY2019, ROW AND UTILITY PHASES IN FY2021, CONSTRUCTION PHASE IN FY2023; AND CHANGE CONSTRUCTION FUNDING FROM STBG TO RTR 121-DE1 AFTER ORIGINAL RTC ACTION; ADD PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
Comment: LOCAL CONTRIBUTION PAID BY THE CITY OF DENTON

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0918-46-332	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$2,999,200	\$2,999,200
2021	ROW	0918-46-332	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$4,988,356	\$4,988,356
2021	UTIL	0918-46-332	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$3,801,505	\$3,801,505
2023	CON	0918-46-332	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$29,009,660	\$29,009,660
2023	CON	0918-46-332	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$10,000,000	\$2,500,000	\$0	\$12,500,000
Phase Subtotal:				\$0	\$0	\$10,000,000	\$2,500,000	\$29,009,660	\$41,509,660
Grand Total:				\$0	\$0	\$10,000,000	\$2,500,000	\$40,798,721	\$53,298,721

PROPOSED NOVEMBER 2021 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 11898.1 **Facility:** CS **Location/Limits From:** ON AVONDALE-HASLET FROM INTERMODAL PARKWAY **Modification #:** 2021-0500
Impementing Agency: HASLET **Location/Limits To:** WEST OF HASLET COUNTY LINE ROAD
County: TARRANT **CSJ:** 0902-90-020
City: HASLET **Desc:** CONSTRUCT NEW 0 TO 4 LANE AND RECONSTRUCT EXISTING 2 LANE TO 4 LANE DIVIDED URBAN ROADWAY
Request: ADD LOCAL CONTRIBUTION FUNDING FOR ENGINEERING PHASE IN FY2020 AND DECREASE STBG FUNDING DUE TO CONFLICT WITH FHWA PERFORMANCE END DATE; ADDITIONAL LOCAL FUNDS FROM RELATED PROJECT TIP 11898.3/CSJ 0902-90-141
Comment: LOCAL CONTRIBUTION PAID BY CITY OF HASLET AND TARRANT COUNTY

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	ENG	0902-90-020	Cat 7:	\$1,340,656	\$0	\$0	\$335,164	\$0	\$1,675,820
2019	ENG	0902-90-020	Cat 7:	\$399,344	\$0	\$0	\$99,836	\$0	\$499,180
Grand Total:				\$1,740,000	\$0	\$0	\$435,000	\$0	\$2,175,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	ENG	0902-90-020	Cat 7:	\$440,000	\$0	\$0	\$110,000	\$0	\$550,000
2019	ENG	0902-90-020	Cat 7:	\$260,000	\$0	\$0	\$65,000	\$0	\$325,000
2020	ENG	0902-90-020	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,300,000	\$1,300,000
Grand Total:				\$700,000	\$0	\$0	\$175,000	\$1,300,000	\$2,175,000

Revisions since STTC Meeting: **Revise requested fiscal year for local contribution funding for engineering from FY2021 to FY2020.**

PROPOSED NOVEMBER 2021 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 13058 **Facility:** SH 360 **Location/Limits From:** SH 183 **Modification #:** 2021-0508
Impementing Agency: TXDOT-FORT WORTH **Location/Limits To:** IH 30
County: TARRANT **CSJ:** 2266-02-150
City: ARLINGTON **Desc:** OPERATIONAL IMPROVEMENTS
Request: DELAY CONSTRUCTION PHASE TO FY2025; REVISE CONSTRUCTION FUNDING SHARES FROM 90% FEDERAL/10% STATE TO 80% FEDERAL/20% STATE
Comment: REGIONAL 10 YEAR PLAN PROJECT; GROUPED CSJ 5000-00-952

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	2266-02-150	SW PE:	\$4,000,000	\$1,000,000	\$0	\$0	\$0	\$5,000,000
2022	ROW	2266-02-150	SW ROW:	\$400,000	\$100,000	\$0	\$0	\$0	\$500,000
2023	UTIL	2266-02-150	SW ROW:	\$400,000	\$100,000	\$0	\$0	\$0	\$500,000
2024	CON	2266-02-150	Cat 2M:	\$18,000,000	\$2,000,000	\$0	\$0	\$0	\$20,000,000
Grand Total:				\$22,800,000	\$3,200,000	\$0	\$0	\$0	\$26,000,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	2266-02-150	SW PE:	\$4,000,000	\$1,000,000	\$0	\$0	\$0	\$5,000,000
2022	ROW	2266-02-150	SW ROW:	\$400,000	\$100,000	\$0	\$0	\$0	\$500,000
2023	UTIL	2266-02-150	SW ROW:	\$400,000	\$100,000	\$0	\$0	\$0	\$500,000
2024	CON	2266-02-150	Cat 2M:	\$0	\$0	\$0	\$0	\$0	\$0
2025	CON	2266-02-150	Cat 2M:	\$16,000,000	\$4,000,000	\$0	\$0	\$0	\$20,000,000
Grand Total:				\$20,800,000	\$5,200,000	\$0	\$0	\$0	\$26,000,000

PROPOSED NOVEMBER 2021 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 55249 **Facility:** IH 45 **Location/Limits From:** AT SL 9 **Modification #:** 2021-0518
Impementing Agency: TXDOT-DALLAS
County: DALLAS **CSJ:** 0092-02-130
City: VARIOUS **Desc:** RECONSTRUCT EXISTING 2 TO 2 LANE SOUTHBOUND FRONTAGE ROAD AND RAMP MODIFICATIONS
Request: ADVANCE CONSTRUCTION PHASE TO FY2021 AS APPROVED BY THE RTC ON JULY 8, 2021; REVISE CONSTRUCTION FUNDING AFTER ORIGINAL RTC ACTION
Comment: REGIONAL 10-YEAR PLAN PROJECT; RELATED TO TIP 54119/CSJ 2964-10-005, 54119.1/2964-10-008, 54119.2/2964-10-009, 54119.3/2964-12-001, 54119.4/2964-12-002, 54119.5/0442-02-162, & 54119.6/0442-03-044

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0092-02-130	SW PE:	\$0	\$150,000	\$0	\$0	\$0	\$150,000
2021	ROW	0092-02-130	SW ROW:	\$450,000	\$50,000	\$0	\$0	\$0	\$500,000
2023	CON	0092-02-130	Cat 4:	\$2,934,065	\$733,516	\$0	\$0	\$0	\$3,667,581
Grand Total:				\$3,384,065	\$933,516	\$0	\$0	\$0	\$4,317,581

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0092-02-130	SW PE:	\$0	\$150,000	\$0	\$0	\$0	\$150,000
2021	ROW	0092-02-130	SW ROW:	\$450,000	\$50,000	\$0	\$0	\$0	\$500,000
2021	CON	0092-02-130	Cat 1:	\$316,371	\$79,093	\$0	\$0	\$0	\$395,464
2021	CON	0092-02-130	Cat 4:	\$3,066,667	\$766,667	\$0	\$0	\$0	\$3,833,334
Phase Subtotal:				\$3,383,038	\$845,760	\$0	\$0	\$0	\$4,228,798
Grand Total:				\$3,833,038	\$1,045,760	\$0	\$0	\$0	\$4,878,798

PROPOSED NOVEMBER 2021 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 13054 **Facility:** IH 20 **Location/Limits From:** FM 2552 **Modification #:** 2021-0521
Impementing Agency: TXDOT-FORT WORTH **Location/Limits To:** BANKHEAD HIGHWAY
County: PARKER **CSJ:** 0314-07-061
City: WEATHERFORD **Desc:** CONSTRUCT 0 TO 4/6 WESTBOUND AND EASTBOUND FRONTAGE ROADS AND U-TURN BRIDGES
Request: INCREASE CONSTRUCTION FUNDING AS APPROVED BY THE RTC ON JULY 8, 2021; DELAY CONSTRUCTION PHASE TO FY2027; REVISE CATEGORY 4 FUNDING SPLIT FROM 90% FEDERAL/10% STATE TO 80% FEDERAL/20% STATE; DELAY UTILITY PHASE TO FY2023 THEREBY ADDING PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
Comment: REGIONAL 10 YEAR PLAN PROJECT

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0314-07-061	SBPE:	\$1,200,000	\$300,000	\$0	\$0	\$0	\$1,500,000
2020	UTIL	0314-07-061	SW ROW:	\$600,000	\$150,000	\$0	\$0	\$0	\$750,000
2025	CON	0314-07-061	Cat 4:	\$18,900,000	\$2,100,000	\$0	\$0	\$0	\$21,000,000
Grand Total:				\$20,700,000	\$2,550,000	\$0	\$0	\$0	\$23,250,000

STTC APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0314-07-061	SBPE:	\$1,200,000	\$300,000	\$0	\$0	\$0	\$1,500,000
2023	UTIL	0314-07-061	SW ROW:	\$600,000	\$150,000	\$0	\$0	\$0	\$750,000
2027	CON	0314-07-061	Cat 12:	\$24,800,000	\$6,200,000	\$0	\$0	\$0	\$31,000,000
2027	CON	0314-07-061	Cat 4:	\$18,900,000	\$2,100,000	\$0	\$0	\$0	\$21,000,000
Phase Subtotal:				\$43,700,000	\$8,300,000	\$0	\$0	\$0	\$52,000,000
Grand Total:				\$45,500,000	\$8,750,000	\$0	\$0	\$0	\$54,250,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0314-07-061	SBPE:	\$1,200,000	\$300,000	\$0	\$0	\$0	\$1,500,000
2023	UTIL	0314-07-061	SW ROW:	\$600,000	\$150,000	\$0	\$0	\$0	\$750,000
2027	CON	0314-07-061	Cat 12:	\$24,800,000	\$6,200,000	\$0	\$0	\$0	\$31,000,000
2027	CON	0314-07-061	Cat 4:	\$16,800,000	\$4,200,000	\$0	\$0	\$0	\$21,000,000
Phase Subtotal:				\$41,600,000	\$10,400,000	\$0	\$0	\$0	\$52,000,000
Grand Total:				\$43,400,000	\$10,850,000	\$0	\$0	\$0	\$54,250,000

Revisions since STTC Meeting: **Revise Category 4 funds for construction phase to be an 80% Federal/20% State funding split.**

PROPOSED NOVEMBER 2021 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 53141 **Facility:** FM 730 **Location/Limits From:** APPROX 3 MILES NORTH OF SH 114 **Modification #:** 2021-0522
Impementing Agency: TXDOT-FORT WORTH **Location/Limits To:** SH 114
County: WISE **CSJ:** 0312-04-022
City: BOYD **Desc:** WIDEN AND RECONSTRUCT FROM 2 LANE TO 2 LANE URBAN FOR SHOULDERS AND SAFETY, ADD TURN LANES
Request: INCREASE CONSTRUCTION FUNDING IN FY2022 AS APPROVED BY THE RTC ON JULY 8, 2021; REVISE SCOPE TO RECONSTRUCT AND WIDEN EXISTING 2 TO 2 LANE URBAN ROADWAY AND REPLACE BRIDGE AND CULVERT STRUCTURES
Comment: REGIONAL 10 YEAR PLAN PROJECT; RELATED TO CSJ 0312-04-029

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0312-04-022	SW PE:	\$1,760,000	\$440,000	\$0	\$0	\$0	\$2,200,000
2022	CON	0312-04-022	Cat 2M:	\$11,200,000	\$2,800,000	\$0	\$0	\$0	\$14,000,000
Grand Total:				\$12,960,000	\$3,240,000	\$0	\$0	\$0	\$16,200,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0312-04-022	SW PE:	\$1,760,000	\$440,000	\$0	\$0	\$0	\$2,200,000
2022	CON	0312-04-022	Cat 2M:	\$20,800,000	\$5,200,000	\$0	\$0	\$0	\$26,000,000
Grand Total:				\$22,560,000	\$5,640,000	\$0	\$0	\$0	\$28,200,000

PROPOSED NOVEMBER 2021 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 55041 **Facility:** IH 820 **Location/Limits From:** IH 20 **Modification #:** 2021-0523
Impementing Agency: TXDOT-FORT WORTH **Location/Limits To:** BRENTWOOD STAIR ROAD
County: TARRANT **CSJ:** 0008-13-125
City: FORT WORTH **Desc:** RECONSTRUCT AND WIDEN FREEWAY FROM 4/8 TO 8/14 MAIN LANES AND 4/6 DISCONTINUOUS FRONTAGE ROAD LANES TO 4/8 CONTINUOUS FRONTAGE ROAD LANES AND REMOVE 4 TO 0 CD LANES; ADD SHARED-USE PATH AND SIDEWALKS
Request: REVISE LIMITS TO IH 820 FROM IH 20 TO ROSEDALE AVE/SP 303
Comment: REGIONAL 10 YEAR PLAN PROJECT; PART OF THE SE CONNECTOR PROJECT; DESIGN-BUILD PROJECT; RELATED TO TIP 55043/CSJ 2374-05-066 AND TIP 55044/CSJ 0172-06-080

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0008-13-125	SW PE:	\$51,574,260	\$12,893,565	\$0	\$0	\$0	\$64,467,825
2021	ROW	0008-13-125	SW ROW:	\$53,311,200	\$13,327,800	\$0	\$0	\$0	\$66,639,000
2021	UTIL	0008-13-125	SW ROW:	\$44,978,118	\$11,244,530	\$0	\$0	\$0	\$56,222,648
2022	CON	0008-13-125	Cat 12:	\$343,681,600	\$85,920,400	\$0	\$0	\$0	\$429,602,000
2022	CON	0008-13-125	Cat 2M:	\$31,856,536	\$7,964,134	\$0	\$0	\$0	\$39,820,670
2022	CON	0008-13-125	Cat 3 - Design Build:	\$280,000,000	\$70,000,000	\$0	\$0	\$0	\$350,000,000
Phase Subtotal:				\$655,538,136	\$163,884,534	\$0	\$0	\$0	\$819,422,670
Grand Total:				\$805,401,714	\$201,350,429	\$0	\$0	\$0	\$1,006,752,143

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0008-13-125	SW PE:	\$51,574,260	\$12,893,565	\$0	\$0	\$0	\$64,467,825
2021	ROW	0008-13-125	SW ROW:	\$53,311,200	\$13,327,800	\$0	\$0	\$0	\$66,639,000
2021	UTIL	0008-13-125	SW ROW:	\$44,978,118	\$11,244,530	\$0	\$0	\$0	\$56,222,648
2022	CON	0008-13-125	Cat 12:	\$343,681,600	\$85,920,400	\$0	\$0	\$0	\$429,602,000
2022	CON	0008-13-125	Cat 2M:	\$31,856,536	\$7,964,134	\$0	\$0	\$0	\$39,820,670
2022	CON	0008-13-125	Cat 3 - Design Build:	\$280,000,000	\$70,000,000	\$0	\$0	\$0	\$350,000,000
Phase Subtotal:				\$655,538,136	\$163,884,534	\$0	\$0	\$0	\$819,422,670
Grand Total:				\$805,401,714	\$201,350,429	\$0	\$0	\$0	\$1,006,752,143

Revisions since STTC Meeting: **Revise Comment field to include list of related projects.**

PROPOSED NOVEMBER 2021 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 55043 **Facility:** IH 20 **Location/Limits From:** IH 820 **Modification #:** 2021-0525
Impementing Agency: TXDOT-FORT WORTH **Location/Limits To:** PARK SPRINGS
County: TARRANT **CSJ:** 2374-05-066
City: ARLINGTON **Desc:** RECONSTRUCT AND WIDEN FROM 8/10 TO 10 GENERAL PURPOSE LANES, 4/6 DISCONTINUOUS LANES TO 4/8 DISCONTINUOUS FRONTAGE ROAD LANES, 0 TO 8 COLLECTOR DISTRIBUTOR LANES (FROM IH 820 TO US 287), AND ADD SHARED-USE PATH AND SIDEWALKS
Request: REVISE LIMITS TO IH 20 FROM IH 820 TO LITTLE ROAD; CLARIFY SCOPE TO IDENTIFY 4/6 DISCONTINUOUS FRONTAGE ROAD LANES TO 4/8 DISCONTINUOUS FRONTAGE ROAD LANES, WITH THE REST OF THE SCOPE REMAINING THE SAME
Comment: PART OF SOUTHEAST CORRIDOR PROJECT; REGIONAL 10 YEAR PLAN; RELATED TO TIP 55041/CSJ 0008-13-125; DESIGN-BUILD PROJECT

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	2374-05-066	SW PE:	\$0	\$57,798,362	\$0	\$0	\$0	\$57,798,362
2021	ROW	2374-05-066	SW ROW:	\$20,909,600	\$5,227,400	\$0	\$0	\$0	\$26,137,000
2022	CON	2374-05-066	Cat 12:	\$42,664,000	\$10,666,000	\$0	\$0	\$0	\$53,330,000
2022	CON	2374-05-066	Cat 2M:	\$264,172,516	\$66,043,129	\$0	\$0	\$0	\$330,215,645
2022	CON	2374-05-066	Cat 4:	\$122,400,000	\$30,600,000	\$0	\$0	\$0	\$153,000,000
Phase Subtotal:				\$429,236,516	\$107,309,129	\$0	\$0	\$0	\$536,545,645
Grand Total:				\$450,146,116	\$170,334,891	\$0	\$0	\$0	\$620,481,007

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	2374-05-066	SW PE:	\$0	\$57,798,362	\$0	\$0	\$0	\$57,798,362
2021	ROW	2374-05-066	SW ROW:	\$20,909,600	\$5,227,400	\$0	\$0	\$0	\$26,137,000
2022	CON	2374-05-066	Cat 12:	\$42,664,000	\$10,666,000	\$0	\$0	\$0	\$53,330,000
2022	CON	2374-05-066	Cat 2M:	\$264,172,516	\$66,043,129	\$0	\$0	\$0	\$330,215,645
2022	CON	2374-05-066	Cat 4:	\$122,400,000	\$30,600,000	\$0	\$0	\$0	\$153,000,000
Phase Subtotal:				\$429,236,516	\$107,309,129	\$0	\$0	\$0	\$536,545,645
Grand Total:				\$450,146,116	\$170,334,891	\$0	\$0	\$0	\$620,481,007

PROPOSED NOVEMBER 2021 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 55044 **Facility:** US 287 **Location/Limits From:** IH 820 **Modification #:** 2021-0526
Impementing Agency: TXDOT-FORT WORTH **Location/Limits To:** BERRY STREET
County: TARRANT **CSJ:** 0172-06-080
City: FORT WORTH **Desc:** RECONSTRUCT 6 TO 6 MAINLANES PLUS AUXILIARY LANES WITH 4 DISCONTINUOUS FRONTAGE ROAD LANES TO 4/6 DISCONTINUOUS FRONTAGE ROAD LANES; ADD SHARED-USE PATH AND SIDEWALKS
Request: REVISE LIMITS TO US 287 FROM IH 820 TO VILLAGE CREEK ROAD
Comment: REGIONAL 10 YEAR PLAN PROJECT; PART OF SE CONNECTOR PROJECT DESIGN-BUILD PROJECT; RELATED TO TIP 55041/CSJ 0008-13-125

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0172-06-080	SW PE:	\$8,132,454	\$2,033,114	\$0	\$0	\$0	\$10,165,568
2021	ROW	0172-06-080	SW ROW:	\$61,702,400	\$15,425,600	\$0	\$0	\$0	\$77,128,000
2022	CON	0172-06-080	Cat 2M:	\$39,899,312	\$9,974,828	\$0	\$0	\$0	\$49,874,140
2022	CON	0172-06-080	Cat 4:	\$32,000,000	\$8,000,000	\$0	\$0	\$0	\$40,000,000
Phase Subtotal:				\$71,899,312	\$17,974,828	\$0	\$0	\$0	\$89,874,140
Grand Total:				\$141,734,166	\$35,433,542	\$0	\$0	\$0	\$177,167,708

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0172-06-080	SW PE:	\$8,132,454	\$2,033,114	\$0	\$0	\$0	\$10,165,568
2021	ROW	0172-06-080	SW ROW:	\$61,702,400	\$15,425,600	\$0	\$0	\$0	\$77,128,000
2022	CON	0172-06-080	Cat 2M:	\$39,899,312	\$9,974,828	\$0	\$0	\$0	\$49,874,140
2022	CON	0172-06-080	Cat 4:	\$32,000,000	\$8,000,000	\$0	\$0	\$0	\$40,000,000
Phase Subtotal:				\$71,899,312	\$17,974,828	\$0	\$0	\$0	\$89,874,140
Grand Total:				\$141,734,166	\$35,433,542	\$0	\$0	\$0	\$177,167,708

PROPOSED NOVEMBER 2021 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 25090 **Facility:** VA **Location/Limits From:** ON US 75 FROM DALLAS COUNTY LINE TO SH 121 **Modification #:** 2021-0527
Impementing Agency: NCTCOG **Location/Limits To:** TECHNOLOGY OR OTHER CONSTRAINED CORRIDORS; COULD BE EXPANDED TO OTHER CORRIDORS IN THE FUTURE
County: VARIOUS **CSJ:** 0918-00-366
City: VARIOUS **Desc:** GOCARMA DEMONSTRATION OF SMARTPHONE-BASED ALTERNATIVE TO CURRENT GAS TAX STRUCTURE
Request: ADD PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORATION IMPROVEMENT PROGRAM (STIP)
Comment: LOCAL CONTRIBUTION TO BE PAID FOR BY CONSULTANT; PROJECT GROUPED UNDER CSJ 5000-00-950

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	IMP	0918-00-366	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$4,075,000	\$4,075,000
2022	IMP	0918-00-366	Cat 3 - RTR 121 - DA1:	\$0	\$0	\$925,000	\$0	\$0	\$925,000
2022	IMP	0918-00-366	STBG:	\$5,000,000	\$0	\$0	\$0	\$0	\$5,000,000
Phase Subtotal:				\$5,000,000	\$0	\$925,000	\$0	\$4,075,000	\$10,000,000
Grand Total:				\$5,000,000	\$0	\$925,000	\$0	\$4,075,000	\$10,000,000

TIP Code: 25025 **Facility:** CS **Location/Limits From:** WHEATLAND RD FROM DALLAS/LANCASTER CITY LIMIT **Modification #:** 2021-0529
Impementing Agency: DALLAS **Location/Limits To:** UNIVERSITY HILLS ALONG THE DALLAS/LANCASTER CITY LIMITS
County: DALLAS **CSJ:** 0918-47-237
City: DALLAS **Desc:** CONSTRUCT 0 TO 4 LANE DIVIDED ROADWAY AND BICYCLE/PEDESTRIAN FACILITIES
Request: DELAY CONSTRUCTION PHASE TO FY2024

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	CON	0918-47-237	STBG:	\$3,400,000	\$0	\$0	\$850,000	\$0	\$4,250,000
Grand Total:				\$3,400,000	\$0	\$0	\$850,000	\$0	\$4,250,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	CON	0918-47-237	STBG:	\$3,400,000	\$0	\$0	\$850,000	\$0	\$4,250,000
Grand Total:				\$3,400,000	\$0	\$0	\$850,000	\$0	\$4,250,000

Revisions since STTC Meeting: Added as an RTC Action modification after STTC to delay construction phase to FY2024.

PROPOSED NOVEMBER 2021 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 13063 **Facility:** US 81 **Location/Limits From:** IH 35W **Modification #:** 2021-0530
Impementing Agency: TXDOT-FORT WORTH **Location/Limits To:** AVONDALE HASLET ROAD
County: TARRANT **CSJ:** 0014-15-078
City: FORT WORTH **Desc:** CONSTRUCT 0 TO 2 LANE CONTINUOUS FRONTAGE ROADS IN EACH DIRECTION AND INTERSECTION IMPROVEMENTS
Request: DELAY CONSTRUCTION PHASE TO FY2027; INCREASE CONSTRUCTION FUNDING IN FY2027, REVISE LIMITS TO US 81/US 287 FROM SOUTH OF NORTH TARRANT PARKWAY TO AVONDALE HASLET PARKWAY, AND REVISE SCOPE AS OPERATIONAL IMPROVEMENTS INCLUDING RAMP MODIFICATIONS, 0 TO 2 LANE FRONTAGE ROADS, AND SIDEWALKS AS APPROVED BY THE RTC ON JULY 8, 2021; ADD ENGINEERING PHASE IN FY2019; ADD ROW AND UTILITIES PHASE IN FY2023 THEREBY ADDING PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
Comment: REGIONAL 10 YEAR PLAN PROJECT

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2025	CON	0014-15-078	Cat 2M:	\$4,000,000	\$1,000,000	\$0	\$0	\$0	\$5,000,000
Grand Total:				\$4,000,000	\$1,000,000	\$0	\$0	\$0	\$5,000,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0014-15-078	SW PE:	\$800,000	\$200,000	\$0	\$0	\$0	\$1,000,000
2023	ROW	0014-15-078	SW ROW:	\$1,600,000	\$400,000	\$0	\$0	\$0	\$2,000,000
2023	UTIL	0014-15-078	SW ROW:	\$1,600,000	\$400,000	\$0	\$0	\$0	\$2,000,000
2027	CON	0014-15-078	Cat 2M:	\$4,000,000	\$1,000,000	\$0	\$0	\$0	\$5,000,000
2027	CON	0014-15-078	Cat 4:	\$6,400,000	\$1,600,000	\$0	\$0	\$0	\$8,000,000
Phase Subtotal:				\$10,400,000	\$2,600,000	\$0	\$0	\$0	\$13,000,000
Grand Total:				\$14,400,000	\$3,600,000	\$0	\$0	\$0	\$18,000,000

PROPOSED NOVEMBER 2021 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 13027.2 **Facility:** IH 20 **Location/Limits From:** PARK SPRINGS BLVD **Modification #:** 2021-0532
Impementing Agency: TXDOT-FORT WORTH **Location/Limits To:** DALLAS COUNTY LINE
County: TARRANT **CSJ:** 2374-05-093
City: ARLINGTON **Desc:** OPERATIONAL IMPROVEMENTS
Request: REVISE SCOPE TO CONSTRUCT CONTINUOUS EB AND WB FRONTAGE ROADS ON IH 20 FROM PARK SPRINGS TO COOPER STREET; ON EB IH 20 EXIT TO BARDIN ROAD (FRONTAGE ROAD) IMPROVE DRAINAGE SITUATION DUE TO COMMERCIAL DEVELOPMENT DURING STORM EVENTS
Comment: REGIONAL 10-YEAR PLAN PROJECT; RELATED TO TIP 13027.1/CSJ 2374-05-084

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	2374-05-093	SW PE:	\$4,500,000	\$500,000	\$0	\$0	\$0	\$5,000,000
2025	CON	2374-05-093	Cat 2M:	\$40,000,000	\$10,000,000	\$0	\$0	\$0	\$50,000,000
Grand Total:				\$44,500,000	\$10,500,000	\$0	\$0	\$0	\$55,000,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	2374-05-093	SW PE:	\$4,500,000	\$500,000	\$0	\$0	\$0	\$5,000,000
2025	CON	2374-05-093	Cat 2M:	\$40,000,000	\$10,000,000	\$0	\$0	\$0	\$50,000,000
Grand Total:				\$44,500,000	\$10,500,000	\$0	\$0	\$0	\$55,000,000

PROPOSED NOVEMBER 2021 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 30007 **Facility:** US 75 **Location/Limits From:** BETHANY DRIVE **Modification #:** 2021-0534
Impementing Agency: TXDOT-DALLAS **Location/Limits To:** SH 121
County: COLLIN **CSJ:** 0047-06-163
City: ALLEN **Desc:** ADD PEAK HOUR TRAVEL LANES
Request: ADVANCE ENGINEERING PHASE TO FY2022 AND CONSTRUCTION PHASE TO FY2023 THEREBY ADDING PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); DECREASE CONSTRUCTION FUNDING IN FY2023; REVISE SCOPE TO ADD TECHNOLOGY LANES
Comment: RELATED TO CSJS 0047-06-158, 0047-07-232, AND 0047-06-161

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2045	ENG	0047-06-163	SW PE:	\$0	\$500,000	\$0	\$0	\$0	\$500,000
2045	CON	0047-06-163	STBG:	\$8,000,000	\$2,000,000	\$0	\$0	\$0	\$10,000,000
Grand Total:				\$8,000,000	\$2,500,000	\$0	\$0	\$0	\$10,500,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	ENG	0047-06-163	SW PE:	\$0	\$500,000	\$0	\$0	\$0	\$500,000
2023	CON	0047-06-163	STBG:	\$5,614,508	\$1,403,627	\$0	\$0	\$0	\$7,018,135
Grand Total:				\$5,614,508	\$1,903,627	\$0	\$0	\$0	\$7,518,135

TIP Code: 14033 **Facility:** CS **Location/Limits From:** ON SOUTH SHADY SHORES ROAD FROM WEST SHADY SHORES ROAD **Modification #:** 2021-0536
Impementing Agency: DENTON CO **Location/Limits To:** SWISHER ROAD
County: DENTON **CSJ:** 0918-46-316
City: SHADY SHORES **Desc:** RECONSTRUCT ROAD FROM 2 TO 2 LANES TO ELEVATE OUT OF FLOOD PLAIN WITH DRAINAGE IMPROVEMENTS
Request: ADD \$3,000,000 RTR 121-DE1 FUNDS TO CONSTRUCTION PHASE IN FY2024
Comment: LOCAL CONTRIBUTION FOR ENGINEERING PAID BY DENTON COUNTY, LAKE DALLAS, AND SHADY SHORES; LOCAL CONTRIBUTION FOR UTILITY AND CONSTRUCTION PHASES PAID BY DENTON COUNTY

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0918-46-316	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,400,000	\$1,400,000
2022	UTIL	0918-46-316	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$2,800,000	\$2,800,000
2024	CON	0918-46-316	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,500,000	\$1,500,000
2024	CON	0918-46-316	Cat 7:	\$10,000,000	\$0	\$0	\$2,500,000	\$0	\$12,500,000
Phase Subtotal:				\$10,000,000	\$0	\$0	\$2,500,000	\$1,500,000	\$14,000,000
Grand Total:				\$10,000,000	\$0	\$0	\$2,500,000	\$5,700,000	\$18,200,000

PROPOSED NOVEMBER 2021 TIP MODIFICATIONS FOR RTC MEETING

STTC APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0918-46-316	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,400,000	\$1,400,000
2022	UTIL	0918-46-316	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$2,800,000	\$2,800,000
2024	CON	0918-46-316	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,500,000	\$1,500,000
2024	CON	0918-46-316	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$2,400,000	\$600,000	\$0	\$3,000,000
2024	CON	0918-46-316	STBG:	\$10,000,000	\$0	\$0	\$2,500,000	\$0	\$12,500,000
Phase Subtotal:				\$10,000,000	\$0	\$2,400,000	\$3,100,000	\$1,500,000	\$17,000,000
Grand Total:				\$10,000,000	\$0	\$2,400,000	\$3,100,000	\$5,700,000	\$21,200,000

REVISION REQUESTED:

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

Revisions since STTC Meeting: Decrease local contribution funding for construction phase from \$1,500,000 to \$900,000 in FY2024.

PROPOSED NOVEMBER 2021 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 25022 **Facility:** VA **Location/Limits From:** CENTERPOINT TRAIL FROM TRINITY BLVD/SKYVIEW DR **Modification #:** 2021-0538
Impementing Agency: FORT WORTH **Location/Limits To:** TRINITY RAILWAY EXPRESS (TRE) CENTREPORT RAIL STATION
County: TARRANT, VARIOUS **CSJ:** 0902-90-050
City: FORT WORTH **Desc:** 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
Request: INCREASE CONSTRUCTION FUNDING IN FY2022; DELAY ROW AND UTILITIES TO FY2022
Comment: CITY TO COVER ANY ADDITIONAL COST OVERRUNS

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENV	0902-90-050	Cat 5:	\$295,000	\$0	\$0	\$73,750	\$0	\$368,750
2019	ENG	0902-90-050	Cat 5:	\$672,600	\$0	\$0	\$168,150	\$0	\$840,750
2021	ROW	0902-90-050	Cat 5:	\$110,200	\$0	\$0	\$27,550	\$0	\$137,750
2021	UTIL	0902-90-050	Cat 5:	\$34,200	\$0	\$0	\$8,550	\$0	\$42,750
2022	CON	0902-90-050	Cat 5:	\$2,706,334	\$0	\$0	\$676,583	\$0	\$3,382,917
Grand Total:				\$3,818,334	\$0	\$0	\$954,583	\$0	\$4,772,917

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENV	0902-90-050	Cat 5:	\$295,000	\$0	\$0	\$73,750	\$0	\$368,750
2019	ENG	0902-90-050	Cat 5:	\$672,600	\$0	\$0	\$168,150	\$0	\$840,750
2022	ROW	0902-90-050	Cat 5:	\$110,200	\$0	\$0	\$27,550	\$0	\$137,750
2022	UTIL	0902-90-050	Cat 5:	\$34,200	\$0	\$0	\$8,550	\$0	\$42,750
2022	CON	0902-90-050	Cat 5:	\$3,786,334	\$0	\$0	\$946,583	\$0	\$4,732,917
Grand Total:				\$4,898,334	\$0	\$0	\$1,224,583	\$0	\$6,122,917

PROPOSED NOVEMBER 2021 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 55207 **Facility:** US 80 **Location/Limits From:** AT SH 205/FM 148 **Modification #:** 2021-0539
Impementing Agency: TXDOT-DALLAS
County: KAUFMAN **CSJ:** 0095-04-069
City: TERRELL **Desc:** CONSTRUCT INTERSECTION IMPROVEMENTS (SIDEWALKS AND TURN LANES)
Request: REMOVE CATEGORY 1 FUNDING AND INCREASE CATEGORY 5 FUNDING FOR CONSTRUCTION
Comment: LOCAL CONTRIBUTION PAID BY KAUFMAN COUNTY

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0095-04-069	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$2,000,000	\$2,000,000
2019	ENG	0095-04-069	SBPE:	\$0	\$325,000	\$0	\$0	\$0	\$325,000
Phase Subtotal:				\$0	\$325,000	\$0	\$0	\$2,000,000	\$2,325,000
2019	ROW	0095-04-069	S102:	\$1,600,000	\$200,000	\$0	\$200,000	\$0	\$2,000,000
2022	CON	0095-04-069	Cat 1:	\$800,000	\$200,000	\$0	\$0	\$0	\$1,000,000
2022	CON	0095-04-069	Cat 5:	\$7,152,486	\$1,788,122	\$0	\$0	\$0	\$8,940,608
Phase Subtotal:				\$7,952,486	\$1,988,122	\$0	\$0	\$0	\$9,940,608
Grand Total:				\$9,552,486	\$2,513,122	\$0	\$200,000	\$2,000,000	\$14,265,608

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0095-04-069	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$2,000,000	\$2,000,000
2019	ENG	0095-04-069	SBPE:	\$0	\$325,000	\$0	\$0	\$0	\$325,000
Phase Subtotal:				\$0	\$325,000	\$0	\$0	\$2,000,000	\$2,325,000
2019	ROW	0095-04-069	S102:	\$1,600,000	\$200,000	\$0	\$200,000	\$0	\$2,000,000
2022	CON	0095-04-069	Cat 5:	\$7,479,959	\$1,869,990	\$0	\$0	\$0	\$9,349,949
Grand Total:				\$9,079,959	\$2,394,990	\$0	\$200,000	\$2,000,000	\$13,674,949

PROPOSED NOVEMBER 2021 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 30006 **Facility:** US 75 **Location/Limits From:** DALLAS COUNTY LINE **Modification #:** 2021-0544
Impementing Agency: TXDOT-DALLAS **Location/Limits To:** BETHANY DRIVE
County: COLLIN **CSJ:** 0047-06-158
City: VARIOUS **Desc:** REMOVE HOV LANES AND ADD PEAK HOUR TRAVEL LANES
Request: ADVANCE ENGINEERING PHASE TO FY2022 AND CONSTRUCTION PHASE TO FY2024 THEREBY ADDING PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); REVISE SCOPE TO REMOVE HOV LANES AND ADD TECHNOLOGY LANES; DECREASE CONSTRUCTION FUNDING IN FY2024
Comment: RELATED TO TIP 30005/CSJ 0047-07-232, TIP 13044/CSJ 0047-06-161, AND TIP 30007/CSJ 0047-06-163; PART OF EASTERN SUBREGION SUPPLEMENTAL PROJECT COMMITMENTS FOR THE TXDOT CONGESTION RELIEF PROGRAM APPROVED BY THE RTC JANUARY 20, 2016

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2045	ENG	0047-06-158	SW PE:	\$0	\$1,500,000	\$0	\$0	\$0	\$1,500,000
2045	CON	0047-06-158	STBG:	\$12,000,000	\$3,000,000	\$0	\$0	\$0	\$15,000,000
Grand Total:				\$12,000,000	\$4,500,000	\$0	\$0	\$0	\$16,500,000

STTC APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	ENG	0047-06-158	SW PE:	\$0	\$1,500,000	\$0	\$0	\$0	\$1,500,000
2023	CON	0047-06-158	STBG:	\$9,614,508	\$2,403,627	\$0	\$0	\$0	\$12,018,135
Grand Total:				\$9,614,508	\$3,903,627	\$0	\$0	\$0	\$13,518,135

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	ENG	0047-06-158	SW PE:	\$0	\$1,500,000	\$0	\$0	\$0	\$1,500,000
2024	CON	0047-06-158	STBG:	\$9,614,508	\$2,403,627	\$0	\$0	\$0	\$12,018,135
Grand Total:				\$9,614,508	\$3,903,627	\$0	\$0	\$0	\$13,518,135

Revisions since STTC Meeting: Delay construction phase from FY2023 to FY2024 for financial constraint purposes.

PROPOSED NOVEMBER 2021 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 30005 **Facility:** US 75 **Location/Limits From:** IH 635 **Modification #:** 2021-0545
Impementing Agency: TXDOT-DALLAS **Location/Limits To:** COLLIN COUNTY LINE
County: DALLAS **CSJ:** 0047-07-232
City: RICHARDSON **Desc:** REMOVE HOV LANES AND ADD PEAK HOUR TRAVEL LANES
Request: ADVANCE ENGINEERING PHASE TO FY2022 AND CONSTRUCTION PHASE TO FY2024 THEREBY ADDING PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); REVISE SCOPE TO REMOVE HOV LANES AND ADD TECHNOLOGY LANES; DECREASE CONSTRUCTION FUNDING IN FY2024
Comment: RELATED TO TIP 30006/CSJ 0047-06-158, TIP 13044/CSJ 0047-06-161, AND TIP 30007/CSJ 0047-06-163; PART OF EASTERN SUBREGION SUPPLEMENTAL PROJECT COMMITMENTS FOR THE TXDOT CONGESTION RELIEF PROGRAM APPROVED BY THE RTC JANUARY 20, 2016

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2045	ENG	0047-07-232	SW PE:	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000
2045	CON	0047-07-232	STBG:	\$12,000,000	\$3,000,000	\$0	\$0	\$0	\$15,000,000
Grand Total:				\$12,000,000	\$4,000,000	\$0	\$0	\$0	\$16,000,000

STTC APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	ENG	0047-07-232	SW PE:	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000
2023	CON	0047-07-232	STBG:	\$9,614,508	\$2,403,627	\$0	\$0	\$0	\$12,018,135
Grand Total:				\$9,614,508	\$3,403,627	\$0	\$0	\$0	\$13,018,135

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	ENG	0047-07-232	SW PE:	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000
2024	CON	0047-07-232	STBG:	\$9,614,508	\$2,403,627	\$0	\$0	\$0	\$12,018,135
Grand Total:				\$9,614,508	\$3,403,627	\$0	\$0	\$0	\$13,018,135

Revisions since STTC Meeting: Delay construction funds from FY2023 to FY2024 for financial constraint purposes.

PROPOSED NOVEMBER 2021 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 13043 **Facility:** IH 30 **Location/Limits From:** IH 635 **Modification #:** 2021-0548
Impementing Agency: TXDOT-DALLAS **Location/Limits To:** BASS PRO DRIVE
County: DALLAS **CSJ:** 0009-11-129
City: VARIOUS **Desc:** RECONSTRUCT 8 TO 8 GENERAL PURPOSE LANES AND RECONSTRUCT 4/6 LANE DISCONTINUOUS TO 4/6 LANE CONTINUOUS FRONTAGE ROADS
Request: REMOVE PROJECT FROM APPENDIX D OF THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); DECREASE IN FUNDING OFFSETS AN INCREASE ON TIP 13043.2/CSJ 0009-11-259
Comment: REGIONAL 10 YEAR PLAN PROJECT

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2045	ENG	0009-11-129	SW PE:	\$0	\$50,000,000	\$0	\$0	\$0	\$50,000,000
2045	ROW	0009-11-129	SW ROW:	\$90,000,000	\$10,000,000	\$0	\$0	\$0	\$100,000,000
Grand Total:				\$90,000,000	\$60,000,000	\$0	\$0	\$0	\$150,000,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2045	ENG	0009-11-129	SW PE:	\$0	\$0	\$0	\$0	\$0	\$0
2045	ROW	0009-11-129	SW ROW:	\$0	\$0	\$0	\$0	\$0	\$0
Grand Total:				\$0	\$0	\$0	\$0	\$0	\$0

PROPOSED NOVEMBER 2021 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 11678 **Facility:** VA **Location/Limits From:** DFW AUTOMATED VEHICLE PROVING GROUNDS PROJECT (REGION-WIDE) **Modification #:** 2021-0551

Impementing Agency: NCTCOG

County: VARIOUS **CSJ:** 0918-00-324

City: VARIOUS **Desc:** ADVANCE HIGH-SPEED AUTOMATED VEHICLE PROGRAM THROUGH SHARED-USE MOBILITY COLLABORATIONS AND OTHER AV-RELATED TECHNOLOGIES AND PARTNERSHIPS

Request: DELAY IMPLEMENTATION PHASE TO FY2022 THEREBY ADDING PROJECT TO THE 2021-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); CHANGE PHASE FROM IMPLEMENTATION TO ENGINEERING

Comment: 50,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC[MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN THE FUNDING TOTAL; REGIONAL MTP POLICY BUNDLY TDCS

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2020	IMP	0918-00-324	Cat 3 - TDC (MPO):	\$0	\$0	\$50,000	\$0	\$0	\$0
2020	IMP	0918-00-324	STBG:	\$250,000	\$0	\$0	\$0	\$0	\$250,000
Phase Subtotal:				\$250,000	\$0	\$50,000	\$0	\$0	\$250,000
Grand Total:				\$250,000	\$0	\$0	\$0	\$0	\$250,000

STTC APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	IMP	0918-00-324	Cat 3 - TDC (MPO):	\$0	\$0	\$50,000	\$0	\$0	\$0
2022	IMP	0918-00-324	STBG:	\$250,000	\$0	\$0	\$0	\$0	\$250,000
Phase Subtotal:				\$250,000	\$0	\$50,000	\$0	\$0	\$250,000
Grand Total:				\$250,000	\$0	\$0	\$0	\$0	\$250,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	ENG	0918-00-324	Cat 3 - TDC (MPO):	\$0	\$0	\$50,000	\$0	\$0	\$0
2022	ENG	0918-00-324	STBG:	\$250,000	\$0	\$0	\$0	\$0	\$250,000
Phase Subtotal:				\$250,000	\$0	\$50,000	\$0	\$0	\$250,000
Grand Total:				\$250,000	\$0	\$0	\$0	\$0	\$250,000

Revisions since STTC Meeting: Change phase from Implementation to Engineering.

PROPOSED NOVEMBER 2021 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 11612.2 **Facility:** VARIOUS **Location/Limits From:** REGION-WIDE EMPLOYER TRIP REDUCTION PROGRAM (ETR) **Modification #:** 2021-0552
Impementing Agency: NCTCOG **Location/Limits To:** TRACK AND IMPLEMENT ETR STRATEGIES THROUGH COMMUTER/EMPLOYER OUTREACH; MANAGEMENT/OVERSIGHT OF TRYPARKINGIT.COM

County: VARIOUS **CSJ:** 0902-00-232, 0902-00-233, 0902-00-234
City: VARIOUS **Desc:** PERFORMANCE MONITORING/REPORTING; MAINTAIN/UPDATE THE TDM TOOLKIT, TRIP REDUCTION MANUAL FOR EMPLOYERS, OUTREACH MATERIALS; MANAGED LANE REIMBURSEMENT; ADMINISTRATION OF VANPOOL PROGRAM; INCLUDES NCTCOG STAFF TIME AND CONSULTANT ASSISTANCE
Request: REVISE SCOPE TO PERFORMANCE MONITORING/REPORTING; MAINTAIN/UPDATE THE TDM TOOLKIT, TRIP REDUCTION MANUAL FOR EMPLOYERS, OUTREACH MATERIALS; MANAGED LANE REIMBURSEMENT; INCLUDES NCTCOG STAFF TIME AND CONSULTANT ASSISTANCE (I.E., REMOVING ADMINISTRATION OF THE VANPOOL PROGRAM)
Comment: 455,000 OF TRANSPORATION DEVELOPMENT CREDITS (CAT 3-TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; REGIONAL TDCS

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2020	IMP	0902-00-232	Cat 3 - TDC (MPO):	\$0	\$0	\$107,800	\$0	\$0	\$0
2020	IMP	0902-00-232	STBG:	\$539,000	\$0	\$0	\$0	\$0	\$539,000
2020	IMP	0902-00-233	Cat 3 - TDC (MPO):	\$0	\$0	\$172,200	\$0	\$0	\$0
2020	IMP	0902-00-233	STBG:	\$861,000	\$0	\$0	\$0	\$0	\$861,000
Phase Subtotal:				\$1,400,000	\$0	\$280,000	\$0	\$0	\$1,400,000
2022	IMP	0902-00-234	Cat 3 - TDC (MPO):	\$0	\$0	\$175,000	\$0	\$0	\$0
2022	IMP	0902-00-234	STBG:	\$875,000	\$0	\$0	\$0	\$0	\$875,000
Phase Subtotal:				\$875,000	\$0	\$175,000	\$0	\$0	\$875,000
Grand Total:				\$2,275,000	\$0	\$0	\$0	\$0	\$2,275,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2020	IMP	0902-00-232	Cat 3 - TDC (MPO):	\$0	\$0	\$107,800	\$0	\$0	\$0
2020	IMP	0902-00-232	STBG:	\$539,000	\$0	\$0	\$0	\$0	\$539,000
2020	IMP	0902-00-233	Cat 3 - TDC (MPO):	\$0	\$0	\$172,200	\$0	\$0	\$0
2020	IMP	0902-00-233	STBG:	\$861,000	\$0	\$0	\$0	\$0	\$861,000
Phase Subtotal:				\$1,400,000	\$0	\$280,000	\$0	\$0	\$1,400,000
2022	IMP	0902-00-234	Cat 3 - TDC (MPO):	\$0	\$0	\$175,000	\$0	\$0	\$0
2022	IMP	0902-00-234	STBG:	\$875,000	\$0	\$0	\$0	\$0	\$875,000
Phase Subtotal:				\$875,000	\$0	\$175,000	\$0	\$0	\$875,000
Grand Total:				\$2,275,000	\$0	\$0	\$0	\$0	\$2,275,000

PROPOSED NOVEMBER 2021 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 11639.1 **Facility:** VA **Location/Limits From:** DCTA VANPOOL PROGRAM **Modification #:** 2021-0553
Impementing Agency: DCTA
County: DENTON **CSJ:** 0918-46-312, 0918-46-313, 0918-46-314
City: VARIOUS **Desc:** OPERATE A VANPOOL SUBSIDY INITIATIVE FOR COMMUTERS TRAVELING LONG DISTANCES AND IN AREAS WITH LITTLE OR NO FIXED ROUTE SERVICE
Request: DECREASE LOCAL CONTRIBUTION FUNDS IN FY2020, FY2022, AND FY2023 THEREBY CHANGING THE FUNDING SHARES FOR THE PROJECT
Comment: LOCAL CONTRIBUTION PAID BY DCTA; FEDERAL PARTICIPATION CAPPED AT 50%

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2020	TRANS	0918-46-312	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$484,714	\$484,714
2020	TRANS	0918-46-312	Cat 7:	\$301,600	\$0	\$0	\$75,400	\$0	\$377,000
Phase Subtotal:				\$301,600	\$0	\$0	\$75,400	\$484,714	\$861,714
2022	TRANS	0918-46-313	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$682,500	\$682,500
2022	TRANS	0918-46-313	Cat 7:	\$327,600	\$0	\$0	\$81,900	\$0	\$409,500
Phase Subtotal:				\$327,600	\$0	\$0	\$81,900	\$682,500	\$1,092,000
2023	TRANS	0918-46-314	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$758,333	\$758,333
2023	TRANS	0918-46-314	Cat 7:	\$364,000	\$0	\$0	\$91,000	\$0	\$455,000
Phase Subtotal:				\$364,000	\$0	\$0	\$91,000	\$758,333	\$1,213,333
Grand Total:				\$993,200	\$0	\$0	\$248,300	\$1,925,547	\$3,167,047

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2020	TRANS	0918-46-312	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$226,200	\$226,200
2020	TRANS	0918-46-312	STBG:	\$301,600	\$0	\$0	\$75,400	\$0	\$377,000
Phase Subtotal:				\$301,600	\$0	\$0	\$75,400	\$226,200	\$603,200
2022	TRANS	0918-46-313	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$245,700	\$245,700
2022	TRANS	0918-46-313	STBG:	\$327,600	\$0	\$0	\$81,900	\$0	\$409,500
Phase Subtotal:				\$327,600	\$0	\$0	\$81,900	\$245,700	\$655,200
2023	TRANS	0918-46-314	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$273,000	\$273,000
2023	TRANS	0918-46-314	STBG:	\$364,000	\$0	\$0	\$91,000	\$0	\$455,000
Phase Subtotal:				\$364,000	\$0	\$0	\$91,000	\$273,000	\$728,000
Grand Total:				\$993,200	\$0	\$0	\$248,300	\$744,900	\$1,986,400

PROPOSED NOVEMBER 2021 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 11176.7 **Facility:** VA **Location/Limits From:** REGIONAL VANPOOL PROGRAM FOR WESTERN SUBREGION **Modification #:** 2021-0554
Impementing Agency: FWTA
County: TARRANT **CSJ:** 0902-90-059, 0902-90-060
City: VARIOUS **Desc:** OPERATE VANPOOL SUBSIDY INITIATIVE FOR COMMUTERS TRAVELING LONG DISTANCES AND IN AREAS WITH LITTLE OR NO FIXED ROUTE SERVICE; INCLUDES COST OF VEHICLE LEASING AND PART OF ADMINISTRATIVE COSTS, BALANCE OF COSTS ARE 100% LOCAL
Request: DECREASE LOCAL CONTRIBUTION FUNDS FOR CONSTRUCTION PHASE IN FY2018 THEREBY CHANGING THE FUNDING SHARES FOR THE PROJECT; CHANGE CSJ FOR CATEGORY 7 FUNDS IN FY2018 TO 0902-90-060
Comment: LOCAL CONTRIBUTION PAID BY FWTA; FEDERAL PARTICIPATION CAPPED AT 50%

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	TRANS	0902-90-059	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,133,156	\$1,133,156
2017	TRANS	0902-90-059	Cat 7:	\$705,075	\$0	\$0	\$176,269	\$0	\$881,344
Phase Subtotal:				\$705,075	\$0	\$0	\$176,269	\$1,133,156	\$2,014,500
2018	TRANS	0902-90-059	Cat 7:	\$731,850	\$0	\$0	\$182,963	\$0	\$914,813
2018	TRANS	0902-90-060	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,176,187	\$1,176,187
Phase Subtotal:				\$731,850	\$0	\$0	\$182,963	\$1,176,187	\$2,091,000
Grand Total:				\$1,436,925	\$0	\$0	\$359,232	\$2,309,343	\$4,105,500

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	TRANS	0902-90-059	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,133,156	\$1,133,156
2017	TRANS	0902-90-059	Cat 7:	\$705,075	\$0	\$0	\$176,269	\$0	\$881,344
Phase Subtotal:				\$705,075	\$0	\$0	\$176,269	\$1,133,156	\$2,014,500
2018	TRANS	0902-90-060	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$548,887	\$548,887
2018	TRANS	0902-90-060	Cat 7:	\$731,850	\$0	\$0	\$182,963	\$0	\$914,813
Phase Subtotal:				\$731,850	\$0	\$0	\$182,963	\$548,887	\$1,463,700
Grand Total:				\$1,436,925	\$0	\$0	\$359,232	\$1,682,043	\$3,478,200

TIP Code: 11649 **Facility:** VA **Location/Limits From:** DART VANPOOL PROGRAM **Modification #:** 2021-0555
Impementing Agency: NCTCOG
County: VARIOUS **CSJ:** 0918-00-280, 0918-00-281, 0918-00-343, 0918-00-363
City: VARIOUS **Desc:** OPERATE A VANPOOL SUBSIDY INITIATIVE FOR COMMUTERS TRAVELING LONG DISTANCES AND IN AREAS WITH LITTLE OR NO FIXED ROUTE SERVICE; SUBSIDIZE A PORTION OF THE COST FOR STAFFING, VEHICLE LEASE COSTS, VANPOOL VEHICLE WRAPPINGS, AND EMERGENCY RIDE HOME SERVICES
Request: DECREASE LOCAL CONTRIBUTION FUNDS IN FY2021 AND FY2022 THEREBY CHANGING THE FUNDING SHARES FOR THE PROJECT
Comment: LOCAL CONTRIBUTION PAID BY DART; FEDERAL PARTICIPATION CAPPED AT 50%

PROPOSED NOVEMBER 2021 TIP MODIFICATIONS FOR RTC MEETING

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	IMP	0918-00-280	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,102,517	\$1,102,517
2017	IMP	0918-00-280	Cat 7:	\$1,041,250	\$0	\$0	\$260,312	\$0	\$1,301,562
Phase Subtotal:				\$1,041,250	\$0	\$0	\$260,312	\$1,102,517	\$2,404,079
2018	IMP	0918-00-281	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,706,906	\$1,706,906
2018	IMP	0918-00-281	STBG:	\$1,062,075	\$0	\$0	\$265,518	\$0	\$1,327,593
Phase Subtotal:				\$1,062,075	\$0	\$0	\$265,518	\$1,706,906	\$3,034,499
2021	IMP	0918-00-343	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$3,998,429	\$3,998,429
2021	IMP	0918-00-343	STBG:	\$2,146,000	\$0	\$0	\$536,500	\$0	\$2,682,500
Phase Subtotal:				\$2,146,000	\$0	\$0	\$536,500	\$3,998,429	\$6,680,929
2022	IMP	0918-00-363	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$2,493,750	\$2,493,750
2022	IMP	0918-00-363	STBG:	\$1,197,000	\$0	\$0	\$299,250	\$0	\$1,496,250
Phase Subtotal:				\$1,197,000	\$0	\$0	\$299,250	\$2,493,750	\$3,990,000
Grand Total:				\$5,446,325	\$0	\$0	\$1,361,580	\$9,301,602	\$16,109,507

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	IMP	0918-00-280	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,102,517	\$1,102,517
2017	IMP	0918-00-280	Cat 7:	\$1,041,250	\$0	\$0	\$260,312	\$0	\$1,301,562
Phase Subtotal:				\$1,041,250	\$0	\$0	\$260,312	\$1,102,517	\$2,404,079
2018	IMP	0918-00-281	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,706,906	\$1,706,906
2018	IMP	0918-00-281	STBG:	\$1,062,075	\$0	\$0	\$265,518	\$0	\$1,327,593
Phase Subtotal:				\$1,062,075	\$0	\$0	\$265,518	\$1,706,906	\$3,034,499
2021	IMP	0918-00-343	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,609,500	\$1,609,500
2021	IMP	0918-00-343	STBG:	\$2,146,000	\$0	\$0	\$536,500	\$0	\$2,682,500
Phase Subtotal:				\$2,146,000	\$0	\$0	\$536,500	\$1,609,500	\$4,292,000
2022	IMP	0918-00-363	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$897,750	\$897,750
2022	IMP	0918-00-363	STBG:	\$1,197,000	\$0	\$0	\$299,250	\$0	\$1,496,250
Phase Subtotal:				\$1,197,000	\$0	\$0	\$299,250	\$897,750	\$2,394,000
Grand Total:				\$5,446,325	\$0	\$0	\$1,361,580	\$5,316,673	\$12,124,578

PROPOSED NOVEMBER 2021 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 14069 **Facility:** FM 544 **Location/Limits From:** AT FM 1378 (COUNTRY CLUB ROAD) **Modification #:** 2021-0556
Impementing Agency: TXDOT-DALLAS
County: COLLIN **CSJ:** 0619-03-061
City: WYLIE **Desc:** CONSTRUCT INTERSECTION IMPROVEMENTS INCLUDING LEFT AND RIGHT TURN LANES
Request: INCREASE CONSTRUCTION FUNDING IN FY2024 DUE TO COST OVERRUNS

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0619-03-061	SW PE:	\$0	\$150,000	\$0	\$0	\$0	\$150,000
2021	ROW	0619-03-061	SW ROW:	\$450,000	\$50,000	\$0	\$50,000	\$0	\$550,000
2024	CON	0619-03-061	Cat 5:	\$2,149,938	\$537,485	\$0	\$0	\$0	\$2,687,423
Grand Total:				\$2,599,938	\$737,485	\$0	\$50,000	\$0	\$3,387,423

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0619-03-061	SW PE:	\$0	\$150,000	\$0	\$0	\$0	\$150,000
2021	ROW	0619-03-061	SW ROW:	\$450,000	\$50,000	\$0	\$50,000	\$0	\$550,000
2024	CON	0619-03-061	Cat 5:	\$2,949,938	\$737,485	\$0	\$0	\$0	\$3,687,423
Grand Total:				\$3,399,938	\$937,485	\$0	\$50,000	\$0	\$4,387,423

PROPOSED NOVEMBER 2021 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 11727 **Facility:** CS **Location/Limits From:** ON MEDICAL DISTRICT DR, FROM IH 35E **Modification #:** 2021-0570
Impementing Agency: DALLAS CO **Location/Limits To:** HARRY HINES BLVD
County: DALLAS **CSJ:** 0918-45-884
City: DALLAS **Desc:** RECONSTRUCT AND WIDEN FROM 4-LANE TO 6-LANE DIVIDED ROADWAY INCLUDING REPLACEMENT OF RAILROAD BRIDGES ON ACTIVE RAIL CORRIDOR
Request: REVISE SCOPE TO RECONSTRUCT AND WIDEN FROM 4-LANE TO 6-LANE DIVIDED ROADWAY
Comment: LOCAL CONTRIBUTION PAID BY DALLAS AND DALLAS COUNTY; MILESTONE POLICY PROJECT NOT TO BE DELAYED BEYOND FY2018 (PROJECT LET 03/2018)

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2012	ENG	0918-45-884	Cat 10 - Cong Earmark:	\$2,790,400	\$0	\$0	\$697,600	\$0	\$3,488,000
2015	ROW	0918-45-884	Cat 10 - Cong Earmark:	\$1,216,090	\$0	\$0	\$304,023	\$0	\$1,520,113
2016	UTIL	0918-45-884	Cat 10 - Cong Earmark:	\$400,000	\$0	\$0	\$100,000	\$0	\$500,000
2018	CON	0918-45-884	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,181,839	\$1,181,839
2018	CON	0918-45-884	Cat 7:	\$16,170,000	\$0	\$0	\$4,042,500	\$0	\$20,212,500
Phase Subtotal:				\$16,170,000	\$0	\$0	\$4,042,500	\$1,181,839	\$21,394,339
Grand Total:				\$20,576,490	\$0	\$0	\$5,144,123	\$1,181,839	\$26,902,452

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2012	ENG	0918-45-884	Cat 10 - Cong Earmark:	\$2,790,400	\$0	\$0	\$697,600	\$0	\$3,488,000
2015	ROW	0918-45-884	Cat 10 - Cong Earmark:	\$1,216,090	\$0	\$0	\$304,023	\$0	\$1,520,113
2016	UTIL	0918-45-884	Cat 10 - Cong Earmark:	\$400,000	\$0	\$0	\$100,000	\$0	\$500,000
2018	CON	0918-45-884	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,181,839	\$1,181,839
2018	CON	0918-45-884	Cat 7:	\$16,170,000	\$0	\$0	\$4,042,500	\$0	\$20,212,500
Phase Subtotal:				\$16,170,000	\$0	\$0	\$4,042,500	\$1,181,839	\$21,394,339
Grand Total:				\$20,576,490	\$0	\$0	\$5,144,123	\$1,181,839	\$26,902,452

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

Currently Approved:		FUNDING TABLE:							
<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
TOTAL:				\$599,311	\$0	\$0	\$98,357	20,000	\$697,668

Revision Requested:		FUNDING TABLE:								REVISION REQUESTED
<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
TOTAL:				\$527,311	\$0	\$0	\$26,357	20,000	\$553,668	

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

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

Sample

PROPOSED NOVEMBER 2021 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: DALLAS AREA RAPID TRANSIT

Apportionment Year FY2019 PROGRAM OF PROJECTS

Modification #: 2021-0559

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

UZA: DALLAS-FORTH WORTH-ARLINGTON

Funding Source: TRANSIT SECTION 5307 FUNDS

Revision Requested:

Revision Requested:				FUNDING TABLE:						REVISION REQUESTED	
<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>	
12014.19	INLAND PORT SERVICE ENHANCEMENTS	2022	CAPITAL	\$530,852	\$0	\$0	\$132,713	0	\$663,565	ADD PROJECT	
TOTAL:				\$530,852	\$0	\$0	\$132,713	0	\$663,565		

Implementing Agency: NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

Apportionment Year FY2021 PROGRAM OF PROJECTS

Modification #: 2021-0560

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

UZA: DENTON-LEWISVILLE

Funding Source: TRANSIT SECTION 5307 FUNDS

Revision Requested:

Revision Requested:				FUNDING TABLE:						REVISION REQUESTED	
<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>	
12916.21	SUPPORT URBANIZED AREA TRANSIT SERVICE	2022	CAPITAL	\$128,387	\$0	\$0	\$32,097	0	\$160,484	ADD PROJECT	
TOTAL:				\$128,387	\$0	\$0	\$32,097	0	\$160,484		

Implementing Agency: NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

Apportionment Year FY2019 PROGRAM OF PROJECTS

Modification #: 2021-0562

Request: REFINE FY2019 PROGRAM OF PROJECTS AND ADD PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

UZA: DALLAS-FORT WORTH-ARLINGTON

Funding Source: TRANSIT SECTION 5310 FUNDS

Currently Approved:

Currently Approved:				FUNDING TABLE:					
<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>
12678.19	PROGRAM ADMINISTRATION	2020	CAPITAL	\$363,942	\$0	\$0	\$0	0	\$363,942
12915.19	SUPPORT ENHANCED MOBILITY TRANSIT SERVICE	2020	CAPITAL	\$1,762,399	\$0	\$0	\$440,600	0	\$2,202,999
TOTAL:				\$2,126,341	\$0	\$0	\$440,600	0	\$2,566,941

Revision Requested:

Revision Requested:				FUNDING TABLE:						REVISION REQUESTED	
<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>	
12678.19	PROGRAM ADMINISTRATION	2020	CAPITAL	\$363,942	\$0	\$0	\$0	0	\$363,942	NO CHANGE	
12752.19	MOBILITY MANAGEMENT	2022	CAPITAL	\$1,762,399	\$0	\$0	\$440,600	0	\$2,202,999	ADD PROJECT	
12915.19	SUPPORT ENHANCED MOBILITY TRANSIT SERVICE	2020	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT	
TOTAL:				\$2,126,341	\$0	\$0	\$440,600	0	\$2,566,941		

PROPOSED NOVEMBER 2021 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

Apportionment Year FY2019 PROGRAM OF PROJECTS

Modification #: 2021-0563

Request: REFINE FY2019 PROGRAM OF PROJECTS AND ADD PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

UZA: DENTON-LEWISVILLE

Funding Source: TRANSIT SECTION 5310 FUNDS

Currently Approved:

				FUNDING TABLE:							
<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>		
12677.19	PROGRAM ADMINISTRATION	2020	CAPITAL	\$22,818	\$0	\$0	\$0	0	\$22,818		
12914.19	SUPPORT ENHANCED MOBILITY TRANSIT SERVICE	2020	CAPITAL	\$205,359	\$0	\$0	\$51,340	0	\$256,699		
TOTAL:				\$228,177	\$0	\$0	\$51,340	0	\$279,517		

Revision Requested:

				FUNDING TABLE:						REVISION REQUESTED	
<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>	
12677.19	PROGRAM ADMINISTRATION	2020	CAPITAL	\$22,818	\$0	\$0	\$0	0	\$22,818	NO CHANGE	
12808.19	MOBILITY MANAGEMENT	2022	CAPITAL	\$205,359	\$0	\$0	\$51,340	0	\$256,699	ADD PROJECT	
12914.19	SUPPORT ENHANCED MOBILITY TRANSIT SERVICE	2020	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT	
TOTAL:				\$228,177	\$0	\$0	\$51,340	0	\$279,517		

Implementing Agency: NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

Apportionment Year FY2021 PROGRAM OF PROJECTS

Modification #: 2021-0564

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

UZA: DALLAS-FORT WORTH-ARLINGTON

Funding Source: TRANSIT SECTION 5310 FUNDS

Revision Requested:

				FUNDING TABLE:						REVISION REQUESTED	
<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>	
12678.21	PROGRAM ADMINISTRATION	2022	CAPITAL	\$388,425	\$0	\$0	\$0	0	\$388,425	ADD PROJECT	
TOTAL:				\$388,425	\$0	\$0	\$0	0	\$388,425		

Implementing Agency: NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

Apportionment Year FY2021 PROGRAM OF PROJECTS

Modification #: 2021-0565

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

UZA: DENTON-LEWISVILLE

Funding Source: TRANSIT SECTION 5310 FUNDS

Revision Requested:

				FUNDING TABLE:						REVISION REQUESTED	
<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>	
12677.21	PROGRAM ADMINISTRATION	2022	CAPITAL	\$24,772	\$0	\$0	\$0	0	\$24,772	ADD PROJECT	
TOTAL:				\$24,772	\$0	\$0	\$0	0	\$24,772		

PROPOSED NOVEMBER 2021 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

Apportionment Year FY2021 PROGRAM OF PROJECTS

Modification #: 2021-0566

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

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: 104,548 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5339 FUNDS

Revision Requested:			FUNDING TABLE:							REVISION REQUESTED	
<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>	
12793.21	PROJECT ADMINISTRATION	2022	CAPITAL	\$72,472	\$0	\$0	\$0	14,494	\$72,472	ADD PROJECT (MPO TDCs)	
12796.21	PURCHASE EXPANSION VEHICLES	2022	CAPITAL	\$600,355	\$0	\$0	\$0	90,054	\$600,355	ADD PROJECT (MPO TDCs)	
TOTAL:				\$672,827	\$0	\$0	\$0	104,548	\$672,827		

Implementing Agency: FORT WORTH TRANSPORTATION AUTHORITY

Apportionment Year FY2021 PROGRAM OF PROJECTS

Modification #: 2021-0567

Request: REVISE FY2021 PROGRAM OF PROJECTS AND ADD PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

UZA: DALLAS-FORT WORTH-ARLINGTON

Funding Source: TRANSIT SECTION ARPA 5307 FUNDS

Currently Approved:			FUNDING TABLE:						
<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>
12982.21	OPERATING ASSISTANCE	2022	OPERATING	\$39,155,646	\$0	\$0	\$0	0	\$39,155,646
TOTAL:				\$39,155,646	\$0	\$0	\$0	0	\$39,155,646

Revision Requested:			FUNDING TABLE:							REVISION REQUESTED	
<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>	
12016.21	SECURITY AND SURVEILLANCE FOR FWTA FACILITIES AND TRANSIT SYSTEMS	2022	CAPITAL	\$407,792	\$0	\$0	\$0	0	\$407,792	ADD PROJECT - ARPA 5307	
12982.21	OPERATING ASSISTANCE	2022	OPERATING	\$38,747,854	\$0	\$0	\$0	0	\$38,747,854	DECREASE FUNDING - ARPA 5307	
TOTAL:				\$39,155,646	\$0	\$0	\$0	0	\$39,155,646		

Grouped Project CSJs

PROPOSED CSJ	GROUPED PROJECT CATEGORY	DEFINITION
5000-00-950	PE-Preliminary Engineering	Preliminary Engineering for any project except added capacity projects in a nonattainment area. Includes activities which do not involve or lead directly to construction, such as planning and research activities; grants for training; engineering to define the elements of a proposed action or alternatives so that social, economic, and environmental effects can be assessed.
5000-00-951	Right-of-Way Acquisition	Right-of-Way (ROW) acquisition for any project except added capacity projects in a nonattainment area. Includes relocation assistance, hardship acquisition and protective buying.
5000-00-952 5000-00-957 5000-00-958	Preventive Maintenance and Rehabilitation	Projects to include pavement repair to preserve existing pavement so that it may achieve its designed loading. Includes seal coats, overlays, resurfacing, restoration and rehabilitation done within existing ROW. Also includes modernization of a highway by reconstruction, adding shoulders or adding auxiliary lanes (e.g., parking, weaving, turning, climbing, <u>passing</u> , non-added capacity) or drainage improvements associated with rehabilitation. <u>[See Note 3].</u>
5000-00-953	Bridge Replacement and Rehabilitation	Projects to replace and/or rehabilitate functionally obsolete or structurally deficient bridges.
5000-00-954	Railroad Grade Separations	Projects to construct or replace existing highway-railroad grade crossings and to rehabilitate and/or replace deficient railroad underpasses, resulting in no added capacity.
5800-00-950	Safety	Projects to include the construction or replacement/rehabilitation of guard rails, median barriers, crash cushions, pavement markings, skid treatments, medians, lighting improvements, highway signs, curb ramps, railroad/highway crossing warning devices, fencing, intersection improvements (e.g., turn lanes), signalization projects and interchange modifications. Also includes projects funded via the Federal Hazard Elimination Program, Federal Railroad Signal Safety Program, or Access Managements projects, except those that result in added capacity.
5000-00-956	Landscaping	Project consisting of typical right-of-way landscape development, establishment, and aesthetic improvements to include any associated erosion control and environmental mitigation activities.
5800-00-915	Intelligent Transportation System (ITS) Deployment	Highway traffic operation improvement projects including the installation of ramp metering control devices, variable message signs, traffic monitoring equipment and projects in the Federal ITS/Intelligent Vehicle Highway System (IVHS) programs.
5000-00-916	Bicycle and Pedestrian	Construction or rehabilitation of <u>Projects including</u> bicycle and pedestrian lanes, paths and facilities <u>(e.g., sidewalks, shared use paths, side paths, trails, bicycle boulevards, curb extensions, bicycle parking facilities, bikeshare facilities, etc.). Safe Routes to School non-infrastructure related activities (e.g., enforcement, tolls, and education programs).</u>

Grouped Project CSJs (continued)

5000-00-917	Safety Rest Areas and Truck Weigh Stations	Construction and improvement of rest areas and truck weigh stations.
5000-00-918	Transit Improvements and Programs	Projects include the construction and improvement of small passenger shelters and information kiosks. Also includes the construction and improvement of rail storage/maintenance facilities and bus transfer facilities where minor amounts of additional land are required and there is not a substantial increase in the number of users. Also includes transit operating assistance, <u>preventative maintenance of transit vehicles and facilities</u> , acquisition of third-party transit services, transit marketing, and mobility management/coordination. Additionally, includes the purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet [See Note <u>34</u>].
<u>5000-00-919</u>	<u>Recreational Trails Program</u>	<u>Off-Highway Vehicle (OHV), Equestrian, Recreational Water/Paddling Trails and related facilities; Recreational Trails related education and safety programs.</u>

Note 1: Projects eligible for grouping include associated project phases (Preliminary Engineering, Right-of-Way and Construction).

Note 2: Projects funded with ~~Transportation Alternatives Program (TAP), Transportation Enhancement, and~~ Congestion Mitigation Air Quality Improvement Program funding require a Federal eligibility determination, and are not approved to be grouped.

Note 3: Passing lanes include "SUPER 2" lanes consistent with TxDOT's Roadway Design Manual.

Note 34: In PM10 and PM2.5 nonattainment or maintenance areas, such projects may be grouped only if they are in compliance with control measures in the applicable implementation plan.

Note 25: Projects funded as part of the Recreational Trails Program (RTP) consistent with the revised grouped project category definitions may be grouped. RTP projects that are not consistent with the revised grouped project category definitions must be individually noted in the Transportation Improvement Program (TIP) and State Transportation Improvement Program (STIP). Road diet projects may not be grouped.



NCTCOG PRESENTATION

Call for Projects to Reduce Diesel Emissions

REGIONAL TRANSPORTATION

COUNCIL October 14, 2021

Jason Brown, Principal Air Quality Planner

New Funding and Applicant Eligibility

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

Call for Project	North Texas Clean Diesel Projects 2021
Project Types	Replace Onroad and Nonroad Diesel Engines/Vehicles/Equipment; Install Locomotive Shore Power
Available Funding*	\$1,531,290
Applicants	Private Fleets and Companies; Public Entities such as Local Governments
Geographic Area	10-County Nonattainment Area**
Clean Fleet Policy	Must Adopt RTC Clean Fleet Policy or Similar

*A committed project of \$825,000 was included in the EPA award.

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



Project Eligibility

North Texas Clean Diesel Project 2021

Eligible Activities	Funding Threshold		
<u>Replace Onroad Diesel Vehicles and Engines*</u> <ul style="list-style-type: none"> GVWR: 16,001 and Up; EMY: Older - 2009 (Also EMY 2010 - Newer if Replacing with Electric); Must Operate > 7,000 Miles/Year during 24 Months Prior to Application 	<u>Replacement Type</u>	<u>Vehicles/ Equipment</u>	<u>Engines</u>
	New is Electric (Zero Emission):	45%	60%
	Cost if New is Powered by Certified to CARB Optional Low-NO _x Standards:	35%	50%
	Cost for All Others or EPA Certified:	25%	40%
<u>Replace Nonroad Diesel Equipment*</u> <ul style="list-style-type: none"> Must Operate > 500 Hours/Year during 24 Months Prior to Application; Eligible Tiers Vary 	New is Electric (Zero Emission):	45%	60%
	Cost if New is Powered by Certified to CARB Optional Low-NO _x Standards:	35%	50%
	Cost for All Others or EPA Certified:	25%	40%
<u>Locomotive Engine Replacement and Shore Power Installation**</u>	40% Cost Coverage		

*All old vehicles/engines/equipment must be scrapped; other model years eligible on case-by-case basis. California Air Resources Board (CARB); Engine Model Year (EMY); Gross Vehicle Weight Rating (GVWR)

**All equipment and installation must be completed by EPA SmartWay Verified Technology Vendor.



Call for Projects to Reduce Diesel Emissions

Project Eligibility

North Texas Clean Diesel Project 2021

Eligible Activities	Funding Threshold	
<p><u>Replacement of Diesel Transport Refrigeration Unit (TRU) Trailer</u></p> <ul style="list-style-type: none"> • TRU trailer Replacement ONLY 	<p><u>Replacement Type</u></p>	<p><u>Maximum Funding Level</u></p>
<p><u>Replacement of Drayage**</u></p> <ul style="list-style-type: none"> • GVWR: 33,001 and Up; • EMY: Older - 2009 (Also EMY 2010 - Newer if Replacing with Electric); • Operates on or transgresses through port or intermodal rail yard property for the purposes of loading, unloading, or transporting cargo 	<p>New Zero Tailpipe Emission eTRU* Trailer includes Charging Unit</p>	<p>45%</p>
	<p>2014 or Newer Diesel, Alternative Fuel Vehicle, Gasoline, or Zero Emission Vehicle:</p>	<p>50%</p>
	<p>2018 or Newer: Zero-Emission or CARB Low-NOx</p>	

*New unit will operate solely on grid, battery, or other zero emission power sources

**Drayage truck operator must hold a valid and current vehicle registration and driver's license issued in the United States. Operator must have proof that your existing truck has been covered for primary liability insurance over the last year.



Call for Projects to Reduce Diesel Emissions

Eligibility and Scoring Criteria

North Texas Clean Diesel Project 2021

Characteristics	Rebate Program Purpose: Reduces administrative burden as compared to a subgrant program.	
	Competitive application process Purpose: Choose the best activities for our region.	
Eligibility	Operate in Required Geographic Area	
	Clean Fleet Policy Adoption Purpose: Reserve Funding for Fleets that are Engaged Beyond Grant Opportunities; Consistent with RTC Adoption of Clean Fleet Policy	
Scoring Criteria	Criteria	% of Total Score
	Cost Per Ton NO_x Emissions Reduced Purpose: Maximize Emissions Reductions	70%
	Rebate Recipient Oversight Criteria Purpose: Balance Project Benefits with Administrative Burden	25%
	Geographic Impact Criteria Purpose: Preference to Projects Operating in Environmental Justice areas	5%



Projects Estimated Schedule

Milestone	Estimated Timeframe
STTC Action to Recommend Opening CFPs	September 24, 2021
RTC Approval of Recommended Opening of CFPs	October 14, 2021
CFPs Open	October 14, 2021
Application Deadline (Rolling 90-Day Application Deadline Until Fully Awarded)	January 14, 2022
Staff Funding Recommendations Finalized	January-February 2022
STTC Action	March 2022
RTC Action	April 2022
Executive Board Authorization	April 2022
Project Implementation Deadline	January 31, 2024

ACTION REQUESTED

RTC Approval Of:

North Texas Clean Diesel Project 2021

1. Issue Call for Projects
2. Details
 - Eligibility Screens
 - Selection Criteria
3. Schedule
 - Call for Projects Estimated Open: October 14, 2021
 - Rolling 90-Day Application Deadline to Fully Award Funds



CONTACT US



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Chris Klaus
Senior Program Manager
Cklaus@nctcog.org | 817-695-9286



Klyde Warren Park Extension Construction Funding Summary

Cost	Funding					
Funding Type	Federal	Local Match				
Funding Source	RTC - STBG (80%) ^{1,2}	City of Dallas	Private Sector	Dallas County	Total (20%)	Grand Total ³
Original Cost Estimate	\$30,000,000	\$6,199,100	\$0	\$1,300,900	\$7,500,000	\$37,500,000
Cost Overrun	\$6,800,000	\$1,700,000			\$1,700,000	\$8,500,000
Total Cost	\$36,800,000	\$7,899,100	\$0	\$1,300,900	\$9,200,000	\$46,000,000

1: RTC = Regional Transportation Council, STBG = Surface Transportation Block Grant

2: \$10,000,000 of the Regional Transportation Council's (RTC) contribution to be paid back over time

3: This summary only includes transportation elements. Non-transportation elements include another \$60 million.



**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL TRANSIT ADMINISTRATION FEDERAL HIGHWAY ADMINISTRATION
819 TAYLOR STREET, ROOM 8A36 300 E. 8TH STREET, ROOM 826
FORT WORTH, TEXAS 76102-9003 AUSTIN, TEXAS 78701**

September 23, 2021

Refer to: HPP-TX

Dallas-Fort Worth-Arlington, Denton-Lewisville
and McKinney Transportation Management Area
2021 FHWA/FTA Certification Action

Theresa Daniel, Ph.D. RTC Chair
Commissioner, Dallas County
411 Elm Street, 2nd Floor
Dallas, Texas 75202

Dear Commissioner Daniel:

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) worked with the Dallas-Fort Worth-Arlington, Denton-Lewisville and McKinney Transportation Management Area (DFW TMA), Texas Department of Transportation (TxDOT) and staff to prepare for and conduct a 2021 planning certification review for the DFW TMA. This review was conducted in accordance with 23 United States Code (U.S.C.), Section 134(k)(5) and consisted of virtual meetings (June 14-16) with DFW TMA, TxDOT and staff, public input and a 30- day comment period. The Certification Review report that documents the various components of the 2021 review including, but not limited to notes, commendations, and recommendations, will be provided separately under separate cover.

Based upon our review, FHWA and FTA find that the planning process for the DFW TMA is in substantial compliance with the requirements of 23 U.S.C. 134 and 49 U.S.C. 1607. Accordingly, we hereby certify the DFW TMA planning process.

If you have any questions or desire a formal presentation to the Regional Transportation Council (RTC), regarding the Certification Review process and/or the Certification Review Report, please contact FTA Lynn Hayes at (817) 978-0565, or Marc Oliphant at (817) 978-0554 or FHWA Barbara Maley at (214) 224-2175.

Sincerely yours,

**MICHAEL T
LEARY** Digitally signed by MICHAEL
T LEARY
Date: 2021.09.23 13:30:37
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Michael T. Leary
Director, Planning and Program
Development
Federal Highway Administration

**DAVID EDMUND
BARTELS** Digitally signed by DAVID
EDMUND BARTELS
Date: 2021.09.23 11:24:05
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David Bartels
Director, Planning and Program
Development
Federal Transit Administration

Electronic copies:

Texas Department of Transportation (Administration, Divisions, Districts)

EXD (Marc Williams)

TPP (Jessica Butler, Roger Beall, Peggy Thurin, Nick Page)

PTN (Eric Gleason, Karen Burkhard)

DAL (Mo Bur, Ceason Clemens)

FTW (Carl Johnson, John Cordary)

PAR (Noel Paramanatham, Dan Perry)

North Central Texas Council of Governments (Administration, Transportation)

Administration (Mike Eastland)

Transportation (Michael Morris, Dan Kessler)

Trinity Metro (Administration, Planning)

Administration (Bob Baulsir)

Planning (Steve Montgomery)

Dallas Area Rapid Transit (Administration, Planning)

Administration (Nadine Lee)

Planning (Steve Salin)

Denton County Transportation Authority (Administration, Planning)

Administration (Raymond Suarez)

Planning (Whitney Trayler)

North Texas Tollway Authority (Administration, Planning)

Administration (James Hoffman)

AED of Infrastructure (Elizabeth Mow)

US Environmental Protection Agency (US EPA), Region 6

Air (Jeff Riley)

Texas Commission on Environmental Quality (TCEQ), Austin

Air (Jamie Zeck)

Federal Highway Administration (FHWA), Headquarters

HEPP-10 (Jill Stark)

US Department of Transportation (US DOT)

VOLPE Center (Kevin McCoy)

Federal Transit Administration (FTA), Region 6

PPD (David Bartels, Lynn Hayes, Marc Oliphant)

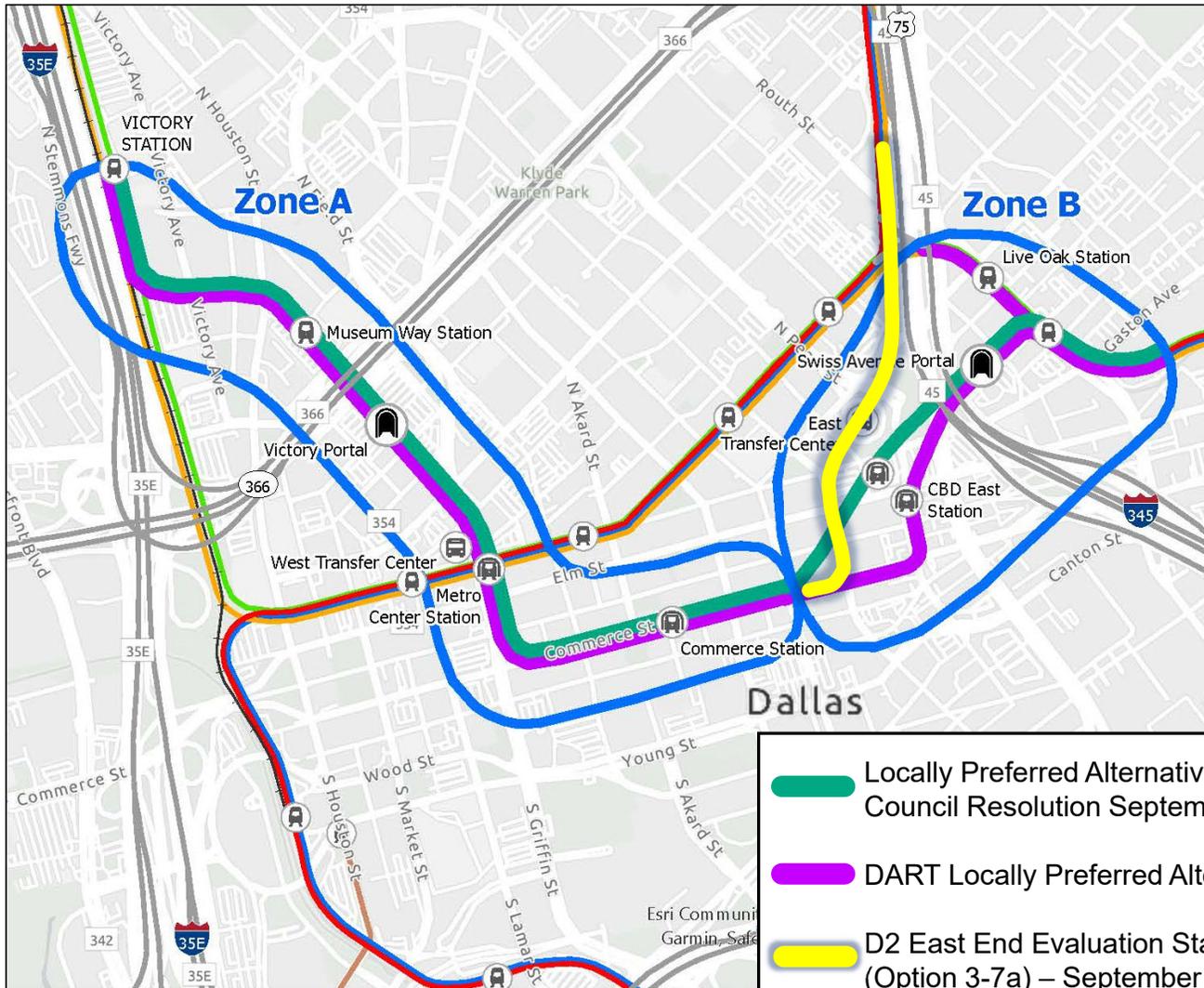
Federal Highway Administration (FHWA), Texas Division:

HPP-TX (Mike Leary, Jose Campos, Jamik Alexander)

HDA-TX (Megan Dere)

HA-TX (Uj Patel, Clarence Rumancik, Brett Jackson)

HTA-TX (Abraham Ramirez, Steve Ratke, Millie Hayes)



- Locally Preferred Alternative – Dallas City Council Resolution September 2017
- DART Locally Preferred Alternative – April 2021
- D2 East End Evaluation Staff Recommendation (Option 3-7a) – September 2021

AV2.2/2.3 PROGRAM FUNDING AVAILABILITY: ROUND 2

REGIONAL TRANSPORTATION COUNCIL

Clint Hail, Transportation Planner

Transportation Technology and Innovation Program

October 14, 2021

Automated Vehicles Program 2.0 (AV2.0)

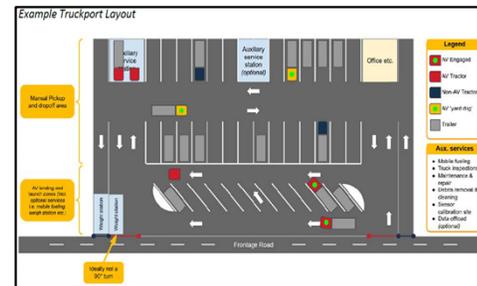
AV2.1: Regional planning for AVs:

[Home - Connect North Texas Futures \(connectntxfutures.org\)](http://connectntxfutures.org)

AV2.2: Infrastructure support for AV deployments

AV2.3: AV use case to explore mobility priorities/needs

AV2.2/3 Round 1:



Round 2 Av2.2/2.3 Opportunity

~\$7M available

Many AV needs/use cases remain after Round One—e.g.,

- Short-distance freight movements
- Workforce transport
- Campus environments
- Robot valet tech
- Supporting existing AV deployments
- Micromobility as Phase 1 to possible AV deployment
- Medical

Encourage creativity and attention to needs of human drivers/travelers too

Project Proposals: Same as Round 1

1. Minimum request: \$500K
2. Specify AV2.2 or AV2.3 funding or both
3. Proposing agency = grant recipient
4. Use cases and benefits/costs detailed
5. Private sector and agency contributions listed
6. Project evaluation process included
7. Commitment to share lessons learned with the region

Evaluation Criteria: Same as Round 1

1. Substantial AV deployment
2. Advance regional goals
 1. Improved access to jobs and other destinations
 2. Environmental protection/resiliency
 3. Economic development
 4. Equity
 5. Technology innovation leadership
3. Contributions from private/public sectors
4. Community involvement/support for deployment

Process

9/30: Briefing for STTC members and others (~45 attendees)

10/14: RTC notified

10/22: STTC reminder

11/19: Proposals due

11/19-12/31: Staff review; proposal refinement

Early 2021: STTC/RTC review of proposals recommended for funding; inclusion on TIP

NCTCOG staff will work with you on proposal development and during implementation

Contacts

Thomas Bamonte

Senior Program Manager

Connected and Automated Vehicles

North Central Texas Council of
Governments

Email: tbamonte@nctcog.org

Twitter: [@TomBamonte](https://twitter.com/TomBamonte)

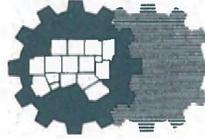
Clint Hail

Transportation Planner

Connected and Automated Vehicles

North Central Texas Council of
Governments

Email: chail@nctcog.org



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: October 4, 2021

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

SUBJECT: Announcement for the November 2021 "Virtual" Traffic Incident Management Executive Level Course

As the Metropolitan Planning Organization for the Dallas-Fort Worth area, the North Central Texas Council of Governments (NCTCOG) developed Traffic Incident Management (TIM) Training courses to initiate a common, coordinated response to traffic incidents that will build partnerships, enhance safety for emergency personnel, reduce upstream traffic crashes, improve the efficiency of the transportation system, and improve air quality in the Dallas-Fort Worth region. In 2020, the 16-county Dallas-Fort Worth region experienced 111,227 total reportable crashes, of which 36,579 were injury crashes, and 786 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, 121 classes have been offered at the first responder level to 3,266 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, 31 classes have been offered at the executive level to 1,146 decision and policy makers. It is important to note that the NCTCOG TIM Training Course is equivalent to the course offered by Federal Highway Administration (FHWA); however, the NCTCOG course content is specific to the North Central Texas region. NCTCOG TIM Training Course participants can also earn continuing education credit for Texas Commission on Law Enforcement (TCOLE), Track Type II Fire, and Texas Department of State Health Services for EMS. For your reference, summaries of the regional attendance levels for the NCTCOG's First Responder and Manager Course and the Executive Level Course can be found on NCTCOG's Traffic Incident Management Training Program web page at www.nctcog.org/TIMTraining.

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

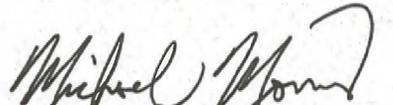
October 4, 2021

completion of a minimum four-hour FHWA Traffic Incident Management program for all certified firefighters before December 1, 2020. Additionally, TCOLE incorporated a four-hour TIM training component into the Basic Peace Officer Course curriculum for new cadets/recruits as of April 1, 2020.

The Executive Level Course provides you with an overview of the two-day First Responder and Manager Course. Additionally, the Executive Level Course also includes a preview of the updated ANSI vest standards. Those agencies that have participated in the training prior to 2013 are strongly encouraged to attend again, as major course updates have occurred since then, as well as updates to legislation and best practices. Important to note is that agency attendance at the TIM training is a scoring component in the 2021 NCTCOG TIM Freeway Blocking Equipment Call for Projects.

You are invited to attend the virtual Traffic Incident Management Executive Level Course scheduled for Thursday, November 4, from 10 am to 12 pm. A link to the meeting information is included at www.nctcog.org/TIMTraining.

Please register through our event page at www.eventsquid.com/event/14553 or contact Barbara Walsh of NCTCOG at bwalsh@nctcog.org or 817/695-9245. We look forward to your participation on November 4, 2021.



Michael Morris, P.E.

CF:bw

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



EXECUTIVE LEVEL

INCIDENT MANAGEMENT TRAINING OPPORTUNITY

NOVEMBER 4, 2021 | 10AM - 12PM | VIRTUAL TEAMS MEETING

INCREASE INCIDENT RESPONSE. DECREASE DRIVER DELAY.

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

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

Goals of the Traffic Incident Management Executive Level Course:

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

Please register through our event page at:

www.eventsquid.com/event/14553

or contact: BWalsh@nctcog.org | 817.695.9245



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

SPONSORING AGENCY City, County, DOT, Transit Agency			AGENCY TYPE Police and Fire		TOTAL	SPONSORING AGENCY City, County, DOT, Transit Agency			AGENCY TYPE Police and Fire		TOTAL
Able Springs VFD	Fire Department				3	City of Colleyville	Fire Department				3
	Police Department				0		Police Department				10
Town of Addison	Fire Department				5	City of Commerce	Fire Department				2
	Police Department				1		Police Department				2
City of Aledo	Fire Department				2	City of Coppell	Fire Department				2
	Police Department				0		Police Department				5
City of Allen	Fire Department				2	City of Corinth	Fire Department				0
	Police Department				33		Police Department				5
City of Alvarado	Fire Department				1	City of Corsicana	Fire Department				1
	Police Department				8		Police Department				0
City of Amarillo	Fire Department				0	City of Crandall	Fire Department				0
	Police Department				3		Police Department				5
City of Anna	Fire Department				0	City of Cresson	Fire Department				1
	Police Department				1		Police Department				0
City of Argyle	Fire Department				1	City of Crowley	Fire Department				0
	Police Department				3		Police Department				1
City of Arlington	Fire Department				7	City of Dallas	Fire Department				8
	Police Department				63		Police Department				20
City of Aubrey	Fire Department				7	City of Decatur	Fire Department				0
	Police Department				0		Police Department				3
City of Azle	Fire Department				5	City of Denton	Fire Department				6
	Police Department				7		Police Department				39
City of Balch Springs	Fire Department				1	City of DeSoto	Fire Department				0
	Police Department				2		Police Department				8
City of Bedford	Fire Department				1	City of Duncanville	Fire Department				9
	Police Department				10		Police Department				6
City of Benbrook	Fire Department				3	City of Edgecliff Village	Fire Department				1
	Police Department				52		Police Department				0
Town of Brock Dennis VFD	Fire Department				1	City of Ennis	Fire Department				0
	Police Department				0		Police Department				2
City of Burleson	Fire Department				4	City of Euless	Fire Department				4
	Police Department				22		Police Department				19
City of Caddo Mills	Fire Department				0	Town of Fairview	Fire Department				1
	Police Department				1		Police Department				6
City of Carrollton	Fire Department				0	City of Farmer's Branch	Fire Department				15
	Police Department				5		Police Department				59
City of Cedar Hill	Fire Department				4	City of Ferris	Fire Department				1
	Police Department				13		Police Department				0
City of Cleburne	Fire Department				1	Town of Flower Mound	Fire Department				1
	Police Department				8		Police Department				7

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

SPONSORING AGENCY City, County, DOT, Transit Agency	AGENCY TYPE Police and Fire	TOTAL	SPONSORING AGENCY City, County, DOT, Transit Agency	AGENCY TYPE Police and Fire	TOTAL
City of Forest Hill	Fire Department	2	City of Kaufman	Fire Department	1
	Police Department	14		Police Department	2
City of Forney	Fire Department	3	City of Keene	Fire Department	10
	Police Department	6		Police Department	4
City of Fort Worth	Fire Department	3	City of Keller	Fire Department	12
	Police Department	75		Police Department	22
City of Frisco	Fire Department	33	City of Kennedale	Fire Department	1
	Police Department	6		Police Department	4
City of Garland	Fire Department	2	City of Kilgore	Fire Department	1
	Police Department	6		Police Department	1
City of Glenn Heights	Fire Department	2	City of Krugerville	Fire Department	0
	Police Department	11		Police Department	1
City of Granbury	Fire Department	0	Town of Krum	Fire Department	5
	Police Department	4		Police Department	1
City of Grand Prairie	Fire Department	2	Lake Cities	Fire Department	2
	Police Department	4		Police Department	4
City of Grapevine	Fire Department	8	City of Lake Worth	Fire Department	3
	Police Department	24		Police Department	5
City of Greenville	Fire Department	0	City of Lakeside	Fire Department	0
	Police Department	3		Police Department	1
City of Greenwood	Fire Department	2	City of Lancaster	Fire Department	15
	Police Department	0		Police Department	21
City of Haltom City	Fire Department	1	City of Lavon	Fire Department	1
	Police Department	22		Police Department	0
City of Hickory Creek	Fire Department	1	City of Lewisville	Fire Department	8
	Police Department	1		Police Department	40
City of Highland Park	Fire Department	0	Town of Little Elm	Fire Department	5
	Police Department	0		Police Department	10
City of Highland Village	Fire Department	0	City of Longview	Fire Department	1
	Police Department	2		Police Department	1
City of Hudson Oaks	Fire Department	1	City of Mansfield	Fire Department	9
	Police Department	3		Police Department	13
City of Hurst	Fire Department	2	City of Maypearl	Fire Department	0
	Police Department	28		Police Department	1
City of Hutchins	Fire Department	2	City of McKinney	Fire Department	63
	Police Department	2		Police Department	7
City of Irving	Fire Department	7	City of Melissa	Fire Department	0
	Police Department	20		Police Department	3
City of Italy	Fire Department	1	City of Mesquite	Fire Department	8
	Police Department	1		Police Department	9
City of Joshua	Fire Department	0	City of Midlothian	Fire Department	5
	Police Department	2		Police Department	2

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

SPONSORING AGENCY City, County, DOT, Transit Agency			SPONSORING AGENCY City, County, DOT, Transit Agency		
AGENCY TYPE Police and Fire	TOTAL	AGENCY TYPE Police and Fire	TOTAL		
Town of Milford	0	City of Sachse	3		
Police Department	2	Police Department	35		
City of Murphy	1	City of Saginaw	0		
Police Department	0	Police Department	1		
City of North Richland Hills	12	City of Seagoville	3		
Police Department	70	Police Department	11		
Town of Northlake	0	City of Southlake	2		
Police Department	12	Police Department	10		
City of Oak Point	3	City of Springtown	0		
Transportation	0	Police Department	1		
City of Ovilla	2	Town of Sunnyvale	5		
Police Department	0	Police Department	0		
City of Pantego	0	City of Terrell	0		
Police Department	2	Police Department	6		
City of Plano	72	City of The Colony	6		
Police Department	105	Police Department	1		
City of Ponder	1	Town of Trophy Club	1		
Police Department	1	Police Department	0		
City of Princeton	0	City of University Park	2		
Police Department	4	Police Department	9		
City of Prosper	1	City of Venus	0		
Police Department	4	Police Department	14		
City of Red Oak	2	City of Watauga	3		
Police Department	2	Police Department	3		
City of Reno	0	City of Waxahachie	1		
Police Department	1	Police Department	21		
City of Richardson	2	City of Weatherford	35		
Police Department	8	Police Department	9		
City of Richland Hills	0	Town of Westlake	0		
Police Department	6	Police Department	1		
City of Roanoke / Marshall Creek	5	City of White Settlement	0		
Police Department	3	Police Department	12		
City of Rockwall	4	City of Willow Park	13		
Police Department	9	Police Department	5		
City of Rowlett	2	City of Wilmer	2		
Police Department	5	Police Department	10		
City of Royse City	0	City of Wylie	2		
Police Department	1	Police Department	1		

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

SPONSORING AGENCY City, County, DOT, Transit Agency		AGENCY TYPE Police and Fire	TOTAL	SPONSORING AGENCY City, County, DOT, Transit Agency		AGENCY TYPE Police and Fire	TOTAL
COUNTIES				OTHER AGENCIES			
Collin County	Fire Department		0	TxDOT - Dallas District	Mobility Assistance		14
	Sheriff's Department		8				
Dallas County	Mobility Assistance		44	TxDOT - Fort Worth District	Mobility Assistance		17
	Sheriff's Department		261				
	Constable Precincts		17				
Denton County	Fire Department		1	TxDOT - State of Texas	Mobility Assistance		49
	Sheriff's Department		5				
	Constable Precincts		2				
Erath County	Fire Department		0	Brownsville	Other		1
	Sheriff's Department		1				
Hunt County	Fire Department		0	Careflite EMS	EMS		1
	Sheriff's Department		2				
Johnson County	Fire Department		0	Central Texas Regional Mobility	Other		1
	Sheriff's Department		4				
	Constable Precincts		1				
Kaufman County	Fire Department		1	Dallas Area Rapid Transit	HOV Operators		151
	Sheriff's Department		0		Police Department		
Parker County	Fire Department		3	Dallas/Fort Worth Int'l Airport	Fire Department		1
	Sheriff's Department		0		Police Department		11
					DPS		20
Rockwall County	Fire Department		1	LBJ Infrastructure Group	Other		43
	Sheriff's Department		1				
Tarrant County	Fire Marshal		2	Lindsey Transportation Solutions	HOV		7
	Sheriff's Department		62				
	Mobility Assistance		79				
Wise County	Fire Department		0	Lockheed Martin Fire Department	Fire		1
	Sheriff's Department		1				
				Medstar	EMS		21
				Metroplex Public Safety	Police		1
				NTE Mobility Partners	Other		66
				North Texas Tollway Authority	Transportation		149
				Overland Park (Kansas)	Police Department		2
				Protect Environmental	Other		4
				Southwest Research Inst.	Transportation		1

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

SPONSORING AGENCY City, County, DOT, Transit Agency	AGENCY TYPE Police and Fire	TOTAL

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

Traffic Incident Management - Executive Level Course
Agency Attendance: February 2005 - May 2021

ATTACHMENT 2

SPONSORING AGENCY City, County, DOT, Transit Agency, other	AGENCY TYPE									Total
	Police	Fire	Executive City Staff	Elected Officials	Public Works/Strategic Services/ Transportation	Medical Examiner Offices	Emergency Medical Services (EMS)	Other	FIM Instructors (not included in total)	
CITIES/TOWNS										
Town of Addison	1	1								2
City of Allen	5									5
City of Alvarado	5	5								10
City of Anna	3									3
Town of Argyle	1		1							2
City of Arlington	12	3	3		1					19
City of Azle	1	1								2
City of Balch Springs	7	1	1					1		10
City of Bedford	5	4			1					10
City of Benbrook	5	7	1							13
City of Burleson	3	1								4
City of Carrollton	2	3			1					6
City of Cedar Hill	4	1			2					7
City of Cleburne	3	1						1		5
City of Cockrell Hill		1								1
City of Colleyville	2									2
City of Commerce		1								1
City of Coppell	2	3								5
City of Corinth	4	3								7
City of Crowley	3									3
City of Dallas	9	9	6	1	10					35
City of Decatur		1								1
City of Denton	2	1						1		4
City of DeSoto	7	7		1						15
City of Duncanville	5	2	1		2					10
City of Ennis		2								2
City of Euless	8	18								26
City of Everman		1								1
Town of Fairview	1									1
City of Farmersville	1	1								2
City of Farmers Branch	3	3			1					7
City of Ferris	3	5								8
Town of Flower Mound	5	1						1	4	7
City of Forest Hill	3	2	4		1			2		12
City of Forney	2	2								4
City of Fort Worth	15		1		1				2	17
City of Frisco	9	9			3					21
City of Garland	7	5		2				1		15

Traffic Incident Management - Executive Level Course
Agency Attendance: February 2005 - May 2021

SPONSORING AGENCY City, County, DOT, Transit Agency, other	AGENCY TYPE									Total
	Police	Fire	Executive City Staff	Elected Officials	Public Works/Strategic Services/ Transportation	Medical Examiner Offices	Emergency Medical Services (EMS)	Other	FIM Instructors (not included in total)	
City of Glenn Heights	3	1			1					5
City of Granbury	3									3
City of Grand Prairie	4				3			1		8
City of Grandview	2									2
City of Grapevine	7	3						1		11
City of Greenville	3	1								4
City of Haltom City	1	2	1							4
Town of Hickory Creek	3									3
City of Highland Park	2									2
City of Highland Village	1	5						2		6
City of Hurst	7									7
City of Hutchins	9	4								13
City of Irving	7	7			1			1		15
City of Kaufman	3									3
City of Keene		1								1
City of Keller		1		1	1					3
City of Lake Dallas	2		1		1					4
City of Lake Worth			1							1
City of Lancaster	7	3			2					12
City of Lavon	1	1								2
City of Lewisville	3							7		3
City of Mansfield (ISD)	2									2
City of McKinney	2	1	2					3		5
City of Melissa	1	1								2
City of Mesquite	7	4	5	2				2		20
City of Midlothian	1	1								2
City of Mineral Wells	2	1								3
City of Murphy	3									3
City of North Richland Hills	18	4	2		1					25
City of Parker	2									2
City of Pilot Point	1									1
City of Plano	8	4	1	1				1		15
City of Ponder		1								1
City of Prosper		1						1		1
City of Red Oak	3	2								5
City of Rhome	1			1						2
City of Richardson	9				3					12
City of Richland Hills	2	2		1						5

Traffic Incident Management - Executive Level Course
Agency Attendance: February 2005 - May 2021

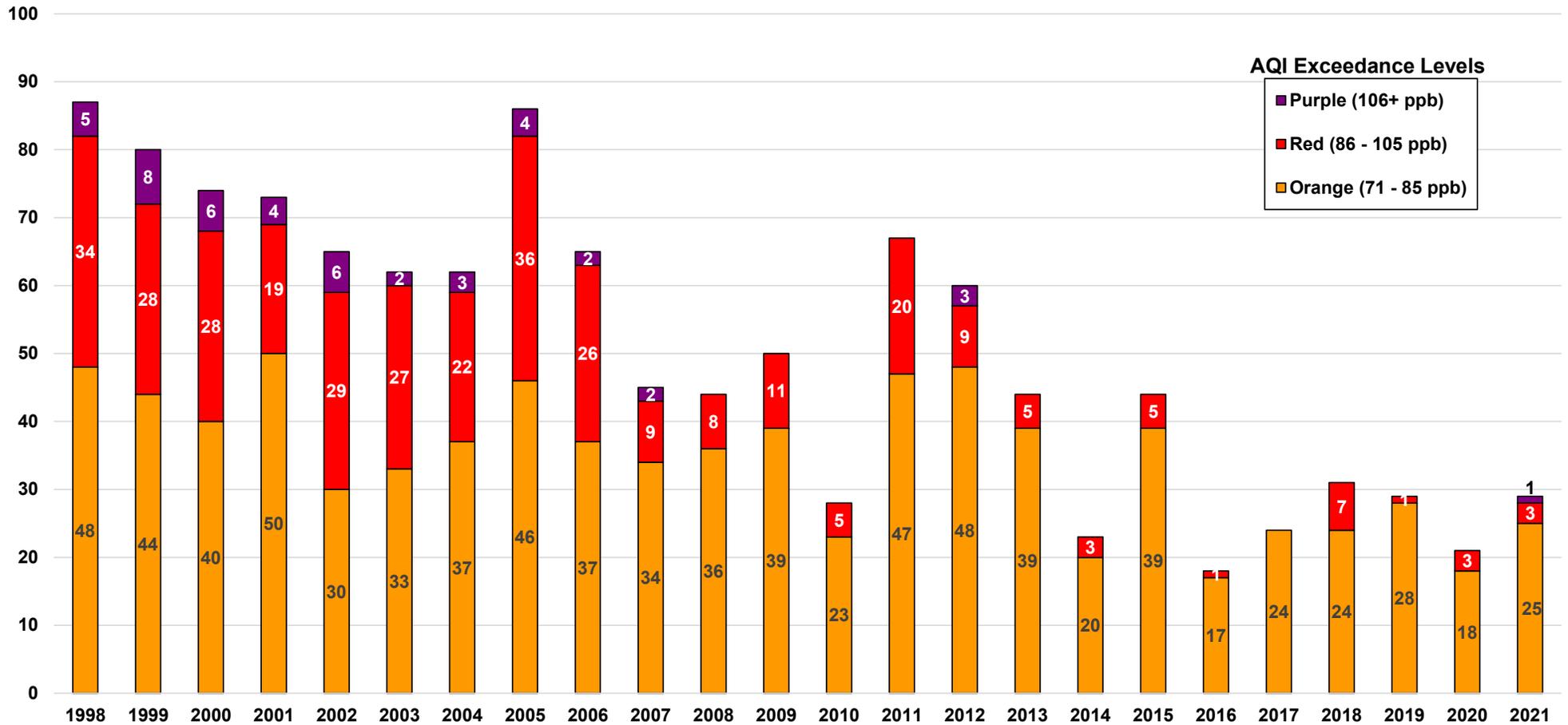
SPONSORING AGENCY City, County, DOT, Transit Agency, other	AGENCY TYPE									Total
	Police	Fire	Executive City Staff	Elected Officials	Public Works/Strategic Services/ Transportation	Medical Examiner Offices	Emergency Medical Services (EMS)	Other	FIM Instructors (not included in total)	
City of Roanoke	1	1								2
City of Rockwall	6	1								7
City of Rowlett	2				2					4
City of Royse City	1									1
City of Sachse		1								1
City of Sansom Park	2									2
City of Seagoville	5	4	1							10
City of Southlake	4									4
City of Springtown	1									1
City of Stephenville		1								1
Town of Sunnyvale	1									1
City of Terrell	6	1								7
City of The Colony	7							1	10	8
City of University Park	2									2
City of Venus	2	2								4
City of Waxahachie	2	3	1							6
City of Weatherford	3	1						2		6
City of White Settlement	3									3
City of Willow Park	2	2								4
City of Wilmer	2	2								4
City of Wylie	3	9			2					14
COUNTIES										
Collin County	9					1				10
Dallas County	48			2	1	10		4	28	93
Denton County	3			1		2				6
Ellis County	1							2		3
Kaufman County							2			2
Parker County	1									1
Rockwall County	2									2
Tarrant County	4			1						5
OTHER AGENCIES										
AAA								2		2
Dallas Area Rapid Transit	9									9
DFW Airport	3									3
Emergency Response Bureau								1		1
FHWA								7		7
Fort Worth Transportation Authority								2		2

Traffic Incident Management - Executive Level Course
Agency Attendance: February 2005 - May 2021

SPONSORING AGENCY City, County, DOT, Transit Agency, other	AGENCY TYPE									Total
	Police	Fire	Executive City Staff	Elected Officials	Public Works/Strategic Services/ Transportation	Medical Examiner Offices	Emergency Medical Services (EMS)	Other	FIM Instructors (not included in total)	
Kelly Services								1		1
Kimley Horn								1		1
Mathis and Associates								1		1
Methodist Dallas Medical Center								1		1
NCTCOG					17			87	43	104
NTTA								8		8
Protect Environmental								56		56
TAS Environmental								8		8
Tarrant Reg. Trans. Coalition								1		1
Texas Health Harris Methodist Hospital Fort Worth								1		1
Texas Transportation Institute								1		1
Texas Rangers								1		1
Trinity Metro Services								2		2
TxDOT - Austin								1		1
TxDOT - Dallas								14		14
TxDOT - Fort Worth					4			30	13	34
TxDOT - Johnson					1			1		2
Wrecker Services								7	15	7
Total	413	184	33	14	63	13	2	255	129	977

8-HOUR OZONE NAAQS HISTORICAL TRENDS

Based on ≤ 70 ppb (As of October 7, 2021)



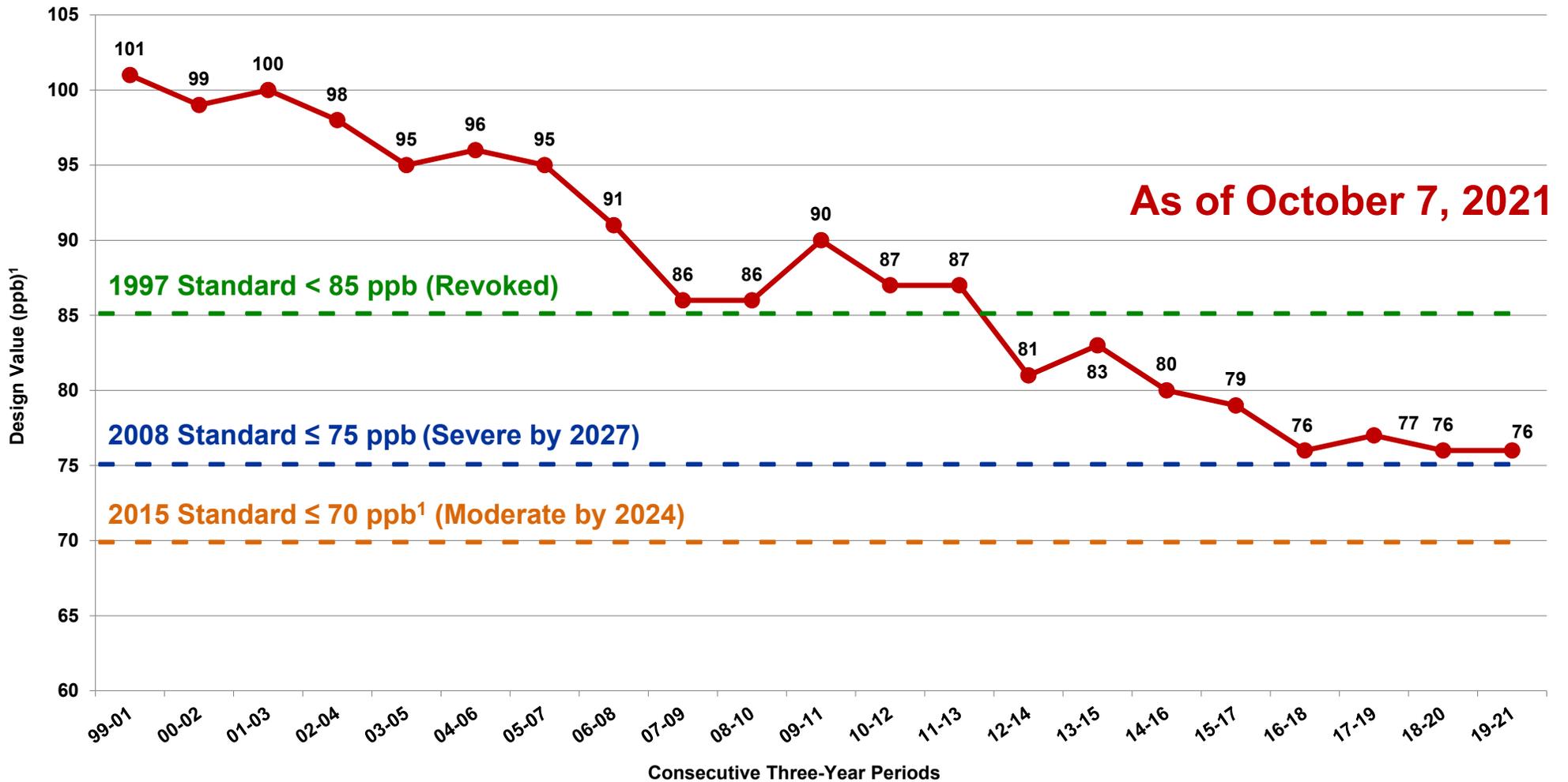
AQI Exceedance Levels

- Purple (106+ ppb)
- Red (86 - 105 ppb)
- Orange (71 - 85 ppb)

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

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

8-HOUR OZONE NAAQS HISTORICAL TRENDS



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

FOR MORE INFORMATION

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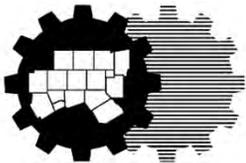
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817-608-2335

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

STATUS REPORT ON TEXAS VOLKSWAGEN ENVIRONMENTAL MITIGATION PROGRAM FUNDING

**Regional Transportation Council
October 14, 2021**



North Central Texas
Council of Governments

OVERVIEW OF TEXAS VOLKSWAGEN ENVIRONMENTAL MITIGATION PROGRAM (TXVEMP) FUNDING

Statewide Allocation	Program	DFW Area Allocation	Schedule	Status*
~\$169.5 Million	School, Shuttle, and Transit Buses	\$11,684,806	Closed	>\$17.3 Million Requested All Available Funds Awarded
	Refuse Vehicles	\$8,346,290	Closed	\$9,448,544 Requested \$5,863,995 Awarded
	Freight & Port Drayage Vehicles	\$6,677,032	Closed	\$8,876,816 Requested \$5,619,030 Awarded
	Electric Forklifts and Port Cargo-Handling Equipment	\$6,677,032	To Be Determined	
	Electric Airport Ground Support Equipment			
	Ocean-Going Vessel Shore Power			
~\$35.5 Million	ZEV Infrastructure - Level 2 Rebate	\$10,465,958 (Statewide)	Closed	\$4,305,000 Requested \$1,775,000 Awarded
	ZEV Infrastructure – DC Fast Charge and Hydrogen Refueling	~\$25 Million (Statewide)	First-Come First-Served Through January 3, 2022	Applications Can be Submitted Beginning November 2, 2021

*Data reflects information posted at www.texasvwfund.org as of October 6, 2021

DC FAST CHARGING AND HYDROGEN FUELING

Total Statewide Allocation = ~\$21 Million
First-Come, First-Served from
November 2, 2021-January 3, 2022

Materials Posted at www.texasVWfund.org under
“Grants” Tab

Purchase/Installation of:

DC Fast Charge EV Charging Stations
Up to \$150,000 per Charger
Maximum \$600,000 per Site
Maximum 5 Sites in 90 Days

Hydrogen Fueling Infrastructure
Up to 25% or 33% Depending on
Volume of Fuel Dispensed
Maximum \$600,000 per Site

DC Fast Charge Stations Ideal for Sites
where Drivers Stop for Shorter Periods
of Time, Such as:

- **Fueling Stations/Travel Plazas**
- **Fast Food/Quick Service**
Restaurants
- **Certain Retail**

Initial Eligibility Prioritizes Sites Along
Highway Corridors

STATUS/SUMMARY OF PROGRAMS ALREADY CLOSED

**Funding Rounds for Bus, Refuse, and Local Freight
Truck Replacements/Repowers**

Rebate for Installation of Level 2 Charging Stations

PERCENT FUNDING REQUESTED BY REGION

Percent Available Funds Requested by Funding Round



Data reflects information posted at www.texasvfund.org as of September 29, 2021

TXVEMP ZEV INFRASTRUCTURE LEVEL 2 REBATE

**APPLICATIONS CLOSED
SEPTEMBER 9, 2021**

Total Statewide Allocation = \$10,465,958

\$6,160,958

\$4,305,000

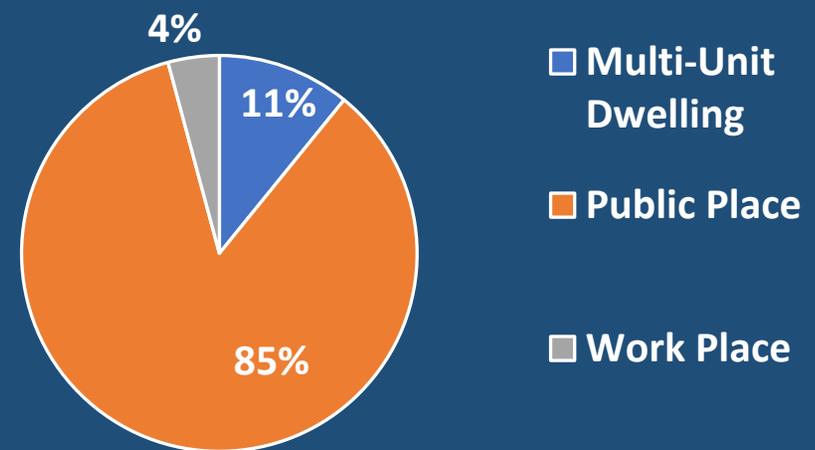
Funds Remaining

Funds Requested

DFW Area Requested 27% of All Funds to Date

2446 Sites Requested Statewide

Distribution by Site Type

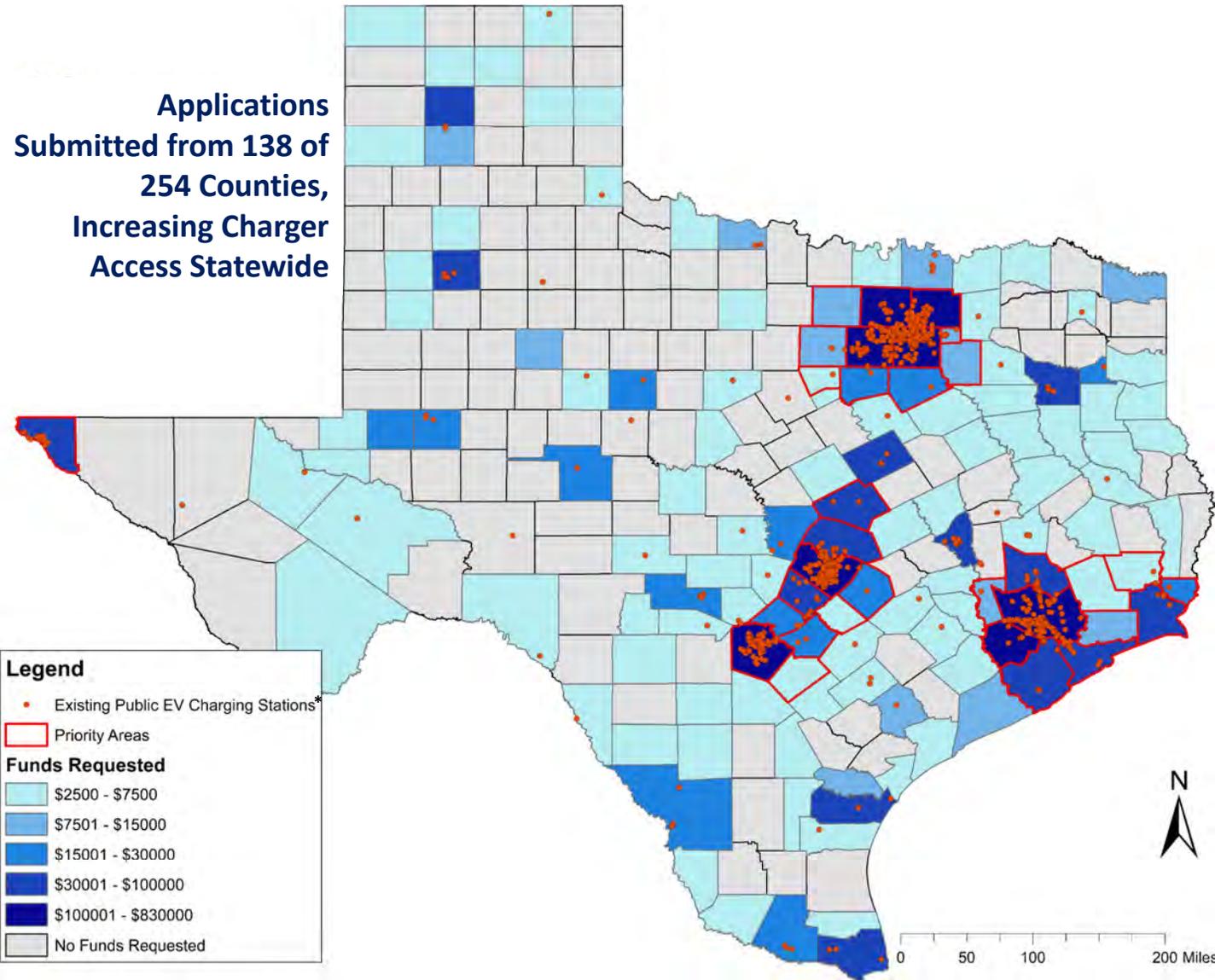


GEOGRAPHIC DISTRIBUTION OF ZEV LEVEL 2 FUNDING REQUESTS

Applications Submitted from 138 of 254 Counties, Increasing Charger Access Statewide

Priority Areas

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



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

FOR MORE INFORMATION

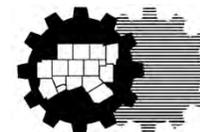
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Bailey Muller
Senior Air Quality Planner
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bmuller@nctcog.org

Also see “Hot Topics” at www.nctcog.org/aqfunding



North Central Texas
Council of Governments

2021 National Drive Electric Week Success

Webinar & Tour Attendance:

- Electric Trucks - 43
- EV Charging Stations - 33
- Workplace Charging - 13
- Peterbilt Tour and Ride & Drive- 15



Public EV Expo and Film Screening:

- Largest Event Nationwide (Based on Registration)
- Over 300 Sign-Ins On-Site

www.driveelectricdfw.org

www.dfwcleancities.org



Status Report on Electric Vehicles and
National Drive Electric Week



Image Provided By: Ken Oltmann/CoServ

DFW High-Speed Transportation Connections Study

The North Central Texas Council of Governments will be hosting four in-person open houses to showcase the progress for the Dallas-Fort Worth High-Speed Transportation Connections Study. These family-friendly events will highlight the findings from the Phase 1 Screenings and showcase the technology modes being studied in Phase 2.

Open House Dates:

Lone Star Park in Grand Prairie, Tuesday, Oct. 12 5-8 p.m.

Free Parking at Gate 1 - Follow signs to East Grandstand Will Call

[Location and Parking Map](#)

Southside Preservation Hall in Fort Worth, Tuesday, Oct. 19 4-7 p.m.

[Location and Parking Map](#)

Mercy Street in Dallas, Tuesday, Oct. 26 4-7 p.m.

[Location and Parking Map](#)

Globe Life Field in Arlington, Saturday, Oct. 30 10 a.m.-2 p.m.

Free Parking at Lot A

[Location and Parking Map](#)

We look forward to having you join us!

For questions regarding the upcoming open house events please contact:

Email: DFW_HST@nctcog.org

Website: www.nctcog.org/dfw-hstcs

Phone: 817-695-9240

Fax: 817-640-3028

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

MINUTES

**REGIONAL TRANSPORTATION COUNCIL
ONLINE INPUT OPPORTUNITY**

Interactive Public Input: Map Your Experience

Progress North Texas: Transportation for All

Engine Off North Texas Update

Regional Electric Vehicle Infrastructure Opportunities

NCTCOG Strategic Plan for Downtown Wylie

Online Public Input Opportunity Dates

Monday, August 9, 2021 - Tuesday, September 7, 2021 – The North Central Texas Council of Governments (NCTCOG) posted information at www.nctcog.org/input for public review and comment.

Purpose and Topics

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

1. Interactive Public Input: Map Your Experience
2. Progress North Texas: Transportation for All
3. Engine Off North Texas Update
4. Regional Electric Vehicle Infrastructure Opportunities
5. NCTCOG Strategic Plan for Downtown Wylie

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

Summary of Presentations

Interactive Public Input: Map Your Experience presentation:

<https://www.nctcog.org/nctcog/media/Transportation/DocsMaps/Involve/InputMeetings/2021/08/MYE.pdf>

Map Your Experience is an online mapping tool designed to gather public input on planning initiatives. This tool was initially created to engage the public at in-person community events but has become an important online public engagement tool throughout the pandemic.

A beta test was conducted from May 2020 through August 2020, and NCTCOG staff publicized this new tool through multiple public involvement channels, including online input opportunities, social media, newsletter articles and press releases.

Fifty-five percent of public comments received through the tool to date have been related to bicycle and pedestrian initiatives, 33 percent to roadway initiatives and 12 percent to transit initiatives. NCTCOG Transportation Department staff utilize these comments to evaluate policy, program and project recommendations in plans and also shares them with other local entities and stakeholders like transit agencies and cities.

For more information on the MYE tool or to submit a comment, visit www.nctcog.org/mapyouexperience

Progress North Texas: Transportation for All presentation:

<https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2021/08/PNT.pdf>

Progress North Texas is an annual report on how the regional transportation system is meeting the needs of almost 8 million people. It highlights challenges, opportunities and developments faced and how NCTCOG staff is communicating these changes with residents and partners.

For more information on this publication or to request printed copies, visit <https://www.nctcog.org/trans/about/publications/pnt/2021>.

Engine Off North Texas Update presentation:

<https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2021/08/EOntx.pdf>

The purpose of the Engine Off North Texas program is to improve air quality by decreasing emissions associated with unnecessary idling. Strategies for this program include the following:

- Help facilities adopting an ordinance or resolution and/or signing agreement with Texas Commission on Environmental Quality
- Encourage the public to report idling heavy-duty vehicles
- Educate drivers and fleets on local idling restrictions and idle reduction strategies

Members of the public can report a heavy-duty idling vehicle by calling toll free at 1-877-NTX-IDLE. Educational resources, including brochures, posters and local government guides, can be requested via the program website at www.engineoffnorthtexas.org. Next steps for this program include partnering with local governments and businesses, sharing resources and encouraging implementation of an idling restriction policy.

More information about Engine Off North Texas can be found at www.engineoffnorthtexas.org.

Regional Electric Vehicle Infrastructure Opportunities presentation:

<https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2021/08/Regional-EV-Infrastructure-Opportunities.pdf>

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

Electric vehicles produce no emissions so higher EV adoption rates can help decrease ozone trends. As of August 2021, there are approximately 17,389 EVs in North Texas and the average annual growth rate in North Texas from 2015 to 2020 was 32.5 percent.

The deadline to apply for funding for the purchase and installation of new light-duty electric vehicle level 2 charging equipment, via the Volkswagen Settlement Texas Mitigation Plan (TxVEMP): Zero Emissions Vehicle Infrastructure, is September 9, 2021. The awards may not exceed 70 percent for publicly available EV chargers or 60 percent for EV chargers at a workplace or multi-unit dwelling.

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

- Share funding information and encourage applications
- Share funding information with city staff, local businesses and workplaces
- Distribute charging benefits information and free flyers to multi-unit properties

Other clean vehicle incentives that will be available soon include the Alternative Fueling Facilities Program (AFFP) and funding for DC Fast Chargers via the Volkswagen Settlement Texas Mitigation Plan (TxVEMP): Zero Emissions Vehicle Infrastructure.

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

NCTCOG Strategic Plan for Downtown Wylie presentation:

<https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2021/08/Wylie-Plan.pdf>

The City of Wylie Comprehensive Master Plan calls for a detailed plan to protect downtown residences and businesses and to strengthen downtown's critical role in the city.

Initiated by a Unified Planning Work Program (UPWP) request that provides free technical assistance, the goal of NCTCOG's strategic plan for Downtown Wylie is to strengthen downtown's role as a destination, improve multimodal connectivity and establish more economic development opportunities.

The strategic plan contains four elements: existing conditions, stakeholder outreach, recommendations, and implementation and funding strategies. NCTCOG staff assessed the existing conditions of traffic and pedestrian safety, sidewalk and curb ramp conditions, roadway cross-sections, parking conditions, wayfinding, zoning and lighting.

Four stakeholder meetings were held throughout 2019 and 2020 to explore issues and receive feedback. An online community survey was also available between September 11 and October 31, 2019, and 586 responses were received. Staff utilized responses from the survey to prioritize goals and form the following recommendations:

- Pursue roadway and parking reconfigurations
- Prioritize sidewalk improvements and ADA compliance
- Develop signage and wayfinding branding package
- Install additional pedestrian-oriented lighting

- Additional outreach to the broader public regarding recommendations

Next steps for the strategic plan include parking considerations, zoning considerations and funding strategies.

For more details on the strategic plan for Downtown Wylie and to view the full presentation, visit www.nctcog.org/input.

COMMENTS SUBMITTED BY WEBSITE, MAIL, EMAIL and SOCIAL MEDIA

Please see attachment for comment submitted via mail.

Phyllis Silver

August 30, 2021

Hi, Carl,

What follows are my questions and comments on the Regional Transportation Public Input opportunity due September 7, 2021:

Regional Electric Vehicle Infrastructure Opportunities

I enjoyed reading this clear break-down of various aspects of Electric Vehicles. I was particularly pleased to see on page 5 that there is something called DC Fast Charge. It is my understanding that one of the deficiencies of electric vehicles is the long length of time that it takes to charge an electric vehicle, so this should cut down on that time.

Historic Downtown Wylie Strategic Plan

Although I am not at all familiar with the City of Wylie, I found the systematic approach outlined in this paper to be very interesting and refreshing. Question I was interested to learn more about the numbers in the survey results. On page 9, it shows that there were 586 respondents to the survey. Realizing that each respondent might come up with multiple themes as listed on page 13, I am aware that the vote count shown on page 13 would not be 586, it surprises me that the ^{total} vote count shown on page 13 is only 72. I'm not sure why this variance. Also, the graph on page 10 shows a heavy concentration (77%) of respondents liking the historic buildings in Downtown Wylie, however on page 13 the vote count for "Preserve and expand

"Downtown Historic Character" is only 5. I'm not sure if I understood this disparity. Perhaps someone can clarify these differences for me. Thank you.

Engine OFF North TX - Questions

Pg. 5 - What is IRU idle reduction?

Pg. 7 - I realize that the warning sign would be placed by a municipality, not NCTCOG. I am wondering, though, if someone does report a violation, how quickly would someone respond? It might be difficult to prove idling after the fact. Also, what type of enforcement would be implemented?

Progress North Texas 2021

I like the factors that were studied - it is interesting to see the comparisons from month to month.

On a personal note, I like the drawing that was selected for the cover of the Progress North Texas booklet. Great talent!

NCTCOG's Map4our Experience Public Comment Tool

Question - Will the public comments that people have about DART be made available to the public?

Comment about pages 10-11 - What People are Saying - Part of the issue is that there is not much differentiation between the color gray in transit vs. roadway pie chart on pg. 10, but it made the bar graph on pg. 11 a little confusing. I think the intensity of the color gray in the pie chart was supposed to carry over to the bars in the bar graph. Mixing the comments by mode in the bar graph was somewhat confusing, especially since you have 2 saying "Safety". I know one was for bike/ped and the other was for roadway but because

it is not in color, it's difficult to determine which
"Safety" is for which mode. I'm not sure that
mixing the concerns by mode onto a graph showing the
top 10 concern categories is a clear way to express
Peoples Concerns. Also on Page 11, to the left of
the bar graph are additional concerns that people
have and from the way these items were listed I'm
not sure if they did not make the TOP Ten
Category or if there is another reason they were listed
the way they are listed.

Phyllis Silver

Phyllis Silver

8/30/2021



MINUTES

**REGIONAL TRANSPORTATION COUNCIL
ONLINE INPUT OPPORTUNITY**

HOV Pilot Project Along US 75 Corridor

Public/Private Partnership: SH 183 Segment 2 East

National Drive Electric Week (NDEW)

Locally Enforced Motor Vehicle Idling Restrictions

Regional Comprehensive Emissions Reduction Program

Proposed Modifications to the List of Funded Projects

Online Public Input Opportunity Dates

Monday, September 13, 2021 - Tuesday, October 12, 2021 – The North Central Texas Council of Governments (NCTCOG) posted information at www.nctcog.org/input for public review and comment.

Purpose and Topics

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

1. HOV Pilot Project Along US 75 Corridor
2. Public/Private Partnership: SH 183 Segment 2 East
3. National Drive Electric Week (NDEW)
4. Locally Enforced Motor Vehicle Idling Restrictions
5. Regional Comprehensive Emissions Reduction Program
6. Proposed Modifications to the List of Funded Projects

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

Summary of Presentations

HOV Pilot Project Along US 75 Corridor presentation:

<https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2021/09/HOVPilot.pdf>

In partnership with NCTCOG staff and local jurisdictions, the Texas Department of Transportation (TxDOT) has been working to find long-term solutions for reducing congestion along the US 75 corridor. This presentation includes detailed information regarding a short-term initiative that will help solve the issue.

The first component of the initiative, which has been allocated approximately \$43.8 million by TxDOT and the Regional Transportation Council for implementation, involves removing the pylons in the corridor that delineate the HOV lanes and turning them into a technology lane. The goals for this component include reducing fatalities, reducing congestion by opening the technology lane to all passenger vehicles, improving response to crashes, improving air quality and enhancing traffic signal green times on frontage roads to progress traffic.

The second component of the initiative involves implementing an HOV pilot project funded by a \$10 million federal grant known as the Surface Transportation System Funding Alternatives (STSFA) Award. This pilot will be a voluntary program, NCTCOG staff will recruit volunteers to participate and an HOV incentive will be provided via the existing GoCarma application that is currently utilized on all TEXpress Lanes.

The technology lane along the US 75 corridor is expected to go to construction in the summer of 2022, and the pilot project will begin within next few months.

Public/Private Partnership: SH 183 Segment 2 East presentation:

<https://www.nctcog.org/nctcog/media/Transportation/DocsMaps/Involve/InputMeetings/2021/09/S H183.pdf>

A public/private partnership was developed to ensure the construction of the North Tarrant Express (NTE) is completed, and NCTCOG has been working with both public and private entities to advance SH 183 Segment 2 East as the next phase of the NTE.

Under the current contract with the Texas Department of Transportation (TxDOT), Cintra, the private sector partner for the project, is required to make improvements to Segments 1 and 2W by widening the freeway. When this widening occurs, there will be a lane imbalance on the Segment 2 East portion of the NTE, which will create an additional safety and congestion issue. Since Segment 2 East is under a deferred segment contract, Cintra will be providing funding to TxDOT to help balance the lanes along the corridor.

A breakdown of the funding allocations for the NTE can be found on the presentation slides posted at www.nctcog.org/input.

National Drive Electric Week (NDEW) presentation:

<https://www.nctcog.org/nctcog/media/Transportation/DocsMaps/Involve/InputMeetings/2021/09/N DEW.pdf>

There are currently more than 18,000 registered electric vehicles (EVs) in North Texas, and the average annual growth rate in the region from 2015 to 2020 was 32.5 percent. Additionally, North Texas Fleets added approximately 23 new plug-in EVs in 2020.

Each year National Drive Electric Week (NDEW) is held to raise awareness about EVs and provides chances for direct conversation with EV owners as well as test driving opportunities. This year, NDEW activities will take place from Saturday, September 25 through Saturday, October 2, and NCTCOG staff will conclude the week's festivities with an outdoor event on Sunday, October 3 at The REC of Grapevine.

For more information and to register for NDEW 2021 activities, visit www.driveelectricdfw.org.

Locally Enforced Motor Vehicle Idling Restrictions presentation:

<https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2021/09/Idling.pdf>

The Regional Transportation Council (RTC) Resolution Supporting Locally Enforced Motor Vehicle Idling Limitations in North Central Texas (R08-03) originally took effect in 2008 and impacts medium to heavy-duty vehicles that weigh more than 14,000 pounds. The resolution states vehicles cannot idle for more than five minutes, although there are 13 exemptions based on specific circumstances. Controlling motor vehicle idling helps the Dallas-Fort Worth (DFW) region to reduce tail pipe emissions, and this is important because DFW does not meet federal ozone standards.

Over the years cities and counties in DFW have signed agreements with the Texas Commission on Environmental Quality (TCEQ) as well as passed city ordinances and county resolutions to help enforce idling restrictions. Many of the TCEQ agreements have expired, and NCTCOG is proposing to revise the resolution to encourage local governments to implement idling restrictions that fit their needs.

The RTC will take action on the resolution revision on Thursday, October 14, 2021.

Regional Comprehensive Emissions Reduction Program presentation:

<https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2021/09/CEER.pdf>

Because the Dallas-Fort Worth region is in nonattainment for both the 2008 and 2015 ozone standards, NCTCOG staff continue to work on various emissions inventories to help reach attainment. Various local governments have also requested NCTCOG assist in coming up with strategies to specifically reduce greenhouse gas emissions.

Staff is working on a regional emissions inventory and building an emissions reduction toolkit for local cities and private sector companies. Through this toolkit, NCTCOG is expanding emissions reduction strategies and incorporating economic growth, environmental justice, equity, applicability, feasibility, cost per ton and emissions impact.

Additional information regarding the toolkit can be found in the full presentation at www.nctcog.org/input.

Proposed Modifications to the List of Funded Projects handout:

<https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2021/09/TIP-Mods.pdf>

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

The current modification cycle includes project updates and funding adjustments for transportation initiatives in Collin, Dallas, Denton, Kaufman, Parker, Tarrant and Wise Counties.

Additionally, financial adjustments related to public transportation services managed by Trinity Metro and Dallas Area Rapid Transit (DART) are also included.

COMMENTS SUBMITTED BY WEBSITE, EMAIL, SOCIAL MEDIA, PHONE AND MAIL

Email

HOV Pilot Project Along US 75 Corridor

Kyle Grout

I have a comment/slash idea. Can you remove the barriers as proposed so single occupancy vehicles can use the lane, but limit the single occupancy vehicles to the non-peak hours? During peak hours like rush hour the lane can operate as HOV only. The hours can be displayed by signs. In this option no one gets paid to use the lanes and no one has to pay to use the lanes.

I've lived in an area where this was implemented, and it worked great.

Crysti Bethel

Thank you for considering various options for 75 HOV. I propose that only those with two or more in a vehicle or in an electric vehicle can use the HOV lane. That will help with congestion and support environmental improvement efforts.

Nathan Jackson

I'm a McKinney resident in Craig Ranch who regularly uses 75 for my trek to and from work. More importantly, I use the HOV lane every morning to transport my family of four to work and school at the Forest and Inwood area. I think the plan to allow solo drivers to use the HOV lane is an absolutely horrendous idea. That action alone will nullify the usefulness of the HOV lane altogether and will exponentially over crowd that lane, thus de-incentivizing me to use it ever again. Furthermore, the proposed monetary reward for having multiple people in my car while in the HOV lane pales in comparison to the reward of having no cars in that lane each morning allowing me to bypass the rest of traffic.

Please consider NOT allowing solo drivers in that lane moving forward!

Diane Glidewell

I live in Richardson... already enough empty HOV lanes on the interstates so as a tax payer and voter, "NO". It is a waste of money and time.

Michael Winnick

I rarely use an HOV lane.

Cyndi O'Bannon

I do not like having just a single lane because if I am behind a slow driver, I am stuck at his speed. In the case of a breakdown, I am risking being stuck until someone is able to rescue the vehicle. There are too few exits available many times and I cannot get out of the lane in time to

make my needed exit. And last, the extra cost imposed doesn't make economic sense for the 5 minutes I might save.

The simplest plan is to let everyone use the HOV lanes without charge. Traffic is fluid, but HOV lanes are rigid. I believe they slow down traffic for everyone! Having 5 lanes will speed up traffic because it is less likely that you will get stuck behind a slow-moving vehicle without ability to change lanes.

It has always irritated me that it is almost impossible for drivers from Plano and Richardson to maneuver into those left lanes, so the HOV lanes benefit drivers from Allen and McKinney who do not pay the DART sales tax. It also irritates me that in creating the HOV lanes no new concrete was poured. They just re-stripped the existing four lane highway into five lanes. I believe it made traffic more dangerous because we have to navigate narrower lanes while losing the left shoulder for emergencies.

The final suggestion to spend lots of money to find a way to monitor traffic so you can give bonuses to high occupancy vehicles really disturbs me. I think all that vehicle monitoring (as opposed to traffic flow monitoring) is a definite infringement upon our freedom and our privacy. It's also a way to squander money on something that presents only a hypothetical not a tangible gain.

Jackson Hurst

I approve and support NCTOG's HOV Pilot Project on US 75. This pilot project will help reduce congestion.

Jimmy Estes

Remove barriers and open to public. Keeping any barriers leads to blockage of many lanes for maintenance.

Gina Ward

If solo drivers are allowed to use the HOV lane for free or for a fee, it will end up just as congested as the rest of the highway. It should be for more than 1 person in a car. The rules are not being followed now - there are no officers giving tickets. I'm from Miami and the HOV lanes were well controlled because of patrol and easy to get in and out of instead of having those rubber things.

Please do not allow solo drivers to use this lane, even if they pay.

Marie Talamini

I would be interested in supporting this pilot project. Our household uses the HOV lane multiple times daily with 2+ and we also use the US75 corridor for single user as well.

Jamie Thompson

I just read the article on getting more use out of the HOV lane on 75 and have some thoughts.

Yes. Single person cars using it would help ease some congestion on the main lanes. However,

many people in general would like to use the HOV lane to bypass all of the ramps as they may be heading on a long haul to/from McKinney. I travel from Spring Creek Rd to McKinney and would definitely like to bypass all of the merging traffic.

Would it be feasible to have people register with NTTA on how many people they normally have in their car and then charge them to use the HOV lane based on that? I know that could open a whole can of worms and people could lie but cameras could show occupants if installed in the areas of tracking.

Are there thoughts on how to reduce large maintenance/shipping trucks/big rigs from using the HOV lanes?

Are there plans to clean up debris and maintain this long stretch of highway?

Thank you for continuing to look for ways to help improve traffic flows!

Andy Smith

Thank you so much for starting the process on removing these separation poles from the roadway! I think the idea of keeping the lane free for solo drivers is beneficial. With Collin County continuing to grow the way it is, it essentially adds another general-purpose lane without having to redo the whole highway like 635 East currently. This could buy TxDOT a little more time for the inevitable redo of US 75 from downtown Dallas to McKinney (which it's already in desperate need of).

Even if the decision is to toll the lanes or use that new technology to see the occupancy of the vehicles, that's fine. As long as those awful barrier poles are taken down ASAP. Those are so dangerous when people run them over and break them. I have seen so many wrecks happen because of those and the debris just stays on the highway for days. Maybe a double solid line would work if the plan is to continue to keep them separate from the general traffic.

Thank you for giving the public an opportunity for input.

Roger Nordmeyer

We would like to see the HOV lanes dismantled as they are a traffic hazard. Signage has never been clear, particularly about where one can exit the lanes and this has resulted in many near collisions as people dart across traffic or drive over the barriers. Please just open up the roads.

Bob Tragesser

This is the most stupid idea one could ever imagine! \$10M to implement a system to reward drivers for using the HOV lanes? Take down the barriers and just open the lanes for regular, non-HOV use!

Warren Caldwell

Greetings and thank you for the opportunity to contribute to the discussion on managing the (currently) HOV lanes on 75. I am the current President of the Canyon Creek Homeowner's Association.

Option 1 is far preferable as a means of accelerating the broader use of the lanes. I have long questioned the thought process that a driver would make the decision to carry additional passengers based upon the existence of an HOV lane. Most either have passengers or do not and an underused lane is not an appropriate use of our resources whether they be capital related or a loss of human productivity by those artificially impeded from efficient traffic flow.

The removal of the bollards will be greeted with an audible cheer by our neighborhood which comprises 2850 homes and approximately 10 % of Richardson's population. The happiness of our neighborhood will be eclipsed by that of our First Responders who have long had to cope with the added frequency of accidents and damage to their equipment caused by the bollards.

For many years, Richardson has been denied a reasonable access to the lanes and a solution going forward should account for and add convenient and friendly access for our growing city of 125,000.

We are appreciative for your work and expertise in crafting sorely needed improvements to the current approach. I have copied our HOA Community Outreach Director and our Past President. Please reach out anytime.

Justin Pike

The idea to charge single riders is a terrible idea. However, something needs to be done. I drive that stretch daily north and south. When the main lanes back up I see single riders OFTEN jump into that lane some over the barriers even. It's a plague. These people think they are above the law and there are ZERO repercussions for them. We really should enforce current laws before trying to change them but maybe a charge would make them think twice or it would just be another source of issue by trying to collect from them and then dodging paying for it. Single riders are already very regularly using the HOV lanes and it disgusts me!

Finn-Erik Juliussen

I am writing in regards to the survey on the HOV lanes on US-75. I would like to see them totally removed and open to everyone. I have no problem with the ramps just North of US-75 remaining in place. Since these HOV lanes were originally opened I have watched dozens and dozens of accidents due to these lanes and have had numerous close calls when people cut into the HOV lane from the stopped traffic in the main lanes. F-350's do NOT stop well from 60mph when idiots cross illegally into the lanes. I have seen plenty of rear end collisions from this.

I have seen people drive over the barriers whether the plastic delineators are up or sheared off at the base. The bases rarely get torn off but when you drive over them at higher speeds, say 30mph+ the large bumps unsettles the suspension and can cause vehicles to lose control and crash. I've seen several of those crashes.

We have a HUGE safety problem when a car becomes disabled in the HOV lane. In the majority of the places there is no room to get around them. The people in the stalled vehicle have to decide do I want to sit in the car with my seat belt on and get rear ended at 70mph, or do I get out and stand next to my car and hope the collision does not kill me, or jump over the wall on the other side and have 70mph cars passing within inches of me. I guess there is a 4th option. They could play a real live version of the 1980s Frogger arcade game. Most motorists do not have 3 lives to start with and pedestrian splats make for even more enormous delays.

We also create the same problem in the inner left lane (not the HOV lane) as there is no shoulder for cars that break down or crash. This is a problem in numerous places around the Metroplex and SHOULD NEVER be designed like this!

Breakdown lanes used to always be built. This is an incredible safety feature. If you run out of gas or need to change a tire you have a place where you can do it in a less risky environment. If you have a minor crash the cars can be moved to the breakdown lane as well. I drive 50-80,000 miles per year and have for decades. Where there is a breakdown lane with a disabled vehicle it is not uncommon to see traffic keep moving at normal speed. If it slows it is not by much in most cases. When a car stops in the lane of traffic the delays immediately build and traffic slows MUCH more. In my anecdotal evidence from spending time on the highways you see vastly more accidents when cars break down in the road with nowhere to go.

Another benefit of breakdown lanes is if a car needs to be towed or filled with gas the tow truck can also be in the breakdown lane working on it and not be blocking traffic in many cases.

Yet another benefit is when you have a breakdown lane it gives more room for error as there is extra pavement to drive on should they hydroplane, get distracted and wander out of the lane, steer around the sofa that fell in the left lane, etc.

What I would like to see is 5 lanes open to EVERYONE (ok, not pedestrians and bicycles but you get the point) and with a breakdown lane where possible. Some areas you can fit one and others you can't. Still an extra 3' from the wall will reduce accidents.

I have to wonder about the studies that show that HOV lanes help traffic. In my observations around the country they do not speed traffic in the regular lanes. They actually slow it down because you lose the breakdown lane. I do not think this is good design for safety or efficiency. The government should be designing highways that speed up all the lanes as that is the best for society as a whole. How much more pollution is produced from the types of blockages backing up all lanes for miles due to idiotic design? How much time could people have for other uses? How much money is wasted with emergency services and on medical care that could have been saved with all the lanes available with breakdown lanes?

Through the whole Metroplex I see the same problems created in the HOT lanes or TX Express if you prefer. In many places the shoulders were eliminated to build the new lanes. The claim was no lanes would be taken away but that was a lie. Many breakdown lanes WERE taken away and have made traffic WORSE than if the breakdown lanes were left.

Resiliency is a popular word these days. In regards to roads, I call it competent design without barriers to slow traffic down and cause accidents. Breakdown lanes free the flow of traffic and without made up barriers you create resiliency.

I would also like to point out a very dangerous spot on US-75. In the left center lane the pavement is failing at the North seam on the overpass over Arapaho. There is already subsidence with the bridge already creating a bump. When you add the crumbling concrete it's a crash waiting to happen. At some point I expect to see a car airborne just like Roscoe from the Dukes of Hazzard.

Chip Pratt

I am opposed to charging for use of the lane. We are being tolled to death. Incentivizing the use of HOVs in the lane would be the preferred option at least in the interim. Removal of the bollards is a very good move and way overdue. A key for Richardson is access to the lane. There should be southbound access at least 2 places in Richardson, and northbound access just north of 75, and again south of 190 in time for drivers to exit to 190.

National Drive Electric Week (NDEW)

Katherine Homan

Will ERCOT be up to supplying electricity for all the electric cars that we are seeking to replace those running on gasoline?

Considering the new housing being constructed also needing power in these times of temperature extremes and now this new scope of demand for powering automotive vehicles, might our already inadequate Texas grid be headed for a Catch-22? Just wondering.

Response by NCTCOG Transportation Department:

Hi Katherine,

Apologies for a slow response, but you pose an excellent question. In short, the grid can indeed accommodate the additional load associated with electric vehicles (EVs). However, the key to success will be carefully managing *when* EVs charge to make sure we aren't adding the EV load during existing peak hours. This may be challenging, especially when fleets of large vehicles such as buses or delivery trucks electrify. However, if managed correctly, EVs can help create a more efficient, optimized grid, and be a power source during outages to help increase resiliency. The good news is that many organizations are highly aware of the challenge posed by integrating EVs with the grid, and much planning is being done now, before large-scale EV adoption. We've provided additional explanation below.

Examples of what is being done to plan: The [Electric Reliability Council of Texas](#) (ERCOT) Long-Term System Assessment Update and Input Assumptions for 2022 includes a transportation electrification scenario, where ERCOT has made some assumptions about future EV adoption to determine potential associated load. This information can be used by electricity generators to decide if and when to build new generating capacity. The Public Utility Commission has also collected information related to EV adoption over the past year to inform potential policy or regulatory actions. The Texas A&M Transportation Institute has simulated various electrification scenarios to evaluate grid impacts, and presented some of this work earlier this year (see the [May video](#) starting at the 54 minute, 45 second mark, if interested). In addition, our staff recently held a meeting on EVs with several utilities to get an understanding of what utility concerns and plans are and identify ways that we can facilitate shared learning and best practices. We hope to hold additional meetings in the near future and welcome you to attend if interested. (If interested, sign up for our [Electric Vehicles North Texas email blasts](#).)

The grid can accommodate additional load, if added at the ‘right’ time: The grid has absorbed additional load associated with new technologies several times before – the widespread adoption of central air conditioning, the evolution of the internet, and now the transition to cloud computing have all been instances where additional electrical load was needed to support technology adoption. With EVs, the major factor is **when** electric vehicles are being charged and not just the power levels required to charge. Just as we try to avoid using large appliances during “peak” hours during the summer, the same behavior will need to be followed as EVs gain wide adoption. During the majority of the year, the grid continues to have excess generation capacity overnight that is underutilized – much of it renewable but intermittent wind energy (in fact, wind is still curtailed in Texas – meaning the amount of power generation is reduced to below what it could be – usually because there isn’t enough market demand). This power could be used by EVs charging during those off-peak hours. Thus, charging EVs off-peak can actually benefit the grid by creating a market for the existing capacity that is currently held back, and also by smoothing out the peaks and valleys between high and low demand, providing a more stable load overall. Some retail electric providers offer incentives to their customers if the customer uses “smart charging” technologies that prevent the car from charging during peak hours.

EVs can serve as a power source during a power outage: During extreme events such as Winter Storm Uri, EVs have the potential to become a grid asset. Certain EVs have “bidirectional” capability, meaning they can send electricity from the car battery back to the grid if needed. There were instances in Houston of people [powering cell phones off a hybrid pickup truck](#). Our staff has also met people who used their Mitsubishi plug-in hybrid SUV to keep their refrigerator running after a hail storm power outage. While this capability is still somewhat uncommon, it will offer substantial promise as more vehicles offer this feature.

NCTCOG does promote energy efficiency and energy management to reduce grid demand, and also promotes solar technology as a source of locally-generated, clean energy that can help provide additional grid resiliency. One of our major initiatives is also promotion adoption of the most recent building codes to ensure new construction is as efficient as possible. Oncor also offers incentives for efficiency-related projects through their www.takealoadofftexas.com program. Our staff is also preparing a workshop on the topic of energy resiliency to talk about a variety of items that can either reduce grid strain or provide options in the event of an outage. If you’d like more information, you may be interested in the websites below, and/or want to sign up for our energy/solar newsletter at [Newsletters | Conserve North Texas](#).

- <https://www.nctcog.org/envir/natural-resources/energy-efficiency>
- www.gosolartexas.org
- [Workshops and Training Opportunities | Conserve North Texas](#)

Phone

HOV Pilot Project Along US 75 Corridor

Sue

I am very concerned about the changes from HOV to SOV on 75 between 635 & 121. There are trucks with trailers using HOV lanes and driving too slow and big trucks with materials for all the

developments being built north of 380. I would like to understand the reasoning as to why the HOV lanes may become SOV in that area.

Comments and Questions - Due Oct. 12, 2021
Regional Transportation Public Input Opportunity

1) Regional Comprehensive Emissions Reduction Program

Comments - Pg. 7

That's a great idea to partner with EDF - they specialize in environmental improvements.

Pg. 8

I am pleased that we are addressing global climate change here on the local level. Hopefully, we can set an example with our actions for the rest of the world. I expect that our accomplishments will be well publicized and be a model for other regions of our Nation and the world.

Pg. 16

I am relieved to see that METCOG is playing a role in increasing our ^{electric} grid flexibility and resilience. I would not want to go through the nightmare experience of the February 2021 winter storm again.

2) HOV Pilot Project Along US 75 Corridor

Question - page 3 and other pages -
What is a technology lane?

Comments and Questions - Due Oct. 12, 2021

Continued

3) Draft - November 2021 TIP Modifications
for Public Review

Question - Pg. 7 of 44

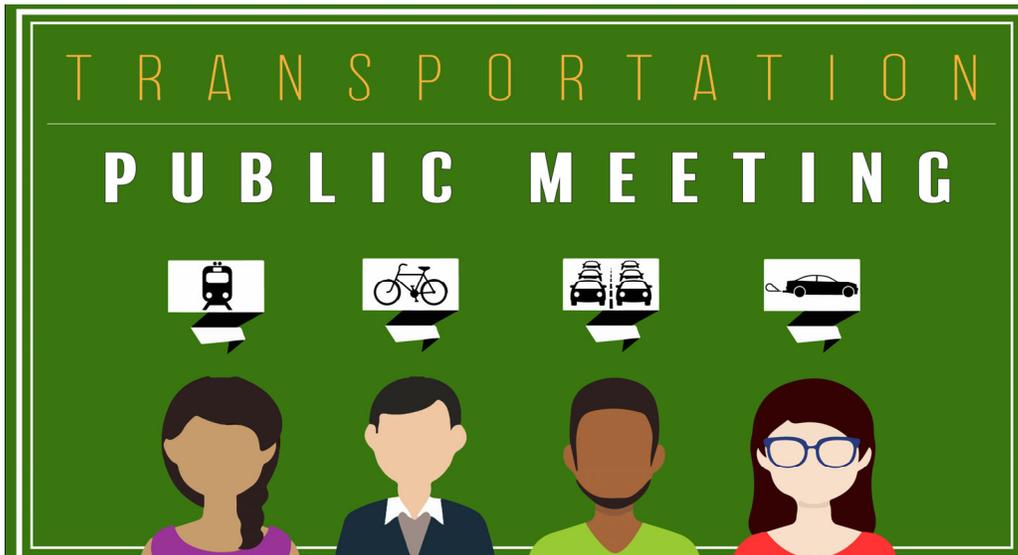
What is ^{an} ADALI Autonomous Traffic Signal
System?

Thank you.

Phyllis Silver



Phyllis Silver Page 2 of 2
9/30/2021



Attend in person or watch the presentations live at www.nctcog.org/video (click on the “live” tab). A video recording will also be posted online at www.nctcog.org/input.

PRESENTATIONS

Mobility 2045 Update

One of the primary responsibilities of a Metropolitan Planning Organization is the development and maintenance of a Metropolitan Transportation Plan (MTP). NCTCOG staff has initiated the development of an update to the current MTP, Mobility 2045, and will provide an overview and update on the timeline for the Plan.

Freight Safety Campaign

The goals for this year’s freight safety campaign include educating heavy-duty vehicle operators about following regional truck lane restrictions, informing the public about safe driving practices near large commercial vehicles, and reducing freight-related accidents. Staff will present details on this campaign.

Local Government Energy Reporting

Political subdivisions in ozone nonattainment or “affected” counties in Texas are required to reduce their electric consumption by five percent each year and report their annual electricity consumption to the State Energy Conservation Office (SECO). This presentation will provide an overview of the local government energy reporting requirements, NCTCOG resources and trainings, and important reminders regarding the upcoming 2021 Local Government Energy Reports.

RESOURCES AND INFORMATION

Interactive Public Input: Map Your Experience:

www.nctcog.org/mapyourexperience

Regional Smoking Vehicle Program (RSVP): www.smokingvehicle.net

Vehicle Incentives & Funding Opportunities: www.nctcog.org/aqfunding

Mobility 2045 Administrative Revisions: www.nctcog.org/input



**MONDAY, OCT 11,
2021 @ NOON**

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

For special accommodations due to a disability or for language translation, contact Carli Baylor at 817-608-2365 or cbaylor@nctcog.org at least 72 hours prior to the meeting. 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 con 72 horas (mínimo) previas a la junta. Se harán las adaptaciones razonables.

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

TRE CentrePort/DFW Airport Station
Trinity Railway Express
Arrival Options on October 11

Eastbound Train 11:49 am

Westbound Train 11:31 am

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 Friday, August 20, through Sunday, September 19. Comments and questions are submitted for the record and can be submitted via Facebook, Twitter, fax, email and online.

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

In addition, comments were accepted through a new, online map tool. Users can drop a pin on a location in the region and leave a detailed comment. This month, there were 16 bicycle and pedestrian comments and six roadway comments. To read them, visit:

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

Bicycle & Pedestrian

Twitter –

1. We're excited about all of the construction to connect Valleydale with the future site of the bridge over 75! We love the partnership with @CityOfDallas, @DallasCountyTx, @TxDOT, and @NCTCOGtrans to complete this project. – Northaven Trail (@NorthavenTrail)



2. Since our world changed last year, North Texans were looking for ways to stay active. Today we're featuring The Santa Fe Trail in Dallas. It stretches 5.3 miles and goes from Deep Ellum to White Rock Lake. Stay tuned for more! @CityOfDallas @BikeDFW @DallasParkRec @GreenDallas – NCTCOGTransportation (@NCTCOGtrans)



Wow - this is awesome. Please do more of these!

Are you allowed to ride e-bikes on the trail(s)? – Clayton Meeker (@Clm1403)

Hi, Clayton! Per state law, e-bikes are allowed on trails unless posted otherwise.
– NCTCOGTransportation (@NCTCOGtrans)

Love it - now I just need to get one. :) – Clayton Meeker (@Clm1403)

3. Bridge girders up and more construction at the @NorthavenTrail bridge location. Thanks to @TxDOTDallas the project is currently a little ahead of schedule. – Jeff Kitner (@JeffKitner)



So exciting! – Riva Campo (@Rivaebk)

4. We're "hot on the trail" for the quiet zone field study for the Cotton Belt/Silver Line - giving input on measures to keep pedestrians, cyclists & vehicles safe & retain as much quality of life as possible. @dartmedia @NCTCOGtrans #signals #walls #gates #fencing #nohorns #bells – caraathome (@🏠) (@caraathome)

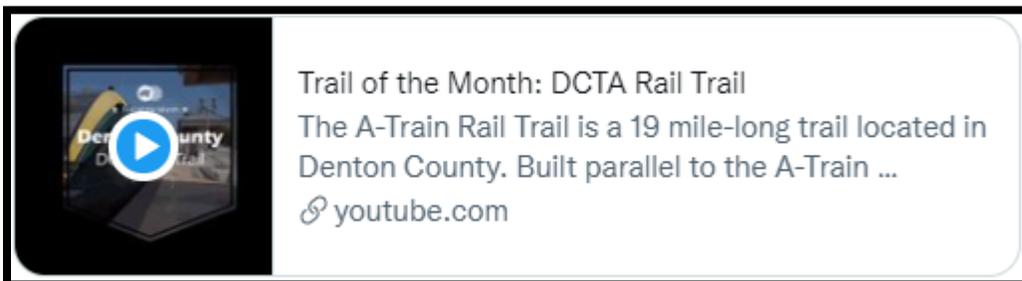


Can I ask why we need a train to the airport when Biden is going to put 50 percent of Americans on a no-fly list? Who's going to be riding this train? – Mike OTL (@Mike_OntheLam)

If there is a betting pool, I'm in for the year 2070. 👍 – caraathome (@🏠) (@caraathome)

Lol. – Mike OTL (@Mike_OntheLam)

6. The A-Train Rail Trail is 19 miles long and is the longest trail in Denton County. The A-train Rail Trail is a product of @RideDCTA collaborating with community partners including @cityofdentontx, @CityofCorinth, @CityLakeDallas and @LewisvilleTexas. – NCTCOGTransportation (@NCTCOGtrans)



Do you need a bike or a car once you get out of this train at all stations? – Maria Eugenia (@Ma_E2021)

There are a plethora of mobility options once you get to our A-train stations. You can use your bike, try our new GoZone on-demand service, transfer to one of our Connect buses, etc. Hope this helps! – AH – DCTA (@RideDCTA)

Roadway

Email –

1. **Georgia Brown**

Hello!

I would like to request that there be a stoplight installed at the intersection of 287 and Prairie Ridge Blvd. Due to the new community being built in this area, traffic has increased in this area making it difficult and dangerous to enter, exit, or even pass through this area.

Thank you for your consideration.

Transit

Twitter –

1. Southern Montana counties are banding together to restore passenger rail service cut over 1/2 a century ago. Southern Montana. If they can do it why can't we expand rail service in Texas? @TXLegeCouncil @TXlege @bigskyrailmt @TXRailAdvocate @GovAbbott @DanPatrick @NCTCOGtrans – Peter J LeCody (@railadvo)



We are watching Texas and @TXRailAdvocate with great interest! – BigSkyRailMT (@bigskyrailmt)

How about we collaborate to connect Texas and Montana via passenger rail? We need north-south connectivity in this country. Reach out to @bigskyrailmt! – Dave Strohmaier (@davestrohmaier)

RECEIVED

SEP 14 2021

TRANSPORTATION



1200 E. Broad St.
Mansfield, Texas 76063
817-276-4200
www.mansfieldtexas.gov

September 3, 2021

North Central Texas Council of Governments - Transportation
Attention: Mr. Michael Morris, P.E.
Centerpoint II
616 Six Flags Drive
Arlington, TX 76011

Re: Regional Rail through Mansfield

Dear Mr. Morris,

I want to thank you for the time you spent with us and the information you provided at our August 18th meeting. As we discussed, the City of Mansfield is very interested in pursuing commuter rail in our area and would like to create a partnership to advance the 2045 Mobility Plan recommendation for Stacked Commuter Rail. The City of Mansfield is requesting help from NCTCOG with a path forward on this endeavor.

We appreciate your help. If you have questions or need additional information please do not hesitate to contact me at 817-276-4233, bart.vanamburgh@mansfieldtexas.gov or David Boski, P.E. at 817-276-4208, david.boski@mansfieldtexas.gov

Sincerely,

A handwritten signature in black ink, appearing to read 'B. VanAmburgh', written over a horizontal line.

Bart VanAmburgh, P.E.
Director of Public Works

Cc: Mayor Michael Evans
Councilman Mike Leyman
Joe Smolinski, City Manager
David Boski, Assistant Director of Public Works - Transportation

September 9, 2021

Mr. Michael Morris, P.E.
Director of Transportation
North Central Texas Council of Governments
616 Six Flags Drive, Centerpoint Two
Arlington, Texas 76005-5888

Re: Response to Letter from Michael Morris, dated August 25, 2021

Dear Michael:

Thank you for your August 25, 2021 letter regarding the Bus Rapid Transit (BRT) project for the East Lancaster Avenue corridor in Fort Worth. Your leadership and insights are always highly valued, and your ongoing partnership is deeply appreciated.

Together with the City of Fort Worth, the North Central Texas Council of Governments, and the Texas Department of Transportation, Trinity Metro shares a vision for a vibrant, economically, and culturally diverse East Lancaster Avenue corridor. Ridership on the routes serving East Lancaster Avenue represents the highest volumes of all our fixed-route bus systems, making it a great candidate for bus rapid transit. The agency is committed to a solution that not only provides superior service but also demonstrates our community's commitment to making the necessary long-term infrastructure investments in this historically underserved area.

Although different visions exist for best addressing the corridor's transit and economic development needs, we share a common goal of optimizing our community's focus and investment in this area. Trinity Metro believes our approach provides clear and specific safety, efficiency, sustainability, and opportunity advantages.

From our experience and in consultation with technical experts whose input we have solicited, utilizing the inside lanes allows for reduced conflicts with passenger vehicles and trucks while also providing the opportunity to reduce the number of median openings from the existing 56. Further, it reduces conflict with pedestrian and bicycle traffic.

The outside lanes of this corridor are impacted by over 250 driveways, streets, and other external ingress and egress points. Each of these points potentially imperils the uninterrupted flow of transit vehicles while also increasing the likelihood of pedestrian and vehicle crashes. The inside lanes offer less impedance, helping improve safety, increase speed, and reduce travel time in the corridor.

For station siting, leveraging the existing public right-of-way in the median provides riders access to both directions at once, thus reducing the need for pedestrians to cross bi-directional traffic flows to access the stations.

Establishing center median stations provides additional benefits. Fewer stations will help focus investment in these areas, helping to enhance their aesthetic appeal, comfort, and safety. Better stations and services are invitations to private investment and transit-oriented development opportunities.

As the owner and operator of the system built in this corridor, the system implemented must be based on technologies and designs that are proven, sustainable, and adaptable. This approach includes testing and adapting new technologies, including autonomous vehicles developed for public transit.

The challenges of this corridor and the need for our community's leadership to get this right are far too critical for experimentation with as-yet unproven approaches and technologies.

With any investment of this magnitude and social and economic impact, we must build smartly for both the present and the future. We must invest wisely to meet today's needs and boldly to meet tomorrow's demands. To foster the future development of this corridor, we must be willing to invest in a robust transit solution.

As previously stated, a dedicated center lane corridor allows for future testing of the technology, including autonomous vehicles. When appropriately designed, the corridor could expand to a dedicated autonomous guideway, light rail, or yet unknown technology in the future.

Further, the approach we advocate represents the serious investment in the permanent infrastructure this corridor deserves, demonstrating not only the importance of the area for economic revitalization but our leadership's commitment to ensuring that it occurs.

Finally, given all of these and other advantages of the project described, we are hopeful that you will agree this approach makes sense for the East Lancaster Avenue corridor. We further hope that you will join our advocacy for making this vision a reality, for we clearly understand this project cannot achieve success without your help and that of the RTC. It is with the utmost respect that we request your consideration.

Sincerely,



Bob Baulsir

Cc: Mattie Parker, Mayor, City of Fort Worth
Gyna Bivens, Mayor Pro-Tem, City of Fort Worth
Elizabeth Beck, Councilmember, City of Fort Worth
Chris Nettles, Councilmember, City of Fort Worth
Carey Moon, Councilmember, City of Fort Worth
Dana Burghdoff, Assistant City Manager, City of Fort Worth
Lynn Hayes, Community Planner, Federal Transit Authority
Jeff Davis, Chair, Trinity Metro
Carl L. Johnson, District Manager, TXDOT Fort Worth District
Chad Edwards, VP Planning and Development, Trinity Metro
Jeff Neal, Senior Program Manager, NCTCOG
Shannon Stevenson, Senior Program Manager, NCTCOG
Karla Weaver, Senior Program Manager, NCTCOG

Autonomous Trucking Firm Gatik Raises \$85M and Expands Operations in AllianceTexas, With 500+ New Jobs Planned by 2025

Gatik's new autonomous trucking facility at the "MIZ" in Fort Worth's AllianceTexas will serve as a hub for its middle-mile operations in Texas. The company's \$85 million Series B funding will scale its fleet of Class 3-6 autonomous box trucks across new North American markets.

By David Seeley, Dallas Innovates

Autonomous trucking was already big in North Texas. Well, today it got bigger. Palo Alto-based Gatik announced that it has expanded its customer deployments in Texas and opened a new autonomous trucking facility at the "MIZ"—the Mobility Innovation Zone in Fort Worth's AllianceTexas. Gatik also revealed it has raised \$85 million in Series B funding led by Koch Disruptive Technologies (KDT).

The \$85 million funding will be used to scale [Gatik's fleet of Class 3-6 autonomous box trucks](#) across new North American markets.

Gatik focuses on short-haul, B2B logistics for Fortune 500 companies like Walmart. But it's in Texas for the long haul—it anticipates it will create over 500 new jobs here by 2025, including operational, technical, and business positions.

20 hours a day, seven days a week

Gatik operates its medium duty trucks more than 20 hours a day, seven days a week, in the high-density Texas market. This enables the company to increase its vehicle usage, maximizing profits and supply chain efficiency for multiple customers.

The company's partnership with the MIZ supports its expansion in Texas—the fourth North American market where Gatik has deployed its autonomous fleet for retail customers. (It previously rolled out successful operations for Walmart in Arkansas and Louisiana, and for Loblaw Companies Limited in Ontario, Canada.)

A "middle mile solution" made for Texas

"Dallas-Fort Worth is internationally recognized as one of the world's leading logistics centers in terms of innovation, sophisticated infrastructure and a highly skilled workforce," said Gautam Narang, Gatik's co-founder and CEO, in a statement. "Combined with a dense customer base, a progressive and well-structured regulatory environment, and an ideal climate; bringing the advantages of our middle mile solution to customers in the Texas ecosystem was a very natural next step for us."

Narang believes it's just the right time for his company's moves.

"Gatik's expansion into Texas comes at a time when demand for autonomous middle mile delivery has surpassed even the most confident predictions," he said. "Rising costs, unreliable service levels, and an increasingly pronounced driver shortage within traditional logistics networks have spurred overwhelming demand for Gatik's autonomous technology."

Governor Abbott: "unlimited economic opportunity"

"Texas continues to thrive as a place of unlimited economic opportunity and we are proud to welcome a cutting-edge company like Gatik to Fort Worth," Texas Governor Greg Abbott added

in the statement. “This facility will bring hundreds of jobs to the region and will further establish the Lone Star State as a leader in innovation. Gatik’s investment is a testament to Texas’ strong economic climate, robust infrastructure, and our unrivaled workforce.”

Gatik recognized on the Forbes AI 50 list

Founded in 2017 by autonomous tech veterans, Gatik has offices in Palo Alto and Toronto. The company was recognized on the 2021 Forbes AI 50 list and named as a Technology Pioneer by the World Economic Forum.

Accelerating mobility tech in the MIZ

Ross Perot, Jr., chairman of Hillwood, which owns AllianceTexas, welcomed the expansion as [yet another spark for growth at the MIZ](#), which is also the home of a trucking hub for [autonomous trucking startup TuSimple](#).

“Gatik is the perfect partner for Hillwood in our efforts to accelerate emerging mobility technologies within the MIZ,” Perot, Jr., said in the statement. “As Gatik leads the way in autonomous middle mile delivery, their commitment to the MIZ will continue to position AllianceTexas as a global focal point in the commercialization of budding logistics solutions.”

Hillwood’s AllianceTexas development is anchored by the world’s first dedicated industrial airport—Fort Worth Alliance Airport—and hosts one of the America’s premier intermodal hubs. It’s home to more than 525 companies, which have built more than 50 million square feet and created over 62,000 jobs.

Mobility innovation ecosystem partners with firms leading logistics into the future

By AllianceTexas Mobility Innovation Zone

The mobility and logistics landscape is constantly shifting. From the Pony Express to next-day international delivery, the only constant in logistics is a shift toward speed, reliability and convenience. Innovative entrepreneurs in logistics are always looking over the horizon to understand how to get ahead of the market and create solutions for tomorrow's demands.

Each year, more than \$150 billion worth of parcels are shipped in the United States alone, and the U.S. freight market is currently valued at over \$1.6 trillion. * Put simply, the freight and logistics industry is alive, thriving and growing.

There is an opportunity to move the mobility and logistics industry forward, making testing and partnerships key to navigating the real-world challenges new logistics technology must safely satisfy.

Embracing that opportunity is the AllianceTexas Mobility Innovation Zone (MIZ), a diverse landscape in North Texas dedicated to commercializing the future of logistics.

The future of mobility is here

Located just north of Fort Worth, the AllianceTexas Mobility Innovation Zone is a landscape built on collaboration and opportunity. That combination works to connect people, places and ideas that push innovation in surface and air mobility forward. By leveraging its one-of-a-kind infrastructure, the MIZ offers businesses and entrepreneurs access to an ecosystem, resources and partnerships essential to comprehensively test, scale and commercialize the latest logistics and mobility technologies.

The 27,000-acre industrial-focused, mixed-use community is part of a public-private ecosystem that brings regional policymakers and global mobility and technology innovators together. The unique environment allows partner companies of the MIZ to stay informed and influential on emerging mobility regulations.

Bell's autonomous aircraft flies into the future

In early 2021, Hillwood and Bell Textron Inc. demonstrated a point-to-point unmanned aircraft system (UAS) package delivery in North Texas. The Bell Autonomous Pod Transport (APT) flew across the Mobility Innovation Zone (MIZ), from the Flight Test Center through complex airspace on a four-mile route to Pecan Square, Hillwood Communities' tech-forward, master-planned community in Northlake, Texas.

The success marks major progress for Hillwood's AllianceTexas MIZ and Bell, showcasing the many applications of the APT as a logistics vehicle. It also demonstrates that the MIZ has the scale, infrastructure and testing space to support the eventual commercialization of next-generation air mobility technologies — and that's been Hillwood's vision all along.

“This successful test of Bell’s APT at the AllianceTexas Mobility Innovation Zone highlights the potential for UAS to complete complex missions, moving the needle closer to connecting logistics operations directly to consumers,” said Ross Perot, Jr., chairman of Hillwood.

“Together, we are carving a path forward for future commercial operations to solve the supply chain challenges our world currently faces.”

An anchor for innovation

“Our region is positioned to support companies engaged in the commercialization of new technologies in air mobility,” said Jeff Williams, mayor of Arlington, Texas and chairman of the TRTC. “We’re proud to support Bell and Hillwood in launching North Texas’ first point-to-point package delivery at the MIZ and look forward to their continued leadership in making our region an epicenter for mobility innovation.”

Hillwood’s AllianceTexas development is anchored by the world’s first dedicated industrial airport, Fort Worth Alliance Airport, and hosts one of the nation’s premier intermodal hubs. The unique set of air and surface logistic assets includes an urban airspace environment around the Fort Worth Alliance Airport and interoperability across supply chain nodes from the first to the last mile, serving as a true nexus for surface and air mobility.

The MIZ features:

- Urban airspace environment.
- Alliance Airport with FAA control tower.
- Amazon regional air hub.
- FedEx Southwest regional hub.
- Operational flight-testing center.
- 2 million people within 20 miles, with varying population densities. *

The mixed airspace and varying population densities offer logistics entrepreneurs the opportunity to test their vehicles in real-world conditions before going to market, which helps them save time and money as they implement their new technologies.

Field testing a new style of delivery

The APT is in the electric vertical takeoff and landing (eVTOL) family of vehicles Bell is developing. Bell’s APT systems allow for flexible mission capabilities while keeping operations simple, efficient and fast. It is capable of twice the speed and range of a conventional multirotor, and the vehicle is designed for rapid deployment, quick reconfiguration and nimble battery swap and recharge. *

According to a statement from Bell, the APT initiated a vertical takeoff, and then rotated to fly on its wing. A “nearly silent” takeoff and ascent according to the onlookers on the ground below. From there, the APT reached an altitude of 300 feet above ground level and flew near I-35W to transition in and out of Class D and Class G airspace. The route was meant to demonstrate that the APT might encounter various airspace types during a commercial flight.

“Bell is proud to play a role in the first North Texas UAS package delivery, and this demonstration showcases the future application of the APT as a logistics carrier,” said Mitch Snyder, president and CEO of Bell. “Testing at the MIZ showcases how Bell’s autonomous vehicles could seamlessly integrate into logistics operations and unlock new opportunities for businesses.”

To date, the APT flight test program has completed over 300 test flights. * In 2021, APT will demonstrate several military and commercial operations while simplifying user interfaces and enhancing the aircraft’s autonomous features.

Thinking above and beyond

The partnership between Hillwood, Bell, BNSF and the FAA is just one example of the collaborative efforts the MIZ can create. Their work is progressing the future of mobility and making it not only possible, but accessible. Autonomous vehicles have the potential to dramatically reduce the expense of package delivery while prioritizing human safety. And this is only the beginning.

Whatever innovations come next, the MIZ is the perfect landscape to take mobility innovation from idea to reality — surface to air and beyond.

EV charging company picks DFW for plant, plans 250 local jobs

By Brian Womack, Dallas Business Journal

A company supporting electric vehicles with charging gear has picked the Dallas region for a new plant.

Wallbox, which is based in Spain, announced Wednesday that Arlington will be its first U.S. manufacturing facility that covers 130,000 square feet. The plant is set to support expansion plans for North America over the next decade.

The local facility is slated to create about 250 jobs in the region by 2030, it said. This will be the fourth manufacturing site for Wallbox with two in Europe and another in China.

Arlington landed the site for factors that include the city's position as a central transit hub between the east and west coasts, access to the I-20 corridor and its proximity to other major cities in the region such as Dallas and Fort Worth.

"Wallbox has made great strides in establishing and growing its brand in the country this year," said **Douglas Alfaro**, general manager of North America at Wallbox. "The Arlington factory is another important milestone to expand our U.S. footprint."

The expansion comes as automobile companies invest in electric vehicles and consumers increasingly embrace the technology. President Joe Biden has **issued** an executive order setting out the goal that 50 percent of all new passenger cars and light vehicles sold in 2030 should be electric.

The Dallas region has been getting attention from the industry. Electric vehicle maker Rivian, which is backed by Ford and Amazon, has considered planting a large manufacturing and development center in Fort Worth.

Founded in 2015, Wallbox employs over 700 people globally.

Production is expected to start as early as June 2022 with production lines for the local plant.

Earlier this year, Wallbox and Kensington Capital Acquisition Corp. II announced a business combination that is expected to result in Wallbox becoming a publicly traded company.

In booming region, will DART overhaul give Dallas a bus system that connects people with jobs?

It's been five years since the City Council demanded change. Now the transit agency says a January makeover will bring shorter wait times and fewer transfers.

By Sharon Grigsby, Dallas Morning News

The long-promised and even longer-overdue overhaul of DART's bus system — neglected for decades while the transit agency focused on flashy rail projects — will finally roll out in January.

The [new network plan](#), unanimously approved last week by DART's board of directors, won't fix nearly everything in a system that too often strands those most dependent on its services.

But the system redo is a decent start — albeit five years after the Dallas City Council at last snapped to DART's misaligned transit priorities and subsequently installed new board members to make things right.

The council woke up after stories published in summer 2016 about a southeast Oak Cliff woman's one-hour, 53-minute commute.

Readers responded to Pamala Burch's daily four-hour nightmare by helping her buy a car. [I wrote of her good fortune](#), but noted that the real news was all the other people still stranded by shoddy bus service.

Long commutes are more than inconveniences. They reduce job options, and fewer choices mean smaller chances for a better-paying job that would move a family out of poverty.

After a multitude of community meetings, Facebook Live events and about 2,500 survey responses, DART has devised a plan it believes will mean fewer transfers and shorter wait times.

Beginning Jan. 24, riders are promised what they have long clamored for — easy-to-understand, direct and reliable bus service.

Among the most significant features:

— GoLink service will be increased substantially — to a total of 30 zones — and become an even more essential part of the system. The on-demand feature allows riders to call or use the GoPass app to schedule a trip rather than wait at a bus stop. A vehicle picks up customers and takes them anywhere within designated zones or to a connecting point, usually a light rail line station.

— In a first for DART bus service, all of the local routes — which make up the majority of the system — will run seven days a week from, at minimum, 5 a.m. to midnight, with some in service even longer.

— In some cases, bus routes are farther apart from one another, especially those that were bunched together.

As the Jan. 24 restart approaches, DART's biggest message for bus riders is to prepare for how their individual commutes will change. "For a lot of our customers, what they do on Jan. 23 and what they do the next day will be different," Rob Smith, interim vice president for service planning, told me Monday.

DART is working on detailed online and printed tools to help. It also will start the GoLink service Dec. 6 so people get the chance to try it out before the overall changes kick in.

Customers can view details about the new DART bus network redesign at www.dartzoom.org.

Much has been made of the system moving from a so-called hub-and-spoke layout to a grid system, but Smith described it as “not perfectly either one but a hybrid of both.”

A pure grid system, in which routes run east-west or north-south rather than diagonally, is most often found in cities such as Chicago where streets strictly run in those directions.

In a hub-and-spoke plan, which DART has long used, routes come together at key points, such as a rail or bus transfer station. That usually means more transfers for riders.

The new plan calls for DART to designate 22 bus routes and its four light rail lines as a “core frequent network” in which the goal will be a maximum 15-minute wait at rush hour, 20 minutes midday and occasionally 30 minutes in late evening.

The promises are great, but hold the applause until we see what DART actually delivers.

A strong system is critical to everyone, even those who never need a bus, because DART touches everything in Dallas — access to jobs, schools, hospitals and housing.

On its too-frequent bad days, DART leaves folks waiting for a bus that never shows up. Even on its good ones, current service makes it difficult, say, for riders to get to a downtown light-rail transfer station in a timely way.

Many DART customers ride the bus because they have no other option. For them, available public transportation is the difference between earning a paycheck and not.

That’s why it’s not a stretch to put a big share of blame on DART for the widening economic gap in this booming region that still leaves many people behind.

Rallying in August 2016 around “Mrs. Burch’s long commute,” the council finally put Gary Thomas, DART’s president at the time, in the hot seat. They said loud and clear that they had heard enough about the agency operating the “longest rail line in the nation” while the bus system fought for the remaining scraps.

The City Council put real action behind its ultimatum to get the bus basics right when, in December of that year, members appointed urban planner Patrick Kennedy to the DART board.

Six months later, the council made over close to half of the board, naming people with expertise and experience rather than appointees likely to fall into line with Thomas’ wishes.

The reconstituted board — made up of eight Dallas seats and the rest spread among the surrounding DART member cities — has since been far smarter about balancing the core city’s best interest with a commitment to regionalism.

When I asked Smith why we had to wait so long for an approved plan, he maintained that in the world of transit makeovers, the DART bus system work went quickly.

Once bus expert Jarrett Walker, who has a good reputation after leading many similar transformations, and his consulting firm were brought in, work ramped up in October 2019.

“It’s been less than two years to get to a point where we’ve got an adopted plan and a date on which we are going to basically redo the entire bus network in one day,” Smith said.

In addition to engaged board members, DART also has a brand-new voice at its helm.

Thomas left DART last November, and Nadine Lee, formerly with the Los Angeles County Metropolitan Transportation Authority, began July 12 as DART’s new president.

Her resume includes oversight of a \$2.1 billion plan to address reliability and racial inequity in Los Angeles’ bus system. Before that, she developed bus rapid transit projects in Denver.

Lee’s experience should come in handy because the bus plan rolling out in January is only the start of much more work that needs to be done.

For instance, Smith said his team will bring a contract amendment to the DART board in September to work again with Jarrett Walker + Associates on more bus improvements.

With COVID-19 skewing DART ridership numbers, forecasting the transit agency’s future is impossible. But not even a pandemic changes the bus operation’s long-term failing: Too many potential customers don’t use DART because it doesn’t connect where they live to where they need to go.

That matters most for people trying to get to work.

THE FAILURE OF DALLAS TOD

By Randal OToole, New Geography

The Dallas Area Rapid Transit (DART), the transit agency serving Dallas and a dozen other cities, is proud of the fact that it has built the [longest light-rail system](#) in the country. It is almost as proud of the many [transit-oriented developments](#) (TODs) built near light-rail stations. Of course, it never mentions that many if not most of those developments were subsidized through below-market land sales, tax-increment financing, and other government assistance.

The answer appears to be “not very well.” DART’s vision was [visibly failing](#) by 2016, and it has only gotten worse since then. Despite construction of new TODs every year, Dallas light-rail ridership declined in every year from 2015 to 2019. Bus ridership also declined from 2015 to 2018 but recovered in 2019, a recovery not shared by the light-rail system.

Many light-rail stations have seen lots of apartments and offices built within a half mile of the station, yet ridership remains low. A [Houston Strategies](#) blog post points out that TOD near the Las Colinas station in Irving includes thousands of apartments and several large office buildings, yet that station attracted the second-fewest riders of any station on the DART system in 2020.

“Everywhere you look in Irving, and particularly in Las Colinas along the DART corridor, you see cranes and construction,” DART quotes Irving’s mayor as saying. “The transit-oriented development projects, when completed, will have delivered 23 projects that include 15,000 residential units, and nearly 11 million square feet of retail and office space.”

According to a [fact sheet](#) published by DART in 2013, at least [4,000 apartments and condos](#) had been built or were under construction near the Las Colinas station as well as several hotels. The fact sheet claimed that an average of 740 people got on or off a light-rail train per weekday at the Las Colinas station.

If Las Colinas ever had 740 trips per weekday, it certainly didn’t in 2019. According to DART’s [most recent data](#), average daily ridership at Las Colinas was only 274 per day, the third lowest in the system. (As Houston Strategies noted, it dropped to the second lowest in 2020, but declines in that year were partly due to the pandemic.) Keep in mind that number includes both boardings and deboardings so 274 represents just 137 roundtrips per day.

Las Colinas is not the only station surrounded by so-called transit-oriented development whose ridership is pathetic. DART [quotes](#) the mayor of [Richardson](#) saying, “access to DART has had a tremendous and positive impact on our community, spurring transit-oriented developments such as the \$1.5 billion CityLine project.” According to DART’s 2013 fact sheet for Richardson’s [Gatylyn Park station](#), development around the station includes hundreds of apartments, several hotels, and offices employing nearly 10,000 people. The fact sheet claims average daily ridership of 550, but by 2019 it was down to 386, making it the fifth-worst performing station in the 64-station system.

Read the rest of this piece at [The Antiplanner](#).

Cruisin' Fort Worth

The city's transportation woes grow by the day, but there are some bright spots worth celebrating.

By Edward Brown, Fort Worth Weekly

It started with a missed exit.

No biggie, I told myself. I'll just take Cherry Street.

After exiting I-30, I headed toward downtown and the West 7th Bridge. I left my home for an interview at the *Weekly* offices, just north of the Cultural District, with 15 minutes to spare.

Plenty of time, I thought. As I topped the bridge, I was forced to an abrupt stop. Construction had closed one of the two westbound lanes. The backup reached from the bridge to University Drive, almost a mile ahead.

I could only imagine how angry my interviewee was going to be at my lateness. But I left 15 minutes early!

OK, I'll just take some backroads, I thought as I turned into Montgomery Plaza's parking lot. Several backed-up stop signs later, I was once again cruising toward the office. After 20 seconds of smooth sailing, I faced a line of 20 cars waiting to cross University near Austin City Taco Co. I did some quick calculations in my head. Each car would have to wait for both lanes of dense traffic to offer an all-too-rare opening for a Mad Max-level dash across University. That was my first mistake. I should have taken 6th Street because drivers can't turn left onto University from 6th, only right.

I made a U-turn and hurried toward hopefully better prospects north. Hamilton Avenue was just as backed up. One block north at Bristol Road, I finally had access to University and an open route to the office. I was several minutes late. Our general manager nodded in agreement as I vented an expletive-laden description of my four-block slog through the West 7th Corridor.

West 7th is as packed with trendy restaurants, bars, and entertainment options as ever, and, on weekends, the parking garages and streets servicing the area are equally packed. One recent Fort Worth police proposal to reduce congestion — a ban on cruising — elicited backlash from locals who said banning lowriders and other tricked-out, slow-driving cars was lazy and racist public policy.

The local grassroots group United Fort Worth has been a leading critic of the proposal. On social media, United Fort Worth recently said, "Ticketing 'cruisers' won't minimize traffic congestion, but it will disproportionately put people of color at a greater risk for racial profiling

and unwarranted police interactions. The truth is that the problem of traffic congestion is NOT about cruising. It's about the failure of city leaders to come up with comprehensive solutions that deal with root causes of traffic congestion and provide REAL funding for public transit.”

A spokesperson with Fort Worth police said in an email that “increased pedestrian and vehicular traffic” in the area has led to traffic issues.

“The [cruising] ordinance was already in existence in the Stockyards and proved to be an effective way to address those similar issues,” the spokesperson said. “It was asked if the ordinance could be modified to include the West 7th entertainment district. Bar and restaurant owners in the area” support the proposals.

The aim of the ordinance is to improve traffic flow, lower accidents, and reduce the number of calls for police service, the spokesperson continued. On Aug. 17, a last-minute decision was made to table the proposal, possibly because city officials didn't want to hear dozens of speakers berate city council over what had quickly become a controversial ordinance proposal. Recent U.S. Census data confirm what North Texans see daily — explosive population growth.

Tarrant County's population (2.1 million) grew 17% since the last census was taken 10 years ago. North Texas expanded by 1.2 million residents over the last decade, according to census data, and Fort Worth, the nation's 12th-largest city by population, is pushing 920,000 residents.

In a recent study by the Texas A&M Transportation Institute, which lumped Dallas and Fort Worth together for a ranking of the top metro areas with the worst traffic, DFW ranked seventh.

Drivers in Fort Worth spend around 40 hours a year sitting in traffic, according to the report. Fort Worth drivers who have to make the crawl up I-35 toward Denton easily spend 40 hours per month angrily pumping their brakes to and from work.

The lack of a robust public transportation system is a top complaint our newspaper fields from local residents, but several new programs by the city and partner transit agencies like Trinity Metro are reshaping how people travel in and around Fort Worth. Trinity Metro's The Dash, a brand-new fleet of all-electric buses, leaves the Fort Worth Central Station every 15 minutes to pick up and drop off passengers throughout downtown, West 7th Street, and the Cultural District. Another new initiative, ZIPZONE, is a ridesharing service that operates in select areas

(basically, the Near Southside, several square miles just below I-20, and swaths of the Alliance area).

The fleet of black vans helps locals make the last leg of their commute once they arrive at a bus stop or hop off the newish TEXRail line that runs from Fort Worth's T&P Station to DFW International Airport with several stops along the way. The upcoming 2022 bond election could allocate hundreds of millions of dollars toward repairing and upgrading roads and expanding capacity in rapidly growing areas like Alliance.

Mayor Mattie Parker said COVID-19 lowered ridership on The Dash, ZIPZONE, and TEXRail, but those numbers are now trending upward.

"There are several exciting transit projects coming our way in the near future, both big and small," Parker continued. "I'm glad to see a neighborhood focus in the 2022 bond proposal where we plan to put millions into the sidewalks and streets in our neighborhoods."

The controversial cruising ordinance has once again made public transportation a popular topic of discussion, so how is public transit shaping up, and what new programs can we expect in the coming years?

On a recent drizzly morning, I downloaded the Trinity Metro ZIPZONE app, which looks and functions similarly to Uber's. The closest service area covers the Near Southside and some surrounding neighborhoods, so I made the short drive to West Magnolia Avenue and parked near Avoca Coffee Roasters, which is near the middle of the mile-long stretch of bars, restaurants, and shops. I placed a pin where I was parked and requested a ride. The app asked me to walk 20 feet to the intersection of 6th Avenue and Magnolia. The ZIPZONE rides were free that day as part of a promotion that runs through Monday, Sept. 6. After that, the fees return to \$1 to \$3 per trip, depending on how far you travel. ZIPZONE is basically like Uber but with lower fees and a limited-service area.

The app hailed a nearby van, and, three minutes later, I was on my way to Crude Craft Coffee Bar, about a mile to the northeast. The van was pristine inside and out, and the driver wore a facemask, which I appreciated. She apologized for her broken English when I asked some reportedly questions. She did say the ridesharing program was popular. At Crude, I chatted up the coffee bar's co-owner, Corey Bloodworth. I showed him the app and explained that the

service was free through Labor Day. He was genuinely impressed and admitted that he wasn't familiar with ZIPZONE.

Public transportation is only useful if the buses, trains, and vans drop off riders within walking distance of their jobs. Workers who board TEXRail at Grapevine, for example, may not work near T&P Station, the final stop. ZIPZONE makes that final connection possible. The same is true for Trinity Metro's fleet of buses that connect riders with drop-off points near major roads.

My mother recently found out about TEXRail. It takes about one hour to make the scenic and smooth ride from T&P Station to the airport, and rides leave T&P every half hour or hour, depending on the time of day. One-way trips on the new rail line are \$2.50 while all-day passes are \$5. A \$2.50 TEXRail trip to the airport from downtown beats a \$30 Uber or Lyft ride, and the light rail option offers the possibility of working on a device via the free Wi-Fi along the way.

I rode TEXRail to the airport and back soon after it launched in early 2019. The sleek train offers a quiet and incredibly bump-free ride. There are ample tables that commuters use to catch up on work as they glide from the Near Southside to the Stockyards, North Richland Hills, and downtown Grapevine. I wish TexRail would connect with the light rail system in Dallas. Trinity Metro's double-decker TRE runs on a parallel route as the TEXTRail but with a final stop at American Airlines Center in Dallas.

Fort Worth Central Station was bustling when I set out to hop on The Dash. The station is a hub for Trinity Metro and Greyhound buses, TEXRail, and other commuter rail lines. As a dozen Trinity Metro buses pulled up, I didn't see the bright red Dash. The all-electric buses stop by every 15 minutes at the far end of the platform, as I was told indoor by a Trinity Metro attendant.

As I reached the south end of the bus station, a bright red bus came around the corner. One woman stepped off as an older gentleman and I stepped on.

The bus made little discernible noise, and a sign in front of my seat read "Free Wi-Fi." The driver said weekdays typically have fewer commuters, but things pick up on weekends. My single trip to a downtown stop set me back \$2. Day passes are \$5. Lots of folks know about The Dash, the friendly driver told me. Like ZIPZONE, the public transit experience was prompt, clean, and on time.

"Thank you," I told the driver as I hopped off, adding that she'll see me using the service again.

Fort Worth's future transit options will depend on highway projects managed by the Texas Department of Transportation; high-speed transit options; city- and county-funded road expansions and repairs; public transportation options from Trinity Metro; and active transportation.

Active transportation encompasses walking, biking, and other non-motorized forms of getting around. Fort Worth City Council adopted the Fort Worth Active Transportation Plan in April 2019, and the top goal is to create a seamless network of on- and off-street bicycle and pedestrian options for locals of "all ages and abilities." The plan also calls for "prioritizing funding and projects that include equity, health, safety, economic development, and access."

The Fort Worth Bike Share program launched in 2013 with 30 stations and 300 rentable bicycles. The next year, 15 stations and 50 bikes were added, and 50 electric-assist bikes were added in 2019. Early last year, *Weekly* writer Steve Steward described his experience biking through town ("[Steve's Big Adventure](#)," Feb. 2020).

"Riding the Clear Fork section of the Trinity Trails on that jolly red beast of a bicycle revived a place and time in my mind that I had once physically inhabited," Steward wrote. "The effect was therapeutic. When you zone out on a bike over personally important geography, you have some moments to replay the past, both recent and not, and then you have to surface to call out, 'On your left!' at a couple walking a dog."

A recent press release from the city describes an ongoing high-speed transportation study by the Regional Transportation Council, the independent transportation policy body composed of elected or appointed officials from across North Texas. High-speed rail and hyperloop are being examined as possible transit options that could one day shuttle passengers to and from Dallas and Fort Worth at speeds of more than 200 miles per hour. Hyperloop, which remains on the fringes of technology, places riders in a pod that is propelled through a large vacuum tube at speeds that could theoretically reach hundreds of miles per hour.

"The purpose of Phase 2 is to gain federal environmental approval of the preferred alignment and technology for the project," read a public statement from the transportation council. "This includes conceptual and preliminary engineering and financial and project management plans." Fort Worth's Master Thoroughfare Plan (MTP) provides a general outline for the city's goals for constructing and maintaining thoroughfares, which the city defines as roadways that are used for "moderate length to long trips and moderate to high traffic volumes." According to the city,

the pillars of the MTP include mobility (increasing connectivity and capacity), safety (lowering automobile speeds near pedestrians and bicyclists), and opportunity (by serving “planned growth” areas).

Earlier this year, city staffers identified \$400 million in transportation construction and upgrade costs and created a bond program proposal to fund the projects through direct contributions and cost-matching agreements with the county. The city currently plans to fund just over \$200 million of the project as part of a larger \$500 million bond proposal. Heading the proposal is Roger Venables, aviation director for the city. It’s an old job title that Venables fancied and decided to keep, he told me recently at a summer open house. The community meetings offered a chance for locals to shake hands with city leaders and staffers and to learn about upcoming programs like the 2022 city bond program, which Fort Worthians will vote on in May. In November, all of Tarrant County will vote on the county bond package.

“We have a number of transportation projects” that will be funded by the bond, Venables said. “These are streets that have been failing over time. One criterion that we used when gauging these projects is equity. We have some majority-minority areas out here that have faced significant challenges in terms of infrastructure. We are going to make sure this bond program addresses that. We have a number of projects that are related to capacity, so we are trying to ease traffic and congestion. The majority of that traffic is going to occur in the north end of town that has experienced the most growth.”

Venables said city staffers are closely watching whether Tarrant County voters pass the November bond.

“We are trying to get \$200 million from the county,” he said. “Depending on which projects they move forward with, it may change our projects.”

The Nov. 2 ballot will allow Tarrant County residents to support Proposition A, which calls for the issuing of \$400 million in bonds for constructing and rehabilitating streets, roads, highways, and bridges in Tarrant County. Mayor Parker said city staffers are planning years and decades into the future to ensure Fort Worthians have effective and equitable access to a variety of transit options.

“I’m proud of the strides Fort Worth has made in regard to mobility and transit opportunities,” Parker said. “We are recognizing that this city is in a phase that deserves a renewed emphasis

on how we are meeting our infrastructure and transportation challenges,” Parker said. “As the second fastest growing big city in the nation, we cannot ignore the challenges created by population growth, and we must partner with the many brilliant, innovative groups and experts in this field to find and implement innovative solutions that meet the needs of generations to come.”

From my initial slog through West 7th-area traffic to my discovery of Trinity Metro’s new initiatives and the city’s upcoming bond proposal, I learned that providing transit options for a large city can seem like an uneven process, even with long-term planning.

The city’s “progress” depends partly on where one lives and how often one takes advantage of new services as they come online. New butts on public transit seats allow city leaders to justify further investment in infrastructure that can reduce pedestrian and auto accidents while slowing Climate Change.

After a recent visit with my parents, my 3-year-old daughter took the train back with her grandmother. Standing at the Fort Worth station, she jumped then laughed at an unexpected *whoosh* from a nearby train.

“Did you enjoy the train ride?” I asked as I lifted her up.

I did, she replied as we alternately made “choo choo” sounds on the way to the car.

Hittin' the Fort with Trinity Metro

By Edward Brown, Fort Worth Weekly

This week's cover story examines Fort Worth's current public transportation options and the city's plans to meet the transit needs of a rapidly growing population. Many of those programs are run by the Trinity Metro, so we spoke with Rodney Woods, the transit agency's emerging mobility manager, to see what new ride options Trinity Metro is working on to meet the needs of local commuters. You can view all of our past episodes on IGTV @FortWorthWeekly.

<https://youtu.be/kolWi1xCQk4>

Building Texas bullet train hinges on Congress passing bipartisan infrastructure bill, CEO says

The bipartisan infrastructure bill is expected to create low-interest, long-term loans for major infrastructure projects like the train, the CEO said on Y'all-itics.

By Jason Whitely, WFAA

The bipartisan infrastructure bill in Congress, set to be voted on later this month, will be key to completing the Texas bullet train, according to its CEO.

"I think whatever happens with the infrastructure [bill] is key to us. I believe that would be the final element that would bring us together," said [Carlos Aguilar](#), the CEO of Texas Central, the company building the bullet train, in the latest episode of the [Y'all-itics political podcast](#).

[Texas Central](#), which maintains that it will be entirely privately funded, will not ask for a federal grant or any tax money to begin the project, Aguilar said. Instead, he explained, the bipartisan infrastructure bill is expected to create low-interest, long-term loans for major infrastructure projects like the train.

"Our target has always been loans," Aguilar added on the podcast. "It is focused, as I said on the long-term debt that is available through, for example, the RRIF program out of the U.S. Department of Transportation. And that's what you need to build large infrastructure."

But how much money does Texas Central need to borrow from the federal government to begin building?

"How much it is or end up ends up being I cannot say precisely," Aguilar explained, "our current estimate is around \$12-billion. But it could be more. It is in that range."

Texas Central has already secured letters of intent from banks in Japan and Europe, the railroad said.

But that \$12-billion in loans from the infrastructure bill makes up about half of the remaining funding that's necessary.

"The hard cost of this is about \$24 billion. That is the cost of building this, setting it up and doing the start-up, installing all the equipment, and ensuring that you can get to commercial operations," Aguilar continued.

When will construction begin?

For months, Texas Central has publicly stated that construction is projected to begin at the end of 2021 or beginning of 2022. But Aguilar said that timeline remains fluid.

"Well, it all depends on funding. You know, that's the real item that we're working on now. All the major items that we need to support the execution phase are in place," he explained.

Even if the infrastructure bill passes this month creating long-term loans for Texas Central, is it possible that construction on the bullet train could still begin in the next six months?

"It is ambitious," Aguilar said. "I think it's very optimistic to think that we would be turning dirt in six months, but again, we are having interest from private funds... so again, it's possible I cannot give you more than a 50% chance."

How much will tickets cost?

For the first time, Aguilar also revealed how much a ticket on [the Texas bullet train might cost](#). “We’re at about 75% of what air travel costs, that is more or less where price point is,” Aguilar said.

So how much is that?

Southwest Airlines charges \$205 to fly between Dallas and Houston on an “Anytime” fare with a week’s notice, according to a check of its website.

That means a seat on the bullet train – at about 75% the cost of airfare – might be about \$153. Like airlines, Texas Central will have dynamic pricing which fluctuates during peak times. But the train has many more seats than an airliner does, with larger cabins, and more legroom for passengers.

“This is why highspeed rail is competitive around the world. It is not necessarily that cheap,” Aguilar continued.

Once financing is secured, the first 50-miles of track will be built from Dallas to the south so engineers can conduct tests. Rail cars for Texas Central, modeled after the N700 Supreme passenger cars used by Japan Central Rail’s shinkansen service, will be assembled about 18-months before the train operations begin.

Texas Central is still expected to be the first bullet train in the U.S and, Aguilar said, will also be the fastest one on Earth.

“This line will actually be the fastest line highspeed rail line in the world,” Aguilar explained. “Our top speed will be 205 miles an hour. We’ll start at 189 and then, based on regulatory approval, go to 205 miles an hour...”

But doesn’t China have faster trains, Aguilar was asked.

“Yeah, but they have more stops. We have one,” he continued, “and therefore our average speed will be about 178 and that is the fastest rail system in the world.”

With the route settled by regulatory agencies, 40-percent of the land required for the train has already been secured. The remaining will be negotiated when financing is finished, Aguilar said. Since much of the rail is elevated, that has reduced the railroad crossings considerably from 46 to 11, during the last environmental permitting, Aguilar said.

It will take 80 and a half months to physically construct the system.

Aguilar revealed a lot more. Listen to the entire conversation with the Jason’s on the latest episode of Yallitics:

<https://www.podbean.com/ew/pb-sywax-10cf9e8>

<https://www.wfaa.com/article/news/local/texas/texas-central-ceo-bullet-train-congress-passing-bipartisan-infrastructure-bill/287-b65e6b39-9c82-4f30-8988-64dd51c2c159>

New GoZone on-demand rideshare service launches in Highland Village, Lewisville and Denton

By Valerie Wigglesworth, Community Impact Newspaper

The **new GoZone on-demand rideshare service** launches Sept. 7 in Highland Village and parts of Lewisville and Denton.

The service is being offered by the Denton County Transportation Authority through a company called Via.

People may request rides by downloading the DCTA GoZone mobile app on their smart phone. Rides are offered in **two designated zones**. One is in the Lewisville-Highland Village area, and one is in Denton. Between Mondays through Saturdays, rides must start and end in the same zone. On Sundays, rides are available between the two zones.

A one-way ride costs \$0.75. Payment is available through the app. Passengers may also pay exact cash to the driver. The first four rides through Oct. 7 are free.

Those without a smart phone may call 940-243-0077 to create an account and book trips, according to DCTA.

The service operates daily, including holidays. Hours of operation are 5 a.m. to 10 p.m. Mondays through Thursdays, 5 a.m. to 11 p.m. Fridays, 8 a.m. to 11 p.m. Saturdays and 8 a.m. to 6 p.m. Sundays, according to DCTA.

Ridership through Via for fiscal year 2022 is projected to be about 280,000, according to DCTA budget documents.

“GoZone will improve how people live, work and play by enabling them to use an on-demand rideshare service that transports riders where they are to their destination,” DCTA CEO Raymond Suarez said in a news release. “In addition, GoZone will provide more service coverage area and hours of operation than current fixed-route bus options to help people get where they need to go.”

To learn more about the service, click [here](#).

'We don't wanna move': Latino business owner along Hemphill Street worries latest plans for new development will price him out

Wednesday, Fort Worth's zoning commission will meet to discuss a proposed new development in a predominantly Latino neighborhood.

By Adriana De Alba, WFAA

Cruise along Hemphill Street in Fort Worth and you'll find The Barber.

It's the business Rudy Avitias built alone from nothing. His barbershop sits along a street where growth and new development have become heavily debated. Nearly everywhere you turn, you'll find signs that read "Forth Worth No Se Vende," which translates to "Fort Worth is not for sale."

Avitias, along with other business owners and residents in the area worry new development will price them out of South Hemphill Heights, a predominantly Latino neighborhood.

"The taxes everywhere in Hemphill will go up and other businesses like me won't be able to afford that and we'll either have to move or rent out our spaces to other businesses to be able to afford it," said Avitias.

In 2020, the city had [plans to rezone](#) part of the Hemphill Corridor. The proposed plans were met with opposition from people in the community and the Fort Worth Star-Telegram reported city leaders eventually pulled back on those plans.

Now, Avitias said he's worried about the latest push for new development.

The city is considering a proposed plan to bring dense multi-family units to an 11-acre industrial stretch of land. The property is located at the southeast corner of S. Jennings Avenue and W. Biddison Street, just one block off the Hemphill Corridor.

The city's zoning commission will discuss the new development during a meeting Wednesday. There will be an opportunity for the community to comment during a public hearing immediately afterward.

According to city documents, the proposal calls for a range of housing types and price points and would "align neighborhood assets (people, businesses, and real estate) to benefit from and support citywide economic growth."

'Like deja vu'

Bruce Fowler owns Builders Equipment and Supply Company along Hemphill Street. The back part of his business faces the plot of land where the proposed property would be built.

"I am somewhat mixed on opportunities for new things in the area," said Fowler. He said he has "some questions as to what those new apartments will bring to the neighborhood and whether or not the local people will be able to move into there."

Fowler worries the noise from his business could lead to complaints from future residents of the proposed units. He said he already had to relocate his business once as a result of new development. He moved to his spot-on Hemphill Street following new development plans at his previous location along Main St.

“This is like deja vu all over again,” said Fowler.

This time around, he said the proposed development won’t encroach on his land. Avitia just wants to keep doing what he loves in the neighborhood he grew up in. He hopes to one day pass his business along to his children and grandchildren.

“I have family that have lived here for generations, and we don’t wanna move later on or be forced out with the development coming,” said Avitia. “We’re welcoming development, but we want the right development.

He fears one new development in his neighborhood will snowball into more.

<https://www.wfaa.com/video/news/fort-worth-looking-to-rezone-part-of-hemphill-corridor-community-worries-about-being-pushed-out/287-ba6ffa30-e35d-44ef-b0ae-fa99bbc67f34?jwsourc=cl>

Your Via rideshare trip in Arlington could get cheaper under this proposed program

By Kailey Broussard, Fort Worth Star-Telegram

Arlington officials are considering a reduced fare program for Via, Arlington's transportation service that offers rides throughout the city, to make the program more affordable for riders who participate in low-income programs and other groups.

Under the plan introduced Tuesday, the Via ride-share service would offer \$2 rides to riders 13 through 18, people over 65, people with disabilities and riders who are enrolled in state or federal low-income programs. Children under 13 could ride for free with a fare-paying adult. The program would also include reduced price packages for those who buy weekly or monthly passes or multiple rides at a time.

Via rides normally cost \$3 to \$5, depending on distance traveled, and a flat \$3 rate for rides to CentrePort. Reduced price or free rides are available to Tarrant County College students, and some nonprofits serving low-income residents offer waivers to clients.

Building a reduced fare system could bring in more riders and give them more discounts but may cost the service \$38,500 in lost fares, [according to city estimates](#). Council members asked for more information on the costs of the program, as well as ride-share service costs as a whole, before further considering reduced prices.

District 8 council member Victoria Farrar-Myers asked for information on the city's partnerships with nonprofits, as well as how much work vetting applications would mean for city employees.

Via is in its first year as a citywide service since the [program launched in 2017](#). The ride-share service initially covered downtown, UT Arlington and CentrePort. Via has provided over 256,000 rides this year, and [expanded citywide in mid-January](#).

The program has been lauded as an innovative approach for a city whose voters have thrice rejected dedicated taxpayer funding toward conventional transportation services. Officials have said the nimbleness of the program spared the city revenue loss that other cities with traditional services have experienced. City officials budgeted \$2.2 million for the program in [in the proposed 2022 budget](#).

Officials are looking at ways to absorb the revenue loss from the reduced fare program.

Ruby Faye Woolridge, District 6 council member, suggested higher prices during certain hours and revisiting a free or reduced fare program for UTA students.

Woolridge also asked whether officials could consider longer hours. The service runs from 6 a.m. to 9 p.m. on weekdays and 9 a.m. through 9 p.m. Saturday.

"I'm wondering if it's effective to stop at 9," she said.

Nikkie Hunter, District 3 council member, asked if veterans could be included in the fare program.

The city is monitoring demand and ridership habits to determine how the program should evolve in future years. Alicia Winkelblech, senior strategic initiatives officer, said her department plans to present a full report on service statistics in the spring.

Multiple sections of the city's [Unity Council report](#) on disparities recommend a reduced-cost program for the service.

Expect major delays as stretch of I-30 will close this weekend

Construction is part of the \$233 million Texas Department of Transportation project to improve traffic flow in Arlington.

By Sarah Bahari, Dallas Morning News

A section of Interstate 30 in Arlington will shut down this weekend because of a bridge demolition.

Both east and westbound lanes of the freeway between State Highway 360 and President George Bush Turnpike/State Highway 161 will close at 7 p.m. Friday. They will remain closed until 5 a.m. Monday.

Major delays are expected, and drivers are advised to find alternate routes, [according to the Texas Department of Transportation](#).

Eastbound traffic will detour to Six Flags Drive, then pass under SH 360 before re-entering the freeway east of SH 360.

Westbound traffic will detour south along President George Bush Turnpike/SH 161, then west on Main Street, north on Collins Street, then back to I-30.

Additionally, the SH 360 northbound frontage road is temporarily closed between Six Flags Drive and Lamar Boulevard while crews add underground drainage structures.

The work is part of the I-30/SH 360 Interchange Project, a \$233 million Texas Department of Transportation project to improve traffic flow.

These are the final two bridge demolitions, according to the transportation department.

To learn more, check the [Keep 30360 Moving website](#).

Dallas Fort-Worth residents spent about \$10,500 in a year on transportation

In the Dallas-Fort Worth region, nearly 16% of residents' total spending goes to transportation—one of the highest shares in the country.

Residents in only 10 other metropolitan areas had a higher percentage of their total spending per year go to transportation costs such as buying a car or paying for public transportation, fuel, and other expenses. On average, Dallas-Fort Worth residents pay about \$10,472 annually on transportation expenditures, [according to a report](#) by auto buying technology platform CoPilot.

Americans spent \$10,000 every year on transportation before the pandemic hit, the report said. When the outbreak of COVID-19 began, there was a surge in vehicle purchases. Purchases accounted for 39% of transportation spending nationally.

While the uncertainty of the economic market continues, transportation has risen since 2021. According to the Consumer Price Index, gasoline prices fell during the early start of the pandemic. The market for new and used cars popped off. Manufacturers were short on auto parts which stalled the process of making new cars. Between June 2020 and June 2021, the hike in prices on used cars increased by 45% due to the shortage of new cars.

Houston residents had the highest percentage of spending go to transportation in the Lone Star State, but was just .8 percentage points higher than Dallas-Fort Worth. Miami residents had the highest share of their spending go to transportation in the nation at 19 percent.

In Washington, D.C. residents had the highest annual expenditures on transportation in the country, with residents in the nation's capital city spending more than \$13,646.

The data for 22 metropolitan areas with available information was compiled from the Bureau of Labor Statistic's Consumer Expenditure Survey and analyzed by researchers at CoPilot.

<https://www.bizjournals.com/dallas/news/2021/09/09/dallas-fort-worth-spends-most-on-transportation.html>

I-35 and University Drive interchange construction to begin this month

By Zaira Perez, Denton Record Chronicle

Construction to change the exit and entrance ramps on Interstate 35 at University Drive will begin later this month to address safety concerns and increased traffic on the northbound portion, according to a news release.

Conversations for the construction project, a collaboration between the city of Denton and the Texas Department of Transportation, began in 2020 as more residents reached out to City Council members about their concerns on the highway. The stretch of highway where I-35E and I-35W merge up to the U.S. Highway 380 exit is a hot spot for crashes.

Emily McCann, a TxDOT spokesperson, said construction is tentatively set to start Sept. 20. She said signage and message boards notifying motorists of traffic impact should be up Friday. The current Oak Street northbound entrance ramp will be reconstructed as an exit ramp, and the current exit ramp for University Drive will be reconstructed as an entrance ramp. This will eliminate queueing on the main lanes from exiting traffic, according to the release.

The construction, which is expected to be complete by early 2022, is a temporary solution to the safety concerns at the interchange. Originally, no construction in the area would've started until at least mid-2022, almost two years after a 16-year-old boy was [caught underneath a semi-trailer](#) following a crash on the highway.

Full construction to widen I-35 is scheduled to begin in mid-2022 and conclude in early 2023.

Program prepares North Texas for emerging transportation technologies

By City of Fort Worth

The North Central Texas Council of Governments has launched a groundbreaking program that will help local governments plan for transportation-related technologies, including automated and connected vehicles.

The Automated Vehicles 2.0 program, called AV2.0, will build on the region's national leadership in automation and technology and recent public-private partnerships to support its growth and readiness.

The AV2.0 program seeks to make mobility planning resources available regionwide, help communities prepare for the implementation of transportation technology and look toward future uses of technology in transportation.

The \$31 million program is divided into three parts: AV2.1, AV2.2 and AV2.3. With the recent launch of the \$1 million "Connecting North Texas Communities with Emerging Transportation Technologies" initiative, also known as AV2.1, NCTCOG will provide short- and long-term planning support to local governments.

The second element, AV2.2 (\$10 million) supports the costs for near-term technology deployments over the next two to four years. For the same timeframe, AV2.3 will make \$20 million available for the implementation of regionally strategic investments.

The AV2.1 planning phase, led by Kittelson & Associates, will provide expertise to local governments interested in preparing for and deploying the technologies. AV2.1 planning support is designed to build a broad base of agency and community understanding of opportunities and communicate ways emerging technologies can be used to address transportation challenges. AV2.1 has four project phases:

- May 2021-August 2021: Gather and assess the region's future mobility needs.
- August 2021-February 2022: Develop and evaluate potential future scenarios.
- February 2022-April 2022: Identify best practices and funding opportunities.
- April 2022-June 2022: Inform guidance and prepare a final report.

Provide your input

The public is encouraged to participate in the project and share perspectives about the region's transportation needs and opportunities to address those needs using automated transportation technologies.

[Learn more](#) about the planning effort, including opportunities to participate in workshops, virtual public meetings and focus groups. Begin the effort by taking a short survey.

\$3.5 Trillion spending plan is trouble brewing

Massive spending bill needs pause

By Dallas Morning News Editorial

In an op-ed for [The Wall Street Journal](#) this month, Sen. Joe Manchin, D-W.Va., wrote, “Some in Congress have a strange belief there is an infinite supply of money to deal with any current or future crisis, and that spending trillions upon trillions will have no negative consequence for the future. I disagree.”

We couldn't have said it better ourselves. The plain fact is \$3.5 trillion is a lot of money to borrow on the backs of American taxpayers, and it's a lot of money to steward well. We have doubts about Washington's ability to make the sweeping improvements to health care, climate change and the wealth gap promised by the progressive wing of Manchin's party.

It doesn't help that we continue to get mixed messages about this bill's connection to a separate \$1 trillion spending package for “hard infrastructure.” And it doesn't improve our confidence when we read reports about closed-door negotiations.

Manchin's colleagues should listen to his reason. They should summarily separate the two spending bills. They should hold public hearings and negotiate transparently. And they should be ready to defend their big spending plans to the 144.3 million American taxpayers who will fund it.

If Congress does end up authorizing this spending, we suspect North Texas will see more than a few of these federal dollars. After all, Dallas is a hub for transportation and commerce and Texas has more than its share of residents who lack health insurance. And it should be clear there will be more than a handful of worthy projects in this bill. It's hard to spend \$3.5 trillion without including some good ideas. But our concern is for the breadth and depth of this spending binge.

We, like Manchin, are simply aware that government debt isn't a magic, bottomless pot of money. And that when our generation decides to spend, we're deciding that future generations will owe.

\$400 billion ‘city of the future’ might land in the Lone Star State

By John Egan, Dallas Culture Map

In 2020, a consulting firm anointed Houston the “American city of the future.” *Forbes*, meanwhile, has touted Austin as the U.S. city of the future. But both cities might seem puny compared with a roughly 200,000-acre city of the future that could rise in Texas.

The Lone Star State is among several places in the United States under consideration as a site of [Telosa](#), a brand-new city envisioned as being home someday to 5 million residents and being a model for sustainability and resilience.

Promoters of Telosa estimate the built-from-scratch city would cost more than \$400 billion to finish over a 40-year span. They anticipate the first phase, costing more than \$25 billion, will host 50,000 residents spread across 1,500 acres and be completed in 2030. *Bloomberg Businessweek* [explains](#) that each 1,500-acre neighborhood would be encircled by subsequent layers of 1,500-acre neighborhoods.

If Texas were to add a community with 5 million residents, it would be the state’s largest city. In today’s terms, that population count would eclipse the combined population of the Austin and San Antonio metro areas. By comparison, the population of both the Dallas-Fort Worth and Houston metro areas currently exceeds 7 million.

Telosa, derived from the Greek word for “highest purpose,” is only a concept at this point. Developers of the city say they would need to raise money for the project from private investments, philanthropic contributions, federal and state grants, and economic development incentives.

The brainchild of Telosa is Marc Lore, who recently stepped down as president and CEO of Walmart’s U.S. ecommerce business. Walmart purchased Jet.com, an ecommerce website that Lore co-founded, in 2016 for \$3.3 billion. Lore previously co-founded Diapers.com, whose parent company was acquired in 2011 by Amazon for \$550 million. Today, Lore is concentrating on plans for Telosa.

“If you went into the desert where the land was worth nothing, or very little, and you created a foundation that owned the land, and people moved there and tax dollars-built infrastructure and we built one of the greatest cities in the world, the foundation could be worth a trillion dollars,” Lore tells *Bloomberg Businessweek*. “And if the foundation’s mission was to take the appreciation of the land and give it back to the citizens in the form of medicine, education, affordable housing, social services: Wow, that’s it!”

The Telosa website explains that the city would be able to sidestep infrastructure issues and government policies that restrict development in existing U.S. cities.

“The clean slate allows the opportunity to redesign a city with the needs of people at the center,” according to the Telosa website. “We benefit from the knowledge, innovation, and expertise that has been learned since other cities were built in the U.S. We can build the most sustainable and resilient city that will serve as a model, helping residents in existing cities along the way.”

Telosa would be open to anyone wanting to settle there, including entrepreneurs, mentors, educators, manufacturers, artists, students, telecommuters, and corporations.

The Telosa website dismisses the notion that the city will be a utopia, although it will strive to incorporate sustainable approaches to infrastructure, urban design, economic vibrancy, and municipal services.

“Utopian projects are focused on creating a perfect, idealistic state — we are not. We are firmly grounded in reality and what is possible,” according to the Telosa website.

Utopia or not, Telosa can’t be built without an abundance of land available for development. At nearly 172 million acres, Texas likely could accommodate a city encompassing about 200,000 acres. After all, a number of massive ranches are scattered across the state, including the famous 825,000-acre King Ranch. King Ranch is slightly bigger than the state of Rhode Island.

Aside from Texas, U.S. spots on the radar of Telosa’s visionaries include Appalachia (a region covering 420 counties in 13 states), Arizona, Idaho, Nevada, and Utah.

Lore appears to be undaunted by the mountain of logistical steps that’ll be required to transform Telosa from dream to reality.

“If you really want to go after a moonshot — you have to start with a big, bold vision, you need to raise the required capital, and surround yourself with the very best people in the world. If you get those three things right you can do incredible, magical things,” Lore [writes on LinkedIn](#).

This North Texas city is among the nation's best for drivers, study says

WalletHub ranked cities using factors such as safety, cost of vehicle ownership and traffic.

By Teri Webster, Dallas Morning News

Plano is the nation's 11th best city for drivers, according to a new study by WalletHub, a personal finance website.

WalletHub's study compared the 100 largest U.S. cities across 30 indicators of driver-friendliness.

Plano earned a score of 62.1 out of a possible 100 points.

The city received high marks for cost of vehicle ownership (43 points) and traffic and infrastructure (33 points) but scored low in safety (4 points).

Arlington was ranked 23rd on the list with 59.04 points.

Other North Texas cities and their rankings include:

- Garland – 29th
- Fort Worth – 32nd
- Irving – 43rd
- Dallas – 53rd

The study's categories covered the cost of vehicle ownership and maintenance, traffic and infrastructure, safety and access to vehicles and maintenance.

Factors that were examined include annual hours spent in traffic congestion, the likelihood of having an accident, average gas prices, the number of uninsured drivers and traffic fatality rates.

Texas cities in the top 10 are Corpus Christi (5) and Austin (10).

Traffic congestion in large cities, including those in Texas, could continue to improve if more people keep working at home because of the pandemic, the study noted.

"The pandemic will probably affect traffic congestion by greatly increasing the rate of remote work," Christian Claudel, an associate professor with the Cockrell School of Engineering at the University of Texas at Austin, told WalletHub.

"If people keep the same value of time, they will tend to move away from city centers and live further away from their work location (on average). This should also reduce the levels of congestion, though people will probably travel more on average."

The entire WalletHub study is available [online](#).

City Of Frisco: Take A Survey On Emerging Transportation Technologies For The Region

See the latest announcement from the City of Frisco.

By The Patch

The North Central Texas Council of Governments (NCTCOG) has just launched a groundbreaking project on emerging transportation technologies, and they want to hear about your thoughts on technologies, including automated vehicles, the Hyperloop, high-speed rail, delivery robots and drones! Visit www.ConnectNTxFutures.org to learn more.

Click on the correct link below to take a survey:

- English version - <https://lnkd.in/g57KvDrn>
- Spanish version - <https://lnkd.in/gAFAh7hm>

Visit our [Traffic Innovation and Partnerships webpage](#) to learn more about the City of Frisco's own initiatives.

Provide input online on regional transportation planning initiatives

By The City of Fort Worth

North Texans are invited to provide input online on several transportation and air quality planning initiatives, including an HOV pilot project and a funding partnership to advance the next phase of the North Tarrant Express.

With assistance from the North Central Texas Council of Governments (NCTCOG) and local jurisdictions, the Texas Department of Transportation has been working to determine an option for the high-occupancy vehicle lane on U.S. 75. NCTCOG will provide details on a pilot project in the corridor, which will evaluate the effectiveness of allowing solo drivers to use the HOV lane while providing an incentive to HOVs.

Staff has been working to advance State Highway 183 Segment 2 East as the next phase of the North Tarrant Express and will provide the latest funding information on the project during this online public input opportunity.

NCTCOG staff will also share details on this year's National Drive Electric Week event, scheduled for **Sunday, Oct. 3**. This outdoor celebration of electric vehicles (EV) will include a showcase of various makes and models of EVs, opportunities to visit with both EV owners and technology vendors and an EV-related film screening.

Additionally, NCTCOG is proposing a revision to the Regional Transportation Council resolution supporting locally enforced motor vehicle idling limitations. This revision, which would be included in the upcoming Mobility 2045 policy bundle, allows more flexibility for local governments intending to implement idling restrictions.

Staff will also provide information on recent and ongoing efforts to reduce regional emissions to help improve air quality.

Finally, proposed modifications to the list of funded projects maintained in the Transportation Improvement Program will be posted online for review and comment. Information on the Regional Smoking Vehicle Program, vehicle incentive opportunities and Map Your Experience will also be highlighted.

[Find more information and a recording of the presentations.](#)

Texas is one step closer to housing tons of nuclear waste. What that means for DFW

By Haley Samsel, Fort Worth Star-Telegram

Outside of the Nuclear Regulatory Commission's Arlington office on Monday, a dozen protesters spoke out against what they saw as the inevitable: The commission was going to approve a federal permit to [transport high-level nuclear waste](#) through Dallas-Fort Worth on its way to a West Texas facility.

Hours later, that prediction came true. After years of debate and legal filings, the NRC [granted a license](#) to Interim Storage Partners, which seeks to build an "interim storage facility" for high-level nuclear waste, also known as spent nuclear fuel, in Andrews, Texas.

"We truly want to emphasize that we've expected to lose this round," said Lon Burnam, who has [organized several protests](#) as the chair of the Tarrant Coalition for Environmental Awareness. "And we are ready for the next round, which will be just as important."

Dallas-based Waste Control Specialists is partnering with Orano USA to expand an existing plant in Andrews with hopes of holding up to 40,000 metric tons of nuclear waste at the facility. Each expansion phase will require an amendment to the permit along with additional safety and environmental reviews, according to the NRC.

Under the terms of the current permit, up to 5,000 metric tons of high-level nuclear waste and about 231 metric tons of low-level radioactive waste can be stored for 40 years at the facility near the Texas-New Mexico border. The waste could be held there until it's moved to a permanent repository, which does not currently exist and continues to be a key issue for the U.S. Department of Energy.

The waste poses potentially harmful effects to humans and [only decreases in radioactivity through decay](#), which can take hundreds of thousands of years, according to the NRC, which regulates nuclear power plants and the storage and disposal of waste.

In [a statement to the Star-Telegram last year](#), the president and CEO of Interim Storage Partners, Jeff Isakson, said the West Texas site was selected due to its sparse population, lack of significant erosion and low risk of earthquakes compared to other parts of the country.

"Expanding the region's economy with this secure interim storage business would help further diversity and moderate volatility in the existing industrial base without impacting other businesses," Isakson said.

Despite earning the federal permit, the venture in West Texas will continue to face roadblocks on its path to constructing a new facility. Environmental groups are pursuing litigation through federal court, and [a law recently signed by Gov. Greg Abbott](#) bans the

disposal of high-level radioactive waste in Texas at locations other than former nuclear power reactors and former nuclear research sites on university campuses.

State agencies — including the crucial Texas Commission on Environmental Quality — are also not allowed to issue construction, stormwater or pollution permits for facilities licensed to store high-level nuclear waste, according to the Texas Tribune.

That legislation was spurred by concerns from Andrews County residents, oil and gas industry advocates in West Texas and environmental activists from across the state. The unlikely coalition shares fears about the potential fallout from an accidental spillage or terrorist attack, particularly while the waste is transported by rail car.

The environmental contamination and public health issues caused by an accident would be devastating, said Susybelle Gosslee, the hazardous and nuclear waste issue chair for the League of Women Voters of Texas. She raised concerns that railroad tracks and rail cars are not designed to carry the weight of the spent fuel or the heavy casks that hold it.

“This waste will be transported mostly on rail and occasionally on the highways from 93 nuclear reactors located throughout the country,” Gosslee said. “That means it will be traveling through all of Texas’ largest and highest population cities.”

Isakson, the Interim Storage Partners CEO, said his company does not expect the transfer of nuclear materials to have any effect on people who live, work and drive along the routes to the Andrews facility. Used nuclear fuel pellets are contained inside metal rods sealed inside a welded-shut steel canister, which is then sealed inside a thick, shielded transport cask, he said.

The Nuclear Regulatory Commission also states that the spent fuel transport packages must withstand accident conditions and pass impact, puncture, fire and water immersion tests in sequence. The tests include a 30-foot drop and surviving a fire for 30 minutes.

“As decades of experience with thousands of transports and thorough analyses have shown, there is very little risk to people or communities from transporting the solid used fuel inside these shielded casks,” Isakson said by email. “All aspects of the transport process must meet strict NRC and U.S. Department of Transportation regulations and oversight.”

In July, the NRC [released its 684-page environmental impact report](#) examining potential problems caused by the Interim Storage Partners facility. According to commission staff, [risks to air quality, public health](#) and geology of the area would be small during all phases of the project.

These assurances have rung hollow to Karen Hadden, the director of the Austin-based Sustainable Energy & Economic Development Coalition, which [previously pursued legal action](#) to challenge the permit. Plans to transfer high-level waste from across 44 states are unprecedented, and neither the industry nor the government has experience with a project of this scale, she said.

The NRC has been “captured” and is essentially being run by and for the benefit of the nuclear industry, she added.

“They’re supposed to be regulating, but they’re not,” Hadden said. “The nuclear industry wants this because they intend to make money at everybody else’s risk. The economic impacts would be huge. One accident could cost [taxpayers] billions of dollars.”

It’s not yet clear [how the Texas law will be implemented](#) now that the federal permit has been granted to Interim Storage Partners, which has yet to comment on the NRC’s announcement. Burnam challenges the idea that the permit complies with federal law, since it’s for a temporary solution without having established a permanent site for disposal.

And Texas is not alone in facing down the prospect of housing tons of nuclear waste. NRC staff are [currently reviewing Holtec International’s application](#) for a similar interim storage facility in Lea County, New Mexico, where [the governor and residents have expressed opposition](#) to its construction. That decision is expected in January of next year, according to an NRC statement.

As challenges to the facility continue to play out in court, Gosslee expects North Texas advocacy groups to step up their efforts to spread awareness about the transport of waste through the region and its potential impact on the communities surrounding the railroad tracks.

“We’re gonna be better organized to get more people in the community informed because this is a really big step, and it will get people’s attention,” Gosslee said. “It’s pretty clear when they license it that we’ve got another battle to fight.”

McKinney residents can comment on plan that would pay some drivers to use HOV lanes on US 75

By Olivia Lueckemeyer, Community Impact Newspaper

The North Central Texas Council of Governments is proposing new uses for high-occupancy vehicle lanes on US 75 and is asking the public to provide feedback on the plan.

A pilot project in the corridor between I-635 and SH 121 just south of McKinney will evaluate the effectiveness of allowing solo drivers to use the HOV lane while also providing an incentive to cars with more than one occupant, according to a Sept. 13 news release.

The existing HOV lanes on this stretch of US 75 are “not as useful as they once were,” Dan Lamers, senior program manager at NCTCOG, said during a Sept. 9 board meeting. The council of governments has joined with the Texas Department of Transportation and partners in Collin County to identify innovative ways to use that additional capacity, Lamers said.

“US 75 is a complex corridor,” he said. “There are some safety issues, some congestion issues, some operational issues, so we are looking for a way to improve the situation in its entirety.”

The council of governments has decided to remove barriers segmenting the HOV lanes, which will increase safety and open up the lanes to solo drivers, Lamers said.

Two options have been proposed for single-occupancy vehicles in the HOV lanes. The first would make the lanes free for solo drivers, while the second would impose a nominal toll. Lamers said the council of governments is working with TxDOT and the Federal Highway Administration on implementation, and they hope to have a decision soon.

To continue providing an incentive for carpooling, the council of governments is proposing that high-occupancy vehicles receive a monetary reward for using the lanes, Lamers said.

In order to study the effectiveness of the plan, the council of governments needs to track who is using the lanes, when they are using them, and what their occupancy is. A \$10 million grant from the federal government would pay for the use of a GoCarma, a system that could track those metrics.

“We would be able to prove that this technology could keep track of where vehicles are traveling and when they are traveling and then at some point, you could either allocate rewards or user fees to those vehicles, depending on federal or state policies,” Lamers said of the incentive for the federal government.

No money would be collected as part of the pilot project; however, Lamers said the council of governments may end up paying drivers to participate in the process.

Lamers said the pilot project would be rolled out in phases beginning in late 2022 and continuing through 2024. To provide input on the proposal, email transinfo@nctcog.org or call 817-608-2365. The deadline to comment is Oct. 12.

Nearmap Doubles Down on U.S. Coverage

By Inside Unmanned Systems

Leading aerial imagery and location intelligence company Nearmap has announced the expansion of its United States coverage program to more than 80% of the US population. This massive boost in coverage provides companies that increasingly rely on high resolution aerial imagery with improved decision-making capabilities that will help them save time, effort, and money.

“Nearmap customers have asked us to increase the amount of the U.S. that we cover and we’re responding by doubling down on our coverage,” Tony Agresta, General Manager of North America, Nearmap said. “Our clients will have access to 130,000 sq miles of additional unique captured footprint in the U.S.”

Overall, the Nearmap capture program will cover over 1,740 urban areas² within the U.S., including over 80% of the population¹, with more than 308,000 unique square miles captured annually.

Nearmap is unique in its capture of aerial imagery, focusing on currency, consistency, coverage, and ease of access. Nearmap imagery is published within days of capture, with 24/7 access through a web app, API or third-party integration.

“Around 11,300 customers worldwide rely on Nearmap to be their eye in the sky, and to provide them with the truth on the ground,” Agresta continued. “We’re seeing strong momentum with new and existing customers in the U.S. This massive boost in coverage reflects the broader investment and focus Nearmap has on the strategically important U.S. market.”

An enhanced offering from the world’s leading location intelligence firm

Features of the expanded mapping coverage include:

- 130,000 square miles of additional unique captured footprint in the U.S, equivalent to ~63,000 football fields
- Double the number of urban areas covered with oblique/3D content
- Access to current content, with updates up to three times a year, including leaf-off and leaf-on collection
- Images at a high resolution ranging from 2.2 to 3 inches

Across the world, Nearmap will also capture over 64% of the population in Canada; over 90% of the population in Australia, and ~73% of the population in New Zealand.

“The expanded aerial coverage complements our market leading city-scale 3D content, artificial intelligence (AI) data sets, and geospatial tools,” Agresta said. “Nearmap has also recently tested inflight the next-generation of our patented aerial camera system, HyperCamera3, to ensure our clients are supported by the very best technology in the market.”

“These innovations will ensure that Nearmap consistently provides the best solution for our clients, especially as we continue to rapidly grow our key vertical markets in the U.S., including insurance, government, architecture, construction and engineering.”

Doubling down on the key U.S. strategic market

In 2021, Nearmap has made several further strategic announcements in the U.S., including:

- Appointing Tony Agresta as General Manager of North America. Agresta is responsible for managing and expanding the North American team including sales, marketing, operations, legal, and people and culture.
- Appointing Don Weigel as Vice President of Product. Weigel oversees all strategic initiatives related to products including product roadmap, promotion, releases, and the product vision.
- Announcing the expansion of the Nearmap U.S. post-catastrophe aerial imagery program to provide property and casualty insurance carriers with high-resolution aerial captures following catastrophic events within days of capture.
- Forming a strategic partnership with the North Central Texas Council of Governments (NCTCOG) to provide 16 counties with access to recurring orthophotography and oblique imagery.

Richardson, Plano residents asked to comment on plan that would pay some drivers to use HOV lanes on US 75

By Olivia Lueckemeyer, Community Impact Newspaper

The North Central Texas Council of Governments is proposing new uses for high-occupancy vehicle lanes on US 75 and is asking the public to provide feedback on the plan.

A pilot project in the corridor between I-635 and SH 121 will evaluate the effectiveness of allowing solo drivers to use the HOV lane while also providing an incentive to cars with more than one occupant, according to a Sept. 13 news release.

The existing HOV lanes on this stretch of US 75 are “not as useful as they once were,” Dan Lamers, senior program manager at NCTCOG, said during a Sept. 9 board meeting. The council of governments has joined with the Texas Department of Transportation and partners in Collin County to identify innovative ways to use that additional capacity, Lamers said.

“US 75 is a complex corridor,” he said. “There are some safety issues, some congestion issues, some operational issues, so we are looking for a way to improve the situation in its entirety.”

The council of governments has decided to remove barriers segmenting the HOV lanes, which will increase safety and open up the lanes to solo drivers, Lamers said.

Two options have been proposed for single-occupancy vehicles in the HOV lanes. The first would make the lanes free for solo drivers, while the second would impose a nominal toll. Lamers said the council of governments is working with TxDOT and the Federal Highway Administration on implementation, and they hope to have a decision soon.

To continue providing an incentive for carpooling, the council of governments is proposing that high-occupancy vehicles receive a monetary reward for using the lanes, Lamers said.

In order to study the effectiveness of the plan, the council of governments needs to track who is using the lanes, when they are using them, and what their occupancy is. A \$10 million grant from the federal government would pay for the use of a GoCarma, a system that could track those metrics.

“We would be able to prove that this technology could keep track of where vehicles are traveling and when they are traveling and then at some point, you could either allocate rewards or user fees to those vehicles, depending on federal or state policies,” Lamers said of the incentive for the federal government.

No money would be collected as part of the pilot project; however, Lamers said the council of governments may end up paying drivers to participate in the process.

Lamers said the pilot project would be rolled out in phases beginning in late 2022 and continuing through 2024. To provide input on the proposal, email transinfo@nctcog.org or call 817-608-2365. The deadline to comment is Oct. 12.

TxDOT to permanently close I-35 entrance ramp

By Mark Smith, The Cross Timbers Gazette

The Texas Department of Transportation will permanently close an entrance ramp on I-35 in Denton, beginning a \$1.8 million ramp improvement project.

Beginning Sunday at 10 p.m., TxDOT crews will close the [northbound I-35 entrance ramp that is located just south of the Hwy 380 interchange](#), according to a TxDOT news release. Crews will also implement a long-term closure of the left lane on the northbound I-35 frontage road from Scripture Street to Hwy 380. Drivers will be able to use the next northbound entrance ramp, located north of Hwy 380.

The ramp improvement project will reverse the northbound entrance and exit ramps to address traffic issues at the interchange. Traffic often gets backed up on the current exit ramp, affecting traffic on I-35 and causing a lot of vehicles to illegally drive through the grass to get to the frontage road.

Construction is expected to be complete by early 2022, weather permitting, according to TxDOT. Message boards will alert drivers of upcoming construction activities and closures. Drivers should use caution in the work zone.

As West Fort Worth Prepares To Boom, Traffic Planners Try To Keep Up

Where I-30 and I-20 meet in west Fort Worth, there is an oasis of country life away from the city.

By Kristen Barton, Fort Worth Report

Where I-30 and I-20 meet in west Fort Worth, there is an oasis of country life away from the city. But even Walsh Ranch residents can't escape the traffic of the Metroplex.

Savannah Crawford is a University of North Texas student who works in the Walsh Ranch development at the Village Market at 13801 Walsh Ave. In her job, she talks with a lot of residents who come into the store. Some of those conversations include people upset about traffic congestion and the prospect of more development, she said.

One of the possible developments is the [Rivian electric car plant](#). If Fort Worth is selected, the \$5 billion deal could create the second-largest employer in the city by 2027. Officials say it would not only be one of the largest projects in the city's history, but in the state's as well.

"I know that a huge issue is carbon emissions, those people who live out here are not exposed to as much as people who live in the city," Crawford said. "It's just so open and to have a huge manufacturer here constantly producing and having that assembly that is going to introduce some emissions."

Walsh Ranch spokesman Greg Miller said the company works with Parker and Tarrant counties and the city of Fort Worth to give updates and data needed for the Texas Department of Transportation.

Even before Rivian emerged as a project, traffic in west Fort Worth was on the map for the [North Central Texas Council of Governments](#), which directs most of the transportation planning and funding in the region.

"This would be the big deal," said Michael Morris, director of transportation for North Central Texas. "And, the good news is, we have a project that's already funded and slotted."

That project is construction of ramps from I-30 to I-20 both east and westbound. The \$6 million TxDOT project is estimated to be complete in January 2025. Additionally, there is a \$140 million project for I-30 to expand from four to six main lanes from Spur 580 to I-820, reconstruct a four-lane discontinuous frontage to six lanes, and reconstruct the Spur 580 interchange. Morris understands the congestion on I-30 already is difficult to navigate.

"And it's for that reason, we've already funded the Interstate 30 improvements," he said. "Again, those improvements are funded long before any of us had any knowledge of a large development."

Tarrant County Judge Glen Whitley said it's an exciting time to live in the county because of the many different ongoing developments. Because of that, he said, the county is constantly looking at how to improve.

"West Tarrant County is really the big area for continued growth and development," Whitley said. "What we've got to do is not only work on I-20, but at the same time we also need to make

sure that we're trying to find the other east-west arterials that will bring people in from Parker County."

When considering what areas need attention, Whitley said, a lot of long-term planning goes into play.

"First, we put together a regional study, [western-side study](#) probably about five or six years ago," he said. "We asked all the cities to kind of talk and to coordinate their master plans, and we begin to look at other roads, not freeways but arterials, four-lane, six-lane roads that would bring folks in from the west to the east, maybe, north, south, but primarily looking for other ways to bring people in, other than just I-20, because once you go from 20 and you head north, the next one that comes in is Jacksboro Highway 199."

Farm-to-Market Road 730 east of Decatur could be a prospect for a freeway if connected with FM 3325, Whitley said. Doing so would relieve traffic coming off I-35 without going downtown.

But improvements cost money, and Morris said transportation needs more.

The department is in an uphill battle to get the money to meet the need of mobility improvements, he said. Congress could approve an infrastructure bill that would bring billions of dollars to the Fort Worth-Dallas region later this month.

North Central Texas Council of Governments Transportation Department spokesman Brian Wilson said the cost estimate for the I-30 from I-820 to Chisholm Trail Parkway project that currently is unfunded is estimated to cost about \$130 million.

The department recently asked the Texas Transportation Commission to consider funding it, but it was not picked up this year, he said. It is too early to say whether the federal infrastructure bill will help the project, he said.

That revenue source could have a great impact on the area. On the state level, Morris said, TxDOT is funding projects on I-45 in Houston and I-35 in Austin that are stalled. At the end of the month, a commission could put some of those funds that are not being used into other areas, such as Fort Worth-Dallas.

Through collaboration, Whitley said, improvements can happen.

"The key to success is the collaboration with TxDOT, with the region to the (Regional Transportation Commission), and with the various cities, and just making sure that nobody is in their own little silo and is developing something that's not going to connect or is not going to be a barrier to traffic movement as you're coming in," Whitley said.

The I-30 projects will not permanently solve congestion issues, Morris said. It would help only for a few years.

About a million more people are coming to the region every eight years," Morris said. "And a lot of those people are moving to western Tarrant County, eastern Parker County, and the fact that we don't print money, we're not adding transportation improvements faster than people are wishing to come to our region."

The bottom line: There is not enough money to solve the congestion problems in Tarrant County, he said. The current funding does not allow for long-term solutions.

"We can improve them, or mitigate them," Morris said. "We can improve the safety of the system. But I'm not here to say that when we make freeway improvements ... we may solve it, maybe, for a few years."

Transportation Department upcoming projects for I-30 in 10-year plan

I-30 from I-20 to Tarrant/Parker County Line (Walsh Ranch Parkway is within these limits.)

Project: Construct westbound ramps to FM 1187, construct eastbound ramps to I-30 and I-20

Funding: \$6 million (TxDOT)

Schedule: September 2022 – estimated environmental clearance; January 2025 – Estimated let date, which is when the department issues public notice of the intent to offer work, issues and received proposals, publicly opens bids and executes contracts.

I-30 from Spur 580 (East of Linkcrest) to I-820

Project: Reconstruct four to six main lanes; reconstruct four-lane discontinuous frontage to four-to six-lane continuous frontage roads; reconstruct Spur 580 interchange

Funding: \$90 million from the Regional Transportation Council and \$50 million from the Texas Transportation Commission

Schedule: January 2022 – estimated environmental clearance; September 2024 – estimated let date

I-30 from I-820 to Chisholm Trail Parkway Project: Reconstruct from six to eight main lanes; reconstruct lanes for main lane and frontage road improvements to improve mobility and relieve congestion.

Funding: Currently unfunded

Schedule: April 2024 – estimated environmental clearance, September 2025 – estimated let date

CITY TO RECEIVE FEDERAL GRANT FUNDS FOR NEW TRAFFIC MANAGEMENT TECHNOLOGY

By Richardson Today

A resolution passed at Monday's City Council meeting paves the way for Richardson to receive almost \$100,000 in federal grant funds for new technology that will assist the Richardson Police and Public Services departments in efficiently responding to and clearing traffic incidents. The new equipment includes a FARO 3D scanner that will help police electronically recreate crash scenes for analysis, and a video management system that will upgrade the City's Traffic Management Center.

The improvements were among area projects selected to be part of the North Central Texas Council of Governments' (NCTCOG) Traffic Incident Management Program, which is funded by the United States Department of Transportation Congestion Mitigation and Air Quality Improvement Program. Monday's resolution authorized the City Manager to enter into the formal agreement with NCTCOG for the grant.

DCTA launches GoZone program to mixed reviews

By Alex Corey, North Texas Daily

On Sept. 7, Denton County Transportation Authority officially launched its GoZone rideshare program, which is in collaboration with New York-based transportation company Via Transportation, to mixed reactions.

“The driver arrived in about five minutes,” Denton resident Suzi Ruhmohr said. “A friend rode GoZone and told me her driver arrived within three minutes. So, it’s pretty quick. The wait time isn’t that long.”

Ruhmohr ran into issues with the pickup and drop-off, saying it was “a bit awkward.”

“If you try opening the app and try to get a ride you’ll sort of see on the map on your phone where to go, kind of,” Ruhmohr said. “But that location isn’t necessarily a good place to stand. It’s not necessarily a safe place for you to be picked up.”

The GoZone application functions similarly to Lyft or Uber, allowing for a rider to hail the nearest GoZone van.

“My ride experience was fine, especially for the price compared with Uber or Lyft,” Denton resident Paula Blackwell said. “Both drivers were nice and chatty, but neither was from Denton and didn’t recognize when their maps were sending them the wrong way, like going one exit too far on I-35 or trying to cross a road that’s been barricaded for a while now. I think GoZone will naturally improve as they work the kinks out of a new system, but their maps seem to have problems.”

While other rideshare services are set for direct address pickups, the Via app works on a MicroTransit system. Via describes the system as a virtual bus stop, having riders walk a block or longer to arrive at their pick-up location. This system has caused a bit of confusion for passengers along with drivers.

“I drive Uber all the time, GoZone is like driving for Uber with shorter trips,” GoZone driver Mohammed Elgohary said. “It’s horrible, I hate it, I hate the GPS. I’d like the option to call the customer [...] if I arrive to a spot and the customer is not there, maybe the customer’s just around the corner. I’d like to be able to talk to them so I can see where they are.”

The on-demand rideshare service is acting as a replacement for multiple DCTA services. Sept. 6 marks the end of the Lewisville Lakeway On-Demand Zone, Downtown Denton Transit Center Evening On-Demand Zone, Highland Village Lyft Program and Lewisville to Flower Mound Lyft Program.

The Denton and Lewisville Connect bus routes will run until Dec. 6. Unless the DCTA board extends this overlap period or takes other action, Denton Routes 1, 2, 4 and 6 will be removed. Lewisville Routes 21 and 22 will also be discontinued.

The fates of Denton Routes 3 and 7 are still unclear, as the pair will run for six months following the launch of GoZone. These routes were previously identified as “of particular interest to our UNT partners” by DCTA Community Relations Director Mary Worthington. None of the 12 university shuttles will be affected.

Unlike the Connect routes, GoZone will not be free to students. The program is initially running a promotion allowing riders their first four rides for free until Oct. 7. While the regular GoZone fare is still undecided, a promotional rate for the first six months of the program has been set at \$0.75 a day pass, \$3 for a weeklong pass and \$48 for a monthlong pass.

FORGETFUL CITY

Dallas' first freeway was built over a Freedmen's cemetery, a cultural clear-cutting in a city built on convenience.

By Megan Kimble, Texas Observer

The Freedman's Memorial Cemetery is empty on a sweltering weekday in June, [the gated park tucked between](#) Lemmon Avenue and Calvary Street contained by the three-lane frontage road that edges the moat of the North Central Expressway. The sound of traffic dominates the space—a dull, uneasy roar, the sound of an industrial fan, an airplane landing.

An arresting, life-size bronze sculpture of an African woman—the Prophetess, the keeper of memory—stands at the entrance. She holds a harp in her left hand, her right palm open and extended outward in invitation.

In 1869, a group of freed slaves purchased an acre of land on what was then the outskirts of Dallas for \$25. The land included what had been a slave cemetery. As [other Freedmen settled](#) around the cemetery and purchased more land, they established a thriving community, one of numerous Freedmen's Towns spread across Dallas. It was a place of hope and growth, counting seven churches, many of which hosted day schools and, later, a high school. Black doctors and dentists set up shop here. Black-owned grocers and movie theaters opened. And Black families interred their relatives at the cemetery, which eventually grew to cover 4 acres.

On August 12, 1946, the *Dallas Morning News* reported that the state highway department would embark on the city's first freeway, "a project that promises much relief for Dallas' traffic congestion." The Central Expressway would be built along the original route of the Houston and Texas Pacific Railroad but would also be built over a large portion of the cemetery, along with more than 1,500 structures, most of them owned or occupied by Black families who were descendants of the original Freedmen. "It is hoped that no unwarranted delay in the removal of tenants and city-owned houses will upset the schedule in beginning this work," the newspaper reported. It didn't seem to matter that the cemetery was in the road's path. "Black graves were simply paved over, headstones used as rubble to help fill ditches and low spots," a *Dallas Observer* columnist wrote in 1999.

The new road opened in 1949. Within a decade, traffic congestion had returned. In 1987, after the state highway agency announced its intention to expand the 10-mile stretch of highway, an archaeologist working for the department did a survey in the neighborhood and noticed a sign for "Freedman's Memorial Park." The project was stopped, and archaeologists started digging. One body was found. Then 30. Then 1,157.

Eventually, the team concluded that the construction of the original expressway had paved over roughly a fourth of the cemetery that once held the remains of nearly 7,000 slaves and Freedmen and "virtually eliminated all physical above-ground reminders" of its presence. In 1993, the newly renamed Texas Department of Transportation painstakingly exhumed the remains from under the road and reinterred them at the park, alongside thousands of other unmarked graves.

While highway engineers drew up expansion plans for the road—proceeding over the former gravesites—the City of Dallas commissioned Black sculptor David Newton to build a memorial honoring the desecrated graves. "My primary theme for the project was telling the whole African American genesis, from freedom in Africa to enslavement and then to emancipation here in the

United States,” said Newton at a virtual panel convened by Brown University this April titled “This Is America: Memorializing Black Death.”

Newton envisioned the memorial as a collective headstone for the thousands who had been lost to the highway’s construction. From a bird’s-eye view, it appears in the shape of a cross, etched across the cemetery in perpendicular, black-tiled pathways. In the memorial’s sunken center, an emancipated couple embrace, kneeling with their heads together, their gazes downward, considering their uncertain future.

The memorial was dedicated in 1999. A year later, the highway expansion was completed. Today, 184,000 cars shuttle north and south along the highway daily, a monument to forward motion. Car travel has, since the beginning, been cast toward the future. Speed over stillness, expansion over reparation, breadth over depth. The cities that cars created become forgetful, too, ignorant of the lives that came before. Across the Central Expressway, visible to the Prophetess standing at the cemetery entrance, is the flat skyline of a strip mall crowded with big-box retailers—Ross Dress for Less, Famous Footwear, Target. Placeless convenience that can exist only by forgetting what came before, a kind of cultural clear-cutting.

Emma McCune was born enslaved on June 29, 1855, and died from breast cancer 48 years later, on May 5, 1903, as a free woman. Hers was one of two headstones that were excavated intact from the rubble under the road. It’s displayed, set in pink marble, in the center of the memorial, with the inscription: “Gone from our homes but not from our hearts.”

Millions have been spent to clean up chemicals in Fort Worth. The work is nearly done

By Haley Samsel, Fort Worth Star Telegram

For more than a decade, the Tarrant Regional Water District has spent upwards of [\\$43 million to remove toxic chemicals](#) from two dozen properties in Fort Worth's industrial north side.

Now, only two sites remain between the district and its goal to complete the "largest single voluntary cleanup program in the state of Texas," according to Woody Frossard, the water district's environmental director.

The effort to remove more than 300,000 cubic yards of contaminated soil and treat more than 44 million gallons of water was spurred by the Panther Island/Central City flood control project.

Before the U.S. Army Corps of Engineers can build a 1.5-mile bypass channel to reroute part of the Trinity River, the surrounding area must meet state environmental standards. From there, Fort Worth will relocate a major sanitary sewer line and clear the way for further construction of the channel under three Panther Island bridges.

Congress authorized [federal funding for digging the channel](#) in 2016, but [has not sent the money](#) to Fort Worth in the years since. The project would return flood protection to more than 2,400 acres inhabited by Fort Worth residents, [according to a city press release](#).

Frossard wouldn't name the location of the two remaining properties, citing the need to conduct proper testing before declaring a site contaminated. But he's optimistic that cleanup crews will finish during the next fiscal year, which starts in October.

"Once I get these two properties remediated, I am completely through with environmental remediation for the bypass channel," Frossard said. "There will be no additional environmental restrictions to keep the Corps from starting construction as soon as they get funding."

Due to its history of housing a petroleum refinery, two metal refineries and a metal reclamation facility, Fort Worth's northern section required significant cleanups to address decades of contamination. Water district officials began identifying those sites in 2004, with remediation work starting in the mid-2000s, Frossard said.

Earlier this month, the water district announced the completion of its cleanup at Fort Worth's former police and fire training center and an adjacent property on Calvert Street. For decades, trainees shot lead bullets at the firing range and practiced putting out fires using aqueous film forming foam, a popular fire suppressant containing perfluoroalkyl and polyfluoroalkyl substances, commonly known as PFAS.

PFAS chemicals, which are found in many consumer products, are known as "forever chemicals" because they are highly persistent and accumulate in people's bodies rather than breaking down, said Dr. Katherine Pelch, a professor at the University of North Texas Health Science Center at Fort Worth who studies PFAS and public health.

Frossard said the most difficult chemicals to remove are those toxic to humans, especially with the amount of lead found at the former training center, which sits near the Charles. H. Haws Athletic Center.

“For all the years of shooting, they’ve shot shotguns, rifles and pistols so there was obviously a lot of spent lead there,” he said. “We had to have a special crew come in that had to be suited up so that they could actually get in there and collect all of the lead material ... That was the very first thing that had to be done: the lead contamination had to be removed and contained.”

Two concrete towers at the center are still awaiting demolition, and Frossard plans to request funding for that project at the water district’s next board meeting.

Although cleanups have officially been completed at 26 of 28 properties identified by the water district, the process of earning certificates of completion from the Texas Commission on Environmental Quality could take several extra months. The water district has received 21 certificates so far, Frossard said.

Frossard has been with the water district for the entirety of the cleanup process and is proud to have seen the district clean north Fort Worth so that it’s safe for residential development.

“We cleaned up everything to residential standards, which means you can build houses on it, kids can play in the dirt,” he said. “There’s less restrictive state standards out there, like commercial or industrial, that would limit our ability to use the property for any other purpose. The highest standard is residential, and we have cleaned it up to the highest standard.”

Expansion of Sam Rayburn Tollway in Plano nears December completion

By Erick Pirayesh, Community Impact Newspaper

The \$200 million expansion of the Sam Rayburn Tollway and its intersections is on track to be completed in December, according to North Texas Tollway Authority officials.

“We are coming down the homestretch,” NTTA spokesperson Michael Rey said. “We are on schedule [and] on budget. Everything is going as planned.”

The tollway’s widening project began in January 2019. It adds a fourth lane in both directions from Denton Tap Road in Coppell to US 75 in McKinney.

In Plano, work to add a new exit ramp between the Dallas North Tollway and Preston Road is meant to separate traffic for motorists exiting the Sam Rayburn Tollway and for those entering the Dallas North Tollway.

“[The ramp] will kind of flow down to Preston a little bit differently than it is now and help that interchange smooth out a little,” Rey said, adding that road widening construction is still ongoing on the section of the tollway over Parkwood Boulevard.

While construction has wrapped up on some sections along the corridor, NTTA officials said the additional lanes will remain closed until the entire project is complete to avoid potential safety hazards.

The project aims to improve regional mobility, as the estimated North Texas population of 7.5 million is projected to exceed 11 million in the coming decades.

“It was obvious to anybody who has traveled the [tollway] in the past few years ... traffic was certainly ramping up,” Rey said. “We were starting to see congestion, so that triggered the planning and ... the construction of that extra lane.”

Part of the expansion involved adding lanes to existing bridges at several intersections. This process includes demolition work and adding foundation, columns, beams and a bridge deck, Rey said.

Matt Tilke, Plano senior traffic engineer, said the project is important for drivers across North Texas.

“We expect much improved mobility and safety along that corridor with improved access to businesses alongside it,” he said.

The tollway separates Plano and Frisco. Tilke said this has helped both cities keep congestion on and alongside the tollway at a minimum.

“It will be more intuitive. That’s very helpful,” Tilke said.

The project is paid for through the NTTA's Capital Improvement Fund, which consists of toll revenue available after operations, debt services and reserve maintenance costs have been paid.

Collin County Commissioner Duncan Webb said projects that expand transportation infrastructure are essential as the region experiences unprecedented growth.

"We are estimating between 40 and 80 people moving to Collin County every day. ... That also means that we probably have 20 new cars on our roads every single day," he said.

As more employees began working from home, rush hour congestion reduced significantly, Webb said. Some areas of the metroplex are now seeing traffic drop by between 7% and 10% compared to pre-pandemic levels, he added.

As part of its long-term mobility plan for the region, the North Central Texas Council of Governments wants companies to consider designating at least one day per week to remote work.

"It can't be mandated; it's just a goal," Webb said. "The hope is [remote work] ... will allow us to continue to grow without the congestion experienced by other large metropolitan areas."

These growth projections are reflected in NTTA's budget, which estimates revenue to total \$5.5 billion between fiscal years 2020-2024. In fiscal year 2021, toll revenue is estimated at \$971 million.

As part of a biennial toll rate schedule approved by its board of directors, NTTA announced earlier this year a \$0.01 toll rate increase, from \$0.19 to \$0.20 per mile, that began July 1.

The Sam Rayburn Tollway widening project is not expected to contribute to increased toll rates, according to NTTA officials.

Rey said one benefit of the project is construction occurred in the middle of the highway, which lessened the effect on drivers.

"We never want to say we don't have an impact; we understand construction always does," he said. "But it certainly has had minimal impact."

Road paving and maintenance work throughout the tollway and its frontage road is still underway. NTTA is also working on striping and improving landscaping along the corridor.

More information and updates on the project can be found at www.ntta.org.

Plano's plan commission puts off making a decision about landmark Haggard farm project

Proposed mixed-use project near the Dallas North Tollway would be anchored by farm-themed restaurant and event center.

By Steve Brown, Dallas Morning News

Plano planning officials put off making a decision about development of part of the city's pioneer Haggard family land along the Dallas North Tollway.

Haggard Enterprises Ltd and Dallas developer Stillwater Capital wants to rezone more than 142 acres on Spring Creek Parkway just east of the tollway to build a mixed-use project with office, retail, hotel and residential construction.

The more than 2 million square-foot development would be constructed on part of the family's original farm.

Stillwater Capital's Clay Roby told the plan commission that his firm worked with the Haggard family to come up with a unique construction plan.

"There was a concern by the family about what was going to occur on this property as the last major parcel that they own in Plano," Roby said. "This would ensure a major portion of this project - essentially the centerpiece - would be a tribute to the family and something that would be owned as a legacy asset."

Parts of the planned project would have a farm theme giving a nod to the property's agrarian past.

The centerpiece would be a destination food and beverage and event venue called The Almanac.

"It's the entire reason for the project to exist from Stillwater's perspective," Roby said. "What you see here is a very low density, walkable and agrarian inspired farm to table restaurant and event space.

"The driving factor for the design was to come up with a plan that looked like a repurposed farm," he said. "If you visit this project after its complete you might wonder if it's been there for 100 years since the family first developed the property."

The farm-themed complex would include an event barn, a winery and a brewery and distillery. There would be a greenhouse and an outdoor event lawn, too.

Along with The Almanac complex, the developers are seeking zoning for more than 700,000 square feet of offices, 700 multifamily residential units, a 98-room hotel, 30,000 square feet of retail space and a 427-unit seniors housing community.

There would also be a retail "village."

About 13 acres at Spring Creek and Windhaven parkways would also be set aside for future single-family home construction.

The tallest of the proposed buildings – the hotel and an office close to the tollway – would be only five stories in maximum height. Most of the offices would be three or four floors.

The first phase of construction would be The Almanac farm complex and an office building. The boutique hotel and a first apartment building would follow.

More than 28 acres would be set aside for open space.

Plano city planning staff is recommending approval of the new development plan.

“The applicant is requesting a new planned development district to implement a development concept that would align the zoning on the site more closely with the current market for both commercial and residential uses,” according to the staff filings. “While there is a requested increase in development density, the required phasing, open space, and other limitations result in improved development standards compared to the current zoning.”

Residents who spoke out against the project at Monday night’s meeting raised the usual concerns about traffic and density. There was also pushback against the proposed apartments.

“This should not be considered,” said resident John Donovan. “There’s just way too much.”

Commissioner David Downs said he wasn’t put off by the planned apartments.

“This is not affordable housing, but it is 700 more places to live,” Downs said. “There is not enough housing in Plano.

“We have so many new jobs,” he said. “We need the residential in order to support this.”

Current zoning would allow the developers to build most of what they are proposing with much greater building heights.

Plan commissioners voted to put off making a decision about the project until next month due to concerns about screenings on proposed parking garages and access to a neighborhood park.

“I think it’s a beautiful project and I think it makes sense where it is,” said chairman Nathan Barbera. “I think some more work needs to be done to address some of these issues.”

The Haggard property sits between Plano’s Legacy business park and residential districts.

It’s surrounded on three sides by commercial development and zoning.

The Haggard family was one of Collin County’s earliest major landowners, acquiring properties starting in 1856 to use for farming and ranching.

At one time the family-owned thousands of acres between U.S. Highway 75 and the current tollway corridor. Over the decades, the land has been sold off for neighborhoods, shopping centers, offices and all kinds of development.

Stillwater Capital is also working on a \$1 billion mixed-use development planned adjacent to the new PGA headquarters and resort. Called The Link, the 240-acre development just south of U.S. Highway 380 would include office, retail, luxury residential, entertainment, a boutique hotel and sports wellness use.

Tarrant County delays vote on tax break for electric truck plant proposed for Fort Worth

By Emily Brindley, Fort Worth Star Telegram

Tarrant County officials on Tuesday delayed a vote on a potential tax abatement for California-based Rivian Automotive, which is searching for a 2,000-acre site for a factory.

A site in the Walsh development is one of the finalists. Bloomberg News reported last month that the Fort Worth location [was the front-runner](#).

Tarrant County's potential tax break, alongside an approved tax break from the city of Fort Worth and a planned tax break from Parker County, is intended as an incentive to lure Rivian to the Metroplex.

Rivian projects investing \$5 billion and adding 7,500 full-time jobs by the end of 2027. If those projections were met at the Fort Worth-area site, it would make Rivian one of the largest employers in Dallas-Fort Worth.

The Tarrant County commissioners were scheduled to vote Tuesday on a tax break of about \$35.8 million, which equates to a decade-long 70% abatement on the value that Rivian would add to the site.

But officials instead delayed the vote until a later meeting.

In a statement, Tarrant County spokesperson Bill Hanna said the county is working with Rivian "to finalize some of the information necessary to complete our tax abatement agreement documents."

"Tarrant County is excited to still be a finalist for the location of the Rivian manufacturing facility," Hanna said in the statement. He added that the tax break will be back on the county commissioners' agenda at some point after next week's meeting.

On Tuesday, the Tarrant County Central Labor Council released a statement in approval of the delay. Council president Brian Golden urged increased transparency throughout the process and said that residents deserve assurances that the tax break will help create "high-quality jobs with decent wages and benefits."

Tarrant County is behind the city in its abatement approval process but appears to be ahead of Parker County.

The city of Fort Worth in August approved [a \\$440 million tax break for Rivian](#), which equates to 85% of maintenance and operations property taxes over 15 years. (In an email, city spokesperson Michelle Gutt declined to comment on the county's delayed vote.)

And Parker County has not yet determined the details of its abatement, Parker County Judge Pat Dean told the Star-Telegram on Tuesday.

"Parker County is considering an abatement," Dean said. "We feel very good about what our chances are. We have a good product to offer in the Metroplex here."

The case for funding bike infrastructure

It's about climate change, public health, and economic development.

By Li Zhou, VOX

Jake Moffitt, a 38-year-old data center technician in the Dallas area, was used to biking to work.

He did it all the time when he lived in Albuquerque, and thought he'd try the same when he moved to Dallas five years ago. Moffitt says he lasted six months before he threw in the towel.

"It was really just scary," Moffitt told Vox. "Driving is pretty much the only option I have."

One of the largest cities in Texas, Dallas doesn't have much in the way of street biking infrastructure. According to city officials, it currently has 74 miles of bike facilities, including painted guidance on streets, buffered bike lanes, and just 5.3 miles of on-street protected bike lanes (which include a physical barrier that shields riders from car traffic). As a point of comparison, **Austin has more than 50 miles of on-street protected bike lanes** and Houston **has at least 22 miles**.

"Dallas's street infrastructure is still woefully behind and inadequate," says Heather McNair, president of the advocacy group BikeDFW, who attributes this lag to a lack of political will.

The gap is evident to many cyclists in Dallas, including Moffitt, who said there simply wasn't a way for him to get from home to the office by bike without fearing for his safety.

"If you want to commute, you gotta be hyper-vigilant or have nothing to lose," he told Vox. **Another local biker echoed this sentiment in a Reddit post**: "In a former life I would ride for coffee, beer and groceries, but here that feels like a death wish."

Dallas and other cities, however, are facing increasing pressure to change. As interest in biking has grown — due in part to **the pandemic** and **climate concerns** — demand for better infrastructure and safer routes has surged across the country.

The benefits of better biking systems are evident: Cities like Portland, Oregon, and Boulder, Colorado, which have built out expansive biking networks, are poised to see big boosts for **public health outcomes** and **economic development**. Well-developed biking infrastructure could also prompt larger-scale lifestyle shifts that lead people to become less dependent on cars **and more open to different modes of transportation**, spurring reductions in congestion and pollution. **And better biking networks** mean that the activity is safer for those who already do it and more accessible to those who have yet to try.

Replicating the success of a place like Portland, however, will take a lot of investment — the sort of money many cities and states don't have to spare. Congress's \$1.2 trillion bipartisan infrastructure bill doesn't provide the funding needed for such a transformative change, but it does offer support that could help cities — including Dallas — cover some of the costs.

For any federal infrastructure funding to make a significant difference, though, the city, and others like it, will have to treat these plans as a priority — something that hasn't necessarily been done in the past.

Dallas's on-street infrastructure is lagging

One of the biggest challenges that cyclists in Dallas face is a lack of street infrastructure.

The city's trail system is robust and growing, but the presence of bike lanes on the road is still relatively rare. Much of what exists now was only built in the past decade: Until 2012, Dallas didn't have a single dedicated or shared bike lane, former bike transportation manager Jared White **told Bloomberg**.

The city has made some strides since then, according to officials. It's put in a handful of protected bike lanes and is developing a new comprehensive plan for revamping its on-street bike facilities.

Still, it's very much behind — even compared to other car-centric places in the state.

"Dallas was later than most cities with even starting with a bike lane network," says Robin Stallings, head of the advocacy group BikeTexas.

Local advocates hope the city's new proposal will see more success than a similar effort in 2011, which would have expanded bike infrastructure significantly — establishing 833 miles of on-street facilities — but suffered from slow and halting implementation. According to Philip Kingston, a former city council member and supporter of more bike infrastructure, the 2011 proposal and subsequent efforts were never given the investment required to be fully effective.

"City management never took it seriously and it was never funded properly," Kingston told Vox. As of 2021, McNair estimates that only about 20 percent of that plan has actually been completed.

Without enough on-street bike lanes, the city has serious issues of connectivity, meaning it doesn't have a network of safe bike routes extensive enough to allow people to get where they need to go. Many advocates stressed that the need for more protected bike lanes, in particular, is huge, since the added physical barrier helps make cycling a more secure and welcoming experience.

Under current conditions, cyclists say that navigating the city by bike can often be anxiety-inducing. "It's really, really hard [to ride] from my side of Dallas without having to come into contact with cars," says Alexandra Sizemore, a project manager in sports marketing and a local cyclist. "If you can plan it out and you're in the right part of the city, you could ride to a [Dallas Area Rapid Transit] station and do a combined commute."

Such infrastructure gaps are exacerbated in low-income parts of the city, a dynamic evidenced in a 2019 review on walkability. "A study by George Washington University's Center for Real Estate and Urban Analysis **found** Dallas to have only a handful of sufficiently walkable areas, comprising less than 0.2 percent of the metro region. These areas—affluent neighborhoods like Uptown and Oak Lawn—are 37 percent more expensive than the regional average," **Bloomberg's Mark Dent reported**.

Overall, Dallas trails most other US cities when it comes to the accessibility of resources like public transportation, schools, and grocery stores via bike, **according to rankings done by the advocacy group PeopleForBikes**.

Dallas's infrastructure gaps stem from a lack of funding and prioritization. McNair says the budget for bike funding could soon get bumped to \$2 million a year, up from the \$1 million per year that's currently allocated. She says, however, that it took time for lawmakers to recognize this need. For years, just \$500,000 of the city's more than \$3 billion annual budget was put

toward this issue, an amount that would barely cover a few miles of protected bike lanes, says Stallings.

McNair believes it would cost the city tens of millions of dollars to develop a comprehensive network of protected bike lanes. City officials declined to provide an estimate for what the total expenses might be but agreed that this characterization was likely fair. Initial estimates indicated that **Austin would spend** about a third of the \$151 million — or roughly \$50 million — allocated for its biking plans on 200 miles of on-street needs, for example.

Money from Washington has been instrumental to the progress Dallas has made so far — and it's typically central to many cities' efforts to expand their biking systems. In the 2020-2021 fiscal year, Dallas received about \$22 million in federal money related to projects that included biking facilities like shared-use paths and buffered bike lanes.

Officials say they plan to pursue additional resources in the bipartisan infrastructure plan as well. "This funding helps bolster city funds, especially on higher-cost projects that are comfortable for all ages and abilities," they noted.

The infrastructure bill boosts funding for transportation alternatives but won't revolutionize biking in the US

One of the biking boosts in the infrastructure bill is more funding for "transportation alternatives."

The Transportation Alternatives Program, also known as TAP, was established in the 2010s as a way to get federal money to states and other regional authorities to use for biking and pedestrian projects. As it stands now, different entities including states and metropolitan planning organizations receive annual TAP funding, which they then dole out to localities that apply for it. This program currently represents the largest proportion of federal funding for biking and pedestrian needs.

Currently, there's **\$850 million allocated for TAP** per year, and the infrastructure bill increases that by a sizable 60 percent for the next five years. In total, the legislation includes \$7.2 billion for TAP over five years, compared to the \$4.25 billion that would have otherwise been dedicated in that time frame.

The entirety of this money is not dedicated to biking infrastructure, but a hefty chunk of it is typically used in this way: TAP projects in the past have included everything from protected bike lanes to pedestrian walkways to preservation of historic sites. **According to an analysis by Rails to Trails**, biking and pedestrian needs have accounted for about 85 percent of the money allocated via TAP between 2014 and 2020.

In 2020, the North Central Texas Council of Governments, which is in charge of distributing TAP funding to Dallas and other cities in the area, allocated more than \$25 million in TAP funding to 12 projects, some of which mentioned bike lanes explicitly.

Although advocates welcomed the increases in funding for TAP, they note that allocations for certain provisions in both the program and the broader bill could have been more robust. The Recreational Trails Program — an effort that helps cover maintenance of trails — did not get any boost in annual funding, for instance, and will continue to receive \$84 million a year. (Advocates had pushed for it to receive **upward of \$200 million** given a recent review of its funding sources.)

Another provision included in the bill establishes the **Active Transportation Connectivity Program** but leaves the actual funding up to congressional appropriators, meaning it's not guaranteed. This program would dedicate money to connecting disparate bike trails and lanes in cities and towns, so that places could build out networks for residents to use. It's authorized at \$200 million a year, **though advocates had pushed for \$500 million annually**.

The omissions to these two programs are significant since they focus on strengthening different aspects of cities' biking systems, including major trails and connections that would offer more continuity across neighborhoods.

According to Caron Whitaker, the deputy executive director for the advocacy group the League of American Bicyclists, money from several other programs could be applied to biking infrastructure, too, though they are more expansive in what they cover. The Surface Transportation Block Grant Program, the Congestion Mitigation and Air Quality Program, and the Highway Safety Improvement Program, which will respectively be allocated \$72 billion, \$13.2 billion, and \$15.6 billion over five years, are among those that could also be leveraged for biking needs. All of these would be distributed by state- or regional-level bodies as well and will likely be more competitive than TAP since they cover other transportation areas in addition to biking.

Separately, there are some provisions of the budget bill — including commuter benefits for cyclists, an e-bike tax credit, and grant money that could be used to fund biking infrastructure — that would promote and incentivize biking.

All in all, advocates note that the bipartisan legislation is an improvement on existing funding for biking infrastructure, which had been neglected by the federal government entirely until the 1990s. It doesn't take a bolder approach to making biking more accessible, though. Historically, biking funding has only constituted about **1.5 percent of federal transportation funding**, and though it's increased in this legislation, it still makes up a very small proportion of the bill.

"The overall funding for bike infrastructure is far from transformational and far from what's needed to match the level of biking that's growing across the country," says Noa Banayan, the federal affairs director for PeopleForBikes, adding that she believes the federal funding required to properly expand biking infrastructure across the country is likely in the "hundreds of billions of dollars."

Biking investments are about mode shifts

The payoffs from investing in biking are wide-ranging and include everything from reduced carbon emissions to public health benefits.

Many places across the country and world have already seen how expansions to biking infrastructure can dramatically shift how people approach the activity and the dependence that individuals have on cars.

In Seville, Spain, the number of bikes used daily grew from 6,000 to 70,000 after the city established an expansive network of protected bike lanes, **the Guardian reports**. In Davis, California, which had one of the country's first bike lanes, bikes outnumber cars on the roads, **Wired reports**.

A recent study found, too, that European cities that expanded their biking infrastructure during the pandemic — when interest in the activity soared — saw up to 48 percent more people taking up biking than those that did not, **according to the New York Times**. Cities with better biking

infrastructure also have much higher proportions of commuters who bike in general: **62 percent of Copenhagen's workers commute by bike**, for instance; domestically, **over 20 percent of Davis's do**, compared to just **0.6 percent of commuters in the US overall**.

Key infrastructural changes can help residents move away from cars as their sole means of transportation and help address a major source of pollution. As **Gabby Birenbaum explained for Vox**, curbing this dependence is important, as cities like Dallas are outside contributors to the pollution that causes climate change:

According to a **2021 study published in Frontiers**, Houston, Chicago, and Los Angeles have some of the highest per-capita emissions totals in the world. The study broke down cities' emissions based on sector, using the most recently available data (from 2009 and 2010), and found a large portion of those emissions come from transportation.

Data from the EPA shows that the transportation sector is actually the biggest source of pollution in the US, and that light-duty vehicles (or passenger cars) are responsible for 58 percent of those emissions. Overall, the EPA's research — and the 2021 study — reinforce the fact that the transportation systems of American cities over-rely on cars in ways that are not sustainable should the US actually want to approach its **stated greenhouse gas reduction goal** of 50 percent by 2030, a number it has to reach in order to limit global warming by 1.5 degrees Celsius or less.

Researchers have found that switching from a car-based commute to biking for one trip a day can cut down an individual's transportation-related carbon emissions by 67 percent, **Bloomberg reports**. Additionally, there's evidence **that biking commutes are associated with a lower risk of cardiovascular illnesses** and could **help reduce pressure on cities' health care systems**.

To change their reliance on cars, cities and towns need biking infrastructure designed to make the activity more available to people as both a recreational option and a practical one. Many advocates see infrastructure investments as opening up biking to more people, making them view it as an easier and safer way to get around than they currently might.

Additional infrastructure will also make the practice safer for those who already bike regularly: **According to Pew**, biking fatalities have increased in recent years, especially in urban areas; government data shows they've grown 49 percent since 2010, with 846 deaths in 2019. Expanding the number of protected bike lanes would help cut down this figure and bolster resources for many people — including low-income individuals who rely on biking as their primary form of transportation.

"It gets people out of cars when they have this mode shift, when they have a safe route to get from point A to point B," says Rails to Trails vice president of policy Kevin Mills.

Moffitt agrees, saying he'd definitely bike the 12 miles to the office as long as he had a safe way to do it: "I would only drive if I absolutely had to."

The Future of Hensley Field Is Beginning to Take Shape—Maybe

Consultants say the city should try to attract a major tenant—like a university or hospital or even a film studio complex—to spur redevelopment of the old naval air station.

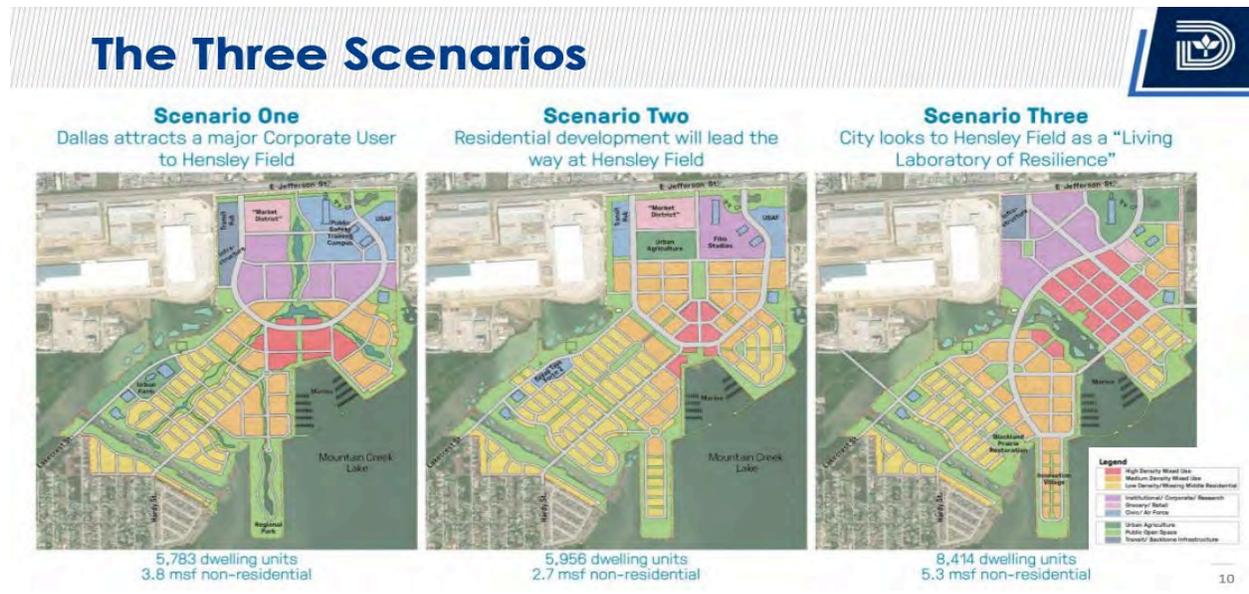
By Alex Macon, D Magazine

Dallas wants to turn hundreds of acres of mostly unused land at the far western edge of the city into a major mixed-use development. [One roadblock to remaking Hensley Field](#)—and there's more than one—is the toxic chemicals.

When the U.S. Navy handed the former air station to the city more than two decades ago, the feds hadn't finished cleaning up the site. They're still studying possible contamination from per- and polyfluoroalkyl substances, or PFAS, left behind by firefighting foam.

But consultants developing a master plan for Hensley Field have said that continued cleanup won't impede development, and on Tuesday they showed off their early recommendations for the site to a City Council committee. Those include:

- Find a big-time tenant—like a university or medical institution or major corporation or even a film studio complex—that can move in and serve as an anchor for further development.
- Get about 6,000 housing units built: up to 40 percent of it “low-density,” up to 50 percent “medium-density,” with the rest “high-density.”
- Dedicate a quarter of the site to public park space.
- Get the Texas Army National Guard and various city departments now using the site to hurry up and move out.
- Work with DART to get transit service to Hensley Field, first with dedicated bus lanes and a central bus station and maybe—eventually—a light rail connection.



McCann Adams, which previously created a plan that turned Austin's old Robert Mueller Municipal Airport into a bustling ["urban village,"](#) is expected to deliver its final plan for Hensley Field in March. (The Navy is supposed to have completed its study of possible PFAS contamination by the end of the year.)

For now, Hensley Field is nothing but a whole lot of every city official's favorite buzzword: "opportunity." That, plus the old firefighting foam.

Tarrant County transportation bond on ballot could fund projects in Keller, Northeast Fort Worth

A \$400 million Tarrant County transportation bond measure on the Nov. 2 ballot would fund projects pitched at both the municipal and regional level if approved, with voters to decide on the bond program in its entirety.

For voters in Keller and Northeast Fort Worth, two projects in particular stand a strong chance of being funded.

Upgrades to South Elm Street in Keller and Intermodal Parkway in the Alliance area are within the area covered by *Community Impact Newspaper*, and they were recommended by a project evaluation committee assembled by the Tarrant County Commissioners Court. The committee met during the summer and presented its findings in August.

The proposition—Proposition A—will be decided with a simple yes or no vote. It would be the first transportation bond program approved by Tarrant County voters since 2006. That bond program went on to fund more than 60 projects that have since been completed, and a half-dozen or so are nearing completion.

G.K. Maenius, the county administrator for Tarrant County since 1988, said now was the right time to put another bond program before the voters due to the county's growth.

Data released from the 2020 census shows Tarrant's population grew by 16.7%—an increase of more than 300,000 residents—between 2010 and 2020. In June, population estimates by the Census Bureau ranked Fort Worth as the nation's 12th largest city.

"We're one of the fastest-growing counties in the United States," Maenius said. "We feel that there's a responsibility to provide good roads for transportation."

Precinct perks

The way the proposed transportation bond has been structured splits the \$400 million into two pots, with \$200 million being set aside specifically to fund projects pitched by Tarrant's cities in April, according to county documents outlining the bond program's policy.

The projects pitched by the municipalities require a funding match, with the county only able to pay up to 50% of the cost. Maenius said the county received proposals for 196 projects from 24 municipalities.

From those submissions, the evaluation committee used criteria outlined by the bond policy and the court to ultimately identify 33 projects, amounting to \$199.5 million in proposed bond program matching funds. Those projects were recommended to the Commissioners Court during a presentation Aug. 3.

Maenius said it is his belief that the court will honor the recommendations, noting the committee included appointees from all five members of the court.

Precinct 3—which includes Keller and Northeast Fort Worth—received the largest volume of recommended projects and allotment of recommended funding. Projects recommended for the precinct—which spans northeast Tarrant, north central Tarrant and the eastern portion of northwest Tarrant—totaled just over \$84 million, or 42% of the pot.

In addition to those in Keller and Northeast Fort Worth, the recommendations include projects pitched for Colleyville, Southlake, North Richland Hills, Richland Hills, Watauga and northwest Fort Worth.

Commissioner Gary Fickes, who represents Precinct 3, noted that his precinct includes areas nearing buildout as well as some of the fastest-growing parts of the county. He said he was pleased with the process.

“This is something that’ll benefit our citizens,” Fickes said.

Local projects

The South Elm Street project pitched by the city of Keller is part of its plans for the Old Town Keller area. Keller seeks \$5.75 million in funds from the bond program. According to Alonzo Liñán, Keller’s Director of Public Works, the road—which is located east of U.S. 377 and runs parallel to the thoroughfare—is already in need of several infrastructure improvements. Liñán said city officials see that necessary drainage, sewage and pavement work as an opportunity to leverage the bond funds to add upgrades that include on-street parking, increased pedestrian walkways and aesthetic improvements.

The project would start where South Elm Street meets Keller Parkway at its northernmost point and go south to Bear Creek Parkway.

“We submitted [it] to the county for consideration because of the economic development potential,” Liñán said. “There’s a larger mosaic that Elm Street fits into.”

Meanwhile, the work proposed for Intermodal Parkway would come at a cost of \$6.75 million from the transportation bond program. Documents prepared by the city of Fort Worth describe the road, which connects the Burlington Northern Santa Fe Railway and the Old FM 156, as “the most important freight corridor in AllianceTexas.”

“This roadway connects North America’s largest inland port, the AllianceTexas Global Logistics Hub, and its supply chain logistic partners to major employers, communities and other transportation systems, including air, rail and interstate highway,” the documents stated.

The other pot

The other \$200 million, as outlined by the transportation bond program’s policy, is further divided into two more groups.

First, there is \$125 million dedicated to countywide initiatives and partnerships that are more

regional in nature. Maenius explained these projects would be brought directly to the court and that, unlike the call for projects issued to cities, there have been no formal discussions on what these projects might be.

The remaining \$75 million falls under a “discretionary” label. Each member of the court—the four precinct commissioners and the Tarrant County judge—would have \$15 million reserved to use at their discretion, to be used with court approval.

With projects from either pot of \$200 million, however, Maenius said residents should not expect them to break ground immediately.

“These are fairly large projects; they’re going to take more than a year to do,” Maenius said. “We will sell debt, and we will not increase the tax rate. Monies that we have that become available, we will go ahead and we will work through this list of projects.”

<https://communityimpact.com/dallas-fort-worth/keller-roanoke-northeast-fort-worth/transportation/2021/09/24/tarrant-county-transportation-bond-on-ballot-could-fund-projects-in-keller-northeast-fort-worth/>

GoCarma: A new way to earn HOV discounts

By City of Fort Worth

Throughout the pandemic, many North Texans have been working from home and may not have thought much about carpooling. But with offices reopening across the region and commuting resuming, sharing a ride may once again be a good way to get to work safely and reliably.

If commuters choose to ride with coworkers, family or friends, they could save on more than just gas on some roadways across Dallas-Fort Worth. TEXpress Lanes are managed lanes found on eight major corridors throughout the region. Regional Transportation Council policies provide a toll discount for people riding together in these lanes during weekday peak periods (6:30-9 a.m. and 3-6:30 p.m.)

The GoCarma app is now being used to qualify for these HOV discounts. GoCarma is a smartphone app developed by Carma Technology Corp. that uses Bluetooth and GPS to automatically verify two or more people are riding together in a vehicle. As long as at least two people in the car have the GoCarma , they will be eligible for the HOV 50% toll discount. (An optional non-trackable, Bluetooth occupant pass is available for non-smartphone users.) Once the app is installed, users never need to open the app again.

“Dallas-Fort Worth is one of the fastest-growing regions in the country, adding more than 1 million new residents every eight years,” NCTCOG Director of Transportation Michael Morris said. “To accommodate this growth, the transportation system needs to be flexible and innovative. Our TEXpress Lanes system gives us that flexibility by providing drivers increased reliability in some of the region’s busiest corridors.”

The TEXpress Lane system was established to enable users of some of the region’s most highly traveled roadways to reach their destinations more reliably. On these roadways, drivers can either choose to pay a variable toll to travel on the TEXpress Lanes (with traffic managed to allow speeds of at least 50 mph), or they can use the general-purpose lanes for no additional charge.

So far, the [GoCarma app](#) has been used by more than 40,000 daily commuters in Dallas-Fort Worth and verified more than 1.5 million HOV transactions. GoCarma is available free in the App Store and on Google Play.

Tarrant County transportation bond on ballot could fund projects in Keller, Northeast Fort Worth

By Steven Ryzewski, Community Impact Newspaper

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What comes after the mall? Plano kicks off \$1 billion Collin Creek development

After more than two years of planning and demolition, building back has started at the former mall site.

By Steve Brown, Dallas Morning News

With fireworks and fanfare, Plano formally kicked off construction of its \$1 billion Collin Creek development on Friday.

The more than 100-acre mixed-use project that will replace the failed Collin Creek mall has been in the works for more than two years.

After tearing down most of the old, enclosed shopping center, Plano officials and Centurion American Development Group are ready to start building back.

“We are ready to start seeing the progress all of the residents of Plano have been waiting for,” said Mayor John Muns. “It was a complicated deal, obviously, when you are renovating and doing new things on an existing property.”

“This is going to be a destination for so many people to come, whether it’s shopping, whether it’s eating or living — this is going to be the hallmark area of this southern sector of the Central Expressway corridor,” he said. “We can’t wait to see it finished.”

The first phase of construction will be a huge underground parking garage in the center of the property that the city of Plano is funding.

Homebuilders are also starting work on the first of 500 luxury townhouses to be constructed on the west side of the old mall.

Part of the center section of Collin Creek mall is being repurposed for new retail and restaurant space. Other parts of the property will be used for apartments, additional restaurants and retail, offices and open space.

“Collin Creek will provide one of the premier mixed-use developments in North Texas, right at the Southern gateway of our city,” Muns said. “With many former regional malls across America sitting idle and vacant with little or no hope for redevelopment, the city of Plano worked with the developer to fully fund the transformation of Collin Creek.”

“Few cities have accomplished this feat.”

Collin Creek was once one of North Texas’ busiest shopping centers, anchored by J.C. Penney, Sears, Macy’s and Dillard’s department stores. But the mall lost business as newer retail venues opened in the area and consumer shopping habits changed.

Centurion American bought the 37-year-old regional shopping center in 2018 and has been working since then to plan, rezone and fund the huge redevelopment.

In the last year, most of the property has been cleared for the new construction.

“This day has been long coming for us,” Centurion American CEO Mehrdad Moayedi said. “We are really looking forward to transforming this place into what we actually plan to do — residences, restaurants, retail and everything.”

Moayedi said it will be about 2 years before the first new sections of Collin Creek will be ready.

“The townhome lots will be ready in about 12 months, and those builders will then start,” he said. “The multiple family, which is attached to this, will begin after the parking garage is finished.

“There will be about 800 multifamily units started,” Moayedí said. “We will have new retail on the first floor and four stories of apartments on top of it.”

Plano is set to replace the failed Plano Tomorrow plan. Here's what you should know

The city's original roadmap for future development was abandoned following a lengthy lawsuit.

By Teri Webster, Dallas Morning News

Plano [is close to finalizing a draft document](#) that will serve as the new roadmap for the city's future after the council [voted to repeal the controversial Plano Tomorrow plan](#) last year.

A 16-member committee is working with the Planning & Zoning Commission on the Comprehensive Plan 2021, a working name for the 20- to 30-year guideline that proposes key changes to these primary areas:

- Land use
- Housing inventory
- Redevelopment
- Growth management
- Transportation

Additionally, the city council is expected to consider tonight, Sept. 27, a policy that would require it to disclose the approval of any zoning petitions that do not align with the Comprehensive Plan. Officials say it's to make the process for zoning changes "more accessible and transparent to the public."

Here's an explanation of how the city got to this point and what's next, as well as highlights from a draft of the plan: population and housing projections, areas that could accommodate new multifamily housing and proposals to address transportation.

How did we get here?

When and why the issues began: The backlash began shortly after Plano Tomorrow's approval in 2015. Residents were concerned that dense development, particularly new apartment complexes, would undermine the city's suburban character. They also wanted more community involvement with the plan.

What did they do? Resident Beth Carruth submitted a petition with more than 4,000 signatures asking the city council to repeal the master plan. If it wouldn't, voters should be able to decide its fate, the opponents maintained.

The city secretary never forwarded the petition to the council because leaders maintained that development plans were not subject to petitions calling for elections. In response, Carruth and four other Plano residents filed a lawsuit.

What happened in court? The state's 5th District Court of Appeals rejected the city's argument in July 2020, and the secretary was ordered to present the petition within 14 days.

How did the council respond? Members instead [voted to strike the plan](#). Since then, an interim plan dating to 1986 has been in place.

How much did it cost Plano? The lengthy legal battle cost [about half a million dollars, according to the city attorney](#).

What's next

Sept. 27: During its next meeting, the city council is expected to consider a policy that would require it to disclose the approval of any zoning petitions that do not align with the Comprehensive Plan.

Fall: The city will also hold public hearings on the Comprehensive Plan.

Late fall or early winter: This is when Planning & Zoning is expected to make a recommendation, and it will go before the city council for final approval.

Population and housing projections

Plano has less than 5% of undeveloped land remaining and about 500 acres zoned for residential use, according to the draft, which means new growth will mostly stem from redeveloping existing commercial sites.

Accurately projecting the city's population is a challenge, the report states, but it provided high and low estimates of how growth and development could play out in Plano over the next 30 years. The percentages indicate the share of each type of housing — single family, multifamily and other.

Locations for new multifamily housing

The plan identifies areas of Plano where new multi-family housing could be established and the number of units, as well as where it could not. It defines areas as either Urban Activity Centers (UA), Suburban Activity Centers (SA) or Expressway Corridors (EX).

Areas that might support new multifamily housing

A: Legacy, bordered on the north and south by Sam Rayburn Tollway and Tennyson Parkway (182 units)

B: Dallas North Tollway, bordered on the north and south by Spring Creek and Plano parkways (322 units)

C: Willow Bend Mall area (834 units)

D: U.S. 75 corridor (829 units)

E: Oak Point (units to be determined by separate Envision Oak Point plan)

F: 15th Street and Alma Drive (105 units)

G: Downtown corridors, not including neighborhoods within them (1,647 units)

Areas that would not support new multifamily housing

H: Preston Road and Highway 121

I: Park Boulevard and Preston Road

J: Mapleshade Lane and Coit Road

K: Collin Creek Mall and Heritage Creekside

L: Plano Gateway development at President George Bush Turnpike and Renner Road

Transportation

The comprehensive plan will also address the city's regional transportation corridors, four expressway corridors, Dallas Area Rapid Transit service, [DART's planned Silver Line commuter rail](#) and Collin County's transportation plan.

Special attention will be given to how the corridors blend into adjacent residential neighborhoods and expressways. Additionally, noise and air quality standards will be maintained to help protect the quality of life for residents.

Learn more

A draft document for the entire plan can be reviewed [online](#).

The case for funding bike infrastructure

It's about climate change, public health, and economic development.

By Li Zhou, VOX

Jake Moffitt, a 38-year-old data center technician in the Dallas area, was used to biking to work.

He did it all the time when he lived in Albuquerque, and thought he'd try the same when he moved to Dallas five years ago. Moffitt says he lasted six months before he threw in the towel.

"It was really just scary," Moffitt told Vox. "Driving is pretty much the only option I have."

One of the largest cities in Texas, Dallas doesn't have much in the way of street biking infrastructure. According to city officials, it currently has 74 miles of bike facilities, including painted guidance on streets, buffered bike lanes, and just 5.3 miles of on-street protected bike lanes (which include a physical barrier that shields riders from car traffic). As a point of comparison, **Austin has more than 50 miles of on-street protected bike lanes** and Houston **has at least 22 miles**.

"Dallas's street infrastructure is still woefully behind and inadequate," says Heather McNair, president of the advocacy group BikeDFW, who attributes this lag to a lack of political will.

The gap is evident to many cyclists in Dallas, including Moffitt, who said there simply wasn't a way for him to get from home to the office by bike without fearing for his safety.

"If you want to commute, you gotta be hyper-vigilant or have nothing to lose," he told Vox. **Another local biker echoed this sentiment in a Reddit post**: "In a former life I would ride for coffee, beer and groceries, but here that feels like a death wish."

Dallas and other cities, however, are facing increasing pressure to change. As interest in biking has grown — due in part to **the pandemic** and **climate concerns** — demand for better infrastructure and safer routes has surged across the country.

The benefits of better biking systems are evident: Cities like Portland, Oregon, and Boulder, Colorado, which have built out expansive biking networks, are poised to see big boosts for **public health outcomes** and **economic development**. Well-developed biking infrastructure could also prompt larger-scale lifestyle shifts that lead people to become less dependent on cars **and more open to different modes of transportation**, spurring reductions in congestion and pollution. **And better biking networks** mean that the activity is safer for those who already do it and more accessible to those who have yet to try.

Replicating the success of a place like Portland, however, will take a lot of investment — the sort of money many cities and states don't have to spare. Congress's \$1.2 trillion bipartisan infrastructure bill doesn't provide the funding needed for such a transformative change, but it does offer support that could help cities — including Dallas — cover some of the costs.

For any federal infrastructure funding to make a significant difference, though, the city, and others like it, will have to treat these plans as a priority — something that hasn't necessarily been done in the past.

Dallas's on-street infrastructure is lagging

One of the biggest challenges that cyclists in Dallas face is a lack of street infrastructure.

The city's trail system is robust and growing, but the presence of bike lanes on the road is still relatively rare. Much of what exists now was only built in the past decade: Until 2012, Dallas didn't have a single dedicated or shared bike lane, former bike transportation manager Jared White **told Bloomberg**.

The city has made some strides since then, according to officials. It's put in a handful of protected bike lanes and is developing a new comprehensive plan for revamping its on-street bike facilities.

Still, it's very much behind — even compared to other car-centric places in the state.

"Dallas was later than most cities with even starting with a bike lane network," says Robin Stallings, head of the advocacy group BikeTexas.

Local advocates hope the city's new proposal will see more success than a similar effort in 2011, which would have expanded bike infrastructure significantly — establishing 833 miles of on-street facilities — but suffered from slow and halting implementation. According to Philip Kingston, a former city council member and supporter of more bike infrastructure, the 2011 proposal and subsequent efforts were never given the investment required to be fully effective.

"City management never took it seriously and it was never funded properly," Kingston told Vox. As of 2021, McNair estimates that only about 20 percent of that plan has actually been completed.

Without enough on-street bike lanes, the city has serious issues of connectivity, meaning it doesn't have a network of safe bike routes extensive enough to allow people to get where they need to go. Many advocates stressed that the need for more protected bike lanes, in particular, is huge, since the added physical barrier helps make cycling a more secure and welcoming experience.

Under current conditions, cyclists say that navigating the city by bike can often be anxiety-inducing. "It's really, really hard [to ride] from my side of Dallas without having to come into contact with cars," says Alexandra Sizemore, a project manager in sports marketing and a local cyclist. "If you can plan it out and you're in the right part of the city, you could ride to a [Dallas Area Rapid Transit] station and do a combined commute."

Such infrastructure gaps are exacerbated in low-income parts of the city, a dynamic evidenced in a 2019 review on walkability. "A study by George Washington University's Center for Real Estate and Urban Analysis **found** Dallas to have only a handful of sufficiently walkable areas, comprising less than 0.2 percent of the metro region. These areas—affluent neighborhoods like Uptown and Oak Lawn—are 37 percent more expensive than the regional average," **Bloomberg's Mark Dent reported**.

Overall, Dallas trails most other US cities when it comes to the accessibility of resources like public transportation, schools, and grocery stores via bike, **according to rankings done by the advocacy group PeopleForBikes**.

Dallas's infrastructure gaps stem from a lack of funding and prioritization. McNair says the budget for bike funding could soon get bumped to \$2 million a year, up from the \$1 million per year that's currently allocated. She says, however, that it took time for lawmakers to recognize this need. For years, just \$500,000 of the city's more than \$3 billion annual budget was put

toward this issue, an amount that would barely cover a few miles of protected bike lanes, says Stallings.

McNair believes it would cost the city tens of millions of dollars to develop a comprehensive network of protected bike lanes. City officials declined to provide an estimate for what the total expenses might be but agreed that this characterization was likely fair. Initial estimates indicated that **Austin would spend** about a third of the \$151 million — or roughly \$50 million — allocated for its biking plans on 200 miles of on-street needs, for example.

Money from Washington has been instrumental to the progress Dallas has made so far — and it's typically central to many cities' efforts to expand their biking systems. In the 2020-2021 fiscal year, Dallas received about \$22 million in federal money related to projects that included biking facilities like shared-use paths and buffered bike lanes.

Officials say they plan to pursue additional resources in the bipartisan infrastructure plan as well. "This funding helps bolster city funds, especially on higher-cost projects that are comfortable for all ages and abilities," they noted.

The infrastructure bill boosts funding for transportation alternatives but won't revolutionize biking in the US

One of the biking boosts in the infrastructure bill is more funding for "transportation alternatives."

The Transportation Alternatives Program, also known as TAP, was established in the 2010s as a way to get federal money to states and other regional authorities to use for biking and pedestrian projects. As it stands now, different entities including states and metropolitan planning organizations receive annual TAP funding, which they then dole out to localities that apply for it. This program currently represents the largest proportion of federal funding for biking and pedestrian needs.

Currently, there's **\$850 million allocated for TAP** per year, and the infrastructure bill increases that by a sizable 60 percent for the next five years. In total, the legislation includes \$7.2 billion for TAP over five years, compared to the \$4.25 billion that would have otherwise been dedicated in that time frame.

The entirety of this money is not dedicated to biking infrastructure, but a hefty chunk of it is typically used in this way: TAP projects in the past have included everything from protected bike lanes to pedestrian walkways to preservation of historic sites. **According to an analysis by Rails to Trails**, biking and pedestrian needs have accounted for about 85 percent of the money allocated via TAP between 2014 and 2020.

In 2020, the North Central Texas Council of Governments, which is in charge of distributing TAP funding to Dallas and other cities in the area, allocated more than \$25 million in TAP funding to 12 projects, some of which mentioned bike lanes explicitly.

Although advocates welcomed the increases in funding for TAP, they note that allocations for certain provisions in both the program and the broader bill could have been more robust. The Recreational Trails Program — an effort that helps cover maintenance of trails — did not get any boost in annual funding, for instance, and will continue to receive \$84 million a year. (Advocates had pushed for it to receive **upward of \$200 million** given a recent review of its funding sources.)

Another provision included in the bill establishes the **Active Transportation Connectivity Program** but leaves the actual funding up to congressional appropriators, meaning it's not guaranteed. This program would dedicate money to connecting disparate bike trails and lanes in cities and towns, so that places could build out networks for residents to use. It's authorized at \$200 million a year, **though advocates had pushed for \$500 million annually**.

The omissions to these two programs are significant since they focus on strengthening different aspects of cities' biking systems, including major trails and connections that would offer more continuity across neighborhoods.

According to Caron Whitaker, the deputy executive director for the advocacy group the League of American Bicyclists, money from several other programs could be applied to biking infrastructure, too, though they are more expansive in what they cover. The Surface Transportation Block Grant Program, the Congestion Mitigation and Air Quality Program, and the Highway Safety Improvement Program, which will respectively be allocated \$72 billion, \$13.2 billion, and \$15.6 billion over five years, are among those that could also be leveraged for biking needs. All of these would be distributed by state- or regional-level bodies as well, and will likely be more competitive than TAP since they cover other transportation areas in addition to biking.

Separately, there are some provisions of the budget bill — including commuter benefits for cyclists, an e-bike tax credit, and grant money that could be used to fund biking infrastructure — that would promote and incentivize biking.

All in all, advocates note that the bipartisan legislation is an improvement on existing funding for biking infrastructure, which had been neglected by the federal government entirely until the 1990s. It doesn't take a bolder approach to making biking more accessible, though. Historically, biking funding has only constituted about **1.5 percent of federal transportation funding**, and though it's increased in this legislation, it still makes up a very small proportion of the bill.

"The overall funding for bike infrastructure is far from transformational and far from what's needed to match the level of biking that's growing across the country," says Noa Banayan, the federal affairs director for PeopleForBikes, adding that she believes the federal funding required to properly expand biking infrastructure across the country is likely in the "hundreds of billions of dollars."

Biking investments are about mode shifts

The payoffs from investing in biking are wide-ranging and include everything from reduced carbon emissions to public health benefits.

Many places across the country and world have already seen how expansions to biking infrastructure can dramatically shift how people approach the activity and the dependence that individuals have on cars.

In Seville, Spain, the number of bikes used daily grew from 6,000 to 70,000 after the city established an expansive network of protected bike lanes, **the Guardian reports**. In Davis, California, which had one of the country's first bike lanes, bikes outnumber cars on the roads, **Wired reports**.

A recent study found, too, that European cities that expanded their biking infrastructure during the pandemic — when interest in the activity soared — saw up to 48 percent more people taking up biking than those that did not, **according to the New York Times**. Cities with better biking

infrastructure also have much higher proportions of commuters who bike in general: **62 percent of Copenhagen's workers commute by bike**, for instance; domestically, **over 20 percent of Davis's do**, compared to just **0.6 percent of commuters in the US overall**.

Key infrastructural changes can help residents move away from cars as their sole means of transportation, and help address a major source of pollution. As **Gabby Birenbaum explained for Vox**, curbing this dependence is important, as cities like Dallas are outside contributors to the pollution that causes climate change:

According to a **2021 study published in *Frontiers***, Houston, Chicago, and Los Angeles have some of the highest per-capita emissions totals in the world. The study broke down cities' emissions based on sector, using the most recently available data (from 2009 and 2010), and found a large portion of those emissions come from transportation.

Data from the EPA shows that the transportation sector is actually the biggest source of pollution in the US, and that light-duty vehicles (or passenger cars) are responsible for 58 percent of those emissions. Overall, the EPA's research — and the 2021 study — reinforce the fact that the transportation systems of American cities over-rely on cars in ways that are not sustainable should the US actually want to approach its **stated greenhouse gas reduction goal** of 50 percent by 2030, a number it has to reach in order to limit global warming by 1.5 degrees Celsius or less.

Researchers have found that switching from a car-based commute to biking for one trip a day can cut down an individual's transportation-related carbon emissions by 67 percent, **Bloomberg reports**. Additionally, there's evidence **that biking commutes are associated with a lower risk of cardiovascular illnesses** and could **help reduce pressure on cities' health care systems**.

To change their reliance on cars, cities and towns need biking infrastructure designed to make the activity more available to people as both a recreational option and a practical one. Many advocates see infrastructure investments as opening up biking to more people, making them view it as an easier and safer way to get around than they currently might.

Additional infrastructure will also make the practice safer for those who already bike regularly: **According to Pew**, biking fatalities have increased in recent years, especially in urban areas; government data shows they've grown 49 percent since 2010, with 846 deaths in 2019. Expanding the number of protected bike lanes would help cut down this figure and bolster resources for many people — including low-income individuals who rely on biking as their primary form of transportation.

"It gets people out of cars when they have this mode shift, when they have a safe route to get from point A to point B," says Rails to Trails vice president of policy Kevin Mills.

Moffitt agrees, saying he'd definitely bike the 12 miles to the office as long as he had a safe way to do it: "I would only drive if I absolutely had to."

The perfect storm of demand: Competition for DFW industrial infill drives up prices

By Spencer Brewer, Dallas Business Journal

Competition to acquire land for speculative industrial development is borderline unbelievable, as more than 100 firms vie for land in North Texas.

"I remember three years ago when I really started chasing off-market industrial sites, where developers thought \$6 per square foot was just unheard of, like ... there's no way they're going to pay that," said [Alex Perry](#), vice president of Biel Partners. "If we found a \$6 piece of land today, we'd buy that in two seconds."

The e-commerce boom and pandemic-induced supply chain shortages have created the perfect storm of demand. Added to the mix is a newfound interest in industrial development among institutional groups.

"Everyone thinks there's so much land around DFW," Perry said, noting that over the last six months, he's seen land values in "core industrial areas" double. "When it comes down to it, really finding these core infill sites, it's tough."

Perry estimates he will touch \$1 billion in land negotiations this year. In North Texas, Perry recently represented Transwestern Development Company in closing a 61-acre site at East Bailey Boswell Road in Fort Worth. Transwestern plans to build a 1 million-square-foot industrial park on the site.

Holt Lunsford Commercial recently purchased 26.2 acres at Centre Park Boulevard West in Desoto for a sizable speculative industrial warehouse space on the site. Stream Realty Partners purchased 29 acres at Final Drive in Fort Worth for an approximately 420,000-square-foot warehouse on the site. Perry also represented the buyers in both transactions.

"We're seeing developers go to areas that, historically, we haven't seen them go to build spec products," Perry said.

One of the undercurrents driving demand is interest for industrial products among institutional groups, he said, and developments are seeing unheard-of capitalization rates.

Some developers conduct forward sales or sell properties before the development is complete and before a tenant has signed a lease, with terms built into the contract as if rent were already coming in. Perry said institutional investors are willing to buy these properties.

"Can you imagine the risks that they're taking?" Perry said. "Because if that tenant doesn't come around, they can just be sitting there with a vacant building and having paid a price like it's full."

Some of the business terms for purchasing land sites have changed as well, he said, including nonrefundable earnest payment upon contract execution and shortening of the due diligence periods. An earnest payment is a good-faith deposit to a seller signaling the buyer's intent to buy a property.

Historically, due diligence periods have ranged between 120 and 150 days, followed by a 30-day closing window. Now, due diligence periods are about 60 days, he said.

In all, it is a strong seller's market in the North Texas area for industrial, Perry said. Existing infrastructure and population growth both add additional fuel to the industrial fire seen today.

"I think we just have a really incredible path forward, a very bright future with growth and also development," he said.

\$4.3 million Plano intersection paving project begins, prompting traffic delays

The project at Park Boulevard and Coit Road is designed to alleviate congestion.

By Teri Webster, Dallas Morning News

Motorists might want to consider alternate routes to avoid delays during a \$4.3 million paving project that started Tuesday at the Park Boulevard and Coit Road intersection, according to a Plano email announcement.

According to the city, the project will widen the intersection to minimize congestion and improve the flow of traffic. In addition, the project will repair concrete in and around the intersection. During the project, only one lane in each direction will be open to traffic.

About one-half of the project is funded through Collin County and the rest is mostly covered through the North Central Texas Council of Governments regional toll revenue, city spokesperson Steve Stoler said in an email response.

Electric vehicle charging company receives grant to build factory in east Arlington

By Kailey Broussard, Fort Worth Star Telegram

Arlington leaders granted Wallbox, a global electric vehicle charging manufacturer, incentives to build a 129,000 square-foot manufacturing plant in Arlington.

The Barcelona-based company will receive a grant annually between 2023 and 2029 equal to 80% of its property taxes collected by the city to build its facility at 2240 Forum Drive in the Great Southwest Industrial District.

The city will also waive Wallbox's building permit fees for property improvements and redevelopment. In return, the company must create and maintain 200 new jobs during the agreement. The majority of the new jobs created must pay at or above the median wage in Tarrant County.

Wallbox's Arlington location also must add at least \$20 million in taxable value by 2025 and reach \$30 million by 2028.

Arlington city government expects Wallbox to save about \$160,000 per year, not including the fee waivers, and the city expects to make \$90,000 in new tax revenue during the agreement term. The company expects to spend \$70 million on improvements.

The international company chose [Arlington as the home for its North American manufacturing hub](#) for its position between the East and West coasts and access to major highways and cities. The company's expansion comes as President Joe Biden's administration pushes for electric cars to account for half of all new car sales by 2030.

Bruce Payne, Arlington's economic development director, said Arlington beat out a Nevada city for the factory.

"Ultimately, they chose Texas and ultimately, they chose Arlington," Payne said.

Council unanimously approved the proposal Tuesday evening.

The company, founded in 2015, houses two manufacturing plants in Europe and one in China, and opened its first U.S. office in San Francisco two years ago.

Production in Arlington could start by next June, according to the Sept. 1 announcement, and will initially produce at-home chargers. By the first half of 2023, the company expects to produce its DC bidirectional charger and public-use DC fast charger supernova.

[Wallbox opened job applications](#) for a plant director and supply chain director, according to the company website.

Mansfield concrete plant plans were shot down. Is battle back on after Texas ruling?

By Haley Samsel, Fort Worth Star Telegram

Anyone unfamiliar with the heated debates over the impact of concrete batch plants on Texas' environment could be forgiven for glancing over Item No. 38 on the Sept. 22 [meeting agenda](#). The proposal to amend a [Texas Commission on Environmental Quality air pollution rule](#) didn't stick out among the jargon frequently used by the agency.

But, for a group of Tarrant County homeowners living just outside of Mansfield, the rule change represents an unwelcome new chapter in [their three-year battle](#) to block Bosque Solutions from opening a concrete plant in their neighborhood. Many residents worry that the dust and pollution from the plant could cause and exacerbate health issues.

Their unlikely legal victory last November — the first of its kind — and [the TCEQ's decision to reject an air quality permit](#) in June were based on the argument that Bosque Solutions failed to prove its plant would comply with emissions limits set by the TCEQ, particularly when it came to crystalline silica.

Silica is found in sand, which is used at all concrete batch plants, and can lead to increased risk of lung diseases and other ailments if people inhale very small particles, [according to the Occupational Health and Safety Administration](#).

Before 2012, concrete batch plant applicants were exempt from meeting emissions and distance limits if their permit met all other requirements. Thanks to what TCEQ leaders call a “clerical error,” that exemption was accidentally removed in 2012.

Last week, over the objections of hundreds of Texans and dozens of elected officials who commented on the policy, commissioners Jon Niermann and Bobby Janecka voted unanimously to put the exemption back in Texas environmental code.

More than 800 permits were issued between 2012 and 2021 with the assumption that the exemption was still in place, proving that it was an “inadvertent omission,” Janecka said.

“Our agency processes didn't materially change in response to the removal in 2012, and it's all a very strong basis and argument in my mind that it's a process problem, not a substance problem,” he said. “But I appreciate the opportunity this has given ... the concerned public to come forward and to raise flags on the issues where they have growing concerns.”

Roger Hurlbut, who has helped organize the [“No Neighborhood Concrete Plant” group](#) in Tarrant County for more than three years, said it's too early to determine the consequences of the rule change for Mansfield homeowners or other Texans challenging concrete plant permits.

“We do know that by excluding the silica limitations that were in the current rule before the hearing, that's going to allow more concrete batch plants to be put in and likely exclude people from challenging them successfully,” Hurlbut said. “We've seen that with the over 800 of these standard permits that have been approved, and only one was successfully challenged.”

CONCERNS ABOUT TCEQ GO STATEWIDE

Residents have spent more than \$160,000 on legal fees to fight the permit, and there's still the possibility that Bosque Solutions files another permit application to build at the proposed site at 7327 Gibson Cemetery Road. John Sheffield, the Arlington businessman seeking to construct the plant, did not immediately respond to an email requesting comment.

Chuck Crook, an engineer who lives a half mile from the proposed Bosque Solutions site, told commissioners that approving the exemption leaves the door open to individuals who would be "heartless enough" to build a plant near residential neighborhoods or childcare centers.

"If Item 38 is passed as written, it's morally incorrect," Crook said. "Under the proposed amendment, there is virtually no protection regarding distance setbacks or protection from silica sand and particulate matter ... We applaud the commission for denying Bosque Solutions a permit and ask that the same wisdom be extended to the entire state of Texas."

Concerns about the exemption weren't limited to the specifics of the Bosque Solutions case. More than 1,400 Texans and 24 legislators from both sides of the aisle submitted comments asking the TCEQ to slow down the amendment process and allow more time for people to weigh in on the emissions requirements, according to the environmental coalition [Texans for Responsible Aggregate Mining \(TRAM\)](#).

Cliff Kaplan, TRAM's secretary and a program director for Hill Country Alliance, said the TCEQ rushed through the process as "quickly as legally possible." The agency announced the amendment on May 28 and accepted public comments until June 29, along with a public meeting on June 28.

"They had the option of making it a slower, more deliberate process and allowing the agency to actually study the implications of this change, and letting advocacy groups know that the changes were taking place," Kaplan said. "They decided not to allow significant time for that, or any more than they were required to by law."

Activists from Houston, Austin and other parts of the state demanded a more thorough review of the concrete batch permit's effectiveness in protecting public health. The agency's own Office of Public Interest Counsel, which operates independently, recommended not moving forward with the item until more public comments could be collected and questions about crystalline silica emissions at plants could be answered.

Residents opposed to the rule change were also upset that communications about the amendment process were only issued in English, even though many people impacted by pollution from concrete plants live in Spanish-speaking communities, Kaplan said.

'NOT THE END OF THE STORY'

Niermann, the commission's chairman, said the TCEQ had to take quick action on the exemption or else face a moratorium, or pause, on issuing permits to concrete batch plants.

The industry's growth has caused more public concern about pollution issues, and the agency should find a way to engage with Texans to "come to a common understanding of what the science means," Niermann said.

“I don’t feel like we have the luxury of pausing right now to have that conversation,” Niermann said. “I think it’s going to be a long one, it’s going to require a lot of work, and I think it could perpetuate a moratorium on the operation of these plants. If I believed that there was a risk to public health, I would do this differently.”

Hurlbut was encouraged by the commissioners’ desire to engage with people affected by the more than 1,300 concrete plants permitted to operate in Texas. While he’s not sure about the future of the Mansfield concrete plant, he suspects conversations about how to change policies at the legislative and agency level will continue.

“This is not the end of the story,” Hurlbut said. “This is the beginning. I think there’s been a big awakening the TCEQ was hoping wasn’t going to happen.”

Public invited to celebrate electric vehicles on Sunday, Oct. 3

By Fort Worth Business Press Staff

The Dallas-Fort Worth Clean Cities Coalition will resume its in-person celebration of electric vehicles with an outdoor gathering beginning at 4 p.m. Sunday, Oct. 3 at the REC of Grapevine.

Last year's National Drive Electric Week celebration was shifted to a virtual event in response to the COVID-19 pandemic. This year, all attendees, vendors and exhibitors are encouraged to wear masks and maintain a distance of six feet from one another when not wearing a mask while participating in the event. Free masks and hand sanitizer will be available.

The public event, which falls on the last day of this year's National Drive Electric Week, seeks to inform residents, organizations, and businesses about electric vehicles, related technologies and their impact on environment while encouraging them to adopt electric vehicles, a news release said.

The event will include a showcase of a variety of makes and models of EVs, opportunities to visit with both EV owners and technology vendors, and an EV-related film screening.

EVs continue to grow in popularity as a fun, environmentally friendly alternative to traditional vehicles.

Currently, there are more than 18,000 EVs registered in North Texas after enjoying an average annual growth rate of 32.5% from 2015-20. Traditionally, the North Texas event has been the second-largest gathering of electric vehicles in the nation, the Clean Cities Coalition said.

National Drive Electric Week is presented by national sponsors Plug In America, the Electric Auto Association, the Sierra Club, and EVHybridNoire.

The nationwide celebration featured an entire week of over 200 events across the country highlighting the state-of-the-art features of EVs, with seven events being held in Texas.

The schedule:

- 4-6 p.m. – EV public display and exhibit, including food trucks in the parking lot –
- 6-7 p.m. – Oncor Road Rally winner announcements –
- 7-8:30 p.m. – Outdoor screening of "Revenge of the Electric Car!"
The REC is located at 1175 Municipal Way in Grapevine.

In 1995, the Dallas-Fort Worth (DFW) Clean Cities became one of the first Clean Cities coalitions under the Energy Policy Act's provision for an organization that promotes the use of alternative fuels to lessen America's dependence on foreign sources of petroleum.

Dallas-Fort Worth Clean Cities is a locally based, public/private partnership that seeks to advance energy security, protect environmental and public health, and stimulate economic development by promoting practices and decisions to reduce transportation energy impacts and improve air quality, primarily in the transportation sector.

Third Panther Island Bridge opens in Fort Worth. Now we wait for the channel

By Harrison Mantas, Fort Worth Star Telegram

The Henderson Street bridge opened Tuesday, six years after construction began on three bridges for the Panther Island project.

The [White Settlement Bridge opened in April](#), followed by the [North Main Street Bridge in June](#). The bridges were once scheduled to open in 2017, but were delayed by design issues when Texas Department of Transportation inspectors [wanted to take a closer look at the unique v-shaped piers](#).

The Henderson Street bridge portion of the project cost \$38.6 million. It's part of a larger [\\$1.17 billion project](#) to create an island north of downtown by cutting a 1.5-mile bypass channel between the forks of the Trinity River. The project has been billed as flood control as it would prevent river flooding while allowing some downtown levies to be removed.

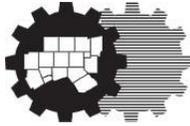
The hope is that the newly created island will spur economic growth and waterfront development in an area dotted with empty lots and an abandoned baseball stadium.

A new apartment complex, [Encore Panther Island](#), plans to begin leasing later this year.

At the 2014 groundbreaking, then Fort Worth Mayor Betsy Price defended the bridge construction against criticism they would be “bridges to nowhere.” Price told the Star-Telegram that building the bridges over dry land would be cheaper than building over the completed channel.

[Congress authorized federal funding for the channel in 2016](#), however, after a crackdown on government earmarks, the Trump administration denied the funding. It argued the project was not “policy compliant” because it had not submitted a comprehensive cost-benefit study.

Local officials expressed optimism at the North Main Street Bridge opening in June that the Biden administration would unlock funding for the project.



North Central Texas
Council of Governments



**Dallas-Fort Worth
CLEAN CITIES**

PRESS RELEASE

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**DFW Clean Cities Recognizes Public-Sector Fleets for Improvements
to Air Quality**

9 entities earn the top award for efforts to improve air quality

Sept. 8, 2021 (Arlington, Texas) — The Dallas-Fort Worth Clean Cities Coalition recently recognized public-sector fleets for their efforts to reduce petroleum use and improve air quality as part of its annual Fleet Recognition Awards.

The winners included nine Gold Level, four Silver Level and nine Bronze Level recipients.

The City of Southlake and Dallas Area Rapid Transit were awarded Gold status for the third straight year, while the cities of Carrollton, Dallas, Denton and Lewisville, and Dallas Fort Worth International Airport earned the top designation for the second consecutive year. The City of Grapevine and Denton Independent School District won Gold for the first time.

Awards were presented based on entities' scores on the DFW Clean Cities Annual Survey. Each entity could earn up to 55 points for emissions reduction, 25 points for reducing fuel consumption and 20 points for partnering with DFWCC. Gold Level status required 45-100 points; Silver Level status required 34-44, and Bronze Level status required 28-34.

The winners of Silver recognition were the cities of Coppell and Irving, the Town of Addison and Denton County. The Bronze winners were the cities of Arlington, Benbrook, Frisco, McKinney and Mesquite, along with Kaufman County, Prosper ISD, SPAN Transit and Trinity Metro.

This year's winners were instrumental in helping the region reduce:

- 23.9 million gallons of gasoline equivalent
- 734,089 pounds of ozone-forming nitrogen oxides (NO_x)
- 125,058 tons of greenhouse gas emissions

Clean Cities also highlighted significant improvements in areas such as the reduction of NO_x, transition to alternative fuels and gasoline gallon equivalent savings through the Shining Stars Awards. DART, the cities of Carrollton, Coppell and Dallas and SPAN Transit were recognized for their NO_x reduction. Three of these entities – DART, and the cities of Coppell and Dallas – were joined by the City of Grapevine as Shining Stars in the category of gasoline gallon

equivalent reduction. The Shining Stars showing the greatest progress transitioning to alternative fuels were the cities of Carrollton and Plano, Denton ISD and Prosper ISD.

DFW Clean Cities introduced the Fleet Challenge this year, recognizing entities that met or exceeded goals they set in the 2019 survey. The cities of Bedford, Carrollton and Frisco, and DFW Airport received this inaugural recognition.

Fleet Challenge Recipients:

Recipient	Fleet Challenge Goal	Result
Bedford	10% increase in fuel economy	33% increase in fuel economy on 42 vehicles
Carrollton	10% increase in alternative fuel vehicles	21% increase in AFVs
Frisco	2% increase in fleet's fuel economy	8% increase on 200 vehicles
DFW Airport	Increase RNG volume to >50% of natural gas use	RNG reached 55% of natural gas use

The Clean Cities initiative is a locally based, public-private partnership that promotes practices and decisions to reduce petroleum consumption and improve air quality in the transportation sector. For more information, visit www.dfwcleancities.org.

About the North Central Texas Council of Governments:

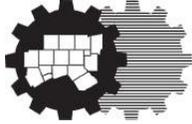
NCTCOG is a voluntary association of local governments established in 1966 to assist local governments in planning for common needs, cooperating for mutual benefit, and coordinating for sound regional development. NCTCOG's purpose is to strengthen both the individual and collective power of local governments and to help them recognize regional opportunities, eliminate unnecessary duplication, and make joint decisions.

NCTCOG serves a 16-county region of North Central Texas, which is centered on the two urban centers of Dallas and Fort Worth. Currently, NCTCOG has 238 member governments including 16 counties, 169 cities, 22 school districts, and 31 special districts. For more information on the NCTCOG Transportation Department, visit www.nctcog.org/trans.

About the Dallas-Fort Worth Clean Cities Coalition:

In 1995, the Dallas-Fort Worth (DFW) Clean Cities became one of the first Clean Cities coalitions under the Energy Policy Act's provision for an organization that promotes the use of alternative fuels to lessen America's dependence on foreign sources of petroleum. Dallas-Fort Worth Clean Cities is a locally based, public/private partnership that seeks to advance energy security, protect environmental and public health, and stimulate economic development by promoting practices and decisions to reduce transportation energy impacts and improve air quality, primarily in the transportation sector.

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North Central Texas
Council of Governments

PRESS RELEASE
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NCTCOG Welcomes Public Input on Transportation Planning Initiatives Starting Sept. 13

Staff to highlight HOV pilot project, funding partnership and more

Sept. 13, 2021 (Arlington, Texas) — North Texans are invited to provide input beginning Sept. 13 on several transportation and air quality planning initiatives, including an HOV pilot project on US Highway 75 and a funding partnership to advance the next phase of the North Tarrant Express.

With assistance from the North Central Texas Council of Governments and local jurisdictions, the Texas Department of Transportation has been working to determine an option for the high-occupancy vehicle (HOV) lane on US 75. NCTCOG will provide details on a pilot project in the corridor, which will evaluate the effectiveness of allowing solo drivers to use the HOV lane while providing an incentive to HOVs.

Staff has been working to advance State Highway 183 Segment 2 East as the next phase of the North Tarrant Express and will provide the latest funding information on the project during this public input opportunity.

NCTCOG staff will also share details on this year's National Drive Electric Week event, scheduled for Sunday, Oct. 3. This outdoor celebration of electric vehicles will include a showcase of various makes and models of EVs, opportunities to visit with both EV owners and technology vendors, and an EV-related film screening.

Additionally, NCTCOG is proposing a revision to the Regional Transportation Council resolution supporting locally enforced motor vehicle idling limitations. This revision, which would be included in the upcoming Mobility 2045 policy bundle, allows more flexibility for local governments intending to implement idling restrictions.

Staff will also provide information on recent and ongoing efforts to reduce regional emissions to help improve air quality.

Finally, proposed modifications to the list of funded projects maintained in the Transportation Improvement Program will be posted online for review and comment.

Information on the Regional Smoking Vehicle Program, vehicle incentive opportunities and Map Your Experience will also be highlighted.

For more information and a recording of the presentations, visit www.nctcog.org/input. To request hard copies of the information, call 817-608-2365 or email Carli Baylor at cbaylor@nctcog.org

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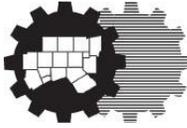
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About the Regional Transportation Council:

The Regional Transportation Council (RTC) of the North Central Texas Council of Governments has served as the Metropolitan Planning Organization (MPO) for regional transportation planning in the Dallas-Fort Worth area since 1974. The MPO works in cooperation with the region's transportation providers to address the complex transportation needs of the rapidly growing metropolitan area. The Dallas-Fort Worth metropolitan area includes Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise counties.

The RTC's 44 members include local elected or appointed officials from the metropolitan area and representatives from each of the area's transportation providers. More information can be found at www.nctcog.org.

#



North Central Texas
Council of Governments

PRESS RELEASE

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NCTCOG, Partners to Introduce Latest Way to Earn HOV Discount at Virtual News Conference

GoCarma app allows carpoolers to pay less in TEXpress Lanes

Sept. 16, 2021 (Arlington, Texas) – Throughout the pandemic, many North Texans have been working from home and may not have thought much about carpooling. But with offices reopening across the region and commuting resuming, sharing a ride may once again be a good way to get to work safely and reliably.

If commuters choose to ride with coworkers, family or friends, they could save on more than just gas on some roadways across Dallas-Fort Worth. TEXpress Lanes are managed lanes found on eight major corridors throughout the region. Regional Transportation Council policies provide a toll discount for people riding together in these lanes during weekday peak periods (6:30-9 a.m. and 3-6:30 p.m.)

A virtual news conference is scheduled for 3 p.m. Sept. 22 to introduce the GoCarma app, which is now being used to qualify for these HOV discounts. The news conference will feature a demonstration of the app, messages from project partners and a question-and-answer session. The press event will be held live via Zoom and is open to all media. You must register for this event in order to attend. To register, visit <https://nctcog.zoom.us/j/86077832545>. Once registered, you will receive a unique link to the meeting. A recording of the news conference will be posted [online](#).

GoCarma is a smartphone app developed by Carma Technology Corp. that uses Bluetooth and GPS to automatically verify two or more people are riding together in a vehicle. As long as at least two people in the car have the GoCarma app they will be eligible for the HOV 50% toll discount. (An optional non-trackable, Bluetooth occupant pass is available for non-smartphone users.) Once the app is installed, users never need to open the app again. It's that easy.

Press Kit

Here are helpful materials, including videos explaining the GoCarma app and how it can help carpoolers save money on their commutes. Before attending the virtual press conference, members of the media are encouraged to watch the videos and review the educational materials provided.

- [TEXpress Lanes Map](#)
- [Pre-Recorded Videos](#)
 - Testimonials
 - GoCarma

- LBJ Express/NTE
- TxDOT
- Websites
 - [GoCarma](#)
 - [TEXpress Lanes](#)

“Dallas-Fort Worth is one of the fastest-growing regions in the country, adding more than 1 million new residents every eight years,” NCTCOG Director of Transportation Michael Morris, P.E., said. “To accommodate this growth, the transportation system needs to be flexible and innovative. Our TEXpress Lanes System gives us that flexibility by providing drivers increased reliability in some of the region’s busiest corridors.

“Additionally, the GoCarma app gives North Texans who travel these managed lanes a safe and efficient way of qualifying for HOV discounts. The Council of Governments and the Regional Transportation Council thank our public- and private-sector partners for continuing to embrace innovative solutions.”

The TEXpress Lane System was established to enable users of some of the region’s most highly traveled roadways to reach their destinations more reliably. On these roadways, drivers can either choose to pay a variable toll to travel on the TEXpress Lanes (with traffic managed to allow speeds of at least 50 mph), or they can use the general-purpose lanes for no additional charge.

“Thanks to the vision of the North Central Texas Council of Governments and the tens of thousands of people who use GoCarma each day, we’ve been able to eliminate HOV violations and reduce traffic congestion by rewarding people for choosing to travel together instead of driving alone,” said Lawrence Mulligan, CEO of Carma Technology Corp.

To date, the GoCarma app has been used by more than 40,000 daily commuters in Dallas-Fort Worth and verified more than 1.5 million HOV transactions. GoCarma is available for FREE in the App Store and on Google Play. For more information, visit www.qocarma.com/dfw.

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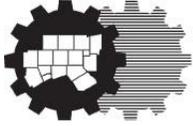
About Carma Technology Corporation:

Carma Technology Corporation (Carma) is the provider of *GoCarma*, a smartphone app that automatically verifies vehicle occupancy. For more than a decade, Carma has been a trusted partner of government agencies in fighting traffic congestion by rewarding high-occupancy vehicle (HOV) travel. From launching the first ridesharing smartphone app in 2008, to verifying millions of passenger trips, Carma's patented and proven technology helps people to save time and money on their commute. The GoCarma app automatically verifies HOV status, enabling commuters to qualify for HOV toll discounts without needing to activate or set their status manually.

About TEXpress Lanes:

The TEXpress Lanes system is all about choice, predictable travel speeds and congestion relief. Currently, there are more than 100 miles of TEXpress Lanes that form a network within the North Texas region. Managed to reduce congestion and keep traffic flowing, these toll express lanes use variable pricing in which tolls fluctuate based on real-time traffic conditions in the lanes. They offer drivers more choice in their daily commutes, located across eight major Dallas-Fort Worth corridors including I-635, I-35E, Loop 820 and SH 121/183, I-35W, I-30, SH 114, SH 183 and Loop 12. For more info about the TEXpress Lanes, visit <https://www.texpresslanes.com>.

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North Central Texas
Council of Governments

PRESS RELEASE

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Public Invited to Celebrate Electric Vehicles on Sunday, Oct. 3
Outdoor in-person gathering in Grapevine caps National Drive Electric Week

Sept. 29, 2021 (Arlington, Texas) – The Dallas-Fort Worth Clean Cities Coalition will resume its in-person celebration of electric vehicles with an outdoor gathering beginning at 4 p.m. Sunday, Oct. 3 at the REC of Grapevine.

Last year's National Drive Electric Week celebration was shifted to a virtual event in response to the COVID-19 pandemic. This year, all attendees, vendors and exhibitors are encouraged to wear masks and maintain a distance of six feet from one another when not wearing a mask while participating in the event. Free masks and hand sanitizer will be available.

The public event, which falls on the last day of this year's National Drive Electric Week, seeks to inform residents, organizations, and businesses about electric vehicles, related technologies and their impact on environment while encouraging them to adopt electric vehicles.

The event will include a showcase of a variety of makes and models of EVs, opportunities to visit with both EV owners and technology vendors, and an EV-related film screening.

EVs continue to grow in popularity as a fun, environmentally friendly alternative to traditional vehicles. Currently, there are more than 18,000 EVs registered in North Texas after enjoying an average annual growth rate of 32.5% from 2015-20. Traditionally, the North Texas event has been the second-largest gathering of electric vehicles in the nation.

National Drive Electric Week is presented by national sponsors Plug In America, Electric Auto Association, Sierra Club, and EVHybridNoire. The nationwide celebration will host an entire week of over 200 events nationwide highlighting the state-of-the-art features of EVs, with seven events being held in Texas. Dallas-Fort Worth Clean Cities is hosting and collaborating in events all week, as well as announcing winners to the third annual Oncor Electric Vehicle Road Rally at Sunday's main event.

Here is the schedule for the Oct. 3 event in Grapevine:

- 4-6 p.m.- EV public display and exhibit, including food trucks in the parking lot
- 6-7 p.m.- Oncor Road Rally Winner Announcements
- 7-8:30 - Outdoor screening of "Revenge of the Electric Car!"

The REC is located at 1175 Municipal Way in Grapevine. For the full line-up of events, please visit www.driveelectricdfw.org, where you will also find a link to register.

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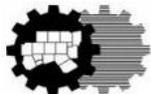
In 1995, the Dallas-Fort Worth (DFW) Clean Cities became one of the first Clean Cities coalitions under the Energy Policy Act's provision for an organization that promotes the use of alternative fuels to lessen America's dependence on foreign sources of petroleum. Dallas-Fort Worth Clean Cities is a locally based, public/private partnership that seeks to advance energy security, protect environmental and public health, and stimulate economic development by promoting practices and decisions to reduce transportation energy impacts and improve air quality, primarily in the transportation sector.

###

2022 UNIFIED TRANSPORTATION PROGRAM (UTP) AND REGIONAL 10-YEAR PLAN UPDATE

Regional Transportation Council

October 14, 2021



North Central Texas
Council of Governments
Transportation Department

BACKGROUND

- The updated Regional 10-Year Plan project listing was approved by the Regional Transportation Council (RTC) on July 8, 2021.
- Approved changes included addressing cost overruns on existing projects with Category 2 and/or 4 funds and requesting Category 12 funds from the Texas Transportation Commission (TTC).
- The TTC approved the 2022 UTP at its August 2021 meeting.
- In the 2022 UTP, all Category 2 and 4 requests were funded. Of the \$1.98B of Category 12 funds requested, approximately \$339M was awarded to the region (\$255M in the Eastern Subregion and \$84M in the Western Subregion).

PROPOSED FUNDING CHANGES

▪ **Projects with Funding Category Changes**

- FM 2642 from FM 35 to SH 66 (Hunt County) – Increase Category 2 funding from \$7,314,160 to \$8,066,160 as Category 12 was not awarded
- SH 24/SH 11 from Culver St to Live Oak St and SH 11 from SH 24 to Monroe St (Hunt County) – Increase Category 2 funding from \$4,900,000 to \$5,096,000 as Category 12 was not awarded
- US 75 from North of CR 370 to CR 375 (Grayson CL) (Collin County) – Category 12 request partially funded with Category 4 instead

CATEGORY 12 FUNDING AWARDED BY THE TTC (WESTERN SUBREGION)

- IH 20 from FM 2552 to Bankhead Highway (Parker County) – Project awarded \$31,000,000
- IH 30 from SS 580 (East of Linkcrest Dr) to IH 820 (Tarrant County) – Project awarded \$50,000,000
- Regional Mobility Assistance Patrol (Fort Worth District) – Project awarded \$2,587,500 (covers 3 years of implementation)

CATEGORY 12 FUNDING AWARDED BY THE TTC (EASTERN SUBREGION)

- US 380 from JCT US 380/BUS 380 to CR 560 (Collin County) – Project awarded \$40,008,000
- IH 30 from IH 35E to IH 45 (Dallas County) – Project awarded additional \$101,538,342
- US 80 from East of Belt Line Rd to Lawson Rd (Dallas County) – Project awarded \$103,240,838
- IH 30 at FM 1570 (Hunt County) – Project awarded additional \$1,200,000
- IH 30 from South of FM 36 to North of FM 36 (Hunt County) – Project awarded additional \$1,000,000
- IH 30 from South of FM 1565 to North of FM 1565 (Hunt County) – Project awarded additional \$1,000,000
- IH 30 from South of CR 2509 to North of CR 2509 (Hunt County) – Project awarded additional \$1,200,000
- Regional Mobility Assistance Patrol (Dallas District) – Project awarded \$6,040,500 (covers 3 years of implementation)

REGIONAL FUNDING ALLOCATIONS FOR 2017-2022 UTPs

Funding Category	2017 Allocation	2018 Allocation	2019 Allocation	2020 Allocation	2021 Allocation	2022 Allocation
Category 2	\$3.784B	\$3.607B	\$3.832B	\$3.516B	\$2.913B	\$2.931B
Category 4	\$830M	\$1.553B	\$1.637B	\$1.537B	\$1.340B	\$1.348B
Category 12*	\$812M	\$2.130B	\$1.395B	\$3.041B	\$3.089B	<u>\$2.601B</u>
Total Allocation	\$5.426B	\$7.290B	\$6.864B	\$8.094B	\$7.342B	\$6.880B

*Category 12 amounts are the total project authorizations in a given UTP, as the funds are not allocated to a specific region or TxDOT District

STBG/CATEGORY 2 FUNDING EXCHANGE

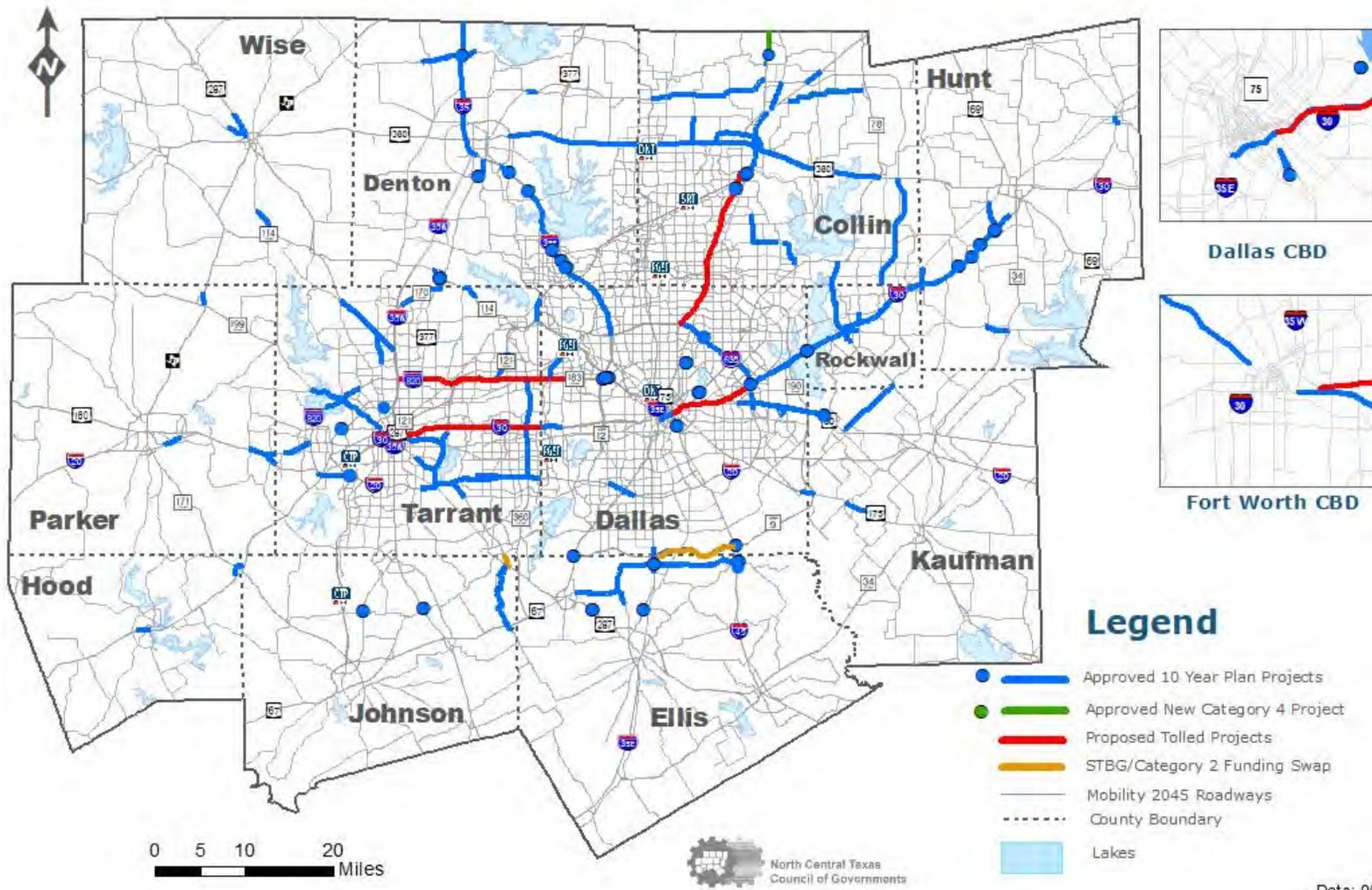
- In July 2021, the RTC approved the exchange of Category 2 funding on US 287 and SL 9 with Fiscal Year (FY 2021) STBG funds to help reduce the region's large STBG carryover balance.
- Staff committed to bring back a proposal with specific projects on which to program the freed-up Category 2 funds.
- The amount being exchanged has been reduced from the originally proposed amount of \$141,459,476 due to cost savings at letting on the SL 9 project of \$41,683,842.

STBG/CATEGORY 2 FUNDING EXCHANGE PROJECT PROPOSALS

TIP Code	CSJ	Project	Proposed Category 2 Funds
State Loop 9 Funding Exchange Projects			
TBD	TBD	FM 429 from N of US 80 to 1 mile S of US 80	\$10,000,000
55235	0353-02-037	SH 114 from W of US 377 to E of IH 35W	\$30,000,000
30001	N/A	IH 35E Phase 2 Placeholder	\$25,725,634
Total Funding			\$65,725,634
US 287 Funding Exchange Projects			
21022	0008-13-248	IH 820 at Trinity Railway Express Line from North of Trinity Blvd to South of SH 10	\$18,000,000
21093.1	0008-03-131	IH 20 from FM 1187 to US 180	\$3,411,564
TBD	TBD	SH 360 from Trinity River to Post and Paddock	\$12,638,436
Total Funding			\$34,050,000

Dallas-Fort Worth Regional 10 Year Plan Projects

FY 2017 - FY 2031



Legend

- — Approved 10 Year Plan Projects
- — Approved New Category 4 Project
- Proposed Tolled Projects
- STBG/Category 2 Funding Swap
- Mobility 2045 Roadways
- County Boundary
- Lakes

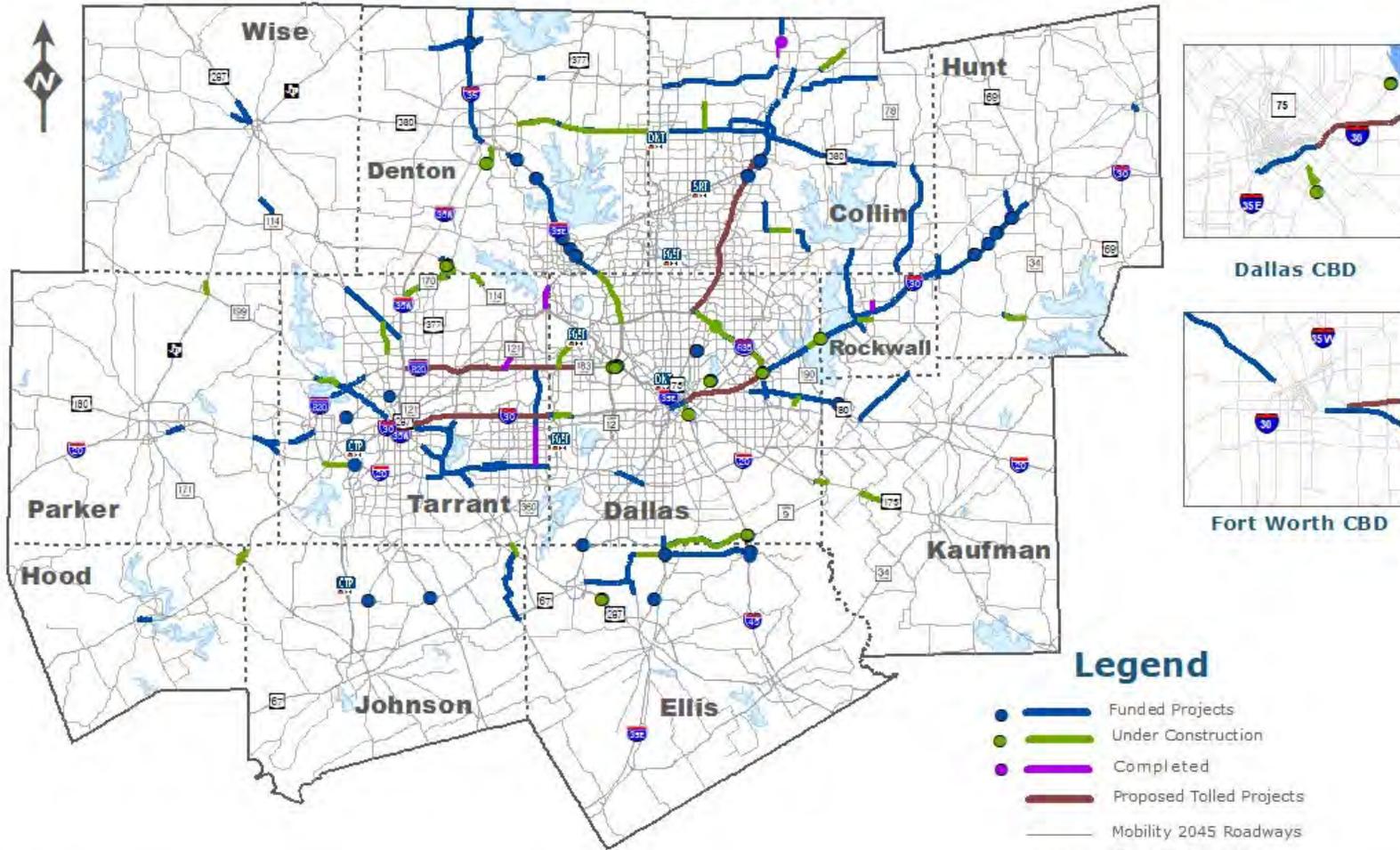
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North Central Texas Council of Governments

Date: 9/3/2021

Dallas-Fort Worth Regional 10 Year Plan Project Status

FY 2017 - FY 2031



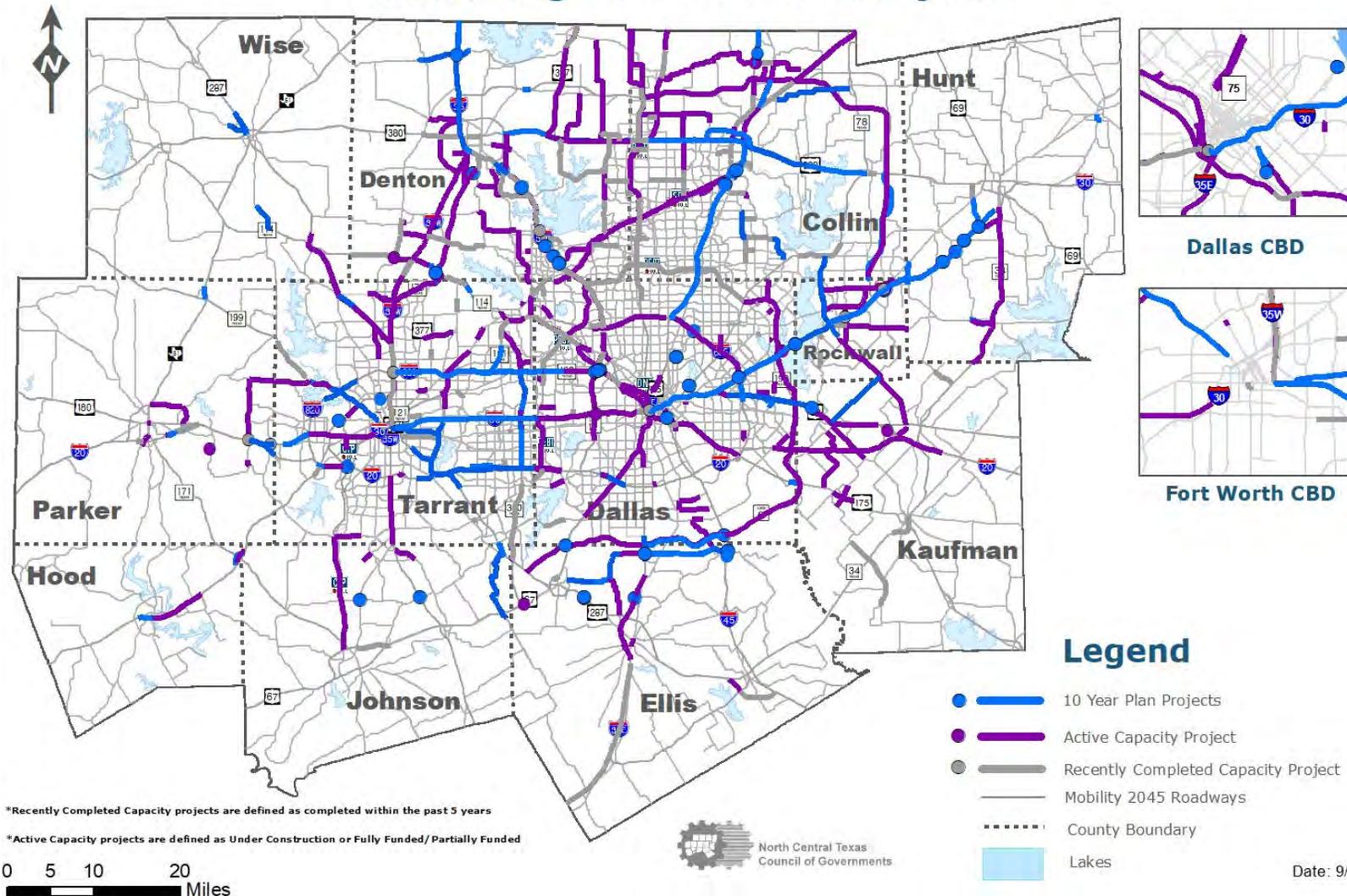
Legend

- — Funded Projects
- — Under Construction
- — Completed
- Proposed Tolled Projects
- Mobility 2045 Roadways
- County Boundary
- Lakes

0 5 10 20
Miles

 North Central Texas
Council of Governments

Recently Completed & Active Capacity Transportation Projects including 10 Year Plan Projects



*Recently Completed Capacity projects are defined as completed within the past 5 years

*Active Capacity projects are defined as Under Construction or Fully Funded/Partially Funded

NEXT STEPS

- NCTCOG will continue to coordinate with TxDOT on the next round of 10-Year Plan changes, including continuing efforts to re-fund projects that had funding removed in previous 10-Year Plans.
 - Funding targets will likely not be available until after a draft project list is due to TxDOT Austin.
- The process used to prioritize and score 10-Year Plan projects is under review by NCTCOG staff. A proposal for the revised process will be brought back for review and approval at a future meeting.
- Monitor the discussion at the December 2021 TTC meeting regarding IH 45 in Houston, which may impact the 2022 UTP.

ANTICIPATED 2023 UTP SCHEDULE

MEETING/TASK	DATE
TxDOT Funding Analysis	Oct. 2021-Feb. 2022
Initial Draft List Due to TxDOT	January 2022
Anticipated Receipt of Funding Targets	February 2022
NCTCOG Public Involvement	April-May 2022
STTC Action	April-May 2022
RTC Action	May-June 2022
TxDOT Public Meetings for 2023 UTP	June-August 2022
Anticipated TTC Approval of 2023 UTP	August 2022

*In addition to the development of the 2023 UTP, a TTC meeting will be held in December 2021 and will include a discussion regarding the IH 45 project in Houston, which may lead to changes to the 2022 UTP.

REQUESTED ACTION

- RTC approval of:
 - The final 2021 Regional 10-Year Plan project listing,
 - The proposed projects to complete the Category 2/STBG funding exchange, and
 - Administratively amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and amending other planning/administrative documents to incorporate these changes.

CONTACT/QUESTIONS?

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10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Planned Projects
FY 2022 - FY 2031

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Approved Funding (Cat. 2, 4, 12)	FY 2022 - FY 2031								MPO Project Score
											Cat 2 RTC Approved	Cat 2 TTC Approved	Cat 4 RTC Approved	Cat 4 TTC Approved	Cat 12 Clear Lanes RTC Proposed	Cat 12 Clear Lanes TTC Approved	Cat 12 Strategic Priority RTC Proposed	Cat 12 Strategic Priority TTC Approved	
											\$1,950,486,878	\$1,950,486,878	\$916,895,477	\$916,895,477	\$717,123,838	\$717,123,838	\$1,170,895,779	\$1,170,895,779	
Collin County Projects																			
55037	2679-03-016	FM 2514	North of Drain Drive to Brown Street	Widen facility from 2 lane to 4/6 lane urban divided	February 2019 (Actual)	July 2022	2022		\$24,107,754	\$24,107,754	\$24,107,754	\$24,107,754							85.74
55038	2679-03-015	FM 2514	East of Lavon Parkway to North of Drain Drive	Widen facility from 2 lane to 4 lane urban divided (ultimate 6 lane divided)	February 2019 (Actual)	July 2022	2022		\$11,360,404	\$11,360,404	\$11,360,404	\$11,360,404							84.96
83209	2056-01-042	FM 2551	FM 2514 to FM 2170	Reconstruct and widen 2 lane rural to 6 lane urban divided	November 2010 (Actual)	July 2022	2022	Project also has \$4,500,000 of Category 1 funding for potential cost overruns	\$44,570,571	\$44,570,571	\$44,570,571	\$44,570,571							84.79
TBD	1012-02-030	FM 545	FM 2933 to BS-78D	Realign existing roadway to improve horizontal and vertical alignment and add shoulders	June 2019 (Actual)	September 2025	2026	Funding reduced and moved to CSJ 0047-04-031, which is ready to advance sooner	\$23,859,947 \$26,723,144	\$6,000,000			\$6,000,000	\$6,000,000					81.22
TBD	TBD	North/ South Roadways	West and East of Lake Lavon			TBD	TBD	Feasibility study being done by NCTCOG; In prior years, moved \$100,000,000 of Category 12 funds to the US 380 corridor; Moved \$15,000,000 of Category 2 to TIP 13036/CSJ 0009-12-219 and \$35,000,000 of Category 2 to TIP 55221/CSJ 0009-12-215; Reduction in Category 2 funding offset by increase in Category 12 funding; Funding moved to breakout project CSJ 0135-04-036	TBD	\$0	\$0	\$0			\$0	\$0			70.56
TBD	TBD	Regional Outer Loop	DNT to SH 121			TBD	TBD	Working on local environmental document; Collin County desires that local funds be used on Regional Outer Loop, so federal funds were moved to North/South Roadways and US 380 projects; Collin County to contribute \$111,249,684 in bond funds over next 5 years	TBD	\$0	\$0	\$0							70.00
TBD	TBD	Regional Outer Loop	US 380 to Rockwall County Line; North/South Arterial			TBD	TBD	Collin County desires that local funds be used on Regional Outer Loop, so federal funds moved to US 380 project; Collin County to contribute \$32,400,000 in bond funds over next 5 years	TBD	\$0	\$0	\$0							70.00
55073	0451-03-013	SH 205	North of John King to SH 78	Widen 2 lane rural highway to 4 lane divided (6 lane ultimate)	April 2018 (Actual)	September 2021 July 2022	2022	Project also has \$5,000,000 of Category 1 funding for potential cost overruns	\$38,783,754	\$38,783,754	\$38,783,754	\$38,783,754							87.89
13010	0047-09-034	SH 5	South of FM 1378 to Spur 399	Reconstruct and widen 2 lane undivided roadway to 4 lane divided urban roadway (ultimate 6 lanes)	July 2020 (Actual)	June 2025 2027	2025 2027		\$15,002,115 \$16,802,639	\$10,000,000	\$10,000,000	\$10,000,000							72.39
13026	0047-05-054	SH 5	Spur 399 to South of CR 275	Reconstruct and widen 2/4 lane undivided roadway to 4/6 lane divided urban roadway	July 2020 (Actual)	June 2028	2028	Category 2 funding moved to breakout project (CSJ 0047-05-057) that is the priority section for Collin County and the City of McKinney	\$125,981,920	\$0	\$0	\$0							78.69
TBD	0047-05-057	SH 5	Spur 399 to Power House Street	Reconstruct and widen 2/4 lane undivided roadway to 4/6 lane divided urban roadway	July 2020 (Actual)	June 2026	2026	Breakout project of larger SH 5 project (TIP 13026/CSJ 0047-05-054) that is the priority section for Collin County and the City of McKinney; Funding partially offset by reduction on TIP 13026/CSJ 0047-05-054)	\$86,750,627	\$86,750,627	\$86,750,627	\$86,750,627							78.69
TBD	0047-04-031	SH 5	SH 121 to North of Collin County Outer Loop	Reconstruct and widen 2 lane rural to 4 lane urban roadway	September 2018 (Actual)	September 2022	2023	Funding offset by reductions on CSJ 1012-02-030 and TIP 55112/CSJ 0353-05-120	\$31,699,658	\$31,699,658			\$31,699,658	\$31,699,658					73.19

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**10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Planned Projects
FY 2022 - FY 2031**

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Approved Funding (Cat. 2, 4, 12)	FY 2022 - FY 2031								MPO Project Score
											Cat 2 RTC Approved	Cat 2 TTC Approved	Cat 4 RTC Approved	Cat 4 TTC Approved	Cat 12 Clear Lanes RTC Proposed	Cat 12 Clear Lanes TTC Approved	Cat 12 Strategic Priority RTC Proposed	Cat 12 Strategic Priority TTC Approved	
											\$1,950,486,878	\$1,950,486,878	\$916,895,477	\$916,895,477	\$717,123,838	\$717,123,838	\$1,170,895,779	\$1,170,895,779	
TBD	0047-05-058	SH 5	SH 5/Spur 399 to Spur 399 Extension	Reconstruct 6 lane arterial to 6 lane freeway and add 0 to 4 lane frontage roads	January 2023	January 2030	2030	Breakout of larger US 380 project; Funding offset by reduction on CSJ 0135-03-053	\$21,952,000	\$21,952,000	\$21,952,000	\$21,952,000							60.18
TBD	0135-15-002	US 380	JCT US 380/BUS 380 to New Extension of Spur 399	Reconstruct 6 lane arterial to 6 lane freeway and add 0 to 4 lane frontage roads	December 2022	August 2026	2026	Breakout of larger US 380 project; Category 2 funding offset by reduction on CSJ 0135-03-053; Project was not awarded Category 12 funding in 2022 UTP	\$807,520,000	\$807,520,000 \$214,304,000	\$109,996,800	\$109,996,800	\$104,307,200	\$104,307,200	\$0 \$593,216,000	\$0 \$0			87.62
55156	0364-04-049	Spur 399	At SH 5	Construct interchange	July 2020 (Actual)	June 2026	2026	Project added to the 10-Year Plan via 2020 UTP; Project also has \$4,000,000 of Category 1 funding for potential cost overruns	\$34,372,146 \$38,496,804	\$19,273,554	\$19,273,554	\$19,273,554						80.91	
TBD	0364-04-051	Spur 399	US 75 to SH 5	Reconstruct 6 lane arterial to 6 lane freeway and add 0 to 4 lane frontage roads	January 2023	August 2027	2027	Breakout of larger US 380 project; Funding offset by reduction on CSJ 0135-03-053	\$9,968,000	\$9,968,000	\$9,968,000	\$9,968,000							67.27
55233	0135-03-046	US 380	Airport Drive to 4th Street West of Bridgefarmer Road	Widen 4 lane roadway to 6 lanes divided	January 2020 (Actual)	January 2023 2023 2024	2023 2024	Project added to the 10-Year Plan via 2020 UTP; Project also has \$11,000,000 of Collin County funds	\$63,683,197	\$52,683,197	\$52,683,197	\$52,683,197							81.70
55234	0135-04-033	US 380	4th Street to CR 458	Widen 4 lane roadway to 6 lanes divided	January 2020 (Actual)	January 2023 2023 2024	2023 2024	Project added to the 10-Year Plan via 2020 UTP	\$5,722,380	\$5,722,380	\$5,722,380	\$5,722,380							76.46
TBD	TBD	US 380	Denton County Line to Hunt County Line		December 2021	August 2026	2026	Collin County to contribute \$316,053,616 in bond funds over next 5 years; Funding previously moved to breakout project (CSJ 0135-03-053)	\$450,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	72.91
TBD	0135-03-053	US 380	SH 5 (New Extension of Spur 399) to FM 1827	Reconstruct 6 lane arterial to 6 lane freeway and add 0 to 4 lane frontage roads	October 2022	August 2026	2026	US 380 breakout project	\$16,083,200	\$16,083,200	\$16,083,200	\$16,083,200	\$0	\$0					95.51
TBD	0135-04-036	US 380	JCT US 380/BUS 380 to CR 560	Reconstruct 6 lane arterial to 6 lane freeway and add 0 to 4 lane frontage roads	April 2023	October 2024	2025	US 380 breakout project; Staff previously placed Collin County North/South roadway placeholder funding on this section of US 380 as it includes a N/S roadway bridge at the lake; Project also includes \$60,000,000 of Collin County funds to complete the funding exchanges on the Panther Creek Parkway and McKinney National Airport runway projects approved by the RTC in November 2020; Project was awarded \$40,008,000 of Category 12 Strategic Priority funding via 2022 UTP	\$127,008,000	\$67,008,000	\$27,000,000	\$27,000,000		\$0 \$40,008,000	\$0	\$40,008,000	\$40,008,000	87.62	
TBD	0135-02-065	US 380	Coit Road to JCT US 380/BUS 380	Reconstruct 6 lane arterial to 6 lane freeway and add 0 to 4 lane frontage roads	December 2022	August 2026	2026	Breakout of larger US 380 project; Category 2 funding offset by reduction on CSJ 0135-03-053	\$165,692,800	\$165,692,800	\$120,000,000	\$120,000,000	\$45,692,800	\$45,692,800					69.40
13044	0047-06-161	US 75	At Ridgeview Drive	Reconstruct interchange	June 2019 (Actual)	June March-2022 2022	2022	Project also has \$2,500,000 of Category 1 funding and \$8,945,594 of STBG funding	\$37,600,696 \$35,100,696	\$26,155,102	\$26,155,102	\$26,155,102							79.42
30006	0047-06-158	US 75	Dallas County Line to Bethany Drive	Remove HOV lanes and add peak hour travel technology lanes	May 2022 June-2020 2020	August 2022	2022	Funded with \$15,000,000 \$12,018,135 of STBG funding; Project included on list in order to get TTC concurrence to proceed	\$12,018,135 \$6,973,925	\$0									94.24
30007	0047-06-163	US 75	Bethany Drive to SH 121	Add peak hour travel technology lanes	May 2022 June-2020 2020	August 2022	2022	Funded with \$10,000,000 \$7,018,135 of STBG funding; Project included on list in order to get TTC concurrence to proceed	\$7,018,135 \$5,692,037	\$0									91.62
20084	0047-14-053	US 75	North of CR 370 to CR 375 (Grayson CL)	Reconstruct and widen 4 to 6 lane freeway; Reconstruct 4 to 4/6 lane frontage roads	June 2012 (Actual)	September 2024	2025	MPO Milestone Policy Project (Round 2); Category 4 funding was awarded instead of Category 12	\$58,953,568 \$67,384,036	\$17,597,275 \$70,507,801			\$0	\$17,597,275	\$0 \$67,384,036	\$0 \$0			91.35
Total Proposed Funding - Collin County											\$869,712,276								

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**10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Planned Projects
FY 2022 - FY 2031**

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Approved Funding (Cat. 2, 4, 12)	FY 2022 - FY 2031								MPO Project Score
											Cat 2 RTC Approved	Cat 2 TTC Approved	Cat 4 RTC Approved	Cat 4 TTC Approved	Cat 12 Clear Lanes RTC Proposed	Cat 12 Clear Lanes TTC Approved	Cat 12 Strategic Priority RTC Proposed	Cat 12 Strategic Priority TTC Approved	
											\$1,950,486,878	\$1,950,486,878	\$916,895,477	\$916,895,477	\$717,123,838	\$717,123,838	\$1,170,895,779	\$1,170,895,779	
Dallas County Projects																			
55240	2374-04-085	IH 20	West of Cockrell Hill Road to Hampton Road	Construct 0 to 4 lane frontage road	July 2019 (Actual)	December 2021	2022	Commitment to Red Bird Mall area	\$80,581,578	\$80,581,578	\$80,581,578	\$80,581,578							75.69
13000	1068-04-170	IH 30	Dallas County Line to SH 161	Reconstruct and widen from 6 to 8 general purpose lanes with 2 reversible express lanes and construct 0 to 4 lane continuous frontage roads; Modifications to SH 161 connections	December 2022	September 2024	2025	Project being implemented by the Fort Worth District, but using Dallas District Category 4 funding	\$11,000,000	\$11,000,000		\$11,000,000	\$11,000,000						88.54
13018	0581-02-146	IH 30	at SL 12	Construct direct connectors (Phase 1)	January 2023	August 2025 <u>2045</u>	2025 <u>2045</u>		\$250,000,000	\$0					\$0	\$0			76.19
13030	0009-11-254	IH 30	IH 35E to IH 45	Reconstruct and widen 6 to 12 mainlanes and 0/6 lane discontinuous to 2/8 lane discontinuous frontage roads	December 2020 (Actual)	February 2025 <u>March 2024</u>	2025 <u>2024</u>	Project was awarded \$213,000,000 of Category 12 Strategic Priority funding and \$62,000,000 of S111 funding in the 2020 UTP; The RTC funded an effort that would look at design elements needed to accommodate automated and electric vehicles along this corridor (first in the country; TIP 21079/CSJ 0918-47-385); Design would be funded with \$2,000,000 STBG and \$2,000,000 of TTC funding for the entire IH 30 corridor; Project was awarded an additional \$101,538,342 of Category 12 funding in 2022 UTP	\$451,538,342	\$451,538,342	\$0	\$0			\$25,000,000 <u>\$126,538,342</u>	\$426,538,342 <u>\$126,538,342</u>	\$325,000,000 <u>\$325,000,000</u>	\$325,000,000 <u>\$325,000,000</u>	81.67
13043.2	0009-11-259	IH 30	IH 635 to Bass Pro Drive (in Garland)	Operational improvements and bottleneck removal	October 2021	August 2029	2029	Funding moved to breakout project (CSJ 0009-11-252); The RTC funded an effort that would look at design elements needed to accommodate automated and electric vehicles along this corridor (first in the country; TIP 21079/CSJ 0918-47-385); Design would be funded with \$2,000,000 STBG and \$2,000,000 of TTC funding for the entire IH 30 corridor; Project was not awarded Category 12 funding in the 2022 UTP	\$70,507,801	\$70,507,801 <u>\$0</u>					\$70,507,801 <u>\$0</u>	\$0 <u>\$0</u>			80.71
13043.1	0009-11-252	IH 30	IH 45 to IH 635	Reconstruct and widen from 6/8 to 10 general purpose lanes and reconstruct 4/6/8 discontinuous to 4/6 discontinuous frontage roads	April 2023	March 2026	2026	The RTC funded an effort that would look at design elements needed to accommodate automated and electric vehicles along this corridor (first in the country; TIP 21079/CSJ 0918-47-385); Design would be funded with \$2,000,000 STBG and \$2,000,000 of TTC funding for the entire IH 30 corridor	\$1,108,449,456	\$25,000,000					\$25,000,000	\$25,000,000			77.40
54119.5	0442-02-162	IH 35E	Ellis County Line to Bear Creek Road	Construct interchange at SL 9 and IH 35E	November 2017 (Actual)	February 2023	2023	Project also has \$583,000 of STBG funds	\$13,245,644	\$12,662,644	\$12,662,644	\$12,662,644							89.30
55061	0196-03-199	IH 35E	IH 30 to North of Oak Lawn Avenue	Reconstruct 10 to 10 general purpose lanes, and reconstruct 0/2/6 discontinuous to 2/6 lane discontinuous frontage roads	July 2005 (Actual)	August 2027 <u>2045</u>	2027 <u>2045</u>		\$428,320,000	\$0					\$0	\$0			72.81
55062	0196-03-266	IH 35E	North of Oak Lawn Avenue to SH 183	Reconstruct 10 to 10 general purpose lanes, and reconstruct 4/6 to 4/6 lane frontage roads	August 2021	August 2027 <u>2045</u>	2027 <u>2045</u>		\$636,480,000	\$0					\$0	\$0			68.59
55094	0442-02-159	IH 35E	US 67 to Laureland Drive	Construct 0 to 1 reversible express lane		August 2027 <u>2045</u>	2027 <u>2045</u>	Funding was previously removed from this project	\$0	\$0									74.33

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FY 2022 - FY 2031**

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Approved Funding (Cat. 2, 4, 12)	FY 2022 - FY 2031								MPO Project Score
											Cat 2 RTC Approved	Cat 2 TTC Approved	Cat 4 RTC Approved	Cat 4 TTC Approved	Cat 12 Clear Lanes RTC Proposed	Cat 12 Clear Lanes TTC Approved	Cat 12 Strategic Priority RTC Proposed	Cat 12 Strategic Priority TTC Approved	
											\$1,950,486,878	\$1,950,486,878	\$916,895,477	\$916,895,477	\$717,123,838	\$717,123,838	\$1,170,895,779	\$1,170,895,779	
55163	2374-01-192	IH 635	SL 354 (Denton Drive) to BNSF RR	Construction of IH 35E/IH 635 interchange, including 4 concurrent managed lanes, 10 general purpose lanes, and 4 discontinuous frontage roads	January 2023	October 2025	2026		\$400,000,000	\$0					\$0	\$0			77.58
55164	2374-07-075	IH 635	West of Luna Road to BNSF RR	Construction of IH 35E/IH 635 interchange, including 0 to 4 concurrent managed lanes, 10 to 10 general purpose lanes, and 4 to 4/6 continuous frontage roads	January 2023	October 2025	2026		\$80,000,000	\$0					\$0	\$0			78.18
53198	0094-07-044	SH 183	1 mile East of Loop 12 to West end of Elm Fork Trinity River Bridge	Reconstruct existing 8 general purpose lanes, 2 to 6 concurrent Managed Lanes, and 4/6 discontinuous to 6/8 lane continuous frontage roads (Ultimate)		August 2045	2045	Funding previously moved to TIP 11527	\$0	\$0	\$0	\$0							71.09
54072	0094-07-045	SH 183	West End of Elm Fork Trinity River Bridge to West of IH 35E	Reconstruct and widen 6/8 to 6/8 general purpose lanes, and reconstruct 4/6 lane discontinuous to 4/8 lane continuous frontage roads (Ultimate)		August 2045	2045	Funding previously moved to TIP 11527	\$0	\$0	\$0	\$0							68.99
TBD	TBD	SH 183	SH 161 to Story Road	Construct 6 to 8 general purpose lanes and 2 to 6 concurrent managed lanes	TBD	TBD	TBD	Project to be funded by the private sector	\$360,000,000 \$270,000,000	\$0	\$0	\$0							72.81
TBD	TBD	SH 183	PGBT Western Extension (SH 161) to SL 12					Funding previously moved to TIP 53003 and 11527	\$0	\$0	\$0	\$0							65.95
TBD	TBD	SH 183	SL 12 to SH 114					Funding previously moved to TIP 11527	\$0	\$0	\$0	\$0							65.95
55112	0353-05-120	SL 12	At Skillman	Reconstruct grade separation	March 2025	September 2030	2031	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Discussions underway between City of Dallas, TxDOT and NCTCOG regarding project scope; Project has \$1,116,185 of Category 1 funding; Funding moved to CSJ 0047-04-031; Once scope discussions have concluded, funding will be re-evaluated	\$19,264,001	\$0			\$0	\$0					78.89
TBD	0261-02-081	US 67	At Lake Ridge Parkway	Construct grade separation (Phase 1)	February 2021 (Actual)	March 2027	2027	Project split out from TIP 55014/CSJ 0261-01-041; Category 2 funding offset by reduction on TIP 55014/CSJ 0261-01-041	\$27,487,146	\$4,421,204	\$4,421,204	\$4,421,204							64.93
30005	0047-07-232	US 75	IH 635 to Collin County Line	Remove HOV lanes and add peak hour travel technology lanes	May 2022 June 2020	August 2022	2022	Funded with \$15,000,000 \$12,018,135 of STBG funding; Project included on list in order to get TTC concurrence to proceed	\$12,018,135 \$4,781,453	\$0									92.85
53110.2	2374-02-162	IH 635	At US 80	Reconstruct existing interchange	April 2020 (Actual)	September 2024	2025	\$90,000,000 moved from TIP 53110/CSJ 0095-02-096 and \$10,350,386 moved from TIP 53109/CSJ 0095-02-107 to this breakout project; Project was not awarded Category 12 funding in 2022 UTP	\$210,426,225	\$100,350,386 \$210,426,225		\$100,350,386	\$100,350,386	\$0 \$110,075,839	\$0				74.65
53109	0095-02-107	US 80	East of Town East Blvd. to East of Belt Line Road	Reconstruct and widen 4 to 6/8 mainlanes and 2/4/6 to 4/6 lane continuous frontage roads and reconstruct IH 635 interchange	April 2020 (Actual)	September 2024	2025	TxDOT and City of Mesquite discussing specific early action "breakout" projects to utilize this funding; \$10,350,386 moved to TIP 53110/CSJ 2374-02-162	\$94,649,614	\$94,649,614		\$94,649,614	\$94,649,614	\$0	\$0				82.45

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FY 2022 - FY 2031**

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Approved Funding (Cat. 2, 4, 12)	FY 2022 - FY 2031								MPO Project Score	
											Cat 2 RTC Approved	Cat 2 TTC Approved	Cat 4 RTC Approved	Cat 4 TTC Approved	Cat 12 Clear Lanes RTC Proposed	Cat 12 Clear Lanes TTC Approved	Cat 12 Strategic Priority RTC Proposed	Cat 12 Strategic Priority TTC Approved		
											\$1,950,486,878	\$1,950,486,878	\$916,895,477	\$916,895,477	\$717,123,838	\$717,123,838	\$1,170,895,779	\$1,170,895,779		
53110	0095-02-096	US 80	East of Belt Line Road to Lawson Road	Reconstruct and widen 4 to 6 mainlanes and 2/4 to 4/6 lane continuous frontage roads	April 2020 (Actual)	September 2024	2025	Project split out from TIP 53109; TxDOT and City of Mesquite discussing specific early action "breakout" projects to utilize this funding; Category 4 funding reduced and moved to CSJ 2374-02-162; <u>Project awarded \$103,240,838 of Category 12 Clear Lanes funding via the 2022 UTP</u>	\$206,481,677	\$206,481,677 <u>\$113,240,838</u>			\$10,000,000	\$10,000,000	\$196,481,677 <u>\$103,240,838</u>	<u>\$103,240,838</u>			79.95	
53108	0095-10-033	US 80	IH 30 to East of Town East Blvd	Reconstruct and widen 4 to 6 mainlanes and 2/6 to 4/6 lane frontage roads	April 2020 (Actual)	September 2024	2025	<u>Project was not awarded Category 12 funding in the 2022 UTP</u>	\$66,972,608	\$66,972,608 <u>\$0</u>					\$66,972,608 <u>\$0</u>	<u>\$0</u>			75.63	
Total Proposed Funding - Dallas County																	\$893,444,606			
Denton County Projects																				
83255	0816-02-072	FM 455	West of FM 2450 to East of Marion Road	Reconstruct and widen 2 lane rural highway to 4 lane divided urban	February 2018 (Actual)	July August 2022	2022	Project also has \$5,000,000 of Category 1 funding for potential cost overruns	\$44,660,582	\$44,660,582	\$44,660,582	\$44,660,582								91.11
TBD	0081-05-049	Greenbelt/ Regional Outer Loop	At FM 428	TBD	TBD	TBD	TBD	Category 2 funding previously moved to TIP 13036/CSJ 0009-12-219; Project will be funded in a future 10-Year Plan update	\$50,000,000	\$0	\$0	\$0								59.61
TBD	0195-03-099	IH 35E	N. Texas Blvd to IH 35W	Reconstruct interchange and existing 4 to 4/8 lane frontage roads (facility transition area)	October 2019 (Actual)	September <u>January</u> 2023	2024 <u>2025</u>	Project split out from TIP 13033.3/CSJ 0195-03-090; Category 12 funding moved from TIP 13033.3/CSJ 0195-03-090	\$43,821,225	\$43,821,225	\$35,008,319	\$35,008,319					\$8,812,906	\$8,812,906		71.42
13033.3	0195-03-090	IH 35	IH 35W to US 380	Reconstruct interchange and 4 to 4/8 lane frontage roads	January 2012 (Actual)	September <u>January</u> 2023	2024 <u>2023</u>	Project awarded Category 12 Strategic Priority funding via the 2020 UTP; \$8,812,906 of Category 12 funding moved to CSJ 0195-03-099	\$130,812,652	\$130,812,652							\$130,812,652	\$130,812,652		82.76
55197	0195-02-074	IH 35	US 77 North of Denton to South of Belz Rd	Reconstruct and widen 4 to 6 lane rural freeway with ramp modifications and reconstruct 4 to 4/6 lane frontage roads	November 2019 (Actual)	December 2025	2026	New project awarded Category 12 Strategic Priority funding via the 2020 UTP; Project also has <u>\$30,664,453</u> of Category 11 funding; \$196,670,000 of Category 12 funds moved to TIP 55197.2/CSJ 0195-02-081 in the 2022 UTP	\$483,232,084 <u>\$484,846,537</u>	\$454,182,084			\$131,202,084	\$131,202,084			\$322,980,000	\$322,980,000		90.11
55197.2	0195-02-081	IH 35	South of Belz Rd to Cooke County Line	Reconstruct and widen 4 to 6 lane rural freeway with ramp modifications and reconstruct 4 to 4/6 lane frontage roads	October 2019 (Actual)	December 2024	2025	Project split out from TIP 55197/CSJ 0105-02-074; \$196,670,000 Category 12 funds moved to this project from TIP 55197/CSJ 0195-02-074 via the 2022 UTP	\$196,670,000	\$196,670,000							\$196,670,000	\$196,670,000		90.11
55198	0195-03-087	IH 35	US 380 to US 77 North of Denton	Reconstruct and widen 4 to 6 lane rural freeway with ramp modifications and 4 to 4/6 lane frontage roads	November 2019 (Actual)	September <u>January</u> 2023	2024 <u>2023</u>	Project awarded \$79,709,425 of Category 12 Strategic Priority and \$100,000,000 of Category 12 Clear Lanes funding via the 2020 UTP	\$223,357,330	\$223,357,330			\$43,647,905	\$43,647,905	\$100,000,000	\$100,000,000	\$79,709,425	\$79,709,425		79.11
55250	0195-02-076	IH 35	At FM 455	Reconstruct and widen 4 to 6 mainlanes and reconstruct existing 4 to 4 lane frontage roads	October 2019 (Actual)	August 2022	2022	Project awarded Category 12 Strategic Priority funding via the 2020 UTP	\$27,745,863	\$27,745,863			\$883,567	\$883,567			\$26,862,296	\$26,862,296		87.58
13033	0196-02-124	IH 35E	FM 407 to Dallas County Line	Reconstruct and convert 2 reversible to 4 concurrent managed lanes; Reconstruct 6 to 6/8 collector-distributor lanes (Dallas C/L to SH 121); Reconstruct 8 to 8 general purpose lanes (SH 121 to FM 407); Reconstruct 2/6 to 2/8 continuous frontage (FM 407 to SRT/SH 121); and reconstruct 4/6 to 2/6 continuous frontage from (SRT/SH 121 to Dallas C/L)	TBD	August 2026	2026	Some funding previously moved to TIP 13033.2/CSJ 0196-02-127 and TIP 13033.4/CSJ 0196-02-126; Remaining Category 2 funding moved to IH 35E at Lake Sharon/Dobbs/Corinth project through 2020 10-Year Plan Update; Denton Priority Project #1	\$745,933,304	\$0	\$0	\$0								78.82
13033.1	0196-02-128	IH 35E	At FM 1171/Main Street	Reconstruct grade separation and existing 4 to 4 lane frontage roads	March 2013 (Actual)	January 2023	2023	Project added to the 10-Year Plan via 2020 UTP; Increased Category 2 funding offset by reduction on TIP 25033.2/CSJ 0196-02-125 (2020 10-Year Plan Update); Denton Priority Project #3; Increased Category 2 funding offset by reduction on CSJ 0196-01-113 via the 2022 UTP	\$45,022,538	\$45,022,538	\$45,022,538	\$45,022,538								78.08

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**10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Planned Projects
FY 2022 - FY 2031**

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Approved Funding (Cat. 2, 4, 12)	FY 2022 - FY 2031								MPO Project Score
											Cat 2 RTC Approved	Cat 2 TTC Approved	Cat 4 RTC Approved	Cat 4 TTC Approved	Cat 12 Clear Lanes RTC Proposed	Cat 12 Clear Lanes TTC Approved	Cat 12 Strategic Priority RTC Proposed	Cat 12 Strategic Priority TTC Approved	
											\$1,950,486,878	\$1,950,486,878	\$916,895,477	\$916,895,477	\$717,123,838	\$717,123,838	\$1,170,895,779	\$1,170,895,779	
13033.2	0196-02-127	IH 35E	At Business 121	Reconstruct grade separation and existing 4 to 4 lane frontage roads	March 2013 (Actual)	January 2025	2025	Project added to the 10-Year Plan via 2020 UTP; Increased Category 2 funding offset by reduction on TIP 25033.2/CSJ 0196-02-125 (2020 10-Year Plan Update); Denton Priority Project #4; Increased Category 2 funding partially offset by reduction on CSJ 0196-01-113	\$96,444,954	\$96,444,954	\$96,444,954	\$96,444,954							82.90
13033.4	0196-02-126	IH 35E	At Corporate Drive	Reconstruct grade separation and existing 4 to 4 lane frontage roads	March 2013 (Actual)	January 2025	2025	Project added to the 10-Year Plan via 2020 UTP; Increased Category 2 funding offset by reduction on TIP 25033.2/CSJ 0196-02-125 (2020 10-Year Plan Update); Denton Priority Project #5; Increased Category 2 funding offset by reduction on CSJ 0196-01-113	\$79,809,723	\$79,809,723	\$79,809,723	\$79,809,723							81.45
25033.2	0196-02-125	IH 35E	Turbeville Road to FM 407	Reconstruct existing 4 general purpose lanes (NB only); Widen and convert 2 lane reversible to 4 lane concurrent managed lanes; Widen 4/6 lane continuous to 4/8 lane continuous frontage roads	February 2019 (Actual)	May 2028	2028	Funding previously moved to TIP 13033.4/CSJ 0196-02-126 and TIP 13033.1/CSJ 0196-02-128; Remaining Category 2 funding moved to TIP 13033.1/CSJ 0196-02-128, TIP 13033.2/CSJ 0196-02-127, TIP 13033.4/CSJ 0196-02-126, TIP 25033.3/CSJ 0196-01-109, and IH 35E at Lake Sharon/Dobbs/Corinth projects through 2020 10-Year Plan Update	\$671,000,928	\$0	\$0	\$0							76.34
25033.3	0196-01-109	IH 35E	South of Mayhill Road to South of SL 288	Reconstruct grade separation and existing 4 to 4 lane frontage roads	March 2013 (Actual)	June 2025	2025	Split from TIP 25033.2/CSJ 0196-02-125; Increased Category 2 funding offset by reduction on TIP 25033.2/CSJ 0196-02-125 (2020 10-Year Plan Update); Increased Category 2 funding partially offset by reduction on CSJ 0196-01-113	\$72,094,705	\$72,094,705	\$72,094,705	\$72,094,705							89.53
TBD	0196-01-113	IH 35E	at Lake Sharon Drive/Dobbs Road/Corinth	Construct interchange	March 2013 (Actual)	January 2028	2028	Denton Priority Project #6; \$34,014,485 of Category 2 funding offset by reduction on TIP 25033.2/CSJ 0196-02-125 (2020 10-Year Plan Update) and TIP 13033/CSJ 0196-02-124; Category 2 funding decreased and moved to TIP 13033.1/CSJ 0196-02-128 and TIP 13033.2/CSJ 0196-02-127 and TIP 25033.3/CSJ 0196-01-109	\$65,059,297	\$3,735,754	\$3,735,754	\$3,735,754							68.29
55230	0081-13-058	IH 35W	Tarrant County Line to SH 114	Reconstruct and widen 4 lane rural to 6 lane urban freeway	July 2021	September 2023	2024		\$90,000,000	\$0				\$0	\$0				91.84
55242	0081-13-050	IH 35W	SH 114 to IH 35W/IH 35E Interchange	Widen and reconstruct 4 lane rural to 6 lane urban freeway	July 2021	September 2023	2024		\$338,580,457	\$0				\$0	\$0				86.73
55259	0081-13-065	IH 35W	Dale Earnhardt Way to South of IH 35E/IH 35W Interchange	Reconstruct 2 to 4/6 lane discontinuous frontage roads	July 2020 (Actual)	September 2025	2026	<u>Project was not awarded Category 12 funding in 2022 UTP</u>	\$376,973,505	\$376,973,505				\$376,973,505	\$0				86.76
55235	0353-02-037	SH 114	East of IH 35W to BUS 114K	Construct 0 to 6 main lanes; Reconstruct and widen 4 to 4/6 lane frontage roads	August 2020 (Actual)	August 2025	2025	Project has \$30,000,000 of STBG funds as approved via the COVID-19 Infrastructure Program (Round 3); <u>Project was not awarded Category 12 funding in 2022 UTP</u>	\$84,372,179	\$54,372,179	\$0	\$0		\$54,372,179	\$0				93.14
55260	0353-09-003	SH 114	BUS 114K to West of US 377	Construct 0 to 6 main lanes; Reconstruct and widen 4 to 4/6 frontage roads	August 2020 (Actual)	August 2025	2025		\$20,467,084	\$20,467,084	\$20,467,084	\$20,467,084							93.17
											Total Proposed Funding - Denton County								\$1,438,824,494

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**10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Planned Projects
FY 2022 - FY 2031**

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Approved Funding (Cat. 2, 4, 12)	FY 2022 - FY 2031								MPO Project Score
											Cat 2 RTC Approved	Cat 2 TTC Approved	Cat 4 RTC Approved	Cat 4 TTC Approved	Cat 12 Clear Lanes RTC Proposed	Cat 12 Clear Lanes TTC Approved	Cat 12 Strategic Priority RTC Proposed	Cat 12 Strategic Priority TTC Approved	
											\$1,950,486,878	\$1,950,486,878	\$916,895,477	\$916,895,477	\$717,123,838	\$717,123,838	\$1,170,895,779	\$1,170,895,779	
Ellis County Projects																			
13020	1394-02-027	FM 1387	Midlothian Parkway to FM 664	Reconstruct and widen from 2 lane undivided rural to 4 lane urban divided (6 lane ultimate)	November 2021	March 2026	2026		\$26,260,060	\$25,000,000	\$25,000,000	\$25,000,000							70.00
13028	1051-01-052	FM 664	FM 1387 to Westmoreland Road	Reconstruct and widen 2 lane rural to 4 lane divided urban roadway (Ultimate 6 lane)	September 2020 (Actual)	July 2028	2028		\$46,661,591	\$32,145,761	\$32,145,761	\$32,145,761							82.22
13035.1	1051-01-051	FM 664	IH 35E to West of Ferris Road	Reconstruct and widen 2/4 lane rural roadway to 6 lane divided urban	January 2020 (Actual)	September 2025	2026		\$108,694,468	\$25,000,000	\$25,000,000	\$25,000,000							81.42
13035.2	1051-03-001	FM 664	West of Ferris Road to IH 45	Realign existing 2 lane rural undivided roadway to 6 lane urban roadway	January 2020 (Actual)	September 2025	2026	Breakout of TIP 13035.1/CSJ 1051-01-051	\$46,972,575	\$10,000,000	\$10,000,000	\$10,000,000							71.72
13034	0442-03-042	IH 35E	At FM 664	Reconstruct interchange	January 2020 (Actual)	February 2023	2023		\$49,432,235	\$49,432,235			\$49,432,235	\$49,432,235					78.12
13042	0048-04-094	IH 35E	At FM 387 (Butcher Road)	Reconstruct interchange; Reconstruct and widen 4 to 4/6 lane frontage roads	June 2019 (Actual)	August 2022	2022	Funding from TIP 55092/CSJ 0048-04-090	\$42,000,000	\$42,000,000			\$42,000,000	\$42,000,000					90.84
54119.6	0442-03-044	IH 35E	Reese Drive to Dallas County Line	Construct interchange at Loop 9 and IH 35E	November 2017 (Actual)	February 2023	2023	Breakout of SL 9 project originally listed in Dallas County (TIP 54119/CSJ 2964-10-005); Project also has \$6,650,000 of STBG funding	\$18,648,267	\$11,998,267	\$11,998,267	\$11,998,267							80.46
13029	0092-03-053	IH 45	At FM 664	Construct interchange	January 2020 (Actual)	September 2025	2026	Project was awarded Category 12 Strategic Priority funding via the 2019 UTP; Project also has \$4,486,132 of Category 1 funding	\$62,648,178	\$62,648,178	\$28,648,178	\$28,648,178					\$34,000,000	\$34,000,000	76.70
55014	0261-01-041	US 67	At Lake Ridge Parkway	Construct grade separation (Phase 1)	February 2021 (Actual)	March 2027	2027	Project added to the 10-Year Plan via 2020 UTP	\$30,694,054	\$30,694,054	\$30,694,054	\$30,694,054							64.93
Total Proposed Funding - Ellis County																		\$288,918,495	
Kaufman County Projects																			
TBD	0095-03-085	FM 460	at US 80	Replace bridge and approaches	April 2020 (Actual)	August 2023 November 2022	2023	Project awarded INFRA grant funding; Category 4 funding was committed as well as part of grant application; Project also has \$1,003,816 of Category 1 funding and \$1,882,263 of Category 6 funding and \$3,944,904 of Category 10 funding	\$12,270,755 \$9,239,667	\$6,443,588			\$6,443,588	\$6,443,588					87.33
55111	2588-01-017	FM 548	Windmill Farms Blvd to South of SH 205 (Rockwall County Line)	Widen and reconstruct 2 lane rural to 4 lane urban divided (6 lane ultimate)	July 2019 (Actual)	March 2026	2026		\$39,613,924	\$8,448,796	\$8,448,796	\$8,448,796							80.78
55111.2	2588-01-022	FM 548	North of US 80 to Windmill Farms Blvd	Widen and reconstruct 2 lane rural to 6 lane urban divided	July 2019 (Actual)	March 2026	2026	Project split out from TIP 55111/CSJ 2588-01-017	\$64,419,678	\$49,551,204	\$49,551,204	\$49,551,204							80.78
53086	0095-03-080	US 80	Lawson Rd. (Dallas/Kaufman C/L) to FM 460	Reconstruct and widen 4 to 6 mainlanes and reconstruct and widen 2/4 lane discontinuous frontage roads to 4/6 lane continuous frontage roads	April 2020 (Actual)	August 2023	2023	Project also has \$1,003,816 of Category 11 funding	\$134,003,816 \$133,000,000	\$133,000,000			\$133,000,000	\$133,000,000	\$0	\$0			87.15
Total Proposed Funding - Kaufman County																		\$197,443,588	
Rockwall County Projects																			
13017	2588-02-008	FM 548	S of SH 205 (Kaufman County Line) to SH 205	Widen and reconstruct 2 lane rural to 4 lane divided urban roadway (Ultimate 6)	July 2019 (Actual)	March 2026	2026	Project also has \$2,392,968 of Category 1 funding	\$8,592,968	\$6,200,000	\$6,200,000	\$6,200,000							78.71
13036	0009-12-219	IH 30	SH 205 to West of FM 2642 (Hunt County Line)	Reconstruct & widen 4 to 6 main lanes; Reconstruct & widen 4 to 4/6 lane frontage roads; Construct new & reconstruct existing interchanges; Ramp modifications; Pedestrian improvements	March 2019 (Actual)	September 2022	2023	Project awarded Category 12 Clear Lanes funding via the 2020 UTP; Project also has \$50,000,000 of CMAQ funds; Increased funding offset by reduction on TIP 55221/CSJ 0009-12-215	\$304,603,781	\$254,603,781	\$76,783,395	\$76,783,395			\$177,820,386	\$177,820,386			80.07

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FY 2022 - FY 2031**

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Approved Funding (Cat. 2, 4, 12)	FY 2022 - FY 2031								MPO Project Score
											Cat 2 RTC Approved	Cat 2 TTC Approved	Cat 4 RTC Approved	Cat 4 TTC Approved	Cat 12 Clear Lanes RTC Proposed	Cat 12 Clear Lanes TTC Approved	Cat 12 Strategic Priority RTC Proposed	Cat 12 Strategic Priority TTC Approved	
											\$1,950,486,878	\$1,950,486,878	\$916,895,477	\$916,895,477	\$717,123,838	\$717,123,838	\$1,170,895,779	\$1,170,895,779	
55195	0009-12-220	IH 30	Dalrock Road to East of Horizon Road	Construct 0/4 to 4/6 lane frontage roads; Reconstruct Horizon Road interchange and ramp modifications	March 2019 (Actual)	September 2022	2023	Split from TIP 13036/CSJ 0009-12-219; Project awarded Category 12 Clear Lanes funding via the 2020 UTP	\$178,424,272	\$178,424,272			\$32,000,000	\$32,000,000	\$146,424,272	\$146,424,272			81.35
55221	0009-12-215	IH 30	Dalrock Road to SH 205 (Horizon Rd.)	Add shoulder; Reconstruct and widen 6 to 8 mainlanes; Reconstruct 4/6 lane discontinuous to 4/6 lane continuous frontage roads; Ramp modifications and interchange at FM 740	March 2019 (Actual)	September 2022	2023	Project awarded Category 12 Clear Lanes funding via the 2020 UTP	\$93,302,686	\$93,302,686	\$55,202,686	\$55,202,686			\$38,100,000	\$38,100,000			83.74
13038	0451-05-001	SH 205	JCT SH 205/John King (South Goliad Street) to JCT SH 205/John King (North Goliad Street)	Widen 4 to 6 lane divided urban roadway	January 2020 (Actual)	April 2026	2026	Project split out from TIP 55074	\$37,352,578	\$24,032,505	\$24,032,505	\$24,032,505							83.19
55074	0451-04-021	SH 205	JCT SH 205/John King (North Goliad Street) to North of John King (Collin County Line)	Widen 2 lane rural highway to 4 lane divided (6 lane ultimate)	January 2020 (Actual)	April 2026	2026	Project also has \$680,541 of Category 1 funding	\$6,206,000	\$5,525,459	\$5,525,459	\$5,525,459							88.75
Total Proposed Funding - Rockwall County											\$562,088,703								
Various County Projects																			
TBD	0918-00-341	VA	Regional Mobility Assistance Patrol (Dallas District)	Mobility Assistance Patrol that provides assistance to stranded motorists due to vehicle problems or non-injury accidents	N/A	September 2022	2023	Additional funds would pay for a proposed expansion of this program; Includes \$4,387,500 of STBG; Project was awarded \$1,696,500 of Category 12 Strategic Priority funds in the 2022 UTP	\$6,084,000	\$1,696,500							\$1,696,500	\$1,696,500	N/A
TBD	0918-00-342	VA	Regional Mobility Assistance Patrol (Dallas District)	Mobility Assistance Patrol that provides assistance to stranded motorists due to vehicle problems or non-injury accidents	N/A	September 2023	2024	Additional funds would pay for a proposed expansion of this program; Includes \$4,575,000 of STBG; Project was awarded \$2,013,000 of Category 12 Strategic Priority funds in the 2022 UTP	\$6,588,000	\$2,013,000							\$2,013,000	\$2,013,000	N/A
TBD	0918-00-362	VA	Regional Mobility Assistance Patrol (Dallas District)	Mobility Assistance Patrol that provides assistance to stranded motorists due to vehicle problems or non-injury accidents	N/A	September 2024	2025	Additional funds would pay for a proposed expansion of this program; Includes \$4,725,000 of STBG; Project was awarded \$2,331,000 of Category 12 Strategic Priority funds in the 2022 UTP	\$7,056,000	\$2,331,000							\$2,331,000	\$2,331,000	N/A
Total Proposed Funding - Various County											\$6,040,500								
Total Category 2, 4, and 12 Funding										\$4,256,472,662	\$1,508,546,733	\$1,508,546,733	\$842,309,037	\$859,906,312	\$717,123,838	\$717,123,838	\$1,170,895,779	\$1,170,895,779	
Total Amount Remaining for Programming										\$498,929,310	\$441,940,145	\$441,940,145	\$74,586,440	\$56,989,165	\$0	\$0	\$0	\$0	
Total Allocation/Authorizations										\$4,755,401,972									

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**10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District) - Planned Projects
FY 2022 - FY 2031**

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY 2022 - FY 2031								MPO Project Score
											Cat 2 FTW RTC Approved	Cat 2 FTW TTC Approved	Cat 4 FTW RTC Approved	Cat 4 FTW TTC Approved	Cat 12 Clear Lanes FTW RTC Proposed	Cat 12 Clear Lanes FTW TTC Approved	Cat 12 Strategic Priority FTW RTC Proposed	Cat 12 Strategic Priority FTW TTC Approved	
											\$938,000,488	\$938,000,488	\$431,480,225	\$431,480,225	\$479,602,000	\$479,602,000	\$86,917,500	\$86,917,500	
Hood County Projects																			
54018	0080-03-049	US 377	East of Brazos River Bridge to West of FM 51	US 377: Widen 4 lane to 6 lane (with a 4 lane transitional section at end) with 0 to 4 lane discontinuous access roads and ramps; SH 144: Widen 4 lane undivided to 4/5 divided and intersection improvements; FM 51: Widen 2 lane undivided to 4 lane undivided	September 2022	September May 2026 September 2026	2027 2026		\$35,000,000	\$25,000,000	\$25,000,000	\$25,000,000							72.76
Total Proposed Funding - Hood County																	\$25,000,000		
Johnson County Projects																			
13040	0747-05-043	FM 157	8th Street to North of County Road 108B	Realign roadway 2 lane rural to 2 lane urban with sidewalks and turn lanes	May 2022 September 2021	June 2025 May 2024	2025 2024	Project split out from TIP 13041/CSJ 0747-05-042	\$7,641,619 \$6,700,000	\$6,700,000	\$6,700,000	\$6,700,000							78.10
13041	0747-05-042	FM 157	US 67 to 8th Street	Reconstruct from 2 lane rural to 2 lane urban with sidewalks and turn lanes	May 2022 September 2021	June 2025 May 2024	2025 2024		\$7,459,763 \$6,800,000	\$6,800,000	\$6,800,000	\$6,800,000							87.39
54053	0747-05-035	FM 157	BU 287P to US 67	Realign and widen roadway and widen 2 to 4 lanes rural urban divided	February 2022	August 2026	2026		\$125,000,000 \$78,000,000	\$78,000,000	\$78,000,000	\$78,000,000							72.84
11955.1	1181-02-033	FM 917	West of Ave F to Main Street	Construct railroad grade separation and realign FM 917	June 2022	September 2026 July 2024	2027 2024		\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000							77.01
11955.2	1181-03-036	FM 917	South Main Street to East of SH 174	Construct railroad grade separation and realign FM 917	June 2022	September 2026 July 2024	2027 2024	Project split out from TIP 11955/CSJ 1181-02-033	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000							86.06
13046	0014-03-088	IH 35W	At FM 917	Reconstruct interchange	May 2021	March 2026 February 2024	2026 2024		\$24,600,000 \$22,000,000	\$22,000,000		\$22,000,000	\$22,000,000						84.42
Total Proposed Funding - Johnson County																	\$126,500,000		
Parker County Projects																			
13054	0314-07-061	IH 20	FM 2552 to Bankhead Highway	Construct 0 to 4/6 westbound and eastbound frontage roads and U-turn bridges	August 2023	September 2024 2025	2026 2025	\$31,000,000 of Category 12 Strategic Priority funding awarded in the 2022 UTP	\$68,700,000 \$52,000,000	\$52,000,000		\$21,000,000	\$21,000,000	\$0 \$21,000,000	\$0	\$31,000,000	\$31,000,000		75.83
13061	0008-03-094	IH 20	FM 1187/3325 to Tarrant/Parker County Line	Reconstruct IH 20 frontage roads, reconstruct ramps, reconstruct main lanes for freight clearance, and construct shared-use paths from FM 1187/FM 3325 to Walsh Ranch Parkway	September 2022	January 2025	2025	Project split out from CSJ 1068-05-014	\$29,000,000	\$29,000,000		\$29,000,000	\$29,000,000						79.21
13062	1068-05-014	IH 30	IH 20 to Tarrant/Parker County Line	Construct westbound ramps to FM 1187, construct eastbound ramps to IH 30 and IH 20	September 2022	January 2025	2025	Grouped project	\$10,000,000 \$6,000,000	\$6,000,000		\$6,000,000	\$6,000,000						78.99
Total Proposed Funding - Parker County																	\$87,000,000		
Tarrant County Projects																			
13019	0008-16-043	IH 20	At Chisholm Trail Parkway	Add northbound and southbound direct connect ramps	January 2025	September 2027	2028		\$31,085,095	\$31,085,095	\$31,085,095	\$31,085,095							63.16
13027.1	2374-05-084	IH 20	Park Springs Blvd. to Dallas County Line	Reconstruct freeway from 8 to 10 lanes and 4/6/8 lane to 4/6/8 lane continuous frontage roads	June 2023	August 2031	2031	Split from IH 20 from US 287 to Park Springs Blvd; Funding previously moved to TIP 13027.2/CSJ 2374-05-093	\$365,000,000 \$300,000,000	\$0	\$0	\$0							76.01

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FY 2022 - FY 2031**

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY 2022 - FY 2031								MPO Project Score
											Cat 2 FTW RTC Approved	Cat 2 FTW TTC Approved	Cat 4 FTW RTC Approved	Cat 4 FTW TTC Approved	Cat 12 Clear Lanes FTW RTC Proposed	Cat 12 Clear Lanes FTW TTC Approved	Cat 12 Strategic Priority FTW RTC Proposed	Cat 12 Strategic Priority FTW TTC Approved	
											\$938,000,488	\$938,000,488	\$431,480,225	\$431,480,225	\$479,602,000	\$479,602,000	\$86,917,500	\$86,917,500	
13027.2	2374-05-093	IH 20	Park Springs Blvd. to Dallas County Line	Operational improvements <u>Construct continuous eastbound and westbound frontage roads on IH 20 from Park Springs to Cooper Street; On eastbound IH 20 exit to Bardin Road (frontage road) improve drainage due to commercial developments during storm events</u>	June 2023	January 2025	2025	\$50,000,000 of Category 2 funding previously offset by a reduction on TIP 13027.1/CSJ 2374-05-084	\$125,000,000 \$111,607,149	\$50,000,000	\$50,000,000	\$50,000,000	\$50,000,000			\$0	\$0	76.01	
55043	2374-05-066	IH 20	IH 820 to Park Springs-Little Road	Reconstruct & widen 8/10 to 10 general purpose lanes, 4/6 discontinuous frontage road lanes to 4/8 discontinuous frontage road lanes, & 0 to 8 CD lanes (from IH 820 to US 287) and add shared-use path and sidewalks	September 2020 (Actual)	September 2021 August 2022	2022	Split from IH 20 from US 287 to Park Springs Blvd; Project is part of the Southeast Connector project	\$536,545,645	\$536,545,646	\$330,215,646	\$330,215,646	\$153,000,000	\$153,000,000		\$53,330,000	\$53,330,000	82.70	
55045	0008-13-206	IH 20	IH 20/IH 820 Interchange to Forest Hill Drive	Reconstruct and widen 8 to 12 mainlanes and 4/6 discontinuous frontage road lanes to 4/8 continuous frontage road lanes and add shared-use path and sidewalks	September 2020 (Actual)	September 2021 August 2022	2022	Project is part of the Southeast Connector	\$115,402,715	\$115,402,715	\$115,402,715	\$115,402,715						85.40	
13002	1068-01-230	IH 30	IH 820 to Chisholm Trail Parkway	Reconstruct from 6 to 8 mainlanes; Reconstruct 2/8 lane to 2/8 lane discontinuous frontage roads and convert 2 way frontage road sections to one way eastbound and westbound (1 lane to 2 lane discontinuous)	April 2022	September 2025	2026	Category 2 funding moved to TIP 55045/CSJ 0008-13-206; Project will be re-funded in a future 10-Year Plan update; <u>Project was not awarded Category 12 funding in 2022 UTP</u>	\$130,000,000	\$130,000,000 \$0	\$0	\$0			\$0 \$0	\$0 \$0		73.24	
13003	1068-01-214	IH 30	SS 580 (East of Linkcrest Drive) to IH 820	Reconstruct 4 to 6 main lanes; Reconstruct 4 lane discontinuous frontage to 4/6 lane continuous frontage roads; Reconstruct SS 580 interchange	October 2021 January 2022	September 2024	2025	TxDOT to request Category 12 funding from the TTC for this project; <u>\$50,000,000 of Category 12 Texas Clear Lanes funding in the 2022 UTP</u>	\$140,000,000	\$140,000,000	\$0	\$0	\$90,000,000	\$90,000,000	\$50,000,000	\$50,000,000		79.63	
TBD	1068-02-072	IH 30	East of IH 35W to Cooper Street	Widen 6 to 8/10 general purpose lanes	January 2025	September 2031	2032	Project will be funded in a future 10-Year Plan Update	\$1,000,000,000	\$0	\$0	\$0						60.78	
13001	1068-02-147	IH 30	West of Cooper Street to Dallas County Line	Reconstruct and widen 6 to 8 general purpose lanes, convert 2 concurrent express lanes to 2/3 concurrent express lanes, and reconstruct existing 4/6 to 4/6 discontinuous frontage road lanes	April 2021 June 2023	September 2024	2025	TxDOT to build safety barriers into managed lane design	\$127,820,000 \$146,300,000	\$127,820,000			\$127,820,000	\$127,820,000				80.82	
TBD	0014-02-055	IH 35W	North of IH 20 to South of SH 174	IH 20 Interchange operational improvements	November 2022	August 2027	2027	<u>Project was not awarded Category 12 funding in 2022 UTP</u>	\$75,000,000	\$75,000,000 \$0						\$0 \$0	\$0 \$0	83.01	
55041	0008-13-125	IH 820 (SE)	IH 20 to Brentwood Stair Road <u>Rosedale Ave/SP 303</u>	Reconstruct and widen freeway from 4/8 to 8/14 main lanes and 4/6 discontinuous frontage road lanes to 4/8 continuous frontage road lanes and remove 4 to 0 CD lanes; Add shared-use path and sidewalks	September 2020 (Actual)	September 2021 August 2022	2022	Project is part of the Southeast Connector; Design-build project; Project awarded \$340,202,000 of Category 12 Clear Lanes funding via the 2019 UTP and an additional \$89,400,000 via the 2020 UTP; Project also awarded \$350,000,000 of Design-Build funding	\$819,422,670	\$469,422,670	\$39,820,670	\$39,820,670		\$429,602,000	\$429,602,000			81.89	
13005.1	0008-14-132	IH 820	Navajo Trail/Cahoba Drive to Marine Creek Parkway	Relocate ramps, realign frontage roads, add bridges	June 2021	September 2025 August 2026	2026	Project is a breakout of TIP 13005/CSJ 0171-05-068	\$20,000,000	\$20,000,000	\$20,000,000	\$20,000,000						86.84	
13056	0008-05-029	Lancaster Avenue/SH 180	IH 35W to Tierney Road	Reconstruct roadway 6 to 6 lanes with pedestrian improvements	January 2023	August 2025	2025	Project has a \$5,000,000 commitment from City of Fort Worth	\$42,500,000	\$37,500,000	\$37,500,000	\$37,500,000						80.42	

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**10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District) - Planned Projects
FY 2022 - FY 2031**

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY 2022 - FY 2031								MPO Project Score
											Cat 2 FTW RTC Approved	Cat 2 FTW TTC Approved	Cat 4 FTW RTC Approved	Cat 4 FTW TTC Approved	Cat 12 Clear Lanes FTW RTC Proposed	Cat 12 Clear Lanes FTW TTC Approved	Cat 12 Strategic Priority FTW RTC Proposed	Cat 12 Strategic Priority FTW TTC Approved	
											\$938,000,488	\$938,000,488	\$431,480,225	\$431,480,225	\$479,602,000	\$479,602,000	\$86,917,500	\$86,917,500	
13057	0008-06-052	Lancaster Avenue/SH 180	Tierney Road to IH 820	Reconstruct roadway 6 to 6 lanes with pedestrian improvements	January 2023	August 2025	2025	Split from TIP 13056; Project has a \$5,000,000 commitment from City of Fort Worth	\$17,500,000	\$12,500,000	\$12,500,000	\$12,500,000							79.36
13064	0094-05-070	SH 183	At Pumphrey	Construct intersection improvements including turn lanes and new traffic signal	November 2023	September 2025 June 2024	2026 2024		\$20,740,724 \$20,000,000	\$10,000,000	\$10,000,000	\$10,000,000							61.51
13066	0094-01-032	SH 183	At UP RR & UP RR Spur	Replace railroad underpass	July, August 2021 (Actual)	August 2022	2022	Project also has \$12,000,000 of Category 6 funding	\$30,000,000	\$18,000,000	\$18,000,000	\$18,000,000							88.61
TBD	0008-14-059 0364-01-054	SH 183/IH 820	SH 183 from East of IH 820/SH 121 Interchange to Reliance Parkway and IH 820 from East of IH 35W to West of IH 820/SH 121 Interchange	SH 183: Widen from 4 to 6 managed lanes; IH 820: Widen from 4 to 6 general purpose lanes	April 2023	August 2023	2023	Project to be funded by the private sector as part of the North Tarrant Express CDA; NTE Segments 1 and 2	\$162,000,000	\$0									72.81
TBD	0094-02-136 0364-05-039	SH 183	Reliance Parkway to SH 161	Construct 6/8 to 8 general purpose lanes and 2/3 to 6 managed lanes	April 2023	August 2023	2023	Project to be funded by the private sector as part of the North Tarrant Express CDA	\$1,000,000,000 \$862,000,000	\$0									72.81
13005	0171-05-068	SH 199	South End of Lake Worth Bridge to IH 820	Construct 0 to 6 main lanes and interchange at IH 820	June 2021	August 2026 September 2025	2026	\$20,000,000 of Category 2 funds previously moved to CSJ 0008-14-132 (part of the SH 199 improvements)	\$180,000,000	\$180,000,000	\$180,000,000	\$180,000,000							86.64
13037	0171-05-094	SH 199	West Fork of Trinity River to IH 820	Reconstruct and widen 4/6 to 4/6 lane divided urban	June 2021	August 2024	2024		\$68,661,515	\$68,661,515	\$68,661,515	\$68,661,515							78.28
13008	2266-02-148	SH 360	North of E. Randol Mill Rd. to South of E. Randol Mill Rd.	Reconstruct 6 to 8 main lanes and railroad underpass and 4/8 lane to 4/8 lane continuous frontage roads	November 2017 (Actual)	August 2024	2025	Project is split out from TIP 51346	\$55,000,000	\$55,000,000	\$55,000,000	\$55,000,000							94.82
13058	2266-02-150	SH 360	SH 183 to IH 30	Operational improvements	June 2024	September 2026 August 2024	2027 2024	Project also has \$740,748 of Cat 1 funding	\$103,000,000 \$20,000,000	\$20,000,000	\$20,000,000	\$20,000,000							77.49
55042	0172-09-028	US 287	IH 20 Interchange to Sublett Road	Reconstruct and widen 4 to 6 general purpose lanes and 4/6 discontinuous frontage road lanes to 4/6 discontinuous frontage road lanes, and add shared-use path and sidewalks	September 2020 (Actual)	August 2022 September 2021	2022	Project is part of the Southeast Connector; Design-build project	\$30,000,000	\$30,000,000			\$30,000,000	\$30,000,000					80.36
55044	0172-06-080	US 287	IH 820 to Berry Street Village Creek Road	Reconstruct 6 to 6 mainlanes plus 0 to 2 auxiliary lanes with 4 discontinuous frontage road lanes to 4/6 discontinuous frontage road lanes; Add shared-use path and sidewalks	September 2020 (Actual)	August 2022 September 2021	2022	Project is part of the Southeast Connector; Design-build project	\$89,874,140	\$89,874,140	\$49,874,140	\$49,874,140	\$40,000,000	\$40,000,000					80.20
13063	0014-15-078	US 81/US 287	South of North Tarrant Parkway to Avondale Haslet Road	Operational improvements including ramp modifications, 0 to 2 lane frontage roads, and sidewalks	December 2021	September 2024 2026	2027 2025	Project added to the 10-Year Plan via 2020 UTP	\$71,600,010	\$13,000,000	\$5,000,000	\$5,000,000	\$8,000,000	\$8,000,000					81.86
Total Proposed Funding - Tarrant County																		\$2,024,811,781	
Wise County Projects																			
13004.3	0013-09-012	BU 81-D	North of CR 1160 CR 1160 - Realigned FM 1810 Intersection to North of CR 2090	Realignment of BU 81-D at realigned intersection of US 81/287 and FM 1810/BU 81-D	September 2023 July 2024	June 2027 September 2024	2027 2025	Split from TIP 13004/CSJ 2418-01-013	\$3,600,000	\$3,600,000	\$3,600,000	\$3,600,000							67.70
13004.1	2418-01-013	FM 1810	West of CR 1170 to intersection of US 81/287 at FM 1810 CR 1160 - Realigned BU 81D intersection	Realignment of FM 1810 and grade separation & retaining walls at realigned intersection at US 81/287 & BU 81D	September 2023 July 2024	June 2027 September 2024	2027 2025		\$17,000,000	\$13,300,000	\$13,300,000	\$13,300,000							67.70

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Carryover funds from previous years are not accounted for in totals

**10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District) - Planned Projects
FY 2022 - FY 2031**

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY 2022 - FY 2031								MPO Project Score
											Cat 2 FTW RTC Approved	Cat 2 FTW TTC Approved	Cat 4 FTW RTC Approved	Cat 4 FTW TTC Approved	Cat 12 Clear Lanes FTW RTC Proposed	Cat 12 Clear Lanes FTW TTC Approved	Cat 12 Strategic Priority FTW RTC Proposed	Cat 12 Strategic Priority FTW TTC Approved	
											\$938,000,488	\$938,000,488	\$431,480,225	\$431,480,225	\$479,602,000	\$479,602,000	\$86,917,500	\$86,917,500	
53141	0312-04-022	FM 730	Approximately 3 miles north of SH 114 to SH 114	Reconstruct and widen existing 2 to 2 lane roadway and replace bridge and culvert structures Widen and reconstruct from 2 lane to 2 lane urban for shoulders and safety, add turn lanes	N/A	August February 2022	2022	Original Prop 1 project; Project not eligible for Category 4 funding, so previously changed to Category 2; Project also has Category 6 funding under CSJ 0312-04-029	\$26,000,000	\$26,000,000	\$26,000,000	\$26,000,000							72.48
13004.2	0013-07-083	US 81	North of CR 2195 to North of US 380	Construct mainline grade separation at relocated FM 1810 and US 81D, with addition of ramps and 0 to 2 lane frontage roads	September 2023 July 2021	June 2027 September 2024	2027 2025	Split from TIP 13004/CSJ 2418-01-013; Project also has \$8,000,000 of Category 1 funding	\$32,700,000	\$16,700,000	\$16,700,000	\$16,700,000							68.44
Total Proposed Funding - Wise County															\$59,600,000				
Various County Projects																			
TBD	0902-00-309	VA	Regional Mobility Assistance Patrol (Fort Worth District)	Mobility Assistance Patrol that provides assistance to stranded motorists due to vehicle problems or non-injury accidents	N/A	September 2022	2023	Additional funds would pay for a proposed expansion of this program; Includes \$2,567,500 \$2,437,500 of STBG and \$130,000 of Category 1 funding; Project was awarded \$812,500 of Category 12 Strategic Priority funding via 2022 UTP	\$3,380,000	\$812,500							\$812,500	\$812,500	N/A
TBD	0902-00-310	VA	Regional Mobility Assistance Patrol (Fort Worth District)	Mobility Assistance Patrol that provides assistance to stranded motorists due to vehicle problems or non-injury accidents	N/A	September 2023	2024	Additional funds would pay for a proposed expansion of this program; Includes \$2,905,000 of STBG; Project was awarded \$875,000 of Category 12 Strategic Priority funding via 2022 UTP	\$3,780,000	\$875,000							\$875,000	\$875,000	N/A
TBD	0902-00-311	VA	Regional Mobility Assistance Patrol (Fort Worth District)	Mobility Assistance Patrol that provides assistance to stranded motorists due to vehicle problems or non-injury accidents	N/A	September 2024	2025	Additional funds would pay for a proposed expansion of this program; Includes \$3,132,000 \$2,700,000 of STBG and \$432,000 of Category 1 funding; Project was awarded \$900,000 of Category 12 Strategic Priority funding via 2022 UTP	\$4,032,000	\$900,000							\$900,000	\$900,000	N/A
Total Proposed Funding - Various County															\$2,587,500				
Total Category 2, 4, and 12 Funding										\$2,325,499,281	\$1,232,159,781	\$1,232,159,781	\$526,820,000	\$526,820,000	\$479,602,000	\$479,602,000	\$86,917,500	\$86,917,500	
Total Amount Remaining for Programming										(\$389,499,068)	(\$294,159,293)	(\$294,159,293)	(\$95,339,775)	(\$95,339,775)	\$0	\$0	\$0	\$0	
Total Allocation/Authorizations										\$1,936,000,213									

Amounts only include Cat 2/4/12 funding
Red text and strikethroughs indicate changes since July 2021 RTC meeting
Carryover funds from previous years are not accounted for in totals

**10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Paris District) - Planned Projects
FY 2022 - FY 2031**

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY 2022 - FY 2031				MPO Project Score
											Cat 2 Hunt RTC Proposed	Cat 2 Hunt TTC Approved	Cat 12 Hunt RTC Proposed	Cat 12 Hunt TTC Approved	
											\$51,570,160	\$51,570,160	\$146,400,000	\$146,400,000	
Hunt County Projects															
13052	2659-01-010	FM 1570	IH 30 to SH 66	Construct 2 lane to 4 lane divided with shoulders (HMAC pavement and RR crossing) North project	June 2025	August 2025	2025	Hunt County is doing environmental clearance; <u>Project has \$1,800,000 of Category 1 funding</u>	\$16,800,000	\$15,000,000	\$15,000,000	\$15,000,000	<u>\$0</u> \$1,800,000	<u>\$0</u>	82.54
13051	0692-01-020	FM 1570	SH 34 to IH 30	Widen 2 to 4 lane divided roadway (South Project)	June 2027	October 2027	2028	<u>Category 12 funding was not awarded for this project</u>	\$24,640,000	<u>\$0</u> \$24,640,000			<u>\$0</u> \$24,640,000	<u>\$0</u>	90.27
13039	2658-01-013	FM 2642	FM 35 to SH 66	Widen 2 lane to 4 lane divided urban with sidewalks	June 2020 (Actual)	September 2022	2023	Project also has \$11,485,840 of Category 7 funds; <u>TTC did not approve Category 12 funding, so Category 2 was used to cover cost overruns</u>	\$21,056,000	\$8,066,160	<u>\$8,066,160</u> \$7,314,160	<u>\$8,066,160</u>	<u>\$0</u> \$752,000	<u>\$0</u>	82.30
13050	0009-13-167	IH 30	At FM 1570	Construct interchange	June 2022	September 2022	2023	Project was awarded Category 12 funds via 2018 UTP; Project also has \$8,000,000 of Category 7 funds; <u>Project was awarded an additional \$1,200,000 of Category 12 Strategic Priority funds in 2022 UTP</u>	\$31,200,000	<u>\$23,200,000</u> \$31,200,000			\$23,200,000	\$23,200,000	75.78
55223	0009-13-173	IH 30	West of FM 1903 to East of FM 1903	Reconstruct overpass and approaches	June 2022	September 2022	2023	Project also has \$14,450,000 of Category 7 funds	\$37,908,000	\$23,408,000	\$23,408,000	\$23,408,000			76.27
55224	0009-13-168	IH 30	South of FM 36 to North of FM 36	Reconstruct overpass	February 2023	May 2023	2023	Project was awarded Category 12 funds via 2018 UTP; <u>Project was awarded an additional \$1,000,000 of Category 12 Strategic Priority funds in 2022 UTP</u>	\$26,000,000	\$26,000,000			\$26,000,000	\$26,000,000	77.26
55225	0009-13-169	IH 30	South of FM 1565 to North of FM 1565	Reconstruct overpass	February 2023	May 2023	2023	Project was awarded Category 12 funds via the 2018 UTP; <u>Project was awarded an additional \$1,000,000 of Category 12 Strategic Priority funds in 2022 UTP</u>	\$26,000,000	\$26,000,000			\$26,000,000	\$26,000,000	76.40
55226	0009-13-170	IH 30	South of CR 2509 to North of CR 2509	Construct new interchange	February 2023	May 2023	2023	Project was awarded Category 12 funds via 2018 UTP; <u>Project was awarded an additional \$1,200,000 of Category 12 Strategic Priority funds in 2022 UTP</u>	\$31,200,000	\$31,200,000			\$31,200,000	\$31,200,000	82.02
13065	0009-13-174	IH 30	FM 2642 to FM 1570	Widen 4 to 6 lane freeway	August 2025	August 2026	2026	Project was awarded Category 12 funds via the 2020 UTP; <u>Project funding remained at \$40,000,000 in 2022 UTP</u>	\$44,800,000	<u>\$40,000,000</u> \$16,781,206			<u>\$40,000,000</u> \$16,781,206	<u>\$40,000,000</u>	62.27
TBD	0009-13-175	IH 30	0.5 miles SW of Monty Stratton to 0.5 miles NE of Monty Stratton	Reconstruct overpass	June 2023	September 2022	2023	Funded with \$4,200,000 of STBG through COVID-19 Infrastructure Program (Round 3)	\$4,200,000	\$0					64.92
13053	0768-01-057	SH 24/ SH 11	Culver Street to Live Oak Street and SH 11 from SH 24 to Monroe Street	Construct pedestrian safety and traffic calming improvements	September 2019 (Actual)	March 2023	2023	<u>TTC did not approve Category 12 funding, so Category 2 was used to cover cost overruns</u>	\$5,096,000	\$5,096,000	<u>\$5,096,000</u> \$4,900,000	<u>\$5,096,000</u>	<u>\$0</u> \$196,000	<u>\$0</u>	65.49
Total Proposed Funding - Hunt County														\$197,970,160	
Total Category 2 and 12 Funding										\$197,970,160	\$51,570,160	\$51,570,160	\$146,400,000	\$146,400,000	
Total Amount Remaining for Programming										\$0	\$0	\$0	\$0	\$0	
Total Allocation/Authorizations										\$197,970,160					

Amounts only include Cat 2/4/12 funding
Red text and strikethroughs indicate changes since July 2021 RTC meeting
Carryover funds from previous years are not accounted for in totals

10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Let or Completed Projects
FY 2017 - FY 2021

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Approved Funding (Cat. 2, 4, 12)	FY 2017 - FY 2021								MPO Project Score
											Cat 2 RTC Approved	Cat 2 TTC Approved	Cat 4 RTC Approved	Cat 4 TTC Approved	Cat 12 Clear Lanes RTC Approved	Cat 12 Clear Lanes TTC Approved	Cat 12 Strategic Priority RTC Approved	Cat 12 Strategic Priority TTC Approved	
Collin County Projects																			
54005	2351-01-017	FM 2478	FM 1461 to US 380	Widen 2 lane rural highway to 4 lane divided; Realign intersection at FM 1461; 6 lane ultimate	September 2017 (Actual)	September 2020 (Actual)	2021	Project also has \$97,983 of local funding; Project low bid: \$24,834,021	\$34,891,277	\$34,793,244	\$34,793,244	\$34,793,244							89.25
54005.1	2351-02-014	FM 2478	FM 1461 to North of FM 1461	Widen 2 lane rural highway to 4 lane divided; 6 lane ultimate; Realign intersection of FM 1461	September 2017 (Actual)	September 2020 (Actual)	2021	Project split out from TIP 54005/CSJ 2351-01-017; Project low bid: \$3,219,051	\$3,985,550	\$3,985,550	\$3,985,550	\$3,985,550							89.82
20083	2679-02-008	FM 2514	FM 2551 to West of FM 1378	Widen 2 lane rural to 4 lane (Ultimate 6 lane) urban roadway including new pedestrian improvements and left/right turn lanes	May 2014 (Actual)	May 2018 (Actual)	2018	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Remainder of construction funded with-\$3,415,689 RTR and \$1,202,000 CMAQ; \$16,867,792 low bid	\$16,867,792	\$13,600,000	\$13,600,000	\$13,600,000							N/A
35004	0816-04-101	FM 455	US 75 to CR 286	Reconstruct and widen 2 lane rural to 4 lane divided	November 2017 (Actual)	December 2015 (Actual)	2016	Funds are Proposition 1 - Category 4; Project completed in August 2020	\$2,746,785	\$2,746,785			\$2,746,785	\$2,746,785					81.78
13015	0549-03-024	SH 121	Collin County Outer Loop to North of FM 455	Reconstruct and widen from 2 lane to 4 lane rural divided; Construct 0 to 4 lane discontinuous access road and FM 455 interchange	January 2018 (Actual)	October 2020 (Actual)	2021	Project low bid: \$38,917,859	\$54,174,694	\$54,174,694			\$54,174,694	\$54,174,694					84.75
13025	0047-14-084	US 75	North of FM 455 to CR 370	Construct interchange	June 2012 (Actual)	June 2018 (Actual)	2018	Low bid amount of \$19,863,387; Project completed in April 2020	\$19,863,387	\$19,863,387	\$19,863,387	\$19,863,387							N/A
Total Approved Funding - Collin County											\$129,163,660								
Dallas County Projects																			
52527	1068-04-119	IH 30	SH 161 to NW 7th Street	Construct 0 to 4 lane frontage roads	December 2016 (Actual)	June 2018 (Actual)	2018	Low bid amount of \$24,549,664; Category 1 funds to be used for change orders	\$24,549,664	\$24,549,664			\$24,549,664	\$24,549,664					N/A
54033	1068-04-149	IH 30	NW 7th Street to Belt Line Road	Construct 0 to 2/3 lane westbound frontage road and ramp modifications	December 2016 (Actual)	June 2018 (Actual)	2018	Low bid amount of \$13,291,213; Category 11 funds used to fund the remainder of the project	\$13,291,213	\$11,000,000			\$11,000,000	\$11,000,000					N/A
55169	0009-11-241	IH 30	Bass Pro Drive to Dalrock Road	Construct 0 to 6 lane frontage roads, Bayside bridge, and ramp modifications; Reconstruct Dalrock interchange	September 2018 (Actual)	March 2021 (Actual)	2021	Project was awarded Category 4 funds via the 2019 UTP; Project also has \$15,000,000 of Category 1 funding for potential cost overruns; Project low bid: \$120,678,632	\$120,574,879	\$120,574,879			\$120,574,879	\$120,574,879					86.81
55179	0009-11-238	IH 30	Bass Pro Drive in Garland to Dalrock Road	Widen to add shoulder	March 2019 (Actual)	March 2021 (Actual)	2021	Project was awarded Category 12 Clear Lanes funding via the 2020 UTP; Project also has \$3,500,000 of Category 1 funding for potential cost overruns; Project low bid: \$13,601,005	\$30,182,264	\$30,182,264	\$7,827,157	\$7,827,157		\$22,355,107	\$22,355,107				85.20
13012.2	0196-03-274	IH 35E	IH 635 to Denton County Line	Reconstruct and widen 6 to 8 general purpose lanes and reconstruct existing 2/8 discontinuous frontage roads to 2/8 discontinuous frontage roads	March 2013 (Actual)	August 2021 (Actual)	2021	Design-build project; Project was awarded \$229,655,586 of Category 12 Clear Lanes funding and \$182,098,750 of Design-Build funds by the TTC	\$614,317,018	\$432,218,268	\$202,562,682	\$202,562,682		\$229,655,586	\$229,655,586				77.05
13012.3	0196-03-282	IH 35E	IH 635 to Denton County Line	Reconstruct existing 2 managed lanes to 2 managed lanes	March 2013 (Actual)	August 2021 (Actual)	2021	Project split out from TIP 13012.2/CSJ 0196-03-274; Category 2 funds are offset by a reduction in funding on TIP 13012.2/CSJ 0196-03-274; Project was awarded \$14,470,000 of Design-Build funds for the remainder of the project	\$93,951,732	\$79,481,732	\$79,481,732	\$79,481,732							77.05
55067	0092-14-088	IH 45	Lenway St. to Good Latimer	Reconstruct IH 45 and SM Wright Interchange (Phase 2B)	April 2017 (Actual)	December 2019 (Actual)	2020	Project low bid: \$30,136,042	\$30,136,042	\$30,136,042	\$30,136,042	\$30,136,042							93.22
55249	0092-02-130	IH 45	At SL 9	Reconstruct existing 2 to 2 lane southbound frontage road and ramp modifications	November 2017 (Actual)	July August 2021 (Actual)	2021	Project added to the 10-Year Plan via 2020 UTP; Funding offset by reduction in funding on TIP 55094/CSJ 0442-02-159; Project also has \$395,464 of Category 1 funding; Project low bid: \$4,228,798	\$3,833,334 \$3,667,581	\$3,833,334 \$3,667,581			\$3,667,581	\$3,667,581					83.30
54111	2374-01-171	IH 635	At Skillman/Audelia	Interchange improvements	June 2015 (Actual)	August 2019 (Actual)	2019	Project has Category 12 funds from the MPO Revolver Swap; \$7,202,000 of Design-Build funding to offset reduction in Category 2 funding	\$57,972,000	\$50,770,000	\$46,393,000	\$46,393,000				\$4,377,000	\$4,377,000		93.14
55060.1	2374-01-137	IH 635 (E)	Miller Road to West of the KCS RR (West of SH 78)	Widen 8 to 10 general purpose lanes and reconstruct 4/6 lane discontinuous to 4/6 lane continuous frontage roads	April 2017 (Actual)	August 2019 (Actual)	2019	Project also has \$63,193,281 of Design-build funding	\$246,941,214	\$183,747,933	\$30,500,000	\$30,500,000	\$132,848,147	\$132,848,147	\$20,399,786	\$20,399,786			90.44

**10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Let or Completed Projects
FY 2017 - FY 2021**

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Approved Funding (Cat. 2, 4, 12)	FY 2017 - FY 2021								MPO Project Score	
											Cat 2 RTC Approved	Cat 2 TTC Approved	Cat 4 RTC Approved	Cat 4 TTC Approved	Cat 12 Clear Lanes RTC Approved	Cat 12 Clear Lanes TTC Approved	Cat 12 Strategic Priority RTC Approved	Cat 12 Strategic Priority TTC Approved		
55060.2	2374-01-191	IH 635 (E)	Miller Road to West of the KCS RR (West of SH 78)	Reconstruct existing 2 HOV/express to 2 HOV/express lanes	April 2017 (Actual)	August 2019 (Actual)	2019	Project split out from TIP 55060.1/CSJ 2374-01-137; Project also has \$6,513,375 of Design-build funding	\$49,935,875	\$43,422,500	\$43,422,500	\$43,422,500							83.25	
55075.1	2374-02-053	IH 635 (E)	West of the KCS RR (West of SH 78) to IH 30	Widen 8 to 10 general purpose lanes and reconstruct 4/6 lane discontinuous to 4/8 lane continuous frontage roads	April 2017 (Actual)	August 2019 (Actual)	2019	Construction also funded with \$25,000,000 CMAQ, \$92,752,017 STBG, and \$7,014,863 Category 11; Project also has \$122,653,801 of Design-Build funding	\$408,845,681	\$161,425,000	\$8,430,000	\$8,430,000	\$42,151,853	\$42,151,853	\$110,843,147	\$110,843,147			87.35	
55075.2	2374-02-152	IH 635 (E)	West of the KCS RR (West of SH 78) to IH 30	Reconstruct existing 2 HOV/express to 2 HOV/express lanes	April 2017 (Actual)	August 2019 (Actual)	2019	Construction also funded with \$7,142,858 STBG; Project split out from TIP 55075.1/CSJ 2374-02-053; Project also has \$26,139,846 of Design-build funding	\$200,405,486	\$167,122,782	\$167,122,782	\$167,122,782							81.07	
55075.3	2374-02-153	IH 635 (E)	At IH 30	Reconstruct interchange	April 2017 (Actual)	August 2019 (Actual)	2019	Construction also funded with \$25,000,000 STBG; Project split out from TIP 55075.1/CSJ 2374-02-053; Project also has \$83,400,711 of Design-build funding	\$303,694,615	\$195,293,904	\$195,293,904	\$195,293,904							85.92	
55165.1	2374-01-183	IH 635 (E)	East of US 75 to Miller Road	Widen 8 to 10 general purpose lanes and reconstruct existing 4/8 lane discontinuous to 4/6 lane continuous frontage roads	April 2017 (Actual)	August 2019 (Actual)	2019	Project also has \$125,710,231 of Design-build funds	\$432,206,098	\$306,495,867					\$306,495,867	\$306,495,867			90.08	
55165.2	2374-01-190	IH 635 (E)	East of US 75 to Miller Road	Reconstruct existing 2 to 2 managed lanes	April 2017 (Actual)	August 2019 (Actual)	2019	Project split out from TIP 55165.1/CSJ 2374-01-183; Project also has \$8,509,875 of Design-build funding	\$65,242,375	\$56,732,500	\$56,732,500	\$56,732,500							82.89	
54069	2964-01-048	SH 161	South of SH 183 to North of Belt Line Road	Widen and reconstruct 4 (6 lanes during peak period) to 8 general purpose lanes	January 2018 (Actual)	June 2018 (Actual)	2018	Project let in June 2018 for \$20,927,948; Category 1 funds to be used for any change orders	\$20,927,948	\$20,927,948			\$20,927,948	\$20,927,948					N/A	
55065	0092-01-059	SH 310/ SM Wright Interchange	Pennsylvania Avenue to North of AI Lipscomb Way	Reconstruct IH 45 and SM Wright Interchange (Phase 2B)	April 2017 (Actual)	December 2019 (Actual)	2020	Related to TIP 55067/CSJ 0092-14-088 and TIP 20062/CSJ 0092-01-052; Project low bid: \$11,916,518	\$11,916,518	\$11,916,518	\$11,916,518	\$11,916,518							96.67	
35000	0430-01-057	SH 352	North of Kearney Street to US 80 EB Frontage Road	Reconstruct 4 lane undivided rural to 4 lane divided urban roadway with intersection and sidewalk improvements	December 2016 (Actual)	March 2020 (Actual)	2020	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Remainder of construction funded with \$701,700 CMAQ and \$400,000 \$1,070,725 Category 11; Category 12 funds are part of MPO Revolver Swap; Category 11 funding to cover cost overruns; Project low bid: \$11,599,215	\$11,687,425	\$9,915,000	\$7,900,000	\$7,900,000					\$2,015,000	\$2,015,000	85.16	
13032	0009-02-067	SH 78	At Gaston Ave	Reconfigure intersection with sidewalk improvements	December 2018 (Actual)	May 2021 (Actual)	2021	August 2017 RTC Proposition 1 Adjustment; Remainder of project funded with \$4,500,000 of CMAQ funds; Project low bid: \$6,336,367	\$5,500,000	\$1,000,000	\$1,000,000	\$1,000,000							84.62	
11527	0581-02-124	SL 12	At SH 183	Reconstruct interchange (Phase 2)	April 2014 (Actual)	May 2020 (Actual)	2020	Project was awarded Category 12 Clear Lanes funding via the 2019 UTP; Project also has \$2,000,000 of Category 1 funding for potential cost overruns; Project low bid: \$194,356,319	\$194,356,319 \$210,000,000	\$210,000,000				\$210,000,000	\$210,000,000				83.94	
54119.1	2964-10-008	SL 9	IH 35E to Dallas/Ellis County Line	Construct 0 to 2 lane frontage roads (ultimate 6) including turn lanes	November 2017 (Actual)	July August 2021 (Actual)	2021	Project split out from TIP 54119/CSJ 2964-10-005; Project also has \$432,000 of CMAQ funding, \$3,788,000 of RTR funding, and \$3,589,488 of STBG funding; Category 2 funding removed and replaced with STBG funding as part of a funding swap to reduce the region's STBG carryover balance; Project low bid: \$24,307,399	\$24,307,399 \$43,045,357	\$0	\$0	\$0							79.83	
54119.2	2964-10-009	SL 9	Ellis/Dallas County Line to IH 45	Construct 0 to 2 lane frontage roads (ultimate 6) including turn lanes	November 2017 (Actual)	July August 2021 (Actual)	2021	Project split out from TIP 54119/CSJ 2964-10-005; Project also has \$408,000 of CMAQ funding and \$13,722,970 of STBG funding; Category 2 funding removed and replaced with STBG funding as part of a funding swap to reduce the region's STBG carryover balance; Project low bid: \$54,463,351	\$54,463,351 \$67,236,678	\$0	\$0	\$0							77.62	
53003	0094-03-060	SS 482	At SH 114 and SH 183	Reconstruct interchange (Phase 2)	April 2014 (Actual)	May 2020 (Actual)	2020	Project was awarded Category 12 Clear Lanes funding via the 2019 UTP; Project low bid: \$91,202,288	\$91,202,288 \$210,000,000	\$210,000,000				\$210,000,000	\$210,000,000				83.89	
55120	0197-02-124	US 175	East of East Malloy Bridge Rd. to Kaufman County Line	Ramp modifications, mill and inlay existing frontage roads	July 2020 (Actual)	October 2020 (Actual)	2021	Project low bid: \$907,339	\$2,163,200	\$2,163,200	\$2,163,200	\$2,163,200							79.24	
Total Approved Funding - Dallas County																			\$2,362,743,582	

**10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Let or Completed Projects
FY 2017 - FY 2021**

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Approved Funding (Cat. 2, 4, 12)	FY 2017 - FY 2021						MPO Project Score		
											Cat 2 RTC Approved	Cat 2 TTC Approved	Cat 4 RTC Approved	Cat 4 TTC Approved	Cat 12 Clear Lanes RTC Approved	Cat 12 Clear Lanes TTC Approved		Cat 12 Strategic Priority RTC Approved	Cat 12 Strategic Priority TTC Approved
Denton County Projects																			
55177	0353-09-002	SH 114	West of US 377 to East of US 377	Construct 0 to 6 lane grade separation over US 377	November 2018 (Actual)	June 2021 (Actual)	2021	Project low bid: \$32,367,838	\$52,218,506	\$52,218,506	\$26,109,253	\$26,109,253	\$26,109,253	\$26,109,253					100.00
51060	0353-02-053	BS 114K	At UP RR Underpass in Roanoke DOT No 795 342V	Replace railroad underpass and improve BS 114-K drainage	August 2015 (Actual)	November 2019 (Actual)	2020	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project also has \$3,000,000 of bridge funds and \$552,921 of CMAQ; Project low bid: \$11,088,528	\$11,052,921 \$10,123,776	\$7,500,000	\$7,500,000	\$7,500,000						89.06	
20118	0081-04-025	US 377	IH 35E to South of FM 1830	Widen 2 lane to 6 lane urban divided section with sidewalk improvements	January 2018 (Actual)	July 2018 (Actual)	2018	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project also has \$9,237,129 2MP1, \$12,465,854 4P1, & \$2,901,189 CMAQ; Project low bid: \$18,441,508	\$25,702,983 \$24,604,172	\$1,098,811	\$1,098,811	\$1,098,811						N/A	
20120	0081-03-048	US 377	Henrietta Creek Rd. to North of BS 114K	Reconstruct and widen 2/4 to 4 lane divided urban	August 2015 (Actual)	November 2019 (Actual)	2020	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project also has \$2,847,689 of Category 1 & \$1,922,275 of CMAQ; Project low bid: \$18,803,011	\$18,214,077	\$13,444,113	\$13,444,113	\$13,444,113						93.81	
20215	0081-04-035	US 377	At UP RR Overpass (0.4 miles South of IH 35E)	Replace with 6 lane overpass (2 to 6 Lanes)	January 2018 (Actual)	July 2018 (Actual)	2018	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project also has \$2,269,248 2MP1, \$4,019,642 of 4P1, and \$2,418,313 \$4,690,906 of Category 1 funds; Project low bid: \$10,207,204	\$12,479,796 \$7,788,890	\$1,500,000	\$1,500,000	\$1,500,000						N/A	
55104	0135-10-057	US 377/380	SL 288 to US 377/US 380 Intersection	Add raised median with left turn lanes, add right turn lanes and re-stripe for shared use	June 2018 (Actual)	June 2020 (Actual)	2020	Also has \$95,000 local and \$665,000 CMAQ; Local funding is the money required to pay for additional bicycle/ pedestrian scope items that TxDOT will not fund; Project low bid: \$20,616,737	\$18,599,014	\$17,839,014	\$17,839,014	\$17,839,014						91.90	
20096	0135-10-050	US 380	US 377 to West of CR 26 (Collin County Line)	Widen 4 to 6 lanes divided urban with new grade separations at FM 423, FM 720, Navo Rd., Teel Pkwy, and Legacy Drive with sidewalk improvements	June 2018 (Actual)	July 2021 (Actual) February 2022	2021 2022	Construction also funded with \$56,200,000 CMAQ and \$22,277,120 STBG; Project low bid: \$132,896,797	\$140,844,543	\$62,367,423	\$62,367,423	\$62,367,423						87.93	
Total Approved Funding - Denton County																		\$155,967,867	
Ellis County Projects																			
11751	1051-01-037	FM 664	(On Ovilla Road) from Westmoreland Road to IH 35E	Widen 2 lanes to 6 lanes urban divided including intersection improvements along Ovilla Road/FM 664 with sidewalk improvements	June 2015 (Actual)	May 2018 (Actual)	2018	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project also has \$3,433,608 CMAQ & \$15,713,331 \$15,173,331 STBG; Low bid in 5/2018 was \$28,247,127, leaving funds in for change orders	\$35,706,939 \$30,000,000	\$17,100,000	\$17,100,000	\$17,100,000						N/A	
54119.3	2964-12-001	SL 9	From IH 35E to Dallas County Line	Construct 0 to 2 lane frontage roads (ultimate 6) including turn lanes	November 2017 (Actual)	July August 2021 (Actual)	2021	Breakout of SL 9 project originally listed in Dallas County (TIP 54119/CSJ 2964-10-005); Project also has \$734,000 of CMAQ funding and \$1,500,000 of Category 1 funding; Category 2 funding removed and replaced with STBG funding as part of a funding swap to reduce the region's STBG carryover balance; Project low bid: \$4,690,541	\$4,690,541 \$11,004,170	\$0	\$0	\$0						83.87	
54119.4	2964-12-002	SL 9	Dallas/Ellis County Line to Ellis/Dallas County Line	Construct 0 to 2 lane frontage roads (ultimate 6) including turn lanes	November 2017 (Actual)	July August 2021 (Actual)	2021	Breakout of SL 9 project originally listed in Dallas County (TIP 54119/CSJ 2964-10-005); Project also has \$96,000 of CMAQ funding and \$1,500,000 of Category 1 funding; Category 2 funding removed and replaced with STBG funding as part of a funding swap to reduce the region's STBG carryover balance; Project low bid: \$5,034,801	\$5,034,801 \$11,893,729	\$0	\$0	\$0						77.58	
35001	0172-05-115	US 287	At Walnut Grove Road	Construct interchange	April 2017 (Actual)	April 2019 (Actual)	2019	Project also has \$976,621 of Category 11 funding; Project low bid: \$27,616,577	\$27,676,261	\$26,700,000		\$26,700,000	\$26,700,000					86.84	
Total Approved Funding - Ellis County																		\$43,800,000	

**10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Let or Completed Projects
FY 2017 - FY 2021**

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Approved Funding (Cat. 2, 4, 12)	FY 2017 - FY 2021						MPO Project Score	
											Cat 2 RTC Approved	Cat 2 TTC Approved	Cat 4 RTC Approved	Cat 4 TTC Approved	Cat 12 Clear Lanes RTC Approved	Cat 12 Clear Lanes TTC Approved		Cat 12 Strategic Priority RTC Approved
Kaufman County Projects																		
51460	0197-03-054	US 175	FM 148 to CR 4106 in Crandall	Construct new 2 lane frontage roads; Convert existing frontage road from 2 lane, 2-way to 2 lane, 1-way frontage road and ramp modifications	February 2019 (Actual)	October 2020 (Actual)	2021	Project low bid: \$12,972,961	\$12,925,618	\$12,925,618	\$12,925,618	\$12,925,618					79.23	
55134	0197-03-074	US 175	Dallas County Line to West of FM 1389	Ramp modifications, mill and inlay existing frontage roads	July 2020 (Actual)	October 2020 (Actual)	2021	Project also has \$1,000,000 of Category 1 funding for potential cost overruns; Project low bid: \$1,238,789	\$3,163,200	\$2,163,200	\$2,163,200	\$2,163,200					78.16	
Total Approved Funding - Kaufman County																\$15,088,818		
Rockwall County Projects																		
83222	1015-01-023	FM 3549	IH 30 to North of SH 66	Widen from 2 lane rural to 4 lane urban divided section with sidewalk improvements	March 2016 (Actual)	May 2018 (Actual)	2018	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project let 5/18 4/18 ; Project also has \$859,000 of CMAQ & \$733,798 Category 11; Project low bid: \$9,250,063 ; Project was completed in August 2021	\$9,917,861	\$8,325,063	\$8,325,063	\$8,325,063					N/A	
55222	0009-12-221	IH 30	Dalrock Road (Rockwall County Line) to East of Dalrock Road	Transition from Dalrock Interchange including reconstruction of existing 4 to 4 lane frontage roads and ramps	September 2018 (Actual)	March 2021 (Actual)	2021	Project split out from TIP 55169/CSJ 0009-11-241; Project was awarded Category 4 funds via the 2019 UTP; Project also has \$1,000,000 of Category 1 funding for potential cost overruns; Project low bid: \$8,124,858	\$8,000,000	\$7,000,000		\$7,000,000	\$7,000,000				96.33	
2998	1290-02-017	SH 276	SH 205 to FM 549	Reconstruct and widen 2 lane rural to 4 lane divided urban (Ultimate 6)	February 2016 (Actual)	April 2018 (Actual)	2018	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project let 4/18; Project also has \$1,658,000 of CMAQ and \$699,442 of Category 1; Project low bid: \$16,957,442	\$17,257,442	\$14,900,000	\$14,900,000	\$14,900,000					N/A	
55096	1290-03-027	SH 276	FM 549 to East of FM 549	Reconstruct and widen 2 lane rural to 4 lane divided urban (Ultimate 6)	February 2016 (Actual)	April 2018 (Actual)	2018	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Category 1 funds will be used to cover overruns; Project low bid: \$719,165	\$719,165	\$719,165	\$719,165	\$719,165					N/A	
Total Approved Funding - Rockwall County																\$30,944,228		
Total Category 2, 4, and 12 Funding										\$2,737,708,155	\$1,149,115,858	\$1,149,115,858	\$472,450,804	\$472,450,804	\$1,109,749,493	\$1,109,749,493	\$6,392,000	\$6,392,000

Project Lettings			
	Category 2	Category 4	Category 12
2016	\$0	\$2,746,785	\$0
2018	\$77,106,426	\$56,477,612	\$0
2019	\$547,894,686	\$201,700,000	\$442,115,800
2020	\$88,735,687	\$0	\$422,015,000
2021	\$435,379,059	\$211,526,407	\$252,010,693
Total	\$1,149,115,858	\$472,450,804	\$1,116,141,493

**10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District) - Let or Completed Projects
FY 2017 - FY 2021**

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Approved Funding (Cat. 2, 4, 12)	FY 2017 - FY 2021								MPO Project Score
											Cat 2 FTW RTC Approved	Cat 2 FTW TTC Approved	Cat 4 FTW RTC Approved	Cat 4 FTW TTC Approved	Cat 12 Clear Lanes FTW RTC Approved	Cat 12 Clear Lanes FTW TTC Approved	Cat 12 Strategic Priority FTW RTC Approved	Cat 12 Strategic Priority FTW TTC Approved	
Denton County Projects																			
54068	3559-01-004	SH 170	Denton County Line to SH 114 Interchange	Restripe 2 to 4 mainlanes and ramp modifications	May 2020 (Actual)	June 2020 (Actual)	2020	Project is a breakout of TIP 54088/CSJ 3559-02-007; Implemented by TxDOT Fort Worth District	\$1,000,000	\$1,000,000							\$1,000,000	\$1,000,000	63.12
Total Approved Funding - Denton County																		\$1,000,000	
Hood County Projects																			
54114	0080-11-001	US 377	Johnson/Hood County Line to South of SH 171	Construct 0 to 4 lane divided roadway with interchange at US 377 and BU 377; Grade separation at FWWR and SH 171	September 2017 (Actual)	August 2018 (Actual)	2018	Category 2 funds for this project have been swapped for Category 7 due to increased cash flow capacity at the federal level; Project also has \$11,800,000 in local funding from Hood County; <u>Project low bid: \$46,969,449</u>	\$41,000,000	\$0	\$0	\$0							N/A
Total Approved Funding - Hood County																		\$0	
Johnson County Projects																			
13060	0172-10-013	US 287	Tarrant County Line to Lone Star Road/FM 157	Construct freeway auxiliary lanes, new 0 to 2 lane frontage roads, ramps, Texas U-turn at Lone Star Bridge and widen from 2 to 3 lanes, Lone Star Road widen 2 to 3 lanes, shared use path, intersection improvements at US 287 and Lone Star Road/FM 157, retaining wall, drainage structure, sidewalks and signals	August 2021 (Actual)	August 2021 (Actual)	2021	Project added to the 10-Year Plan via 2020 UTP; Staff proposed to remove Category 2 funding and replace with STBG funding to help reduce regional carryover balance; <u>Project low bid: \$17,554,206</u>	\$22,800,000	\$0	\$0	\$0							78.96
54125	0080-12-001	US 377	North of SH 171 to Johnson/Hood County Line	Construct 0 to 4 lane divided roadway with an interchange at US 377 and BU 377	September 2017 (Actual)	August 2018 (Actual)	2018	Project split out from TIP 54114/CSJ 0080-11-001 in Hood County; Project also has \$10,750,000 of Category 12 (425) funds; <u>Project low bid: \$13,744,381</u>	\$14,700,000	\$3,950,000	\$3,950,000	\$3,950,000							N/A
Total Approved Funding - Johnson County																		\$3,950,000	
Parker County Projects																			
14012	0313-02-057	FM 51	North of Cottondale Road to Texas Drive	Widen 2 lane roadway to 3 lanes urban; intersection improvements including turn lanes and new signal improvements	March 2019 (Actual)	May 2019 (Actual)	2019	Flooding issue; Project also has \$3,650,000 of Category 5 and \$900,000 of Category 7 funds; <u>Project low bid: \$21,057,907; Cost overruns being covered with Category 1 funds</u>	\$21,800,000 \$16,550,000	\$12,000,000	\$12,000,000	\$12,000,000							85.32
14012.1	0171-03-070	SH 199	North of Ash Street to North of Old Springtown Road	Reconstruct roadway and intersection improvements	March 2019 (Actual)	May 2019 (Actual)	2019	Project split out from TIP 14012/CSJ 0313-02-057; Grouped project; Fully funded with Category 1 funds, so remove Category 2 funds; <u>Project low bid: \$2,303,163</u>	\$0	\$0	\$0								76.15
Total Approved Funding - Parker County																		\$12,000,000	

Amounts only include Category 2/4/12 funding.
Red text and strikethroughs indicate changes since July 2021 RTC meeting

**10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District) - Let or Completed Projects
FY 2017 - FY 2021**

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Approved Funding (Cat. 2, 4, 12)	FY 2017 - FY 2021								MPO Project Score
											Cat 2 FTW RTC Approved	Cat 2 FTW TTC Approved	Cat 4 FTW RTC Approved	Cat 4 FTW TTC Approved	Cat 12 Clear Lanes FTW RTC Approved	Cat 12 Clear Lanes FTW TTC Approved	Cat 12 Strategic Priority FTW RTC Approved	Cat 12 Strategic Priority FTW TTC Approved	
Tarrant County Projects																			
11244.1	0718-02-045	FM 156	US 81/287 to Watauga Rd. (McElroy)	Reconstruct and widen 2 lane to 4 lane divided	July 2018 (Actual)	August 2018 (Actual)	2018	Category 2 funds for this project were swapped for Category 7 due to increased cash flow capacity at the federal level; Project already had \$13,109,245 of Category 7 before this change; Low bid of \$48.6M; TxDOT wants to keep remainder for potential change orders	\$53,109,245 \$53,350,916	\$0	\$0	\$0							N/A
55182	0008-16-042	IH 20	Bryant Irvin Road to Winscott Road	Construct 1 auxiliary lane in each direction and ramp modification	April 2019 (Actual)	April 2020 (Actual)	2020	<u>Project low bid: \$20,961,182</u>	\$23,000,000	\$23,000,000			\$23,000,000	\$23,000,000					77.27
13006	0353-03-100	SH 114	FM 1938 to Dove Road	Construct 0 to 2 lane eastbound frontage road from FM 1938 to Solana/Kirkwood with the addition of auxiliary lanes & construct 0 to 2 lane westbound & 0 to 2 lane eastbound frontage roads from Solana/ Kirkwood to Dove with the addition of auxiliary lanes & ramp modifications	June 2020 (Actual)	July 2020 (Actual)	2020	Local contribution of \$3,000,000 by the City of Southlake; <u>Project low bid: \$31,413,964</u>	\$36,000,000	\$33,000,000	\$33,000,000	\$33,000,000							80.68
13007	0364-01-147	SH 121	Stars and Stripes Blvd to South of IH 635	Construct IH 635 and FM 2499 deferred connections	April 2009 (Actual)	March 2018 (Actual)	2018	Design-build; Project also has \$1,600,000 of Category 1 funding; <u>Project completed in August 2021</u>	\$371,600,000	\$370,000,000				\$370,000,000	\$370,000,000				N/A
13049	0364-01-148	SH 121	Glade Road to SH 183	Interim operational bottleneck improvement, ITS, and illumination	August 2018 (Actual)	September 2018 (Actual)	2019	Also has \$1.6M of STBG funds & \$1.8M of Category 1 funds; Cat 2 funds replaced with \$25,000,000 of Cat 7 funds; <u>Project low bid: \$16,964,773; Project completed in December 2020</u>	\$28,400,000	\$0	\$0	\$0							N/A
54088	3559-02-007	SH 170	IH 35W to Denton County Line	Construct 0 to 4 mainlanes for the following segments only (IH 35W to Westport Parkway; Park Vista Blvd. to Independence Parkway; UPRR to Denton County Line)	May 2020 (Actual)	June 2020 (Actual)	2020	Project awarded \$154,000,000 of Category 12 Strategic Priority funding in the 2020 UTP; <u>Project low bid: \$98,999,997</u>	\$154,000,000	\$154,000,000						\$154,000,000	\$154,000,000	63.12	
55173	0171-05-097	SH 199	South end of Lake Worth Bridge to Azle Avenue	Construct 0 to 6 lane freeway, construct bridges over SH 199	April 2020 (Actual)	June 2020 (Actual)	2020	<u>Project low bid: \$5,929,113</u>	\$22,000,000	\$22,000,000			\$22,000,000	\$22,000,000					90.50
55176	0171-04-050	SH 199	North of FM 1886 to South end of Lake Worth Bridge	Reconstruct & widen 4 lane arterial to 6 lane freeway; Reconstruct & widen 4 lane to 4 lane frontage roads; Construct bridges over Lake Worth & traffic management system	April 2020 (Actual)	June 2020 (Actual)	2020	<u>Project low bid: \$97,837,881</u>	\$113,999,400	\$113,999,400	\$45,006,400	\$45,006,400	\$68,993,000	\$68,993,000					89.09
51346	2266-02-086	SH 360	North of E. Abram Street to IH 20 Interchange	Reconstruct and widen from 6 to 8 lanes	November 2017 (Actual)	February 2018 (Actual)	2018	<u>Project low bid: \$53,391,000; Project completed in April 2021</u>	\$62,000,000	\$62,000,000	\$62,000,000	\$62,000,000							N/A
13059	0172-09-037	US 287	Union Pacific Railroad to Johnson County Line	Construct freeway auxiliary lanes, construct 0/4 to 4 frontage road lanes, Texas U-turn, retaining walls, drainage structures, sidewalks, and signalization	August 2021 (Actual)	August 2021 (Actual)	2021	Project added to the 10-Year Plan via 2020 UTP; Staff proposed to remove Category 2 funding and replace with STBG funding to help reduce regional carryover balance; <u>Project low bid: \$12,193,894</u>	\$11,250,000	\$0	\$0	\$0							76.90
Total Category 2, 4, and 12 Funding										\$794,949,400	\$155,956,400	\$155,956,400	\$113,993,000	\$113,993,000	\$370,000,000	\$370,000,000	\$155,000,000	\$155,000,000	

Project Lettings			
	Category 2	Category 4	Category 12
2017	\$0	\$0	\$0
2018	\$65,950,000	\$0	\$370,000,000
2019	\$12,000,000	\$0	\$0
2020	\$78,006,400	\$113,993,000	\$155,000,000
2021	\$0	\$0	\$0
Total	\$155,956,400	\$113,993,000	\$525,000,000

Amounts only include Category 2/4/12 funding.
Red text and strikethroughs indicate changes since July 2021 RTC meeting

**10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Paris District) - Let or Completed Projects
FY 2017 - FY 2021**

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Approved Funding (Cat. 2, 4, 12)	FY 2017 - FY 2021				MPO Project Score	
											Cat 2 Hunt RTC Approved	Cat 2 Hunt TTC Approved	Cat 12 Hunt RTC Approved	Cat 12 Hunt TTC Approved		
Hunt County Projects																
55152	1290-07-001	SH 276	West of FM 36 to SH 34	Construct 4 lane facility on new location (Quinlan Bypass) with a continuous left turn lane	November 2018 (Actual)	October 2020 (Actual)	2021	<u>Project low bid: \$14,191,647</u>	\$16,400,000	\$16,400,000	\$16,400,000	\$16,400,000			80.86	
											Total Approved Funding - Hunt County			\$16,400,000		
										Total Category 2 and 12 Funding		\$16,400,000	\$16,400,000	\$16,400,000	\$0	\$0

Project Lettings		
	Category 2	Category 12
2017	\$0	\$0
2018	\$0	\$0
2019	\$0	\$0
2020	\$0	\$0
2021	\$16,400,000	\$0
Total	\$16,400,000	\$0

**Proposed Category 2/STBG Funding Exchanges
Projects with Category 2 Removed**

County	TIP Code	CSJ	Facility	Limits	Description	Originally Proposed Category 2 to be Exchanged	Cost Savings from Letting	Revised Category 2 Proposed for Removal	STBG Proposed to be Added
Eastern Subregion									
Dallas	54119.1	2964-10-008	SL 9	IH 35E to Dallas/Ellis County Line	Construct 0 to 2 lane frontage roads (ultimate 6) including turn lanes	\$35,235,869	\$18,737,958	-\$16,497,911	\$16,497,911
Dallas	54119.2	2964-10-009	SL 9	Ellis/Dallas County Line to IH 45	Construct 0 to 2 lane frontage roads (ultimate 6) including turn lanes	\$53,105,708	\$12,773,327	-\$40,332,381	\$40,332,381
Ellis	54119.3	2964-12-001	SL 9	From IH 35E to Dallas County Line	Construct 0 to 2 lane frontage roads (ultimate 6) including turn lanes	\$8,770,170	\$4,813,629	-\$3,956,541	\$3,956,541
Ellis	54119.4	2964-12-002	SL 9	Dallas/Ellis County Line to Ellis/Dallas County Line	Construct 0 to 2 lane frontage roads (ultimate 6) including turn lanes	\$10,297,729	\$5,358,928	-\$4,938,801	\$4,938,801
						\$107,409,476	\$41,683,842	-\$65,725,634	\$65,725,634
Western Subregion									
Johnson	13060	0172-10-013	US 287	Tarrant County Line to Lone Star Road/FM 157	Construct freeway auxiliary lanes, new 0 to 2 lane frontage roads, ramps, Texas U-turn at Lone Star Bridge and widen from 2 to 3 lanes, Lone Star Road widen 2 to 3 lanes, shared use path, intersection improvements at US 287 and Lone Star Road/FM 157, retaining wall, drainage structure, sidewalks and signals	\$22,800,000	\$0	-\$22,800,000	\$22,800,000
Tarrant	13059	0172-09-037	US 287	Union Pacific Railroad to Johnson County Line	Construct freeway auxiliary lanes, construct 0/4 to 4 frontage road lanes, Texas U-turn, retaining walls, drainage structures, sidewalks, and signalization	\$11,250,000	\$0	-\$11,250,000	\$11,250,000
						\$34,050,000	\$0	-\$34,050,000	\$34,050,000

**Proposed Category 2/STBG Funding Exchanges
Projects to Receive Category 2 Funds**

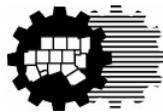
County	TIP Code	CSJ	Facility	Limits	Description	Currently Approved CMAQ/STBG Funding	CMAQ/STBG Funding Proposed for Removal	Proposed Category 2 Funding	Comments
Eastern Subregion Projects									
Kaufman	TBD	TBD	FM 429	From North of US 80 to approximately 1 mile south of US 80	Realign FM 429 with at-grade crossing in order to construct UPRR siding track nearby and to remove offset intersection of US 80 and FM 429	\$10,000,000	-\$10,000,000	\$10,000,000	
Denton	55235	0353-02-037	SH 114	From West of US 377 to East of IH 35W	Construct 0 to 6 main lanes, reconstruct and widen 4 to 4/6 lane frontage roads	\$30,000,000	-\$30,000,000	\$30,000,000	
Various	30001	N/A	IH 35E	TBD	Phase 2 Placeholder	\$36,300,000	-\$25,725,634	\$25,725,634	Current placeholder has CMAQ and STBG funds; Staff proposes that all STBG funds (\$23,200,000) and a portion of the CMAQ funds (\$2,525,634 of \$13,100,000) be converted to Category 2 funds
Total						\$76,300,000	-\$65,725,634	\$65,725,634	
Western Subregion Projects									
Tarrant	21022	0008-13-248	IH 820	at Trinity Railway Express Line from North of Trinity Blvd to South of SH 10	Reconstruct northbound 2 to 2 general purpose lanes and approaches	\$18,000,000	-\$18,000,000	\$18,000,000	
Parker	21093.1	0008-03-131	IH 20	From FM 1187 to US 180	Reconstruct from 6 to 6 general purpose lanes and reconstruct and widen 4 continuous to 4/6 lane continuous frontage roads	\$4,000,000	-\$3,411,564	\$3,411,564	The remainder of the funds will remain STBG as approved by the RTC as part of the COVID-19 Infrastructure Program (Round 4)
Tarrant	TBD	TBD	SH 360	From Trinity River to Post and Paddock	Construct 0 to 2 lane southbound frontage road, bridge over Riverside Parkway, and new sidewalks	\$12,638,436	-\$12,638,436	\$12,638,436	
Total						\$34,638,436	-\$34,050,000	\$34,050,000	

Trinity Railway Express Shuttle Funding for Continued Operations

REGIONAL TRANSPORTATION COUNCIL

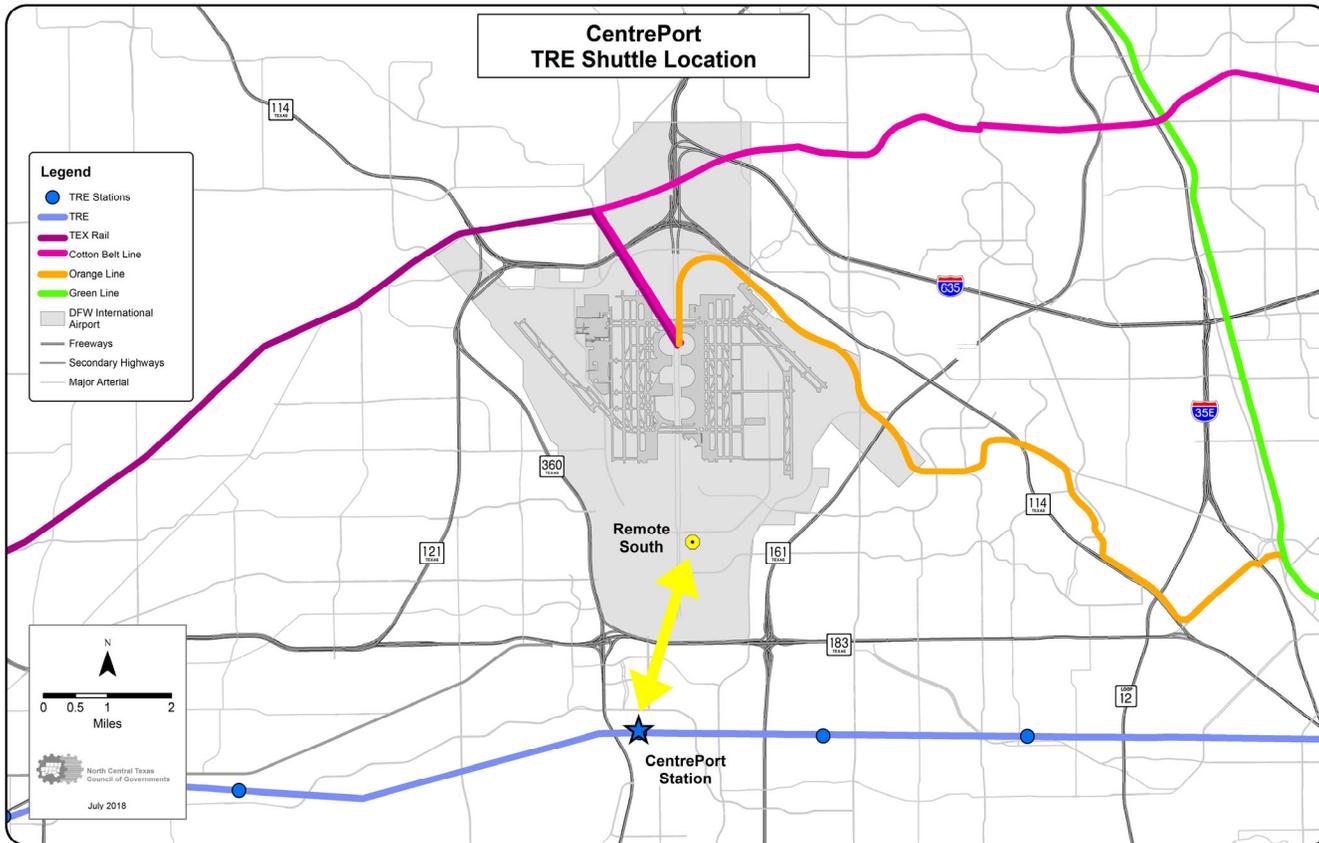
October 14, 2021

**Shannon Stevenson, Senior Program Manager
Transit Management and Planning**



North Central Texas
Council of Governments

TRE Shuttle Location



Project Background

- September 2009:** DFW Airport awarded transit funds to implement TRE shuttle service from Centreport Station to Remote South Parking Lot. Funding provided in 2012 and 2015 through Transit Calls for Projects
- March 2018:** DFW Airport notified NCTCOG of its intention to discontinue service once TEXrail service was fully operational
- April 2019:** Trinity Metro began operating service as the TRE Link: Route 31 and DFW Airport's funding was transferred to Trinity Metro
- Summer 2021:** Trinity Metro, DART, and DFW Airport reached out to NCTCOG seeking support for the continuation of this critical first/last mile service

Request from TRE Shuttle Partners

- What:** Final funding as Trinity Metro, DART, and DFW Airport finalize a sustainability plan over the next year for the TRE Shuttle Service. Future operational expenses are expected to be split between Trinity Metro, DART, and DFW Airport
- When:** October 1, 2021 – September 30, 2024
- Where:** Service between the TRE Centreport Station and DFW Airport
- How Much:** Total of \$910,000 in Regional Toll Revenue (RTR) Funds for Transit Projects and Surface Transportation Block Grant (STBG) Funds from previously approved COVID-19 Infrastructure Program #015: Transit Partnership Funding

Proposed Budget Matrix

	RTC		Trinity Metro, DART, and DFW Airport	
Service Period	RTR Funds ¹	STBG Funds ²	Local Match: 50% <i>(Split 3 ways)</i>	Annual Totals
Year 1 (FY2022)	\$290,000		\$290,000	\$580,000
Year 2 (FY2023)		\$300,000	\$300,000	\$600,000
Year 3 (FY2024)		\$320,000	\$320,000	\$640,000
TOTAL	\$290,000	\$620,000	\$910,000	\$1,820,000

¹ First year of proposed funding is available through existing Regional Toll Revenue funds previously approved for transit

² Subsequent funding would be available through previously approved COVID-19 Infrastructure Program #015: Transit Partnership Funding

Action Requested

RTC Approval:

To utilize existing Regional Toll Revenue funds previously approved for transit and previously approved COVID-19 Infrastructure Program #015: Transit Partnership Surface Transportation Block Grant (STBG) funds for a total not to exceed of \$910,000;

For Trinity Metro, DART, and DFW Airport to assume funding responsibility after FY2024 for shuttle service between the TRE Centreport Station and DFW Airport; and

To revise administrative documents as appropriate to incorporate this project.

For More Information

Shannon Stevenson

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FEDERAL UPDATE AND STATE CONSTITUTIONAL AMENDMENT BALLOT: PROPOSITION 2

REBEKAH GONGORA

REGIONAL TRANSPORTATION COUNCIL | 10.14.2021

FEDERAL UPDATE

The FAST Act

- Current Surface Transportation Authorization Bill
- Expired September 30, 2021
- Congress Passed a One-Month Extension
- Now Expires October 31, 2021

Bipartisan Infrastructure Bill

- \$1.2 Trillion Infrastructure Bill, Includes 5-Year Transportation Authorization
- Passed Senate in August
- Pending House Floor Vote, New Deadline is October 31

Reconciliation Bill

- \$3.5 Trillion Budget Reconciliation Bill, "Human Infrastructure"
- Some Want Monetary and Policy Concessions - Get to \$2 Trillion
- No Consensus Yet
- Deadline is Prior to Infrastructure Vote



CONSTITUTIONAL AMENDMENT ELECTION

Overview

- State Constitutional Amendment Election on November 2, 2021
- Legislature Passed HJR 99 (87R) to Authorize this Constitutional Amendment Vote
- HJR 99 on Ballot as Proposition 2

Proposition 2 Ballot Language

“The constitutional amendment authorizing a county to finance the development or redevelopment of transportation or infrastructure in unproductive, underdeveloped, or blighted areas in the county.”



PROPOSITION 2

Allows Counties to Engage in Tax Increment Financing Through Transportation Reinvestment Zones (TRZ) to Create Revenue for a Transportation Project

- A TRZ Captures the Increase in Tax Revenues Around a Transportation Project, Resulting from the Increase in Property Values
- Cities Already Have This Authority
- Does Not Raise Taxes or Fees
- Restricts Counties to Using a Maximum of 65% of Tax Increment to Secure County Issued Bonds for Transportation Improvements
- Cannot Be Used on Toll Roads



ACTION REQUESTED

Requesting Regional Transportation Council Members to Support Proposition 2:

- Advocate for Passage
- Be Vocal about Benefits of Proposition 2
- Encourage Support from Residents
- Instruct NCTCOG Staff to Communicate Benefits



CONTACT US



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**RESOLUTION SUPPORTING LOCALLY ENFORCED MOTOR VEHICLE
IDLING LIMITATIONS IN NORTH CENTRAL TEXAS
(R08-03)**

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

WHEREAS, the Regional Transportation Council, 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 a forum for cooperative decisions on transportation; and,

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

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

WHEREAS, Locally Enforced Idling Restriction is a Voluntary Mobile Source Emission Reduction Program commitment in the Dallas-Fort Worth Eight-Hour Ozone Attainment Demonstration State Implementation Plan (SIP); and,

WHEREAS, the Regional Transportation Council has no regulatory authority to enforce idling restrictions; and recognizes that local governments have such authority upon entering into a Memorandum of Agreement (MOA) with the Texas Commission on Environmental Quality (TCEQ).

NOW, THEREFORE, BE IT HEREBY RESOLVED THAT:

- Section 1.** The Regional Transportation Council endorses the TCEQ Idling Limitations Rule as published in the Texas Administrative Code, Chapter 114, Subchapter J, Operational Controls for Motor Vehicles, Division 2, Locally Enforced Motor Vehicle Idling Limitations.
- Section 2.** The Regional Transportation Council encourages local government adoption of the TCEQ Idling Limitations Rule by reference, and supports creation of a North Texas MOA to be entered into by local governments for the purpose of enforcement.
- Section 3.** The Regional Transportation Council commits to provide local governments assistance with development of applicable enforcement and education programs.
- Section 4.** The Regional Transportation Council may consider compliance with this resolution when considering future Regional Transportation Council funding action.

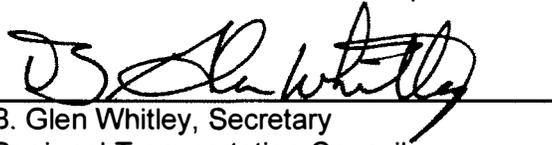
Section 5. This resolution will be transmitted to all local governments in the nine-county ozone nonattainment area.

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



Oscar Trevino, Chair
Regional Transportation Council
Mayor, City of North Richland Hills

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 May 8, 2008.



B. Glen Whitley, Secretary
Regional Transportation Council
County Judge, Tarrant County

<u>Title 30</u>	Environmental Quality
<u>Part 1</u>	Texas Commission on Environmental Quality
<u>Chapter 114</u>	Control of Air Pollution from Motor Vehicles
<u>Subchapter J</u>	Operational Controls for Motor Vehicles
<u>Division 2</u>	Locally Enforced Motor Vehicle Idling Limitations

<u>§114.510</u>	Definitions
<u>§114.511</u>	Applicability
<u>§114.512</u>	Control Requirements for Motor Vehicle Idling
<u>§114.517</u>	Exemptions

RULE §114.510 Definitions

Unless specifically defined in the Texas Health and Safety Code, Chapter 382 (also known as the Texas Clean Air Act) or in the rules of the commission, the terms used in this subchapter have the meanings commonly ascribed to them in the field of air pollution control. In addition to the terms which are defined by Texas Health and Safety Code, Chapter 382; §3.2 of this title (relating to Definitions); §101.1 of this title (relating to Definitions); and §114.1 of this title (relating to Definitions), the following words and terms, when used in this subchapter, have the following meanings, unless the context clearly indicates otherwise.

- (1) Idle--The operation of an engine in the operating mode where the engine is not engaged in gear, where the engine operates at a speed at the revolutions per minute specified by the engine or vehicle manufacturer for when the accelerator is fully released, and there is no load on the engine.
- (2) Local government--A city, county, municipality, or political subdivision of the state.
- (3) Motor vehicle--Any self-propelled device powered by an internal combustion engine and designed to operate with four or more wheels in contact with the ground, in or by which a person or property is or may be transported, and is required to be registered under Texas Transportation Code, §502.002, excluding vehicles registered under §502.006(c).
- (4) Primary propulsion engine--A gasoline or diesel-fueled internal combustion engine attached to a motor vehicle that provides the power to propel the motor vehicle into motion and maintain motion.

Source Note: The provisions of this §114.510 adopted to be effective December 9, 2004, 29 TexReg 11355

RULE §114.511 Applicability

The provisions of §114.512 and §114.517 of this title (relating to Control Requirements for Motor Vehicle Idling; and Exemptions) are applicable only within the jurisdiction of a local government that has signed a Memorandum of Agreement with the commission to delegate enforcement of the provisions of this division to that local government.

Source Note: The provisions of this §114.511 adopted to be effective December 9, 2004, 29 TexReg 11355

RULE §114.512 Control Requirements for Motor Vehicle Idling

No person shall cause, suffer, allow, or permit the primary propulsion engine of a motor vehicle to idle for more than five consecutive minutes when the motor vehicle, as defined in §114.510 of this title (relating to Definitions), is not in motion.

Source Note: The provisions of this §114.512 adopted to be effective December 9, 2004, 29 TexReg 11355; amended to be effective May 17, 2006, 31 TexReg 3900; amended to be effective February 21, 2008, 33 TexReg 1345; amended to be effective August 11, 2011, 36 TexReg 4972

RULE §114.517 Exemptions

The provisions of §114.512 of this title (relating to Control Requirements for Motor Vehicle Idling) do not apply to:

- (1) a motor vehicle that has a gross vehicle weight rating of 14,000 pounds or less;
- (2) a motor vehicle that has a gross vehicle weight rating greater than 14,000 pounds and that is equipped with a 2008 or subsequent model year heavy-duty diesel engine or liquefied or compressed natural gas engine that has been certified by the United States Environmental Protection Agency or another state environmental agency to emit no more than 30 grams of nitrogen oxides emissions per hour when idling;
- (3) the primary propulsion engine of a motor vehicle being used to provide air conditioning or heating necessary for employee health or safety in an armored vehicle while the employee remains inside the vehicle to guard the contents or while the vehicle is being loaded or unloaded;
- (4) a motor vehicle forced to remain motionless because of traffic conditions over which the operator has no control;
- (5) a motor vehicle being used by the United States military, national guard, or reserve forces, or as an emergency or law enforcement motor vehicle;
- (6) the primary propulsion engine of a motor vehicle providing a power source necessary for mechanical operation, other than propulsion, and/or passenger compartment heating, or air conditioning;
- (7) the primary propulsion engine of a motor vehicle being operated for maintenance or diagnostic purposes;
- (8) the primary propulsion engine of a motor vehicle being operated solely to defrost a windshield;
- (9) the primary propulsion engine of a motor vehicle that is being used to supply heat or air conditioning necessary for passenger comfort and safety in vehicles intended for commercial

or public passenger transportation, or passenger transit operations, in which case idling up to a maximum of 30 minutes is allowed;

- (10) the primary propulsion engine of a motor vehicle being used to provide air conditioning or heating necessary for employee health or safety while the employee is using the vehicle to perform an essential job function related to roadway construction or maintenance;
- (11) the primary propulsion engine of a motor vehicle being used as airport ground support equipment;
- (12) the owner of a motor vehicle rented or leased to a person that operates the vehicle and is not employed by the owner; or
- (13) a motor vehicle when idling is necessary to power a heater or air conditioner while a driver is using the vehicle's sleeper berth for a government-mandated rest period and is not within two miles of a facility offering external heating and air conditioning connections at a time when those connections are available.

Source Note: The provisions of this §114.517 adopted to be effective December 9, 2004, 29 TexReg 11355; amended to be effective May 17, 2006, 31 TexReg 3900; amended to be effective February 21, 2008, 33 TexReg 1345; amended to be effective August 11, 2011, 36 TexReg 4972; amended to be effective August 30, 2012, 37 TexReg 6619

**RESOLUTION SUPPORTING LOCALLY ENFORCED MOTOR VEHICLE IDLING
RESTRICTIONS IN NORTH CENTRAL TEXAS****(R21-06)**

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

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

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

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

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

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

NOW, THEREFORE, BE IT HEREBY RESOLVED THAT:

- Section 1.** The Regional Transportation Council endorses the implementation of a locally enforced motor vehicle idling restriction ordinance or resolution to aid in reducing mobile source emissions and as Weight-of-Evidence in the State Implementation Plan.
- Section 2.** The Regional Transportation Council encourages local government adoption of an idling restriction ordinance or resolution.
- Section 3.** The Regional Transportation Council commits to provide local governments assistance with development of applicable enforcement and education programs.
- Section 4.** The Regional Transportation Council may consider compliance with this resolution when considering future Regional Transportation Council funding action.
- Section 5.** This resolution will be transmitted to local governments in the ten

county ozone nonattainment area.

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

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

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

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



NCTCOG PRESENTATION

Locally Enforced Motor Vehicle Idling Restrictions

Regional Transportation Council

October 14, 2021

Chris Klaus, Senior Program Manager

Texas Commission on Environmental Quality

Locally Enforced Motor Vehicle Idling Limitations

Texas Administrative Code RULE §114.510 - 114.517

Description

Applicability

- GVW > 14,000 pounds
- April 1- October 31
- Only within jurisdictions having signed Memorandum of Agreement with the Texas Commission on Environmental Quality

Control Requirements

Main engine may not idle for more than five minutes when not in motion

No driver using vehicle's sleeper berth may idle in:

- A residential neighborhood
- A school zone
- Within 1,000 feet of a hospital
- Within 1,000 feet of a public school during hours
- Within 2-mile radius of an electrified truck stop

Exemptions

- Vehicle Type
- Operations
- Air-Conditioning and heating provisions

Penalty

Fine not to exceed \$500

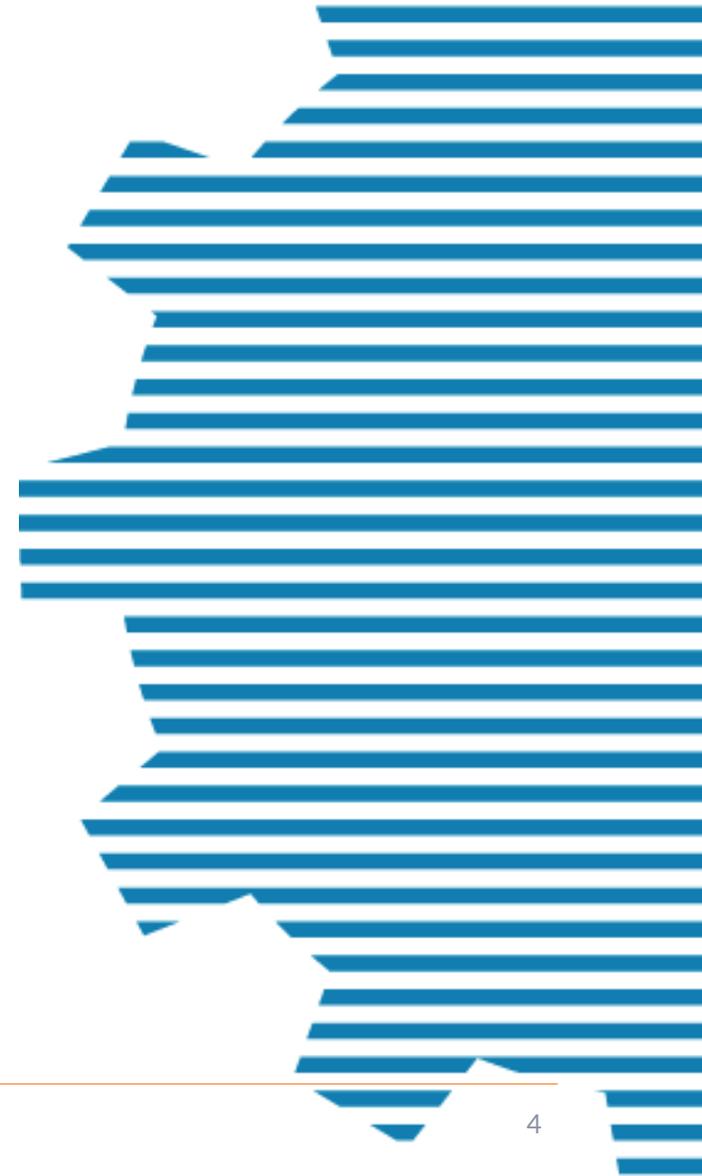
Regional Transportation Council Resolution

Current (2008)	Proposed (2021)
Identified Locally Enforced Motor Vehicle Idling Restrictions as a Voluntary Mobile Emission Reduction Program	Identified Locally Enforced Motor Vehicle Idling Restrictions as Weight of Evidence
Endorsed implementation of TCEQ Idling Limitations Rule	Endorse implementation of an idling restriction ordinance/resolution
Encourage local governments to adopt TCEQ Idling Limitations Rule	Encourage local governments to adopt any idling restriction as applicable to local government needs
Effective April 10, 2008	Effective October 14, 2021

Action Requested

RTC Approval of:

Revised RTC Resolution Supporting Locally
Enforced Motor Vehicle Idling Restrictions in
North Central Texas.



CONTACT US



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REGIONAL TRANSPORTATION COUNCIL MILESTONE POLICY ROUND 2
QUARTERLY STATUS UPDATE

TIP CODE	CSJ	PROJECT SPONSOR	CITY	LIMITS	PROJECT DESCRIPTION	TOTAL FUNDING	FUNDING CATEGORY	PRIOR EST. START DATE	NEW EST./ ACTUAL START DATE	FEBRUARY 2021 RECOMMENDATION	JULY 2021 COMMENTS	JULY 2021 RISK RATING	OCTOBER 2021 COMMENTS	OCTOBER 2021 RISK RATING
PROJECTS LOCAL AGENCIES COMMITTED TO IMPLEMENT IN FY 2021														
20240	0918-47-027	DALLAS	DALLAS	COLLECTIVE MIXED USE DEVELOPMENT	BICYCLE LANES, SIDEWALKS, PEDESTRIAN AND INTERSECTION IMPROVEMENTS BOUNDED BY FORT WORTH AVE, BAHAMA DR, IH 30, AND PLYMOUTH ROAD; AND CONNECTION TO COOMBS CREEK TRAIL ALONG PLYMOUTH RD	\$2,482,813	RTR	06/2021	12/2021 09/2024	CONFIRM FUNDING IN FY 2021	TRANSPORTATION DIRECTOR TO ENGAGE ON THIS PROJECT TO ENSURE TIMELY IMPLEMENTATION	MEDIUM RISK	PHASE 2 OF THE PROJECT DID NOT LET PRIOR TO THE ESTABLISHED DEADLINE FOR THE PROJECT; STAFF IS COORDINATING WITH THE CITY OF DALLAS REGARDING THE LATEST PROJECT STATUS AND DETERMINE NEXT STEPS	HIGH RISK
PROJECTS LOCAL AGENCIES COMMITTED TO IMPLEMENT IN FY 2022														
11237.2	0918-45-812	IRVING	IRVING	CONFLANS RD FROM SH 161 TO VALLEY VIEW LANE	CONSTRUCT 0 TO 4 LANE DIVIDED FACILITY WITH NEW SIDEWALKS AND SHARED USE PATH	\$24,529,721 \$13,057,834	STBG, LOCAL CONTRIBUTION	03/2022	06/2022 03/2022	CONFIRM EXISTING FUNDING IN FY 2022; CITY IS REQUESTING THAT THE RTC COVER THE FUNDING GAP; A FUNDING INCREASE WILL BE BROUGHT BACK TO THE RTC FOR CONSIDERATION IN THE NEXT TIP MODIFICATION CYCLE	CONDEMNATION PROCEEDINGS ARE UNDERWAY; TIP MODIFICATION REQUEST TO INCREASE FUNDING IS PENDING; TRANSPORTATION DIRECTOR TO ENGAGE ON THIS PROJECT TO ENSURE TIMELY IMPLEMENTATION	MEDIUM RISK	CONDEMNATION PROCEEDINGS CONTINUE; PROJECT IS NOW FULLY FUNDED; TRANSPORTATION DIRECTOR TO CONTINUE TO ENGAGE ON THIS PROJECT TO ENSURE TIMELY IMPLEMENTATION	MEDIUM RISK
11726.4	0918-47-168	DALLAS COUNTY	DALLAS	RIVERFRONT BLVD FROM CADIZ STREET TO UNION PACIFIC RAILROAD	RECONSTRUCT 6/8 LANE TO 6 LANE WITH BIKE/PEDESTRIAN IMPROVEMENTS AND INTERSECTION IMPROVEMENTS	\$49,400,000	RTR, LOCAL CONTRIBUTION	06/2022	08/2022	CONFIRM FUNDING IN FY 2022	AGREEMENT WITH AND ACQUIRING EASEMENT FROM UNION PACIFIC RAILROAD POSE POTENTIAL ISSUES; TRANSPORTATION DIRECTOR TO ENGAGE ON THIS PROJECT TO ENSURE TIMELY IMPLEMENTATION	MEDIUM RISK	AGREEMENT WITH AND ACQUIRING EASEMENT FROM UNION PACIFIC RAILROAD POSE POTENTIAL ISSUES; TRANSPORTATION DIRECTOR TO ENGAGE ON THIS PROJECT TO ENSURE TIMELY IMPLEMENTATION	MEDIUM RISK
83129.1	0000-18-030	FLOWER MOUND	FLOWER MOUND	DENTON CREEK BLVD AT GRAHAM BRANCH	BUILD NEW LOCATION 0 TO 4 LANE BRIDGE	\$7,000,000	LOCAL CONTRIBUTION	07/2022	03/2023 06/2022	CONFIRM FUNDING IN FY 2022		LOW RISK	NEW ESTIMATED LET DATE IS PAST THE ESTABLISHED DEADLINE FOR THE PROJECT; DEVELOPER TIMELINE HAS BEEN PUSHED BACK DUE TO IMPACTS OF COVID-19 PANDEMIC	MEDIUM RISK
20111	0918-46-239	LEWISVILLE	LEWISVILLE	CORPORATE DR FROM HOLFORD'S PRAIRIE RD TO FM 2281	CONSTRUCT FOUR LANE DIVIDED ROADWAY; SEGMENT 5	\$6,843,921	RTR, LOCAL CONTRIBUTION	05/2022	12/2022 05/2022	CONFIRM FUNDING IN FY 2022	SCHEDULE IS HOLDING, BUT UTILITY RELOCATION SCHEDULE MAY BE AMBITIOUS	MEDIUM RISK	NEW ESTIMATED LET DATE IS PAST THE ESTABLISHED DEADLINE FOR THE PROJECT; CITY IS NOW ANTICIPATING CONDEMNATION PROCEEDINGS FOR ONE PARCEL	HIGH RISK
20213	0918-47-051	DALLAS COUNTY	GRAND PRAIRIE	WILDLIFE PARKWAY FROM SH 161 TO BELT LINE RD	CONSTRUCT 0/2 LANE RURAL TO 2/4 LANE DIVIDED INCLUDING BRIDGE OVER TRINITY RIVER	\$44,510,339	RTR, LOCAL CONTRIBUTION	06/2022	11/2021 08/2022	CONFIRM FUNDING IN FY 2022		LOW RISK		LOW RISK
PROJECTS LOCAL AGENCIES COMMITTED TO IMPLEMENT IN FY 2023														
11572	0902-48-579	TXDOT FORT WORTH	VARIOUS	US 81/US 287 AT FM 3479/HARMON ROAD/NORTH TARRANT PARKWAY	CONSTRUCT NORTH TARRANT PARKWAY OVER US 81 WITH TURNAROUND ON EASTSIDE; CONSTRUCT HARMON RD OVER US 287	\$15,101,054 \$15,886,906	STBG, LOCAL CONTRIBUTION	01/2023	01/2023	RTC APPROVAL TO COVER COST OVERRUN AMOUNT VIA TIP MODIFICATION HAS BEEN RECEIVED; CONFIRM FUNDING IN FY 2023		LOW RISK		LOW RISK
53029	0014-15-033	TXDOT FORT WORTH	FORT WORTH	US 81 FROM NORTH OF HARMON ROAD TO NORTH OF IH 35W	RECONSTRUCT 2 TO 2 LANE NORTHBOUND FRONTAGE ROAD	\$8,228,000	SW PE, SW ROW, CAT 2M, STBG	01/2023	01/2023	RTC APPROVAL TO COVER COST OVERRUN AMOUNT VIA TIP MODIFICATION HAS BEEN RECEIVED; CONFIRM FUNDING IN FY 2023		LOW RISK		LOW RISK
53030	0014-15-034	TXDOT FORT WORTH	FORT WORTH	US 81 FROM NORTH OF HARMON ROAD TO NORTH OF IH 35W	RECONSTRUCT 2 TO 2 LANE EXISTING SOUTHBOUND FRONTAGE ROAD	\$10,008,000 \$9,408,000	SW PE, SW ROW, CAT 2M, STBG	01/2023	01/2023	RTC APPROVAL TO COVER COST OVERRUN AMOUNT VIA TIP MODIFICATION HAS BEEN RECEIVED; CONFIRM FUNDING IN FY 2023		LOW RISK		LOW RISK
53031	0014-15-035	TXDOT FORT WORTH	FORT WORTH	US 81 FROM NORTH OF HARMON ROAD TO NORTH OF IH 35W	RECONSTRUCT NB AND SB EXIT RAMP TO HARMON ROAD/NORTH TARRANT PARKWAY AND SB ENTRANCE RAMP FROM HARMON ROAD	\$2,038,179	SW PE, CAT 2M	01/2023	01/2023	CONFIRM FUNDING IN FY 2023		LOW RISK		LOW RISK
53032	0014-15-036	TXDOT FORT WORTH	FORT WORTH	US 81 FROM NORTH OF FM 3479 TO NORTH OF IH 35W INTERCHANGE	CONSTRUCT AUXILIARY LANE FROM NORTHBOUND EXIT TO NORTH TARRANT PARKWAY; AUXILIARY LANE FOR SOUTHBOUND ENTRANCE FROM NORTH TARRANT PKWY	\$2,056,479	SW PE, CAT 2M	01/2023	01/2023	CONFIRM FUNDING IN FY 2023		LOW RISK		LOW RISK

Green rows represent Low Risk, Yellow rows represent Medium Risk, and Red rows represent High Risk ratings.

**REGIONAL TRANSPORTATION COUNCIL MILESTONE POLICY ROUND 2
QUARTERLY STATUS UPDATE**

TIP CODE	CSJ	PROJECT SPONSOR	CITY	LIMITS	PROJECT DESCRIPTION	TOTAL FUNDING	FUNDING CATEGORY	PRIOR EST. START DATE	NEW EST./ ACTUAL START DATE	FEBRUARY 2021 RECOMMENDATION	JULY 2021 COMMENTS	JULY 2021 RISK RATING	OCTOBER 2021 COMMENTS	OCTOBER 2021 RISK RATING
82384	0000-18-019	FLOWER MOUND	FLOWER MOUND	KIRKPATRICK LN (PHASE III) FROM FM 1171 TO BELLAIRE BLVD	CONSTRUCT 0 TO 4 LANE ROADWAY	\$9,500,000	LOCAL CONTRIBUTION	10/2022	08/2023	CONFIRM FUNDING IN FY 2023	PROJECT IS CURRENTLY NOT FUNDED BY CITY	<u>MEDIUM RISK</u>	PROJECT IS CURRENTLY NOT FUNDED BY CITY	<u>MEDIUM RISK</u>
20108	0918-46-238	LEWISVILLE	LEWISVILLE	CORPORATE DR FROM HOLFORD'S PRAIRIE RD TO ELM FORK TRINITY RIVER BRIDGE	CONSTRUCT FOUR LANE DIVIDED ROADWAY; SEGMENT 4	\$15,502,609	RTR, LOCAL CONTRIBUTION	12/2022	12/2022	CONFIRM FUNDING IN FY 2023		<u>LOW RISK</u>		<u>LOW RISK</u>
20113	0918-46-240	LEWISVILLE	LEWISVILLE	CORPORATE DRIVE FROM FM 544 TO JOSEY LANE	CONSTRUCT FOUR LANE DIVIDED ROADWAY; SEGMENT 6	\$19,164,449	RTR	12/2022	10/2021 07/2024	CONFIRM FUNDING IN FY 2023		<u>LOW RISK</u>		<u>LOW RISK</u>
20131	0918-46-236	LEWISVILLE	LEWISVILLE	CORPORATE DRIVE FROM ELM FORK TRINITY RIVER BRIDGE TO DGNO RR	CONSTRUCT FOUR LANE DIVIDED ROADWAY; SEGMENT 2	\$11,812,679	RTR, LOCAL CONTRIBUTION	12/2022	05/2022 12/2022	CONFIRM FUNDING IN FY 2023		<u>LOW RISK</u>		<u>LOW RISK</u>
20152	0918-46-237	LEWISVILLE	LEWISVILLE	CORPORATE DRIVE AT ELM FORK TRINITY RIVER BRIDGE	CONSTRUCT FOUR LANE DIVIDED ROADWAY; SEGMENT 3	\$21,844,715	RTR; LOCAL CONTRIBUTION	12/2022	05/2022 12/2022	CONFIRM FUNDING IN FY 2023		<u>LOW RISK</u>		<u>LOW RISK</u>
PROJECTS LOCAL AGENCIES COMMITTED TO IMPLEMENT IN FY 2024 OR BEYOND														
11734	0902-90-034	DFW AIRPORT	VARIOUS	EAST-WEST CONNECTOR FROM SH 360 TO RENTAL CAR DRIVE	CONSTRUCTION OF EAST-WEST CONNECTOR 0 TO 2 LANES DIVIDED URBAN WITH INTERSECTIONS AT SH 360, 20TH AVE, AND RENTAL CAR DRIVE	\$37,597,032	STBG, LOCAL CONTRIBUTION	12/2023	12/2022 05/2022	CONFIRM FUNDING IN FY 2024		<u>LOW RISK</u>		<u>LOW RISK</u>
20084	0047-14-053	TXDOT DALLAS	VARIOUS	US 75 FROM NORTH OF CR 370 TO CR 375 (GRAYSON COUNTY LINE)	RECONSTRUCT AND WIDEN FROM 4 LANE TO 6 LANE FREEWAY AND RECONSTRUCT EXISTING 4 LANE TO 4/6 LANE FRONTAGE ROADS	\$27,000,000	SW PE, S102, RTR	09/2023	09/2023	CONTINUE MONITORING PROJECT PROGRESS AND CONTINUE TO REQUEST TTC APPROVAL OF CATEGORY 12 FUNDS FOR THIS PROJECT	PROJECT IS NOT FUNDED; CATEGORY 12 FUNDING HAS BEEN REQUESTED FROM THE TEXAS TRANSPORTATION COMMISSION	<u>HIGH RISK</u>	PROJECT IS NOT FULLY FUNDED; CATEGORY 12 FUNDING NOT AWARDED BY THE TEXAS TRANSPORTATION COMMISSION IN THE 2022 UTP; TXDOT TO CONTINUE REQUESTING CATEGORY 12 FUNDING FOR THE PROJECT	<u>MEDIUM RISK</u>
20115	0081-03-047	TXDOT DALLAS	ARGYLE	US 377 FROM SOUTH OF FM 1171 TO CRAWFORD ROAD	RECONSTRUCT AND WIDEN ROADWAY FROM 2 LANE RURAL TO 4 LANE DIVIDED URBAN	\$52,007,246	RTR, SW PE, SW ROW, LOCAL CONTRIBUTION	09/2024	09/2024	KEEP PROJECT IN APPENDIX D (ENVIRONMENTAL CLEARANCE SECTION OF TIP) UNTIL FUNDING IS SECURED	PROJECT IS NOT FULLY FUNDED; RIGHT-OF-WAY PURCHASES ARE CONTINUING WITH A READY TO LET DATE OF 09/2022 ONCE FUNDING IS SECURED; CONTINUE PURSUING FUNDING FOR THE PROJECT	<u>MEDIUM RISK</u>	PROJECT IS NOT FULLY FUNDED; RIGHT-OF-WAY PURCHASES ARE CONTINUING WITH A READY TO LET DATE OF 09/2022 ONCE FUNDING IS SECURED; CONTINUE PURSUING FUNDING FOR THE PROJECT	<u>MEDIUM RISK</u>
53079	0902-50-104	BURLESON	BURLESON	ALSBUY FROM HULEN ST TO CR 1020 (APPROXIMATELY 0.2 MILES)	CONSTRUCTION OF A 4 LANE EXTENSION OF ALSBUY BOULEVARD	\$1,287,880	CAT 10 (CONGRESSIONAL EARMARK), LOCAL CONTRIBUTION	09/2023	07/2023	CONFIRM FUNDING IN FY 2024	RIGHT-OF WAY DURATION IS CURRENTLY 10 MONTHS (TXDOT SUGGESTS FACTORING IN AT LEAST 18 MONTHS)	<u>LOW RISK</u>	CITY HAS OPTED TO REPAY THE EARMARK FUNDS AND FUND THE PROJECT WITH LOCAL FUNDS IN ORDER TO ACCELERATE ITS IMPLEMENTATION	<u>LOW RISK</u>
TOTAL FUNDING						\$367,915,116								

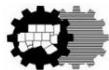
**REGIONAL TRANSPORTATION COUNCIL MILESTONE POLICY (ROUND 2)
QUARTERLY STATUS UPDATE**

TIP CODE	CSJ	PROJECT SPONSOR	CITY	LIMITS	PROJECT DESCRIPTION	TOTAL FUNDING	FUNDING CATEGORY	PRIOR EST. START DATE	NEW EST./ ACTUAL START DATE	FEBRUARY 2021 RECOMMENDATION	JULY 2021 RISK RATING	OCTOBER 2021 COMMENTS	OCTOBER 2021 RISK RATING
PROJECTS THAT ARE UNDER CONSTRUCTION													
20066	2374-03-074	TXDOT DALLAS	DALLAS	IH 20 AT BONNIE VIEW RD	IMPROVE APPROACH, WIDEN BRIDGE TO ADD TURN LANES, AND REPLACE TRAFFIC SIGNAL SYSTEM	\$2,988,645	STBG, LOCAL CONTRIBUTION	05/2021	05/2021 (ACTUAL)	CONFIRM FUNDING IN FY 2021	<u>LOW RISK</u>		<u>N/A (PROJECT HAS LET)</u>
20060	0918-24-154	PLANO	PLANO	LEGACY DRIVE FROM INDEPENDENCE PARKWAY TO K AVENUE	ADD RIGHT TURN LANES AND DUAL LEFT TURN LANES	\$2,015,500	RTR, LOCAL CONTRIBUTION	05/2021	07/2021 (ACTUAL)	CONFIRM FUNDING IN FY 2021	<u>MEDIUM RISK</u>		<u>N/A (PROJECT HAS LET)</u>
20261.2	0918-47-297	MESQUITE	MESQUITE	MGR TRAIL AT MESQUITE CITY LIMITS NEAR DUCK CREEK TO MESQUITE HERITAGE TRAIL NEAR NORTHWEST DR	CONSTRUCT NEW HIKE/BIKE TRAIL FROM MESQUITE HERITAGE TRAIL TO CONNECTING MGR TRAIL IN GARLAND; CONNECTS ACROSS IH 30 AND DUCK CREEK	\$827,115	RTR, LOCAL CONTRIBUTION	09/2021	07/2021 (ACTUAL)	CONFIRM FUNDING IN FY 2022	<u>LOW RISK</u>		<u>N/A (PROJECT HAS LET)</u>
TOTAL FUNDING						\$5,831,260							

METROPOLITAN PLANNING ORGANIZATION (MPO) MILESTONE POLICY ROUND 2 QUARTERLY STATUS UPDATE

Regional Transportation Council

October 14, 2021



North Central Texas
Council of Governments
Transportation Department

BACKGROUND

- ❖ The objective of the MPO Milestone Policy is to ensure that projects that have been funded for at least 10 years and have not gone to construction are being implemented in a timely manner.
- ❖ The second round of the Milestone Policy was initiated in November 2019 to review projects currently over 10 years old that have not been implemented.
- ❖ In February 2021, the RTC approved the second round Milestone Policy, including:
 - ❖ Establishing deadlines by which projects must go to construction
 - ❖ A revamped project tracking process

RTC APPROVED MILESTONE POLICY TRACKING PROCESS

- ❖ Quarterly status reports are required on all projects on the Milestone Policy list until they go to letting.
- ❖ Reports must detail steps that the project sponsor is taking to advance the project (e.g., executing funding or railroad agreements, engaging property owners or utility companies, etc.)
- ❖ NCTCOG staff evaluates the reports and “rates” the projects based on how well the project sponsor is implementing the project(s) and how many risk factors there are. The rating system is as follows:
 - ❖ Green – Low risk of project delays
 - ❖ Yellow – Medium risk of project delays
 - ❖ Red – High risk of project delays
- ❖ If the committed schedule is not met and the project has been graded as red/high risk, the project will likely be recommended for cancellation.

SUMMARY OF PROJECTS THAT HAVE NOT GONE TO CONSTRUCTION (OCTOBER 2021)

PROJECT CATEGORIES	NUMBER OF PROJECTS	TOTAL FUNDING OF PROJECTS
Scheduled Letting FY 2021	1	\$2,482,813
Scheduled Letting FY 2022	5	\$132,283,981
Scheduled Letting FY 2023	10	\$115,256,164
Scheduled Letting FY 2024 or Beyond	4	\$117,892,158
Total	20	\$367,915,116

To date, 3 projects have let by their established deadlines.

SUMMARY OF PROJECT RISK

PROJECT RATING	NUMBER OF PROJECTS	TOTAL FUNDING OF PROJECTS
Green (Low Risk of Delay)	12	\$189,151,415
Yellow (Medium Risk of Delay)	6	\$169,436,967
Red (High Risk of Delay)	2	\$9,326,734
Total	20	\$367,915,116

PROJECT RISK BY FISCAL YEAR

PROJECT CATEGORY	PROJECT RATING		
	Green (Low Risk of Delay)	Yellow (Medium Risk of Delay)	Red (High Risk of Delay)
Scheduled Letting FY 2021	0	0	1
Scheduled Letting FY 2022	1	3	1
Scheduled Letting FY 2023	9	1	0
Scheduled Letting FY 2024 or Beyond	2	2	0
TOTAL	12	7	1

NEXT STEPS

- ❖ Continue monitoring project progress and providing any assistance needed
- ❖ Provide quarterly updates moving forward
- ❖ Bring back an update and recommendation on the one high risk project in the City of Dallas once more information is gathered

QUESTIONS?

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TRANSIT STRATEGIC PARTNERSHIPS INITIATIVE OVERVIEW

Regional Transportation Council
October 14, 2021

Shannon Stevenson, Senior Program Manager
Transit Management and Planning



AWARDING FEDERAL TRANSIT ADMINISTRATION FUNDS IN NORTH TEXAS

Public transportation providers in the region were awarded ~\$136M in Federal Transit Administration (FTA) formula funds through the Fiscal Year 2021 apportionment award cycle.

Two processes are used to award transit funds:

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

FEDERAL FORMULA FUNDING TRANSIT PROGRAMS FOR URBAN AREAS

Section	Program	Purpose	Project Types
5307	Urbanized Area Formula (includes Job Access/Reverse Commute projects)	Serve general public including low-income populations	Capital Operating Planning
5310	Enhanced Mobility of Seniors and Individuals with Disabilities	Serve needs of the elderly and individuals with disabilities	Capital Operating
5337	State of Good Repair	Maintain rail services	Capital
5339	Bus and Bus Facilities	Purchase Vehicles and/or maintain bus services	Capital

FY2021 STRATEGIC PARTNERSHIP FUNDING FOR THE REGION

Available Funding for North Texas¹

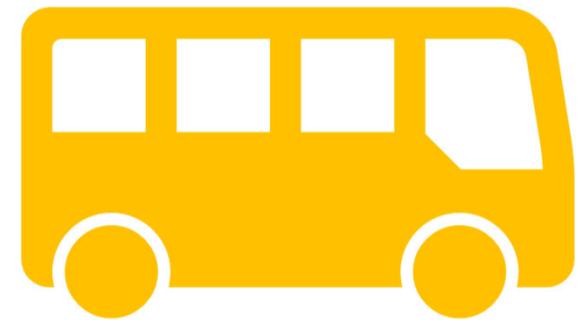
UZA	Section 5307	Section 5310
Dallas-Fort Worth-Arlington (DFWA) UZA:	\$1,721,062	\$2,036,056
Denton-Lewisville (DL) UZA:	\$128,387	\$222,945
Total :	\$1,849,449	\$2,259,001

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

¹FTA funding for the McKinney UZA is administered through TxDOT

OVERVIEW

- Process to evaluate transit project ideas and implement services based on need and feasibility
- Accept requests on rolling basis
- Encourage partnerships between non-service providers and existing transit providers
- Recipient of federal funds must be an eligible entity under the awarded funding program
- Not intended to make up for operating shortfalls, but demonstration projects in urbanized areas
- Proactive and responsive to immediate needs





PROJECT IDEAS

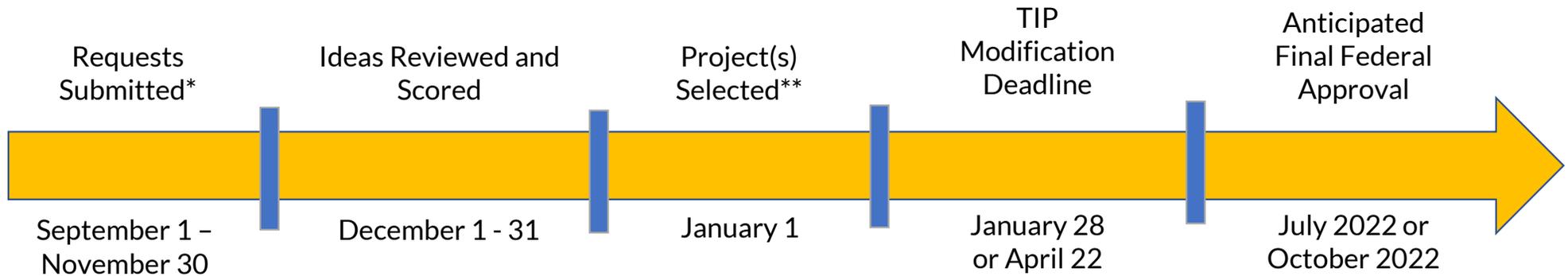
- Simplified focus on identifying challenges/gaps
- Addresses innovation, Access North Texas, recent transit studies' recommendations, accessibility, environmental justice, transit dependent populations, risk
- Encourages collaboration

EVALUATION CRITERIA

CATEGORY	POSSIBLE POINTS
Needs Assessment Addresses Access North Texas, transit studies, transit-dependent populations, Environmental Justice, accessibility?	60
Strategic Value and Innovation Is it an innovative project that serves an immediate need? Could it serve as a model to other agencies? Non-duplicative?	15
Project Funding and Sustainability Are budget assumptions sound and reasonable? Meets minimum funding requirements? Local match identified? Project sustainability?	15
Implementation Capacity and Collaboration Include coordination with stakeholders and existing providers? Does the agency have the required capacity to implement?	10
TOTAL	100

PROJECT SELECTION TIMELINE

Launch of September 1, 2021



**Typically, a 6-month rolling period. First cycle is expedited.*

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

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

QUESTIONS?

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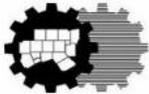
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DALLAS-FORT WORTH EAST/WEST FUNDING DISTRIBUTION

Regional Transportation Council
October 14, 2021

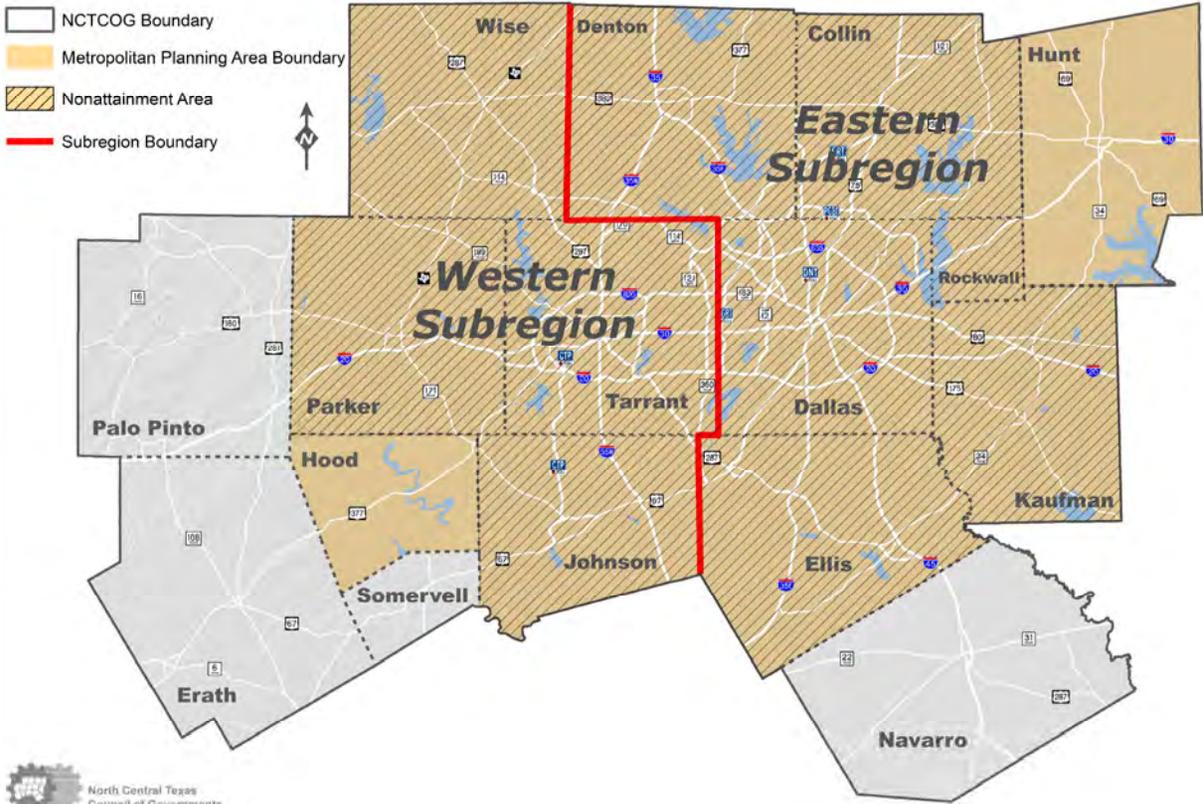


North Central Texas
Council of Governments
Transportation Department

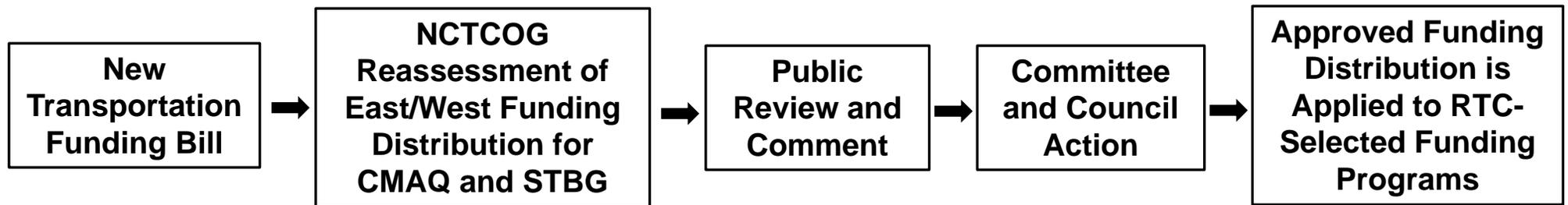
WHY DO WE HAVE AN EAST/WEST SPLIT?

- This practice has helped our region stay focused on overall priorities as opposed to who has received what funding when. Instead, each subregion works within their available funding.
- While funds cannot be sub-allocated to cities or counties (per federal law), we can do a split that follows the TxDOT District lines.
- Federal funding allocations are based on several factors depending on the funding source (e.g., population, emissions).
- The RTC Bylaws establish that the distribution will be re-evaluated with each new transportation funding bill for air quality and mobility funds; transit funds are re-evaluated each year as federal apportionments are received

WESTERN AND EASTERN SUBREGION BOUNDARIES



FUNDING DISTRIBUTION FORMULA DEVELOPMENT PROCESS



SUBALLOCATION DIFFERS BY FUNDING TYPE

- Air Quality-Type Funding Suballocation Considers:
 - Funding allocations for projects that address attainment of air quality standards are based on population and air quality nonattainment factors.
 - Therefore, the East/West distribution formula considers emissions between the subregions.
 - Generally applies to Congestion Mitigation Air Quality and Transportation Alternative-Set Aside funds
- Mobility-Type Funding Suballocation Considers:
 - Population
 - Employment
 - Activity (Population and Employment Equalized to account for communities where available jobs might exceed population or vice versa)
 - Vehicle Miles Traveled (VMT)
 - Generally applies to Surface Transportation Block Grant and Category 2 funds

FORMULA INPUTS FROM LAST ROUND

Mobility Funds Based on 12-County MPA Boundary	Western Subregion	Eastern Subregion
Population	34.11%	65.89%
Employment	30.72%	69.28%
Activity (Pop+Emp Equalized)	32.42%	67.58%
Vehicle Miles of Travel	32.36%	67.64%
Average	32.40%	67.60%
Rounded Average	32%	68%
Air Quality Funds Based on 10-County Non-Attainment Area	Western Subregion	Eastern Subregion
Ozone Precursors tons per day ¹ (%)	64.68 (34.03%)	125.37 (65.67%)
Ozone Precursors Tons of VOC and NOx (Rounded Average)	34%	66%

¹NCTCOG forecast for 2016 Transportation Conformity ten-county analysis of 2017 roadway network.

²Distribution established for FAST Act funding

ENVIRONMENTAL JUSTICE IS ALSO CONSIDERED

Population Type		Western Subregion	Eastern Subregion	Total
Minority	Population	1,007,941	2,384,036	3,391,977
	Percent	30%	70%	
Low Income	Population	328,457	649,180	977,637
	Percent	34%	66%	
Minority or Low Income	Population	1,111,283	2,527,911	3,639,194
	Percent	31%	69%	

Source: 2014 American Community Survey 5-Year Estimates

- Environmental justice indicators showed a minority or low income population distribution similar to the funding distribution for the western and eastern regions that was ultimately approved by the RTC.
- Above analysis was from the FAST Act

FUNDING DISTRIBUTION PERCENTAGES: RELATIVELY CONSISTENT OVER TIME

Transportation Funding Bill	STP-MM/STBG		CMAQ	
	Western Subregion	Eastern Subregion	Western Subregion	Eastern Subregion
ISTEA (1991)	33%	67%	33%	67%
TEA-21* (1998)	32%	68%	32%	68%
	31%	69%	31%	69%
SAFETEA-LU (2005)	31%	69%	31%	69%
MAP-21 (2012)	32%	68%	34%	66%
<i>FAST Act (2015)</i>	32%	68%	34%	66%

* TEA-21 funding distributions were originally approved as 32% in the west and 68% in the east. In 2003, the funding distributions were re-evaluated to 31% in the west and 69% in the east.

TRACKING NON-FORMULA FUNDS

- While formula-allocated funds are split between the eastern and western subregions, other funding sources are not formula allocated (e.g., Category 12, Statewide TA Set Aside).
- In 2010, the RTC approved a policy position directing staff to monitor these TxDOT project selections and regularly report on the distribution between the eastern and western subregions.
- Each quarter, an update is brought to the STTC and RTC that details TxDOT funding awards in non-formula allocated categories.
- The RTC may choose to make specific adjustments from time to time to balance out any imbalances created by non-formula project selection at the State level.

CONCLUDING REMARKS

- Allows for the focus to be on maintaining East/West equity during project selection and not when projects are going to letting. This prevents the need to hold back a project if it is ready to let, but in a subregion that currently has more projects ready than the other subregion.
- Distribution percentages have changed slightly over time, but have been relatively consistent.
- This practice has helped our region maintain a cooperative, cohesive process over the years.
- Historical consistency
- Provide structure

CONTACT/QUESTIONS?

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Principal Transportation Planner
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bdell@nctcog.org

As of September 2021

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

Date	Projects/Programs	Relevant Actions		Cumulative Total	
		West	East	West	East
Mar-13	Final SAFETEA-LU East-West Equity Total	\$649.76	\$1,558.48	\$649.76	\$1,558.48
Jan-16	Final MAP-21 East-West Equity Total	\$320.98	\$847.62	\$970.74	\$2,406.10
Dec-16	FY 2017-2026 Regional 10-Year Planning Effort - Category 2 Funds (Transfer from the East to the West)	\$100.00	(\$100.00)	\$1,070.74	\$2,306.10
Oct-17	Transportation Alternatives Set-Aside funding for a project in Hunt County (City of Quinlan) awarded through the Statewide TA Set-Aside Call for Projects as approved by the Texas Transportation Commission in October 2017 (Minute Order #115076)	\$0.00	\$0.30	\$1,070.74	\$2,306.40
Dec-17	Category 12 funding for various overpass reconstruction projects along the IH 30 corridor in Hunt County as approved in the December 2017 update to Unified Transportation Program (UTP)	\$0.00	\$102.00	\$1,070.74	\$2,408.40
Sep-18	Category 12 funding for the construction of an interchange at IH 45 and FM 664 in Ellis County as approved in the 2019 Unified Transportation Program (UTP)	\$0.00	\$34.00	\$1,070.74	\$2,442.40
Dec-18	Transfer of Regional Toll Revenue (RTR) funds from the East to the West as approved by the RTC in December 2018 through the CMAQ/STBG: Strategic Partnerships Round 3/Intersection Improvements/MTP Policy Bundle TDC Program	\$5.80	(\$5.80)	\$1,076.54	\$2,436.60
Aug-19	Category 12 Clear Lanes funding for various projects in the region was awarded 69% East/31% West instead of being split 68% East/32% West, which gave the East a small amount of additional revenue compared to the West	\$0.00	\$33.59	\$1,076.54	\$2,470.19
Aug-19	Category 12 Strategic Priority funding for various projects in the East (IH 30 in Dallas County, IH 35 in Denton County, and IH 30 in Hunt County) and in the West (Southeast Connector in Tarrant County and SH 170 in Denton/Tarrant Counties) as approved in the 2020 Unified Transportation Program (UTP)	\$208.33	\$1,018.85	\$1,284.87	\$3,489.04
Jan-20	Transportation Alternatives (TA) Set-Aside funding for projects in Dallas County (City of Balch Springs) and Parker County (City of Hudson Oaks) awarded through the Statewide Safe Routes to School (SRTS) and TA Set-Aside Calls for Projects as approved by the Texas Transportation Commission in January 2020 (Minute Order #115662)	\$2.13	\$0.96	\$1,287.00	\$3,490.00
Aug-20	Transfer of Regional Toll Revenue funds from Denton County to the Western Subregion in exchange for an equal amount of Surface Transportation Block Grant funds as approved by the Regional Transportation Council through the COVID-19 Infrastructure Program (Round 2)	\$30.00	\$30.00	\$1,317.00	\$3,520.00

As of September 2021

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

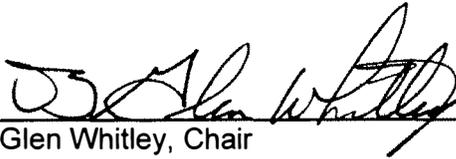
Date	Projects/Programs	Relevant Actions		Cumulative Total	
		West	East	West	East
Aug-20	Category 12 Strategic Priority funding for the IH 30 Canyon project in Dallas County as approved by the Texas Transportation Commission in the 2021 Unified Transportation Program (UTP)	\$0.00	\$112.00	\$1,317.00	\$3,632.00
Sep-20	Additional Transportation Alternatives (TA) Set Aside funding awarded to the Eastern subregion through the 2020 TA Set Aside Call for Projects as approved by the RTC; Western subregion will receive an equal amount of CMAQ and/or STBG funding as part of a future project selection initiative to offset this extra funding.	(\$1.86)	\$1.86	\$1,315.14	\$3,633.86
Aug-21	Category 12 Strategic Priority and Texas Clear Lanes funding for various projects in the East (US 380 in Collin County, IH 30 in Dallas County, US 80 in Dallas County, IH 30 in Hunt County, and Regional Mobility Assistance Patrol) and in the West (IH 20 in Parker County, IH 30 in Tarrant County, and Regional Mobility Assistance Patrol) as approved in the 2022 Unified Transportation Program (UTP)	\$83.59	\$255.23	\$1,398.73	\$3,889.09
Updated FAST Act Equity Percentage Share as of September 2021				26.45%	73.55%

Cumulative East-West Equity Share	Cumulative Total	
	West	East
Cumulative Total	\$1,398.73	\$3,889.09
Cumulative Percentage Shares	26.45%	73.55%
RTC Approved Target Shares	32%	68%

**REGIONAL TRANSPORTATION COUNCIL POLICY POSITION ON
TXDOT NON-FORMULA ACCOUNTING SYSTEM
WITH REGARD TO EAST/WEST EQUITY
(P10-03)**

The Regional Transportation Council (RTC) prefers formula allocations to the region and has requested several times that the Texas Department of Transportation (TxDOT) be sensitive to the long-standing east/west equity positions within the Dallas-Fort Worth region in its allocation of funds to North Central Texas. This policy applies to TxDOT programs that do not follow current formula allocations. They include, for example, American Recovery and Reinvestment Act I, possible American Recovery and Reinvestment Act II, Proposition 12 (Phase 1 and Phase 2), and the Proposition 14 Project Advance Programs.

The Regional Transportation Council directs staff to inventory TxDOT project commitments, starting January 1, 2010, that are not formula allocated in order to maintain east/west equity over time. Staff shall monitor these allocations, considering the RTC's east/west funding distribution position, and report back to the Regional Transportation Council regularly. Therefore, this RTC policy prefers formula allocation; however, in its absence, this policy directs staff to inventory the equity of TxDOT project selections over time.



B. Glen Whitley, Chair
Regional Transportation Council
County Judge, Tarrant County

I hereby certify that this policy position was adopted by the Regional Transportation Council of the North Central Texas Council of Governments for the Dallas-Fort Worth Metropolitan Area on February 11, 2010.



Jungus Jordan, Secretary
Regional Transportation Council
Councilmember, City of Fort Worth

Regional Transportation Council Attendance Roster
October 2020 - September 2021

RTC MEMBER	Entity	10/8/20	11/12/20	12/10/20	1/14/21	2/11/21	3/11/21	4/8/21	5/13/21	6/10/21	7/8/21	8/12/21	9/9/21
Richard E. Aubin (06/18)	Garland	P	P	P	P	P	P	P	P	P	A	P	P
Dennis Bailey (02/21)	Rockwall County	--	--	--	--	P	P	P	P	P	P	P	A
Adam Bazaldua (09/21)	Dallas	--	--	--	--	--	--	--	--	--	--	--	E
Elizabeth M. Beck (08/21)	Fort Worth	--	--	--	--	--	--	--	--	--	--	P	P
Gyna Bivens (08/21)	Fort Worth	--	--	--	--	--	--	--	--	--	--	P	P
Mohamed Bur (06/18)	TxDOT, Dallas	P	P	P	P	E(R)	P	P	P	E(R)	P	P	P
Dianne Costa (10/19)	DCTA	P	E	E	P	P	P	P	P	P	P	P	P
Theresa Daniel (11/18)	Dallas County	P	P	P	P	P	P	P	P	P	P	P	P
Jeff Davis (11/19)	Trinity Metro	P	P	P	P	P	P	P	P	P	P	P	A
Pat Deen (08/19)	Parker County	P	P	P	P	P	P	P	A	P	A	P	P
Janet DePuy (09/21)	Richardson	--	--	--	--	--	--	--	--	--	--	--	P
Andy Eads (1/09)	Denton County	P	P	P	P	P	P	P	P	P	E	P	P
Kevin Falconer (07/17)	Carrollton	A	P	P	P	P	P	P	P	P	P	P	P
Gary Fickes (12/10)	Tarrant County	E(R)	E(R)	P	P	P	P	P	P	P	E	P	P
George Fuller (07/17)	McKinney	A	P	P	P	P	P	P	A	P	P	P	P
Raul H. Gonzalez (09/21)	Arlington	--	--	--	--	--	--	--	--	--	--	--	P
Barry L. Gordon (12/20)	Duncanville	--	--	--	E(R)	P	P	P	P	E	P	P	P
Rick Grady (09/18)	Plano	P	P	E	P	P	P	P	P	P	P	P	P
Lane Grayson (01/19)	Ellis County	P	P	P	P	P	P	P	P	P	P	P	P
Mojy Haddad (10/14)	NTTA	E	P	P	P	P	P	P	P	P	A	P	P
Roger Harmon (1/02)	Johnson County	P	P	P	P	P	P	P	P	P	A	P	P
Clay Lewis Jenkins (04/11)	Dallas County	P	P	P	P	A	P	P	P	P	P	P	P
Ron Jensen (06/13)	Grand Prairie	P	P	P	A	P	A(R)	P	P	P	P	P	P
Carl L. Johnson (09/20)	TxDOT, FW	P	P	E(R)	P	P	P	P	P	P	A	P	P
Brandon Jones (05/21)	Lewisville	--	--	--	--	--	--	--	P	P	P	P	P
John Keating (12/19)	Frisco	P	P	P	P	A	P	P	P	P	P	E(R)	P
Mike Leyman (09/19)	Mansfield	P	P	P	P	P	P	E(R)	E(R)	P	P	P	P
Alison Maguire (07/21)	Denton	--	--	--	--	--	--	--	--	--	P	P	P
B. Adam McGough (07/20)	Dallas	P	P	P	P	P	P	P	P	P	P	P	P
William Meadows (02/17)	DFW Airport	A	A	A	A	E(R)	P	P	E	A	E(R)	E(R)	P
Allen E. Meagher (12/20)	Irving	--	--	--	E(R)	E(R)	E(R)	P	P	E	P	P	P
Cara Mendelsohn (07/20)	Dallas	P	P	P	P	P	P	P	P	P	P	P	E
Robert Miklos (12/19)	Mesquite	P	P	P	A	P	P	E(R)	P	P	P	A	P
Cary Moon (06/15)	Fort Worth	E(R)	P	P	P	P	P	P	P	P	P	P	A
Omar Narvaez (09/21)	Dallas	--	--	--	--	--	--	--	--	--	--	--	E
Philip J. Ritter (07/20)	Dallas	P	P	P	P	P	P	P	P	P	P	P	P

P= Present
A= Absent
R=Represented by Alternate
--= Not yet appointed

E= Excused Absence (personal illness, family emergency,
jury duty, business necessity, or fulfillment
of obligation arising out of elected service)

**Regional Transportation Council Attendance Roster
October 2020 - September 2021**

RTC MEMBER	Entity	10/8/20	11/12/20	12/10/20	1/14/21	2/11/21	3/11/21	4/8/21	5/13/21	6/10/21	7/8/21	8/12/21	9/9/21
Jim R. Ross (07/21)	Arlington	--	--	--	--	--	--	--	--	--	P	E(R)	P
Chris Schulmeister (07/20)	Allen	P	P	P	P	P	P	P	P	P	P	P	P
Jeremy Tompkins (10/19)	Eules	P	P	P	P	P	P	P	P	P	P	P	P
T. Oscar Trevino Jr. (6/02)	Nrth Rch Hills	P	P	P	P	P	P	P	P	A(R)	P	P	P
William Tsao (3/17)	Dallas	P	P	P	P	P	P	P	P	P	P	P	P
Paul Wageman (10/19)	DART	P	P	P	P	P	P	P	P	P	P	P	P
Duncan Webb (6/11)	Collin County	P	P	P	P	P	P	P	P	P	P	P	P
B. Glen Whitley (2/97)	Tarrant County	P	P	P	P	P	E	E(R)	P	P	E	P	E

Note: Date in parenthesis indicates when member was 1st eligible to attend RTC meetings

P= Present
A= Absent
R=Represented by Alternate
--= Not yet appointed

E= Excused Absence (personal illness, family emergency, jury duty, business necessity, or fulfillment of obligation arising out of elected service)

Surface Transportation Technical Committee Attendance Roster

July 2020 - August 2021

STTC MEMBERS	Entity	7/24/20	8/28/20	9/25/20	10/23/20	12/4/20	1/22/21	2/26/21	3/26/21	4/23/21	5/28/21	6/25/21	8/27/21
Joe Atwood	Hood County	*	*	*	*	*	*	*	*	*	*	*	*
Melissa Baker	Irving	*	*	*	*	*	*	*	*	*	*	*	*
Micah Baker	Dallas County	*	*	*	*	*	*	*	*	*	*	*	*
Bryan Beck	Grapevine	*	*	*	*	*	*	*	*	*	*	*	*
Katherine Beck	Fort Worth	*	*	*	*	*	*	*	*	*	*	*	*
Marc Bentley	Farmers Branch	*	*	*	*	*	*	*	*	*	*	*	*
David Boski	Mansfield	*	*	*	*	*	*	*	*	*	*	*	*
Keith Brooks	Arlington	*	*	*	*	*	*	*	*	*	*	*	*
Shon Brooks	Waxahachie	*	*	*	*	*	*	*	*	*	*	*	*
Tanya Brooks	Fort Worth	*	*	*	*	*	*	*	*	*	*	*	*
Robert Caskey	Frisco	--	--	--	--	--	--	--	--	--	*	*	*
Ceason Clemens	TxDOT Dallas	*	*	*	*	*	*	*	*	*	*	*	*
Robert Cohen	Southlake	*	*	*	*	*	*	*	*	*	*	*	*
Kent Collins	Coppell	*	*	*	*	*	*	*	*	*	*	*	*
John Cordary, Jr.	TxDOT FW	*	*	*	*	*	*	*	*	*	*	*	*
Rick Cortez	Mesquite	*	*	*	*	*	*	*	*	*	*	*	*
Hal Cranor	Eules	*	*	*	*	*	*	*	*	*	*	*	*
Clarence Daugherty	Collin County	*	*	*	*	*	*	*	*	*	*	*	*
Chad Davis	Wise County	*	*	*	*	*	*	*	*	*	*	*	*
Arturo Del Castillo	Dallas	*	*	*	*	*	*	*	*	*	*	*	*
Caryl DeVries	Grand Prairie	*	*	*	*	*	*	*	*	*	*	*	*
Greg Dickens	Hurst	*	*	*	*	*	*	*	*	*	*	*	*
David Disheroon	Johnson County	*	*	*	*	*	*	*	*	*	*	*	*
Phil Dupler	FWTA	*	*	*	*	*	*	*	*	*	*	*	*
Rebecca Diviney	Denton	--	--	--	--	--	--	--	--	*	*	*	*
Chad Edwards	Trinity Metro	--	--	--	--	--	--	--	--	--	--	*	*
Claud Elsom	Rockwall County	*	*	*	*	*	*	*	*	*	*	*	*
Eric Fladager	Fort Worth	*	*	*	*	*	*	*	*	*	*	*	*
Chris Flanigan	Allen	*	*	*	*	*	*	*	*	*	*	*	*
Ann Foss	Arlington	*	*	*	*	*	*	*	*	*	*	*	*
Mike Galizio	Tarrant County	*	*	*	*	*	*	*	*	*	*	*	*
Ricardo Gonzalez	TxDOT FW	*	*	*	*	*	*	*	*	*	*	*	*
Gary Graham	McKinney	*	*	*	*	*	*	*	*	*	*	*	*
Tom Hammons	Carrollton	*	*	*	*	*	*	*	*	*	*	*	*
Ron Hartline	The Colony	*	*	*	*	*	*	*	*	*	*	*	*
Shannon Hicks	Addison	--	--	*	*	*	*	*	*	*	*	*	*
Matthew Hotelling	Flower Mound	*	*	*	*	*	*	*	*	*	*	*	*
John Hudspeth	TxDOT Dallas	*	*	*	*	*	*	*	*	*	*	*	*
Terry Hughes	Weatherford	*	*	*	*	*	*	*	*	*	*	*	*

P=Present A=Absent R=Represented E=Excused (personal illness, family emergency, jury duty, business necessity)

-- =Not yet eligible to attend *Meeting held by WebEx/Audio Conference. Individual attendance not taken.

Surface Transportation Technical Committee Attendance Roster

July 2020 - August 2021

STTC MEMBERS	Entity	7/24/20	8/28/20	9/25/20	10/23/20	12/4/20	1/22/21	2/26/21	3/26/21	4/23/21	5/28/21	6/25/21	8/27/21
Jeremy Hutt	Cleburne	*	*	*	*	*	*	*	*	*	*	*	*
Thuan Huynh	McKinney	*	*	*	*	*	*	*	*	*	*	*	*
Kelly Johnson	NTTA	*	*	*	*	*	*	*	*	*	*	*	*
Gus Khankarli	Dallas	*	*	*	*	*	*	*	*	*	*	*	*
Alonzo Liñán	Keller	*	*	*	*	*	*	*	*	*	*	*	*
Eron Linn	DART	*	*	*	*	*	*	*	*	*	*	*	*
Clay Lipscomb	Plano	*	*	*	*	*	*	*	*	*	*	*	*
Paul Luedtke	Garland	*	*	*	*	*	*	*	*	*	*	*	*
Stanford Lynch	Hunt County	*	*	*	*	*	*	*	*	*	*	*	*
Alberto Mares	Ellis County	*	*	*	*	*	*	*	*	*	*	*	*
Wes McClure	Mesquite	*	*	*	*	*	*	*	*	*	*	*	*
Brian Moen	Frisco	*	*	*	*	*	*	*	*	*	*	*	*
Mark Nelson	Richardson	*	*	*	*	*	*	*	*	*	*	*	*
Jim O'Connor	Irving	*	*	*	*	*	*	*	*	*	*	*	*
Kenneth Overstreet	Bedford	*	*	*	*	*	*	*	*	*	*	*	*
Kevin Overton	Dallas	*	*	*	*	*	*	*	*	*	*	*	*
Tim Palermo	DCTA	*	*	*	*	*	*	*	*	*	*	*	*
Dipak Patel	Lancaster	*	*	*	*	*	*	*	*	*	*	*	*
Todd Plesko	DART	*	*	*	*	*	*	*	*	*	*	*	*
Shawn Poe	Richardson	*	*	*	*	*	*	*	*	*	*	*	*
John Polster	Denton County	*	*	*	*	*	*	*	*	*	*	*	*
Tim Porter	Wylie	*	*	*	*	*	*	*	*	*	*	*	*
Bryan G. Ramey II	Duncanville	*	*	*	*	*	*	*	*	*	*	*	*
Greg Royster	DFW Int. Airport	*	*	*	*	*	*	*	*	*	*	*	*
Kathryn Rush	Dallas	*	*	*	*	*	*	*	*	*	*	*	*
Moosa Saghian	Kaufman County	*	*	*	*	*	*	*	*	*	*	*	*
David Salmon	Lewisville	*	*	*	*	*	*	*	*	*	*	*	*
Brian Shewski	Plano	*	*	*	*	*	*	*	*	*	*	*	*
Walter Shumac, III	Grand Prairie	*	*	*	*	*	*	*	*	*	*	*	*
Ray Silva-Reyes	Colleyville	*	*	*	*	*	*	*	*	*	*	*	*
Randy Skinner	Tarrant County	*	*	*	*	*	*	*	*	*	*	*	*
Anjelica Solano	NTTA	--	--	--	--	--	*	*	*	*	*	*	*
Caleb Thornhill	Plano	*	*	*	*	*	*	*	*	*	*	*	*
Dave Timbrell	Garland	*	*	*	*	*	*	*	*	*	*	*	*
Press Tompkins	Greenville	*	*	*	*	*	*	*	*	*	*	*	*
Gregory Van Nieuwenhuize	Haltom City	*	*	*	*	*	*	*	*	*	*	*	*
Daniel Vedral	Irving	*	*	*	*	*	*	*	*	*	*	*	*
Caroline Waggoner	North Richland Hills	*	*	*	*	*	*	*	*	*	*	*	*
Robert Woodbury	Cedar Hill	*	*	*	*	*	*	*	*	*	*	*	*
Jamie Zech	TCEQ	*	*	*	*	*	*	*	*	*	*	*	*

P=Present A=Absent R=Represented E=Excused (personal illness, family emergency, jury duty, business necessity)

-- =Not yet eligible to attend *Meeting held by WebEx/Audio Conference. Individual attendance not taken.

AMENDED

MINUTES

SURFACE TRANSPORTATION TECHNICAL COMMITTEE August 27, 2021

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, August 27, 2021, at 1:30 pm by videoconference. The Regional Transportation Council Bylaws establish that the Technical Committee approved membership in attendance at a meeting shall constitute a quorum for action to be taken, therefore individual attendance was not taken for committee members or other attendees.

1. **Approval of June 25, 2021, Minutes:** The minutes of the June 25, 2021, meeting were approved as submitted in Electronic Item 1. Daniel Vedral (M); Jim O'Connor (S). The motion passed unanimously.
2. **Consent Agenda:** The following items were included on the Consent Agenda.
 - 2.1 **Endorsement of Regional Transportation Council Action on Texas Supplement Environmental Project Funding Recommendations:** Committee endorsement of the Regional Transportation Council's August 12, 2021, approval of funding recommendations for the North Central Texas Council of Governments Clean School Bus Program was requested. Funding recommendation details were provided in Electronic Item 2.1.
 - 2.2. **Endorsement of Regional Transportation Council Approval for 2021 Incident Management Freeway Blocking Equipment Call for Projects:** Endorsement of the Regional Transportation Council's approval of utilization of \$1 million in Regional Toll Revenue funding to fund the regional Incident Management Freeway Blocking Equipment Call for Projects was requested. Additional information on the funding source request was provided in Electronic Item 2.2.
 - 2.3. **Endorsement of Regional Transportation Council Action on Ensuring Equity: Dallas Opportunity Zone 1 Funding Partnership and Federal Transit Administration Areas of Persistent Poverty:** Endorsement of a funding partnership with the City of Dallas and a proposed Federal Transit Administration (FTA) grant application in the City of Fort Worth, including the ability to amend the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and other administrative/planning documents, as needed, to incorporate these projects was requested. Details on the proposed partnership with the City of Dallas and the proposed FTA grant application in Fort Worth were provided in Electronic Item 2.3.2.
 - 2.4. **Endorsement of Regional Transportation Council Action on Advanced Transportation and Congestion Management Technologies Deployment Initiative Grant Program:** Endorsement of the Regional Transportation Council's (RTC's) action approving regional support for the City of Fort Worth's application for a grant under the United States Department of Transportation (US DOT) 2021 Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) grant program was requested. Action included approval of up to \$2 million in Regional Toll Revenue funds as a regional contribution to the \$14 million project in the event US DOT awards the requested grant. The remaining project funding

upon receipt of a grant award will come from Cintra, the operator of the North Tarrant Express corridors (\$5 million), and US DOT (\$7 million). Electronic Item 2.4 provided more information.

- 2.5. Air Quality Funding Recommendations Related to the Environmental Protection Agency National Clean Diesel Funding Assistance Program: Committee approval of funding recommendations for the North Texas Emissions Reduction Project 2020 Call for Projects (CFP) and North Texas Freight Terminal Electrification 2020 CFP was requested. An overview of the calls for projects and staff recommendations were provided in Electronic Item 2.5.1. Electronic Item 2.5.2 and Electronic Item 2.5.3 included detailed project listings.

A motion was made to approve the items on the Consent Agenda. Bryan G. Ramey II (M); Walter Shumac III (S). The motion passed unanimously.

3. **SH 183 Segment 2 East: Request to the Texas Department of Transportation to Formally Request a Change Proposal from Cintra and Request to Cintra to Extend an RTC Financial Backstop for Design Costs:** Michael Morris provided an overview of action needed to continue the advancement of SH 183 Segment 2 East. Details of the project, including interest by the private sector to implement capacity improvements were highlighted, as well as Regional Transportation Council (RTC) action in 2020 approving a \$3 million financial backstop to permit Cintra to proceed with design elements of the project. As part of the process, he noted the Texas Department of Transportation (TxDOT) must formally request a Change Proposal from Cintra for the capacity improvements and once that change proposal goes to Cintra the \$3 million financial backstop would no longer be needed to engineer the project. He noted the deadline for TxDOT to issue the Change Proposal was August 31, 2021, and if not issued, the RTC financial backstop would be triggered unless extended by Cintra. Staff reviewed options to proceed and noted it believed a request to TxDOT to formally request an extension of the deadline for the Change Proposal was the appropriate approach. In addition, staff proposed the RTC would be presented details of why TxDOT should proceed with the project. He noted the project was in the tolled managed lane boundary of the Mobility Plan and previously included managed lanes in the corridor so the project is fully grandfathered. In addition, there are safety implications due to lane imbalances. A map and latest financial information for the project was provided in Electronic Item 3. A motion was made to recommend Regional Transportation Council approval for the Texas Department of Transportation to formally request a Change Proposal from Cintra for SH 183 Segment 2E capacity improvements and request Cintra to extend a Regional Transportation Council financial backstop for design costs. Robert Woodbury (M); Daniel Vedral (S). The motion passed unanimously.
4. **2021 Population Estimates and New North Central Texas Council of Governments Demographic Forecast Process:** Dan Kessler presented 2021 Population Estimates as well as ongoing efforts to develop revised 2045 Population and Employment for the Metropolitan Area. The North Central Texas Council of Governments (NCTCOG) Research and Information Services (RIS) Department, in partnership with the Transportation Department, annually develops population estimates that are used by local governments and agencies in the region. Estimates are based on housing completions and occupancy rates as of January 2021 and represent the growth that took place in 2020. It was noted that despite the ongoing pandemic, demographic growth in the region has continued. As of January 1, 2021, staff estimated the region to be at a population of approximately 7.87 million, adding 158,000 to the region in 2020. As expected, growth has continued in the major cities, as well as in Collin and Denton counties. Regional population growth since 2000 was highlighted, and it was noted that growth has climbed above 150,000 persons a

year in the last three years. Mr. Kessler also provided an overview of ongoing efforts to develop new forecasts of demographic activity that will be used to support the Mobility 2045 Update. He noted that over the last four to five years, staff has focused on incorporating land use and comprehensive plans into the forecasting process, so the allocation reflects the plans laid out by local governments. The forecasting process is data-driven and approximately every five years a comprehensive inventory of what is occurring on every parcel in the 16-county region is included. The individual parcel data is used to help drive the forecast process as well as land use. Mr. Kessler highlighted the demographic forecast process which includes determining control totals for population and employment by reviewing external forecasts from national demographers and economists relative to other metropolitan areas across the state. New control totals for the region out to 2045 were received which included 11.5 million people and 3.9 million households by 2045. In comparison to previous control totals for 2045 from the same author, the Perryman Group, the region is expected to have an additional 400,000 persons and experience employment growth of 1 million more jobs. He noted that much of the employment growth was believed to be the result of individuals with multiple jobs which has implications on travel forecasting. The projected change in population, households, and employment from 2020 to 2045 was highlighted and remained steady for all categories at around 1.5 percent annually. Mr. Kessler noted that draft forecasts would soon be provided for local review, with finalized forecasts expected in the October timeframe and available for the Mobility 2045 Update. Kathryn Rush asked how the most recent population projections compared to the projections that were used to develop Mobility 2045. She noted that the updated forecasts will be helpful as the City of Dallas begins work on its comprehensive plan. Mr. Kessler noted that the 2021 population projections add approximately 400,000 to the population estimates used when developing Mobility 2045. He added the more significant difference between the projections is the additional 1 million jobs simulated in the model. Mr. Kessler noted that demographics data will be provided to local governments in the next several days and members were encouraged to review. He also discussed how the annual estimates compared to the recent Census data and noted that the data was within 100,000 persons across the full 16-county region. John Polster asked if local governments would have an opportunity to review data before it was finalized and allocated by county. Mr. Kessler noted that NCTCOG receives the control totals from the Perryman Group by county and that allocations are largely based on the land use and comprehensive plans provided by local governments. He encouraged local governments to provide feedback to NCTCOG staff. Mr. Polster discussed continued growth in Collin and Denton counties and noted the importance that the growth is reflected in the models used by NCTCOG and that an opportunity to review county allocations before they are final would be appreciated. Clarence Daugherty noted that in the past NCTCOG and local governments have had different viewpoints regarding the distribution of population across transportation management zones and that review at a lower level may be more productive. Todd Plesko noted that it was surprising to see the change in ratio between jobs and people and discussed potential causes such as employment of those that do not live within the region. Michael Morris noted that consideration of such items as those with multiple jobs, those that work within the region but do not live within the region, and similar variables in a post COVID-19 environment were being reviewed but may not be fully captured in this round of demographics. Development of new demographics every three to four years helps correct for these types of variables. Alberto Mares discussed NCTCOG population estimates and Census data, noting that Ellis County numbers were approximately 8,000 lower than internal projections. He asked if there was an appeal process for the Census and wondered if the pandemic caused an undercount or led to smaller households and asked if NCTCOG would be reworking the internal formula it used to calculate population estimates. Mr. Kessler noted that Transportation staff would follow up with RIS staff who work closely with the Census Bureau and can look at time series data to see if there has been a historical under

count in the county or some discernable pattern. In terms of an actual appeal process to the census, he noted that he was not aware of any appeals process. Chad Edwards asked if staff had an opportunity to look at how growth outside of the region such as in Gainesville and Sherman may be influencing travel patterns into Collin and Denton counties. Mr. Morris noted there are external boundary stations included in the travel models and that staff could bring back to the Committee growth rates at those external stations for comparison. Mr. Kessler noted that staff is mindful of the growth in areas such as Sherman, Denison, and Gainesville. In addition, traffic data is now available in real time and allows for staff to follow regularly versus reviewing that data months later. He noted that staff would bring back a pre-station to the Committee once the 2045 forecasts were finalized.

5. **Metropolitan Transportation Plan: Project Selection Overview:** Brendon Wheeler provided an overview of the process for projects to be selected and included in the Mobility Plan, as well as an overview of funding prioritization efforts. During the June 10, 2021, Regional Transportation Council (RTC) meeting, staff was asked to provide an overview of the plan update process. The Mobility Plan includes nine goals focused around four main themes related to mobility, quality of life, system sustainability, and implementation. These goals serve to provide a foundation for how projects are selected and are achieved through the programs, policies, and projects within the plan. The process for how projects, primarily roadway projects are selected for the long-range plan and then prioritized was highlighted. All potential projects must have a general funding source/concept of how they can be funded, require local consensus, and technical analysis must verify need for the project. Next projects are scored based on established goals named in federal legislation as well as regional goals and companion metrics, assigned weights, and then scored to determine inclusion into the plan. After the projects are scored through the selection process the Mobility Plan is financially constrained. Projects are reviewed to determine if they add to system continuity and whether they improve the system. In addition, projects may be part of a phased implementation and may complete a previously included project. Once projects have been included into the long-range Mobility Plan (20+ years), projects are prioritized to determine which projects are included in the Regional 10-Year Plan, the first 10 years of the long-range plan. Projects are reviewed through a system and technical selection process to determine if they provide continuity to the system, are part of a phased implementation, reduce congestion reduction, enhance safety/reliability, and others. Once scored, projects are ranked in the project readiness category based on environmental clearance status and proposed letting schedules and then prioritized for inclusion in the Regional 10-Year Plan. Mike Galizio asked for clarification as to whether state highway or local arterial projects that are fully funded with local funds must be included in the Mobility Plan. Staff noted that any project of regional significance must be included in the Mobility Plan for air quality conformity regardless of funding source.
6. **Dallas-Fort Worth Regional East/West Funding Distribution:** Brian Dell provided the Committee with information regarding the process for developing the funding distribution between the Eastern (Dallas and Paris Districts) and Western (Fort Worth District) subregions, which was recently requested by a Regional Transportation Council (RTC) member. Federal funding comes to the Metropolitan Planning Organization (MPO) from the United States Department of Transportation (US DOT) through the Texas Department of Transportation (TxDOT). Allocations are based on a variety of factors depending on the funding source and when received are not suballocated to cities or counties. However, the North Central Council of Governments (NCTCOG) splits the funds into two subregions that are divided by the TxDOT Dallas and Fort Worth district boundary line. This practice has helped the region stay focused on overall priorities and each subregion works within its available funding. The RTC Bylaws stipulate that for Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Surface Transportation Block Grant Program (STBG)

funding categories, the funding split is reevaluated when a new transportation funding bill is passed by Congress. Once enacted by Congress, staff works to reassess the various inputs that go into determining the east/west funding distribution for CMAQ and STBG. Following approval by the RTC, the new distribution is applied to the RTC-selected funding programs. A map identifying the east/west split as it aligns with the metropolitan planning area boundary was presented. Within the 16-county NCTCOG boundary is the 12-county MPO boundary for which staff leads transportation planning efforts. The division between the eastern and western subregions aligns with the boundary for the TxDOT Fort Worth and Dallas districts (including Hunt County in the Paris District). CMAQ funds are received because the region is in nonattainment for ozone and allocations are based on population and air quality nonattainment factors. Once received, air quality staff use ozone precursor data for each subregion to determine the appropriate distribution of funds. It was noted that only 10 of the 12 counties in the MPO boundary are designated as nonattainment and as a result, CMAQ funding cannot be allocated in Hood or Hunt counties. STBG funds are distributed to regions with populations of 200,000 or greater and based on the population of the urbanized areas (UZAs) in the region. The resulting percentage split applies to other mobility funding categories such as Category 2 funding in the Regional 10-Year Plan. Once funds are provided to the region, staff uses population, employment, activity, and vehicle miles traveled to determine the allocation percentages between the subregions. The three urbanized areas in the region were highlighted and it was noted that while the allocations to the region are based on UZA population, it is the RTC's policy to spend the funding outside of those UZAs but within the MPO boundary. Formula inputs for STBG and CMAQ based on the Fixing America's Surface Transportation Act were highlighted. Based on the inputs, funding distribution was calculated as 32 percent west/68 percent east for STBG and 34 percent west/66 percent east for CMAQ. In addition to inputs specific to each funding category, environmental justice/equity is considered when developing funding distributions including minority population, low-income population, minority or low income, and limited English proficiency. Analysis of the environmental justice indicators showed a minority or low-income population distribution similar to the funding distribution for the western and eastern regions that were ultimately approved by the RTC at 32 west/68 east. Historical funding distributions back to 1991, when the RTC first received project selection authority, were highlighted. Although funding distributions have changed slightly with the various transportation funding bills the percentages have remained relatively consistent. Mr. Dell noted that tracking the east/west funding distribution for the region has helped the region maintain a cooperative and cohesive project selection process, as well as focus on necessary project selection. He also discussed the process to track other funding sources that are not formula allocated between the subregions such as Category 12 and statewide Transportation Alternatives Set-Aside funds. In 2010, the RTC approved a policy position directing staff to monitor TxDOT project selections that are not formula allocated and regularly report on the distribution between the eastern and western subregions. Each quarter, an update is brought to STTC and RTC that details TxDOT funding awards in these categories. The RTC may choose to make specific adjustments from time to time to adjust any imbalances created by non-formula project selection at the State level. Mr. Dell noted that when the next transportation funding bill passes, staff will work through the process presented and bring the results back to the Committee and RTC. Michael Morris noted that staff was hopeful that new Census data and transportation infrastructure legislation will both be available for recalculation of the percentages. In addition, he noted would be monitoring the Unified Transportation Program for discretionary funded projects that are not formula allocated. Once resolution of any imbalance has been resolved, he noted staff will likely close out the current cycle of east/west funding allocations/tracking, recalculate the appropriate funding split and begin a new tracking effort.

7. **Director of Transportation Report on Selected Items:** Michael Morris provided an overview of current transportation items. He noted that Dallas Area Rapid Transit, the City of Dallas, the Texas Department of Transportation (TxDOT), and the North Central Texas Council of Governments continue efforts on the D2 rail line. A map of the project was provided in Electronic Item 7.1. Interface of the rail line with IH 345 has been a major focus and resolution is expected in the next several weeks. Also discussed was the revenue sharing proposal for the IH 635/IH 35E project. He noted that staff was monitoring and would provide final information to members once completed. Mr. Morris also congratulated the TxDOT Fort Worth District on the early completion of IH 635/SH 121 at the Dallas Fort Worth International Airport. In addition, a funding opportunity through an Economic Development Administration grant was highlighted. He noted that staff were reviewing potential project applications including Geometric Design for Autonomous Vehicles, Electric Vehicle Charging on the Move, and Next Generation Transit Signal preemption. Details were provided in Electronic Item 7.2. Also, the US Senate has introduced the Infrastructure Investment and Jobs Act which includes the federal reauthorization bill and infrastructure investment program. As staff look at options to eliminate food deserts, provide equal access to the internet, and advance efforts being considered for the EDA grant, he noted staff would be considering which of the programs, as well as whether funding from the CARES Act allocated to local entities would be the best funding opportunity for these innovative efforts. Mr. Morris discussed the comprehensive list/map of projects in the region requested by the RTC during its June meeting. A map was provide in Electronic Item 7.3. He noted that staff continued to work on the best option to provide the full picture of projects in the region to staff and would provide an update at a future meeting. He also noted TxDOT recently named Brian Barth, P.E., as Deputy Executive Director for Program Delivery. In addition, RTC Member Orientation was scheduled for September 9, 2021, and Committee members were encouraged to view the virtual meeting. As follow up on the letter to the Secretary of Transportation, he noted the 2021-2024 Transportation Improvement Program had been approved. In addition, at the July 8, 2021, RTC meeting, members approved a letter to the Texas Transportation Commission on Phase 2 of the IH 35E project. He noted that project was able to proceed. Regarding the format of future Committee and RTC meetings, he noted he would continue to work with the RTC Chair to determine the appropriate format for each meeting. A letter to the region on the Margaret McDermott Bridge was provided in Electronic Item 7.4. In addition, it was noted that progress continued on the Fort Worth Bypass Channel and that staff would be working to get Regional Toll Revenue money back on the Alliance Airport Runway Extension.
8. **US 75 Implementation/Policy Position:** Dan Lamers provided an update on progress being made on the US 75 corridor between IH 635 in Dallas County north to Collin County on SH 121. The project currently includes concurrent, interim high-occupant vehicle (HOV) lanes separated by plastic pylons. Interim HOV lanes were initially set up while the North Central Texas Council of Governments (NCTCOG), the Texas Department of Transportation (TxDOT), and local governments worked on a permanent solution for the corridor. Since the interim HOV lanes were funded using Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds and an administrative mechanism under federal law does not exist to allow the project to be replaced with a different project unless there are equivalent air quality benefits, staff has been working to determine the appropriate path forward. Two options for the corridor were highlighted. The first option would be to charge single-occupant vehicle users (SOV) a nominal toll and to pay HOV users an incentive through credits to continue use of the lanes. The second and preferred option would include no charge for SOV users and would provide an incentive to HOV users. TxDOT has designed the US 75 corridor to operate under both options. Mr. Lamers noted a grant from the Federal Highway Administration will allow staff to implement a pilot project on the US 75 corridor using the GoCarma application to evaluate the effectiveness of allowing SOVs to utilize the HOV lane

while providing an incentive to HOVs. The HOV incentive would be provided through the existing GoCarma application currently being utilized on the TEXpress Lanes and would monitor traffic by time of day, facility, and lane to determine if there is a potential long-term solution. This would be applied in the US 75 corridor and used to develop a back-office proof of concept. Goals for the US 75 corridor include reducing fatalities and crashes by improving traffic flow, improving responses to crashes, reducing congestion, improving air quality, enhancing traffic signal green times, and removing pylons to allow traffic to operate smoothly in the corridor. The schedule for the effort was reviewed. Mr. Lamers noted that US 75 environmental clearance of the new approach was expected to be completed by winter 2022 with the ultimate project expected to be opened in summer 2024. Efforts on the demonstration framework would begin in winter 2022 and implementation was expected to begin no later than 2024. Michael Morris discussed the current operation of the HOV lanes on US 75 and noted the lanes no longer operated as an HOV and have met their design life. However, in federal law there is no way to transition the corridor and Federal Highway Administration lawyers have asked for assistance to address this issue for this region as well as other regions. Chris Flanigan noted that during the June 2021 Committee meeting, he believed it was announced that the GoCarma application/project on US 75 would let within six months and asked why this presentation stated a different date. Mr. Morris noted the letting date was dependent upon potential federal legislation and that the proposed options allow for the project to proceed under either option depending on legislative direction. John Polster asked if the grant to test the GoCarma application would allow time for the region to continue work on the project until there is new legislation. Staff noted the pilot program was an opportunity for staff to test whether a technology can not only provide a discount to carpoolers but also test the application as a mechanism to provide an incentive for users to carpool or as a revenue accounting system to fund transportation in the future. Since the GoCarma application can be used to monitor or influence travel behavior by time, location, and the lane used it opens up new discussions on how it may be used to incentivize traffic or charge user fees.

9. **Fiscal Year 2021 Project Tracking Initiative:** Brian Dell provided an update on the Fiscal Year (FY) 2021 Project Tracking Initiative. Due to implementation delays on projects over the last several years and resulting carry over balances, a more robust project tracking effort was initiated to help prevent delays on projects and reduce existing carry over balances. At the beginning of the fiscal year, the Regional Transportation Council (RTC) and Surface Transportation Technical Committee (STTC) were provided a list of projects by phase scheduled to advance during the coming year and since that time staff have been providing quarterly updates on the statuses of those projects. This process provides opportunities for sponsors to raise issues and help to ensure that funds are being obligated. A summary of FY2021 Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds was provided. Approximately \$78 million of the \$112.5 million in CMAQ funds allocated in FY2021 has obligated, including 22 out of 45 project phases. For FY2021 Surface Transportation Block Grant Program (STBG) funds, of the \$207 million allocated approximately \$194 million has obligated, totaling 28 phases out of 54. In addition, the status of Transportation Alternatives Set-Aside funds was highlighted. Of the \$12.4 million programmed, approximately \$9.3 million has obligated. Mr. Dell noted that approximately one month remained in the fiscal year and highlighted the recent STBG/Category 2 funding partnership that helped to rapidly reduce the balance of STBG funds. In addition, he noted that as of August 2021, sufficient Transportation Alternative Set Aside funds have obligated to prevent of lapse of any funds for FY2021. Staff will continue to monitor project progress and provide quarterly updates, as well as begin tracking of FY2022 funds. A list of the projects that were scheduled to begin in FY2021 and their current status was provided in Electronic Item 9.1 and additional details of the project tracking initiative were provided in Electronic Item 9.2.

10. **Status on Texas Volkswagen Environmental Mitigation Program Funding:** Bailey Muller provided an update on the progress of Volkswagen Settlement activities. The State of Texas received approximately \$200 million through the Texas Volkswagen Environmental Mitigation Program which is managed by the Texas Commission on Environmental Quality. Three funding programs remain available, as well as \$35.5 million for zero emission vehicle infrastructure available statewide. She noted that for each of the programs, the DFW region submitted the greatest number of applications and requested all funding made available to the region. Additional information was provided in Electronic Item 10.1. Nearly \$40 million was left available in other parts of the state and the North Central Texas Council of Government has been vocal that the region was not allocated its fair share of the funding based on the State's proposal to allocate funding. Comments were recently submitted to the Texas Commission on Environmental Quality (TCEQ) as it anticipates the next cycles of funding under this program, including criteria that may help ensure the best projects are selected, encouraging how TCEQ may distribute remaining funds from previous funding cycles, and also encouraging funds to be used for zero emission vehicle projects. A copy of the correspondence and accompanying analyses was provided in Electronic Item 10.2. She also highlighted an ongoing funding opportunity for Level 2 zero-emission vehicle charging infrastructure. She noted the number of applications submitted statewide and that the deadline for funding is September 9 and approximately \$6.2 million remained available. Funding is available for public charging stations, workplace charging, and multi-unit dwelling charging stations installed from September 20, 2020, through the deadline of September 9, 2021. In addition, private entities can combine incentives to make new charging stations more affordable. Members were asked to share information with their jurisdictions and community to help the region apply for as much funding as possible. Additional information was available at www.dfwcleancities.org/workplacecharging and www.dfwcleancities.org/multifamily. Ms. Muller also highlighted funding that would be available soon for DC fast charge and/or hydrogen infrastructure. Additional information will be available after the upcoming TCEQ webinar. Members were asked to review any relevant recordings of past Clean Cities meetings and webinars, as well as to find information about the upcoming National Drive Electric Week at www.dfwcleancities.org/events. Bryan G. Ramey II asked where Oncor was in terms of providing the extra electrical backbone to run charging infrastructure. In addition, he asked how entities within the region are providing charging as some type of membership or fee-based access. Ms. Muller noted that Oncor is involved and has contacts available on its website regarding charging infrastructure and are preparing its network for additional capacity needed for electric vehicle charging. She also noted that charging infrastructure varies but that most entities seem to be charging for the power provided and that platforms can be adjusted overtime as equipment owners adjust to the demand.
11. **Dallas-Fort Worth Clean Cities Annual Fleet Recognition:** Amy Hodges presented an overview of the 2020 Dallas-Fort Worth (DFW) Clean Cities Annual Survey results, as well as recognized fleets for their efforts to improve air quality and reduce their energy impact in the region. As part of the mission as a Clean Cities Coalition, each year the North Central Texas Council of Governments (NCTCOG) collects data from fleets in the region regarding alternative fuel use and other fuel-savings activities. This data is centered around the air quality emphasis areas for high-emitting vehicles/equipment, anti-idling, vehicles miles of travel, and energy/fuel use. The Department of Energy produces a report for the region based on the surveys collected, which was made available at www.dfwcleancities.org/annualreport. For 2020, 55 fleets reported on over 10,000 alternative fuel vehicles and equipment which resulted in a reduction of nearly 24 million gasoline gallon equivalent reductions, as well as reductions in nitrogen oxides and greenhouse gas emissions. Details were provided in Electronic Item 11. Ms. Hodges thanked fleets that completed a survey for 2020. She noted that data from the surveys are

used to highlight fleets that demonstrate excellence in their fleet reporting by reducing emissions and fuel consumption, and by partnering with DFW Clean Cities. Bronze winners included the cities of Arlington, Benbrook, Frisco, McKinney, Mesquite, and Kaufman County, Prosper Independent School District (ISD), Span Transit, and Trinity Metro. Silver fleet winners included the cities of Coppell, Irving, Denton County, and the Town of Addison. Gold winners included the cities of Carrollton, Dallas, Denton, Grapevine, Lewisville, and Southlake, as well as Dallas Area Rapid Transit, Denton ISD, and Dallas Fort Worth International Airport. Shining Star fleets recognized for greatest progress in NO_x reduction included Dallas Area Rapid Transit, the cities of Carrollton, Coppell, Dallas, and Span Transit. Those recognized for greatest progress in gasoline gallon equivalent reductions included Dallas Area Rapid Transit and the cities of Coppell, Dallas, and Grapevine. In addition, those recognized for greatest progress transitioning to alternative fuels included the cities of Carrollton, Plano, Denton ISD, and Prosper ISD. Ms. Hodges also highlighted entities recognized through the Fleet Challenge in which fleets had an opportunity to state a quantifiable goal in 2019 and then based on a comparison of 2019 and 2020 survey data, it was determined if the goal was met. City of Bedford was recognized for increasing its overall fuel economy by 33 percent, City of Carrollton for increasing its number of alternative fuel vehicles by 21 percent, City of Frisco for increasing its fuel economy by 8 percent, and Dallas Fort Worth International Airport for increasing its renewable natural gas volume usage to 55 percent. Ms. Hodges noted that for the upcoming 2021 Annual Survey, the Dallas-Fort Worth Clean Cities Collation has a goal of over 27.5 million gasoline gallon equivalent reductions. Entities were asked to complete the annual survey, available at www.dfwcleancities.org/annualreport beginning in January 2022. Details were provided in Electronic Item 11.

12. **Update Regarding Lapsing Federal Funding:** Ken Bunkley provided information on the lapse of Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds in Fiscal Year (FY) 2020 and the status of Transportation Alternatives Set Aside Program (TASA) funds. Federal regulations state that apportioned funds are available in the year of apportionment plus three years and that any apportioned amounts that remain unobligated at the end of the three years will lapse. Historically the Texas Department of Transportation (TxDOT) has managed Surface Transportation Block Grant Program (STBG), CMAQ, TASA, and other funding categories and ensured funding was spent on a first-in, first-out basis to prevent lapses. Additionally, TxDOT or the Federal Transportation Administration (FTA) (for transit projects) has alerted Metropolitan Planning Organizations (MPOs) when there has been potential for funding lapses in the coming year. In April 2021, TxDOT informed the North Central Texas Council of Governments (NCTCOG) that approximately \$24 million of CMAQ funding had lapsed at the end of FY2020. Prior documentation received by NCTCOG from the State showed a carry-over balance from FY2020 of approximately \$16 million so NCTCOG met with TxDOT Finance and the local TxDOT Districts in June 2021 to discuss the situation and to prevent the lapse of funds moving forward. Staff learned that although historically TxDOT spent oldest funds first, at some point TxDOT stopped this practice without realizing the ramifications. Also, the typical backstop of FHWA reminders to TxDOT did not occur last year. Staff also learned that TxDOT reduced all funds by the Congressional spending limits each year. By TxDOT applying the spending limit to CMAQ funds over the years, it led to staff believing there was less funding than was actually available. Mr. Bunkley noted that TxDOT has identified strategies to prevent these occurrences in the future. In the future, TxDOT will go back to the process of obligating the oldest funding first. If funding lapse becomes eminent, TxDOT will consider obligating advanced construction (early approval) to obligate funds. In addition, TxDOT will identify potential lapses in funds at the beginning of each fiscal year, document progress toward obligating potentially lapsing funds on monthly obligation reports to MPOs, no longer apply congressional spending limits to CMAQ funds, and recommit to sending monthly obligation

reports to MPOs versus the sporadic process followed for the last few years. Going forward, NCTCOG will continue to review monthly obligation reports, watch the FHWA Fiscal Management Information System report for lapsing funds, and report possible lapses back to the Committee and the Regional Transportation Council. Mr. Bunkley reviewed CMAQ obligations for FY2021, totaling approximately \$78 million, of which \$76 million has been obligated and another \$13 million expected to obligate before the end of FY2021. In review of reports earlier in the day, another \$7 million had obligated. Based on this information, he noted CMAQ funds were not at risk of lapsing in FY2021. Regarding the potential lapse of TASA funds, in March 2021 TxDOT advised NCTCOG that \$7,095,497 was at risk of lapsing if not obligated by the end of FY2021. This funding included the amount that was above the congressional spending limit. Staff reviewed total funding programmed in FY2021 of approximately \$10 million and noted approximately \$8.6 million has obligated preventing a TASA funding lapse. Mr. Bunkley noted this took multiple discussions with TxDOT and local implementing agencies, as well as expedited review by TxDOT. Looking ahead to FY2022, a minimum of \$5.5 million must be obligated in the fiscal year to prevent a lapse. In addition to the \$1.8 million from FY2021, another \$17.8 million is programmed for FY2022. He noted it is imperative that projects let on schedule and encouraged all agencies with TASA funds to coordinate with TxDOT early to avoid delays and ensure timely reviews. Additional information was provided in Electronic Item 12.

13. **Fast Facts:** Staff presentations were not given. Information was provided to members electronically for the following items.
 1. Dallas Area Rapid Transit Red and Blue Lines Corridor Transit-Oriented Development Study Final Report Complete (Electronic Item 13.1)
 2. Auto Occupancy/High-Occupancy Vehicle Quarterly Subsidy Report (Electronic Item 13.2)
 3. August Transportation Improvement Program Modification Cycle Canceled by the State (Electronic Item 13.3)
 4. North Texas Center for Mobility Technologies Project Tracking (Electronic Item 13.4)
 5. Air Quality Funding Opportunities for Vehicles (<https://www.nctcog.org/trans/quality/air/funding-and-resources>)
 6. Dallas-Fort Worth Clean Cities Events (<https://dfwcleancities.org/events>)
 7. Status Report on Ozone Season (Electronic Item 13.5)
 8. Know Before You Fly Your Drone Workshops (www.northtexasuas.com/UAS-Taskforce#Workshops)
 9. August Online Input Opportunity Notice (Electronic Item 13.6)
 10. September Online Input Opportunity Notice (Handout)
 11. Public Comments Report (Electronic Item 13.7)
 12. Written Progress Reports:
 - Local Motion (Electronic Item 13.8)
 - Partner Progress Reports (Electronic Item 13.9)
14. **Other Business (Old and New):** There was no discussion on this item.
15. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on September 24, 2021.

The meeting adjourned at 3:30 pm.



A monthly update on activities of the Regional Transportation Council and the North Central Texas Council of Governments Transportation Department

October 2021

CALENDAR

October 11, noon
Public Meeting
 NCTCOG
 Transportation Council Room
 616 Six Flags Drive
 Arlington, TX 76011

October 12, 5 pm
Open House
High-Speed Transportation
 Lone Star Park
 1000 Lone Star Pkwy
 Grand Prairie, TX 75050

October 19, 4 pm
Open House
High-Speed Transportation
 Southside Preservation Hall
 1519 Lipscomb Street
 Fort Worth, TX 76104

October 26, 4 pm
Open House
High-Speed Transportation
 Mercy Street
 3801 Holystone Street
 Dallas, TX 75212

October 30, 10 am
Open House
High-Speed Transportation
 Globe Life Field
 734 Stadium Drive
 Arlington, TX 76011

High-speed transportation sessions to be in person



HIGH-SPEED TRANSPORTATION

DALLAS - FORT WORTH

The study of high-speed transportation options to move people across Dallas-Fort Worth is hitting the road, with a series of in-person open houses scheduled for October throughout the corridor.

The open houses begin with a session October 12 from 5-8 pm at Lone Star Park in Grand Prairie. Open houses are also scheduled for October 19 from 4-7 pm at Southside Preservation Hall in Fort Worth, October 26 from 4-7 pm at Mercy Street in West Dallas and October 30 from 10 am to 2 pm at Globe Life Field in Arlington. Large venues have been chosen to allow for adequate social distancing.

There will be a short video on a loop discussing the project and presentation boards throughout each venue that will explain the different high-speed technologies and recommended route. The sessions are intended to promote interaction between residents and the project team while providing an overview of the Phase 1 recommendations. Planners have recommended a route along the Interstate Highway 30 corridor and two potential technologies for further study – high-speed rail and hyperloop technologies.

The technology selected will connect residents to the region's existing transportation system, as well as the planned high-speed rail line under development between Dallas and Houston and a future line between Fort Worth and South Texas.

Each open house location will offer free parking nearby. Comments will be accepted in person and online at www.nctcog.org/dfw-hstcs.

The location of each of the venues is also available on the webpage.



North Central Texas
Council of Governments

For more information about Local Motion topics, contact Brian Wilson at 817-704-2511 or bwilson@nctcog.org. Visit www.nctcog.org/trans for more information on the department.

NCTCOG evaluating options for US 75 corridor

An interim plan to improve reliability along a stretch of US 75 was recently presented to the Regional Transportation Council. NCTCOG has been working on a plan for the underutilized high-occupancy vehicle lane in the corridor, and the pilot project aims to create a technology lane that would evaluate the effectiveness of allowing single-occupant vehicles to utilize the HOV lanes (no toll, no HOV requirement) while providing an incentive to HOVs. Planners propose to incentivize carpooling using the GoCarma app currently used to obtain HOV discounts on the region's TEXpress Lanes. The technology lane could have several benefits, including improved safety and response time, reduced congestion, better air quality and enhanced traffic flow on frontage roads (with improved signal timing). The remaining pylons separating the HOV lane from general-purpose lanes would also be removed, leading to a safer roadway. The pilot project aims to increase the corridor's capacity to make the fast-growing corridor more efficient for commuters, residents and businesses. The project would cost a total of \$53.8 million, with \$10 million funded through a grant with the Texas Department of Transportation to develop the technology lane aspect. The technology lane could be open to traffic in the summer of 2024.

Trinity Metro introduces 'A Better Connection' for customers

Trinity Metro rolled out its newly redesigned bus system with more frequency, extended hours and better customer options in September. Known as A Better Connection (ABC), the redesign will offer customers more direct routes that reach their destination without having to go through downtown.

Last month, Dallas Area Rapid Transit announced a similar redesign of its bus network, which will debut in January.

The Trinity Metro plan has been in development for approximately a year, as Trinity Metro has analyzed its routes and gathered public input from residents regarding their transportation needs, said Wayne Gensler, vice president and chief operating officer for bus and paratransit.

"These changes will provide more service options and easier access for our customers – and all without any increase to our operating budget," Gensler said.

Throughout the planning process, Trinity Metro invited the public to provide feedback on transit options. The scenario that generated the most interest was a "walk more, wait less" option that would provide more frequent service to more customers. ABC will offer seven routes with service to neighborhoods that did not have service. These routes mean new access for 27,400 people in 8,500 households. They will be within a quarter-mile of a bus route as will 3,600 jobs. Additionally, 17 schools will have access within a quarter-mile.



Trinity Metro has rolled out a redesigned bus service offering greater frequency and expanded service to customers.

LONG-RANGE PLAN

Planners working on update to Mobility 2045

NCTCOG is developing an update to Mobility 2045, the Metropolitan Transportation Plan for the fast-growing Dallas-Fort Worth area.

While maintaining the same horizon year of 2045, the plan update will incorporate the latest demographic and revenue forecasts for 2045 and refined project recommendations. Planners continue to seek input from the public through a variety of methods, including public input opportunities and meetings (see page 4) and the online Map Your Experience tool. This [webpage](#), allows users of the transportation system to provide input directly to NCTCOG on where they are experiencing transportation trouble, regardless of how they choose to get around.

Users can record their issues by placing pins on a map. These pins will be compared with currently planned recommendations to see where NCTCOG is already working on solutions, and where new ones are needed. The Mobility 2045 Update is expected to be approved by the Regional Transportation Council in 2022. The public can keep up with the progress of the Mobility 2045 update at www.nctcog.org/PlaninProgress.

For information on the current plan, visit www.nctcog.org/mobility2045.

REGIONALNews

October is Fall Car Care Month

Are you car care aware? October is Fall Car Care Month and that means taking a few extra steps to make sure your vehicle is operating well.

This may not only prolong the life of your car but save you time and keep you and your passengers safe. Make sure your coolant levels are topped off with antifreeze to prevent your car from overheating and leaving you stranded.

NCTCOG will be present at in-person events in Denton and Burleson this month to discuss with residents the importance of proper car maintenance. Additional outreach is planned for the spring.



In the meantime, there are ways to ensure you get the

Ensuring your car maintains proper tire pressure is an important part of maintaining your car and improving its performance.

most out of your vehicle while being mindful of air quality. For example, keeping your check engine light off ensures your car is not polluting more than necessary, which means better air quality for all of us in the region.

Winter months bring potential driving hazards, such as icy roads, so it is important to prepare by checking your brakes and tires in the fall as the weather cools down.

Worn treads on a tire can seriously impact a car's ability to stop in the rain. If your tread depth is less than 4/32 inches, you should consider replacing the tires.

Also, if you hear squeaking brakes, that is your vehicle's way of telling you that there may be an issue that needs attention.

Stay safe and remember to be Car Care Aware! For more information, visit www.ntxcare.org.

Transportation Resources

Facebook

Facebook.com/nctcogtrans

Twitter

Twitter.com/nctcogtrans

YouTube

YouTube.com/nctcogtrans

Instagram

Instagram.com/nctcogtrans

Publications

NCTCOG.org/trans/outreach/publications.asp

Partners

Dallas Area Rapid Transit
DART.org

**Denton County
Transportation Authority**
DCTA.net

North Texas Tollway Authority
NTTA.org

**Texas Department
of Transportation**
TxDOT.gov

Trinity Metro
RideTrinityMetro.org

By the Numbers

4

The number of open houses being held in the region to discuss the Dallas-Fort Worth High-Speed Transportation Connections Study.

PUBLIC *Involvement*

NCTCOG to host in-person public meeting Oct. 11

NCTCOG will host a public meeting in October to provide an overview of the Metropolitan Transportation Plan and present details on the freight safety campaign and local government energy reporting.

The meeting will take place at NCTCOG's Arlington offices, 616 Six Flags Drive, at noon on Monday, October 11 and marks the first in-person public meeting since March 2020, due to the on-going COVID-19 pandemic. Residents may attend the meeting or watch the live stream. All attendees are encouraged to wear masks and practice social distancing. One of the primary responsibilities of a metropolitan planning organization is the development and maintenance of a Metropolitan Transportation Plan. The MTP identifies transportation needs, investments and priorities for the regional transportation system. NCTCOG is developing an update to the current MTP, Mobility 2045, and will provide an overview of the project timeline.

Additionally, staff will give details on the freight safety campaign, which is educating heavy-duty vehicle operators about following regional truck lane restrictions, and informing the public about safe driving practices near large commercial vehicles.

Staff will also present an overview of the local government energy reporting requirements, NCTCOG resources and training, and reminders regarding the upcoming 2021 Local Government Energy Reports. Political subdivisions in ozone nonattainment or "affected" counties in Texas are required to reduce their electric consumption by five percent each year and report their annual electricity consumption to the State Energy Conservation Office.

The department's interactive map tool, Map Your Experience, the Regional Smoking Vehicle Program, vehicle incentive opportunities and administrative revisions for Mobility 2045 will also be highlighted. To watch the meeting online, click the "live" tab at www.nctcog.org/video. A recording of the presentations will also be posted at www.nctcog.org/input, where residents can comment through November 9. For special accommodations, or to request printed copies of information discussed or a free roundtrip ride between NCTCOG and the Trinity Railway Express CentrePort/DFW Airport Station, contact Carli Baylor at 817-608-2365.

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