

AGENDA

**Regional Transportation Council
Thursday, November 11, 2021
North Central Texas Council of Governments**

The RTC meeting on November 11, 2021, will be conducted as a videoconference meeting via Zoom. Members of the public wishing to speak may do so by calling toll free 1-855-965-2480 and entering meeting ID 819 9499 9766# when prompted or in person at the NCTCOG Office. Following conclusion of the Opportunity for the Public to Speak in Agenda Item 1, the audio line will be disconnected. Members of the public may view a livestream of the RTC meeting at www.nctcog.org/video under the "live" tab.

1:00 pm Full RTC Business Agenda

- 1:00 – 1:10** 1. **Opportunity for Public Comment on Today's Agenda**
 Information Minutes: 10
Item Summary: This item provides an opportunity for the public to comment on today's meeting agenda items. Members of the public wishing to comment on an agenda item may do so during this item by calling toll free 1-855-965-2480 and entering meeting ID 819 9499 9766# when prompted or in person at the NCTCOG Office. Speakers should state their name, city of residence, the agenda number they are speaking on, and whether they are speaking on/for/against the item. Members of the public are not permitted to provide comments after the conclusion of this agenda item; therefore, the audio line will be disconnected, and members of the public may view the livestream of the meeting at www.nctcog.org/video.
Background: N/A
- 1:10 – 1:15** 2. **Approval of October 14, 2021, Minutes**
 Action Possible Action Information Minutes: 5
Presenter: Theresa Daniel, RTC Chair
Item Summary: Approval of the October 14, 2021, minutes contained in [Electronic Item 2](#) will be requested.
Background: N/A
- 1:15 – 1:20** 3. **Consent Agenda**
 Action Possible Action Information Minutes: 5
- 3.1. **Blue-Green-Grey Application for New Ideas Round 3 – Project Funding Recommendations**
Presenter: Shawn Conrad, NCTCOG
Item Summary: Regional Transportation Council approval to award funding for implementation of selected projects in the Blue-Green-Grey Application for New Ideas Round 3 will be requested.
Background: The North Central Texas Council of Governments (NCTCOG) issued the Round 3 Blue-Green-Grey funding opportunity on July 19, 2021. Applications were

due on August 13, 2021. Eligible projects are within the 12-county Metropolitan Planning Area and incorporate three elements – Blue (water), Green (environment), and Grey (transportation infrastructure). The goal of the Blue-Green-Grey program is to support innovative pilot projects that provide resources for cities and organizations to replicate these ideas throughout the metroplex. Eligible applicants include teams of individuals, private firms, educational facilities, and governmental agencies. The maximum award is \$75,000. A project evaluation committee reviewed the nine applications received and has selected three projects for funding recommendation.

NCTCOG will seek approval to proceed with awards for implementation of projects awarded through the 2021 Blue-Green-Grey Application for New Ideas Round 3. [Electronic Item 3.1.1](#) provides additional information on application scoring. [Electronic Item 3.1.2](#) reflects NCTCOG staff award recommendations.

Performance Measure(s) Addressed: Administrative

1:20 – 1:35

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

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

1. Air North Texas Partner Awards (Whitney Vandiver)
2. Chair Daniel Requesting Options for In-person Meeting on December 9, 2021
3. Regional Transportation Council (RTC) Member Orientation, December 9, 2021, 10:30 am-11:30 am
4. Recent Director Efforts:
 - World Cup 2026
 - Greater Dallas Planning Council
 - Texas Department of Transportation (TxDOT) Statewide Safety Task Force
 - Status of Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grants Submitted by RTC/TxDOT
5. Safety Vest for RTC Members
6. House Transportation Committee-Interim Charge Submissions
7. Fixing America's Surface Transportation (FAST) Act Extended Through December 3, 2021
8. Electric Vehicle Manufacturing Facility in the Region
9. Auto Occupancy/High-Occupancy Vehicle Quarterly Subsidy Report ([Electronic Item 4.1](#))
10. Crash Responder Safety Week: November 8-14, 2021
11. Dallas-Fort Worth Clean Cities Events (<https://www.dfwcleancities.org/events>)
12. Air Quality Funding Opportunities for Vehicles (<https://www.nctcog.org/trans/quality/air/funding-and-resources>)

13. Status Report on Texas Volkswagen Environmental Mitigation Program Funding ([Electronic Item 4.2](#))
14. Status Report on Ozone ([Electronic Item 4.3](#))
15. Monthly Know Before You Fly Your Drone Workshops check (<https://www.northtexasuas.com/UAS-Taskforce#Workshops>)
16. October Public Meeting Minutes ([Electronic Item 4.4](#))
17. Public Comment Report ([Electronic Item 4.5](#))
18. Recent Correspondence ([Electronic Item 4.6](#))
19. Recent News Articles ([Electronic Item 4.7](#))
20. Recent Press Releases ([Electronic Item 4.8](#))

1:35 – 1:40

5. **Endorsement of Economic Development Grant Opportunity Project Applications**

Action Possible Action Information Minutes: 5

Presenter: Michael Morris, NCTCOG

Item Summary: Staff requests endorsement of project applications submitted as part of the American Rescue Plan Act (ARPA) funding opportunities through the Economic Development Administration (EDA) Build Back Better Regional Challenge (BBBRC).

Background: As part of the American Rescue Plan Act, authorized in March 2021 to support the nation’s response and recovery from the impacts of the COVID-19 pandemic, the Economic Development Administration was allocated \$3 billion in supplemental funding to assist communities in their efforts to build back better by accelerating the economic recovery and building local economies that will be resilient to future economic shocks. In July 2021, the EDA announced it would make the funding appropriation available through a series of six innovative challenges organized as discretionary grant opportunities.

The North Central Texas Council of Governments (NCTCOG) committed to serve as a coalition member for the following three applications submitted for the BBBRC Phase One competition.

- North Texas Information Technology Workforce Collaborative, submitted and led by Southern Methodist University (SMU), including a project cluster called Creating Equitable Opportunities in Automated Vehicle Freight Applications led by NCTCOG and one of eight total project clusters to comprise SMU’s application.
- Becoming a Global Hydrogen Hub, submitted and led by Center for Houston’s Future, including a project to add a hydrogen fuel station to the Interstate Highway 45 corridor that will be supported by NCTCOG as a partner within the application.
- Lead the Transition of Freight Transportation in the Texas Triangle Through Advanced Technologies and Innovative Policies on Equity and Sustainability, submitted and led by the University of Texas at Arlington, including a project

to advance freight-oriented automated surface and aerial transportation applications supported by NCTCOG as a partner within the application.

Performance Measure(s) Addressed: Roadway, Administrative

1:40 – 1:50 6. **Letters of Support to Advance SH 183 Segment 2E in Tarrant and Dallas Counties**

Action Possible Action Information Minutes: 10

Presenter: Michael Morris, NCTCOG

Item Summary: Staff will provide an update on the status of the North Tarrant Express Segment 2E project of SH 183 and ask for Regional Transportation Council approval to advance the project and request individual letters of support.

Background: The RTC has been briefed several times over the last year on the nearly \$1 billion investment proposed for the North Tarrant Express project. These funds are being provided entirely by the private sector. This item is requesting reapproval for this project contained in Mobility 2045 as well as requesting other parties to write letters of support. The focus of the Regional Transportation Council's position will be first inquiring if the Legislative Budget Board must approve Segment 2E since it is already included in an active Texas Department of Transportation contract, and second, the importance of the project need as a result of the lane imbalances of the SH 183 project in Tarrant County. [Electronic Item 6](#) contains support letters assembled to date.

Performance Measure(s) Addressed: Roadway, Safety

1:50 – 1:55 7. **High-Speed Rail Support for Texas Central Partners**

Action Possible Action Information Minutes: 5

Presenter: Michael Morris, NCTCOG

Item Summary: Staff will provide a status report on federal high-speed rail approvals between Dallas and Houston. Action is requested for approximately \$800,000 in funds for engineering purposes for high-speed rail in the City of Dallas.

Background: Staff will summarize federal actions regarding high-speed rail between Dallas and Houston. Action is needed for approximately \$800,000 in Regional Transportation Council Local funds to loan to Texas Central Partners in order to advance the engineering of the City of Dallas Floodway Extension in partnership with the United States Army Corps of Engineers. This loan would use the standard 2.4% interest rate and will include legal agreements for insuring repayment by Texas Central Partners.

Performance Measure(s) Addressed: Transit, Safety

1:55 – 2:05

8. **2023-2026 Management and Operations, Regional/Air Quality, and Safety Funding Program**

Action Possible Action Information Minutes: 10

Presenter: Christie Gotti, NCTCOG

Item Summary: Approximately every four years, staff aggregates transportation items related to management and operations for funding approval. This item will present the process to identify those projects for 2023-2026 and reasons for the inclusion of a safety program.

Background: The Transportation Department is frequently asked to conduct a series of transportation initiatives that include management and operations. The initiatives are best aggregated into an overall program conducted over several years. The existing program is being completed in 2022, therefore a continuation of existing and new initiatives will need to be in place prior to October 1, 2023. In addition, increased focused on transportation safety for all modes is proposed as part of a statewide partnership with the Texas Department of Transportation. It is anticipated that the 2023-2026 program will be for management and operations, Regional/Air Quality, and safety funding. Typically, 50 percent or more of these funds are passed through to cities, counties, and transportation agencies for implementation. [Electronic Item 8](#) contains additional details on the funding program.

Performance Measure(s) Addressed: Air Quality, Congestion, Safety

2:05 – 2:15

9. **North Central Texas Council of Governments Demographic Forecast Status Report**

Action Possible Action Information Minutes: 10

Presenter: Dan Kessler, NCTCOG

Item Summary: Staff will provide an update on ongoing efforts to develop revised 2045 Population and Employment for the Metropolitan Area.

Background: The North Central Texas Council of Governments is currently developing new forecasts of demographic activity out to the year 2045, which will be used to support the ongoing update of Mobility 2045: the Metropolitan Transportation Plan for North Central Texas. An update on the status of demographic forecast estimates will be provided.

Performance Measure(s) Addressed: Roadway, Transit

2:15 – 2:25

10. **Metropolitan Transportation Plan Update**

Action Possible Action Information Minutes: 10

Presenter: Brendon Wheeler, NCTCOG

Item Summary: Mobility 2045 was adopted by the Regional Transportation Council (RTC) on June 14, 2018. Staff will provide a report regarding efforts to update Mobility 2045 by June 2022, highlighting notable policy/program updates.

Background: Following RTC adoption of Mobility 2045, staff and partner agencies have been working toward implementing the mobility plan. These efforts include planning and project development tasks, projects in construction, and coordination with the public and our transportation partners.

Federal guidelines require the Dallas-Fort Worth region to update the long-range transportation plan a minimum of every four years. In addition, the Mobility 2045 Update must demonstrate transportation conformity. The updated plan will include a new financial plan and necessary refinements to projects in the current Mobility 2045 plan.

Performance Measure(s) Addressed: Roadway, Transit

2:25 – 2:35 11. Fiscal Year 2021/Fiscal Year 2022 Project Tracking Initiative

Action Possible Action Information Minutes: 10

Presenter: Brian Dell, NCTCOG

Item Summary: Staff will provide the Council with a final report on the FY2021 Project Tracking Initiative and introduce the FY2022 project list. This effort is designed to maintain balanced federal funding levels and to expedite project delivery.

Background: Almost every year, Regional Transportation Council-selected projects being implemented by local governments experience delays. While a one-year delay is of less consequence, projects tend to be delayed year after year. Over time, these delays led to the need to implement the Metropolitan Planning Organization Milestone Policy, which identifies projects that have not advanced to construction after being funded for at least ten years. However, a ten-year project review does not create an action plan soon enough to maintain the region's Congestion Mitigation and Air Quality Improvement Program, Surface Transportation Block Grant Program, and Transportation Alternatives Set Aside obligation balances. As a secondary line of offense, staff has implemented a project tracking initiative that highlights project schedule commitments to the Surface Transportation Technical Committee and the Regional Transportation Council on a regular basis and reports local agency progress toward the committed project development schedules. A list of projects that were scheduled to begin in FY2021 and their current status can be found in [Electronic Item 11.1](#). A list of projects that are scheduled to begin in FY2022 and their current status can be found in [Electronic Item 11.2](#). Additional details can be found in [Electronic Item 11.3](#).

Performance Measure(s) Addressed: Roadway, Air Quality

2:35 – 2:45

12. **Status Report on Local Government Energy Reporting**

Action Possible Action Information Minutes: 10

Presenter: Lori Clark, NCTCOG

Item Summary: Staff will provide an overview of State-mandated local government energy reporting requirements and efforts to increase the rate of reporting among local governments.

Background: As electricity generation produces emissions that impact air quality, energy efficiency and conservation measures to reduce total electricity consumption can help reduce air pollution. Texas passed legislation in 2001 requiring that local governments in and near nonattainment areas set a goal to reduce their electricity consumption by 5 percent every year, and report annually to the State Energy Conservation Office. This requirement is detailed in the Texas Health and Safety Code §388.005(c) available at <https://statutes.capitol.texas.gov/Docs/HS/htm/HS.388.htm#388.005>. Legislation passed in the 2019 session updated this requirement, resetting the baseline to September 1, 2019, and extending the requirements to 2026. To increase compliance with this reporting requirement, North Central Texas Council of Governments staff has conducted outreach, developed resources, and provided technical assistance. Additional details are available in [Electronic Item 12](#).

Performance Measure(s) Addressed: Air Quality

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, December 9, 2021**.

**REGIONAL TRANSPORTATION COUNCIL
October 14, 2021**

The October 14, 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, Dennis Bailey, Adam Bazaldua, Elizabeth M. Beck, Gyna Bivens, Mohamed Bur, Dianne Costa, Theresa Daniel, Jeff Davis, Pat Deen, Janet DePuy, Andy Eads, Kevin Falconer, Gary Fickes, Nate Pike (representing George Fuller) Barry L. Gordon, Rick Grady, Lane Grayson, Mojoy Haddad, Ron Massingill (representing Roger Harmon), J.J. Koch (representing Clay Lewis Jenkins), Ron Jensen, Carl L. Johnson, Brandon Jones, Mike Leyman, Alison Maguire, B. Adam McGough, William Meadows, Cara Mendelsohn, Robert Miklos, Cary Moon, Omar Narvaez, Jim R. Ross, Chris Schulmeister, Jeremy Tompkins, Scott Turnage (representing T. Oscar Trevino Jr.), William Tsao, Duncan Webb, and Devan Allen (representing B. Glen Whitley) . 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 September 9, 2021, Minutes:** The minutes of the September 9, 2021, meeting were approved as submitted in Electronic Item 2. Devan Allen (M); Richard Aubin (S). The motion passed unanimously.
3. **Consent Agenda:** The following items were included on the Consent Agenda.
 - 3.1 **Transportation Improvement Program Modifications:** Regional Transportation Council approval of revisions to the 2021-2024 Transportation Improvement Program (TIP) was requested, along with the ability to amend the Unified Planning Work Program and other planning documents with TIP-related changes. November 2021 revisions to the 2021-2024 TIP were provided in Electronic Item 3.1.1 and Electronic Item 3.1.2 included changes made to the Grouped Projects listing proposed by the Texas Department of Transportation.
 - 3.2 **Call for Projects to Reduce Diesel Emissions:** Regional Transportation Council approval to open a new, competitive call for projects (CFP) to award rebates through the North Texas Clean Diesel Projects 2020 funding initiative was requested, including the call for project details, eligibility screens, selection criteria and schedule detailed in Electronic Item 3.2.
 - 3.3. **SH 121 Wrecker Service Funding:** Staff provided a brief overview before Council consideration. When drafted, the funding amount was inadvertently left out of the agenda summary. Michael Morris noted that wrecker service was originally implemented on SH 161 to pay for the staging of wreckers along the corridor during the activation of the SH 161 peak-period shoulder lanes. The Regional Transportation Council (RTC) previously gave flexibility to make remaining funds available for other technology lanes and in November 2020 approved use of the funds on SH 121. Staff recently learned from the Federal Highway Administration that additional action was needed in order to utilize the funding for wrecker service along the SH 121 corridor due to the current funding

agreement. North Central Texas Council of Governments staff appealed to the Division Office regarding the issue, but no resolution was available. Action was requested for the Regional Transportation Council to approve utilizing up to \$450,000 in RTC Local funds for the staging of wreckers along the SH 121 technology lanes to pay for services rendered December 2020 through December 2021, including approval to administratively amend the Transportation Improvement Program/Statewide Transportation Improvement Program and other administrative/planning documents as needed. Federal funds will be returned to the funding pool to be programmed for other projects.

- 3.4. **Klyde Warren Park Extension Cost Increase:** Regional Transportation Council 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 was requested. The City of Dallas will cover the local match for the cost increase. Action included approval for the North Central Texas Council of Governments staff to administratively amend the Transportation Improvement Program and other planning/administrative documents to incorporate these changes.

A motion was made to approve the items on the Consent Agenda. Barry L. Gordon (M); Omar Narvaez (S). The motion passed unanimously.

4. **Orientation to the Agenda/Director of Transportation Report:** Michael Morris highlighted items on the Director of Transportation Report. He noted that he and the Regional Transportation Council (RTC) Chair continue to discuss when the RTC can meet in person at a future meeting. He requested that members share their viewpoints about in person RTC meetings. The RTC Chair has also approved a December RTC Orientation meeting. He also noted the Metropolitan Planning Organization received a positive Federal Certification Review, provided in Electronic Item 4.1. Members interested in staff presentations about the Federal Certification Review were asked to contact staff for the item to be presented at a future meeting. In addition, Mr. Morris noted he was asked to participate with colleagues in the state to help turn around the fatality rates on Texas roadways. Additional information on the new task force to direct funding to vital highway safety projects was provided in <https://www.txdot.gov/inside-txdot/media-center/statewide-news/015-2021.html>. He also noted that staff has begun work on the 2023-2026 Management/Operations and Safety program. Additional information on the program will be presented at the November 11 meeting. The new proposed alignment for D2 in Downtown Dallas was discussed, as well as the timing of the project. A map of the proposed project was provided in Electronic Item 4.2. Mr. Morris also noted that the deadline for the Automated Vehicles 2.2/2.3 Program Round 2 funding was November 19, 2021. Details were provided in Electronic Item 4.3. Also discussed were potential projects to be submitted through the Economic Development Administration Grant Opportunities. Included in the grant opportunity are two major programs. The deadline for the Build Back Better Regional Challenge is October 19. Staff will be working in partnership with Southern Methodist University (SMU) on a project proposal addressing workforce development, business development and infrastructure. A project addressing first and last mile land and air connections through automated vehicles will led by NCTCOG will be included. In addition, North Central Texas Council of Governments (NCTCOG) staff will support the Center for Houston's Future proposed project for a hydrogen fuel station on the IH 45 corridor. The second program is the Good Jobs Challenge. The deadline for applications is January 26, 2022. NCTCOG proposes to submit an application for development of a Technology Fusion Center as part of its Agile Curriculum initiative and participate in an application with the City

of Dallas to provide regional support for its City of Refuge project. He noted that staff continues to monitor the potential location of an electric vehicle manufacturing facility in the region. A final location determination has not been made, and if asked staff will be ready to respond to the timely implementation of transportation elements that would be helpful to the region. Information on the November 4, 2021, fall 2021 Traffic Incident

Management Executive Level Course was provided in Electronic Item 4.4. Current Dallas-Fort Worth Clean Cities Events were available at <https://www.dfwcleancities.org/events> and air quality funding opportunities for vehicles were available at

<https://www.nctcog.org/trans/quality/air/funding-and-resources>. The status report for the current ozone season was provided in Electronic Item 4.5. Electronic Item 4.6 contained an update on the Texas Volkswagen Environmental Mitigation Program funding and Electronic Item 4.7 highlighted the success of the National Drive Electric Week event. In addition, the project submittal deadline for Texas Department of Transportation Highway Safety Improvement Program Call for Projects due to the Texas Department of Transportation districts offices is November 17, 2021. Additional information was available at <https://www.txdot.gov/inside-txdot/forms-publications/publications/highway-safety.html>.

Information about Monthly Know Before You Fly Your Drone Workshops was provided in <https://www.northtexasuas.com/UAS-Taskforce#Workshops>. In addition, an article highlighting the Federal Highway Administration's recognition of the City of Irving's work through the Waze data-sharing program was available at

<https://www.fhwa.dot.gov/innovation/everydaycounts/edcnews/20210902.cfm>. An Open House schedule of meetings for the Dallas-Fort Worth High-Speed Transportation Connections Study was provided in Electronic Item 4.8. Electronic Item 4.9 included additional comments as part of the August online input opportunity minutes and September online input opportunity minutes were provided in Electronic Item 4.10. A notice of the October public meeting schedule was provided in Electronic Item 4.11. The current Public Comments Report was provided in Electronic Item 4.12, recent correspondence in Electronic Item 4.13, recent news articles in Electronic Item 4.14, and recent press releases in Electronic Item 4.15. Mike Leyman asked if RTC members could now attend meetings in person or if that remained under review. Mr. Morris discussed Open Meetings Act requirements that the Chair be in attendance in person, but that other members could attend virtually. He noted he was not in favor of hybrid meetings with some members being in attendance and some members remote because it does not give each member equal access to discussion and debate. Mr. Morris asked members interested in attending in person to contact staff. Mr. Leyman encouraged the RTC Chair and staff to resume in person RTC members as soon as possible.

5. **2022 Unified Transportation Program and Regional 10-Year Plan Update:** Christie Gotti provided an update on the projects funded by the Texas Transportation Commission (TTC) in the 2022 Unified Transportation Program (UTP). The updated Regional 10-Year Plan project listing was approved by the Regional Transportation Council (RTC) on July 8, 2021 and submitted to the TTC for its consideration in the 2022 UTP. At its August 2021 meeting, the TTC approved all Category 2 and Category 4 requests and approximately \$339 million in Category 12 was awarded to the region (\$225 million in the eastern subregion and \$84 million in the western subregion). Project funding changes proposed by staff were highlighted. These changes included increasing Category 2 funding for two projects in Hunt County since requested Category 12 funding was not awarded. In addition, a project proposed for Category 12 funding in Collin County was partially funded with Category 4 funds by the Texas Department of Transportation (TxDOT) Dallas District directly. Three projects were awarded Category 12 funding in the western subregion: a portion of IH 20 in Parker County, a section of IH 30 in Tarrant County, as well as funding for three years of implementation for the Regional Mobility Assistance Patrol project in the Fort Worth District.

She noted that staff will request at another time to add Surface Transportation Block Grant Program (STBG) funds to the Mobility Assistance Patrol project for future years. Ms. Gotti noted that several projects were awarded Category 12 funding in the eastern subregion. US 380 in Collin County was awarded approximately \$40 million, the IH 30 Canyon project in Dallas County was awarded an additional \$101 million, and US 80 in Dallas County was awarded approximately \$103 million. In addition, a series of overpasses and interchanges along IH 30 in Hunt County were awarded \$4.4 million in additional funding. The Dallas District Regional Mobility Assistance Patrol also received approximately \$6 million to covers three years of implementation. The entity responsible for selecting projects in each of the funding categories was highlighted. The RTC selects projects for Category 2 funding in partnership with the local TxDOT districts, local TxDOT districts select projects for Category 4 funding in partnership with the RTC, and projects to be selected for Category 12 are proposed by the RTC and the TxDOT Districts, but selected by the Texas Transportation Commission. Historical allocations for regional funding were highlighted and it was noted that Category 2 and Category 4 totals were updated based on the changes presented. In addition, Category 12 funds were updated totaling approximately \$2.6 billion selected in the 2022 UTP. Ms. Gotti also provided an update on the Surface Transportation Block Grant Program/Category 2 funding exchange approved by the RTC in July 2021. Category 2 funding was removed from US 287 and SL 9 and replaced with STBG funds to advance the two projects and help reduce the region's balance of STBG funds. At that time, staff committed to bring back a proposal for the specific projects to be funded with the freed-up Category 2 funds. She noted that since the initial action, both projects let. An overview of the projects proposed for the funding exchange was provided. It was noted that the amount being exchanged was reduced slightly from the originally proposed amount due to cost savings on the SL 9 project of approximately \$41 million. Projects proposed to receive approximately \$65 million from the SL 9 funding exchange and approximately \$34 million from the US 287 funding exchange were detailed in Electronic Item 5.4. Maps showing approved and proposed projects in the Regional 10-Year Plan and their current status were highlighted and included updates to remove the Category 12 projects that were not selected for funding. In addition, a map including recently completed and active capacity transportation projects, including all funding sources that are not part of the 10-Year Plan was also highlighted. Regarding the Regional 10-Year Plan, Ms. Gotti noted that North Central Texas Council of Governments (NCTCOG) staff will continue to coordinate with TxDOT on the next round of the 10-Year Plan changes, including efforts to re-fund projects that had funding removed in previous plans if funding targets permit. Staff expects that an initial draft project listing will be due to TxDOT in January 2022, previous to receipt of funding targets. Once targets are received, staff will work to adjust project listings to the anticipated revenues and provide an update to the RTC. In addition, staff will develop a revised scoring process to prioritize and score 10-Year Plan projects. The revised process will be brought back for review and approval at a future meeting. She added that the TTC is expected to have additional discussion on IH 45 at a December 2021 TTC meeting, which could lead to potential funding changes to the 2022 UTP that may provide an opportunity for additional funding. TTC approval of the 2023 UTP is expected in August 2022. Additional details about the effort were provided in Electronic Item 5.1. The revised 10-Year Plan project listings were provided in Electronic 5.2 and Electronic Item 5.3 contained the 10-Year Plan projects that have let or been completed. A motion was made to approve 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/Statewide Transportation Improvement Program and other planning/administrative documents to incorporate the changes. Adam Bazaldua (M); Gyna Bivens (S). The motion passed unanimously.

6. **Trinity Railway Express Shuttle Funding for Continued Operations:** Shannon Stevenson presented a recommendation to support the continued operations of the Trinity Metro shuttle service between the Dallas Fort Worth International Airport (DFW Airport) and the Trinity Railway Express (TRE) Centreport Station. The TRE shuttle traditionally operated from the TRE Centreport Station to the Remote South parking lot at the DFW Airport. From there passengers transferred to their terminals using airport shuttles. Due to reduced traffic at the airport related to COVID-19 and closure of the Remote South parking lot, the route was shifted to the Rental Car Center. Now that air travel is returning to normal, the shuttle stop will be relocated and route options are being considered by operating partners. In 2009, the DFW Airport was first awarded federal transit funds through a call for projects to implement the shuttle service and was later awarded funds through two additional calls for projects. In 2018, the airport notified North Central Texas Council of Governments (NCTCOG) staff of its intention to discontinue the shuttle service the following year once the TEXRail service was fully operational. Staff and partners worked together to identify alternate options to ensure the continuation of service and in 2019 Trinity Metro assumed the operational responsibility for the service as the TRE Link. The remaining Federal Transit Administration funds that were previously approved for the project were then transferred from the DFW Airport to Trinity Metro. Over the past few months, Trinity Metro, Dallas Area Rapid Transit (DART), and the DFW Airport have reached out to staff requesting approximately \$910,000 in operating cost over the next three years. Funds would provide continued operational support as more time is needed to finalize a system sustainability plan for the service primarily due to budget constraints and challenges experienced from reduced ridership during the COVID-19 pandemic. Staff has identified previously approved Regional Toll Revenue (RTR) funds for transit projects and Surface Transportation Block Grant Program (STBG) funds from the COVID-19 Infrastructure Program #015: Transit Partnership funds that can be utilized for the project. This will ensure operations continue as partners finalize the sustainability plan that will be implemented to maintain the shuttle service without additional operating funds from the Regional Transportation Council. Proposed funds would provide 50 percent of the funding to be matched by funds split among Trinity Metro, DART, and DFW Airport. The first year of proposed funding would be available through existing RTR funds for a total of \$290,000 and the following two years would be funded with STBG funds in an amount not to exceed \$620,000. William Meadows expressed appreciation on behalf of the Dallas Fort Worth International Airport to Trinity Metro and the Regional Transportation Council for its continued partnership to enable the continuation of the shuttle service. A motion was made utilize existing Regional Toll Revenue funds previously approved for transit in an amount not to exceed \$290,000 and previously approved COVID-19 Infrastructure Program #015: Transit Partnership Surface Transportation Block Grant funds in an amount not to exceed \$620,000 for a total not to exceed of \$910,000 and for Trinity Metro, Dallas Area Rapid Transit, and Dallas Fort Worth International Airport to assume funding responsibility after FY2024 for the shuttle service between the TRE Centreport Station and DFW Airport. Action also included approval to revise administrative documents as appropriate to incorporate the project. Dianne Costa (M); Omar Narvaez (S). The motion passed unanimously.
7. **Federal Update and State Constitutional Ballot: Proposition 2:** Rebekah Gongora provided a brief federal legislative update and discussed the upcoming Constitutional Amendment election on Proposition 2. Regarding the Fixing America's Surface Transportation Act, the current Surface Transportation Authorization, she noted the bill was extended and would expire October 31, 2021. In addition, the \$1.2 trillion infrastructure bill includes five-year transportation authorization, has passed in the Senate, and was pending a House floor vote by October 31, 2021. She noted an additional reconciliation bill was pending action as well. The reconciliation bill is not a transportation bill, but consists of

social programs referred to as human infrastructure. She noted discussion continued on the total amount of the bill, with some wanting monetary and policy concessions to get it closer to \$2 trillion. Regarding the State Constitutional Amendment election on November 2, 2021, Mr. Gongora noted early voting would begin on October 18, 2021. The Texas Legislature passed HJR 99 to authorize the constitutional amendment vote listed on the ballot as Proposition 2 which would give counties constitutional authority to engage in tax increment financing to fund the development or redevelopment of transportation or infrastructure in unproductive, underdeveloped, or blighted areas in the county. This would allow counties to engage in Tax Increment Financing through Transportation Reinvestment Zones (TRZs) to create revenue for a transportation project resulting from increased property values. Cities already have this authority. Language restricts counties to using a maximum of 65 percent of the tax increment to secure county issued bonds for transportation improvements. The bond proceeds would not be permitted to finance costs for toll roads and does not raise taxes or fees. Additional information was provided in Electronic Item 7. RTC Vice Chair Duncan Webb noted he was supportive of Proposition 2 as another tool to fund transportation. Adam Bazaldua also expressed support for Proposition 2. A motion was made requesting that members of the Regional Transportation Council support Proposition 2, advocate for its passage, be vocal about the benefits of Proposition 2, encourage support from residents, and if needed, instruct North Central Texas Council of Governments staff to communicate the benefits of Proposition 2 on behalf of the Regional Transportation Council. Omar Narvaez (M); Devan Allen (S). The motion passed unanimously.

8. **Locally Enforced Motor Vehicle Idling Restrictions Resolution:** Chris Klaus presented a recommendation to support a revised Resolution Supporting Locally Enforced Motor Vehicle Idling Restricts in North Central Texas. Details of the Texas Commission on Environmental Quality (TCEQ) Locally Enforced Motor Vehicle Idling Limitations rule was provided. The rule, included in Electronic Item 8.2, addresses unnecessary idling by motorists operating medium to heavy duty vehicles that are greater than 14,000 pounds within local government jurisdictions having a Memorandum of Agreement (MOA) with TCEQ. Since 2006, many local governments have adopted resolutions or ordinances supporting the idling restriction and TCEQ has asked that each of those entities also enter into a Memorandum of Agreement (MOA) with TCEQ which allowed enforcement of the idling restriction. In 2008, the Regional Transportation Council (RTC) approved a resolution encouraging entities to adopt the TCEQ vehicle idling restriction rule, provided in Electronic Item 8.1. North Central Texas Council of Governments staff learned that air quality benefits were not being maximized and that having a MOA with TCEQ may disqualify an entity from eligibility for funding. As a result, the need to revise the resolution was identified in order to align the language with those restrictions in place within local governments. Mr. Klaus reviewed proposed updates to the RTC resolution, which was provided in Electronic Item 8.3. The revised resolution will identify locally enforced motor vehicle idling restrictions as Weight-of-Evidence within the State Implementation Plan, endorse implementation of an idling restriction ordinance/resolution (not specifically tied to the TCEQ MOA), and encourage local governments to adopt any idling restrictions as applicable to local government needs. The language in the revised resolution will allow cities and counties to have more flexibility in implementing an idling restriction or ordinance while still being eligible for funding from TCEQ for idle reduction infrastructure. In addition, the revised resolution will allow for program efforts to be documented as Weight-of-Evidence within the State Implementation Plan. Additional information was provided in Electronic Item 8.4. Sections of the proposed RTC resolution were highlighted. Of note, proposed language in Section One would identify Locally Enforced Motor Vehicle Idling Restrictions as Weight of Evidence and proposed language in Section Two would endorse implementation of and idling restriction

ordinance/resolution versus direct reference to the TCEQ Idling Limitations Rule. Omar Narvaez thanked staff for addressing the need to update the resolution with the RTC. A motion was made to approve the revised Regional Transportation Council Resolution Supporting Locally Enforced Motor Vehicle Idling Restrictions in North Central Texas, provided in Electronic Item 8.3. Omar Narvaez (M); Adam Bazaldua (S). The motion passed unanimously.

9. **Immediate Action Freeway Projects: State Contingency:** Michael Morris highlighted the continued efforts over the last several years to always have major transportation projects ready for construction. As a result of the hard work over the last decade, many projects have advanced in the region with the benefit of cost savings for use on other projects. He noted that anticipated approval of a new transportation authorization bill and a potential infrastructure bill will provide opportunities to continue to advance major transportation projects in the region. In addition, the Texas Transportation Commission will be reviewing Unified Transportation Program project commitments in December 2021, and additional funding may become available since two major projects in Texas have not received federal approval. Having projects in the region ready to proceed remains important in the event that funding becomes available.

10. **Metropolitan Planning Organization Milestone Policy Round 2-Quarterly Status Update:** Christie Gotti provided an update on the status of the Metropolitan Planning Organization (MPO) Milestone Policy Round 2 projects. As a reminder, the Regional Transportation Council (RTC) approved the policy which has been updated and is now in its second round in order to track and monitor projects that have been funded for at least ten years and have not gone to construction. The updated process includes quarterly status reports, with projects on the list rated as low (green), medium (yellow), or high (red) risk. At risk projects are reviewed on a case-by-case basis and could be canceled if the committed schedule is not met. A summary of the projects on the Milestone Policy Round 2 list was provided, along with their latest listings in Electronic Item 10.1. She noted that one project was scheduled to let in 2021 and missed its deadline. Five projects were scheduled to let in FY2022, ten in FY2023, and four in FY2024 or beyond. In addition, the number of projects in each risk category were highlighted and also identified at risk by fiscal year and included 12 low risk, 6 medium risk, and 2 low risk. One project in FY2021 was noted as high risk. Of the five projects at risk FY2022, three are medium risk, one is low risk, and one is high risk. Implementing agencies with projects scheduled to let in FY2022 were encouraged to work to move those projects forward. She noted that staff also scheduled meetings with certain agencies with high-risk projects to offer assistance. Projects in FY2023, FY2024, and beyond were also noted. Ms. Gotti discussed the FY2021 high-risk project, the Collective Mixed-use Development project in the City of Dallas. The project was funded with Regional Toll Revenue funds in the 2009-2010 time period. A preliminary phase was implemented, and a secondary phase has been the focus as part of the Milestone Policy. During review of the survey submitted by the City of Dallas, staff determined that additional coordination was needed related to the details of the survey responses and proposed flexibility be extended to the City for this project. A meeting with the City has been scheduled to discuss the possibility of the project letting in spring 2022, and a report will be provided back to the RTC. Ms. Gotti noted staff will continue monitoring project progress, providing quarterly updates, and update the RTC on the progress for the high-risk project including a recommendation for RTC consideration on the path forward. Additional details on the policy were provided in Electronic Item 10.2.

11. **Transit Strategic Partnerships Initiative Overview:** Shannon Stevenson provided an overview of the Transit Strategic Partnerships initiative which supports the goals of Mobility 2045 and addresses the needs outlined in Access North Texas, the regional public transportation coordination plan for transit-dependent populations. In fiscal year (FY) 2021, public transportation providers in the region were awarded approximately \$136 million in Federal Transit Administration (FTA) formula funds with 98 percent available to transit providers through the annual Program of Projects. Based on Regional Transportation Council (RTC) policy, the remaining 2 percent is set aside for Transit Strategic Partnership projects and typically awarded through a call for projects. In the past, those efforts often resulted in marginal projects or partnerships with entities and nonprofits who were not familiar and utilizing FTA funds. Ms. Stevenson noted the process for awarding these funds was recently updated for a more deliberate and coordinated approach to help address gaps in service. Four types of federal formula funding programs are allocated in the Dallas-Fort Worth-Arlington and Denton-Lewisville Urbanized Areas (UZAs), two of which are allocated through the Transit Strategic Partnerships initiative: 1) Section 5307, intended to serve the general public including low-income populations and 2) Section 5310, intended to serve the elderly and individuals with disabilities. FY2021 Transit Strategic Partnerships funding totals approximately \$2.2 million available for innovative transit projects and solutions both from agencies looking to directly implement service and those seeking partnership with an existing transit provider. Proposals will be accepted on a rolling basis and evaluated twice per year. The new process will have a simplified focus on identifying challenges and gaps. Projects should address innovation, Access North Texas, recent transit study recommendations, accessibility, environmental justice, and transit dependent populations. Ms. Stevenson noted the process is intended to be collaborative, and partner agencies were encouraged to meet with staff to discuss project ideas and funding requirements. Evaluation criteria details were highlighted, with the needs assessment given top priority. Applications will be accepted on a six-month rolling cycle with the exception of the initial application cycle launched September 1, 2021, which will run through the end of November to meet the January 2022 Transportation Improvement Program (TIP) modification cycle deadline. Proposals can be submitted at any time. Details of the Transit Strategic Partnership Initiative, including the evaluation criteria were provided in Electronic Item 11.

12. **Dallas-Fort Worth Regional East/West Funding Distribution:** Christie Gotti presented the process for developing the funding distribution between the eastern and western subregions, as requested recently by members of the Council. The east/west split was established to help the region maintain equity and balance over time and stay focused on the overall regional priorities, with each subregion working within its available funding. Under federal law, funds cannot be suballocated to cities or counties, but because the region includes multiple Texas Department of Transportation (TxDOT) districts, funds can be suballocated in a split that follows district lines. Federal funding allocations to the region are based on several factors depending on the funding source, and those same factors are used by staff to establish the funding split between the subregions. In addition, the Regional Transportation Council (RTC) Bylaws establish that the distribution be reevaluated with each new transportation funding bill following receipt of the federal allocation. Federal apportionments for transit funds are allocated to the region every year, so these funding splits are reevaluated by staff each year. A map of the western and eastern subregion boundaries, in relation to the North Central Texas Council of Governments (NCTCOG) boundary and Metropolitan Planning Area boundary was highlighted. The western subregion follows the counties in the TxDOT Fort Worth District and the eastern subregion follows the counties in the TxDOT Dallas District (including Hunt County from the Paris TxDOT District). Ms. Gotti reviewed the funding distribution formula development process. Once a new transportation funding bill is approved, staff reviews the distribution using the inputs and

latest planning assumptions (population estimates, emissions benefits, etc.) to develop the formula distribution. The proposed formula is presented to the public, as well as the Surface Transportation Technical Committee and the RTC. Suballocation considerations differ by funding type. Air quality-type funding allocations are for projects that address attainment of air quality standards and are based on population and air quality nonattainment factors. The suballocation of the funds considers emissions between subregions and generally applies to Congestion Mitigation and Air Quality Improvement Program and Transportation Alternatives Set-Aside Program funds. For mobility-type funding, the suballocation considers population, employment, activity, vehicles miles traveled and generally applies to Surface Transportation Block Grant Program and Category 2 funds. She noted that although a variety of factors are used, the distribution percentages have remained consistent historically. In addition, environmental justice is considered when reviewing new distributions and indicators showed a minority or low-income population distribution similar to the funding distribution for the western and eastern subregions for the Fixing America's Surface Transportation Act. The RTC has applied the eastern/western funding distribution over several transportation funding bills since 1991, and the percentages have remained very consistent over nearly three decades. Ms. Gotti also discussed how non-formula funds are addressed for the region. In an effort to address receipt of non-formula funds that caused percentages to become off track, the RTC approved a policy in 2010 directing staff to monitor the TxDOT project selections and to report the impact of those decisions on the distribution between the eastern and western subregions. NCTCOG staff provides quarterly reports that detail TxDOT funding awards in non-formula allocated categories for the Council to determine if adjustments are needed to resolve imbalances created by those selections. She noted that the process has allowed the region to remain focused on maintaining east/west equity during project selection to expedite project delivery and not hold back projects arbitrarily. In addition, it has allowed for the region to maintain a cooperative, cohesive process and it provides structure for regional decisions. Additional information on the process for establishing the east/west split was provided in Electronic Item 12.1. Electronic Item 12.2 contained the latest East/West Equity quarterly report and Electronic Item 12.3 contained a copy of the RTC policy pertaining to the tracking of non-formula funding awards.

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 in Electronic Item 13.3.
14. **Other Business (Old or New):** Dan Kessler noted that Michael Morris was recently awarded the Ron Kirby Lifetime Achievement Award by the Association of Metropolitan Planning Organizations. In addition, Natalie Bettger noted that the International Bridge, Tunnel, and Turnpike Association (IBTTA) recently awarded the Private Sector Innovation Toll Excellence Award to the GoCarma auto occupancy detection and verification project that was implemented in the Dallas-Fort Worth region. Mojoy Haddad added that the North Texas Tollway Authority was the recent recipient of the IBTTA Diversity, Equity, and Inclusion Award. Michele Wong Krause noted that she was recently appointed as the Dallas Area Rapid Transit (DART) Board Chair and would be representing DART on the Regional Transportation Council.
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, November 11, 2021.

The meeting adjourned at 2:50 pm.

Blue-Green-Grey Round 3 Submitted Projects Scoring

Key: Projects recommended for funding

Total project score

Laboratory Testing of Engineered Media for Biofiltration Swales - UTA, City of Fort Worth, and Trinity River Authority															
	%	Evaluator 1		Evaluator 2		Evaluator 3		Evaluator 4		Evaluator 5		Evaluator 6		Total	
		Value	Score	Value	Score	Value	Score	Value	Score	Value	Score	Value	Score	Value	Score
Team Qualifications	10%	10	1.00	7	0.70	9	0.90	10	1.00	9	0.90	10	1.00	9.17	0.92
Impact	20%	9	1.80	7	1.40	10	2.00	9	1.80	9	1.80	9	1.80	8.83	1.77
Innovation/Significance	25%	9	2.25	5	1.25	6	1.50	10	2.50	7	1.75	8	2.00	7.50	1.88
Applicability, Adaptation, Transferability, and Practicality	30%	7	2.10	6	1.80	8	2.40	6	1.80	7	2.10	9	2.70	7.17	2.15
Collaboration with Various Stakeholders	15%	8	1.20	5	0.75	8	1.20	4	0.60	9	1.35	9	1.35	7.17	1.08
Total	100%	43	8.35	30	5.90	41	8.00	39	7.70	41	7.90	45	8.85	39.83	7.78

Bottom District Neighborhood Beautification - City of Dallas															
	%	Evaluator 1		Evaluator 2		Evaluator 3		Evaluator 4		Evaluator 5		Evaluator 6		Total	
		Value	Score	Value	Score	Value	Score	Value	Score	Value	Score	Value	Score	Value	Score
Team Qualifications	10%	10	1.00	10	1.00	9	0.90	8	0.80	10	1.00	7	0.70	9.00	0.90
Impact	20%	8	1.60	7	1.40	8	1.60	8	1.60	8	1.60	8	1.60	7.83	1.57
Innovation/Significance	25%	6	1.50	6	1.50	6	1.50	7	1.75	7	1.75	6	1.50	6.33	1.58
Applicability, Adaptation, Transferability, and Practicality	30%	8	2.40	8	2.40	5	1.50	7	2.10	7	2.10	7	2.10	7.00	2.10
Collaboration with Various Stakeholders	15%	8	1.20	10	1.50	9	1.35	10	1.50	9	1.35	9	1.35	9.17	1.38
Total	100%	40	7.70	41	7.80	37	6.85	40	7.75	41	7.80	37	7.25	39.33	7.53

Inlet Floatables Filter - City of Allen & Huitt-Zollars															
	%	Evaluator 1		Evaluator 2		Evaluator 3		Evaluator 4		Evaluator 5		Evaluator 6		Total	
		Value	Score	Value	Score	Value	Score	Value	Score	Value	Score	Value	Score	Value	Score
Team Qualifications	10%	10	1.00	5	0.50	10	1.00	9	0.90	10	1.00	10	1.00	9.00	0.90
Impact	20%	6	1.20	6	1.20	8	1.60	7	1.40	6	1.20	6	1.20	6.50	1.30
Innovation/Significance	25%	7	1.75	5	1.25	7	1.75	7	1.75	6	1.50	7	1.75	6.50	1.63
Applicability, Adaptation, Transferability, and Practicality	30%	8	2.40	5	1.50	9	2.70	8	2.40	7	2.10	7	2.10	7.33	2.20
Collaboration with Various Stakeholders	15%	6	0.90	5	0.75	6	0.90	4	0.60	6	0.90	7	1.05	5.67	0.85
Total	100%	37	7.25	26	5.20	40	7.95	35	7.05	35	6.70	37	7.10	7.00	6.88

Total Request - All Projects Recommended for Funding: \$201,410

Triangle Neighborhood Complete Streets Frameworks - City of Lewisville															
	%	Evaluator 1		Evaluator 2		Evaluator 3		Evaluator 4		Evaluator 5		Evaluator 6		Total	
		Value	Score	Value	Score	Value	Score	Value	Score	Value	Score	Value	Score	Value	Score
Team Qualifications	10%	10	1.00	9	0.90	5	0.50	5	0.50	7	0.70	10	1.00	7.67	0.77
Impact	20%	8	1.60	8	1.60	7	1.40	7	1.40	6	1.20	6	1.20	7.00	1.40
Innovation/Significance	25%	8	2.00	7	1.75	8	2.00	8	2.00	6	1.50	6	1.50	7.17	1.79
Applicability, Adaptation, Transferability, and Practicality	30%	8	2.40	7	2.10	7	2.10	4	1.20	5	1.50	5	1.50	6.00	1.80
Collaboration with Various Stakeholders	15%	8	1.20	7	1.05	6	0.90	7	1.05	6	0.90	9	1.35	7.17	1.08
Total		42	8.20	38	7.40	33	6.90	31	6.15	30	5.80	36	6.55	35.00	6.83

Cross Domain Data Fusion - SMU															
	%	Evaluator 1		Evaluator 2		Evaluator 3		Evaluator 4		Evaluator 5		Evaluator 6		Total	
		Value	Score	Value	Score	Value	Score	Value	Score	Value	Score	Value	Score	Value	Score
Team Qualifications	10%	8	0.80	5	0.50	10	1.00	9	0.90	9	0.90	10	1.00	8.50	0.85
Impact	20%	5	1.00	5	1.00	9	1.80	6	1.20	7	1.40	7	1.40	6.50	1.30
Innovation/Significance	25%	6	1.50	5	1.25	10	2.50	8	2.00	7	1.75	7	1.75	7.17	1.79
Applicability, Adaptation, Transferability, and Practicality	30%	6	1.80	5	1.50	9	2.70	6	1.80	6	1.80	6	1.80	6.33	1.90
Collaboration with Various Stakeholders	15%	3	0.45	4	0.60	8	1.20	4	0.60	5	0.75	2	0.30	4.33	0.65
Total	100%	28	5.55	24	4.85	46	9.20	33	6.50	34	6.60	32	6.25	32.83	6.49

Microdentention Storage System - City of University Park & Huitt Zollars															
	%	Evaluator 1		Evaluator 2		Evaluator 3		Evaluator 4		Evaluator 5		Evaluator 6		Total	
		Value	Score	Value	Score	Value	Score	Value	Score	Value	Score	Value	Score	Value	Score
Team Qualifications	10%	10	1.00	9	0.90	10	1.00	9	0.90	10	1.00	10	1.00	9.67	0.97
Impact	20%	8	1.60	8	1.60	5	1.00	8	1.60	6	1.20	7	1.40	7.00	1.40
Innovation/Significance	25%	4	1.00	8	2.00	5	1.25	6	1.50	5	1.25	3	0.75	5.17	1.29
Applicability, Adaptation, Transferability	30%	6	1.80	7	2.10	7	2.10	7	2.10	6	1.80	4	1.20	6.17	1.85
Collaboration with Various Stakeholder	15%	7	1.05	8	1.20	5	0.75	4	0.60	2	0.30	1	0.15	4.50	0.68
Total		35	6.45	40	7.80	32	6.10	34	6.70	29	5.55	25	4.50	32.50	6.18

Sustainable Sidewalks - City of Dallas															
	%	Evaluator 1		Evaluator 2		Evaluator 3		Evaluator 4		Evaluator 5		Evaluator 6		Total	
		Value	Score	Value	Score	Value	Score	Value	Score	Value	Score	Value	Score	Value	Score
Team Qualifications	10%	10	1.00	8	0.80	6	0.60	5	0.50	10	1.00	7	0.70	7.67	0.77
Impact	20%	6	1.20	7	1.40	5	1.00	7	1.40	6	1.20	3	0.60	5.67	1.13
Innovation/Significance	25%	6	1.50	6	1.50	2	0.50	8	2.00	3	0.75	5	1.25	5.00	1.25
Applicability, Adaptation, Transferability, and Practicality	30%	8	2.40	7	2.10	7	2.10	8	2.40	5	1.50	4	1.20	6.50	1.95
Collaboration with Various Stakeholders	15%	5	0.75	5	0.75	3	0.45	7	1.05	3	0.45	3	0.45	4.33	0.65
Total	100%	35	6.85	33	6.55	23	4.65	35	7.35	27	4.90	22	4.20	29.17	5.75

Playspace Equity Project - Fort Worth ISD Kaboom															
	%	Evaluator 1		Evaluator 2		Evaluator 3		Evaluator 4		Evaluator 5		Evaluator 6		Total	
		Value	Score	Value	Score	Value	Score	Value	Score	Value	Score	Value	Score	Value	Score
Team Qualifications	10%	7	0.70	7	0.70	9	0.90	9	0.90	7	0.70	5	0.50	7.33	0.73
Impact	20%	6	1.20	7	1.40	3	0.60	7	1.40	5	1.00	3	0.60	5.17	1.03
Innovation/Significance	25%	5	1.25	6	1.50	6	1.50	4	1.00	6	1.50	4	1.00	5.17	1.29
Applicability, Adaptation, Transferability, and Practicality	30%	4	1.20	6	1.80	6	1.80	6	1.80	5	1.50	3	0.90	5.00	1.50
Collaboration with Various Stakeholders	15%	6	0.90	7	1.05	6	0.90	5	0.75	4	0.60	3	0.45	5.17	0.78
Total		28	5.25	33	6.45	30	5.70	31	5.85	27	5.30	18	3.45	27.83	5.33

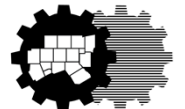
Pedestrian Trail Underpass - City of Duncanville															
	%	Evaluator 1		Evaluator 2		Evaluator 3		Evaluator 4		Evaluator 5		Evaluator 6		Total	
		Value	Score	Value	Score	Value	Score	Value	Score	Value	Score	Value	Score	Value	Score
Team Qualifications	10%	8	0.80	8	0.80	7	0.70	8	0.80	7	0.70	2	0.20	6.67	0.67
Impact	20%	6	1.20	6	1.20	2	0.40	3	0.60	3	0.60	1	0.20	3.50	0.70
Innovation/Significance	25%	4	1.00	1	0.25	2	0.50	3	0.75	3	0.75	1	0.25	2.33	0.58
Applicability, Adaptation, Transferability, and Practicality	30%	4	1.20	1	0.30	4	1.20	5	1.50	3	0.90	1	0.30	3.00	0.90
Collaboration with Various Stakeholders	15%	4	0.60	5	0.75	4	0.60	3	0.45	1	0.15	1	0.15	3.00	0.45
Total		26	4.80	21	3.30	19	3.40	22	4.10	17	3.10	6	1.10	18.50	3.30

NCTCOG BLUE-
GREEN-GREY
FUNDING INITIATIVE

ROUND 3 PROJECT FUNDING RECOMMENDATIONS

Regional Transportation Council

Shawn Conrad
November 11, 2021



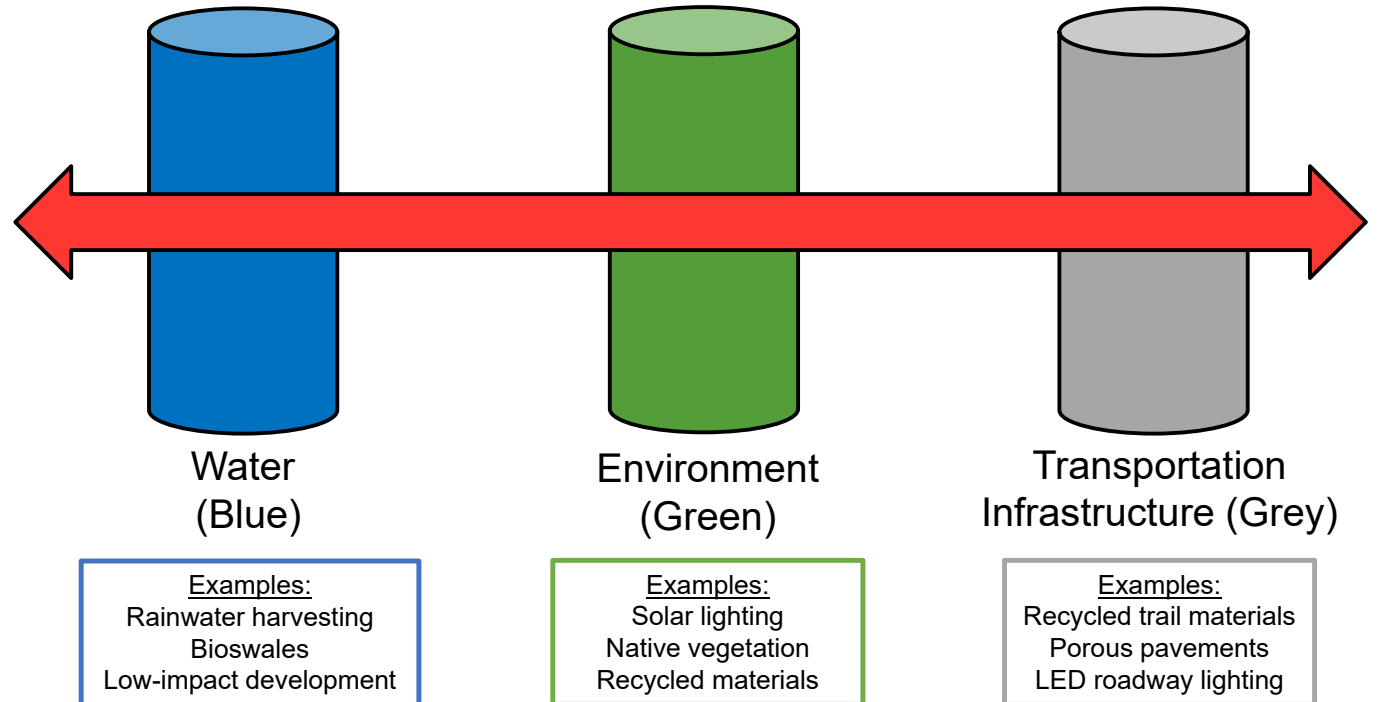
North Central Texas
Council of Governments

BLUE-GREEN-GREY FUNDING INITIATIVE

Purpose

1. Promote the planning and construction of green or sustainable infrastructure in the region.
2. Advance small projects with innovative outcomes that can be replicated regionally.

SILO BUSTING



BLUE-GREEN-GREY FUNDING INITIATIVE

Previous Rounds

FY2018: \$109,170 for three projects (RTC Local)

FY2019: \$138,500 for three projects (RTC Local)

Project reports at: <http://www.nctcog.org/greeninfrastructure>

2021 Round

Up to \$300,000 RTC Local available for the total; maximum of \$75,000 awarded to each applicant

Pre-application workshop: July 12, 2021

Proposals submittal period opened: July 19, 2021

Proposals due: August 12, 2021

Announce funding awards: October-December 2021

PREVIOUSLY FUNDED PROJECTS

Farmers Branch
Conceptual Green
Bus Stop Designs

Southlake BioPod
– Burney Lane
Reconstruction

University Park
Micro-Detention
Project

DART Hatcher
Station Community
Garden Pilot
Program

Dallas Bishop Arts
Bicycle Parking
Retrofitting Pilot

Watauga
Biofiltration System

ROUND 3 EVALUATION AND PROJECT SELECTION

Scoring

Team qualifications – 10 points

Impact – 20 points

Innovation/Significance – 25 points

Applicability, Adaptation, Transferability, and Practicality – 30 points

Collaboration with Various Stakeholders – 15 points

Other Considerations

Equity

Does the project consider equity or attempt to address it?

Geographic Distribution

Are the projects spread throughout the region?

Diversity of Disciplines

Does the project involve various disciplines or areas of study?

RECOMMENDED PROJECTS SUMMARY

Projects Recommended for Funding	Composite Scores	Funding Requested
Laboratory Testing of Engineered Media for Biofiltration Swales – UTA / City of Fort Worth	7.78	\$51,500
Bottom District Neighborhood Beautification – The Golden SEEDS Foundation / DesignJones LLC / UTA / City of Dallas	7.53	\$74,910
Inlet Floatables Filters – Huitt-Zollars / City of Allen	6.88	\$75,000
		Subtotal: \$201,410

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Sydnee Steelman

Transportation Planner

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High-Occupancy Vehicle Quarterly Report

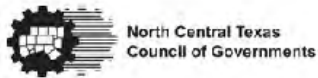
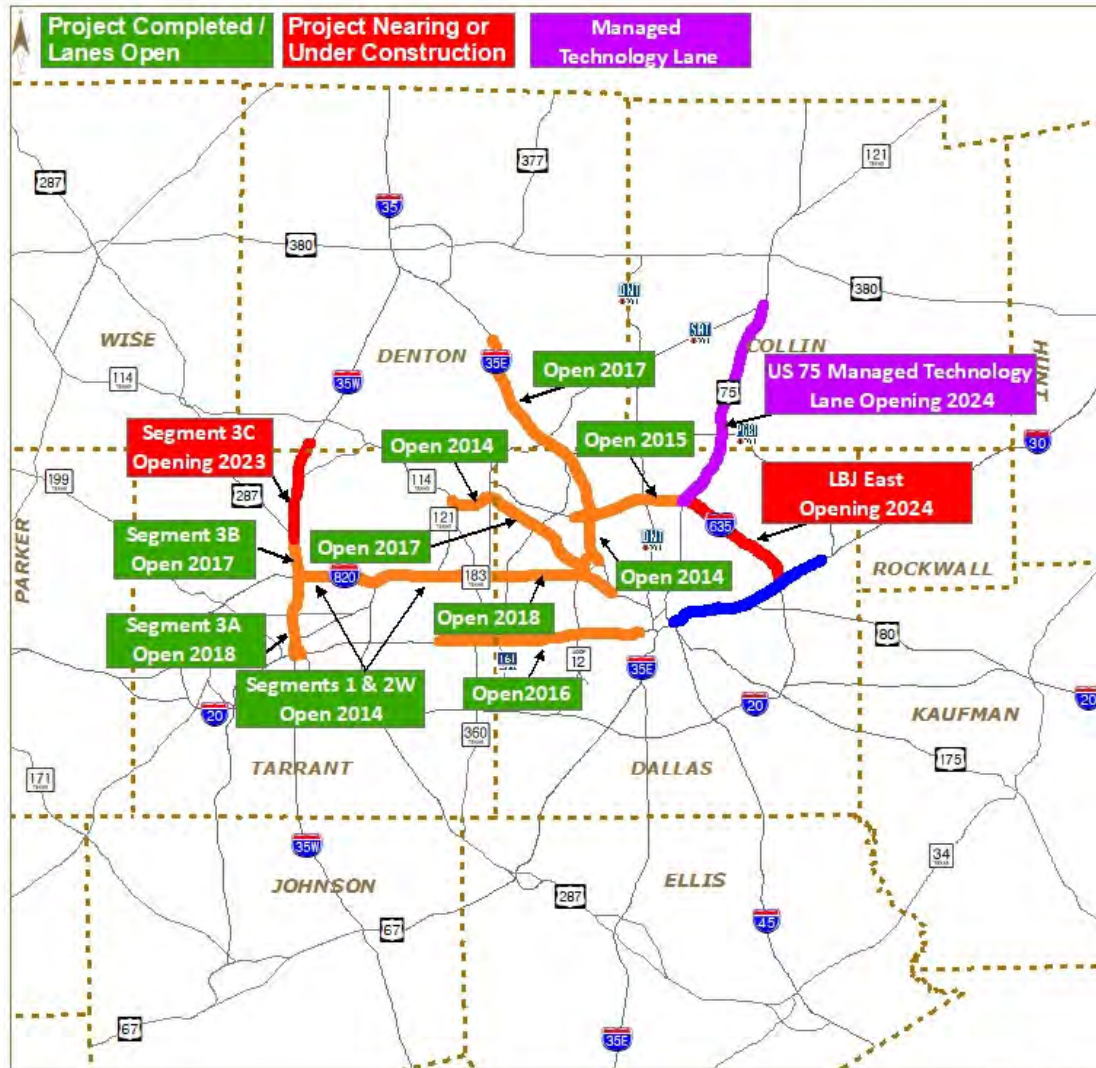
Regional Transportation Council Meeting
November 11, 2021



Managed Lane System

Current Express/HOV + New Managed Lanes

-  Current Express/HOV Lanes
-  Current TEXpress Managed Lanes
-  TEXpress Managed Lanes Under Construction
-  Managed Technology Lane
-  Major Roadways



Toll Managed Lane Data Monitoring

Cumulative December 2013 – November 2021

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

\$ 6,444,272 as of November 2021

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

\$ 12,407 from October 2014 – November 2021

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

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

Have there been any additional NTTA customer service needs?

No, minimal impact

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

No

Toll Managed Lane Data Monitoring

Cumulative December 2013 – November 2021

Facility	HOV 2+ Subsidy Costs	NTTA Customer Service (Additional Needs)	Project Performance Events (Speeds < 35 mph)
North Tarrant Express <ul style="list-style-type: none"> • SH 183/121 from IH 35W to SH 121 • IH 35W from IH 30 to US 287 	\$3,132,706	Negligible	0
LBJ Express <ul style="list-style-type: none"> • IH 635 from Preston Road to Greenville Avenue • IH 35E from Loop 12 to IH 635 	\$3,311,566	Negligible	0
DFW Connector SH 114 from Kimball Avenue to Freeport Parkway	N/A	Negligible	0
IH 30 Managed Lanes IH 30 from SH 161 to Westmoreland Road	N/A	Negligible	0
IH 35E Managed Lanes IH 35E from FM 2181 (Teasley) to LBJ	N/A	Negligible	0



Update

Automated Vehicle Occupancy Verification

Through Thursday,
September 30, 2021



GoCarma HOV Users

January 24, 2020 – September 30, 2021

Users: 44,389

Vehicles: 37,811

Occupant Passes: 7,860



GoCarma Total and HOV Transactions

January 24, 2020 – September 30, 2021

Total Transactions – 1,720,627

LBJ/NTE Partners – 1,136,928

TxDOT – 583,699

Total HOV Transactions – 681,526 (~40%)

LBJ/NTE Partners – 444,124

TxDOT – 237,402

Unique Vehicles – 37,811



Questions/Contacts

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Program Manager

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Berrien Barks

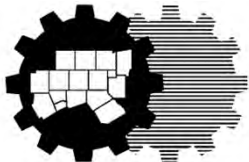
Program Manager

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817-695-9282

STATUS REPORT ON TEXAS VOLKSWAGEN ENVIRONMENTAL MITIGATION PROGRAM FUNDING

**Regional Transportation Council
November 11, 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	\$20.9 Million (Statewide)	Opened November 2, 2021; Suspended November 3, 2021	Sufficient Applications Have Been Received to Award All Available Funding

*Data reflects information posted at www.texasvwfund.org as of November 3, 2021

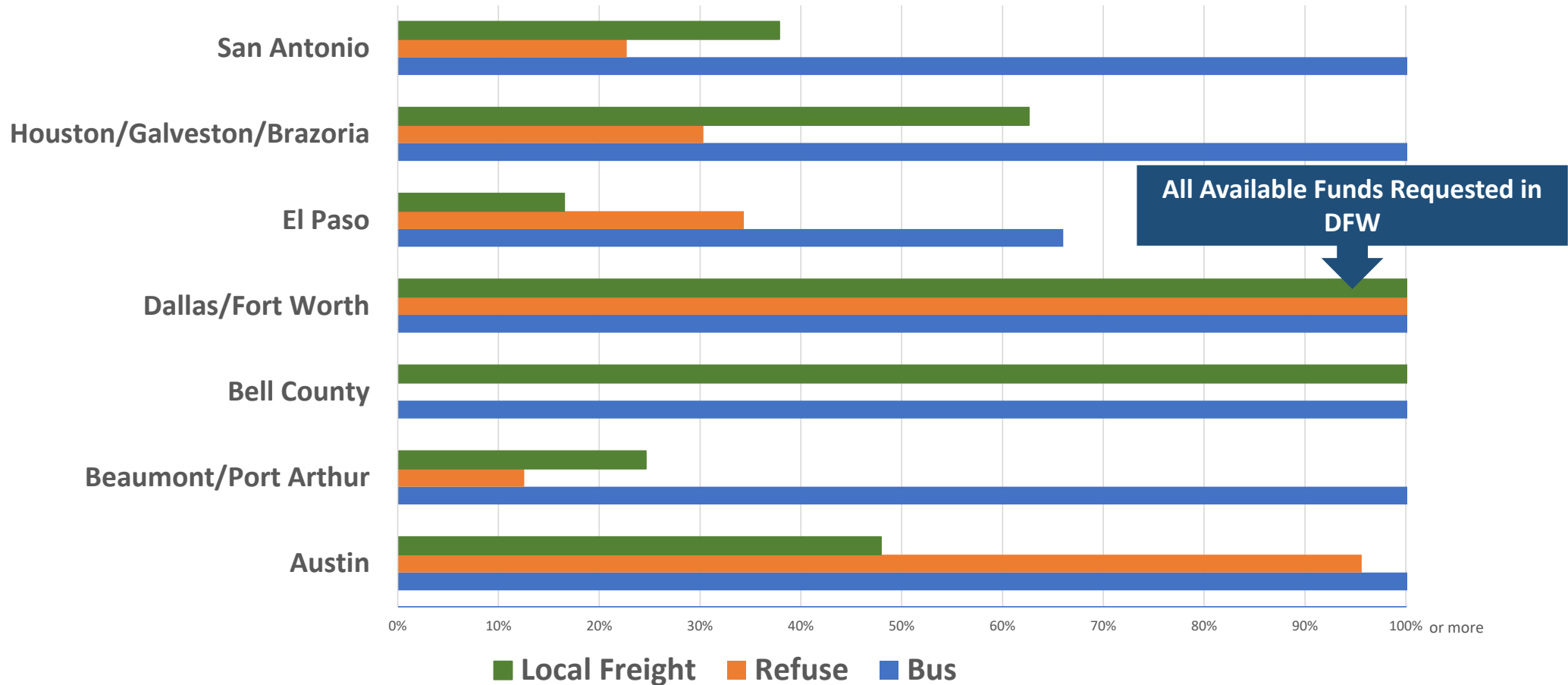
STATUS/SUMMARY OF PROGRAMS ALREADY CLOSED

**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 November 3, 2021

TXVEMP ZEV INFRASTRUCTURE LEVEL 2 REBATE

APPLICATIONS CLOSED
SEPTEMBER 9, 2021

Total Statewide Allocation = \$10,465,958

\$6,160,958

\$4,305,000

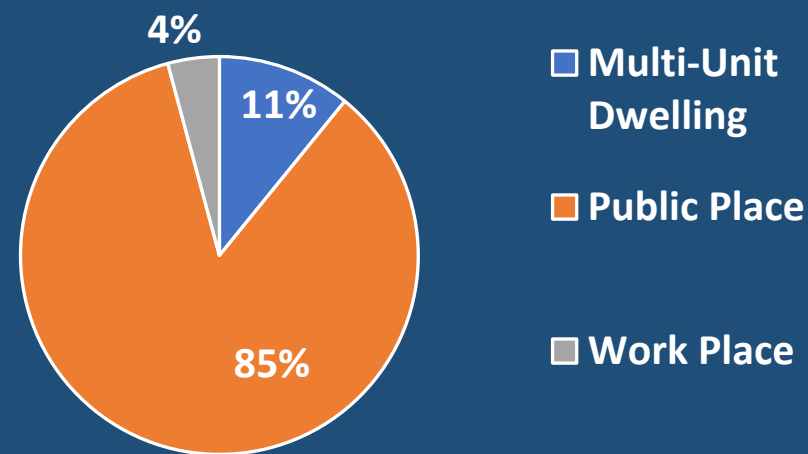
Funds Remaining

Funds Requested

DFW Area Requested 27% of All Funds to Date

2446 Sites Requested Statewide

Distribution by Site Type

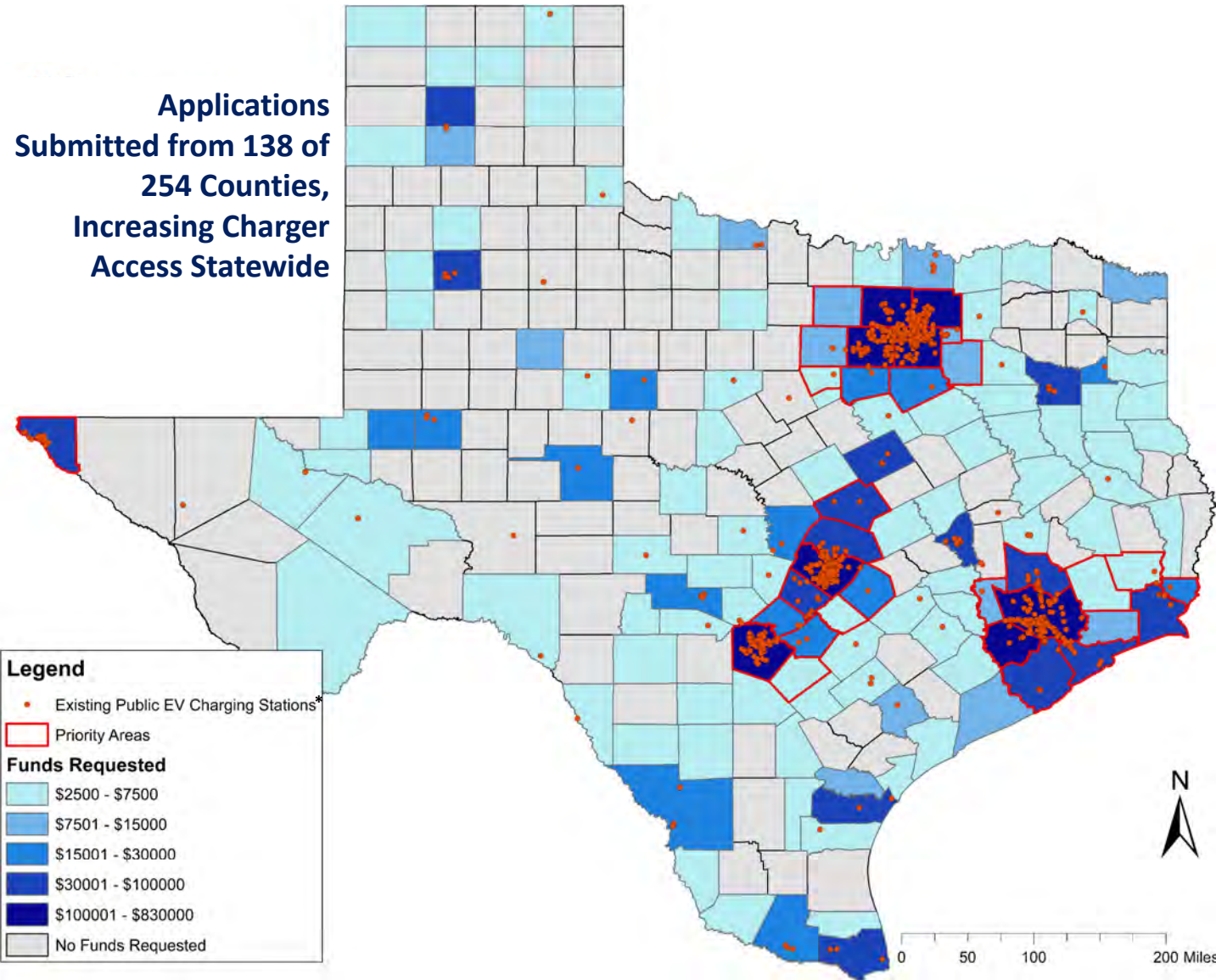


GEOGRAPHIC DISTRIBUTION OF ZEV LEVEL 2 FUNDING REQUESTS

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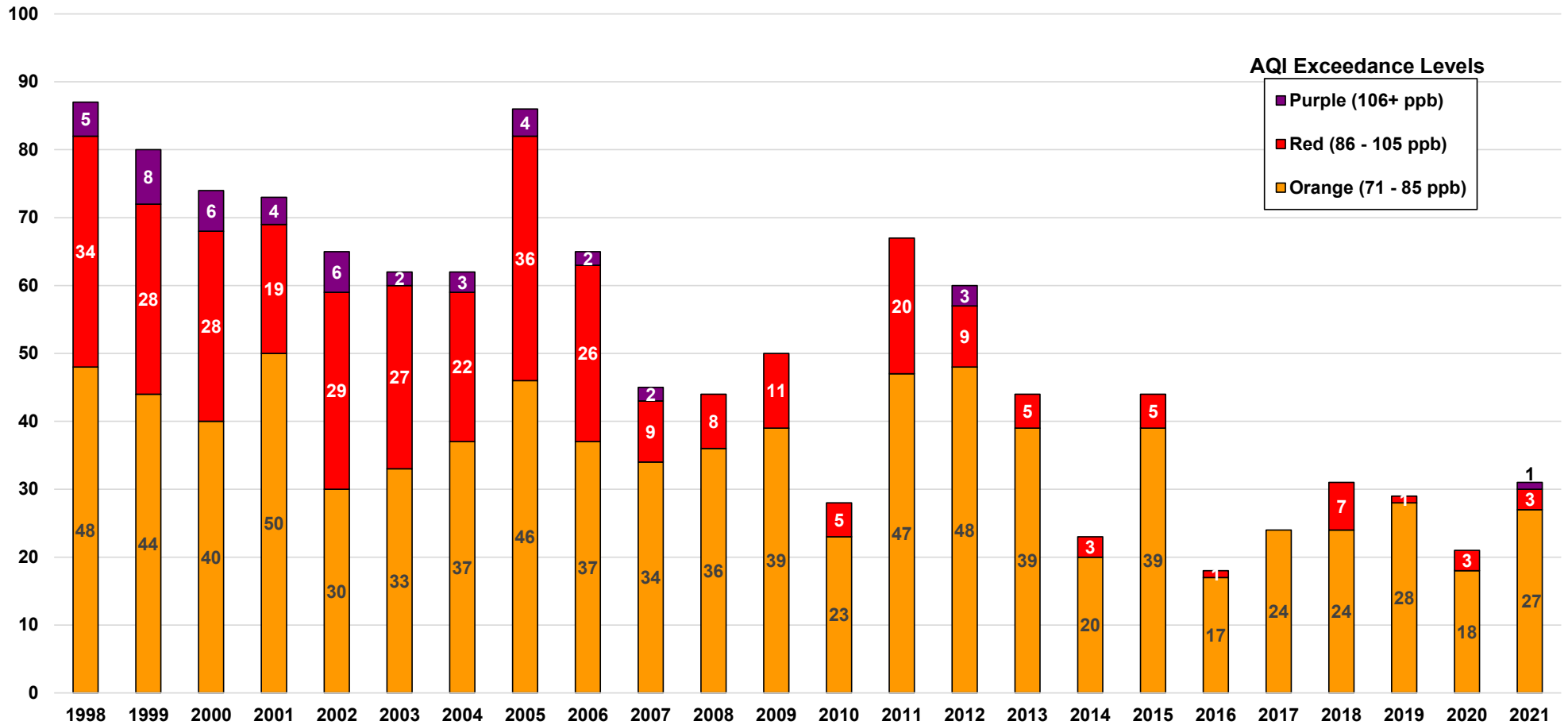
Also see “Hot Topics” at www.nctcog.org/aqfunding



North Central Texas
Council of Governments

8-HOUR OZONE NAAQS HISTORICAL TRENDS

Based on ≤ 70 ppb (As of November 1, 2021)



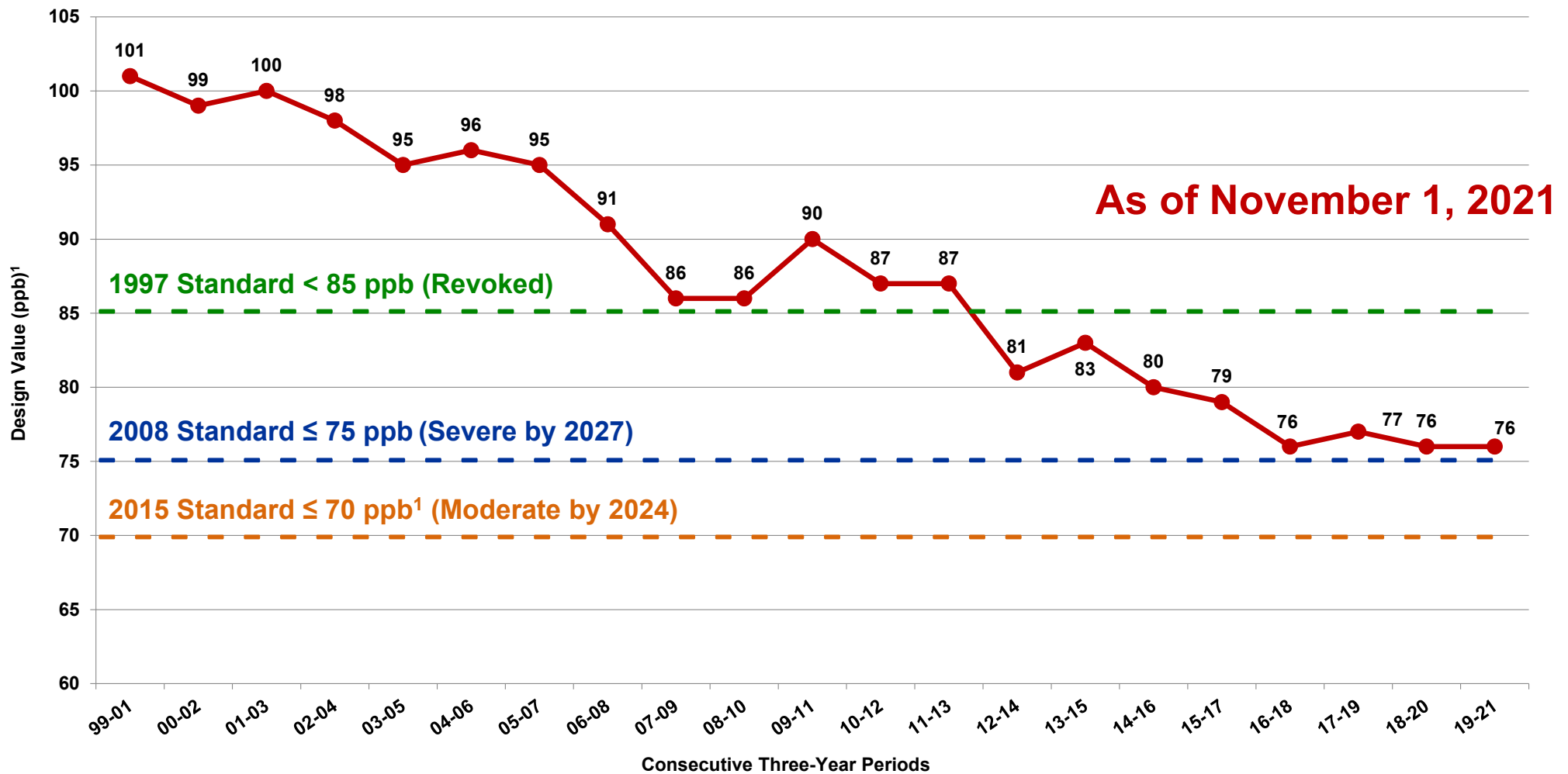
AQI Exceedance Levels

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

MINUTES

**Regional Transportation Council
PUBLIC MEETING**

Mobility 2045 Update

Freight Safety Campaign

Local Governments Energy Reporting

Meeting Date and Location

The North Central Texas Council of Governments (NCTCOG) held a public meeting Monday, October 11, 2021, at noon at the North Central Texas Council of Governments (Arlington); Dan Lamers, Senior Program Manager, moderated the meeting, attended by two people.

Public Meeting Purpose and Topics

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

1. Mobility 2045 Update – presented by Amy Johnson
2. Freight Safety Campaign – presented by Morgan Tavallae
3. Local Governments Energy Reporting – presented by Dorothy Gilliam

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

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

Summary of Presentations

Mobility 2045 Update presentation:

<https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2021/10/MTPUpdate.pdf>

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

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

NCTCOG staff is working on an update to Mobility 2045 and currently focused on confirming project and performance measure refinements as well as finalizing financial forecasts. Updates include incorporating the use of new technologies, safety and travel demand management (TDM) strategies as well as addressing equity and barriers to opportunity.

Public involvement and plan development efforts will take place throughout the 2021 calendar year and spring 2022. The official comment period for the Mobility 2045 update will take place in April and May of 2022. The RTC will take action on the update in June 2022.

Freight Safety Campaign presentation:

<https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2021/10/Freight.pdf>

Over the last five years, an average of 289 truck crashes have occurred per month. There were 31 railroad crossing incidents in 2020. The Freight Safety campaign helps create awareness for safe driving habits near large freight vehicles on the highway and at railroad crossings.

The goals of this campaign include the following:

- Reduce freight-related accidents and inform the public about safe driving practices near large commercial motor vehicles
- Reduce rail crossing and trespassing incidents by informing the public about safe rail crossing habits and practices
- Create a safer environment for freight and passenger movements

Target audiences for the campaign include the general public as well as truck drivers. NCTCOG staff are utilizing fact sheets, social media, billboards, radio and podcasts to help promote the initiative.

More information about the Freight Safety campaign can be found at www.freightntx.org.

Local Government Energy Reporting presentation:

<https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2021/10/EnergyReporting.pdf>

The Regional Energy Management Project is a partnership between the NCTCOG Transportation and Environment & Development Departments. It's purpose is to expand local government capabilities in energy management, increase compliance with state mandated energy reporting requirements and to improve the accuracy of emissions reduction data associated with reduced energy use.

The Texas Health and Safety Code requires all political subdivisions, institutes of higher education and state agencies in the 41 ozone nonattainment and near attainment counties to establish a goal of reducing electric consumption by at least 5 percent each state fiscal year for seven years and to submit an annual report to the State Energy Conservation Office (SECO). The reports are used by Texas A&M Energy Systems Laboratory (ESL) to estimate nitrogen oxide reductions associated with energy conservation. ESL submits the reports to the Texas Commission on Environmental Quality (TCEQ).

Due to issues with lack of awareness and inconsistency in reporting from year to year, NCTCOG staff began assisting with outreach efforts for the project by developing a toolkit and

providing workshops and webinars. In turn, 76 cities and 2 counties submitted a 2020 energy report.

NCTCOG staff continue to assist in regional energy management work and 2021 webinars have been recorded and posted online for those interested in learning more about this initiative.

For more information, visit <http://conservenorthtexas.org/item/local-government-energy-reporting-toolkit>.

ORAL COMMENTS RECEIVED AT MEETING

No oral comments received at the meeting.

COMMENTS SUBMITTED BY WEBSITE, EMAIL, SOCIAL MEDIA & MAIL

No comments received via website, email, social media or mail.

PUBLIC COMMENTS REPORT

WRITTEN COMMENTS SUBMITTED BY WEBSITE, EMAIL & SOCIAL MEDIA

Purpose

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

This report is a compilation of general public comments submitted by members of the public from Monday, September 20, through Tuesday, October 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 two transit comments and six roadway comments. To read them, visit:

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

Air Quality

Email –

1. Sharon Adams

Good morning,

I have a comment about drive-throughs. Millions of gallons of gas, not to mention all the toxic emissions, are wasted and released every day for people waiting in line to place and pick up their orders from some type of fast-food or beverage establishment. While I understand the impact and change Covid has brought about, I also realize these same people attend football games, go grocery shopping, go the movies, etc. Texas has now entered the sad list of one of the most obese states in the nation. I believe, for several reasons, some type of incentive should be given for people to just park their cars, actually walk in the eatery, order, and pick up their food. This way, we can not only get Texans moving, we can also drastically reduce gas consumption and air pollution. This would be a simple fix, and a benefit for both consumers and businesses.

Would appreciate your reply. Have a blessed day –

Response by NCTCOG Transportation staff

Thank you for contacting the NCTCOG Transportation Department.

As this point in time, there are no incentives to get people out of their cars and into restaurants. We did suggest incentives to help reduce ozone back in 2005, but they did not move forward.

We appreciate your input and any ideas you may have related to incentives are most welcome.

For additional information, please contact our Air Quality Program Manager, Jenny Narvaez at jnarvaez@nctcog.org

Twitter –

1. Meanwhile continues to build and expand highways at a furious pace. Nope, no correlation there! – Philip (@gosspl)



Bicycle & Pedestrian

Twitter –

1. Did you know that the 11 mile Cotton Belt Trail connects North Richland Hills to the cities of Hurst, Colleyville, & Grapevine? Cyclists & Pedestrians enjoy access to transit, neighborhoods, shopping centers & parks all connected by the Cotton Belt Trail. – NRH Parks & Rec (@NRHPARD)



2. This...is...brilliant!!! Yes please!!! @NCTCOGtrans can we promote this across the region?! – BikeDFW (@BikeDFW)



3. More exciting progress on the bridge construction. This is on the east side of the highway near the convergence point with the other trails. We love this pace, @TxDOT! Camera with flash by @ardenfitz – Northaven Trail (@NorthavenTrail)

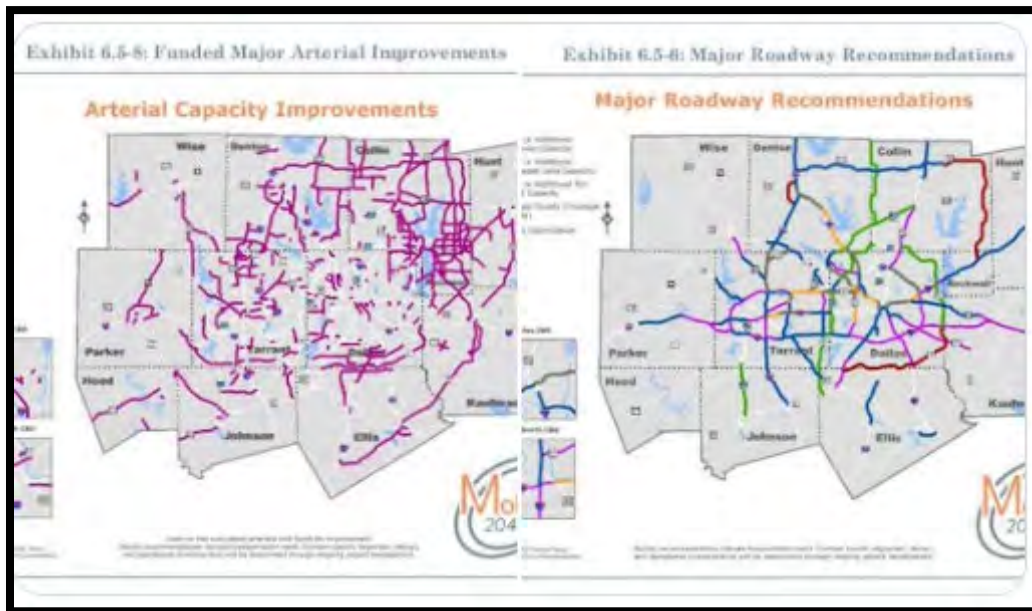


Are you sure @ardenfitz took these pictures? I thought she only biked before the sun comes up? Just kidding. Great to see the progress. Congrats @TxDOT !! – Will Dawson (@will_dawson)

4. Construction of the bridge over White Rock Creek! 📷 by @LeeforDallas – Northaven Trail (@Northaven Trail)



5. what is pedestrian friendly about this? – patrick.kennedy (@WalkableDFW)

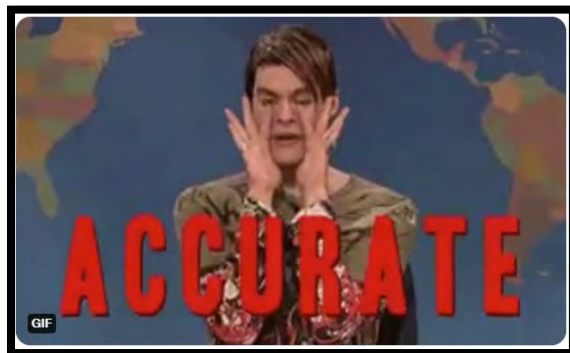


NCTCOGTransportation @NCTCOGtrans · Oct 13

October is National Pedestrian Safety Month! It's time to increase awareness about pedestrian safety and remind everyone that staying safe is a shared responsibility. Click the link to learn more. ow.ly/7tGI50BSlxa ...

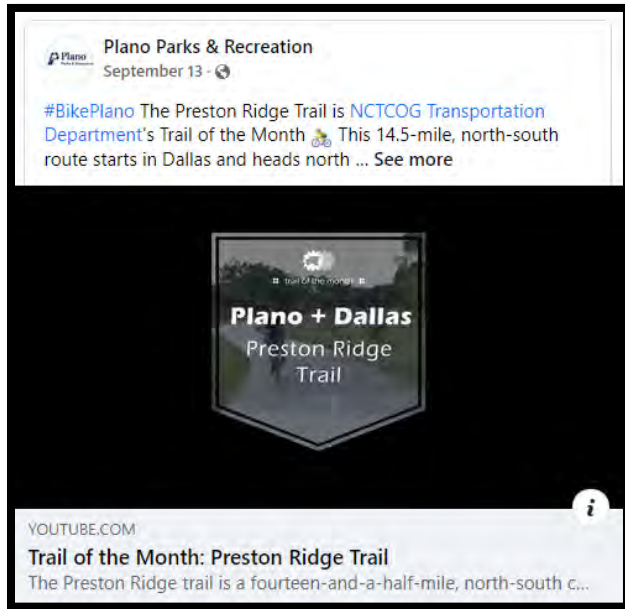
6. when they don't stop or slow down for bicyclists and pedestrians ▶▶

Okaaaayyyyyyy on-trend Content KING somebody give this social media manager a raise – Stina, Excessivley Black (@bespectacledee)



Facebook –

1. We ❤️ all the trails in Plano! – City of Plano, Texas Government



Electric Vehicles

Twitter –

1. Strange... no electric bike models. I guess @NCTCOGtrans is showing their true colors that they don't actually care about transportation and just about stuffing as many cars on the road as they can. – Andrew Wallace (@agwallace92)



Keep an eye on <http://EVs.live> which will have cars, trucks, motorcycles, eBikes, eScooters, and other EVs... even electric Rail... High-Speed Rail like the N700S Shinkansen Bullet Trains used by @TexasCentral – BulletTrainsUSA.com (@BulletTrainsUSA)

2. Ever had questions about electric vehicles? 🤔 🗑️ 🚗

Come attend the local National Drive Electric Week celebration at The REC of Grapevine on Sunday, October 3 starting at 4pm, hosted by @NCTCOGtrans More info

➔ <http://driveelectricdfw.org>. #NDEW2021 #texasEV – Grapevine Parks&Rec (@gograpevine)

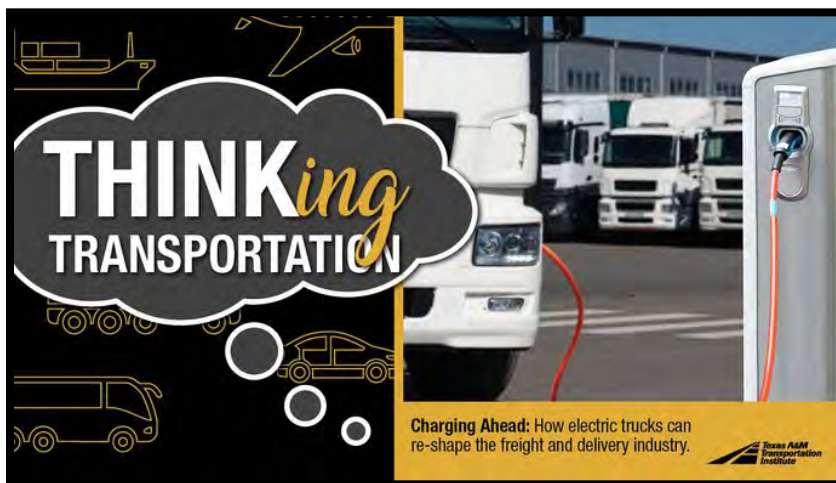


3. 2/2: many of us ever thought possible.

Check it out! <http://ow.ly/JiGp50Gn03m>

#ElectricMobility #Freight #Technology #ThinkingTransportation #Trucking #TTIPodcast

@NACFE_Freight @RockyMtnInst @FMCSA @Truck_Research @TX_TA @NCTCOGtrans @HouGalvAreaCog – Texas A&M Transportation Institute (@TTITAMU)



Facebook –

1. National Drive Electric Week starts Saturday and continues all week. North Texas events include an Electric Vehicle Road Rally (a photo scavenger hunt), plus webinars on EV fleets, charging infrastructure and workplace charging. There's also a Peterbilt Facility Tour and Ride & Drive (By invitation only).

Everything culminates October 3 with the National Drive Electric Week exhibit at The REC of Grapevine that starts at 4 p.m. and includes the photo scavenger hunt award winner and an outdoor exhibit of "Revenge of the Electric Car."

Drive Electric Events

City of Grapevine Texas Government

NCTCOG Transportation Department

<https://driveelectricweek.org/event?eventid=2883> – CoServ



2. We wanted to post this yesterday, but uh... Facebook was broken. Anyway...

Special thanks to everyone who attended the largest National Drive Electric Week event in the country on Sunday! We had great conversations with future EV owners and enjoyed a screening of the film "Revenge of the Electric Car." #DFWCleanCities #NDEW2021 – NCTCOG Transportation Department



This was a wonderful event and showcase! Great Job NCTCOG Staff. – Jeremy Tompkins

Jeremy Tompkins, so glad you enjoyed it! – NCTCOG Transportation Department

Innovative Vehicles & Technology

Twitter –

1. I have some issue with how the questions are asked, but I think this survey is worth taking if you live in NCTCOG's area. – Deb Wolfe (@deb_wolfe)



Programs

Twitter –

1. If you participate in #WorldCarFreeDay on September 22, consider also signing up for @NCTCOGtrans Try Parking It to earn rewards for making fewer solo driving trips: - Bike Denton (@bikedenton)



Roadway

Email –

1. **Jeorgia 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.

Response by NCTCOG Transportation staff

Hi Jeorgia,

Thank you for contacting us regarding a traffic signal at Hwy 287 & Prairie Ridge intersection.

For a traffic signal to be installed a traffic signal warrant analysis must be conducted at the intersection. To initiate this process the City of Grand Prairie must submit a request to the Texas Department of Transportation (TxDOT) since this location is located on the state highway system. TxDOT will then conduct traffic signal warrant study. If a traffic signal is warranted, then it is a matter of funding before a traffic signal can be implemented.

The City of Grand Prairie has reached out to TxDOT to request a traffic signal warrant study at this location and will continue to reach out to TxDOT. TxDOT will only move forward with the traffic signal warrant study based on actual traffic counts. The traffic

counts at the intersection have not reached the threshold for the study. The City of Grand Prairie and TxDOT will continue to monitor traffic counts at this location.

If you have additional questions regarding this item, please feel free to contact Caryl DeVries with the City of Grand Prairie at Cdevries@GPTX.org.

If NCTCOG can address any other transportation related items, we are happy to help.

I hope you have a nice day.

Thank you.

Transit

Twitter –

1. When you need to take a quick trip downtown from an office on N Main St, can travel by @TrinityMetro bus: Route 15 - Stockyards/NMain route. Highly convenient & no need to pay parking @TrinityMetro @CityofFortWorth @NCTCOGtrans @carlosfloresfw @DTFortWorth @StockyardsHrtg – Salvador Michel Espino (@SAL_FW)



2. None of the “innovations” seem to have anything to do with mass or public transit. 😞 None seem to have anything to do with reducing carbon output. – Denton Gripes (@DentonGripes)



Other

Twitter –

1. Angie Andersen was honored at Monday's school board meeting by Brian Wilson, representing the North Central Texas Council of Governments, who presented her with a framed copy of their 2021 Transportation report, which features her award-winning artwork on the cover. @NCTCOGtrans – Cleburne ISD (@CleburneISD)



COMMITTEE ON TRANSPORTATION

TERRY CANALES
Chair



ED THOMPSON
Vice Chair

TEXAS HOUSE OF REPRESENTATIVES

P.O. BOX 2910 · AUSTIN, TEXAS 78768-2910
CAPITOL EXTENSION E2.122 · (512) 463-0818

Greetings,

After the successful 87th Legislative Session in the Transportation Committee, the time has come to build upon our work and begin the process of planning the Committee's interim activities. The Committee's interim activities through 2022 will be established through interim charges, as determined by the Speaker of the House. We will study these charges through interim committee hearings, ultimately establishing the framework for the Transportation Committee in the 88th Legislative Session.

To assist the Speaker's office in developing interim charges, I extend this invitation that, ***by Wednesday, November 10***, you may provide my committee office with a draft interim charge on any transportation issues that you believe warrant further consideration during the interim. The Speaker has specifically requested that committees consider legislation considered by our committee and enacted during the 87th Legislative Session that provides one or more of the following:

- requires or authorizes state agency rules to be adopted;
- authorizes an appointment to be made by the Speaker; or
- requires a study to be conducted.

When determining suggested interim charges, please ensure that they are within the Committee's jurisdiction, as outlined in House Rule 3, Section 32.

Thank you again for your advocacy during the 87th Legislative Session, and I am looking forward to continuing our work together this interim. Please submit interim charges to my Committee Director, Dylan Matthews, at Dylan.Matthews_HC@house.texas.gov.

Very truly yours,

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

Terry Canales
House Committee on Transportation

Richardson voters to decide on \$190 million bond in November

By Olivia Lueckemeyer, Community Impact Newspaper

Richardson is seeking approval from voters for five bond propositions totaling \$190 million that are largely aimed at infrastructure improvements.

More than half of the bond funding is dedicated to street improvements, including reconstruction of aging roadways and alleys.

“We’re really focusing on rehabilitating some of our major thoroughfares,” Deputy City Manager Don Magner said. “[We are also] reinvesting in neighborhood streets and alleys to make sure that the city is making the same kind of commitment to investment in residential areas that our homeowners are.”

Renovation projects for public buildings, such as City Hall and the Richardson Public Library, make up more than a third of bond funds. The remaining propositions cover work planned for sidewalks, drainage and parks.

If the bond measures are approved, Magner said there would be no change to the city’s property tax rate.

“The funding that’s proposed in this bond program is largely due to existing debt being paid off and some anticipated growth in our property valuation,” Magner said.

Forming the bond

Magner said much of Richardson’s roadway infrastructure has a useful life of around 25 years. More than 70% of the city’s streets are at least 40 years old.

Richardson’s annual maintenance program has kept many streets in good and satisfactory condition, Magner said. But streets categorized by a 2020 citywide analysis as poor or fair have continued to decline since the last analysis in 2014.

Many cities in Dallas-Fort Worth are dealing with aging infrastructure, according to Jeffrey Neal, senior program manager with the North Central Texas Council of Governments. The council monitors infrastructure and works with local governments to help ensure continued maintenance of roadways.

“You’re now getting to that time where [aging cities] have to really begin thinking about major rehabilitation or replacement,” Neal said. “Even though those roads may not need to be widened, it’s remaining very important for those facilities to be functional.”

Richardson also needs to rehabilitate some of its most used public buildings, Magner said.

Library Director Jennifer Davidson said bond funds would be used to address issues with electricity, plumbing and air conditioning in the building. The library’s restrooms and staircases would also be consolidated into one location to open up more space for staff, she said.

“Because of the infrastructure [work on] the plumbing and electricity, we can’t close a floor and stay [in the building during the renovations],” Davidson said.

While a temporary location has not been chosen for the move, Davidson said it is expected to be a fraction of the size of the library.

Magner said City Hall will receive similar rehabilitation work under the bond program. City staff said the Richardson Civic Center, which is part of the City Hall building, will discontinue operations if the public buildings proposition is approved.

During fiscal year 2018-19, which was the last full fiscal year before the COVID-19 pandemic began, the city spent more than \$1 million to operate the center. It generated less than \$355,000 in revenue during that fiscal year.

Much of the existing Civic Center space will be used to expand City Hall. The only events that would still be hosted in the building's existing meeting rooms are municipal events and those done in partnership with the city.

Addressing infrastructure

In addition to replacing and repairing residential sidewalks in the city's northeast and southwest quadrants, Magner said this bond package includes a new commercial sidewalk program that will begin with The Innovation Quarter.

Richardson also plans to invest bond funds in nine neighborhood parks.

"The life cycle of a playground can be as much as 15-20 years, and so these are the ones that essentially are just next on the list [for replacement]," Director of Parks and Recreation Lori Smeby said.

Bond funds would also be used to prepare a pair of city-owned fields for future use, she said. One of those is a 26-acre property at the corner of North Plano and Apollo roads. The other is across from Glenville Park near East Spring Valley and South Plano roads.

The drainage proposition would fund erosion work at Prairie, Huffhines and Chestnut creeks, as well as add a detention basin at Cottonwood Creek.

Planning for the future

Each bond proposition is voted on separately. If voters approve the package Nov. 2, Magner said the next two years are likely to be spent designing and finalizing plans. However, residents could see sidewalk projects begin in 2022, he said.

Debt from the bond would be sold over a five-year period beginning in fiscal year 2021-22. Since funds would be spread out over those five years, Magner said some projects in the bond would not be completed in that timeframe.

"We've got to make sure we get the money in the bank to be able to pay for the various projects," he said. "We'll be really trying to have a diverse set of projects underway as soon as the bond program is passed."

Underground Space in Urban Planning: Creating Opportunities for a More Resilient Future

While subterranean development is complex, Dallas is embracing the innovation as it works on DART D2, says AECOM exec Dev Rastogi.

By Dev Rastogi, D Magazine

Dallas-Fort Worth is growing rapidly, and as engineers, it's our job to make sure infrastructure keeps up with that growth. DFW currently has more than 7.6 million residents and is projected to grow to 11.2 million residents by 2045, according to North Central Texas Council of Governments' Mobility 2045 Plan.

Transit systems have played a critical role in connecting communities and developing urban spaces. Locally, organizations like Dallas Area Rapid Transit (DART), Trinity Metro, and Denton County Transportation Authority (DCTA) have built transit systems that foster urban development and generate economic growth for the region. According to a University of North Texas study, construction activity within a quarter mile of DART rail stations resulted in significant economic impact from 2016-2018. Projects in all phases, including planned, under construction and completed, resulted in over \$5.14 billion in direct spending, yielding an economic impact of \$10.27 billion. Construction led to 29,985 DFW jobs, generating \$3.9 billion in labor income and \$286 million in state and local taxes.

With population growth outpacing the development of infrastructure, more experts suggest going underground as we double down on environmentally friendly projects to reduce our carbon footprint. It's estimated that by 2030, 60 percent of the world's population will reside in urban areas, and more than 100 cities will have populations of over 5 million residents.

The DART D2 Subway project is a future second light rail line through downtown Dallas that extends from Victory Park to Deep Ellum. The project introduces one surface station (Museum Way), three underground stations (Metro Center, Commerce, and CBD East) and the relocated Deep Ellum Station from just north of Gaston Avenue to just south of Live Oak Street.

The primary purpose of the D2 Subway project is to add long-term passenger carrying capacity, operational flexibility, and reliability, all necessary for the thousands of riders who use DART to get to work and school every day. Even though daily ridership has decreased by approximately 50 percent because of the pandemic, transit systems continue to provide a lifeline for essential workers and those with mobility challenges. While commuting patterns are changing because of remote work, it's anticipated ridership will return to pre-pandemic level within 1-2 years and transit-oriented development will continue to be a strong economic driver, especially with our projected population growth.

In the new book "Underground Cities," AECOM experts offer a global, multidisciplinary, and multi-dimensional exploration of the largely untapped resource of the subsurface of our cities as communities and cities face increasing competition for limited physical space and attempt to balance out the priorities of human-scale cities and critical infrastructure. Our underground research and tunneling work overseas have given us a "lessons learned" playbook, showcasing how subsurface development can lead to natural disaster protection, thermal isolation, less congestion, and noise reduction. When parking, transportation, and utility storage go underground, mixed-use residential, commercial, and recreational projects, including parks and green spaces, can develop. Mixed-use development and affordable housing are vital, so new or extended transit systems minimize the displacement of residents.

While underground development is complex, Dallas is embracing the innovation as it works on DART D2, more deck parks and potentially moving Interstate 345 underground. With the predicted population growth and limited availability of land, efficient use of underground space can be a solution as urban planners promote sustainable development in the future.

Colleyville approves funding agreement with Tarrant County for Cheek-Sparger Road project

By Bailey Lewis, Community Impact Newspaper

Colleyville City Council approved an interlocal funding agreement with Tarrant County for the Cheek-Sparger Road reconstruction project at its Oct. 4 meeting.

While 80% of the project is federally funded, the city is responsible for 20% of the reconstruction costs in addition to construction overruns. According to the agenda [briefing](#), the total local participation cost is estimated at \$581,637—not including potential construction overruns.

Funding for the now-approved agreement comes from the 2006 Tarrant County transportation bond program, which will allow the city to be reimbursed up to \$500,000, according to the [briefing](#).

“We are so appreciative of our partnership with Tarrant County and with Commissioner [Gary] Fickes and the fact that they have identified this project for eligible use for those county funds,” Assistant City Manager Adrienne Lothery said.

The project itself encompasses a softening of the S curve from San Bar Lane to Oakbriar Lane and an asphalt mill and overlay on the roadway sections from Colleyville Boulevard to San Bar Lane and from Oakbriar Lane to Brown Trail, according to the [agreement](#).

Additionally, the project will include an 8-foot sidewalk on the north side, the replacement of sewer and water lines, and landscape restoration within the city’s right of way along with improvements to curbs, gutters and drainage, the agreement stated.

The Texas Department of Transportation is managing the project and awarded the construction contract to Jagoe Public Co. at the beginning of the year, according to Colleyville’s [website](#). Construction began the week of Feb. 15. The project is expected to take 18 months with completion expected by late summer 2022.

According to the city’s latest [update](#) on the project Sept. 27, crews are continuing to work on installing underground utilities on the south side of the road, which is expected to continue for another two to four weeks. Construction crews “will start lime stabilizing the subgrade” once those utility lines are installed.

Plano hopes new asphalt on city streets will make for smoother drive, save taxpayers money

Plano public works officials say a new asphalt overlay can save taxpayers millions of dollars per mile when it comes to maintaining city streets.

By Tyler Carter, Dallas Morning News

Plano officials hope to make the driving experience smoother for motoring residents with a new asphalt overlay that is also expected to save the city money.

The asphalt, when applied to six-lane roads, could save taxpayers \$10 million per mile instead of replacing an entire street, according to Plano spokesman Steve Stoler. Because of asphalt's durability, it has the potential to last 10 to 15 years, Stoler said.

The long-time TV news reporter showed how the new surface is being applied to Jupiter Road on his "Stoler on the Street" segment on the city's YouTube channel.

"An ultra-thin layer of asphalt seals the pavement from water seepage ... that protects any repairs to the concrete below," Stoler says in the video.

The Trains Interview: Nadine Lee, Dallas Area Rapid Transit CEO

By Dan Zukowski, D Magazine

Head of Texas transit system was previously at LA Metro

Nadine Lee took her seat as president and CEO of Dallas Area Rapid Transit on July 12, 2021.

She brings 30 years of experience in transit, most recently as chief of staff at the Los Angeles County Metropolitan Transportation Authority (LA Metro). Prior to that, she was their deputy chief innovation officer, where she developed the agency's "Vision 28" plan [see "[LA Metro to prepare for 2028 Olympics with 11 rail projects.](#)" *Trains News Wire*, Feb. 21, 2019]. She also served as project manager for Denver's Regional Transportation District and holds a degree in civil engineering. This interview with *Trains* has been edited and condensed for clarity.

Q: What have your first couple of months at DART been like?

A: People have just been very kind, very welcoming. The Board [of Directors] has been tremendous in holding my hand at all of these different meet-and-greet meetings that we're having with the 13 member cities, getting to know the mayors and city managers, just hearing out the issues that people have. So, it's been really exciting to think about just how forward-looking everyone is.

Q: The pandemic cut into farebox revenue for most transit systems. How are DART's finances today?

A: DART is in a great financial position thanks to some of the relief funds that we received from the federal government. That has put us in a position where we could spend some money on the things that will make a difference to the customer.

Q: What do you see as your first priorities as CEO?

A: The thing that I came here to do, first and foremost, was about improving the rider experience. It's creating a system that's designed for the people. It should be easy for you to use transit. It should be easy for you to figure out how to use transit.

We want your journey to be free of delays, free of obstacles. We want our system to be welcoming to you. It should be safe. You should feel secure. You should have all the information that you need either at the station or on your device. If we can really improve customer journeys, then we will improve ridership.

Q: Dallas, like Los Angeles, is a car-centric city. How will you get people out of their cars and back onto DART?

A: The traditional hub-and-spoke system that we designed was for people who had the traditional 9 to 5 commute. Now what we're seeing is that the travel demand curve has flattened in the peaks, and it has actually come up a little bit in the midday and sometimes into the evening. We may not have the same level of travel demand for the longer trips from the suburbs to downtown, but that doesn't mean we don't need the rail system. It just means we need to supplement it with lots of great bus service.

Q: You are continuing to build rail, however. What's the status of the Silver Line project and the D2 subway?

A: The Silver Line [see "[Dallas Area Rapid Transit awards contracts to build Cotton Belt commuter line.](#)" *News Wire*, Dec. 26, 2018] is a 26-mile corridor from DFW [airport] out to Shiloh

Road in Plano. It's a really important piece of our network. We originally had hoped to open in 2022 and now projecting 2024. It's not a great story to say that we that we are delayed, but the reality is that our construction environment is just much more challenging. We're just trying to plug away at all the little things. I'm confident that we're going to see a lot of things getting done in the January timeframe.

On D2 subway [see "[Digest: Dallas council approves light rail subway project](#)," News Wire, March 25, 2021], we're getting closer to having some agreements on an alignment on the east end. We've been working with [Deep Ellum and the city of Dallas] to develop some alternative alignments that more suit their needs. We have submitted a package to the FTA with a request to enter engineering, which will restart our process for getting federal funding [and] also trying to get back into the core capacity program. And so, hopefully the FTA will accept our submittal.

Q: You were very much a part of LA Metro's Office of Extraordinary Innovation [OEI]. What innovations would you like to bring to DART?

A: I just had a briefing on our Ideas Studio, which is very similar to some of the work that we did in OEI at Metro. It is asking people to pitch ideas to us to solve any number of our problems.

There will be an evaluation process and we will respond back to the people who provide us with these ideas so that we can close the loop with them. We're going to be very clear about wanting to prioritize ideas that solve the problems that we're facing right this minute. We're getting ready to launch that probably in the first quarter of next year.

Q: What makes you excited about this job?

A: We're at a great point in time, a tipping point for DART, because we have spent a lot of time building out a lot of the infrastructure on the rail side. We have the longest light rail system in the country. There's just a tremendous sense of optimism throughout the communities. It's a new era for DART and part of what I'm here to do is to bring everybody together and try to achieve something great for our entire system.

Climate change is making Texas hotter, threatening public health, water supply and the state's infrastructure

A report from the state climatologist finds that the state is experiencing hotter days with less relief from high temperatures at night.

By Erin Douglas, The Texas Tribune

Climate change has made the Texas heat worse, with less relief as nighttime temperatures warm, a [report from the state's climatologist](#) published Thursday found.

Climate data also show that the state is experiencing extreme rainfall — especially in eastern Texas — bigger storm surges as seas rise along the Gulf Coast and more flooding from hurricanes strengthened by a warming ocean, the report says.

Those trends are expected to accelerate in the next 15 years, according to the report, which analyzes extreme weather risks for the state and was last updated in 2019. The report was funded in part by [Texas 2036](#), a nonpartisan economic policy nonprofit group named for the state's upcoming bicentennial.

The average annual temperature in Texas is expected to be 3 degrees warmer by 2036 than the average of the 1950s, the report found. The number of 100-degree days is expected to nearly double compared with 2000-2018, especially in urban areas.

"From here on out, it's going to be very unusual that we ever have a year as mild as a typical year during the 20th century," said John Nielsen-Gammon, the Texas state climatologist who authored the report. "Just about all of them are going to be warmer."

A hotter Texas will threaten public health, squeeze the state's water supply, strain the electric grid and push more species toward extinction, experts told The Texas Tribune.

Nielsen-Gammon said that weather data showed minimum temperatures across the state have rapidly risen in recent years. The entire baseline of temperatures in the state has shifted upward — a trend that is likely to continue to cause problems for the state's aging infrastructure, experts said.

"I was surprised at how strong the upward trend was in the coldest temperatures of the summer," Nielsen-Gammon said. While global temperature analysis had already shown that trend, he said, it is now very clearly happening on the local level in Texas.

Even this year, which was considered a mild year because Texas didn't see temperatures above 100 degrees in much of the state, Nielsen-Gammon said nighttime temperatures stayed warm enough to put 2021 in the top 20% of years with the hottest summer nights on record.

Persistently higher temperatures cause a host of issues for public health. Heat stroke becomes more common, and the number of days and hours each year when it's safe to work outdoors is reduced. In the last decade, 53 workers in Texas have died from a heat stroke, nearly double the number of workers that died in the decade prior, [according to an NPR investigation](#).

Droughts are enhanced, which places even more pressure on the state's rivers and lakes, already strained by a growing population. And pathogens can more easily grow and infiltrate public water systems.

"If you have situations where more parts of the state are pulling from lower reservoirs, rivers that are flowing less and warmer water temperatures, there's a real concern about what pathogens end up in [the water] system," said Gabriel Collins, a Baker Botts fellow in energy and environmental affairs at [Rice University](#).

In Lake Jackson in 2020, a brain-eating amoeba [was found in the water supply](#), which caused the death of a 6-year-old child. Warmer water temperatures caused by climate change could increase the prevalence of such water-borne amoebas, [according to the U.S. Centers for Disease Control and Prevention](#).

The combination of higher heat and heavier precipitation in the eastern half of Texas also damages underground water pipes by causing the ground around them to expand and contract more, Collins said. It's likely that Texans will continue to see more frequent interruptions in their water supply as the state warms, he said.

And the state's power grid can be strained during extreme heat when Texans turn up the air conditioning to stay cool. At the same time, higher temperatures make it more difficult for power plants to run as efficiently as they do during normal conditions, decreasing the power supply — and increasing the risk of blackouts.

"We will see more risk of outages due to increased demand," said Juliana Felkner, an assistant professor of architecture at the University of Texas whose research focused on sustainable development and design. "Power plants need water to run, so if there is a lack of water, this makes them less efficient and they generate less electricity."

The Electric Reliability Council of Texas, the state's grid operator, [included extreme calculations for heat and drought](#) in its assessment of potential power supply conditions this summer, seeking to "broaden the debate" on making the grid more resilient. After a February winter storm knocked out power to millions of Texans for days, Texas Public Utility commissioners, who oversee the grid, [questioned whether the grid could withstand](#) more extreme weather as they looked to improve the grid's operations.

The environment, too, is damaged by persistently higher temperatures. Shaye Wolf, the climate science director for the Center for Biological Diversity, said more species' extinctions can be expected. Many species of lizards, for example, are going [extinct in the U.S. and globally](#) because when it gets too hot, they retreat to the shade and can't hunt for food. Each species plays an important role in the local ecosystem, Wolf said, which is important for the safety of humans, not just plants and animals.

"When you destroy the web of life, it not only makes for a lonelier planet, but a more dangerous planet," Wolf said.

Local extinctions, or the disappearance of a species to a specific area but not the globe, are already widespread due to climate change, a [2016 study by University of Arizona researchers](#) found. Among almost 1,000 species surveyed, nearly half of them were locally extinct.

Texans can expect every aspect of public infrastructure to be damaged by the heat brought by climate change, said infrastructure expert Mikhail Chester, associate professor of engineering and the director of the Metis Center for Infrastructure and Sustainable Engineering at Arizona State University. While each individual effect may seem small — a boil water notice here, a broken pipe there — the total effect is a massive public challenge, he said.

“Climate change is slightly shifting everything: It’s slightly breaking infrastructure, and it’s pushing us beyond what we design things for,” Chester said. “When you add all of that up, it’s monumental.”

The scoop on the GoCarma app that gives a 50% discount on toll road fees for two or more passengers

Watchdog Dave Lieber tests the system but fails. He tries again and dislikes the invasion of privacy.

By Dave Lieber, Dallas Morning News

For years, Texas has tried to come up with ways to stop solo drivers from cheating in high occupancy vehicle lanes. Police tried to catch them, but that wasn't a smart use of officers' time.

A few years ago, motorists were asked to go online and register 15 minutes before they entered an HOV lane with a second passenger. Ridiculous.

Then almost two years ago, our roadmasters unveiled an app, GoCarma, that worked with smartphones and a small tracking device you kept in your car's glove compartment. Or, in another version, you carried it with you and brought it into the vehicle to verify you were carpooling.

But the pandemic hit, and publicity for the new system was dialed down. Now officials have unveiled GoCarma, version two. Here's a synopsis of how it works:

Both the driver and the passenger must have downloaded the free GoCarma app to their smartphones. The app works with GPS (to know when you're in an HOV lane) and also with Bluetooth. With two smartphones in the same vehicle and the app up and running on both, you're supposed to get a 50% discount on your toll fees during morning and evening weekday rush hours.

But The Watchdog has questions, among them privacy concerns. I had enough questions that I got into a little thing with them for asking them. (More on that later.) I also may have figured out a way to beat the new system. (More on that, too.)

Privacy

First, the privacy concerns. GoCarma collected my name, email address, phone number, password, address and license plate.

But the Austin-based company says it does not share or sell the information. They only use it to help compute toll road fees. Currently, under 50,000 area motorists are using the app. That's not a lot. The complications of setting it up along with privacy concerns are and always will be the app's biggest challenge.

Setting up GoCarma

For me, setup and operation was a failure. I signed up in early 2020 to test it so I could tell you about it and also get the discount.

Now I find out it was never activated properly by me. Why? The instructions said once you set it up, you never need to mess with it.

The app asked me if I wanted to use the app "always" or only "while using the app." For most apps, I choose the latter because I don't want apps running constantly in the background because of the annoyance and battery drain.

I'm also protective of which apps I allow access to in my location services, access that GoCarma also wants. So to use this, I must break my own privacy rules.

Because I didn't activate it with "always" in my location services, my HOV rides never registered. I lost 21 months' worth of discounts.

This week, after I asked GoCarma to check its records, company spokesman Paul Steinberg told me that on March 17 last year GoCarma sent me one email asking me to reset the app. Their records show I never opened that email. They didn't try again.

Let's see. March 17 of last year. The pandemic shutdown was starting to take hold. Toll road discounts were not top of mind. Besides, they had my street address, yet they never mailed me a letter.

And I never heard about it again. They didn't contact me to tell me I could dispose of the battery-powered beacon from version one that they told me to put in my glove compartment. They stopped using those six months ago, GoCarma says.

GoCarma asked me to test it again before writing this story. I drove on a toll road and then had to call the North Texas Tollway Authority (which has nothing to do with this project except it handles our toll accounts) to check my bill. I got the reduction.

The roadmasters

This project is managed by the North Central Texas Council of Governments, the most powerful local organization that most people have never heard of. But almost every area county, city, school district and all other types of area governments are members — 238 in all.

NCTCOG's transportation director is Michael Morris, the most powerful roadmaster in North Texas. He presides over most major decisions involving our transportation systems and is involved in grant distribution, among many other actions designed to benefit our region as a whole.

Morris led a news conference recently to unveil GoCarma's version two. Only one reporter showed up for the virtual meeting — me. The rest, more than 20 people, were from GoCarma, NCTCOG leaders and TxDOT representatives.

Morris was very excited about GoCarma. "We hope to take it statewide, if not nationwide," he said at one point.

When it came time for questions, as the only reporter there, I knew I must ask a few. I asked three.

The first was about privacy. I was reassured that everything's cool with that. Hmm.

The second was about why my discounts hadn't registered.

And the third was to let them know that in the [promotional video](#) of testimonials by users that they showed, I noticed that some of the speakers did not appear to be wearing seat belts in moving cars. Great example, mighty roadmasters.

When I brought that up, nobody said a word. They simply ignored it.

When the virtual meeting was over, I heard a female voice lament during the call that more reporters hadn't shown up. Because of that, she said, "It became a show for him."

That comment reflects the mentality of a powerful organization that is not used to public scrutiny.

I alerted NCTCOG spokesperson Amanda Wilson, who apologized, saying: "I'm personally very happy that you asked so many questions as it contributed to an interactive forum, which was our goal. ... All of your questions were appropriate. ... The questions you're asking are ones that are keys to your readers."

As for the missing seat belts in the promo video, NCTCOG communications supervisor Brian Wilson told me they added the words "Remember to always wear a seat belt" to the promotional page.

Can you cheat?

Let's say you spend \$200 a month on tolls but want to drive solo. What's to stop you from buying a cheap burner phone and loading the app? That phone, sitting beside you as you drive, represents a second person.

GoCarma's Steinberg said this is possible, but the app would recognize that it was a dupe phone through an "analysis of usage pattern data." Sounds intrusive.

According to procedures, violators receive numerous warnings. The ultimate punishment is permanent suspension of the app. No discount for you.

"Nobody will end up in court or get a citation," Steinberg says.

So it's privacy vs. discount.

Where do you stand, er, drive?

Sidebar: What you need to know

Download the GoCarma app for free at the Apple or Google stores.

Or visit www.gocarma.com/dfw.

Discounts on express lanes for vehicles with two or more occupants are offered during peak weekday times: 6:30 a.m. to 9 a.m. and 3 p.m. to 6:30 p.m.

Discounts are available on toll roads: I-635, I-35E, Loop 820, State Highway 121/183, SH 183, SH 114, I-35W, I-30 and Loop 12.

Why Frisco says it's a national leader in transportation innovation

Chief innovation officer Jason Cooley said no other North Texas city is operating at the same level.

By Brandi Addison, Dallas Morning News

City engineers have been working for years to prepare Frisco's infrastructure for growth and development, and chief innovation officer Jason Cooley said no other North Texas city is operating at the same level.

"It's really just part of our culture. We want innovation, and we welcome innovation," Cooley said. "In every aspect of Frisco, we are looking at how we can do things in more innovative ways. It's really the foundation of our city's equilibrium."

The city has become a major test hub for transportation innovation, according to the Frisco Economic Development Corporation, and has tested many technologies through pilot programs to determine the best solutions.

Here are some examples of what Frisco has tried:

Signal timing at intersections

Cooley said Frisco was the second city in the nation to use connected-vehicle technologies, which automatically adjust signal timing at intersections to control the flow of traffic.

The city's traffic signal network shares data through platforms such as Audi Connect, Traffic Technology Services and CUBIC's Trafficware.

Waze Connected Citizens Program

Drivers who use the Waze mobile app are able to adjust their routes based on information the city shares about vehicle crashes, traffic hazards and road closures through the [Waze Connected Citizens Program](#).

The city can also use data from drivers on Waze to optimize its traffic system and decrease emergency response times.

Driverless vehicles

Frisco has also been at the forefront of autonomous vehicle tests, becoming the first city in Texas to test-drive autonomous shuttles in July 2018 through an eight-month pilot program with Drive.ai. The driverless shuttles successfully carried nearly 5,000 passengers on a fixed route between Hall Park, The Star and Frisco Station, according to the city website.

Robots

Frisco was also one of the first five cities in the U.S. to pilot autonomous deliveries through FedEx's Roxo in 2019, according to the Economic Development Corporation. The on-demand delivery robot was designed to automate the last mile of package deliveries, which is often the most expensive length of travel for transportation companies.

Last year, the city partnered with Starship Technologies, which deployed 35 devices to [test food and grocery deliveries](#).

During the 10-week pilot program, the robots delivered groceries across major roads and intersections, traveling a total of 4,621 miles, averaging 59 miles per day.

Is America ready for a flood of new electric vehicles?

Manufacturers are hyping the products, but customers may move more slowly.

By Charlie Gilchrist, Dallas Morning News

Whether America is ready or not, a flood of new electric vehicles will soon arrive.

Of course, they will add to the many fine electric vehicles, from manufacturers as varied as Chevrolet, Volkswagen, Volvo, Tesla, BMW, Ford and others, already traveling the streets of North Texas. As of September, more than 33,000 electric vehicles were registered in North Texas alone, while statewide there are nearly 100,000 electric vehicles in private use.

Texas may be Big Oil, but we also rank third in the nation, after California and Florida, for EV ownership.

Just a decade ago, the market was completely different. It seemed then that the only buyers for the first generation of the high-priced electric cars were the financially well-off techies, rushing to be the first to join an automotive landscape requiring zero gasoline. Aside from that first wave of impulse buyers, the overall sales numbers for most manufacturers' EVs were largely unimpressive.

Things change. Today's electric vehicles are often some of the newest vehicles in high demand. General Motors claims it has already sold the first-year production of both the upcoming Hummer EV and the new Cadillac Lyriq electric luxury crossover. Even Ford has bragged about having over 100,000 orders for the upcoming all-electric F-Series pickup.

Still, many questions remain about whether the nation is ready to accept full-electric or plug-in hybrid electric vehicles as the sole possibility for new cars, SUVs and trucks. There are also questions as to who will be responsible for selling and servicing this new automotive paradigm.

Further, while federal and state governments initially offered incentives to entice potential buyers into more environmentally friendly vehicles, others now say that a hard mandate outlawing gasoline- and diesel-powered vehicles will best ensure the automotive buying public's future choices are narrowed. The European Union certainly seems to be uniting behind mandates for EVs, while China, pushing the same line, prefers to call them New Energy Vehicles.

Meanwhile, OPEC released its most recent world oil demand report, postulating that oil will continue to be the primary source of energy for transportation even as far out as 2045.

Knowing that all of this is going on in the background, it's time to decide how to properly manage the transition from 110 years of gasoline-powered vehicles to electric cars (which, in fact, were considered the most logical value for city dwellers early in the last century).

True, manufacturers and franchised dealers are making significant investments to train a new generation of technicians to handle this coming flood of electric and other high-tech vehicles; I can speak for Ford's commitment to spend \$500 million for those educational programs alone. However, just to be eligible to handle electric cars, a local dealer must invest well over \$100,000 for the shop equipment and certification of master technicians to make sure we can take excellent care of our customers in a brave new automotive world.

And to be fair, we as dealers are excited about the electric vehicles promised for the market, but we're also somewhat hesitant about whether the public demand will grow as quickly as real volumes of these vehicles arrive. For the most part, in spite of the hype, manufacturers, the public and even dealers are unsure of what comes next.

Certainly, franchised new-car dealers across America are not only gearing up, they're also investing huge amounts of money to make sure when the transition comes it will be flawless for the public. As has always been the case, it is the new-car dealers that provide the buffer between the manufacturers' vision of sales and the public's willingness to purchase those vehicles in a timely fashion. The factories are always open, but the public doesn't always buy on their schedule.

For the first time I can remember, however, I'm not positive the manufacturers are on the same page. True, it is stunning how much money the industry has committed to future electric vehicles — it now stands in the untold tens of billions. But not even the automakers are sure that bet is going to pay off anytime soon.

Likewise, many seem to believe that because wealthier individuals have been able to bypass the normal dealership experience for their electric cars, such as the Cadillac Lyriq selling out in mere minutes last month, this might become the norm. But it should also be remembered that Mitsubishi sold its original i-MiEV electric vehicle online with low acceptance.

That's the object lesson car manufacturers have yet to learn: It's easy to sell to the most well-to-do in America because they have lots of disposable income. But to sell all of the country and all of the price points, it's actually America's new-car dealers that have made our automotive market the envy of the world for over 100 years.

The transition to electric vehicles need not be any more difficult than the transition from family sedans to sport utility vehicles. New-car dealers made that happen, too.

Danger in the sky: Near Fort Worth air base, hundreds live in high-risk crash zone

By Emily Brindley, Fort Worth Star-Telegram

Neighbors marveled that no one was killed when a jet, making its final approach to Naval Air Station Fort Worth, crashed into a densely populated Lake Worth neighborhood. Neighbors saw the pilots and their ejection seats falling from the sky, as the plane itself crashed behind a trio of homes and erupted into flames. When the smoke cleared Sept. 19, a twisted and charred hunk of plane rested in the small backyard of one home, several residents had sustained minor injuries and both pilots were injured, one of them seriously enough to remain in the hospital more than two weeks later.

But no one died. “An aircraft came down in the back of several people’s homes and nobody was killed and that is a miracle,” said John Baxter, the civilian who oversaw the crash cleanup, at the time.

The U.S. Department of Defense agrees — a plane crash in a dense neighborhood could indeed be catastrophic. That’s why it had already labeled that Lake Worth neighborhood an “accident potential zone” for its proximity to the naval air station. And that’s why the Defense Department recommends the lots should be at least a half-acre each — even though many homes in that neighborhood sit on less than a fifth of an acre.

And, just a few streets to the south, the Defense Department recommends there shouldn’t be any housing at all. But a Star-Telegram investigation found that more than 200 homes sit on land the Defense Department has labeled unsuitable for residential use because of the risk of an airplane crash.

Although the cities of Fort Worth and Lake Worth have decided that the existing homes can remain despite the risk, no one is responsible for notifying existing or future residents about the dangers. Not the cities, not the county, not the state and not the Navy. There have been loose efforts: the two cities have occasionally mailed notices and, several years ago, the state of Texas added a paragraph about military installations and “air installation compatible use zones” to the standard real estate disclosure form. But with no comprehensive or clear notification system, renters and buyers are largely left to discover the danger on their own — meaning that even some long-time residents don’t know about the risk designations. “I didn’t realize it was a crash zone,” said John Sanderson, who’s lived in his Lake Worth neighborhood for more than 20 years. “Anybody that buys a house ... they should be aware that that’s what it is, kind of like a flood zone.”

THE RISK

Lake Worth city manager Stacey Almond hesitated when asked whether it’s safe or wise for residents to live in the crash zones north of the base. “I prefer not to give my opinion on that,” she said. “I mean, it’s up to each person whether they decide to live in the area or not. I do think that the city is safe. So, I don’t think it’s bad to live in those areas.” G.K. Maenius, the Tarrant County administrator, also said he’d rather not speak to the safety or wisdom of living in a crash zone. “I think one can draw a conclusion just by the factors that you spoke of, but I don’t want to comment on that,” he said. The runway, which is also used by Lockheed Martin, handles about

25,000 takeoffs and landings per year, a Navy spokesperson said. A review of the Star-Telegram archives turned up at least five plane crashes near the base in the past 40 years.

In the 1970s, the Defense Department started a program to discourage certain types of development in the immediate area around military bases, where plane crashes are more likely because of the tendency for crashes to occur during takeoff or landing. The Air Installations Compatible Use Zones program has a dual mission — to protect residents and to protect military operations. The Defense Department recommends no housing of any kind in the areas closest to the runways. No apartment buildings, no mobile homes, no single-family dwellings. But on the north side of Fort Worth's joint reserve base, census data and county land records show there are more than 200 homes in the riskiest of the crash zones.

NAS FORT WORTH NORTHERN CRASH ZONES

The U.S. Department of Defense designates crash zones around military runways, noting the areas where a plane is most likely to crash. In the two riskiest designations, the Clear Zone and Accident Potential Zone I, the DoD recommends there should not be any residential housing. In the least risky crash zone, Accident Potential Zone II, the DoD recommends only low-density housing. At NAS JRB Fort Worth, there are more than 200 houses in the northern Clear Zone and Accident Potential Zone I.

<https://mediaprogram.maps.arcgis.com/apps/webappviewer/index.html?id=9338e93aabf9439c99bf794ab250a478>

In those neighborhoods, which sit on the boundary of Fort Worth and Lake Worth, the planes pass so close that residents say they can sometimes wave to the pilots. Many of the homes in the northern crash zones were built in the 1940s, decades before the Defense Department released its safety recommendations. And locally, authorities didn't comprehensively evaluate how to make development compatible with the Fort Worth base until about 2008, when the North Central Texas Council of Governments conducted a study under the Defense Department's program.

Even when the city of Fort Worth modified its land use rules to prevent future residential development in the crash zones — and when the city of Lake Worth made a similar, though less stringent, move — the existing homes were allowed to stay as-is. "Generally, when you change zoning, whatever's there, assuming it was there legally, it's grandfathered," said Fort Worth assistant city manager Dana Burghdoff. "The existing structures can all stay as they are, there's no changes that an owner has to make." But safety risks exist outside of the standards of city planning. So, when it comes to crash risk, it's "hard to say" whether it's safe for residents to live in the area, Burghdoff said. "From a plane operation standpoint, obviously, it's riskier than other parts of the city," Burghdoff said. "But at the same time, you know, when there hasn't been a crash for however many decades in that area, then it's hard to put that in perspective."

'YOU'RE MAKING THEIR DECISION FOR THEM'

It's up to each person to choose to live in the crash zone or somewhere else, said Maenius, the Tarrant County administrator. "I think that everybody needs to make up their own mind, they need to be given the information, you know, and the potential dangers as it relates to land use," he said. "There are different factors people have to consider whenever they buy, and they need

to consider those.” In interviews with the Star-Telegram, some residents said they enjoy living near the base, with bugle calls sounding out at regular intervals and the close-flying planes providing front-row seats to a daily air show. But a number of residents said that, while the designation makes sense given the daily plane traffic, they did not know their homes sat in a plane crash zone.

Hugo Vidal, who lives in the crash zone with his family, said he wishes they had known about the crash zone designation before they bought their house. But at the same time, Vidal doesn't know how much of a difference it would've made. “You get a good deal on your house, you don't really care about planes,” he said. Sanderson, of Lake Worth, said he thinks the base, or the city should be responsible for notifying potential home buyers and builders of the crash zone boundaries. “If you're going to move into this area, there should be something in your paperwork ... just to say, ‘Hey, just to let you know, this is a crash zone,’” Sanderson said. The cities of Fort Worth and Lake Worth mailed notices to residences in recent years, when they were considering changing their land use rules to acknowledge the crash zones, according to Almond and Burghdoff. But the mailers primarily served as invitations to public hearings about the changes.

There was also some statewide movement to notify new residents before they purchase homes near military bases. In 2017, the state Legislature added language to the final page of the standard real estate disclosure form.

But the purpose of the new paragraph isn't to inform potential buyers about property-specific risks in crash zones, according to Robert Gleason, the CEO of the Greater Fort Worth Association of Realtors. The language is intended to remind potential buyers to check whether properties are near bases and to research the potential impacts. “The statement on there is just a blanket statement to buyers. And so, it places the responsibility on the buyer to look into whether or not they would be located within those zones,” Gleason said. “It's highlighting the importance, really, of buyers doing that due diligence.” The disclosure form also has no impact on renters.

The Navy declined to participate in a phone or in-person interview for this story. In email responses, the Navy pointed to the cities' land use changes and the state Legislature's real estate disclosure as evidence of its efforts to protect the base and the surrounding community. But some residents feel the local authorities — whether it's the city governments or the base itself — should do more to make sure that people know about the zones and the risks. “You can't make an informed decision if you don't have all the facts,” said Karla Lowe, who lives in the Lake Worth section of the crash zone. “I think that when you don't present people with their options, you're making their decision for them.”

LAND ACQUISITION

Perhaps as an acknowledgment of the dueling forces of safety risks and land use “grandfathering,” the 2008 study suggested that Tarrant County and the city of Fort Worth consider buying properties within the crash zones.

The study recommended a “voluntary acquisition” program, meaning that residents wouldn't be pushed out or forced to sell, but that they could sell their homes if they chose. Such a program could potentially be funded with state or federal dollars and should prioritize the handful of homes that sit in the crash zone closest to the runway, the study said. But officials say the idea

was never seriously or deeply discussed. In both the city of Lake Worth and Tarrant County, officials said the governments did not pursue a voluntary acquisition program. “That was something that was a recommendation, which is a good recommendation. But we never made an effort to actively pursue acquiring those properties,” Maenius said. “I don’t think there was a lot of emphasis placed on that particular aspect.” Burghdoff, the Fort Worth assistant city manager, said the idea was briefly raised on the City Council, but there “wasn’t any political will” at the time to pursue it.

The conversation went “back to the property rights mindset of ... as long as folks are informed, that it’s their choice to live with the risk that they have,” she said. But the Fort Worth City Council has many new faces. The May election brought unusually high turnover; and for six of the nine members, a seat on the council is the first political office they’ve held. Recently elected council member Leonard Firestone’s district includes the Fort Worth portion of the crash zones.

He said he believes the area is safe to live in but that he’s also a “proponent” of a voluntary acquisition program. J.D. Johnson, the Tarrant County commissioner for the sections of Lake Worth and Fort Worth that fall within the crash zones, said the area is probably less safe than other parts of the county. He added that, as a county commissioner instead of a city official, he feels there’s “not anything I can do about it.” Walter Bowen, the Lake Worth mayor, declined to comment for this story.

Some residents, both on the Fort Worth and Lake Worth sides of the crash zones, said they’d support a voluntary buyout program, even if they wouldn’t participate. Sanderson, of Lake Worth, said he’s unlikely to move in part because he believes there’s a higher risk of dying in a car crash than a plane crash. But he also said that some of his neighbors have children, and they should be able to leave if they’re worried about the safety risks. Jay Findley — a Fort Worth resident who said he’s lived on his lakefront property in the crash zone for about 27 years — said he might consider selling his house under the right conditions. But among his list of requirements would be relocation to another lakefront property. “It would take a lot to get me off this place,” Findley said. Lowe said she wouldn’t sell under a voluntary program because she takes care of her mother, who’s lived in the Lake Worth neighborhood for decades. But she still thinks her neighbors should have the choice.

“They should have a right to know that they’re in the direct line to an accident path, and they should have the option to stay or go,” Lowe said.

Arlington entertainment district to get new hotel, convention center

By Kailey Broussard, Fort Worth Star-Telegram

Arlington City leaders' and business owners' vision of Arlington as an entertainment and business hub are closer to becoming reality with construction underway for a hotel and convention center across the street from Live! by Loews.

The 888-room hotel will contain 266,000 square feet of meeting space and a 150,000 square-foot convention center. The \$550 million project is part of a larger effort to fill in the spaces in north Arlington surrounding AT&T Stadium, Globe Life Field and Choctaw Stadium, formerly known as Globe Life Park.

Former Mayor Jeff Williams teased more to come to a crowd Tuesday morning during a groundbreaking ceremony.

"Of all the things that have happened here, the best days are ahead," he said. Hotel and convention center construction is expected to wrap up in early 2024, around the same time the [National Medal of Honor Museum](#) is expected to open. Museum construction is slated to begin this spring, Mayor Jim Ross said.

"This is going to again give one more solid reason why Arlington is, has been and always will be the American dream city," Ross said.

The first Loews hotel will connect to the new buildings by sky bridge, according to the Texas Live! website, and the new hotel will offer a combined 1,188 hotel rooms.

The [city's development plan](#) lists an additional hotel and convention center as a way to attract high-class events. [Council members approved \\$550 million in funding](#) for the hotel and convention center project in late 2019. The company agreed to pay development costs up front, and the city will give it up to \$1.5 million a year in performance-based tax rebates up to \$25 million.

ENTERTAINMENT DISTRICT VISION

Arlington officials have long eyed development in the entertainment district as a boon for the economy. The second hotel is part of a larger district expansion coordinated among city government, the Texas Rangers, Cordish Companies and Loews.

The quartet of government and business entities plans to bring more office space, apartments, restaurants and retail to the area as part of the next phase of entertainment district development.

Part of that plan has included maintaining the [Choctaw Stadium](#)'s presence in the entertainment district. The stadium, built in 1994, hosts high school football and will be home to the Dallas Jackals, a Major League Rugby team, in 2022. The ballpark was also the site of XFL pro football and USL League One pro soccer.

The old ballpark building's reincarnation also includes office space. [Six Flags moved its headquarters](#) into the stadium last year, and the [coworking business Spark Arlington](#) is expected as early as next fall.

"We have now assured the longevity of the old Globe Life Park," said Rangers owner Ray Davis.

[The Texas Live! website](#) also lays out a vision for an office tower and 280 apartments overlooking the Rangers' plaza.

City council members in 2018 approved funding to retool the old [Arlington Convention Center into the first esports stadium in North America](#). Esports Stadium Arlington has also been host to several community and city events such as [panels for police chief finalists](#).

Council members in January OK'd a deal that [cleared the way for the National Medal of Honor Museum](#) development near the intersection of Nolan Ryan Expressway and AT&T Way. The museum's foundation announced in August that retired Navy SEAL and former NASA chief astronaut Chris Cassidy would head up the project to build the museum, which will also house a leadership institute, as well as a National Medal of Honor monument in Washington, D.C.

Williams, Loews Hotels and Co CEO Alex Tisch and Rangers co-owner Neil Leibman are members of the museum foundation's board of directors.

Rangers co-owner Ray Davis said Tuesday that entertainment district development would not be possible had voters not approved the [2016 financial package that included public funding for Globe Life Field](#). Around 60% of voters approved a plan to direct a half-cent sales tax, hotel occupancy tax and car rental tax originally approved to help build AT&T Stadium toward the ballpark.

"Y'all stepped up with a bond issue that everybody in the world told us there's not another city in the U.S. that would do that," Davis said. "Y'all were supportive and passed the bond issue, and now we see the material effect of it."

PANDEMIC DELAYED ENTERTAINMENT DISTRICT GROWTH

Construction on Loews Arlington Hotel and the convention center was placed on hold in early 2020 as the pandemic ground the entertainment industry to a halt and pummeled the global economy.

That's not to say the entertainment district stayed dark for long.

Loews CEO Alex Tisch said Arlington made its case as an entertainment hub by taking on [iconic United States sporting events](#) that would have otherwise been placed on hold due to tighter pandemic restrictions.

"As the United States continued to reopen, Arlington capitalized on getting events to move here like the World Series bubble and the Rose Bowl and the rodeo," Tisch said.

AT&T Stadium, Globe Life Field and Esports Stadium Arlington also [became community vaccination centers in late 2020](#) and early 2021, as local, county, state and national agencies rushed to vaccinate older residents and people at greater risk due to illness against COVID-19.

4 things to know about the Dallas-to-Houston bullet train's long and winding road

A terminal development plan is the next step in a decade-long effort to build the high-speed train.

By Paul O'Donnell, Dallas Morning News

The formation of a development company to build rail stations for a bullet train running from Dallas-to-Houston is the latest step in a decade-long effort to push the plan down the tracks.

Dallas developer Jack Matthews and his partner, Fort Worth businessman John Kleinheinz, said Wednesday that they plan to develop more than 50 acres of land south of downtown Dallas into a high-speed passenger rail terminal. They're working on similar projects in Houston and near College Station.

Their Texas High-Speed Rail Station Development Corp. would build stations to serve the proposed Texas Central high-speed rail line that's expected to whisk travelers between the state's two largest metro areas in less than 90 minutes. That trip is roughly four hours by car.

"Our high-speed rail project connecting Dallas and Houston will be as transformational to Texas as DFW Airport was to the region when it was opened in 1973," Kleinheinz said in a statement.

When did the bullet train plan get started?

The project has been inching along for better than a decade, slowed by environmental studies and legal fights with Central Texas landowners along the proposed route. Texas Central Partners, the private company behind the project, was created in 2013, although predecessor versions date back to 2009.

Why has it taken so long?

Lawsuits can take years to resolve. In June, the Texas Supreme Court handed project advocates a major legal victory when it [declined to hear a case](#) brought by property owners determined to preserve land rights.

That lawsuit had been working its way through the Texas court system since 2019 when a district court in Leon County initially [ruled](#) the company was not a railroad, and therefore could not use eminent domain to seize the property it needed to build the route.

Where would the train run?

Texas Central wants to create 90-minute high-speed rail service between Houston and Dallas, with one stop near College Station. It would stretch over 240 miles and replicate the Japanese Tokaido Shinkansen bullet train system, which has electric trains that are projected to emit less carbon per mile than a commercial jet.

In Dallas, Matthews and Kleinheinz envision a train station in the Cedars neighborhood near the Kay Bailey Hutchison Convention. The Riverfront Boulevard site has been targeted for the new train station since plans for the high-speed train link were put forward a few years ago.

The group also owns 45 acres in Houston on the former Northwest Mall site northwest of downtown near Interstate 610 and 59 acres in Grimes County near College Station.

What's the timetable?

Texas Central company signed a \$16 billion contract this summer with an Italian firm to build the rail system. The all-electric rail line is expected to cost at least \$20 billion and still faces construction and funding hurdles.

Construction would take an estimated six years. Texas Central [estimates](#) that construction would create 17,000 jobs with a total economic impact of \$36 billion.

Allen wins third consecutive award for water conservation education from the EPA

The city is one of 34 entities across the U.S. being recognized with the award this year.

By Francesca D'Annunzio, Dallas Morning News

Allen's efforts in water conservation education for consumers and businesses recently won the city an Environmental Protection Agency award for the third year in a row, according to a city press release.

The EPA's 2021 WaterSense Excellence in Education Award recognizes partner entities that have "gone above and beyond" in supporting WaterSense, a voluntary, federally-sponsored program that supports water-efficient products and water conservation education, according to the EPA's website.

Allen was also recognized with the award in 2019 and 2020.

The WaterSense program works with manufacturers, retailers, homebuilders and utilities and other organizations to help communities consume less water.

Out of 34 award-winning organizations from across the nation, Allen and Plano were the only North Texas partners recognized this year.

Allen was selected because of its Water Conservation team's efforts in promoting water conservation to residents throughout 2020.

Some of the city's efforts highlighted by the EPA include:

- Giving a presentation to more than 1,600 fifth graders during national Fix a Leak Week
- A public library display promoting a variety of ways to save water
- The city's demonstration garden outside the Allen Public Library, which was recognized for the 2020 Small Utility Conservation award by the Texas Section of the American Water Works Association
- A series of seven seminars focused on sustainable landscaping, held between January and March of 2020, which nearly 600 adults attended

After an in-person seminar was cancelled because of the pandemic, Allen videotaped and posted three presentations on sustainable landscaping online, according to the EPA. The presentations were also offered on a local cable TV channel.

Developers plan bullet train rail station south of downtown Dallas

The rail terminal on Riverfront Boulevard would anchor a new high-rise district.

By Steve Brown, Dallas Morning News

Real estate investors who have bought up land south of downtown Dallas plan to develop the property into a high-speed passenger rail terminal.

Dallas developer Jack Matthews and his partner, Fort Worth businessman John Kleinheinz, own more than 50 acres for the proposed station along Riverfront Boulevard south of downtown.

They're working on similar projects in Houston and near College Station.

Their Texas High-Speed Rail Station Development Corp. would build stations to serve the proposed Texas Central high-speed rail line from Dallas to Houston.

"Our high-speed rail project connecting Dallas and Houston will be as transformational to Texas as DFW Airport was to the region when it was opened in 1973," Kleinheinz said in a statement. "Texas Central will be the blueprint for national high-speed rail, a solution for environmentally efficient transportation.

"As this first high-speed rail project comes online, Texas is positioned to lead in discussions about a national rail strategy with the local and federal stakeholders," he said. "These station assets will be an integral part of the system."

Developer Matthews is one of the largest property owners in the area south of downtown Dallas, near the Trinity River.

His Matthews Southwest Inc. did the successful Southside on Lamar redevelopment on the south side of Interstate 30 near Dallas' convention center.

Matthews Southwest also owns large blocks of undeveloped land along Riverfront Boulevard near Cadiz Street, including the property earmarked for the new train terminal.

The rail station would be just part of a much larger multiblock mixed-use development Matthews plans in the area between the Trinity River and Lamar Street.

Proposals for the district include everything from residential buildings, to offices, retail and hotels. Architects Perkins & Will and Omniplan have done preliminary designs for the big south side development.

Matthews is also a partner in the proposed redevelopment of the nearby former *Dallas Morning News* buildings on the south side of downtown.

The Riverfront Boulevard site has been targeted for the new train station since plans for the high-speed train link were put forward a few years ago.

"We have invested substantial time and energy to advance high-speed rail between Dallas and Houston and Grimes County near College Station. We do not intend on missing this opportunity for the people of Texas," Matthews said in a statement. "To keep this positive momentum, we will begin discussions with various third parties who have successful experience with high-speed rail."

The partners' proposed Houston rail station would be built on the former Northwest Mall site northwest of downtown near Interstate 610.

The College Station location is in Grimes County.

Texas Central hopes to build a rail line that would transport Dallas riders to Houston in 90 minutes in state-of-the-art trains.

The company signed a \$16 billion contract this summer with an Italian firm to build the rail system. Texas courts have so far rebuffed efforts by landowners and other parties to stymie the project.

The 240-mile high-speed rail line is expected to cost at least \$20 billion and still faces construction and funding hurdles.

Construction would take an estimated six years.

This mobile app makes driving in Frisco easier for residents and first responders

Frisco drivers can use the Waze mobile app to see road closures, construction projects, car crashes and other traffic impediments.

By Brandi Addison, Dallas Morning News

Residents and first responders can use the Waze mobile app to make traveling in Frisco easier than ever before.

The city initially joined the the Waze Connected Citizens Program — now Waze for Cities — in October 2017 to share information about various traffic impediments.

But as it becomes more widely used by residents, city personnel and first responders, the app is used for many other reasons, Assistant Director of Transportation Brian Moen said.

Real-time information: Whenever a crash is reported to 911 dispatch, internal systems mark the crash on a map to let first responders know and Waze pulls that data for Frisco drivers to see.

The city can also report — under the name CO Frisco — planned road closures, special events and other traffic hazards, including the gas leak that occurred in the city last week.

Waze also allows its app users to report information, which the city can use to optimize its traffic system. This includes abandoned or parked cars, vehicle crashes, roadway obstructions and other traffic hazards.

Residents can use the app to adjust their routes.

Emergency response times: First responders can use the app to observe heavy-traffic areas and possible obstructions to adjust their routes and improve emergency response times.

The map also allows them to see crashes that have possibly not been reported to dispatch but were updated on the Waze app.

Signal control: Signal system operators can see possible obstructions on the map and, if needed, can adjust traffic signal timing at stoplights and send information through message boards.

For instance, if there were a crash just past a stoplight intersection and more drivers were required to turn left, Moen said the signal system operators could increase the timing for the green arrow to maintain a steady traffic flow.

“Overall, it’s a really good source of information for our residents as they commute around town,” Moen said. “We do the best we can to put information out to the public whenever we get the opportunity.”

Will Dallas-Fort Worth Get Its Own HyperLoop or Bullet Train Line? Open Houses Take Us One Step Closer

A transportation study team is exploring a potential high-speed Dallas-Arlington-Fort Worth rail line along the I-30 corridor. The North Central Texas Council of Governments is holding open house presentations on the project—which could ultimately lead to a bullet train or hyperloop whizzing us between the cities.

By David Seeley, Dallas Innovates

It's 5:15 p.m. on Thursday, October 14. Google Maps says it will take 50 minutes to drive from downtown Dallas to downtown Fort Worth. Public transport via the Trinity Railway express train takes 56 minutes. If you're thinking "There's gotta be a faster way," have we got an open house for you.

The North Central Texas Council of Governments (NCTCOG) is holding "open house" presentations on its study of [a proposed high-speed rail line between Dallas and Fort Worth](#). In coming years it could ultimately lead to a bullet train or a hyperloop whizzing us between the cities, with a quick stop in Arlington along the way.

Goals of the Dallas-Fort Worth High-Speed Transportation Connections Study

The 36-month study began in May 2020 and is being conducted by the NCTCOG in cooperation with the Federal Railroad Administration and the Federal Transit Administration. Its goals are selecting a passenger technology; identifying potential alignments/routes; and receiving federal environmental approval.

Once that's achieved, the project can move on to the harder stuff: securing funding, detailing the design, acquiring right-of-way, and beginning construction.

Where would the high-speed line go?

As you can see above, the project study team explored a lot of corridors and alignments. The initial set included a route along Highway 180 that lined up with AT&T Stadium, Globe Life Field, and UT Arlington. Other options swooped northward along Highway 183 and to the south along Spur 303.

But last May, the study team narrowed its recommendations to what you see below: a three-station, one-seat ride along the I-30 corridor between Beckley Avenue in Dallas and Beach Street in Fort Worth. "The most direct and least disruptive route for connecting Downtown Dallas and Downtown Fort Worth with a stop in Arlington was determined to be along I-30," the NCTCOG said.

Didn't I hear about another bullet train in Dallas?

Yes, that would be the planned Texas Central bullet train line between Dallas and Houston. We've written recently about Texas Central's \$16 billion [design-build contract](#) and how [Spain's Renfe has been signed](#) to be the operator. But the Dallas-Fort Worth high-speed line is a different project.

The Dallas-Arlington-Fort Worth line could link to future high-speed services, like the Texas Central line and the Fort Worth-to-South Texas corridor, which is also being studied for a potential high-speed option.

Phase 2 begins

On July 8, the NCTCOG's Regional Transportation Council approved moving into the second phase of the study, which will further explore the I-30 corridor and the high-speed rail and hyperloop options. The study team will also develop plans for operations and service, prepare preliminary engineering, and compile environmental documentation.

How fast are we talking?

Very fast. The NCTCOG study team eliminated two slower options: conventional rail (80 MPH max) and "higher-speed" rail like Amtrak's Northeast Acela line (125 MPH max).

Here are the two recommended options. Hold on to your hat:

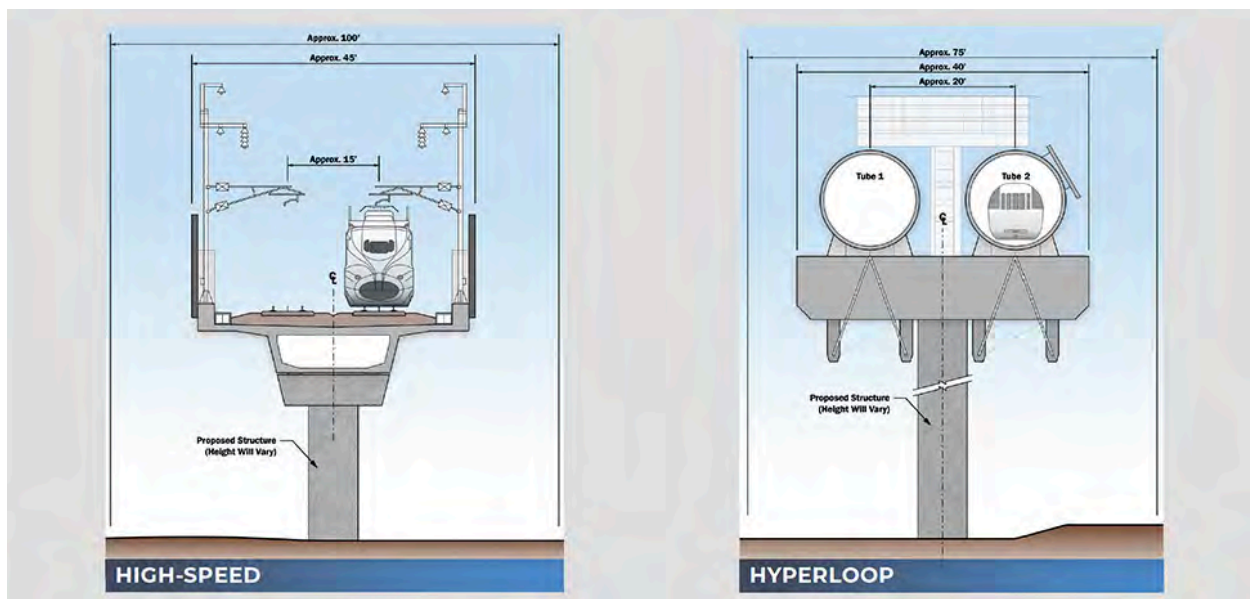
The **high-speed bullet train** would have a maximum speed of 250 miles per hour. New, exclusive tracks would have to be built for it. It would run on a fixed schedule similar to how high-speed trains run now in Europe and Asia, including [Japan's Shinkansen service](#). A bullet train project like those is [currently under construction in California](#) between San Francisco and the Los Angeles basin.

The **hyperloop** has an even faster maximum speed of 650 miles per hour. New, elevated hyperloop tubes would have to be built. But unlike bullet trains, a hyperloop could be used on an unscheduled, on-demand basis, with only two minutes needed between two trains or "pods."

In a hyperloop, passenger-carrying pods accelerate through an extremely low-pressure tube, gaining the ability to approach the speed of sound. Here's [a great look at the proposed technology](#).

On the other hand—unlike high-speed trains which have been in operation for several decades—hyperloop technology is still only in the prototype testing stage. But that hasn't stopped the NCTCOG team from recommending hyperloop as an option.

"While it is not proven at this time, by the beginning of construction on this project, it is anticipated that hyperloop technology would likely be ready for service," the NCTCOG study team says.



[Image: NCTCOG]

Where would the stations be?

The location of a proposed new Dallas high-speed rail station is still under study.

In Fort Worth, the study team's primary proposed location is Fort Worth Central Station. But other sites are also being explored.

For the midpoint Arlington stop, three potential station locations are being explored between Six Flags Over Texas and Collins Street.

The study team may also consider an alternate, intermediate station location based on specific alignment and technology requirements.

Will the rail line be elevated, in tunnels, or on tracks on a grade?

"Given the dense urban environment between Dallas and Fort Worth, the high-speed technology chosen (either high-speed rail or hyperloop) is expected to be grade-separated for a majority if not the entire length of the corridor," the NCTCOG's Brian Wilson told us.

So most, if not all, of the high-speed line between Dallas and Fort Worth will be elevated above ground. The expensive cost of tunneling makes this option more economical.

When can we take a ride?

Not anytime soon. The initial three-year study is scheduled through May 2023. If the project moves forward, it will take years to secure funding, acquire right-of-way, build the needed stations, and construct the high-speed rail line or hyperloop.

What can I see at the open house?

At the NCTCOG open houses, a short video playing on a loop will offer an overview of the project. Presentation boards throughout each venue will explain the different high-speed technologies and offer a closer look at the recommended route.

Attendees will be able to interact with the project team while getting a good sense of all the Phase I recommendations. If you have comments about the project, they will be accepted in person at the open house, or you can [make them online here](#).

When/where are the open houses?

The free, in-person open houses are being held in large venues to allow for social distancing. The first one was held Tuesday at Lone Star Park in Grand Prairie.

The next open house will be in **Fort Worth** from 4 to 7 p.m. Tuesday, Oct. 19, at Southside Preservation Hall at 1519 Lipscomb St.

The **Dallas** open house will be held from 4 to 7 p.m. Tuesday, Oct. 26, at Mercy Street Dallas, 3801 Holystone St.

Finally, the **Arlington** open house will be held from 10 a.m. to 2 p.m. Saturday, Oct. 30, at Globe Life Field at 734 Stadium Drive.

Each location will offer free parking nearby.

City Leaders Hold Ribbon Cutting for Third, Final Panther Island Bridge

The White Settlement and Main Street bridges opened earlier this year

By Lili Zheng

Six years after construction began on three bridges for the Panther Island project in Fort Worth, the third and final bridge is now open.

Fort Worth city leaders held a ceremonial ribbon-cutting Saturday at [the Henderson Street Bridge](#), which officially opened to traffic in late September. It follows the [White Settlement Bridge](#) and the Main Street Bridge, which both opened earlier this year.

All three bridges cost \$91 million. The Henderson Street bridge is 806 feet long, connecting downtown Fort Worth to the city's northside. Doug Rademaker, a project manager for the [Trinity River Vision Authority](#) bridge program, said the bridges were initially scheduled to be open in 2018.

"We had some constructability issues that we worked through. These bridges are very complex in that they're all cast-in-place bridges, where you actually are forming the concrete on the forms and pouring the concrete here, so there were a lot of technical issues to work through," Rademaker said. "Ultimately, it all came together, and as you can see we have three beautiful completed bridges. Especially with a project of this amount of technical aspects to it, it's not uncommon to have bridges to take a little longer."

Located near the Henderson Street Bridge is Threads of Beauty, a beauty salon owned by Aylin Granado. The salon will celebrate its second anniversary in January. Granado said she looked forward to clients being able to find her business with ease now that construction is complete.

"Most of the time, they're stuck in the trains. Most of the time, they're stuck in traffic because of the train and stuff," she said. "It's been helpful. I'm glad it's over, the construction."

The three bridges are key parts of the \$1.2 billion Panther Island flood control project, which is being overseen by the Tarrant Regional Water District and the Trinity River Vision Authority. In the original plan, the U.S. Army Corps of Engineers would pay to re-route the Trinity River under the bridges.

"The infrastructure bills that are being talked about right now in the current administration could have some money for us. That's part of what we need to advance forward," Fort Worth District 2 City Councilmember Carlos Flores said. "It's not all of it, but it's an essential component for us to get to that next step done which is the bypass channels. So, approximately 65% of the bypass channel design has already been done."

[City Leaders Hold Ribbon Cutting for Final Panther Island Bridge – NBC 5 Dallas-Fort Worth \(nbcdfw.com\)](#)

Reversing course, Texas Supreme Court grants rehearing for high-speed rail eminent domain case

By Shawn Arraji, Community Impact Newspaper

After initially declining to hear a case challenging the construction of a high-speed rail line in Texas, the Texas Supreme Court granted a motion for a rehearing Oct. 15 allowing the case to move forward.

The case centers on a 236-mile high-speed rail line between Houston and Dallas being planned by the company Texas Central. Filed by landowner Jim Miles in 2016, the lawsuit argues that Texas Central does not qualify as a "railroad company" under state law and therefore cannot use eminent domain to acquire land needed to construct the line.

The Supreme Court declined to review the case in [June](#), allowing a decision by an appeals court to remain in place that ruled Texas Central was a railroad company. Shortly after the court declined review, Miles issued a statement announcing he would file a motion for a rehearing.

In the Oct. 15 order granting a rehearing, the Supreme Court set a date of Jan. 11 to hear oral arguments.

In a statement, officials with Texas Central said they were confident the court would rule in their favor.

"Texas Central looks forward to our time with the Supreme Court in January," according to the statement. "We remain confident that, ultimately, the Texas Supreme Court will conclusively resolve this issue in Texas Central's favor, agreeing with the court of appeals' well-reasoned decision and concluding that Texas Central qualifies as an entity entitled to use survey and eminent domain authority under the Texas Transportation Code."

Opposition groups Texas Against High-Speed Rail and ReRoute the Route celebrated the motion.

"We are so thankful the Texas Supreme Court decided to listen to the voices of numerous stakeholders who raised significant concerns about the proposed high-speed rail project," said Jennifer Stevens, a spokesperson for ReRoute the Route, in a statement. "The Texas Supreme Court recognized this is an issue that is of great importance to Texas, and they will take their time to consider all relevant facts."

Texas Central has pitched the rail project as an alternative to car travel on the highly traveled route between Houston and Dallas. The trip would take roughly 90 minutes with one stop in College Station, and prices would be competitive with airlines, officials said. The cost of the project is pegged at \$20 billion on the company's website, and funding sources could include private investments, commercial loans and federal loan programs.

Some landowners, including Miles, have refused to sell their land to the company needed to build along the selected route, prompting the courtroom showdown. Officials with Texas Central have previously said eminent domain would only be used as a last resort.

Construction was anticipated to start in late 2021 or early 2022, but it is unclear if the renewed Supreme Court case will affect those projections.

City Council Committee Reviews Latest DART D2 Path, Unveiled After Years of Debate

City council members' reception of the plan was mixed

By Ken Kalthoff, NBC DFW

The latest path for D2, the proposed second DART rail transit path through downtown Dallas, received support and some criticism as it was unveiled at a Dallas City Council Transportation Committee meeting Monday.

The new alignment maintains the western side of the proposed route but revises the east side in Deep Ellum, where there was strong opposition to the previous plan earlier this year.

Deep Ellum property owners and business people objected to a planned surface-level transit interchange at the point where the subway was to come above ground and meet DART's existing Green Line.

Opponents said the web of tracks and noisy trains would disrupt the neighborhood that is beginning to thrive after the COVID-19 pandemic.

In the new plan, Deep Ellum is avoided entirely and the eastern portion of D2 remains below ground. It calls for a subway station under the east side DART bus transfer station and an underground link to DART's existing Cityplace subway.

Dallas City Councilmember Jesse Moreno, who represents Deep Ellum, was pleased.

"This plan is encouraging and I'm overall supportive of the recommendation. Thanks for working with our stakeholders," Moreno said.

The new subway route would also avoid conflict with the Interstate 345 elevated freeway, which connects Interstate 45 with Central Expressway.

Planners have suggested that removing the elevated structure that divides Deep Ellum from Downtown Dallas could reunite the two areas. The previous D2 alignment was to rise to the surface immediately under the elevated roadway, also complicating the future of that highway.

Council member Gay Donnell Willis said she was pleased with the I-345 adjustment and with public input planners sought for their new route.

"So, I'm supportive of the plan," Willis said.

But some Green Line riders who pass through Deep Ellum now from southeast Dallas to jobs in the north might have to exit at that east side hub station and walk more than a block to other rail lines on the surface and transfer for jobs in the future, according to portions of the plan offered Monday.

"We'd gotten to the place where I could live with and then here we go making southeast Dallas the sacrificial lamb again," councilman Adam Bazaldua said. "I'm not going to support this with such a substantial impact to service when it comes to southeast Dallasites and I would like for DART to come with a more equitable option for us to explore."

Transportation planners said Green Line trains could be routed through the new path to avoid transfers and alleviate the concerns.

And while many riders still rely on public transit, it turns out DART ridership remains 45% below what it was before the COVID-19 pandemic.

“Clearly this project is being deferred until ridership goals can be met and that's going to be quite some time,” Councilmember Cara Mendelsohn said.

Committee members told staff to continue working with DART to advance design to pursue crucial federal funding, which would pay most of the cost. The extra underground portion could push the price to nearly \$2 billion.

At the same time, they asked for attention to other transit priorities at DART.

“We have to be in better communication with our DART board appointees as well as them with us, so that's what we're working on now,” councilmember Omar Narvaez said.

An Oct. 2016 Dallas City Council resolution asked that the D2 subway be constructed at the same time as the Silver Line transit link from Plano to DFW Airport and with improved bus service.

The city council received a 2018 update on DART progress with those goals.

Many of the bus improvements will be happening soon and the Silver Line, formerly known as Cotton Belt, is already in the early stages of construction.

Federal infrastructure funding could be a boost to the I-345 plan and to public transit projects. But based on Monday's discussion, it could be years longer before the D2 project reaches construction.

[City Council Reviews Latest DART Path, After Years of Debate – NBC 5 Dallas-Fort Worth \(nbcdfw.com\)](https://www.nbcdfw.com/news/city-council-reviews-latest-dart-path-after-years-of-debate)

West Dallas Residents Fight Proposed Concrete Batch Plant Near Neighborhood, School

Residents can voice their opinions during a virtual public hearing Monday night

By Maria Guerrero

The Texas Commission on Environmental Quality on Monday night will hear from concerned West Dallas residents trying to keep a concrete batch plant from coming into their neighborhood.

The area already has several such plants.

The proposed site is located along Singleton Boulevard, in a neighborhood that has been Debbie Solis' home her entire life.

"I care about this area. Growing up in this community and not having a voice, I realized you have to get involved to make a difference," she said. "We do not want to have anything to do with cement. We have so many cement plants out here. We've been fighting to get them out of West Dallas."

Solis said she has reached out to residents nearby to warn them of [Lattimore Materials Corporation's intention to build a temporary concrete batch plant](#) here.

Solis expressed concern for families and children who live nearby.

Eladio Martinez Elementary School is on the north side of the [proposed project](#),

"We don't want our children to be sick," Solis said. "Asthma is the leading cause of sickness in this area."

Lattimore Materials Corporation issued the following statement Monday.

"Lattimore Materials Corp. (LMC) is committed to being a good steward of the community... Producing concrete directly at the construction site will reduce pollution and eliminate truck traffic that would otherwise occur if the concrete were being produced at an offsite location. The portable concrete batch plant also has state-of-the-art controls that will mitigate dust issues."

The environmental advocate group Sierra Club of Dallas has joined the fight against the proposed plant.

"Concrete batch plants are known sources of harmful emissions including particulate matter and other criteria pollutants, hazardous air pollutants and other things that are known to cause irritation of the lungs and health problems for especially children and the elderly, but residents who are in proximity," Kathryn Bazan of the Sierra Club of Dallas said.

There are more than 800 concrete batch plants permitted by the TCEQ in Dallas-Fort Worth, including 20 in Dallas' District 6, according to Bazan.

"There are seven in West Dallas and five within a 1.5 mile radius of this proposed facility," she said.

Lattimore, she says, has another plant just down the road.

It is not clear how long the proposed plant would be in operation.

But because the project is deemed "[temporary](#)," it does not need to go through the city of Dallas for approvals. The city council will not get a vote in the matter, Bazan said.

The TCEQ granted a hearing for concerned residents.

The agency will hear public comments during a meeting Monday night, review the comments and consider whether any changes will be required of the project.

"If no changes are required, then they'll issue the permit," Bazan said.

The process could take months.

The Sierra Club of Dallas is, however, hopeful their effort to work closely with the city will result in action on environmental racism and equity in the city.

"And to address the zoning that would allow a concrete plant to come in without any hearings to the public and operate," Bazan said.

Solis said she feels ignored by companies and officials.

"This would not be happening in Highland Park. This would not be happening in the Park Cities area. This would not be happening in North Dallas," she said. "Anything in the south, they just dump it here. Who cares?"

[The virtual public hearing begins at 7 p.m.](#)

<https://www.nbcdfw.com/news/local/west-dallas-residents-fight-proposed-concrete-batch-plant-near-neighborhood-school/2773055/>

Construction on long-awaited revamp of downtown Irving now has a start date

City officials have touted the project as a transformation of downtown.

By Sarah Bahari, Dallas Morning News

Construction on a one mile stretch of Irving Boulevard designed to reenergize the city's downtown will begin in November.

The project — which has been in the works for several years — will include the addition of bicycle lanes, access to public transit and expanded sidewalks between Sowers Road and Strickland Plaza, [according to the city](#).

City officials have [touted](#) the project as a transformation of downtown that will draw residents, visitors and businesses to the long-neglected area.

Several enhancements are already finished or underway, including development of Main Street Plaza, lighting upgrades at Millennium Fountain and a redesign of Heritage Park, which is scheduled for completion in December.

Irving City Council [awarded](#) a \$22.2 million contract for Irving Boulevard construction in July. Work is scheduled to begin Nov. 15 and will run through 2023.

Once complete, it will include four Dallas Area Rapid Transit bus stops, additional parallel parking spots, architectural enhancements at intersections, new benches, canopy trees and streetlamps with LED lighting. Improvements to drainage, water and wastewater systems are also included.

Early concept for Frisco's Northwest Community Park includes large biking tower for 'gravity riding'

By Matt Payne, Community Impact Newspaper

A park directly south of the upcoming PGA Frisco headquarters could soon feature several new fixtures for cyclists, among them being a roughly 40-foot-tall "gravity riding" tower.

In an Oct. 19 work session, Frisco City Council heard a presentation from Frisco Parks and Recreation Director Shannon Coates on construction plans for the 164-acre Northwest Community Park east of Teel Parkway.

City Council on Oct. 5 approved a contract with Design Workshop Inc. to design and bid out plans for Northwest Community Park. The construction cost for several future amenities in the park is estimated to be \$24.5 million, according to the presentation.

Renderings of the conceptual tower were shown depicting a roughly 100-foot tower, but Coates said the intent is to build a smaller tower. The renderings, she said, are meant to "give the impact" of the original idea for the tower. A total of \$2.43 million was given as an estimated cost for a 100-foot gravity tower, but presenters said the cost would scale down with a smaller tower.

The tower would allow cyclists to scale it at various heights and build enough speed to feed into "gravity trails," according to Coates. In total, the park is planned to have 9.5 miles of trails.

"You would build up enough speed to feed into these trails to be able to have that very advanced riding experience," Coates said. "It will become a facility where you, as a beginner—or child as a beginner—could go out there and learn to bike, and then progressively continue to move throughout the park and throughout the system as you get better and better at it."

Coates said roughly 1,400 community surveys for the upcoming park indicated desires for a trail system, pedestrian and bike connections, and a commitment to "protect, enhance and celebrate nature." Other amenities planned for the park include space for food trucks, splash and standard playgrounds, and a dog park. According to the presentation, a planned total of 85% of the park is reserved for trails and open space.

Council Member Shona Huffman said she loved the design of the park but mentioned a need to maintain existing parks. She said yearly maintenance for a nearly \$25 million park needs to be a focus.

"The parts where I feel like we're totally missing real needs are the maintaining of the assets that we have," Huffman said. "We go build another really cool park, but then we don't take care of the ones that really have."

Mayor Pro Tem Bill Woodard said a volunteer network throughout the Dallas-Fort Worth metroplex helps maintain area parks. Woodard said the plan should still account for volunteers helping with "day-to-day" maintenance.

More refined schematics for the park should come around March, according to the city. A final design is projected to come by the end of 2022, with construction soon following.

Highway expansions seek to address growth of McKinney

By Brooklynn Cooper, 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.”

As the project nears completion, McKinney officials are preparing for major work ahead for the adjoining SH 5, a key artery through east McKinney and the historic downtown district.

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.

While construction has wrapped up on the SRT in McKinney and in other sections, 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 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 bridges at several intersections. This process includes demolition work and adding foundation, columns, beams and a bridge deck, Rey said.

The project is paid for through the NTTA’s Capital Improvement Fund, which consists of toll revenue after operations, debt services and reserve maintenance costs have been paid.

GROWING PAINS

The number of vehicles on regional toll roads is expected to increase as the North Texas population grows.



1.6 MILLION

Estimated Collin County population in 2040*



65 HOURS

Time spent in traffic for the average DFW-Arlington driver in 2019



\$5.5 BILLION

Estimated DFW toll revenue increase between FY 2020-21 and 2023-24

*excludes people living in group quarters, such as dormitories, jails and nursing homes

SOURCES: NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS, NORTH TEXAS TOLLWAY AUTHORITY, TEXAS A&M TRANSPORTATION INSTITUTE/COMMUNITY IMPACT NEWSPAPER

Collin County Commissioner Duncan Webb said that infrastructure expansion is 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.

These growth projections are reflected in NTTA’s budget, which estimates revenue to increase to \$5.5 billion between fiscal years 2021 and 2024. In fiscal year 2020-21, 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, NTTA officials said.

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 are still underway. NTTA is also working on striping and improving landscaping along the corridor.

McKinney's next big project

The Texas Department of Transportation is designing construction plans for another major thoroughfare in McKinney: SH 5.

This project will reconstruct the highway from south of CR 275 in Melissa to Spur 399 in McKinney.

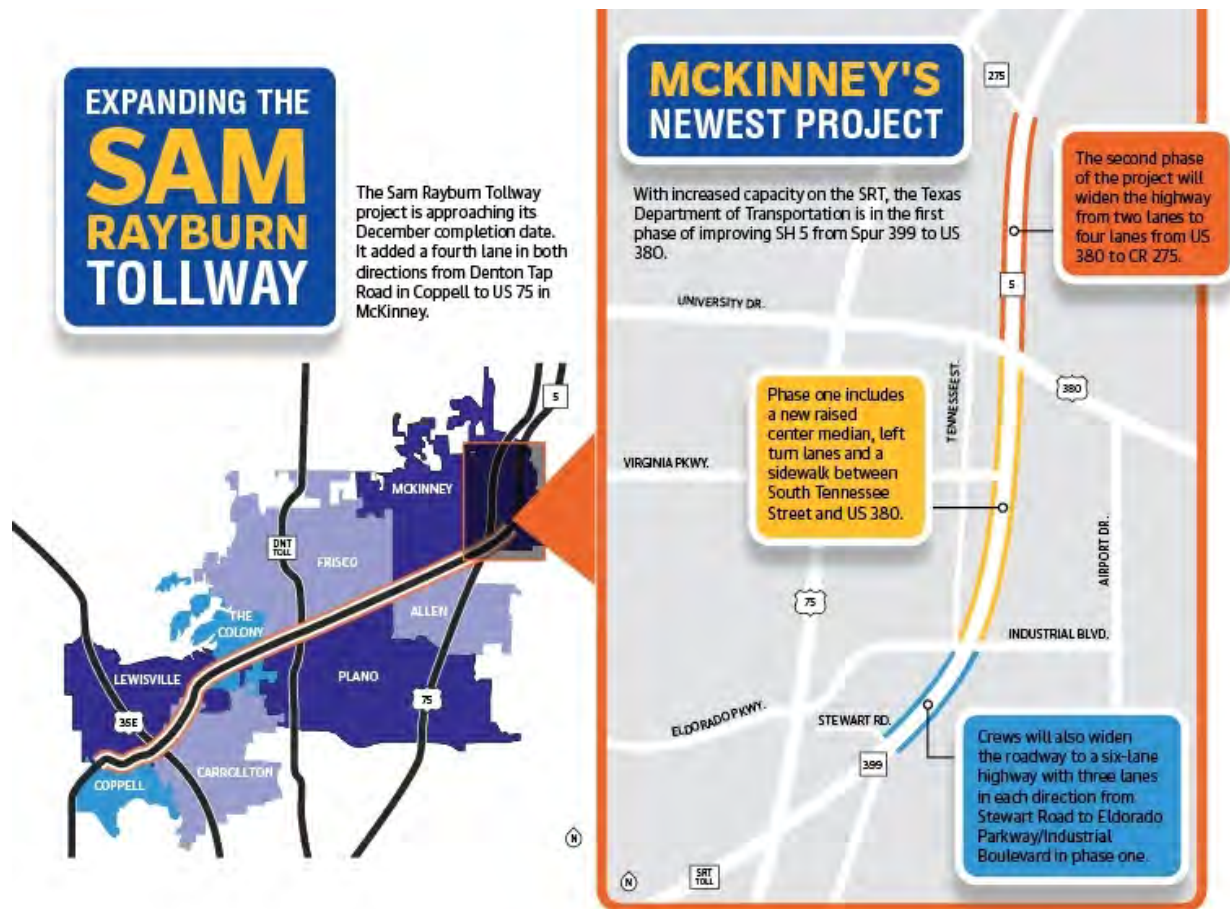
Design is taking place in two sections. The first is from Spur 399 to just north of US 380. Design is expected to be completed in 2022.

The second section is from north of US 380 to south of CR 275. The construction portion of this section scheduled to take place after phase one, Project Manager Nazrul Chowdhury said. However, TxDOT plans to advance right-of-way acquisition—which allows for relocation of utilities, like water and gas lines—so that the project is shovel ready.

The total cost of the improvements is \$138 million.

Nick Ataie, McKinney capital improvements manager, said he does not expect the SRT expansion to have an immediate effect on the city, but once the SH 5 project is completed, demand will likely increase.

“Folks use [the SRT] to get to other highways in the area,” Ataie said. “It’s good to see that NTTA is being proactive and planning for what we all know is going to happen. Collin County is going to continue to grow, and that’s going to add more vehicles to the roadways.”



TxDOT will start accepting bids on the first phase of the SH 5 project in the summer of 2024. Once a bid is accepted, construction is expected to take three to four years to complete.

This portion includes grade-separated intersections at Spur 399 and Stewart Road. Grade separation involves aligning a junction of two or more roadways at different heights so that they will not disrupt traffic flow.

From north of Stewart Road to Eldorado Parkway and Industrial Boulevard, the four-lane portion of SH 5 will be expanded to six lanes.

A raised center median and left turn lanes from north of Eldorado Parkway and Industrial Boulevard to US 380 will also be added.

The section of SH 5 between South Tennessee Street and US 380 will receive a 12-foot-wide shared-use path for pedestrians and cyclists on the west side of the highway. The east side will include a 6- to 8-foot wide sidewalk.

Funding primarily comes from sources such as gas tax revenues, vehicle registration fees and federal reimbursements, said Patrick Clarke, a spokesman for TxDOT's Dallas District.

The city of McKinney is also planning to contribute funding to enhance stormwater drainage,

provide LED lighting and incorporate an “aesthetic wall element” along the corridor, Ataie said.

The second, unfunded phase will reconstruct SH 5 from a two-lane, undivided roadway to a four-lane, divided roadway from north of US 380 to south of CR 275. It will be built with the ability to be widened to six lanes in the future.

Because this segment will have two more lanes than the portion just south of it, bottlenecks will likely occur between Eldorado Parkway and US 380. However, Ataie said officials do not view that section of the highway as a major street.

“We want to bring those travel speeds down,” he said. “There’s a lot of intersecting streets and driveways. You’ve got the city’s historic cultural district. So, we really want to prime that area to be [in] a much different context than what [SH] 5 is going to look like north of [US] 380.”

Tarrant County wants to spend \$400 million on roads. Here's where the money would go

From Arlington to Southlake, bond money would pay to improve streets, intersections and highways.

By Sarah Bahari, Dallas Morning News

Voters in Tarrant County will decide next month whether to approve millions of dollars in bonds for roads and infrastructure improvements to accommodate its growing population.

County officials say growth has congested roads, highways and bridges, which now need to be rebuilt and repaired, and in some cases expanded.

The county's population increased 16 percent over the past decade, with [total population](#) topping 2.1 million. In comparison, Dallas County's population is roughly 2.6 million.

Fort Worth is the nation's 12th-largest city with more than 900,000 residents, while Arlington's population is nearing 400,000.

Cities submitted nearly 200 projects for consideration, and a bond committee has recommended the top projects based on need. To receive the funds, cities would be required to pay for half of the total cost.

[Projects](#) include improvements to intersections, arterial roads, drainage and traffic signals, widening and expansions, and maintenance and repair.

Election Day is Nov. 2, with [early voting](#) under way.

Recommended projects, with the county's portion of funding:

Arlington:

Debbie Lane, \$10.5 million

Center Street, \$6.5 million

Randol Mill Road, \$17 million

Azle:

Dunaway Lane, \$2.8 million

Bedford:

Brown Trail North, \$7.9 million

Benbrook:

Westpark and Timbercreek drives, \$876,000

Burleson:

Stone Road, \$2.5 million

Colleyville:

Cheek-Sparger Road, \$13 million

Dalworthington Gardens:

Corzine Road, \$290,000

Fort Worth:

Avondale-Haslet Road, \$19.3 million

Bonds Ranch, Wagley Robertson, \$12.4 million

Cromwell Marine Creek Road, \$13.9 million

Everman Parkway, \$15 million

Intermodal Parkway, \$6.7 million

WJ Boaz Road, \$10.7 million

Grand Prairie:

Jefferson Street, \$5.7 million

Haltom City:

Clay Avenue, \$1.7 million

Haslet:

Keller-Haslet extension, \$2 million

Hurst:

Brown Trail, \$1.9 million

Pipeline Road, \$2.5 million

Lake Worth

Azle Avenue, \$3.8 million

Keller

South Elm Street, \$5.7 million

Kennedale

Little School Road, \$6.5 million

Mansfield

Day Miar Road, \$5.4 million

Dick Price Road, \$1.6 million

Heritage Parkway, \$2.8 million

North Richland Hills

Glenview Drive East, \$1.8 million

Richland Hills

Glenview Drive, \$5.3 million

River Oaks

Residential streets, \$1.4 million

Saginaw

Knowles Drive, \$3.5 million

Sansom Park

Skyline Drive, \$2.2 million

Southlake:

Combined Continental Intersections, \$2.2 million

Watauga:

Whitley Road, \$3.2 million

What else is in the bond?

As part of the \$400 million bond, Tarrant County would spend \$125 million for regional and countywide initiatives and partnerships.

Each of the four county commissioners and the Tarrant County judge would also get \$15 million in discretionary funds for their precinct.

A separate \$116 million bond would go toward building and equipping a new office for the Tarrant County criminal district attorney.

The 20-Lane Highway Texas Wants to Force Through Austin

By Henry Graber, Slate

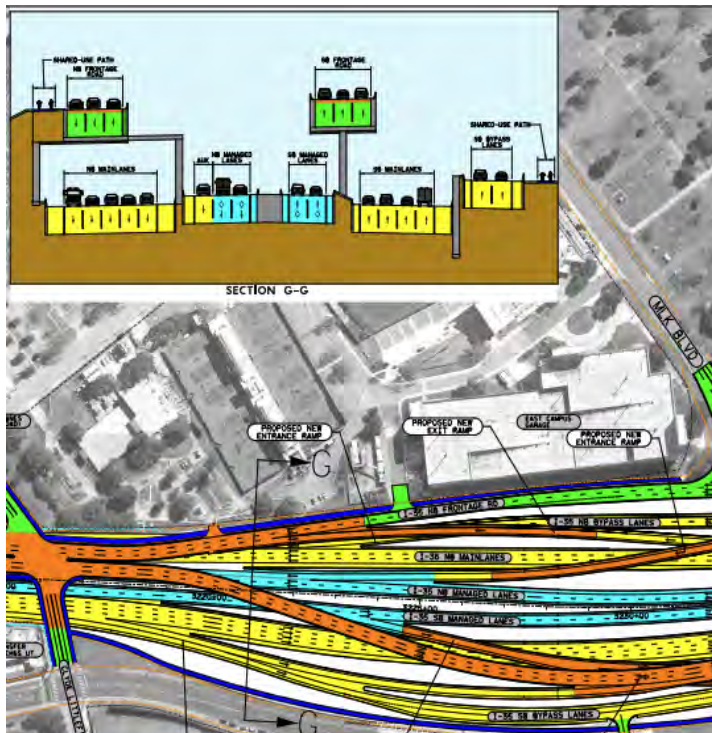
Austin, Texas is one of the fastest-growing cities in the country, and that sense of momentum is keenly felt in every restaurant opening, every bidding war, every traffic jam.

With that in mind, Austin residents last year voted to hike property taxes to fund Project Connect, a \$7.1 billion grid of light-rail trains and bus rapid transit across the city. “We must acknowledge that major transportation investments in our past have done more to deepen inequality, to segregate rather than connect, to displace rather than benefit,” Mayor Steve Adler said in his State of the City address last summer, endorsing the mass-transit referendum. “We must learn from that painful past and ensure we do not repeat those injustices.”

Adler might well have been alluding to Interstate 35, the north-south highway that runs through Downtown Austin. Built on top of tree-lined East Avenue, the road opened in 1962, cutting off Black and Mexican American East Austin from Downtown. Like urban renewal projects in other American cities, the road’s destructive legacy has recently been [reconsidered in racial terms](#).

But unlike with similar projects in [Syracuse](#) and [New Haven](#), the question in Austin is not how to tear down the highway but how to expand it. Those cities are not growing; Austin is. Just as the Texas capital embarks on its generational transit investment, the state is planning to spend almost \$5 billion to expand eight miles of I-35 through Downtown to a whopping 20 lanes wide. Four new “managed lanes” (for high-occupancy vehicles or other restricted uses) will join the main lanes and frontage roads, stretching the highway’s width to nearly 600 feet in places, and erasing almost 150 properties.

With their latticework of ramps, bypass lanes, and flyovers, the blueprints have the look of one of those historical timelines that shows warring empires dividing and combining in endless permutations. It’s a testament to America’s highway designers that this tangle, hard to follow with one finger, will one day be navigable at 70 miles per hour.



All clear now? TxDOT

If you're thinking this neighborhood-eating highway expansion sounds a little incongruous for a proudly progressive city in 2021, you're right. Like in Houston, which has [won temporary reprieve](#) from a similar project, Austin's local politicians are almost uniformly displeased with the plans from the Texas Department of Transportation, or TxDOT.

Unfortunately for those legislators, I-35 is not just a Downtown connector; the road runs from Laredo, Texas, to Duluth, Minnesota, and Austin doesn't have an interstate ring road like those that surround Washington, D.C., or Boston. TxDOT is focused on keeping that traffic moving, as well as serving fast-growing exurbs north and south of the city.

Last month, the mayor and nearly the entirety of the Austin City Council signed a [letter](#) addressed to the I-35 team at the Department of Transportation with some requests: Change the design to narrow the right-of-way. Build more crossings. Make frontage roads into pleasant local streets. Design, fund, and build highway decks—suspended parks over the road—to knit together neighborhoods that were severed in 1962. And delay the project until Austin can complete its transit lines.

"It's something we have to do something about. It's deadly, it's dirty, it divides our community," said Natasha Harper-Madison, a City Council member who has denounced the plan. "I-35 is the poster child for our car-choked congestion problems, and their solution is just to make it bigger. They tell us the life span is 75 years. That means 2100. When I think about 2100, I don't see a sprawling Houston, but a city that helps people move around without cars."

There are alternate proposals, such as the one [drawn up by the Urban Land Institute](#) at the behest of Downtown interests. That design proposes a narrower right-of-way, cantilevered frontage roads, highway decks to support green space, and new housing alongside it all. A similar highway cap, Klyde Warren Park, opened in Dallas to much fanfare in 2012.

A local group called Reconnect Austin wants to bury the highway entirely and build a surface-level boulevard, in the style of Boston's Big Dig. Divert intercity traffic to State Highway 130, a road built east of Austin two decades ago for just this purpose. Give the city's transit network a chance to make its mark, they argue, before you undermine its offerings with a brand new (free) highway.

The Texas Department of Transportation, for its part, makes some dire predictions about what's next for Austin without a newer, bigger Interstate. The downtown segment of I-35 is already the [most congested road section](#) in Texas, according to the Texas A&M Transportation Institute. By 2035, the 19-mile commute from Downtown Austin to Round Rock will take 2.5 hours. By 2045, traffic rises almost 50 percent to more than 300,000 vehicles per day.

If you follow modern-day highway revolts, you'll know that this is the part of the story where anti-highway advocates talk about induced demand—the idea that wider highways don't just make space for traffic, they create it. Highway traffic doesn't go up 50 percent unless TxDOT builds another interstate on the interstate. And no one will ever spend 2.5 hours every day driving in from Round Rock—new patterns of development and transportation would take shape long before traffic reached that level of congestion. That state highway planners assume this kind of traffic with or without an expanded I-35, they say, is ridiculous.

A good example of this tendency comes from TxDOT's [analysis of this very same road](#), which was dug up by the Austin journalist Jack Craver. In 2002, drumming up support for the same expansion project, TxDOT predicted traffic over Lady Bird Lake rising to 330,000 vehicles a day... by 2020. In 2014, the agency said 300,000 vehicles would cross by 2035. In 2016, TxDOT projected VMT in Austin rising 50 percent by 2040. Now, the magic 300,000 number is set to arrive in 2045.

In reality, despite a million new people moving to the region, average daily traffic over the lake downtown is almost exactly what it was in 2000.

Highway planners might argue that, though they may have fudged the numbers a few times, this static traffic on the lone interstate highway in a booming region shows that people's need to travel is being constrained by overcrowded infrastructure. Perhaps.

But TxDOT also missed the mark on the region's major highway expansion. In 2003, consumed with the looming carpcocalypse on I-35, the state broke ground on a public-private partnership to build a bypass road west of Austin, [State Highway 130](#), to help alleviate congestion on the interstate. They predicted the segment parallel to downtown would count 11,900 vehicles a day by 2015 and 18,900 by 2025. In reality, SH 130 saw [just 10,300 vehicles](#) on that segment in 2019. The projections for the northern part of the new road near Round Rock were even more off. On the southern segment, traffic counts on the I-35 alternate were so low that the toll road operator [filed for bankruptcy](#) in 2016.

What's going on here? In part, highway builders use traffic modeling software that tells them what they want to hear. But they also rely on population forecasts that *assume* the highway has been widened, said Jay Blazek Crossley, the director of Farm & City, a local land use nonprofit. "It's circular logic," he argued. The Austin exurbs will grow, because the freeways will be bigger. And the freeways need to be bigger because the Austin exurbs will grow....

Why haven't these self-referential estimates filled expanded roads like SH 130 to the brim? In part because the local Metropolitan Planning Organization just got it wrong: They assumed the northern suburbs would grow faster than they did, and that Austin would grow more slowly than it did. [Similar assumptions](#) are baked into the models that greenlight the wider Interstate 35.

Maybe this time they will be right, and an expanded Interstate 35 will finally carry 300,000 vehicles a day by the middle of the century. Or maybe not, and an expanded Interstate 35 will relieve traffic congestion. Either way, it will be hard to imagine how things might have gone in an Austin without 20-lane highway running through Downtown. No one is planning for it.

Trinity Metro adds hugely helpful new connection from Fort Worth to airport

By Teresa Gubbins, Culture Map Fort Worth

In a giant step for the mankind that wants to take public transportation to the airport, Trinity Metro has created a more convenient option for riders traveling from Fort Worth to Dallas-Fort Worth International Airport.

Beginning November 1, they're going to connect TRE LINK directly to DFW Airport Terminal B. Huzzah.

Under the current arrangement — which anyone who has ever ridden public transportation in another city might find to be insanely, even punitively, convoluted — riders are forced to take the TRE LINK from CentrePort Station to the airport's rental car area, then catch another bus to the terminals.

If you've ever done that, you know that it entails not only badump-bumping your luggage on, then off, then back on, whatever vehicle you're boarding, it also requires coordinating your schedule so that you don't miss one leg of that too-elaborate transportation scheme.

It's almost as if it were designed by people who either #1 have never taken it themselves or #2 deliberately want you to be late.

With the new setup, riders will be able travel straight from CentrePort's Bus Bay A to Terminal B, resulting in a more convenient, more efficient, way less stressful, trip to the airport.

TRE LINK will [operate](#) every 20 minutes on weekdays during peak periods, and every 40 minutes during off-peak hours and on Saturdays.

Service begins at 5:48 am from Terminal B and at 5:32 am from CentrePort Station.

TRE LINK does not operate on Sundays.

When passengers arrive at Terminal B, they can walk to TEXRail's DFW Airport Terminal B Station or DART's Orange Line at Terminal A.

For free connections to Terminals A, C, D, and E, passengers can ride Terminal Link before going through security or Skylink after going through security.

Trinity Metro is the sole owner and operator of TEXRail, a 27-mile commuter rail line that runs between downtown Fort Worth and Dallas Fort Worth International Airport's Terminal B.

Trinity Metro also offers connections throughout North Central Texas on buses, TEXRail, ACCESS paratransit, ZIPZONES, vanpools, and the Trinity Railway Express (TRE), the 34-mile rail line which they own and operate jointly with Dallas Area Rapid Transit (DART).

Controversial McKinney concrete plant moving forward after council vote

The city council approved an annexation request that paves the way for the facility.

By Anna Caplan, Dallas Morning News

McKinney is moving ahead with a planned concrete recycling facility that has generated controversy in recent weeks.

McKinney City Council voted unanimously last night in favor of an annexing request that paves the way for the plant, which would be operated by Frisco-based North Texas Natural Select Materials.

Two weeks ago, [the issue was tabled](#) at a city council meeting so that members could have more time to study the impact of the plant. On Oct. 4, a standing-room-only crowd of residents and soccer parents spoke out against the proposed facility, which would be located adjacent to Fairview Soccer Park and one mile from the Heard Natural Science Museum and Wildlife Sanctuary.

“We are concerned of any possible environmental impact on the sanctuary itself, watershed impact and impacts to animal movement along the Wilson Creek wildlife corridor,” Sy Shahid, executive director of the Heard, wrote in an email to *The Dallas Morning News*.

At Tuesday night’s meeting, speakers continued to advocate against the plant, which they said would cause environmental problems.

One year ago, the city began moving forward with [plans](#) to close its two other concrete plants, [CowTown Redi-Mix and Martin Marietta](#), which operate along Highway 5, due to zoning non-compliance issues. McKinney is currently involved in lawsuits with the plants, which are both still operating, according to the city’s communications and media manager, Denise Lessard.

The applicant for the new project, Lessard said, was initially interested in operating a concrete batch plant. It later revised its request to “light industrial,” she said, meaning it intends to operate solely a concrete recycling operation, where it would crush, sort and reuse concrete materials for use in future roadway construction projects.

North Texas Natural Select Materials operates a similar facility on the south side of U.S. 380 in Frisco, just east of Preston Road.

The applicant also has added a six-foot-tall berm and cedar trees along the southern boundary of its property, Lessard said.

At the meeting, Mayor George Fuller said the scope of the project has offered the city leverage in that the facility would not be manufacturing concrete.

“When we’re making this decision not just on whether there’s a facility or not. It’s far more complicated than that,” Fuller said. “We’re thinking in terms of what alternatives there are and could be.”

Fort Worth to Dallas in 20 minutes? Here's the plan for rapid transit in North Texas

By Jess Hardin, Fort Worth Star-Telegram

In two decades, folks traveling between Fort Worth and Dallas likely won't have to think about traffic congestion, construction or varying toll prices. Getting to Dallas might take about 20 minutes, according to a study on high-speed transit. The North Central Texas Council of Governments, with the help of engineering firm HNTB, spent a year answering the question: What would high-speed transit in the Metroplex look like?

The team came up with a proposal to run high-speed transit along the Interstate 30 corridor and narrowed possible technologies to high-speed rail or the hyperloop, a system of tubes through which a vehicle can travel almost without friction. The team has been sharing the results of the first phase of its \$15 million study at public meetings throughout North Texas.

"We can't just build our way out of congestion," said Brandon Wheeler, principal transportation manager at the Council of Governments. "We can't just add lanes to freeways."

LINKING FORT WORTH AND DALLAS

In the past year, authors of the study evaluated 43 routes connecting Fort Worth, Arlington and Dallas. They determined the I-30 corridor was the most direct and least disruptive. The study also evaluated five train technologies and identified high-speed rail and hyperloop, which have similar infrastructure characteristics. High-speed trains, already in use throughout Europe and Asia, and can travel up to 250 mph. The hyperloop is expected to reach 650 mph.

"It sounds strange, but we're talking about technology that 20 years from now will be an afterthought," said Dan Lamers, senior program manager at the Council of Governments.

'GATEWAY TO TEXAS'

The study also offers proposals for transit stations, which will act as "mini downtown areas," featuring hotels, apartments, restaurants, offices and retail, Lamers said. "The development that will be able to occur around the stations is immense," Lamers said. "These are stations that are the size of airport terminals ... They're able to be built in a downtown urban environment." These stations will be critical because the high-speed Metroplex connector could link to other high-speed transit projects, like the Dallas-Houston high-speed rail line being developed by Texas Central. If TxDOT's Texas-Oklahoma Passenger Rail Study comes to fruition, it would connect here, too.

Ideally, this network of high-speed transit will connect the 80% of Texans living in or near the state's five largest cities. "You'll be able to, without a second thought, go from Fort Worth to Houston to see an Astros game and not have to worry about finding a place to stay overnight," Lamers said. Ultimately, with the inclusion of DFW Airport, the Metroplex could be "the gateway to Texas from the world," Lamers said. And vice versa.

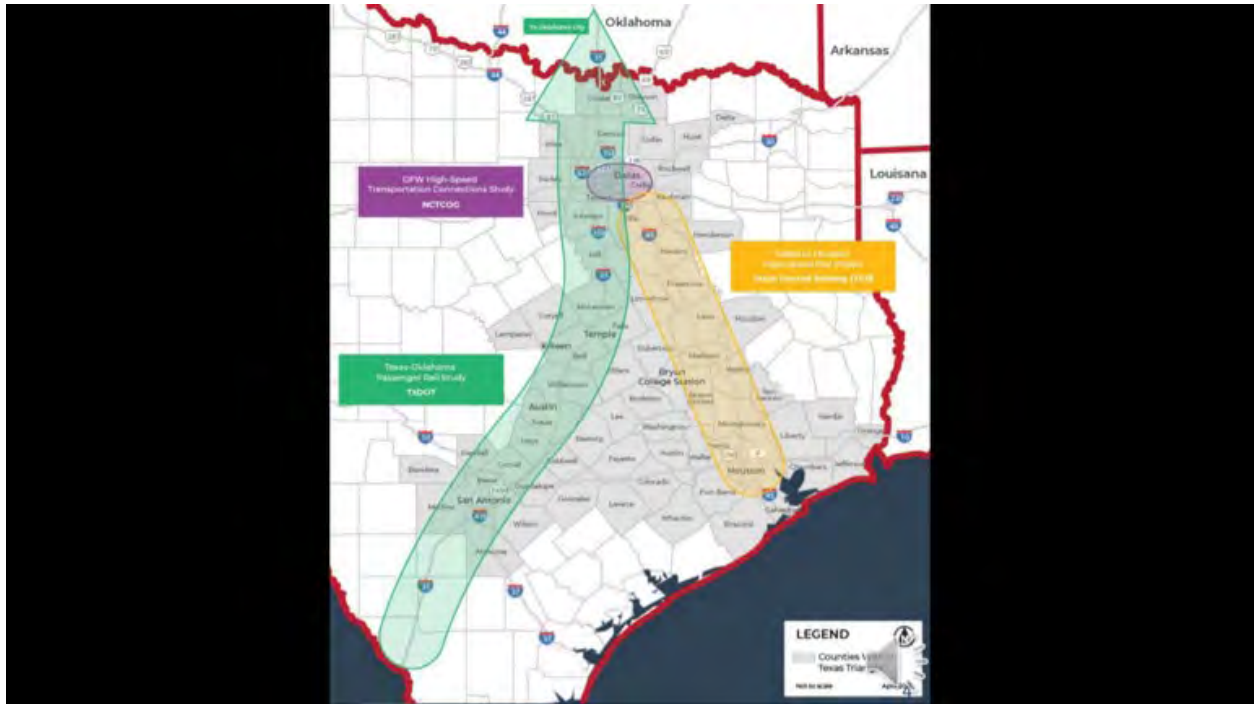
TRANSIT STUDY, PART TWO

The project is about 15 to 20 years from completion, said Lamers.

The authors have hosted more than 130 public meetings. "It's been our philosophy to involve folks early and often," Wheeler said. "We don't want to get somewhere along the way, where someone says, 'Hey, how didn't I know about this?'" Public engagement will continue in the study's next phase. You can sign up to receive meeting notifications and project updates at

nctcog.org. The second phase of the study will navigate some of the more challenging regulatory requirements for the project, like the National Environmental Protection Act. This process “will consider the impacts to any group you can think of,” said HNTB Deputy Project Manager Chris Masters.

During the second phase, expected to last about two years, the team will develop financial and project management plans. So, will this project actually come to fruition? “I think it can,” said Masters. “It just requires some money.”



The Fort Worth-Dallas connector would be part of a statewide high-speed transit network.

Mesquite approves new \$60 million business park at I-635, U.S. Highway 80

The warehouse campus, named Mesquite 635, will offer about 555,000 square feet of Class A industrial space.

By Leah Waters, Dallas Morning News

The Mesquite City Council approved terms Monday for the construction and development of a new \$60 million business park called Mesquite 635 on a 38-acre space at U.S. Highway 80 and Interstate 635.

CH Realty IX-CE | Mesquite 635, an entity of Creation Equity, in partnership with a real estate fund advised by Crow Holdings Capital, will construct the Class A industrial campus at a highway interchange in Mesquite with high visibility and accessibility.

Construction for Mesquite 635's three-building campus with 555,000 combined square feet will begin in late 2021, according to a city press release.

"The project has been designed to respect the neighbors with condensing the traffic in the middle of the property, away from the perimeter, highlighting the high-end building design to the highway exposure, as well as a number of landscape buffers," said Taylor Mitcham, vice president of transactions with Creation Equity.

SITE PLAN

THREE BUILDING - 555,790 SF | CLASS A INDUSTRIAL DEVELOPMENT



Mesquite 635, a Class A industrial business park, will sit on 38 acres at the Southeast corner of U.S. Highway 80 and IH-635. (The City of Mesquite)

The park will feature two rear-load buildings and one front-load building with 32- to 36-foot clear heights, 185-foot truck courts and approximately 594 auto parking stalls.

LGE Design Group and its affiliate, LGE Design Build, are the architect and general contractor for the development, respectively.

“The City of Mesquite offers tremendous resources to attract tenants and developers; in particular, what might be the best combination of labor quality and availability in D-FW, and an economic development office that is actively promoting job creation and capital investment to the benefit of this community,” said Michael Balcom, director at Crow Holdings Capital.

Biking in Dallas ‘Feels Like a Death Wish.’ Hopefully That Is Beginning to Change

As council members bike to City Hall to raise awareness around cycling, a Vox report reminds us how dangerous Dallas is for bicyclists.

By Peter Simek, D Magazine

On paper, Dallas looks like it is trying to be a bike friendly city. It claims to have some 74 miles of bike infrastructure. The City Council adopted a bike plan back in 2011 and [employs staff to oversee](#) its implementation. Since the creation of that plan, several new trails have opened, and a nonprofit is working to connect many of those trails into [a large mega loop](#) which will allow cyclists to navigate from the Katy Trail through East Dallas down into the Trinity Forest and back entirely on dedicated trails.

Yesterday, to highlight the importance of biking in Dallas, Mayor Pro Tem Chad West and council members Jesse Moreno and Paul Ridley led the [2021 Bike to City Hall](#) event, an annual ride (though it missed last year due to COVID) to raise awareness around cycling. But as city council members attempt to shine a spotlight on biking in Dallas, [a recent report by Vox](#) reminds us that there is still an enormous gap between the way the city presents its bike facilities and what they are like to use.

The Vox report looks at how the Biden Administration’s infrastructure bill could impact urban cycling, and it uses Dallas as an example for how there is sometimes a disconnect between ways cities promote and fund bike facilities. It finds that Dallas has woefully underfunded bike infrastructure through the years, making Dallas one of the unfriendliest cities for cyclists in the United States.

For example, according to the city, Dallas boasts 74 miles of bike infrastructure “including painted guidance on streets” and “buffered bike lanes.” But just “5.3 miles of those are on-street protected bike lanes, “which include a physical barrier that shields riders from car traffic),” Vox reports. But Austin, by comparison, has more than 50 miles of on-street protected bike lanes. Houston has 22 miles.

As people who try to bike in Dallas know all too well, there is a big difference between cycling in a protected lane and cycling on a road where the city has painted a few bike stencils that allow it to claim additional miles of bike infrastructure. Vox spoke to a number of cyclists, some of them transplants from other cities who used to cycle regularly to work or to run errands. They tried to keep up the habit in Dallas, but soon abandoned the effort.

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.”

There is a simple reason why Dallas’ cycling infrastructure is so inadequate. The city has never dedicated attention or money to it. The city was late to the game in investing in bicycling—there wasn’t a single dedicated or shared bike lane in the city until 2012, the year after the council adopted its bike plan. Federal, regional, and local funding for bicycling infrastructure has always

been tough to find, but in Dallas the problem appears to be that many people have never viewed cycling as a legitimate means of urban transportation. This attitude is perhaps best summed up by the image posted to Twitter a few weeks ago [showing a DART bus cruising down](#) one of those new dedicated bike lanes, oblivious to its presence and purpose.

Other cities around the country, however, have found the political will to shift funding and planning to bike infrastructure, recognizing the myriad health, climate, recreational, and congestion benefits that can come by prioritizing cycling:

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.

The successes of these other cities is a reminder that inadequate funding has never really been the obstacle preventing Dallas from improving its streetscapes for cyclists. Rather, the problem has always been political will.

“City management never took it seriously and it was never funded properly,” former city council member Philip Kingston told Vox. Heather McNair, president of BikeDFW, described the city’s infrastructure as “woefully behind and inadequate,” pointing out that, as of 2021, only about 20 percent of the 2011 Bike Plan has been completed.

But that may be slowly starting to change. When I reached Mayor Pro Tem West yesterday after his ride, he said that this year’s ride comes at a time when the city is beginning to make more than symbolic gestures around cycling. For example, this year’s budget is the first that funds bike plan implementation at the level laid out in the 2011 plan. One of the reasons only 20 percent of that plan has been implemented, West explained, is that the city never bothered to dedicate the money it said it would.

That shift, West believes, did not happen because he and his colleagues biked to City Hall. Over the last decade, bicycling has gone from a niche issue to something the city at large takes more seriously.

“I think you’ve always had a number of council members who were forward thinking on micro-mobility,” West said. “But I do think there has been a cultural shift.”

In addition to funding the existing bike plan, the city is also beginning the process of drafting an update to it. The council has also launched a new task force focused on “micro-mobility” that will look at improving the city’s streetscape for not only bikes, but also pedestrians, scooters, and other alternative forms of transit.

Significantly, it’s not just council that has enthusiasm for Dallas bicycling. West believes city staff finally gets it. And in Dallas’ council-manager form of government, staff buy-in is always crucial to pushing through the bureaucratic malaise.

“We do have a forward-thinking staff right now,” West said. “We used to have a bike czar, but we haven’t had anyone focusing on bikes for several years. Now we have Kathryn Rush; you can watch her on council videos, she’s sitting in her home office with bikes behind her hanging on the wall. She’s clearly a cyclist and passionate about cycling. It’s having that focus where you have a dedicated person on staff to push the envelope.”

The city is currently in the process of seeking consultants to help draft a new bike plan. There is, of course, plenty more to do in addition to reworking the bike plan. The city could revisit its street design planning process and make it so that any time a street is rebuilt it includes a bike lane. Dallas still has way too many streets that are unnecessarily wide, encouraging high speeds. By clawing back street space through road diets, the city could easily create safer buffers between cars, bikes, and pedestrians. After all, Dallas is dangerous for bicyclists not only because it doesn’t have many protected lanes; its auto-centric streets have been dangerously over-designed.

It is encouraging, though, that political climate around cycling appears to be shifting. Because if the Biden Administration manages to pass any legislation that boosts funding for cycling infrastructure, Dallas will only be able to capitalize on the opportunity by finding the political will to pursue and use it.

It must. No city should be a place where cyclists feel like getting on their bikes puts their lives at risk.

Dallas Curb Management Could Reduce Street Parking

Downtown, Uptown, Deep Ellum and Bishop Arts being studied

By Ken Kalthoff , NBC DFW

A Dallas curb lane management study is underway that could reduce street parking in favor of other uses for that space.

The study currently includes Downtown, Uptown, Deep Ellum and Bishop Arts but could expand in the future.

It demonstrates changes taking place in the Dallas urban core, where thousands of residents now live in big new apartments and fewer people just drive into the city.

"I think Dallas has really changed in the last five years I would say," said resident Quenita Fagan.

She was eating outside a Starbucks at the corner of Commerce and Akard Street Thursday, across from the new AT&T Discovery District.

Drivers can't just pull up and park there on Commerce. Curbside restrictions include valet drop-off zones and bus lanes. Along with bike lanes those are the sort of restrictions that could expand to many other locations with the curb lane management study.

Fagan said visitors from outside the downtown area are drawn to many attractions but she uses public transportation and would prefer to see fewer cars.

"The attractions are here, but how to make that work for everyone, letting them know that there are people that live here. And we don't want cars everywhere," Fagan said.

The Curb Lane Management Study was a topic at the Dallas City Council Transportation Committee meeting this week.

Council Member Cara Mendelsohn said businesses could suffer from reducing street parking because she and other residents count on using it. Mendelsohn said public transportation would require three to four times longer so she drives from North Dallas.

"Frankly there's times I've pulled up and there's no parking. Can't get into valet, and you know what? I'm going to head home. So, we can't give up on parking," Mendelsohn said.

Other members of the Committee supported changes, including Transportation Chairman Omar Narvaez.

"I want to do this. I think that we have to get this infrastructure in for dedicated bus lanes, motorcycle, moped, bike parking. If we don't add this infrastructure in, the residents of Dallas will, one, not get used to it. And we'll never get there. And I believe that we, as the ninth-largest city, are probably a good 10 to 15 years behind other major cities that have implemented this a long time ago," Narvaez said.

Deep Ellum, where big new apartment structures have recently been completed, is an example of where change is already happening.

Elm Street recently got wider, landscaped sidewalks a few years ago replacing some parking space.

“The Stack” office building recently opened with a big parking garage that is available to Deep Ellum visitors at night, helping remove the need for street spaces.

Commerce Street is soon to receive reconstruction, which will include the first dynamic loading zones in Dallas curbside space.

“At night they’re used for rideshare patrons and during the day they’re used for important business needs such as FedEx and food vendor deliveries. And that’s because we know we have to maximize and share the use of the curb. It’s an important asset,” said Deep Ellum Foundation Executive Director Stephanie Keller-Hudiburg.

Dallas is also considering a return of shared scooters that became a problem when they were forbidden in 2020. Scooters will get dedicated curbside parking areas to limit the nuisance when they are allowed again, Keller-Hudiburg said.

“We’re learning. We have to be adaptable to the needs as they are changing. For example, rideshares, scooters, all of these things that demand use of the curb and we have to be able to adapt to those needs,” she said.

Some drivers are not convinced. Juan Garcia got one of the few curbside street parking spaces on Elm Street near the triple underpass tourist zone.

Garcia said he supports public transportation, but it is not heavily used in Dallas and more bus lanes are not needed.

“We don’t have that culture, like in Europe, or other places,” Garcia said. “I think they are trying to create a culture where there is none.”

There will be public input on the results of this study before changes are made.

<https://www.nbcdfw.com/news/local/dallas-curb-management-could-reduce-street-parking/2780246/>

Neighbors view design plans for proposed park at former 'Shingle Mountain' property in Dallas

Earlier this year, crews hauled away thousands of tons of environmentally hazardous debris that once towered over homes in the area.

By Demond Fernandez, WFAA

The Floral Farms community in southern Dallas is looking a lot different these days.

Neighbors are relieved since the City of Dallas ordered the demolition of the massive mound of roofing shingles popularly known as Shingle Mountain.

Earlier this year, crews hauled away thousands of tons of that environmentally hazardous debris that once towered over the homes of Marsha Jackson and her neighbors.

“We never would have thought that this would happen,” Jackson said.

Now, neighbors are celebrating the possibility of new positive developments on the property where Shingle Mountain once stood.

Erin Peavey and a team of architects and urban planners with HKS, a Dallas-based design firm, are volunteering their time with residents in Floral Farms.

HKS is helping Floral Farms visualize plans its neighbors want to see for a public park on that property off South Central Expressway.

“To walk in and the first image you see is this archway, and it says 'Together We Can Move Mountains,’” Peavey explained.

The City of Dallas now owns just over four acres of land where Shingle Mountain became a neighborhood nuisance for three years.

“You’ll see beautiful playscapes for the kids. Lots of different activities for different ages,” Peavey described as she detailed some of the proposed park design.

The design team unveiled its renderings of the possibilities to community members during an event on Thursday, Oct. 21. The design includes a variety of seating areas, space for an amphitheater, soccer fields, community gardens and so much more.

“Just to see those designs, just to see our voices are being heard and taken care of, that’s so beautiful,” Jackson said.

The design is the present step in what could be a long path toward a park becoming a reality on that site. Neighbors and supporters say they hope it won’t take moving more mountains to get the support of city leaders.

“I think Dallas has this opportunity to go from being recognized for this social and environmental injustice to being recognized for something beautiful. And I hope that they take that opportunity,” Peavey said.

<https://www.wfaa.com/article/news/local/neighbors-view-design-plans-for-proposed-park-at-former-shingle-mountain-property-dallas/287-2dfca314-a346-431a-bd10-d178e06a2a20>

Deck park discussions continue in McKinney

By Audrey Henvey, Star Local Media

The future of McKinney could include a deck park on State Highway 5.

Gary Graham, the city's engineering director, said Tuesday that discussions have been underway with the Texas Department of Transportation and the North Central Texas Council of Governments regarding a potential deck park that would connect stretch across Highway 5, possibly between Virginia and Louisiana streets.

"With all the redevelopment we have happening on the east side of Highway 5, we want to bridge the two areas and help re-establish a connection that was taken away when Highway 5 was originally constructed," Graham said.

The discussion comes after city staff completed a high-level deck park feasibility study in July 2020. The study examined multiple options, including "depressing" a portion of the SH5 roadway to make way for a deck park that would sit on top. One option considered having a park between Virginia and Louisiana streets, a project that the study projected could cost between \$40-50 million.

Graham said the deck park could impact projects in the area, including a Texas Department of Transportation-led reconstruction project on SH5, which is currently under design.

He told McKinney City Council members that to move forward, TxDOT is asking the city to do some "due diligence" by undergoing an initial feasibility study. The study would include looking at potential impacts, including access to the city's historic downtown, drainage, public input and access for existing businesses.

"We don't want to get into the design phase with TxDOT and not have an idea of how we're going to address these," Graham said.

Graham said the study would involve looking at a "full range of alternatives."

Some alternatives he discussed included city-funded at grade enhancements and a pedestrian bridge. The July study included looking at the potential of a raised pedestrian bridge crossing the highway rather than a full deck park.

"It's something that I think we need to look at, but I'm not sure we would have a lot of...I don't know if it would be a successful alternative to consider," Graham said Tuesday.

Graham also mentioned the possibility of eventually taking SH5 "off-system" after the reconstruction project had finished, which he said would give the city more flexibility with how to develop the area.

Looking ahead, Graham said, the contract for the feasibility study will come before the City Council in November. The City Council would get an update on phase one of the study efforts by the first quarter of 2022, and public outreach would begin in the second quarter. The City Council would then get an update on that input and give direction to city staff.

On Tuesday, Graham used Klyde Warren Park and Southern Gateway, both in Dallas, as examples of what the park could be. Councilman Frederick Frazier later said that before Klyde Warren Park opened in Dallas, it had been the subject of worries about traffic and lack of use, each of which he said hadn't come true.

"It completely unified two parts of a city," Frazier said. "And it's just beautiful. It's an absolutely beautiful place, and you don't think of uptown or downtown anymore, you just think of Klyde Warren."

Fixing Texas Transportation

By Coleman Today

State Representative Dr. Glenn Rogers:

They say everything is bigger in Texas, and that is especially true when it comes to transportation. As the nation's second largest state, by both population and land area, Texas heavily relies on roads and railways to get people from one place to another. According to the United States Department of Transportation, the Lone Star State ranks first in the number of roads and railways with over 10,500 miles of railroad track and 680,000 miles of roadway. That number will increase as Texas continues to grow.

During the 87th Legislative Session, Speaker Phelan appointed me to serve on the House Committee on Transportation, and I believe that adequate transportation and infrastructure are essential to the growth of rural Texas. In rural counties, people and places are spread further apart than in big cities. Our state and local highways and byways are essential to keeping our towns connected to the rest of the state. In fact, in House District 60, we have more cars than we do people. Across our eight counties, there are only 182,000 people and over 200,000 registered vehicles.

Unfortunately, despite the many roads and railways that intersect our communities, our infrastructure is in dire need of repair. A 2021 national study on United States Infrastructure graded our Texas roadways a D+, one of the lowest scores in the nation. The report also found that there are 818 bridges and 19,400 miles of road in poor condition. So, why is it that our state spends \$15 Billion annually on our roadways, yet they appear to be falling apart? I found out the answer is more complicated than it might appear.

The Texas Department of Transportation (TxDOT) is the body that regulates most of Texas transportation; however, they are only able to improve upon roadways the state owns.

Out of the 680,000 miles of roadway in the state, only about 200,000 miles are under TxDOT jurisdiction. The remainder of the roads are operated by a combination of federal, county, and local governments. In the federal report, over 75% of the roads labeled "poor" are not maintained by the TxDOT system. This means the majority of maintenance falls on these other entities. While one might assume \$15 Billion annually for infrastructure would be enough to cover these costs, statistics show, because of the number of roads in our state, this funding only covers the bare minimum needed. As our state continues to grow, a White House report estimates the state will need an extra \$15 Billion annually in state funding just to maintain existing roads.

Moreover, a recent federal economic report stated despite ranking number one in total infrastructure, Texas ranks 16th in total infrastructure spending. Texans, particularly in rural areas, spend more miles driving on roads than any other state. This means Texas roadways deteriorate at a much faster rate. State and local governments combined spent around \$186 Billion on road maintenance in 2020; however, that number, while effective at maintaining current infrastructure, is insufficient to improve road conditions. These circumstances place an immense burden on city and county officials to fix local roads, with little support from the state, by either raising taxes or competing for grants. You may ask, "What is the solution?"

Fortunately, during the 87th Legislative Session, the Texas Legislature overwhelmingly passed House Joint Resolution 99. HJR 99 proposes a constitutional amendment to allow counties to finance the development or redevelopment of transportation or infrastructure in unproductive, underdeveloped, or blighted areas in the county, as long as any bond proceeds are not used by the county to construct a toll road. Similar to all constitutional amendments, to become active, HJR 99, or "Proposition 2," as it will appear on the ballot, will need to be approved by a majority of Texans during the election this November 2nd.

Proposition 2 expands upon Senate Joint Resolution 8, which amended the Texas Constitution in 1981 to allow local officials to utilize tax increment financing within municipal limits.

A form of tax increment financing, known as Transportation Reinvestment Zones (TRZ), is available for areas deemed underdeveloped by a city and are intended to promote public safety and facilitate property redevelopment and traffic movement. The city-elected officials must pass an ordinance to create a TRZ before proposing any bond or funding mechanism to improve its infrastructure.

Currently, only cities have authority to use tax increment financing. Proposition 2 will extend this ability to include our county leaders, who with the approval of taxpayers, can get to work on revitalizing our crumbling rural infrastructure without tolls.

Proposition 2 is a solid first step in repairing our rural public infrastructure. Rural areas are in disproportionate need of vital public highways to maintain our connections to the rest of the state. As more people continue to flock to our small-town communities, our roads will continue to deteriorate. To continue the survival of the rural economy, we need to empower our local leaders to help keep our state driving forward.

Sam Rayburn Tollway expansion in Plano on track for December completion

The project adds a fourth lane in both directions from Denton Tap Road in Coppell to U.S. 75 in McKinney.

By Tyler Carter, Dallas Morning News

A project to expand the Sam Rayburn Tollway will be completed in December, according to [a progress report](#) the North Texas Tollway Authority issued this summer.

The project will add an additional lane in both directions from Denton Tap Road in Coppell to U.S. 75 in McKinney.

NTTA spokesman Michael Rey told [Community Impact Newspaper, which first reported the progress in September](#), that the tollway widening is on schedule and on budget.

The NTTA report also says the project includes improving ramps at Preston Road in Plano to separate traffic for drivers exiting the Sam Rayburn Tollway and entering the Dallas North Tollway.

Rey told *Community Impact* that traffic congestion on the Sam Rayburn Tollway led to the construction of a fourth lane.

“It was obvious to anybody who has traveled the [tollway] in the past few years ... traffic was certainly ramping up,” he told the newspaper.

Funding for the \$200 million project comes from NTTA's Capital Improvement Fund, [the newspaper reported](#), and is not expected to raise toll rates.

What's not to like? World Cup 2026 reps take close look at potential host AT&T Stadium

By Stefan Stevenson, Fort Worth Star-Telegram

It seems like a no-brainer. The world's biggest sporting event being hosted by the world's biggest sports stadium? But we'll have to wait for some time before FIFA — Federation International Football Association — decides where World Cup 2026 games will be held.

Arlington's AT&T Stadium is one of 17 U.S. cities vying to be one of 10 host cities. There are also three cities each in Canada and Mexico hoping to host World Cup 2026 games. North Texas hopes to host the highest match level, which includes semifinals and final. The Dallas Sports Commission and FC Dallas have helped lead the drive to bring the World Cup back to the area for the first time since 1994. Those games were played at the Cotton Bowl. The deepest game in the tournament played at the Cotton Bowl was a quarterfinal match with Brazil beating Netherlands 3-2.

Dallas Cowboys vice president Stephen Jones was joined at a press conference with members of the FIFA delegation, the Dallas Sports Commission, Fort Worth Mayor Mattie Parker and Arlington Mayor Jim Ross. The 17 U.S. regions/cities in contention to host besides North Texas include Atlanta, Los Angeles, New York/New Jersey, Miami, San Francisco/Bay area, Seattle, Boston, Denver, Kansas City, Philadelphia, Houston, Washington D.C., Nashville, Baltimore, Cincinnati, and Orlando. Sixteen North American cities, including in Canada and Mexico, will eventually be named a host. The Dallas Sports Commission is pushing for the top matches, plus hosting the International Broadcast Center. The biggest hangup with AT&T Stadium is whether FIFA is convinced the field of play, with real grass, will be up to their standards. "We know that youth soccer in this area is very strong," FIFA vice president Victor Montagliani said.

"Although the other football dominates the headlines as we know, our football also plays a pretty prominent role in the society of Texas."

Jones said FIFA hasn't offered any feedback on potential issues with the venue. "So far, we haven't been told of any of our deficiencies that we need to fix," he said. "But certainly we're proud of this place, we're proud of AT&T Stadium and our partners. We do think this region is really savvy at hosting big-time events, whether it's Final Fours, NCAA men's football championships, All-Stars games. Super Bowls, we've done so much of it." Jones credited the local mayors and politicians for getting behind the effort. "They understand business and so I think it just gives us a great opportunity to pull it off," he said. "We'll have to see if they have any concerns." A natural turf field was used at AT&T Stadium for a match between Mexico and Ecuador in June 2019.

Jones hopes that experience helps sway FIFA. "We have HKS, the same architects who built the building, helping us look at this and how we'd pull it off and do it in a way they'd be comfortable that we'll provide a world class field for a world class event," he said. Jones said his memories of the World Cup games at the Cotton Bowl are a little fuzzy because "we were laser focused on the team at the time." "What I remember the most is just how amazing [the event is] and what a huge following there is for soccer in the world," he said. "It would just be amazing to be a part of it." FIFA representatives have been visiting potential hosts since July. They first inspected North Texas last month. Their official decision is likely to be made in 2022.

Abbott reappoints Gravley to NTTA

By Fort Worth Business Press

Gov. Greg Abbott has reappointed Lynn Gravley to the North Texas Tollway Authority Board of Directors for a term set to expire on August 31, 2023. The nine-member board, which includes one gubernatorial appointee, governs and oversees the operations of the tollway authority that serves Collin, Dallas, Denton, and Tarrant counties.

Lynn Gravley of Gunter is president and CEO of NT Logistics Inc. He is a member of the University of North Texas College of Business Logistics Department Board of Advisors and the Transportation Intermediaries Association Board of Directors and chairman of the Highway Logistics Conference for the Transportation Intermediaries Association. Additionally, he is a former member of the Gunter ISD Board of Trustees, Gunter ISD Foundation Board of Directors, and the Christian Care Centers Board of Directors. Gravley received a Bachelor of Arts from North Texas State University.

Car accidents cause death, injury and trauma. Why do we shrug them off?

Americans are in total collective denial about how lethal our car dependency is. We have to stop normalizing the suffering caused by cars.

By Erin Sagen, NBC News

Americans don't always fear the things we should.

This summer, my dad visited us every week in the Pacific Northwest to play with the grandkids, and every week I could predict what his complaints would be: The record-breaking heat in the area was aggravating him, as was the chronic pain in his back — a deep ache still lingering from a major car accident two years ago. The common cause in these events was not lost on me.

The threat car emissions pose to the environment gets some attention. But what we Americans are still in total collective denial about is how lethal our car dependency already is. Every year, [nearly 40,000 people die in crashes](#), and at least another [3.3 million are seriously injured](#). Cars put us in clear, imminent danger every day, especially the most vulnerable and marginalized: Motor vehicle traffic is a leading [cause of death for children](#), well ahead of firearms or drownings. Among adults, [Black and brown people are more likely to die or be injured by cars](#) than white people are.

This year so far, 21,450 people have [died in motor vehicle accidents](#), up 17 percent from 2019, according to preliminary estimates by the [National Safety Council released last month](#). More than 2.4 million have been injured seriously enough to require medical attention. Usually when millions of Americans are being killed or injured at these rates, it triggers public outcry, even widespread movements. But when it comes to car accidents, we've mostly shrugged our shoulders and accepted the carnage as an unavoidable fact of life.

Self-driving and electric vehicles are often hailed as solutions to the safety issues posed by cars, but before we try to fix a problem, we first have to name the problem. In this case, we have to stop normalizing the trauma caused by cars.

"We are a very car-dependent society, and it makes us nonchalant" about crashes, says J. Gayle Beck, a licensed clinical psychologist who focuses on the emotional aftermath of trauma and has studied post-traumatic stress disorder among survivors of motor vehicle accidents.

<https://www.today.com/video/deadliest-driving-season-for-teenage-drivers-begins-aaa-696592963901>

According to a 1995 study that's still cited by mental health professionals and auto injury lawyers alike, [39.2 percent of survivors of car accidents develop post-traumatic stress disorder](#)— and it's not just those whose cars are crashed into. When it comes to who experiences symptoms of trauma, Beck notes, we usually think about the person being hit, not the person doing the hitting, or the first responders and helpers at the scene. The impact is bigger yet if you think of the victims' families, friends, colleagues and neighbors.

One reason might be a culture of toxic individualism that reduces almost any systemic problem, from sexual harassment to health care, to so-called isolated incidents. In the context of cars, we

tend not to blame public infrastructure, but individual drivers, says Steve Davis, an assistant vice president of transportation strategy at Smart Growth America, an advocacy group for safe communities.

But drivers can only control so much, the least of which are environments-built decades ago and maintained by the status quo. “The design of roadways is for cars and speed,” Davis notes. “That’s the philosophy of street design.”

Putting the onus on U.S. drivers —[three-quarters of whom anyway consider themselves to be safer than average](#)— to lower fatalities and accidents by simply driving better seems like an effort in futility. “It’s usually not reckless driving that causes accidents,” Davis says, “but everyday driving that we all do.”

It’s true that, with the exception of the past few years, cars generally have become safer for drivers and passengers since the 1970s. But our rate of violence is still exceptionally high [compared to other developed countries](#): In Canada, 5.34 people per 100,000 die each year in road traffic; in Japan, it’s 3.6. In the United States, we’re at 12.6. Americans drive more than our global counterparts, but also more of us drive trucks and SUVs, which are [two to three times more likely than smaller personal vehicles to kill people](#) walking.

I’m sure I speak for many walkers when I say that the crosswalk hustle is my least favorite indignity of being a human in a car-dependent world. But that’s a mere annoyance considering that the last few years have been the [most deadly in three decades for pedestrians](#), in part because vehicles keep getting bigger and bigger.

In fact, part of the reason more [Black Americans die in traffic deaths than any other race](#) is because they are more likely to have to walk to get places, which is riskier than driving, and live in neighborhoods that are more likely to lack safety features like crosswalks even as high-speed freeways with dangerous crossing conditions often tear through them. Children, meanwhile, are inherently more vulnerable because of their smaller size. Being less visible on roadways or sidewalks increases their risks of being hit — even in their own driveways.

Most Americans alive today have known a family member or friend who’s at least been involved in a fender bender, a cheeky way of saying minor collision. The same month my dad was flipped over in his SUV and cut out of his seatbelt by first responders, a coworker was commuting home when a driver T-boned her bus in the middle of a major intersection. She sustained back and shoulder injuries, not unlike my dad; nearly two years later, like my dad, she still has flare-ups that limit her mobility. Even between the first and second drafts of this story, a car going 60 miles per hour collided into a close friend of mine while he was driving at night. He said he didn’t blame the driver because the road felt inherently dangerous. Why would that be the driver’s fault? he asked.

Envisioning an alternative to this mess might be impossible for many of us, but we have to. However, complicated the issue is, the logic is simple: We need to open our eyes and see that we’re at the end of the road.

Hillwood Partners with Alphabet's Wing to Launch First Commercial Drone Delivery Service in a Major U.S. Metro

Wing will operate a drone delivery facility in Dallas-Fort Worth at the Frisco Station development with a small number of flights starting this week.

By Quincy Preston and Alex Edwards, Dallas Innovates

Hillwood has partnered with Wing—one of the first providers of drone delivery services in the country—to launch a first-of-its-kind commercial service in a major U.S. metro.

Wing will operate a drone delivery facility at Frisco Station in Dallas-Fort Worth with a small number of flights starting this week. The 242-acre mixed-used development in Frisco, which is adjacent to the Dallas Cowboys world corporate headquarters development, is a “smart” development [built from the ground up using 5G technology](#).

In preparation since June, Wing has been testing flights at Hillwood's Flight Test Center in AllianceTexas, a place for public and private stakeholders to commercialize urban air mobility and uncrewed aerial system solutions.

Wing is one of several entities currently operating there.

Wing, a sister company of Google, also recently [announced its deal with Walgreens](#) to operate an on-demand drone delivery service. North Texas cities Frisco and Little Elm are the first to get the service that can bring essential items straight to a customer's door.

Exploring UAS use cases

Through the Wing-Hillwood collaboration, the mixed-use development in Frisco will also be used to research new use cases for the service. Wing also plans to use the site for community demonstrations, educational opportunities (like school field trips), and public tours.

“Hillwood's AllianceTexas Flight Test Center provided a unique opportunity for us to conduct research and development efforts this summer, and now Frisco Station is an excellent spot for one of the first drone delivery facilities in a major U.S. metro,” Jonathan Bass, Wing's head of marketing and communications, said in a statement. “We look forward to launching the commercial service here in the coming months, and to the continued partnership with Hillwood and Frisco Station.”

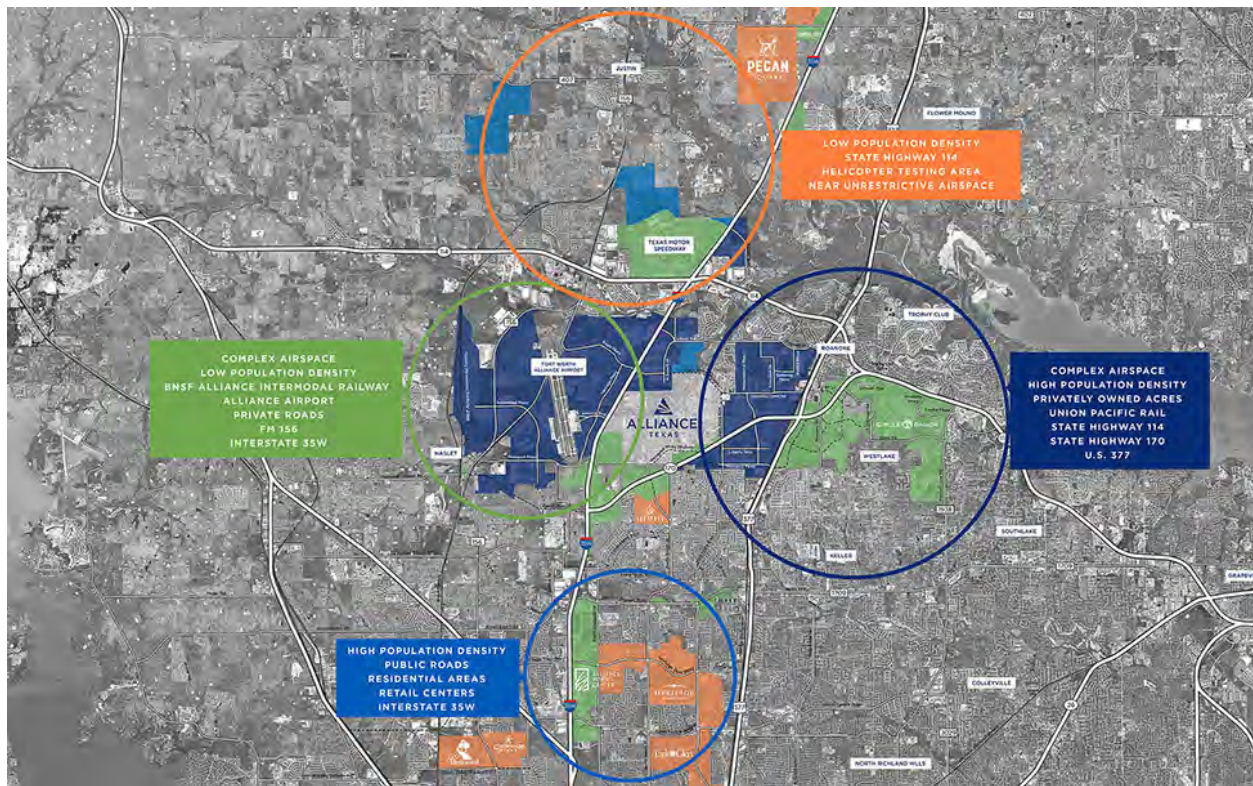
The Flight Test Center in Fort Worth is a component of the Mobility Innovation Zone, or “MIZ,” a digital and physical commercialization environment for partner companies that Hillwood opened in 2019.

A place for mobility visionaries

The MIZ was always meant to be a place for smart infrastructure to be developed and deployed, from autonomous cars and trucks to high-flying drones and air taxis. The “do tank” is just one part of Hillwood's track record of supporting next-gen transportation technology initiatives across Dallas-Fort Worth.

“We're excited to partner with Wing as a key operator at the AllianceTexas Mobility Innovation Zone and Frisco Station as they unveil the first commercial drone delivery facility in North Texas,” Mike Berry, president of Hillwood, said in a statement. “Hillwood has a long-standing

history of successful public-private partnerships and deep-rooted experience in innovation, and today, those connections push forward the future of how goods and people move.”



Already established at the Miz are a number of innovative pioneers, such as Bell, TuSimple, Gatik, ITS ConGlobal, Phantom Auto, and the Texas A&M Transportation Institute (TTI).

Last year, [driverless tech startup TuSimple](#) teamed up with Hillwood on a new trucking hub to support the company’s continued expansion into Texas. Earlier this year, Bell Textron, a Fort Worth-based aerospace manufacturer owned by Textron Inc, [demonstrated a package delivery at the MIZ](#) with an unmanned aircraft system.

And, in July, [TTI announced it was conducting research](#), managing strategic initiatives, and serving as a think tank for new mobility opportunities at the MIZ.

Overall, the 27,000-acre AllianceTexas houses more than 533 companies, which have built more than 53 million square feet and created more than 63,000 jobs.

Trinity Metro CEO to retire; Ballard named interim CEO

By Fort Worth Business Press

Trinity Metro President and CEO Bob Baulsir, who has led the agency since April 2019, is retiring as of Oct. 31, citing ongoing health issues. Baulsir joined Trinity Metro in November 2014 and was instrumental in constructing and launching TEXRail, the commuter rail line between Fort Worth and DFW Airport's Terminal B.

On Monday, the Trinity Metro Board of Directors named Paul J Ballard as the interim president and CEO. He preceded Baulsir in the role and retired in April 2019 after serving at the helm for five years.

"We are really sorry to see Bob leave the agency, and we are so very grateful for everything he has done for Trinity Metro and public transportation in North Texas," said Trinity Metro Board Chairman Jeff Davis. "While we search for a permanent replacement, we are delighted that Paul has agreed to step in and fill the void."

While Ballard serves as the interim president and CEO, the Board of Directors will be working with the executive search firm Krauthamer & Associates LLC to conduct a national search for a permanent replacement.

During Baulsir's tenure, the agency also started The Dash, the battery-electric bus route, plus ZIPZONE services in Mercantile, Southside and South Tarrant. In addition, A Better Connection was implemented in September to provide a new, more efficient bus network. Plans are underway for a TEXRail extension to the Fort Worth Medical District.

Under Ballard's leadership, the agency rebranded to Trinity Metro, developed a transit master plan and implemented new services, including TEXRail, Alliance ZIPZONE, bus service north of I-820, and the EASYRIDE commuter program. In addition, he developed a partnership with Tarrant County College for Trinity Metro to provide service to all TCC locations and the college to pay the fares for student rides.

Shortly after leaving Trinity Metro, Ballard served as interim general manager and CEO for the Regional Transportation District in Denver.

Contractor, Panther Island partners at odds on final cost of three bridges

By Marice Richter, Fort Worth Business Press

With construction wrapped up on all three [Panther Island bridges](#), the contractor is seeking another payment of about \$25 million to cover costs resulting from delays that pushed the project three years beyond its original completion date.

The total cost of the bridges would be more than \$114 million should the contractor receive the additional payment.

This is the second time in the past two years that Sterling Construction Co. of Houston has sought additional payment for cost overruns on this project.

But whether the contractor's efforts are successful remains to be seen.

Negotiations are underway between Sterling and Texas Department of Transportation, said Frank Hill, attorney for the Houston-based contractor.

"TxDOT is reviewing our claim," Hill said.

In 2019, the TxDOT agreed to an additional payment of nearly \$20 million for Sterling. [The North Central Texas Council of Governments' Regional Transportation Council](#) agreed last year to reimburse the state for \$15 million, using regional grant money.

The other \$5 million was to be repaid within 10 years by local partners, which include the [Tarrant Regional Water District](#), the city of Fort Worth and Tarrant County.

The payment increased the cost of the bridges from \$69.9 million to \$89.3 million.

Sterling's new claim is encountering resistance.

"No one is going to pay any more money on that project," said Michael Morris, director of transportation for the North Central Texas Council of Governments. "TxDOT negotiated with the contractor for a final set of adjustments. We went ahead and paid it – we paid it as the final costs for this particular project."

Morris said the payment was made at the request of the city of Fort Worth as a way to expedite completion of the project.

The city of Fort Worth and TxDOT were the contracting agencies with Sterling, and the engineering firm of Freese and Nichols, for bridge construction because the work involved city and highway system roads.

The parties' agreement on the schedule was to have construction of all three bridges completed by the end of 2021. A ribbon-cutting ceremony for the Henderson Street bridge, the last of the three to be finished, took place Oct. 16.

“We are happy that the bridges are complete, and they were completed within the schedule given to us in December 2019,” Sterling attorney Frank Hill said in a statement to the *Fort Worth Business Press*.

“At the time of the December 2019 agreement, all parties understood that plan deficiencies would necessitate new and additional costs and protocols,” Hill said.

Val Lopez, a spokesman for the Fort Worth district of TxDOT, acknowledged that the contractor was compensated via a change order and “a process was put in place to address any future concerns the contractor might have.

“Additional requests were received and addressed,” Lopez said. “Having followed the steps required for these matters to be considered, the contractor is aware of the process to follow should they believe consideration of any additional compensation is necessary.”

Sterling is a long-time construction contractor for TxDOT. Hill has described the [Panther Island](#) bridge project as the “worst managed and “bureaucratic bungled” projects Sterling had ever encountered.

The TRWD, along with its subsidiary Trinity River Vision Authority, are the oversight agency for the entire [Panther Island project](#), including the bridges.

Prior to the 2020 payment, TRWD officials continually said the bridges were fully funded and no additional money would be paid out until construction was complete.

The contractor has continually blamed design issues for setbacks of construction that began in 2014 and was contracted to wrap up on a staggered schedule between 2017 and 2018, As negotiations were underway in 2019, Freese and Nichols issue a statement defending the design.

“We have full confidence in our design of the bridges,” the company stated. “Multiple independent reviewers have confirmed the suitability, structural integrity and constructability of the design.”

The company further said a test mock-up of the V-pier design demonstrated that bridges could be constructed as designed.

“Minor design clarifications are typical on complex projects and Freese and Nichols has promptly addressed issues within our control as we have become aware of them,” according to the statement.

Copies of two emails from 2018 obtained by the *Fort Worth Business Press* indicate that Fort Worth acknowledged several payment change orders identified by TxDOT to be the result of design errors or omissions pertaining to the Engineer of Record’s (Freese and Nichols Inc.) design.

TxDOT officials also identified a “malfunction of design” as the cause of delays as far back as 2016.

Built over dry land to save money, the three bridges will eventually span a Trinity River channel to connect with the \$1.17 billion [Panther Island development](#) north of downtown Fort Worth.

Prior to start of construction, there were suggestions that the design of the 7th Street bridge could be replicated and constructed quicker and less expensively than the V-pier design of Freese and Nichols.

But J.D. Granger, who oversees the [Panther Island project](#) and is the son of project champion U.S. Rep. Kay Granger, argued that the U.S. Army Corps of Engineer had signed off on the V-pier design and a change would delay and possibly increase the cost of the bridges as well as possibly jeopardize the \$526 million the project is expected to receive for channelizing the [Trinity River](#) to improve flood control.

The project has only received about \$62 million of the \$526 million for the bypass channel, the portion of the project that is primarily to be [funded by federal](#) dollars.

DART reconfigures new D2 subway to lessen impact to Deep Ellum area

By Bill Wilson, RT&S

To the average citizen it probably makes sense not to surface a new subway system at a place called Deep Ellum.

Dallas officials and DART have come up with an alternative for the surface point, and it has nothing to do with the name. Original plans called for the D2 subway to come up for air along Good Latimer before traveling a few blocks north to Swiss Avenue. At Swiss Avenue DART wanted to construct a Y-shaped confluence of the rail lines, called a “wye” junction. The junction would require the acquisition of a large amount of land and could damage one of the main routes in and out of Deep Ellum.

The Deep Ellum Foundation and other area stakeholders balked at the plans, and city officials asked DART to come up with a new configuration.

Seventeen alignments were considered, and 16 came with problems. In the end, DART decided to create a subway station just west of IH-345 above Pacific Avenue.

Now the issue is how the existing Green Line will work with the D2 track now that it does not go through Deep Ellum. The change will impact about 20% of riders. DART hopes to improve service to those impacted riders by increasing frequency on Green Line trains that serve as direct lines north to Bachman Lake, but doing so would cost about \$8 million annually.

DART also is hoping to receive a federal grant for D2 work.

A deep dive into details of the planned Knox Street mixed-use project in Dallas

The project will link up with the popular Katy Trail.

By Steve Brown, Dallas Morning News

A new project planned by Dallas-developer Trammell Crow Co. — working in partnership with Austin billionaire Dell's family investment firm — will bring three new buildings to Dallas' Knox Street along the popular Katy Trail.

The 4-acre project will stretch along Travis Street south of Knox and includes luxury residential units, a boutique hotel, retail, offices and a new park.

Here are more details about the plan:

- The tallest of the three buildings on Travis Street would have 18 floors of luxury condos built on top of a small hotel. Deluxe hotel operator Auberge Resorts Collection will manage the planned 100-room hotel. Auberge Resorts' properties include Chileno Bay Resort & Residences and Esperanza in Los Cabos, Mauna Lani in Hawaii, Hotel Jerome in Aspen and Commodore Perry Estate in Austin. The condo tower will include 45 to 50 homes averaging about 3,500 square feet.
- A six-story, 125,000-square-foot office with ground-floor retail would face Knox. About 90,000 square feet of retail and restaurant space is planned in the Knox project. Retail will occupy the first floor. Second-story restaurants will look out on a small park facing the Katy Trail.
- A third residential tower on the south end of the block would include another 150 housing units.

All of the buildings will surround the project's park.

"This is going to be a unique opportunity to have a meeting place," said Joel Behrens, a principal with Crow and its High Street Residential division.

But those meetings won't occur before 2025, which is when the project is scheduled to open.

Intersection in heart of Allen will get at least \$4 million makeover by 2023

The facelift just approved 4-3 by Allen's city council includes two roundabouts, safety improvements for pedestrians and streetlights, and more landscaping and public art could be on the way.

By Francesca D'Annunzio, Dallas Morning News

Allen's namesake roadway is getting a facelift worth at least [\\$4.04 million](#) by 2023, following a city council vote earlier this week.

The funds will transform Allen Drive — which has an overpass over U.S. Highway 75 and runs parallel with two of the city's most utilized east-west streets — from a poorly lit street to a recognizable roadway that distinguishes the city from neighboring suburbs.

This phase of the Allen Drive Gateway Project will be 100 percent locally funded, with no assistance from the Texas Department of Transportation. The city has requested funding for the update, but both TxDOT and the North Texas Council of Governments [have previously said the project isn't regionally significant](#).

The project has been more than three years in the making.

Currently, Allen Drive has stop signs. After receiving updates, the road will have two roundabouts on both sides of the highway, traffic signals, and sidewalks to improve safety for pedestrians and cyclists.

While the project paves the way for safety improvements, there are also plans for a cosmetic makeover.

Future phases of the project will also include adding public art, landscaping and decorative fencing depicting Texas' blackland prairie ecosystem on the overpass above U.S. Highway 75. Funding has not yet been secured for those items.

"This project provides an opportunity for future consideration of identity — a blank canvas, if you will," engineering department director Chris Flanigan said.

Art on the highway overpass could help distinguish Allen from its neighbors and keep it from appearing like part of a "seamless suburban sprawl", he said.

Allen Drive is one of the four gateways to the city's downtown district. Most residents don't frequent downtown Allen, but a [city committee and the city's staff are working with residents, business owners and other stakeholders](#) to devise a plan for developing the area.

But the \$4 million price tag — which only pays for phase one — has drawn criticism from elected officials who view this project as an excessive expense.

There are two more phases left in the project. [The currently approved \\$4.04 million](#) pays for adding two roundabouts, sidewalks and street lights. Public art and aesthetic improvements aren't on the agenda just yet.

The city council voted 4-3 in favor of the bid, with council members Dave Shafer, Dave Cornette and Daren Meis opposing the project.

Shafer called the project “a grotesque waste of taxpayer funds.” The money would be better spent on street or sidewalk repairs, he said.

For every email or letter, he received supporting the project, he got five opposing it, he said.

Since the downtown isn’t a thriving district yet, Meis said spending this much money on an entryway to downtown Allen is misplaced.

“Right now, you’re building the flower bed of the house before you build the house,” he said.

Prior to this week’s vote, the city had already spent more than \$700,000 on designing expenses, Mayor Ken Fulk said. Picking apart the current plan to redesign the project would “toss that money out the window” and would be a deviation from the original vision for the city’s namesake street.

“Do we want to follow through on that vision? Or are we willing to toss this aside and toss the vision with it? Because that’s really kind of the crux of the matter,” Fulk said.

Giving Allen its own sense of place is [one of city officials’ long-term priorities](#), according to a city strategic plan unveiled earlier this year.

Construction on phase one of the Allen Drive Gateway project will begin at the end of the year and is expected to be complete in spring 2022.

Bids for landscaping and the decorative fencing above the highway overpass will be presented to the city council next fall, and the entire project is expected to be complete by summer 2023.

Mystery solved: Why some North Texas roads are missing white lane lines

Watchdog Dave Lieber reveals a vast problem stretching all the way to Canada.

By Dave Lieber, Dallas Morning News

No, it's not your imagination. Some area roads no longer have proper lane markings, and it's driving John Mitro to distraction.

He turned his pet peeve into an obsession. He complains to elected officials that it's dangerous, especially at nighttime and in the rain when it's hard to figure out which lane you're in. He also complains periodically to The Watchdog.

"It's a safety hazard," the 81-year-old Addison man says. "Repainting used to be pretty routine, every year or two. It doesn't make sense to me."

It's also a pet peeve of mine, especially along Stemmons Freeway (I-35E) at night. But after diving into the subject and finding some surprises, I have some good news to share.

This is part of a nationwide shortage of materials used to paint road lines. The shortage reaches all the way to Canada. It's another supply chain hang up, yet it has nothing to do with China. You may be surprised to learn who is blamed for the shortage.

Texas.

I found this headline in one Canadian newspaper: "Texas weather causing traffic paint shortage."

What do our weather woes have to do with missing lane markings in Ontario? Turns out that Texas chemical factories make key materials for road striping. The plants were forced to temporarily shut down because of the February freezeout. On top of that, COVID-19 has reduced the number of available workers.

Worst spots in town

I like the hard work reader Mitro, who signs his notes to me "Addison Watchdog," has put into this.

He cites the worst spots in town: stretches along Walnut Hill Lane, Forest Lane and Midway Road.

He's says he's written complaint letters to the city of Dallas, TxDOT, the governor's office and others. Only Dallas County Commissioner J.J. Koch replied. A Koch aide explained that Mitro's pain spots were the city's responsibility, not the county, but offered to pass along the complaint.

Dallas is underfunded

The city of Dallas Department of Transportation tells The Watchdog there's a backlog on lane markings. But the problem in Dallas isn't related to the supply chain. It has to do with underfunding in the city budget.

The city is responsible for 1,600 miles of roads with lane lines. That's the equivalent of 8.5 million feet of stripes. But there's not enough money in the budget to handle that.

Lane stripes are expensive. It costs \$4,500 a mile. The city can only handle 245 miles a year.

City officials say Dallas needs to triple its funding to put all 1,600 miles on a three-year repainting cycle.

Some good news: The city hopes to do more this year because of added federal funding.

"We have an opportunity to begin addressing the backlog," the city said in a statement.

The bad news is that by its own inspection system, the city has found 1,200 miles of roads with "little to no visibility" of markings.

I passed Mitro's problem spots on to City Hall. City officials reported back that segments of Mitro's pet peeves – Walnut Hill, Forest and Midway – are tentatively scheduled for attention next spring.

Stemmons update

As for my pet peeve – Stemmons – this week there was a ribbon-cutting to celebrate what TxDOT calls the new "Texas Clear Lanes" project, designed to redo congested urban roadways.

At the ceremony, public officials cheered the \$83 million redo of Stemmons from I-30 to Oak Lawn Avenue. TxDOT says the project near downtown has hit "substantial completion." Stripes to come.

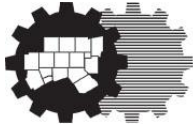
TxDOT is also resurfacing Stemmons from Oak Lawn Avenue to just north of Harry Hines Boulevard. More stripes to come.

What can you do?

Lanes trivia: Some believe Edward Hines of Michigan invented lane markings in 1911. Legend has it that he watched a milk wagon leave a trail of white liquid behind it. But others believe that June McCarroll of California pushed the idea first when she was run off the road by a truck.

Today's road paint is mixed with resin and other materials, including glass beads that reflect light back to drivers.

If you believe certain roads are dangerous, complain to top officials in the government. Get your neighbors to support you, loud and long. It hasn't worked yet for reader Mitro. But he's not giving up.



North Central Texas
Council of Governments



PRESS RELEASE
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NCTCOG Hosting In-Person High-Speed Transportation Open Houses in October

Meetings will present an overview of Phase 1 recommendations

October 7, 2021 (Arlington, Texas) — The North Central Texas Council of Governments will hold a series of in-person open houses throughout the region in October to highlight the Dallas-Fort Worth High-Speed Transportation Connections Study's purpose as well as the Phase 1 recommendations of the project.

The first open house is scheduled for 5 p.m. Tuesday, Oct. 12 at Lone Star Park in Grand Prairie. Open houses are also scheduled for 4 p.m. Oct. 19 at Southside Preservation Hall in Fort Worth, 4 p.m., Oct. 26 at Mercy Street in west Dallas and 10 a.m. Oct. 30 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 open houses are intended to promote interaction between residents and the project team while providing an overview of the Phase I recommendations.

The study is evaluating high-speed transportation alternatives to modernize and enhance travel between Dallas, Arlington and Fort Worth. The alternatives analysis portion of this study is in its final stages before the federal environmental documentation process begins. Planners have recommended a route along the Interstate Highway 30 corridor and two potential technologies for further study. Both high-speed rail and hyperloop technologies are being considered.

The high-speed transportation study team considered more than 40 possible alignments in a 230-square-mile area during Phase 1 of the project. The most direct and least disruptive route for connecting downtown Dallas and downtown Fort Worth, with a stop in Arlington, was determined to be along IH 30.

The selected high-speed technology would provide connections with local transportation systems and link to future high-speed services, such as the Dallas-to-Houston high-speed rail line being developed by Texas Central. The Fort Worth-to-South Texas corridor is also being studied for a potential high-speed option.

Each open house location will offer free parking nearby. Comments will be accepted in person and online at www.nctcog.org/dfw-hstcs.

High-Speed Transportation Open Houses

Meeting Details:	
Date/Time	Location
October 12, 5-8 p.m.	Lone Star Park 1000 Lone Star Parkway Grand Prairie, TX 75050
October 19, 4-7 p.m.	Southside Preservation Hall 1519 Lipscomb St., Fort Worth, TX 76104
October 26, 4-7 p.m.	Mercy Street 3801 Holystone St. Dallas, TX 75212
October 30, 10 a.m.-2 p.m.	Arlington Globe Life Field 734 Stadium Drive Arlington, Texas 76011

About the North Central Texas Council of Governments:

NCTCOG is a voluntary association of local governments established in 1966 to assist local governments in planning for common needs, cooperating for mutual benefit, and coordinating for sound regional development. NCTCOG's purpose is to strengthen both the individual and collective power of local governments and to help them recognize regional opportunities, eliminate unnecessary duplication and make joint decisions.

NCTCOG serves a 16-county region of North Central Texas, which is centered in the two urban centers of Dallas and Fort Worth. Currently, NCTCOG has 238 member governments including 16 counties, 169 cities, 22 school districts and 31 special districts. For more information on the NCTCOG Transportation Department, visit www.nctcog.org/trans.

About the Regional Transportation Council:

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

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October 22, 2021

via email

Governor Abbott, Lieutenant Governor Patrick, Speaker Phelan:

The North Texas Commission (NTC) supports the improvement of the North Tarrant Express Segment 2E along State Highway 183. This section of highway serves as a major thoroughfare in North Texas and is critical for access to and from our region's major economic generator - Dallas-Fort Worth International Airport. Expansion of 2E is required to avoid dangerous bottlenecks that could threaten the safety of motorists and the efficient movement of goods through North Texas.

The NTE Segment 2E is a critical component of a vital infrastructure network within the greater Dallas – Fort Worth Metroplex. This essential project facilitates continued job creation and the safe movement of goods and services across our region. This specific area is one of the most traveled in our region; therefore, the need is great.

The NTC supports innovative financing to create jobs, expedite delivery, and ensure maintenance of needed transportation and infrastructure projects. Expanding 2E will increase capacity, provide congestion relief, and enhance the safety aspects of SH 183, which will benefit our airport as well as communities around this project and throughout North Texas.

The 2E capacity improvements will allow the state to complete the project at no cost. We respectfully request that the Legislative Budget Board approves the improvements to Segment 2E of the North Tarrant Express.

On Behalf of the North Texas Region, we appreciate your leadership for our region and state.

A handwritten signature in black ink that reads "Chris E. Wallace". The signature is written in a cursive, flowing style.

Chris E. Wallace
President/CEO

cc: Legislative Budget Board Members
Chairman Bruce Bugg, Texas Transportation Commission
Marc Williams, TXDOT Executive Director



October 28, 2021

via email

Governor Abbott, Lieutenant Governor Patrick, Speaker Phelan:

Improving Segment 2E of the North Tarrant Express is a top priority of the business community and local leadership within the City of Irving. Completing this project will reduce potential safety hazards, benefit the economic interests of businesses in the area, and provide increased access to the Dallas-Fort Worth International Airport.

As leaders of the city and chamber of commerce, we support the improvement of North Tarrant Express Segment 2E of State Highway 183. Expanding Segment 2E will increase traffic flow efficiency, enhance safety, promote business and trade, and bring much-needed infrastructure improvement to Irving, Texas.

Adding capacity to Segment 2E benefits our community and the businesses that operate within. This project can be completed quickly and at no cost to the state due to private sector funding. This section of highway is traveled heavily by motorists, the shipment of goods, and traffic moving in and out of DFW Airport. Increased lane capacity is necessary to meet the growing demand of the highway.

As leaders of Irving, we respectfully request that the Legislative Budget Board approves the improvements to Segment 2E of the North Tarrant Express.

Sincerely,

The Honorable Rick Stopfer
Mayor
City of Irving

Beth Bowman
President & CEO
Irving-Las Colinas Chamber of Commerce
Irving Economic Development Partnership

cc: Legislative Budget Board Members
Chairman Bruce Bugg, Texas Transportation Commission
Marc Williams, Executive Director, TXDOT

November 1, 2021

via email

Governor Abbott, Lieutenant Governor Patrick, Speaker Phelan:

North Texas continues to be one of the fastest-growing areas in our country. As you know, our region represents 25% of our state's GDP, and our projected growth continues to look strong, with over 2,500 individuals moving to our region each week. With this expansion, our needs for infrastructure and transportation continue to increase significantly.

As a unified group of stakeholders, we support the improvement of North Tarrant Express Segment 2E of State Highway 183. Completing the 2E project will increase access to the Dallas-Fort Worth International Airport, enhance roadway safety, and allow for more efficient movement of motorists and goods.

NTE Segment 2E is a critical piece of infrastructure within our region. Expanding 2E will benefit the DFW Airport, North Texas commuters, the movement of goods, and our region's economy—all at no cost to the state due to funding provided by private investment.

As mayors of cities within the North Texas region, we respectfully request that the Legislative Budget Board approves the improvements to Segment 2E of the North Tarrant Express.

On Behalf of the North Texas Region,



Rick Stopfer
Mayor, City of Irving



Mattie Parker
Mayor, City of Fort Worth

North Texas Mayor's Economic Recovery Council Co-Chairs

Mayor Jerry Dittrich, City of Benbrook
Mayor Stephen Mason, City of Cedar Hill
Mayor Wes Mays, City of Coppell
Mayor Gerard Hudspeth, City of Denton
Mayor Linda Martin, City of Euless
Mayor Robert Dye, City of Farmers Branch
Mayor Oscar Trevino, City of North Richland Hills

cc: Legislative Budget Board Members
Chairman Bruce Bugg, Texas Transportation Commission
Marc Williams, Executive Director, TXDOT



November 2, 2021

via email

Governor Abbott, Lieutenant Governor Patrick, Speaker Phelan:

The North Texas Regional Chamber Coalition (RCC) supports the improvement of North Tarrant Express Segment 2E of State Highway 183. Enhancement to the lanes along this section of highway is critical for the economic advancement of North Texas. This roadway serves as a conduit for motorists and goods to and from Dallas-Fort Worth International Airport and throughout the region. Expanding Segment 2E will increase the safety aspects of the highway and allow for efficient traffic flow.

NTE Segment 2E is a crucial access point for the DFW Airport, a major economic generator for the region. Expanding 2E will increase capacity, provide congestion relief, and enhance the safety aspects of SH 183, which will benefit communities throughout North Texas.

The RCC supports innovative financing that leverages private sector funds to complete this project at no cost to the state. We respectfully request that the Legislative Budget Board approves the improvements to Segment 2E of the North Tarrant Express.

On Behalf of the North Texas Region,

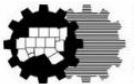
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|----------------------------|------------------------|
| Dallas Regional Chamber | McKinney Chamber |
| Fort Worth Chamber | North Dallas Chamber |
| Frisco Chamber | North Texas Commission |
| Greater Arlington Chamber | Plano Chamber |
| Irving-Las Colinas Chamber | Richardson Chamber |

cc: Legislative Budget Board Members
Chairman Bruce Bugg, Texas Transportation Commission
Marc Williams, Executive Director, TXDOT

2023-2026 MANAGEMENT AND OPERATIONS, REGIONAL/AIR QUALITY, AND SAFETY FUNDING PROGRAM

Regional Transportation Council

November 11, 2021



North Central Texas
Council of Governments
Transportation Department

BACKGROUND

- The Surface Transportation Technical Committee (STTC) and Regional Transportation Council (RTC) typically consider extending existing and funding new Air Quality and Management and Operations projects/programs every few years.
- The last review occurred in 2018-2019 and projects were funded through Fiscal Year (FY) 2022.
- We are starting the process now to ensure that needed programs and projects can continue/begin without interruption in FY 2023-2026.

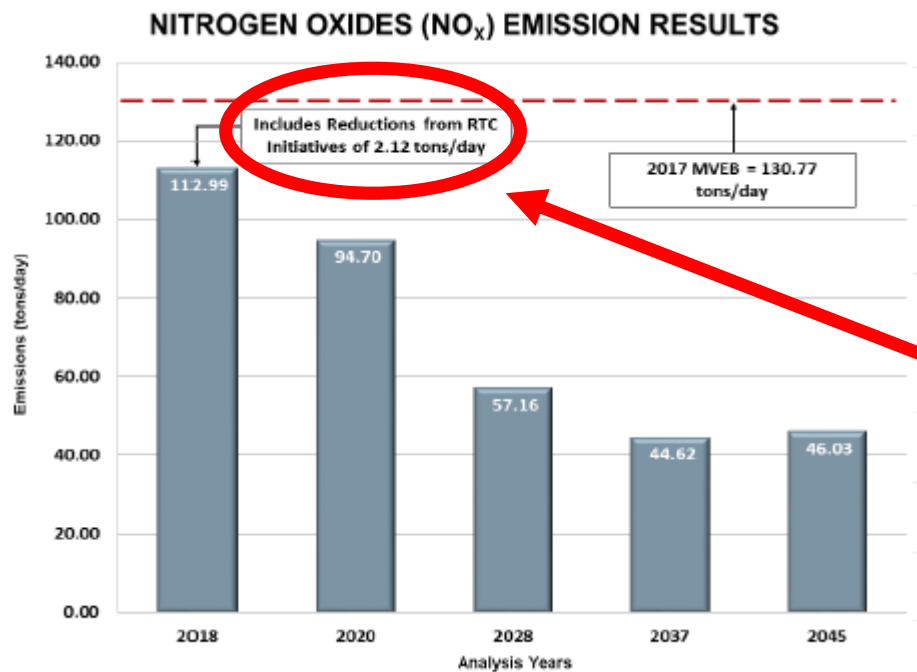
PURPOSE AND NEED

- Provides funding in addition to Transportation Planning Funds (TPF), to enable various operations, planning, and implementation activities (e.g., environmental justice and data collection efforts) to be conducted
- Assigns resources for RTC priorities and air quality initiatives
- Surface Transportation Block Grant (STBG), Congestion Mitigation Air Quality Improvement Program (CMAQ), Regional Toll Revenue (RTR), and RTC/Local funds will most likely be proposed for the FY 2023-2026 program
- Typically, \$15-20M is programmed per fiscal year. This need may decrease with increased federal planning funds.
- A significant portion of the funding is pass-through to other agencies (e.g., Mobility Assistance Patrol and Vanpool programs) and the rest covers NCTCOG staff time to coordinate, plan, and lead these activities.

PROGRAM AND PROJECT TYPES

- **Management & Operations**
 - (Mobility Assistance Patrol, Transit Operations, etc.)
- **NCTCOG-Implemented**
 - (Project Tracking, Planning Efforts, etc.)
- **Regional/Air Quality Projects and Programs**
 - (Aviation, Freeway Incident Management, Employer Trip Reduction, Data Collection, Regional Traffic Signal Retiming, etc.)

IMPORTANCE OF REGIONAL AIR QUALITY AND M&O PROJECTS



- Air Quality Conformity test results must be below EPA's Motor Vehicle Emission Budget (MVEB).
- Previous Regional Transportation Council Initiatives (air quality projects and programs) have allowed region to pass Conformity.
- When the MVEB is reset next year, these programs can help tip the scales if regional Conformity is uncertain.

STATEWIDE SAFETY PROGRAM

- NCTCOG staff proposes that the region take a leadership role on a program to improve safety and reduce fatalities on our transportation system.
- The region would partner with the State as part of a larger statewide initiative.
- A more detailed proposal will be brought back to the committee for review and approval.
- Plan to utilize Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) funding that was added to the region's STBG allocation in FY 2022 to supplement this program

NEXT STEPS

- Finalize the amounts of funding to be requested, along with the specific list of projects and programs to be recommended for funding
- Bring back the list to the public and the committees for review and approval

PROPOSED TIMELINE

Meeting/Task	Date
STTC Information	October 22, 2021
RTC Information	November 11, 2021
Public Involvement	December 2021
STTC Action	December 3, 2021
RTC Approval of M&O Funding Program and TIP Modifications to Add Projects to the TIP	January 13, 2022/April 7, 2022
State/Federal Approval of Individual Projects	April 2022/July 2022

QUESTIONS?

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Senior Program Manager

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CMAQ FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY 2021

TIP CODE	CSJ	PROJECT SPONSOR	PHASE	FACILITY	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	REVISED START DATE	OBLIGATION STATUS	COMMENTS
40054	0902-90-076	TXDOT-FORT WORTH	C	CS	WALNUT CREEK ELEMENTARY PEDESTRIAN WALKWAY; ALONG STRIBLING DR/STIBLING DR N FROM TIMBEROAKS DR TO STRIBLING CIR	ALONG HIGH CREST DR FROM STRIBLING DR TO WALNUT CREEK DR	SAFE ROUTES TO SCHOOL; PEDESTRIAN IMPROVEMENTS INCLUDING SIDEWALKS AND CROSSWALKS	\$250,421	\$0	\$62,605	\$313,026	\$250,421	08/2020	08/2020 (ACTUAL)	OBLIGATED (2020)	FUNDING HAS OBLIGATED AS OF JULY 2020; FUNDING MOVED TO FY 2020 TO MATCH OBLIGATION
40054	0902-90-076	TXDOT-FORT WORTH	CE	CS	WALNUT CREEK ELEMENTARY PEDESTRIAN WALKWAY; ALONG STRIBLING DR/STIBLING DR N FROM TIMBEROAKS DR TO STRIBLING CIR	ALONG HIGH CREST DR FROM STRIBLING DR TO WALNUT CREEK DR	SAFE ROUTES TO SCHOOL; PEDESTRIAN IMPROVEMENTS INCLUDING SIDEWALKS AND CROSSWALKS	\$6,636	\$0	\$1,659	\$8,295	\$6,636	08/2020	08/2020 (ACTUAL)	OBLIGATED (2020)	FUNDING HAS OBLIGATED AS OF JULY 2020; FUNDING MOVED TO FY 2020 TO MATCH OBLIGATION
11913.2	0918-00-356	TXDOT-DALLAS	I	VARIOUS	DIGITAL VIDEO PROJECT; ON ALL STATE FACILITIES	IN THE DALLAS DISTRICT	UPGRADE ITS CCTV ANALOG CAMERAS LOCATED THROUGHOUT THE DALLAS DISTRICT (APPROXIMATELY 576) WITH DIGITAL CAMERAS TO BE COMPATIBLE WITH UPGRADED DALTRANS TRAFFIC MANAGEMENT CENTER VIDEO EQUIPMENT	\$2,300,000	\$575,000	\$0	\$2,875,000	\$2,300,000	09/2020	08/2020 (ACTUAL)	OBLIGATED (2020)	FUNDING HAS OBLIGATED AS OF JULY 2020; FUNDING MOVED TO FY 2020 TO MATCH OBLIGATION
14080	0902-90-163	GRAND PRAIRIE	E	VA	REGIONAL VELOWEB TRAIL FROM TERMINATION OF FORT WORTH TRAIL AT CITY LIMITS	MIKE LEWIS PARK AT EXISTING TRAIL NEAR ROY ORR BLVD	CONSTRUCT SHARED-USE PATH	\$220,508	\$0	\$55,127	\$275,635	\$220,508	06/2020	09/2020 (ACTUAL)	OBLIGATED (2020)	FUNDING HAS OBLIGATED AS OF SEPTEMBER 2020; FUNDING MOVED TO FY 2020 TO MATCH OBLIGATION
14080	0902-90-163	GRAND PRAIRIE	ENV	VA	REGIONAL VELOWEB TRAIL FROM TERMINATION OF FORT WORTH TRAIL AT CITY LIMITS	MIKE LEWIS PARK AT EXISTING TRAIL NEAR ROY ORR BLVD	CONSTRUCT SHARED-USE PATH	\$22,000	\$0	\$5,500	\$27,500	\$22,000	09/2020	09/2020 (ACTUAL)	OBLIGATED (2020)	FUNDING HAS OBLIGATED AS OF SEPTEMBER 2020; FUNDING MOVED TO FY 2020 TO MATCH OBLIGATION
14059	2208-01-070	TXDOT-FORT WORTH	C	SS 303	COLLINS ST	SH 360	CONSTRUCT NEW SIDEWALK, RECONSTRUCT EXISTING SIDEWALK, ADD LIGHTING, AND SIGNAGE	\$3,144,000	\$786,000	\$0	\$3,930,000	\$3,144,000	09/2020	09/2020 (ACTUAL)	OBLIGATED (2020)	FUNDING HAS OBLIGATED AS OF AUGUST 2020; FUNDING MOVED TO FY 2020 TO MATCH OBLIGATION
11898.4	0718-02-074	TXDOT-FORT WORTH	C	FM 156	AT AVONDALE/HASLET PKWY		CONSTRUCT INTERSECTION IMPROVEMENTS INCLUDING LEFT AND RIGHT TURN LANES AND NEW SIDEWALKS	\$4,385,280	\$1,096,320	\$0	\$5,481,600	\$4,385,280	07/2020	10/2020 (ACTUAL)	OBLIGATED (2020)	FUNDING HAS OBLIGATED AS OF SEPTEMBER 2020
11913	0918-00-353	TXDOT-DALLAS	I	VA	DIGITAL VIDEO PROJECT		PURCHASE NEW DIGITAL VIDEO SOFTWARE AND HARDWARE FOR TRAFFIC MANAGEMENT CENTER TO ALLOW FOR DIGITAL VIDEO TO BE INTEGRATED INTO THE TMC SOFTWARE, DISPLAYS, AND SHARING WITH PARTNER AGENCIES; INTELLIGENT TRANSPORTATION SYSTEM	\$1,200,000	\$300,000	\$0	\$1,500,000	\$1,363,468	09/2020	10/2020 (ACTUAL)	OBLIGATED (2020)	FUNDING HAS OBLIGATED AS OF SEPTEMBER 2020; FUNDING MOVED TO FY 2020 TO MATCH OBLIGATION
11898.3	0902-90-141	TXDOT-FORT WORTH	C	CS	ON AVONDALE-HASLET FROM INTERMODAL PARKWAY TO WEST OF HASLET COUNTY LINE ROAD;	HASLET PARKWAY/INTERMODAL PARKWAY CONNECTOR FROM IH 35W/SH 170 TO TRANSPORT DRIVE	ON AVONDALE-HASLET: CONST NEW 0 LN TO 4 LN AND RECONST AND WIDEN EXISTING 2 LN TO 4 LN DIVIDED URBAN ROADWAY AND NEW SIDEWALKS; ON HASLET PKWY/INTERMODAL PKWY: CONST 0 TO 4 LN DIVIDED URBAN WITH NEW SIDEWALKS	\$320,000	\$0	\$80,000	\$400,000	\$320,000	09/2020	10/2020 (ACTUAL)	OBLIGATED (2020)	FUNDING HAS OBLIGATED AS OF SEPTEMBER 2020
25060	0902-90-036	TXDOT-FORT WORTH	C	CS	ON CHEEK SPARGER RD FROM SH 26	TO BROWN TRAIL	OVERLAY AND PAVEMENT MARKINGS; INSTALL SIDEWALKS, INCREASE SUPER ELEVATION, CONSTRUCT PAVED SHOULDERS (FROM SAN BAR LN TO E OF OAKBRIAR LN)	\$351,869	\$0	\$87,967	\$439,836	\$351,869	11/2020	11/2020 (ACTUAL)	OBLIGATED (2020)	FUNDING HAS OBLIGATED AS OF AUGUST 2020; FUNDING MOVED TO FY 2020 TO MATCH OBLIGATION
14010	1601-01-032	PARKER CO	C	FM 730	AT EAST LOOP		INTERSECTION IMPROVEMENTS, INCLUDING ADDITIONAL LEFT TURN LANES AND DEDICATED RIGHT TURN LANES AND NEW SIGNAL IMPROVEMENTS	\$980,000	\$245,000	\$0	\$1,225,000	\$980,000	08/2020	12/2020 (ACTUAL)	OBLIGATED (2020)	FUNDING HAS OBLIGATED AS OF JULY 2020; FUNDING MOVED TO FY 2020 TO MATCH OBLIGATION
14011	0008-03-119	PARKER CO	C	US 180	AT EAST LOOP		CONSTRUCTION OF INTERSECTION IMPROVEMENTS INCLUDING NEW TRAFFIC SIGNALS AND CONSTRUCTION OF DEDICATED TURN LANES	\$980,000	\$245,000	\$0	\$1,225,000	\$980,000	08/2020	12/2020 (ACTUAL)	OBLIGATED (2020)	FUNDING HAS OBLIGATED AS OF JULY 2020; FUNDING MOVED TO FY 2020 TO MATCH OBLIGATION
40060	0902-90-081	RICHLAND HILLS	C	CS	RICHLAND HILLS TRE CONNECTION; GLENVIEW DRIVE ON THE NORTH	INTERSECTION OF SH 121 WESTBOUND FRONTAGE ROAD AND HANDLEY-EDERVILLE ROAD ON THE SOUTH	CONSTRUCT BICYCLE AND PEDESTRIAN IMPROVEMENTS INCLUDING SHARED-USE PATH, BIKEWAYS, SIDEWALKS, CROSSWALKS, AND SIGNAGE	\$1,117,774	\$0	\$279,444	\$1,397,218	\$1,094,569	08/2020	12/2020 (ACTUAL)	OBLIGATED (2020)	FUNDING HAS OBLIGATED AS OF JULY 2020; FUNDING MOVED TO FY 2020 TO MATCH OBLIGATION

CMAQ FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY 2021

TIP CODE	CSJ	PROJECT SPONSOR	PHASE	FACILITY	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	REVISED START DATE	OBLIGATION STATUS	COMMENTS
40060	0902-90-081	RICHLAND HILLS	CE	CS	RICHLAND HILLS TRE CONNECTION; GLENVIEW DRIVE ON THE NORTH	INTERSECTION OF SH 121 WESTBOUND FRONTAGE ROAD AND HANDLEY-EDERVILLE ROAD ON THE SOUTH	CONSTRUCT BICYCLE AND PEDESTRIAN IMPROVEMENTS INCLUDING SHARED-USE PATH, BIKEWAYS, SIDEWALKS, CROSSWALKS, AND SIGNAGE	\$76,233	\$0	\$19,058	\$95,291	\$79,551	08/2020	12/2020 (ACTUAL)	OBLIGATED (2020)	FUNDING HAS OBLIGATED AS OF JULY 2020; FUNDING MOVED TO FY 2020 TO MATCH OBLIGATION
14065	0918-47-274	DALLAS	E	VA	SOPAC TRAIL FROM INTERSECTION OF GREENVILLE AVENUE AND MEADOW	NORTHAVEN TRAIL	CONSTRUCT SHARED USE PATH	\$400,000	\$0	\$0	\$400,000	\$400,000	11/2020	09/2021 <u>04/2022</u>	OBLIGATED (2020)	FUNDING HAS OBLIGATED AS OF SEPTEMBER 2020
14064	0918-47-273	DALLAS	E	VA	ON KCS TRAIL CONNECTOR FROM LBJ/SKILLMAN DART STATION	RICHARDSON CITY LIMIT	CONSTRUCT SHARED USE PATH	\$400,000	\$0	\$0	\$400,000	\$400,000	01/2021	09/2021 <u>04/2022</u>	OBLIGATED (2020)	FUNDING HAS OBLIGATED AS OF SEPTEMBER 2020
14013.3	0902-00-235	FORT WORTH	E	CS	CENTREPORT TRAIL FROM CENTREPORT STATION	CITY LIMITS	CONSTRUCT 12' WIDE SHARED-USE PATH	\$127,973	\$0	\$0	\$127,973	\$190,000	08/2020	12/2021 <u>04/2022</u>	OBLIGATED (2020)	FUNDING HAS OBLIGATED AS OF MARCH 2020
14013.2	0918-48-003	DART	E	VA	COTTON BELT VELOWEB TRAIL FROM DFW AIRPORT NORTH COTTON BELT STATION	SHILOH COTTON BELT STATION	DESIGN FOR COTTON BELT VELOWEB TRAIL (26 MILES) AND CONSTRUCTION OF MULTIPLE SECTIONS OF THE TRAIL CORRIDOR (IN COPPELL, CARROLLTON, ADDISON, DALLAS, PLANO, AND RICHARDSON)	\$14,830,000	\$0	\$0	\$14,830,000	\$14,830,000	11/2020	01/2021 (ACTUAL)	OBLIGATED (2021)	FUNDING HAS OBLIGATED AS OF JANUARY 2021
14013.2	0918-48-003	DART	R	VA	COTTON BELT VELOWEB TRAIL FROM DFW AIRPORT NORTH COTTON BELT STATION	SHILOH COTTON BELT STATION	DESIGN FOR COTTON BELT VELOWEB TRAIL (26 MILES) AND CONSTRUCTION OF MULTIPLE SECTIONS OF THE TRAIL CORRIDOR (IN COPPELL, CARROLLTON, ADDISON, DALLAS, PLANO, AND RICHARDSON)	\$150,000	\$0	\$0	\$150,000	\$150,000	11/2020	01/2021 (ACTUAL)	OBLIGATED (2021)	FUNDING HAS OBLIGATED AS OF JANUARY 2021
55108.1	0047-07-228	TXDOT-DALLAS	C	US 75	AT NORTHAVEN ROAD		CONSTRUCT BIKE/PEDESTRIAN BRIDGE OVER US 75 (ON SYSTEM SECTION)	\$5,680,000	\$1,420,000	\$0	\$7,100,000	\$3,996,564	06/2021	02/2021 (ACTUAL)	OBLIGATED (2021)	FUNDING HAS OBLIGATED AS OF JANUARY 2021
55108.2	0918-47-242	TXDOT-DALLAS	C	VA	ON NORTHAVEN TRAIL FROM WEST OF US 75 AT NORTHAVEN ROAD TO US 75 BRIDGE	AND FROM EAST OF US 75 TO WHITE ROCK CREEK TRAIL/COTTONWOOD TRAIL JUNCTION	CONSTRUCT APPROACHES TO A BICYCLE/PEDESTRIAN FACILITY OVER US 75 AND CONSTRUCT A BICYCLE/PEDESTRIAN BRIDGE OVER WHITE ROCK CREEK (OFF SYSTEM SECTION)	\$1,207,448	\$0	\$301,862	\$1,509,310	\$1,207,448	06/2021	02/2021 (ACTUAL)	OBLIGATED (2021)	FUNDING HAS OBLIGATED AS OF JANUARY 2021
14027	0918-47-290	CEDAR HILL	C	CS	ON WINTERGREEN ROAD	AT NEW CLARK ROAD	NEW SIGNAL IMPROVEMENTS, INCLUDING RETIMING	\$280,000	\$0	\$70,000	\$350,000	\$280,000	09/2020	03/2021 (ACTUAL)	OBLIGATED (2021)	FUNDING OBLIGATED AS OF MARCH 2021
11925	0008-12-095	TXDOT-FORT WORTH	C	IH 20	AT TRANSVISION TRAFFIC MANAGEMENT CENTER	ON IH 20 AT MCCART	PURCHASE NEW DIGITAL VIDEO SOFTWARE AND HARDWARE FOR TRAFFIC MANAGEMENT CENTER (TMC) TO ALLOW FOR DIGITAL VIDEO TO BE INTEGRATED INTO THE TMC SOFTWARE, DISPLAYS, AND TO ENABLE SHARING WITH PARTNER AGENCIES	\$2,250,000	\$562,500	\$0	\$2,812,500	\$1,558,823 <u>\$1,512,879</u>	08/2020	04/2021 (ACTUAL)	OBLIGATED (2021)	
40055	0902-90-079	NORTH RICHLAND HILLS	C	CS	NRH ACTIVE TRANSPORTATION PROJECTS FOR TRAIL/ON-ROAD BOUNDED BY NORTH TARRANT PARKWAY TO THE NORTH	PRECINCT LINE ROAD TO THE EAST, GLENVIEW DRIVE TO THE SOUTH, SUNCREST DRIVE TO THE WEST	CONSTRUCT BIKE/PED SAFETY IMPROVEMENTS INCL INSTALLING FLASHING BEACONS, BIKE/PED SIGNALS, CROSSWALKS, SIGNAGE, SIDEWALKS, BIKEWAYS, REFUGE ISLANDS AT INTERSECTIONS, AND SHARED USE PATH FROM EXISTING COTTON BELT TRAIL TO EXISTING JOHN BARFIELD TRAIL	\$308,647	\$0	\$77,162	\$385,809	\$301,653	09/2020	05/2021 (ACTUAL)	OBLIGATED (2021)	FUNDING HAS OBLIGATED AS OF MARCH 2021
13032	0009-02-067	TXDOT-DALLAS	C	SH 78	AT GASTON AVE		RECONFIGURE INTERSECTION WITH SIDEWALK IMPROVEMENTS	\$5,600,000	\$1,400,000	\$0	\$7,000,000	\$4,884,196 <u>\$4,986,999</u>	11/2020	05/2021 (ACTUAL)	OBLIGATED (2021)	FUNDING OBLIGATED AS OF APRIL 2021
11652.1	0902-00-278	TXDOT-FORT WORTH	C	VA	VARIOUS LOCATIONS ALONG SH 199 AND US 377		INSTALLATION OF MINOR INTERSECTION IMPROVEMENTS, INCLUDING BROAD BAND RADIOS AND CCTV IP CAMERAS	\$133,200	\$33,300	\$0	\$166,500	\$133,200	09/2020	07/2021 (ACTUAL)	OBLIGATED (2021)	FUNDING HAS OBLIGATED AS OF JUNE 2021
54119.1	2964-10-008	TXDOT-DALLAS	C	SL 9	IH 35E	DALLAS/ELLIS COUNTY LINE	CONSTRUCT 0 TO 2 LANE FRONTAGE ROADS (ULTIMATE 6) INCLUDING TURN LANES	\$345,600	\$86,400	\$0	\$432,000	\$345,600	03/2021	7/2021 (ACTUAL)	OBLIGATED (2021)	FUNDING OBLIGATED AS OF JUNE 2021
54119.2	2964-10-009	TXDOT-DALLAS	C	SL 9	ELLIS/DALLAS COUNTY LINE	IH 45	CONSTRUCT 0 TO 2 LANE FRONTAGE ROADS (ULTIMATE 6) INCLUDING TURN LANES	\$326,400	\$81,600	\$0	\$408,000	\$326,400	03/2021	7/2021 (ACTUAL)	OBLIGATED (2021)	FUNDING OBLIGATED AS OF JUNE 2021

CMAQ FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY 2021

TIP CODE	CSJ	PROJECT SPONSOR	PHASE	FACILITY	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	REVISED START DATE	OBLIGATION STATUS	COMMENTS
54119.3	2964-12-001	TXDOT-DALLAS	C	SL 9	IH 35E	DALLAS COUNTY LINE	CONSTRUCT 0 TO 2 LANE FRONTAGE ROADS (ULTIMATE 6) INCLUDING TURN LANES	\$587,200	\$146,800	\$0	\$734,000	\$587,200	03/2021	7/2021 (ACTUAL)	OBLIGATED (2021)	FUNDING HAS OBLIGATED AS OF JUNE 2021; FUNDING HAD BEEN LISTED IN FY 2023, BUT HAS BEEN ADVANCED
54119.4	2964-12-002	TXDOT-DALLAS	C	SL 9	DALLAS/ELLIS COUNTY LINE	ELLIS/DALLAS COUNTY LINE	CONSTRUCT 0 TO 2 LANE FRONTAGE ROADS (ULTIMATE 6) INCLUDING TURN LANES	\$76,800	\$19,200	\$0	\$96,000	\$76,800	03/2021	7/2021 (ACTUAL)	OBLIGATED (2021)	FUNDING HAS OBLIGATED AS OF JUNE 2021; FUNDING HAD BEEN LISTED IN FY 2023, BUT HAS BEEN ADVANCED
20096	0135-10-050	TXDOT-DALLAS	C	US 380	US 377	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 DR, WITH SIDEWALK IMPROVEMENTS	\$44,960,000	\$11,240,000	\$0	\$56,200,000	\$44,960,000	05/2021	08/2021 (ACTUAL)	OBLIGATED (2021)	FUNDING HAS OBLIGATED AS OF JULY 2021
<u>55206</u>	<u>0092-02-125</u>	<u>TXDOT-DALLAS</u>	<u>C</u>	<u>IH 45</u>	<u>AT DOWDY FERRY RD</u>		<u>CONSTRUCT INTERSECTION IMPROVEMENTS, INCLUDING TEXAS U-TURN AND TURN LANES</u>	<u>\$2,960,000</u>	<u>\$740,000</u>	<u>\$0</u>	<u>\$3,700,000</u>	<u>\$3,406,052</u>	<u>09/2021</u>	<u>09/2021 (ACTUAL)</u>	<u>OBLIGATED (2021)</u>	<u>FUNDING OBLIGATED AS OF AUGUST 2021; FUNDING WAS PROGRAMMED IN FY 2022, BUT WAS ADVANCED TO 2021</u>
40061	0902-90-082	FORT WORTH	C	VA	WJ TURNER ELEM, DIAMOND HILL ELEM AND BONNIE BRAE ELEM SCHOOL CAMPUSES BOUNDED BY W LORRAINE ST TO THE N	NORTH BEACH ST TO THE EAST; BRENNAN AVE TO THE S, TITUS ST TO THE W	CONSTRUCT NEW AND RECONSTRUCT EXISTING SIDEWALKS, DRIVEWAYS, CROSSWALKS, SIGNS, AND PEDESTRIAN SIGNALS (SAFE ROUTES TO SCHOOLS FOR 3 SCHOOLS IN NORTH DISTRICT)	\$764,577	\$0	\$191,144	\$955,721	\$764,577	07/2020	08/2021 09/2021 (ACTUAL)	OBLIGATED (2021)	FUNDING OBLIGATED AS OF JULY 2021; ISSUES WITH ENVIRONMENTAL CLEARANCE HAVE BEEN RESOLVED AND THE CITY OF FORT WORTH EXPECTS TO ADVANCE THE PROJECT IN FY 2021
11616	0902-00-256	NCTCOG	I	VA	REGIONAL TRAFFIC SIGNAL RETIMING; DEVELOP AND IMPLEMENT TRAFFIC SIGNAL COORDINATION IN THE DFW NON-ATTAINMENT AREA;		INCLUDES IMPROVING SIGNAL OPERATION AND PROGRESSION THROUGH TRAFFIC SIGNAL RETIMING, EQUIPMENT AND IMPLEMENTATION, AND EVALUATION OF THE RESULTANT IMPROVEMENTS; INCLUDES NCTCOG STAFF TIME AND CONSULTANT ASSISTANCE	\$1,040,000	\$130,000	\$130,000	\$1,300,000	\$1,040,000	09/2020	08/2021 09/2021 (ACTUAL)	OBLIGATED (2021)	<u>FUNDING HAS OBLIGATED AS OF SEPTEMBER 2021</u>
11657.1	0918-00-297	NCTCOG	I	VA	M&O - AIR QUALITY PUBLIC EDUCATION AND OUTREACH PROGRAM	IMPLEMENT STRATEGIC COMMUNICATION EFFORTS TO EDUCATE AND INFORM THE REGION ON TRANSPORTATION AND AIR QUALITY RELATED	ISSUES, INCLUDING STRATEGIES FOR IMPROVEMENT, FUNDING OPPORTUNITIES, TRAINING INITIATIVES, AND NEW PROGRAMS/POLICIES; MAJOR EFFORTS WILL FOCUS ON TRANSPORTATION AND AIR QUALITY, PUBLIC OUTREACH, EDUCATION, AND ENGAGEMENT PROGRAMS	\$1,560,000	\$0	\$0	\$1,560,000	\$1,560,000	06/2021	08/2021 09/2021 (ACTUAL)	OBLIGATED (2021)	<u>FUNDING OBLIGATED AS OF SEPTEMBER 2021 (ADVANCE CONSTRUCTION)</u>
40062	0902-90-084	FORT WORTH	C	VA	CC MOSS ELEM, BOUNDED BY MARTIN LUTHER KING JR FWY TO THE SW, PATE DR TO THE E, E BERRY ST TO THE N	ML PHILLIPS ELEM BOUNDED BY CAMP BOWIE BLVD TO THE SE, WINTHROP AVE TO THE E, CALMONT AVE TO THE N, LACKLAND RD TO THE W	CONSTRUCT NEW AND RECONSTRUCT EXISTING SIDEWALKS, DRIVEWAYS, CROSSWALKS, SIGNS, AND PEDESTRIAN SIGNALS (SAFE ROUTES TO SCHOOLS FOR 2 SCHOOLS IN SOUTH DISTRICT)	\$431,070	\$0	\$107,768	\$538,838	\$431,070	07/2020	09/2021 (ACTUAL)	OBLIGATED (2021)	FUNDING OBLIGATED AS OF AUGUST 2021; ISSUES WITH ENVIRONMENTAL CLEARANCE HAVE BEEN RESOLVED AND THE CITY OF FORT WORTH EXPECTS TO ADVANCE THE PROJECT IN FY 2021
40063	0902-90-083	FORT WORTH	C	VA	D MCRAE ELEM BOUNDED BY AVE J TO THE N, S AYERS AVE TO THE E, LITTLEJOHN AVE TO THE S, THRALL ST TO THE W; DAGGETT ELEM	BOUNDED BY WILLING/FAIRMOUNT AVE TO THE W, W RICHMOND AVE TO THE N, HEMPHILL ST TO THE E, CANTEY ST TO THE S	CONSTRUCT NEW AND RECONSTRUCT EXISTING SIDEWALKS, DRIVEWAYS, CROSSWALKS, SIGNS, AND PEDESTRIAN SIGNALS (SAFE ROUTES TO SCHOOLS FOR 2 SCHOOLS IN SOUTH DISTRICT)	\$406,255	\$0	\$101,564	\$507,819	\$406,254	07/2020	09/2021 (ACTUAL)	OBLIGATED (2021)	FUNDING OBLIGATED AS OF JULY 2021; ISSUES WITH ENVIRONMENTAL CLEARANCE HAVE BEEN RESOLVED AND THE CITY OF FORT WORTH EXPECTS TO ADVANCE THE PROJECT IN FY 2021
14051	0902-90-146	GRAPEVINE	C	VA	NORTHWEST HIGHWAY AND SH 26 FROM WEST SH 114	SH 121	INSTALLATION OF ITS FIBER AND ITS EQUIPMENT	\$1,220,000	\$0	\$0	\$1,220,000	\$1,577,749	10/2021	10/2021	OBLIGATED (2021)	FUNDING OBLIGATED AS OF JULY 2021; FUNDING HAD BEEN LISTED IN FY 2022, BUT HAS BEEN ADVANCED
11630.6	0008-08-077	GRAND PRAIRIE	E	SH 180	EAST OF HENSLEY	GREAT SOUTHWEST PKWY	INSTALLATION OF 4 NEW CCTV CAMERAS AND 5 NEW DMS ALONG SH 180 TO FACILITATE TRAFFIC MANAGEMENT BY VIEWING TRAFFIC CONDITIONS VIA CCTV AND ADJUSTING SIGNAL TIMING AND PROVIDING FEEDBACK TO MOTORING PUBLIC VIA DMS	\$40,000	\$10,000	\$0	\$50,000	\$40,000	08/2020	06/2021 10/2021	OBLIGATED (2021)	FUNDING OBLIGATED AS OF APRIL 2021
14052	0902-90-147	COLLEYVILLE	C	CS	GLADE ROAD AT BLUEBONNET DRIVE		LOWER INTERSECTION TO ELIMINATE A 3-WAY STOP	\$1,200,000	\$0	\$300,000	\$1,500,000	\$1,368,778	10/2020	10/2021	OBLIGATED (2021)	<u>FUNDING HAS OBLIGATED AS OF SEPTEMBER 2021; PROJECT TO BE DELAYED TO FY 2022 DUE TO DELAYS ASSOCIATED WITH THE ENVIRONMENTAL CLEARANCE PROCESS</u>

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 Red underlined text/strikethroughs indicate projects added or changes made since last presented

CMAQ FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY 2021

TIP CODE	CSJ	PROJECT SPONSOR	PHASE	FACILITY	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	REVISED START DATE	OBLIGATION STATUS	COMMENTS
14055	0902-90-169	FORT WORTH	E	CS	UNIVERSITY DRIVE FROM TRAIL DRIVE	ROSEDALE BRIDGE	PEDESTRIAN IMPROVEMENTS INCLUDING NEW AND WIDENED SIDEWALKS, CROSSWALKS, WAYFINDING SIGNAGE, AND TRAFFIC SIGNALS	\$952,395	\$0	\$0	\$952,395	\$984,655	11/2021	11/2021 <u>12/2021</u>	OBLIGATED (2021)	FUNDING OBLIGATED AS OF JULY 2021; FUNDING HAD BEEN LISTED IN FY 2022, BUT HAS BEEN ADVANCED
14085	0918-47-296	DALLAS	C	VA	CIRCUIT TRAIL CONNECTOR/KATY TRAIL EXTENSION FROM KATY TRAIL	TRINITY STRAND TRAIL	EXTEND TRINITY STRAND TRAIL TO THE KATY TRAIL VIA HI LINE DRIVE AND VICTORY AVENUE TO HOUSTON STREET	\$8,000,000	\$0	\$2,000,000	\$10,000,000	\$8,000,000	04/2021	01/2022	OBLIGATED (2021)	FUNDING HAS OBLIGATED AS OF SEPTEMBER 2021; PROJECT TO BE DELAYED TO FY 2022 DUE TO DELAYS ASSOCIATED WITH THE ENVIRONMENTAL CLEARANCE PROCESS
14079	0918-47-295	DALLAS	E	CS	PARK LANE FROM GREENVILLE AVENUE	HEMLOCK AVENUE	RECONSTRUCT ROADWAY TO ACCOMMODATE BICYCLE LANE AND SIDEWALKS FROM GREENVILLE AVE TO HEMLOCK AVE; INTERSECTION IMPROVEMENTS AT SHADY BROOK AND 5-POINT INTERSECTIONS; RESTRIPE PAVEMENT TO ACCOMMODATE 4 THROUGH LANES WITH LEFT TURN LANES AND BICYCLE LANES	\$559,390	\$0	\$0	\$559,390	\$559,390	10/2020	09/2021 <u>01/2022</u>	OBLIGATED (2021)	FUNDING OBLIGATED AS OF FEBRUARY 2021
25066.2	0581-01-157	DALLAS	E	SL 12	AT CARBONDALE		CONSTRUCT INTERSECTION IMPROVEMENTS INCLUDING REGRADING, REPAVING, AND SIDEWALKS	\$160,000	\$40,000	\$0	\$200,000	\$170,200	09/2020	09/2021 <u>04/2022</u>	OBLIGATED (2021)	FUNDING HAS OBLIGATED AS OF JULY 2021
25066.1	0918-47-310	DALLAS	E	CS	ON LINFIELD RD OVER UPRR RAIL YARD FROM SH 310 TO CARBONDALE ST	AND ON CARBONDALE ST FROM LINFIELD RD TO SL 12	CONSTRUCT BICYCLE AND PEDESTRIAN BRIDGE ON LINFIELD ROAD OVER THE UPRR RAIL YARD; ADD LANDSCAPING TO THE PROJECT AREA INCLUDING ALONG CARBONDALE STREET	\$900,000	\$0	\$0	\$900,000	\$900,000	11/2020	09/2021 <u>04/2022</u>	OBLIGATED (2021)	FUNDING OBLIGATED AS SEPTEMBER 2021 (ADVANCE CONSTRUCTION)
11614.5	0918-46-267	DENTON	R	VA	CITY OF DENTON SCHOOL CONNECTION SIDEWALKS		NEW SIDEWALK SEGMENTS NEAR SCHOOL SITES AT PECAN CREEK ELEMENTARY SCHOOL ALONG POCKRUS PAGE ROAD AND WOODROW WILSON ELEMENTARY SCHOOL IN THE CITY OF DENTON	\$60,800	\$0	\$15,200	\$76,000	\$0	07/2020	10/2021 <u>11/2021</u>	DID NOT OBLIGATE IN FY 2021	THE ENVIRONMENTAL CLEARANCE IS DELAYED AND ROW CANNOT BE PURCHASED UNTIL THE PROJECT IS CLEARED.
19005	0918-24-251	PLANO	C	VA	PLANO CITYWIDE CCTV CAMERA EXPANSION		INSTALL NEW CCTV CAMERAS CITYWIDE	\$1,867,000	\$0	\$0	\$1,867,000	\$0	06/2021	11/2021 <u>12/2021</u>	DID NOT OBLIGATE IN FY 2021	PROJECT DELAYED DUE TO THE DELAY IN APPROVAL OF THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM AND THE RESULTING DELAYS IN EXECUTING THE AFA
14058	0902-90-153	FORT WORTH	E	CS	TRINITY TRAIL FROM TRINITY BLVD.	TRINITY LAKES STATION	CONSTRUCT SHARED USE PATH	\$40,267	\$0	\$0	\$40,267	\$0	10/2019	12/2021	DID NOT OBLIGATE IN FY 2021	PROJECT TO BE DELAYED TO FY 2022 AS THE CITY AND THE DEVELOPER ARE STILL WORKING THROUGH AGREEMENT TERMS FOR OVERALL PROJECT
14036	0902-90-139	FORT WORTH	E	BUS 287	BUS 287/NORTH MAIN STREET AT NORTH HANGAR ENTRANCE		ADD RIGHT TURN LANES FOR SOUTHBOUND TRAFFIC	\$52,000	\$0	\$0	\$52,000	\$0	09/2020	12/2021	DID NOT OBLIGATE IN FY 2021	CITY HAS OPTED TO CANCEL PROJECT; PROJECT TO BE DELAYED TO FY 2022 DUE TO INACTIVITY
11614.5	0918-46-267	DENTON	C	VA	CITY OF DENTON SCHOOL CONNECTION SIDEWALKS		NEW SIDEWALK SEGMENTS NEAR SCHOOL SITES AT PECAN CREEK ELEMENTARY SCHOOL ALONG POCKRUS PAGE ROAD AND WOODROW WILSON ELEMENTARY SCHOOL IN THE CITY OF DENTON	\$264,480	\$0	\$66,120	\$330,600	\$0	07/2020	01/2022	DID NOT OBLIGATE IN FY 2021	PROJECT TO BE DELAYED TO FY 2022 DUE TO DELAYS IN STARTING DESIGN, WHICH HAS AFFECTED THE REST OF THE SCHEDULE
40017	0918-46-282	CARROLLTON	C	VA	DUDLEY BRANCH TRAIL FROM NORTH CARROLLTON/FRANKFORD DART STATION	OLD DENTON RD	CONSTRUCT APPROX 2.1 MILES BIKE/PEDESTRIAN TRAIL	\$2,804,347	\$0	\$934,785	\$3,739,132	\$0	07/2021	01/2022	DID NOT OBLIGATE IN FY 2021	PROJECT TO BE DELAYED TO FY 2022 <u>2023</u> DUE TO THE NEED TO RE-EVALUATE THE PROJECT'S ALIGNMENT BASED ON PUBLIC INPUT
40017	0918-46-282	CARROLLTON	CE	VA	DUDLEY BRANCH TRAIL FROM NORTH CARROLLTON/FRANKFORD DART STATION	OLD DENTON RD	CONSTRUCT APPROX 2.1 MILES BIKE/PEDESTRIAN TRAIL	\$195,653	\$0	\$65,218	\$260,871	\$0	07/2021	01/2022	DID NOT OBLIGATE IN FY 2021	PROJECT TO BE DELAYED TO FY 2022 <u>2023</u> DUE TO THE NEED TO RE-EVALUATE THE PROJECT'S ALIGNMENT BASED ON PUBLIC INPUT

CMAQ FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY 2021

TIP CODE	CSJ	PROJECT SPONSOR	PHASE	FACILITY	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	REVISED START DATE	OBLIGATION STATUS	COMMENTS
40049	0918-47-206	DALLAS	C	VA	LAKE HIGHLANDS TRAIL NORTHERN EXTENSION & LAKE HIGHLANDS TRAIL PHASE 2A, 2B; FROM EXISTING WHITE ROCK CREEK TRAIL TO	EXISTING LAKE HIGHLANDS TRAIL AT WHITE ROCK TRAIL ROADWAY TO THE LAKE HIGHLANDS DART STATION NEAR WALNUT HILL	CONSTRUCT NEW SHARED-USE PATH FOR BICYCLISTS AND PEDESTRIANS; BIKEWAY AND PEDESTRIAN IMPROVEMENTS INCLUDING SIDEWALKS, BICYCLE/PEDESTRIAN SIGNALS, CROSSWALKS, SIGNAGE, AND BICYCLE/PEDESTRIAN TRAFFIC COUNT EQUIPMENT	\$1,238,753	\$0	\$309,688	\$1,548,441	\$0	02/2021	08/2021 <u>03/2022</u>	DID NOT OBLIGATE IN FY 2021	ONLY TA SET ASIDE FUNDS HAVE BEEN OBLIGATED ON THIS PROJECT
14013	0918-47-236	DALLAS CO	C	VA	TRAIL CONNECTIONS TO FUTURE CYPRESS WATERS COTTON BELT RAIL STATION; FROM SOUTH OF CYPRESS WATERS COTTON BELT STATION	TO EXISTING TRAIL NORTH OF OLYMPUS BLVD	CONSTRUCT SHARED USE PATH AND RELATED PEDESTRIAN AND BICYCLE IMPROVEMENTS (PEDESTRIAN CROSSWALKS, SIGNAGE, LIGHTING, AND SIGNALS) IN PROXIMITY OF THE FUTURE CYPRESS WATERS COTTON BELT RAIL STATION	\$1,834,068	\$0	\$458,517	\$2,292,585	\$0	04/2021	04/2022	DID NOT OBLIGATE IN FY 2021	PROJECT TO BE DELAYED TO FY 2022 DUE TO DELAYS IN THE DESIGN AND ENVIRONMENTAL CLEARANCE PROCESS
25022	0902-90-050	FORT WORTH	C	VA	CENTERPOINT TRAIL FROM TRINITY BLVD/SKYVIEW DR	TRINITY RAILWAY EXPRESS (TRE) CENTREPORT RAIL STATION	CONSTRUCT SHARED-USE PATH (TRAIL) FROM THE INTERSECTION OF TRINITY BLVD/SKYVIEW DRIVE TO CENTREPORT RAIL STATION; PRELIMINARY ENGINEERING FOR CONNECTION TO MIKE LEWIS TRAIL	\$2,706,334	\$0	\$676,583	\$3,382,917	\$0	06/2021	10/2021 <u>07/2022</u>	DID NOT OBLIGATE IN FY 2021	PROJECT PHASE DELAYED TO FY 2022 VIA FEBRUARY 2020 TIP MODIFICATION CYCLE; PENDING ENVIRONMENTAL CLEARANCE
14013.2	0918-48-004	DART	C	VA	COTTON BELT VELOWEB TRAIL FROM DFW AIRPORT NORTH COTTON BELT STATION	SHILOH COTTON BELT STATION	DESIGN FOR COTTON BELT VELOWEB TRAIL (26 MILES) AND CONSTRUCTION OF MULTIPLE SECTIONS OF THE TRAIL CORRIDOR (IN COPPELL, CARROLLTON, ADDISON, DALLAS, PLANO, AND RICHARDSON)	\$8,401,592	\$0	\$2,100,398	\$10,501,990	\$0	11/2020	09/2021 <u>08/2022</u>	DID NOT OBLIGATE IN FY 2021	TRANSIT TRANSFER HAS BEEN INITIATED
14018	0918-47-281	DALLAS	E	CS	BOUNDED BY US 75 TO THE WEST, GREENVILLE AVE TO THE EAST,	LOVERS LN TO THE NORTH, AND MOCKINGBIRD LN TO THE SOUTH	PEDESTRIAN IMPROVEMENTS INCLUDING TRAFFIC SIGNALS, SIDEWALKS, CROSSWALKS, LIGHTING, AND INTERSECTION IMPROVEMENTS	\$281,897	\$0	\$70,474	\$352,371	\$0	02/2021	12/2021 <u>10/2022</u>	DID NOT OBLIGATE IN FY 2021	PROJECT PHASE TO BE DELAYED TO FY 2022 DUE TO DELAYS ASSOCIATED WITH AFA EXECUTION
14013.3	0902-00-235	FORT WORTH	R	CS	CENTREPORT TRAIL FROM CENTREPORT STATION	CITY LIMITS	CONSTRUCT 12' WIDE SHARED-USE PATH	\$165,200	\$0	\$0	\$165,200	\$0	06/2021	11/2021 <u>11/2022</u>	DID NOT OBLIGATE IN FY 2021	PROJECT HAS BEEN DELAYED DUE TO REVISIONS TO THE ALIGNMENT, WHICH HAS LED TO LONGER DESIGN TIME
25022	0902-90-050	FORT WORTH	R	VA	CENTERPOINT TRAIL FROM TRINITY BLVD/SKYVIEW DR	TRINITY RAILWAY EXPRESS (TRE) CENTREPORT RAIL STATION	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	\$110,200	\$0	\$27,550	\$137,750	\$0	10/2020	<u>11/2022</u>	DID NOT OBLIGATE IN FY 2021	
25022	0902-90-050	FORT WORTH	U	VA	CENTERPOINT TRAIL FROM TRINITY BLVD/SKYVIEW DR	TRINITY RAILWAY EXPRESS (TRE) CENTREPORT RAIL STATION	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	\$34,200	\$0	\$8,550	\$42,750	\$0	10/2020	<u>11/2022</u>	DID NOT OBLIGATE IN FY 2021	
11630.6	0008-08-077	GRAND PRAIRIE	C	SH 180	EAST OF HENSLEY	GREAT SOUTHWEST PKWY	INSTALLATION OF 4 NEW CCTV CAMERAS AND 5 NEW DMS ALONG SH 180 TO FACILITATE TRAFFIC MANAGEMENT BY VIEWING TRAFFIC CONDITIONS VIA CCTV AND ADJUSTING SIGNAL TIMING AND PROVIDING FEEDBACK TO MOTORING PUBLIC VIA DMS	\$400,000	\$100,000	\$0	\$500,000	\$0	04/2021	01/2022 <u>11/2022</u>	DID NOT OBLIGATE IN FY 2021	PROJECT TO BE DELAYED TO FY 2022 <u>2023</u>
25066.1	0918-47-310	DALLAS	R	CS	ON LINFIELD RD OVER UPRR RAIL YARD FROM SH 310 TO CARBONDALE ST	AND ON CARBONDALE ST FROM LINFIELD RD TO SL 12	CONSTRUCT BICYCLE AND PEDESTRIAN BRIDGE ON LINFIELD ROAD OVER THE UPRR RAIL YARD; ADD LANDSCAPING TO THE PROJECT AREA INCLUDING ALONG CARBONDALE STREET	\$350,000	\$0	\$0	\$350,000	\$0	11/2021	<u>12/2022</u>	DID NOT OBLIGATE IN FY 2021	PROJECT PHASE DELAYED TO FY 2022 VIA NOVEMBER 2020 TIP MODIFICATION CYCLE
14037	0902-90-137	FORT WORTH	E	BUS 287	BUS 287/NORTH MAIN STREET AT NORTH AIRPORT ENTRANCE		ADD RIGHT TURN LANE FOR SOUTHBOUND TRAFFIC INTO AIRPORT'S NORTHERN ENTRANCE (MAIN ENTRANCE FOR JET FUEL TRUCKS)	\$52,000	\$0	\$0	\$52,000	\$0	09/2020	12/2021 <u>02/2023</u>	DID NOT OBLIGATE IN FY 2021	PROJECT TO BE DELAYED TO FY 2022 <u>2023</u> DUE TO INACTIVITY
25036	1068-04-176	GRAND PRAIRIE	C	IH 30	MACARTHUR	SH 161	INSTALLATION OF NEW DYNAMIC MESSAGE SIGNS AND NEW CCTV CAMERAS	\$400,480	\$100,120	\$0	\$500,600	\$0	10/2020	03/2022 <u>08/2023</u>	DID NOT OBLIGATE IN FY 2021	PROJECT TO BE DELAYED TO FY 2022 <u>2023</u> DUE TO DELAYS IN GETTING THE ENGINEERING STARTED

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CMAQ FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY 2021

TIP CODE	CSJ	PROJECT SPONSOR	PHASE	FACILITY	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	REVISED START DATE	OBLIGATION STATUS	COMMENTS
14081	2374-05-092	GRAND PRAIRIE	C	VA	ON GREAT SOUTHWEST PARKWAY FROM EASTBOUND IH 20 FRONTAGE ROAD	WESTBOUND IH 20 FRONTAGE ROAD	WIDEN ROADWAY FROM 4 TO 6 LANES WITH SIDEWALKS	\$375,200	\$93,800	\$0	\$469,000	\$0	08/2021	12/2021 <u>08/2024</u>	DID NOT OBLIGATE IN FY 2021	CONSTRUCTION TO BE DELAYED TO FY 2025; DELAY DUE TO ENGINEERING STARTING LATER THAN ANTICIPATED AS WELL AS ADDING MORE TIME TO THE SCHEDULE FOR PRE-CONSTRUCTION PHASES TO BE COMPLETED
14051	0902-90-146	GRAPEVINE	E	VA	NORTHWEST HIGHWAY AND SH 26 FROM WEST SH 114	SH 121	INSTALLATION OF ITS FIBER AND ITS EQUIPMENT	\$0	\$0	\$0	\$0	\$0	07/2020	N/A	DID NOT OBLIGATE IN FY 2021	FEBRUARY 2021 TIP MODIFICATION TO MOVE ENGINEERING FUNDS TO CONSTRUCTION (FY 2022); CITY OF GRAPEVINE TO PAY FOR ENGINEERING WITH LOCAL FUNDS
19010	0135-02-067	MCKINNEY	E	CS	ON US 380/WEST UNIVERSITY DRIVE AT COMMUNITY AVE		CONSTRUCT INTERSECTION IMPROVEMENTS INCLUDING DUAL LEFT TURN LANES AND RIGHT TURN LANES	\$0	\$0	\$0	\$0	\$0	03/2021	N/A	DID NOT OBLIGATE IN FY 2021	FEBRUARY 2021 TIP MODIFICATION MOVED ENGINEERING FUNDING TO CONSTRUCTION PHASE; CITY OF MCKINNEY TO PAY FOR ENGINEERING WITH LOCAL FUNDS
TOTAL								\$134,846,147	\$19,451,040	\$8,603,943	\$162,901,130	\$111,391,770				

TOTAL CLOSEOUTS/WITHDRAWALS	(\$1,026,975)
TOTAL PROJECT ADJUSTMENTS	\$379,592
TOTAL OBLIGATED IN 2020	\$16,488,302
TOTAL OBLIGATED IN 2021	\$94,903,468
TOTAL DID NOT OBLIGATE IN FY 2021	\$21,634,471

STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY 2021

TIP CODE	CSJ	PROJECT SPONSOR	PHASE	FACILITY	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	REVISED START DATE	OBLIGATION STATUS	COMMENT
11670.2	0902-00-274	TXDOT	I	VA	IH 30 DALLAS	IH 30 FORT WORTH	TX CONNECTED FREIGHT CORR (TCFC) ON IH 30 FROM DAL TO FW, TXDOT WILL: CONDUCT STAKEHOLDER OUTREACH, DEV CONOPS & PLANS; PERFORM DESIGN & APP DEV, SYSTEM INTEGRATION & TESTING; DEPLOY, OPERATE, MAINTAIN, COLLECT DATA & ANALYSIS OF COMMUNICATIONS EQUIP	\$800,000	\$200,000	\$0	\$1,000,000	\$800,000	02/2020	05/2019 (ACTUAL)	OBLIGATED (2020)	FUNDING OBLIGATED AS OF JULY 2020
11684	0902-00-283	NCTCOG	I	VA	REGION WIDE PROJECT TO ASSIST LOCAL PARTNERS AS THEY IMPLEMENT AV DEPLOYMENTS BY PROVIDING FUNDING FOR COSTS RELATED	TO DEPLOYMENTS AND SUPPORTING COSTS OF ACTIVE AUTOMATED VEHICLE DEPLOYMENTS IN PARTNERSHIP WITH THE PRIVATE SECTOR;	INCLUDES LOCAL GOVERNMENT STAFF & CONSULTANT TIME, INFRASTRUCTURE UPGRADES (EX: SIGNAL, STRIPING, DSRC & 5G CONNECTIVITY), LEGAL SERVICES, PUBLIC ED, SAFETY (EX: COORD W/ FIRST RESPONDERS); SOFTWARE & TECH EXPERTISE; NCTCOG ADMINISTRATION	\$2,120,000	\$0	\$0	\$2,120,000	\$2,120,000	09/2020	07/2020 (ACTUAL)	OBLIGATED (2020)	FUNDING HAS OBLIGATED AS OF JULY 2020; FUNDING MOVED TO FY 2020 TO MATCH OBLIGATION
11685	0902-00-281	NCTCOG	I	VA	REGION WIDE PROJECT TO PROVIDE AV RELATED PLANNING ASSISTANCE TO LOCAL PARTNERS;	INCLUDES STAFF AND CONSULTANT TIME, AND NCTCOG ADMIN; AUTOMATED TRANSPORTATION PLANNING RESOURCES FOR CITIES	PLANNING ACTIVITIES MAY INCLUDE: TRAFFIC MODELING; IDENTIFYING USE CASES; POLICY DEVELOPMENT; PUBLIC OUTREACH & ED; SCENARIO PLANNING; LAND USE PLANNING	\$850,000	\$0	\$0	\$850,000	\$850,000	08/2021	07/2020 (ACTUAL)	OBLIGATED (2020)	FUNDING HAS OBLIGATED AS OF JULY 2020; FUNDING MOVED TO FY 2020 TO MATCH OBLIGATION
11619.1	0902-90-124	TXDOT-FORT WORTH	C	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	\$2,125,000	\$531,250	\$0	\$2,656,250	\$2,125,000	09/2020	08/2020 (ACTUAL)	OBLIGATED (2020)	FUNDING HAS OBLIGATED AS OF AUGUST 2020; FUNDING MOVED TO FY 2020 TO MATCH OBLIGATION
11650	0902-00-262	NCTCOG	I	VA	CORRIDOR STUDIES AND CAPITAL ASSET MANAGEMENT	IDENTIFY STRATEGIES TO EXTEND OPERATIONAL LIFE OF TRANSPORTATION FACILITIES BY PROMOTING USE OF STRATEGIC MAINTENANCE,	REPAIR, AND EXPANSION; INCLUDES CONTINUED DEVELOPMENT, MONITORING, AND TECHNICAL ASSISTANCE TO REGIONAL PARTNERS TO BALANCE PRESERVATION VS. UPGRADE OF ASSETS	\$280,000	\$0	\$0	\$280,000	\$280,000	09/2020	09/2020 (ACTUAL)	OBLIGATED (2020)	FUNDING HAS OBLIGATED AS OF SEPTEMBER 2020; FUNDING MOVED TO FY 2020 TO MATCH OBLIGATION
11893.5	0902-00-259	NCTCOG	I	VA	511 TRAVELER INFORMATION SYSTEM (ITS)		DEVELOP AND IMPLEMENT TRAVELER INFORMATION SYSTEM IN REGION	\$780,000	\$195,000	\$0	\$975,000	\$780,000	09/2021	09/2020 (ACTUAL)	OBLIGATED (2020)	FUNDING HAS OBLIGATED AS OF SEPTEMBER 2020; FUNDING MOVED TO FY 2020 TO MATCH OBLIGATION
11898.3	0902-90-141	TXDOT-FORT WORTH	U	CS	ON AVONDALE-HASLET FROM INTERMODAL PARKWAY TO WEST OF HASLET COUNTY LINE ROAD;	HASLET PARKWAY/INTERMODAL PARKWAY CONNECTOR FROM IH 35W/SH 170 TO TRANSPORT DRIVE	ON AVONDALE-HASLET: CONST NEW 0 LN TO 4 LN AND RECONST AND WIDEN EXISTING 2 LN TO 4 LN DIVIDED URBAN ROADWAY AND NEW SIDEWALKS; ON HASLET PKWY/INTERMODAL PKWY: CONST 0 TO 4 LN DIVIDED URBAN WITH NEW SIDEWALKS	\$800,000	\$0	\$200,000	\$1,000,000	\$800,000	06/2020	10/2020 (ACTUAL)	OBLIGATED (2020)	FUNDING HAS OBLIGATED AS OF SEPTEMBER 2020
11898.3	0902-90-141	TXDOT-FORT WORTH	C	CS	ON AVONDALE-HASLET FROM INTERMODAL PARKWAY TO WEST OF HASLET COUNTY LINE ROAD;	HASLET PARKWAY/INTERMODAL PARKWAY CONNECTOR FROM IH 35W/SH 170 TO TRANSPORT DRIVE	ON AVONDALE-HASLET: CONST NEW 0 LN TO 4 LN AND RECONST AND WIDEN EXISTING 2 LN TO 4 LN DIVIDED URBAN ROADWAY AND NEW SIDEWALKS; ON HASLET PKWY/INTERMODAL PKWY: CONST 0 TO 4 LN DIVIDED URBAN WITH NEW SIDEWALKS	\$14,160,000	\$0	\$3,540,000	\$17,700,000	\$14,160,000	09/2020	10/2020 (ACTUAL)	OBLIGATED (2020)	FUNDING HAS OBLIGATED AS OF SEPTEMBER 2020
11612.2	0902-00-233	NCTCOG	I	VARIOUS	REGION-WIDE EMPLOYER TRIP REDUCTION PROGRAM (ETR)	TRACK AND IMPLEMENT ETR STRATEGIES THROUGH COMMUTER/EMPLOYER OUTREACH; MANAGEMENT/OVERSIGHT OF TRYPARKINGIT.COM	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	\$861,000	\$0	\$0	\$861,000	\$861,000	06/2021	10/2020 (ACTUAL)	OBLIGATED (2020)	FUNDING HAS OBLIGATED AS OF SEPTEMBER 2020; FUNDING MOVED TO FY 2020 TO MATCH OBLIGATION
11621.1	0902-00-266	NCTCOG	I	VA	PLANNING STUDIES AND STREAMLINED PROJECT DELIVERY (REGIONAL)		PROVIDE MPO PLANNING SUPPORT AND TECHNICAL ASSISTANCE FOR SURFACE TRANSPORTATION PROJECTS WITHIN THE METROPOLITAN PLANNING AREA INCLUDING PLANNING STUDIES AND EXPEDITE ENVIRONMENTAL REVIEW PROCESS	\$1,248,000	\$0	\$0	\$1,248,000	\$1,248,000	06/2021	10/2020 (ACTUAL)	OBLIGATED (2020)	FUNDING HAS OBLIGATED AS OF SEPTEMBER 2020; FUNDING MOVED TO FY 2020 TO MATCH OBLIGATION

STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY 2021

TIP CODE	CSJ	PROJECT SPONSOR	PHASE	FACILITY	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	REVISED START DATE	OBLIGATION STATUS	COMMENT
11613.2	0902-00-272	NCTCOG	I	VARIOUS	REGIONAL GOODS MOVEMENT/CORRIDOR STUDIES; CONDUCT GENERAL CORRIDOR STUDIES & PLANNING ACTIVITIES IN SUPPORT OF THE	REGION'S GOOD MOVMT INCL; NCTCOG STAFF TIME & CONSULTANT ASSISTANCE TO ASSESS IMPACT OF TRUCK, RAIL, & OTHER FREIGHT	MOVMT, DATA COLLECTION & ANALYSIS, SAFETY, COORD WITH PRIVATE SECTOR PARTNERS IN FREIGHT BUSINESS; MONITORING TRUCK LANE CORRIDORS, HAZMAT, ECON ANALYSIS, LAND USE COMPATIBILITY, PASSENGER & FREIGHT RAIL INTEGRATION, PUBLIC OUTREACH/EDUCATION	\$657,000	\$0	\$0	\$657,000	\$657,000	08/2021	10/2020 (ACTUAL)	OBLIGATED (2020)	FUNDING HAS OBLIGATED AS OF SEPTEMBER 2020; FUNDING MOVED TO FY 2020 TO MATCH OBLIGATION
11693	0918-00-312	NCTCOG	I	VA	SMART TRANSIT CORRIDORS AND WALKABLE PLACES		DEVELOP AND IMPLEMENT MULTIMODAL STRATEGIES TO INCREASE NON-SINGLE OCCUPANT VEHICLE TRANSPORTATION OPTIONS THROUGH COORDINATED LAND USE AND TRANSPORTATION PLANNING IN PRIORITY TRANSIT CORRIDORS AND WALKABLE NEIGHBORHOODS	\$364,000	\$0	\$0	\$364,000	\$364,000	08/2021	10/2020 (ACTUAL)	OBLIGATED (2020)	FUNDING HAS OBLIGATED AS OF SEPTEMBER 2020; FUNDING MOVED TO FY 2020 TO MATCH OBLIGATION
25060	0902-90-036	TXDOT-FORT WORTH	C	CS	ON CHEEK SPARGER RD FROM SH 26	TO BROWN TRAIL	OVERLAY AND PAVEMENT MARKINGS; INSTALL SIDEWALKS, INCREASE SUPER ELEVATION, CONSTRUCT PAVED SHOULDERS (FROM SAN BAR LN TO E OF OAKBRIAR LN)	\$1,189,882	\$0	\$297,470	\$1,487,352	\$1,189,882	11/2020	11/2020 (ACTUAL)	OBLIGATED (2020)	FUNDING HAS OBLIGATED AS OF AUGUST 2020; FUNDING MOVED TO FY 2020 TO MATCH OBLIGATION
25013	0902-90-172	FORT WORTH	E	CS	MEANDERING ROAD FROM SH 183 TO ANAHUAC AVE	LTJG BARNETT FROM MEANDERING ROAD TO NASJRB EAST GATE	RECONSTRUCT MEANDERING ROAD FROM 4 TO 3 LANES, REALIGN INTERSECTION AT ROBERTS CUT OFF, CONSTRUCT INTERSECTION IMPROVEMENTS AT YALE ST AND LTJG BARNETT, ADD SIDEWALKS AND SIDEPATHS WITHIN PROJECT LIMITS AND BIKE LANES ON LT JG BARNETT	\$900,000	\$0	\$0	\$900,000	\$900,000	09/2016	11/2020 (ACTUAL)	OBLIGATED (2021)	COST OVERRUN FUNDS ON A PREVIOUSLY OBLIGATED PHASE; FUNDING HAS OBLIGATED AS OF NOVEMBER 2020
11618.1	0918-00-345	TXDOT-DALLAS	I	VA	REGIONAL MOBILITY ASSISTANCE PATROL (DALLAS DISTRICT)		MOBILITY ASSISTANCE PATROL THAT PROVIDES ASSISTANCE TO STRANDED MOTORISTS DUE TO VEHICLE PROBLEMS OR NON-INJURY ACCIDENTS	\$3,400,000	\$850,000	\$0	\$4,250,000	\$3,400,000	11/2021	11/2020 (ACTUAL)	OBLIGATED (2021)	FUNDING HAS OBLIGATED AS OF NOVEMBER 2020
11258.9	0918-47-072	DALLAS	C	CS	8 INTERSECTIONS AT KCS RR IN DALLAS AT E DALLAS/KCS RR CROSSINGS - PEAVY RD, GUS THOMASSON RD,	BARNES BRIDGE RD, CENTERVILLE RD, LAKELAND DR, HIGHLAND DR, SANTA ANNA AVE, ST FRANCIS AVE, & MARIPOSA DR AT KCS RR	UPGRADE GATES AND INSTALL MEDIANS, SIGNAGE, PAVEMENT MARKINGS & PEDESTRIAN ACCESS AT ALL NINE LOCATIONS; RESURFACE AT LAKELAND, ST FRANCIS, & MARIPOSA	\$1,828,070	\$0	\$457,017	\$2,285,087	\$1,774,408	12/2020	12/2020 (ACTUAL)	OBLIGATED (2021)	PROJECT HAS OBLIGATED AS OF OCTOBER 2020 (ADVANCED CONSTRUCTION)
11572	0902-48-579	TXDOT-FORT WORTH	E	CS	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 81	\$501,000	\$125,250	\$0	\$626,250	\$501,000	12/2020	12/2020 (ACTUAL)	OBLIGATED (2021)	FUNDING HAS OBLIGATED AS OF DECEMBER 2020
14074	0918-46-319	DENTON	R	CS	BONNIE BRAE STREET FROM WINDSOR DRIVE	US 77	WIDEN FROM 2/4 LANES TO 4 LANES DIVIDED WITH SIDEWALKS AND SHARED-USE PATH (SEGMENT 6B)	\$1,589,200	\$0	\$397,300	\$1,986,500	\$1,589,200	01/2021	01/2021 (ACTUAL)	OBLIGATED (2021)	FUNDING OBLIGATED UNDER ROW CSJ 0918-46-320 (ADVANCED CONSTRUCTION)
14026.2	0902-38-139	WEATHERFORD	E	VA	NEW BYPASS ROUTE FROM FM 2552/US 180 NORTHWEST TO FM 51/MAIN ST	FM 51/MAIN ST SOUTHWEST TO US 180/WACO ST	RECONSTRUCT 2/4 LANE ROADWAY TO 4 LANE BYPASS INCLUDING NEW BICYCLE LANES AND SIDEWALKS	\$1,386,000	\$0	\$0	\$1,386,000	\$1,108,800	02/2021	02/2021 (ACTUAL)	OBLIGATED (2021)	PROJECT SPLIT OUT FROM TIP 14026/CSJ 0008-03-121, WHICH OBLIGATED FEBRUARY 2021
14026.3	0313-02-065	WEATHERFORD	E	FM 51	SOUTH OF INTERSECTION OF FM 51/BRIDGE STREET	NORTH OF INTERSECTION OF FM 51/BRIDGE STREET	CONSTRUCT INTERSECTION IMPROVEMENTS AT FM 51 FOR NEW 4 LANE BYPASS	\$221,760	\$55,440	\$0	\$277,200	\$221,760	02/2021	02/2021 (ACTUAL)	OBLIGATED (2021)	PROJECT SPLIT OUT FROM TIP 14026/CSJ 0008-03-121, WHICH OBLIGATED FEBRUARY 2021
14026	0008-03-121	WEATHERFORD	E	US 180	INTERSECTION AT US 180/FM 2552	INTERSECTION AT US180/WACO ST	CONSTRUCT INTERSECTION IMPROVEMENTS AT US 180/FM 2552 AND US 180/WACO ST FOR NEW 4 LANE BYPASS CONNECTIONS	\$253,440	\$63,360	\$0	\$316,800	\$253,440	03/2021	02/2021 (ACTUAL)	OBLIGATED (2021)	FUNDING OBLIGATED AS OF FEBRUARY 2021
20066	2374-03-074	TXDOT-DALLAS	C	IH 20	AT BONNIE VIEW RD		IMPROVE APPROACH, WIDEN BRIDGE TO ADD TURN LANES, AND REPLACE TRAFFIC SIGNAL SYSTEM	\$2,174,916	\$543,729	\$0	\$2,718,645	\$2,174,916	05/2021	05/2021 (ACTUAL)	OBLIGATED (2021)	FUNDING OBLIGATED AS OF APRIL 2021

Sorted by Obligation Status, then Estimated Start Date
 Estimated Start Dates reflect schedules as of 11/1/2021
 Red underlined text/strikethroughs indicate projects added or changes made since last presented

STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY 2021

TIP CODE	CSJ	PROJECT SPONSOR	PHASE	FACILITY	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	REVISED START DATE	OBLIGATION STATUS	COMMENT
55166.2	0442-02-165	TXDOT-DALLAS	C	IH 35E	SOUTH OF MARSALIS AVENUE, OVER IH 35	NORTH OF EWING AVENUE	CONSTRUCT LOCAL ENHANCEMENTS	\$12,987,805	\$0	\$0	\$12,987,805	\$12,987,805	02/2021	05/2021 (ACTUAL)	OBLIGATED (2021)	FUNDING OBLIGATED AS OF MAY 2021; NOVEMBER 2020 TIP MODIFICATION TO ADD PROJECT TO THE 2021-2024 TIP TO COVER CHANGE ORDER ON SOUTHERN GATEWAY DECK PLAZA
11647.1	0918-00-347	NCTCOG	I	VA	LAND USE/TRANSPORTATION AND BIKE/PEDESTRIAN INITIATIVES INCLUDES BICYCLE/PEDESTRIAN PLANNING,	TRANSIT ORIENTED DEVELOPMENT, REGIONAL PEDESTRIAN SAFETY PROGRAM, IMPLEMENTATION OF SUSTAINABLE DEVELOPMENT INITIATIVES;	INCLUDES NCTCOG STAFF TIME AND POSSIBLE CONSULTANT ASSISTANCE TO DEVELOP AND IMPLEMENT FUNDING PROGRAMS, COLLECT AND ANALYZE DATA; SCHOOL SITING/LAND USE CONNECTIONS, SAFE ROUTES TO SCHOOL, SAFETY AND EDUCATION	\$1,503,000	\$0	\$0	\$1,503,000	\$1,503,000	09/2020	06/2021 (ACTUAL)	OBLIGATED (2021)	FUNDING OBLIGATED AS OF JUNE 2021
54119.1	2964-10-008	TXDOT-DALLAS	C	SL 9	IH 35E	DALLAS/ELLIS COUNTY LINE	CONSTRUCT 0 TO 2 LANE FRONTAGE ROADS (ULTIMATE 6) INCLUDING TURN LANES	\$2,871,590	\$717,898	\$0	\$3,589,488	\$23,413,324	03/2021	07/2021 (ACTUAL)	OBLIGATED (2021)	FUNDING HAS OBLIGATED AS OF JUNE 2021; OBLIGATION INCLUDES ADDITIONAL STBG FUNDING RESULTING FROM CATEGORY 2/7 FUNDING EXCHANGE IMPLEMENTED AS PART OF THE REGIONAL 10-YEAR PLAN UPDATE
54119.2	2964-10-009	TXDOT-DALLAS	C	SL 9	ELLIS/DALLAS COUNTY LINE	IH 45	CONSTRUCT 0 TO 2 LANE FRONTAGE ROADS (ULTIMATE 6) INCLUDING TURN LANES	\$10,978,376	\$2,744,594	\$0	\$13,722,970	\$53,462,942 <u>\$35,982,500</u>	03/2021	07/2021 (ACTUAL)	OBLIGATED (2021)	FUNDING HAS OBLIGATED AS OF JUNE 2021; OBLIGATION INCLUDES ADDITIONAL STBG FUNDING RESULTING FROM CATEGORY 2/7 FUNDING EXCHANGE IMPLEMENTED AS PART OF THE REGIONAL 10-YEAR PLAN UPDATE
54119.3	2964-12-001	TXDOT-DALLAS	C	SL 9	IH 35E	DALLAS COUNTY LINE	CONSTRUCT 0 TO 2 LANE FRONTAGE ROADS (ULTIMATE 6) INCLUDING TURN LANES	\$7,016,136	\$1,754,034	\$0	\$8,770,170	\$4,139,798	03/2021	07/2021 (ACTUAL)	OBLIGATED (2021)	FUNDING HAS OBLIGATED AS OF JUNE 2021; FUNDING HAD BEEN LISTED IN FY 2023, BUT WAS ADVANCED
54119.4	2964-12-002	TXDOT-DALLAS	C	SL 9	DALLAS/ELLIS COUNTY LINE	ELLIS/DALLAS COUNTY LINE	CONSTRUCT 0 TO 2 LANE FRONTAGE ROADS (ULTIMATE 6) INCLUDING TURN LANES	\$8,238,183	\$2,059,546	\$0	\$10,297,729	\$4,975,317	03/2021	07/2021 (ACTUAL)	OBLIGATED (2021)	FUNDING HAS OBLIGATED AS OF JUNE 2021; FUNDING HAD BEEN LISTED IN FY 2023, BUT WAS ADVANCED
11615.3	0902-00-279	NCTCOG	I	VA	REGIONAL AERIAL PHOTOGRAPHY: DATA COLLECTION/PLANNING		COOPERATIVE DIGITAL AERIAL PHOTOGRAPHY DATA COLLECTION TO IMPROVE TRAVEL DEMAND MODEL, OUTER LOOP PLANNING, AND CORRIDOR ALIGNMENT PLANNING, AND TRACK POPULATION/EMPLOYMENT CHANGES	\$1,700,000	\$425,000	\$0	\$2,125,000	\$1,700,000	02/2021	07/2021 (ACTUAL)	OBLIGATED (2021)	FUNDING OBLIGATED AS OF JULY 2021
11655.1	0902-00-240	NCTCOG	I	VA	REVENUE AND PROJECT TRACKING SYSTEM (RAPTS)		TRACK, MONITOR, AND ASSESS REGIONAL TRANSPORTATION AND AIR QUALITY PROJECTS THROUGH THE RAPTS WEBSITE; INCLUDES SOFTWARE DEVELOPMENT AND NCTCOG STAFF TIME	\$447,200	\$0	\$0	\$447,200	\$447,200	06/2021	07/2021 (ACTUAL)	OBLIGATED (2021)	FUNDING HAS OBLIGATED AS OF JULY 2021
11619.1	0902-90-123	TXDOT FORT WORTH	C	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	\$2,215,000	\$553,750	\$0	\$2,768,750	\$2,215,000	09/2021	09/2021 <u>07/2021 (ACTUAL)</u>	OBLIGATED (2021)	FUNDING OBLIGATED AS OF JULY 2021; FUNDING HAD BEEN LISTED IN FY 2022, BUT HAS BEEN ADVANCED
11694	0918-00-317	NCTCOG	I	VA	REGIONAL AIR QUALITY INITIATIVES	IDENTIFY AND IMPLEMENT POLICIES/BEST PRACTICES TO IMPROVE AIR QUALITY AND ENSURE COMPLIANCE WITH FEDERAL STANDARDS;	INCLUDING STRATEGIES TO REDUCE EMISSIONS FROM COMMERCIAL AND CONSUMER VEHICLES, IMPLEMENTATION OF NEW VEHICLE TECHNOLOGIES, AND ASSIST LOCAL GOVERNMENTS AND BUSINESS WITH THE DEPLOYMENT OF LOW-EMISSION TECHNOLOGIES	\$2,543,000	\$0	\$0	\$2,543,000	\$2,543,000	06/2021	08/2021 (ACTUAL)	OBLIGATED (2021)	FUNDING OBLIGATED AS OF AUGUST 2021
13059	0172-09-037	TXDOT FORT WORTH	C	US 287	UNION PACIFIC RAILROAD	JOHNSON COUNTY LINE	CONSTRUCT FREEWAY AUX LANES, CONSTRUCT 0/4 TO 4 FRONTAGE ROAD LANES, TEXAS UTURN, RETAINING WALLS, DRAINAGE STRUCTURES, SIDEWALKS, AND SIGNALIZATION	\$9,000,000	\$2,250,000	\$0	\$11,250,000	\$9,000,000	08/2021	08/2021 (ACTUAL)	OBLIGATED (2021)	FUNDING HAS OBLIGATED AS OF JULY 2021; PROJECT WAS ORIGINALLY FUNDED WITH CATEGORY 2 AND WAS SWITCHED FOR STBG VIA A FUNDING EXCHANGE IMPLEMENTED AS PART OF THE REGIONAL 10-YEAR PLAN UPDATE

STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY 2021

TIP CODE	CSJ	PROJECT SPONSOR	PHASE	FACILITY	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	REVISED START DATE	OBLIGATION STATUS	COMMENT
13060	0172-10-013	TXDOT FORT WORTH	C	US 287	TARRANT COUNTY LINE	LONE STAR ROAD/FM 157	CONST FRWY AUX LNS, NEW 0 TO 2 LN FR, RAMPS, TX TURN AT LONE STAR BRDG AND WIDEN FRM 2 TO 3 LNS, LONE STAR RD WIDEN 2 TO 3 LNS, SHARED USE PATH, INTERSECTION IMP AT US 287 & LONE STAR RD/FM 157, RETAINING WALL, DRAINAGE STRUC, SIDEWALKS & SIGNALS	\$18,240,000	\$4,560,000	\$0	\$22,800,000	\$16,229,657	08/2021	08/2021 (ACTUAL)	OBLIGATED (2021)	FUNDING HAS OBLIGATED AS OF JULY 2021; PROJECT WAS ORIGINALLY FUNDED WITH CATEGORY 2 AND WAS SWITCHED FOR STBG VIA A FUNDING EXCHANGE IMPLEMENTED AS PART OF THE REGIONAL 10-YEAR PLAN UPDATE
13060.2	0172-10-017	TXDOT-FORT WORTH	C	US 287	LONE STAR RD	ENTRANCE RAMP TO SB US 287	CONSTRUCT NEW 0 TO 2 LANE SB FRONTAGE ROAD, INTERSECTION IMPROVEMENTS AT US 287 AND LONE STAR RD, SIDEWALKS, DRAINAGE STRUCTURES	\$1,200,000	\$300,000	\$0	\$1,500,000	\$1,279,029	08/2021	08/2021 (ACTUAL)	OBLIGATED (2021)	FUNDING OBLIGATED AS OF JULY 2021; FEBRUARY 2021 TIP MODIFICATION TO ADD NEW PROJECT TO THE 2021-2024 TIP
20096	0135-10-050	TXDOT-DALLAS	C	US 380	US 377	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 DR, WITH SIDEWALK IMPROVEMENTS	\$17,821,696	\$4,455,424	\$0	\$22,277,120	\$11,225,845 \$44,137,151	05/2021	08/2021 (ACTUAL)	OBLIGATED (2021)	FUNDING HAS OBLIGATED AS OF JULY 2021
11554.1	0902-00-269	NCTCOG	E	VA	PEOPLE MOVER TEST TRACK		INCLUDING ANALYSIS OF VARIOUS TECHNOLOGIES AND ALIGNMENT OPTIONS FOR WARRANTED PEOPLE MOVER LOCATIONS IN THE DFW REGION AND CONNECT THOSE LOCATIONS TO EXISTING REGIONAL TRANSPORTATION NETWORKS	\$520,000 \$642,000	\$0	\$0	\$520,000 \$642,000	\$520,000	08/2021	09/2021 08/2021 (ACTUAL)	OBLIGATED (2021)	<u>FUNDING HAS OBLIGATED AS OF SEPTEMBER 2021</u>
25089.1	0902-00-300	NCTCOG	I	VA	REGIONAL RAIL INFORMATION SYSTEM (RRIS)		DEVELOPMENT & IMPLEMENTATION OF A (RRIS) TO ASSIST WITH FREIGHT & PASSENGER TRAIN INTERACTIONS; INCREASED PLANNED FREIGHT & PASSENGER RAIL GROWTH, IDENTIFY RAIL BOTTLENECKS & ENHANCE LONG TERM MOBILITY PLAN PROJECTS INCLU. CONSULTANT AND STAFF ACTIVITIES	\$7,100,000	\$0	\$0	\$7,100,000	<u>\$7,100,000</u>	09/2020	<u>09/2021</u> (ACTUAL)	OBLIGATED (2021)	FEBRUARY 2021 TIP MODIFICATION TO ADD PROJECT TO THE 2021-2024 TIP; <u>FUNDING HAS OBLIGATED AS OF SEPTEMBER 2021</u>
<u>11893.5</u>	<u>0902-00-260</u>	<u>NCTCOG</u>	<u>I</u>	<u>VA</u>	<u>511 TRAVELER INFORMATION SYSTEM (ITS)</u>		<u>DEVELOP AND IMPLEMENT TRAVELER INFORMATION SYSTEM IN REGION</u>	<u>\$1,380,000</u>	<u>\$345,000</u>	<u>\$0</u>	<u>\$1,725,000</u>	<u>\$780,000</u>	<u>09/2021</u>	<u>09/2021</u>	<u>OBLIGATED (2021)</u>	<u>FUNDING HAS OBLIGATED AS OF SEPTEMBER 2021</u>
<u>55269</u>	<u>0196-02-132</u>	<u>TXDOT-DALLAS</u>	<u>C</u>	<u>IH 35E</u>	<u>FRANKFORD RD</u>	<u>CORPORATE DR</u>	<u>CONSTRUCT OPERATIONAL IMPROVEMENTS ON NORTHBOUND MAINLANES</u>	<u>\$7,200,000</u>	<u>\$1,800,000</u>	<u>\$0</u>	<u>\$9,000,000</u>	<u>\$61,351</u>	<u>10/2021</u>	<u>10/2021</u>	<u>OBLIGATED (2021)</u>	<u>FUNDING HAS OBLIGATED AS OF SEPTEMBER 2021</u>
11674	0902-00-287	NCTCOG	T	VA	DFW CORE EXPRESS HIGH SPEED RAIL	FROM DALLAS TO FORT WORTH	COMPLETION OF THE DFW CORE EXPRESS SERVICE HIGH-SPEED RAIL PROJECT ENVIRONMENTAL PROCESS; INCLUDES COG STAFF TIME AND CONSULTANT ASSISTANCE	\$6,000,000	\$0	\$0	\$6,000,000	<u>\$6,000,000</u>	02/2021	<u>11/2021</u> 09/2021	OBLIGATED (2021)	<u>FUNDING HAS OBLIGATED AS OF AUGUST 2021</u>
14054	0902-90-148	FORT WORTH	E	CS	HORNE STREET FROM VICKERY BLVD.	CAMP BOWIE BLVD.	WIDEN FROM 2 TO 3 LANES WITH BICYCLE LANES, PEDESTRIAN/SIDEWALK IMPROVEMENTS, AND TRAFFIC SIGNAL IMPROVEMENTS	\$1,020,712	\$0	\$0	\$1,020,712	\$1,613,177	07/2021	<u>11/2021</u> 09/2021	OBLIGATED (2021)	FUNDING OBLIGATED AS OF JANUARY 2021 (OBLIGATED EARLY)
14039	0902-90-117	DFW AIRPORT	C	CS	ON GLADE ROAD; FROM NORTHBOUND SH 360 FRONTAGE ROAD	WEST AIRFIELD DRIVE	RECONSTRUCT FROM 2 TO 2 LANES (ADD SHOULDERS)	\$4,563,980	\$0	\$0	\$4,563,980	<u>\$4,563,980</u>	07/2021	11/2021	OBLIGATED (2021)	<u>FUNDING OBLIGATED AS OF SEPTEMBER 2021 (ADVANCE CONSTRUCTION)</u>
14048	0902-90-144	GRAPEVINE	E	CS	ON FAIRWAY DRIVE FROM SH 26	MARINA DRIVE	WIDEN FROM 2 TO 3 LANES WITH NEW MINIMUM 10' SHARED-USE PATH	\$338,940	\$0	\$0	\$338,940	<u>\$338,940</u>	10/2020	<u>12/2021</u> 08/2021	OBLIGATED (2021)	<u>FUNDING HAS OBLIGATED AS OF AUGUST 2021</u>
14050	0902-90-145	GRAPEVINE	E	CS	EULESS-GRAPEVINE ROAD FROM SH 360	HUGHES ROAD	WIDEN FROM 2 TO 4 LANES WITH NEW SIDEWALK AND INSTALL NEW TRAFFIC SIGNAL AT THE INTERSECTION OF SH 360 FRONTAGE ROAD AND EULESS-GRAPEVINE ROAD	\$224,560	\$0	\$0	\$224,560	<u>\$224,560</u>	10/2020	<u>12/2021</u> 08/2021	OBLIGATED (2021)	<u>FUNDING HAS OBLIGATED AS OF AUGUST 2021</u>
14077	0918-24-249	ANNA	E	CS	FERGUSON PKWY FROM ELM STREET	THE COLLIN COUNTY OUTER LOOP	CONSTRUCT 0/2 TO 4 LANE URBAN DIVIDED (6 LANES ULTIMATE), INCLUDING NEW SIDEWALKS AND 0 TO 6 LANE BRIDGE OVER SLAYTER CREEK	\$1,072,481	\$0	\$268,120	\$1,340,601	\$1,072,481	09/2018	<u>03/2022</u> 09/2021	OBLIGATED (2021)	FUNDING HAS OBLIGATED AS OF JULY 2021

STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY 2021

TIP CODE	CSJ	PROJECT SPONSOR	PHASE	FACILITY	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	REVISED START DATE	OBLIGATION STATUS	COMMENT
14085.3	0918-47-306	DALLAS	E	VA	OAK FARMS LOCAL CORRIDORS CONCEPTUAL ENG STUDY; BOUNDED BY IH 30 TO THE NORTH; TRINITY RIVER TO THE NORTHEAST;	BECKLEY AVE, ELSBETH ST, & ZANG BLVD TO THE WEST; CUMBERLAND ST & MARSALIS AVE TO THE SW; & THE DART RED LINE TO THE SE	RECONSTRUCT ROADWAYS TO IMPLEMENT COMPLETE STREETS, INCLUDING CONSTRUCTING SIDEWALK, TRANSIT STOP, BIKE LANE, ON STREET PARKING AND STREETSCAPE IMPROVEMENTS; CONSTRUCT CORRIDOR CONNECTIONS; AND TRAFFIC CALMING	\$1,195,000	\$0	\$0	\$1,195,000	\$1,195,000	09/2020	12/2021 <u>06/2022</u>	OBLIGATED (2021)	AFA EXECUTION HAS TAKEN LONGER THAN ORIGINALLY PROJECTED
11572	0902-48-579	TXDOT-FORT WORTH	R	CS	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 81	\$260,000	\$65,000	\$0	\$325,000	\$260,000	08/2020	06/2022	OBLIGATED (2021)	FUNDING HAS OBLIGATED AS OF DECEMBER 2020
11572	0902-48-579	TXDOT-FORT WORTH	U	CS	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 81	\$220,000	\$55,000	\$0	\$275,000	\$220,000	06/2021	06/2022	OBLIGATED (2021)	FUNDING HAS OBLIGATED AS OF DECEMBER 2020
52553	0171-05-081	TXDOT-FORT WORTH	C	SH 199	AT BYPASS CHANNEL (ON HENDERSON)	NEAR FW CBD & TRINITY RIVER	CONSTRUCT 4 LANE BRIDGE AT NEW LOCATION OF PROPOSED BYPASS CHANNEL	\$22,858,937	\$5,714,734	\$0	\$28,573,671	\$0	05/2014	08/2021	DID NOT OBLIGATE IN FY 2021	FUNDING REFLECTS CHANGE ORDER TO CONSTRUCTION PHASE
25069	0918-24-262	PLANO	C	VA	COLLIN CREEK MALL AT PARK BLVD AND US 75		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	\$0 <u>\$30,000,000</u>	\$0	\$0 <u>\$7,500,000</u>	\$0 <u>\$37,500,000</u>	\$0	10/2020	08/2021	DID NOT OBLIGATE IN FY 2021	<u>CITY HAS OPTED TO USE LOCAL FUNDS; NOVEMBER 2021 TIP MODIFICATION REMOVED STBG FUNDS; CITY IS COORDINATING WITH TXDOT ON AGREEMENT AND MAY START DESIGN PHASE IN FY 2021, BUT LIKELY NOT THE CONSTRUCTION FUNDS; NCTCOG COORDINATING WITH TXDOT TO DETERMINE IF OBLIGATION IN FY 2021 IS POSSIBLE</u>
11663.2	0902-00-220	TXDOT-FORT WORTH	I	VA	REGIONAL MANAGED LANE SYSTEM		DEVELOP, TEST, & IMPLEMENT TECHNOLOGY TO DETECT & VERIFY AUTO OCCUPANCY ON REGIONAL MANAGED LANE SYSTEM INCLUDING PUBLIC OUTREACH, EDUCATION, & INTEGRATION INTO EXISTING TOLLING SOFTWARE/HARDWARE; PROJECT INVOLVES CONSULTANT ASSISTANCE	\$279,610	\$69,902	\$0	\$349,512	\$0	09/2021	09/2021 <u>11/2021</u>	DID NOT OBLIGATE IN FY 2021	
25061	0918-47-294	NCTCOG	E	VA	IRVING BICYCLE MASTER PLAN; CITYWIDE		DEVELOP A CITYWIDE BICYCLE MASTER PLAN TO IDENTIFY CORRIDORS AND METHODOLOGIES FOR PROVIDING BICYCLE CONNECTIVITY FROM EXISTING FACILITIES AND TRAILS TO ADDITIONAL AREAS OF THE CITY; INCLUDES NCTCOG STAFF TIME AND CONSULTANT ASSISTANCE	\$400,000	\$0	\$0	\$400,000	\$0	04/2020	08/2021 <u>11/2021</u>	DID NOT OBLIGATE IN FY 2021	
14085.2	0918-47-307	NCTCOG	E	VA	OAK FARMS REG CORR CONCEPTUAL ENG STUDY; ALONG JEFFERSON BLVD VIADUCT FROM YOUNG TO EWING; ALONG HOUSTON ST VIADUCT FRM	YOUNG TO GREENBRIAR LN; ON GREENBRIAR LN FRM JEFFERSON BLVD TO BECKLEY AVE; ON EADS AVE FRM COLORADO TO HUTCHINS	CONCEPTUAL ENGINEERING STUDY TO RECONST ROADWAYS TO IMPLEMENT COMPLETE STREETS, INCLUDING: ON-STREET PARKING, SIDEWALKS, BIKE LANES/PATHS, CONVERT TO 2-WAY OPERATIONS, REMOVE RAMPS, IMPROVE ACCESSIBILITY BY STREETCAR, ADD TRAFFIC CALMING	\$3,405,000	\$0	\$0	\$3,405,000	\$0	09/2020	09/2021 <u>11/2021</u>	DID NOT OBLIGATE IN FY 2021	
25080.1	0902-00-303	NCTCOG	E	VA	INTEGRATED TRANSPORTATION STORMWATER MGMT PROJECT; APPROX 2,816 SQ MI STUDY AREA WITHIN CLEAR, ELM, & WEST FORK TRINITY;	INCLUDES WISE CO & PORTIONS OF DALLAS, DENTON, ELLIS, HOOD, JOHNSON, PARKER & TARRANT CO; ASSESS CURRENT & FUTURE FLOOD	RISK VULNERABILITY FOR TRANS INFRASTRUCTURE & DEVELOPED LAND TO MINIMIZE & MITIGATE IMPACTS OF TRANS PROJECTS & DETERMINE ADAPTIVE & SUSTAINABLE STRATEGIES TO ACCOMMODATE URBAN GROWTH WHILE ALSO INTEGRATING STORMWATER NEEDS & ENVIR STEWARDSHIP	\$3,000,000	\$0	\$0	\$3,000,000	\$0	11/2020	09/2021 <u>11/2021</u>	DID NOT OBLIGATE IN FY 2021	FEBRUARY 2021 TIP MODIFICATION TO ADD PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
14032	0918-47-246	TXDOT-DALLAS	E	CS	ON EAST BEAR CREEK ROAD FROM HAMPTON ROAD	IH 35E	RECONSTRUCT AND WIDEN FROM 2 LANES RURAL UNDIVIDED TO 4 LANES URBAN DIVIDED WITH BICYCLE/PEDESTRIAN ACCOMMODATIONS AND INTERSECTION IMPROVEMENTS	\$800,000	\$0	\$200,000	\$1,000,000	\$0	06/2017	10/2021 <u>11/2021</u>	DID NOT OBLIGATE IN FY 2021	COST OVERRUN FUNDS ON A PREVIOUSLY OBLIGATED PHASE; PROJECT DELAYED DUE TO LOCAL AGREEMENT ISSUES BETWEEN CITY OF GLENN HEIGHTS AND DALLAS COUNTY

Sorted by Obligation Status, then Estimated Start Date
 Estimated Start Dates reflect schedules as of 11/1/2021
 Red underlined text/strikethroughs indicate projects added or changes made since last presented

STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY 2021

TIP CODE	CSJ	PROJECT SPONSOR	PHASE	FACILITY	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	REVISED START DATE	OBLIGATION STATUS	COMMENT
14024	0918-47-240	SACHSE	R	CS	ON MERRITT RD/WOODBRIDGE PKWY FROM PLEASANT VALLEY ROAD	NORTH OF SACHSE ROAD	RECONSTRUCT AND WIDEN 2 TO 4 LANE DIVIDED URBAN; INTERSECTION, SIGNAL, AND SHARED-USE PATH IMPROVEMENTS ALONG MERRITT ROAD, INCLUDING ILLUMINATION AND MEDIAN LANDSCAPE	\$800,000	\$0	\$200,000	\$1,000,000	\$0	02/2021	10/2021 <u>11/2021</u>	DID NOT OBLIGATE IN FY 2021	AGREEMENT EXECUTION HAS TAKEN LONGER THAN ORIGINALLY PROJECTED
11649	0918-00-343	NCTCOG	I	VA	DART VANPOOL PROGRAM		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	\$2,146,000	\$0	\$536,500	\$2,682,500	\$0	09/2020	09/2021 <u>11/2021</u>	DID NOT OBLIGATE IN FY 2021	
11696.2	0902-00-301	NCTCOG	I	VA	REGIONWIDE OPTIMIZED FREIGHT MOVEMENT PROJECT; INCLUDES RESEARCH, DEPLOYMENT,	& MONITORING OF TRANSPORTATION INNOVATIONS AND TECHNOLOGY TO IMPROVE FLOW OF FREIGHT VEHICLES	THROUGH INTERSECTIONS IN DALLAS-FORT WORTH IN PARTNERSHIP WITH INDUSTRY, GOVERNMENTS & OTHER PERTINENT PARTIES; INCLUDES NCTCOG STAFF TIME	\$4,800,000	\$0	\$0	\$4,800,000	\$0	09/2021	09/2021 <u>11/2021</u>	DID NOT OBLIGATE IN FY 2021	FEBRUARY 2021 TIP MODIFICATION TO ADD PROJECT TO THE 2021-2024 TIP
14032	0918-47-246	TXDOT-DALLAS	R	CS	ON EAST BEAR CREEK ROAD FROM HAMPTON ROAD	IH 35E	RECONSTRUCT AND WIDEN FROM 2 LANES RURAL UNDIVIDED TO 4 LANES URBAN DIVIDED WITH BICYCLE/PEDESTRIAN ACCOMMODATIONS AND INTERSECTION IMPROVEMENTS	\$2,000,000	\$0	\$500,000	\$2,500,000	\$0	10/2020	12/2021	DID NOT OBLIGATE IN FY 2021	PROJECT TO BE DELAYED TO FY 2022; PROJECT DELAYED DUE TO LOCAL AGREEMENT ISSUES BETWEEN CITY OF GLENN HEIGHTS AND DALLAS COUNTY
14002	0918-47-208	DALLAS CO	R	CS	ON WINTERGREEN RD FROM JEFFERSON STREET	WEST OF CARPENTER ROAD	RECONSTRUCT AND WIDEN 2 LANE UNDIVIDED RURAL TO 4 LANE DIVIDED URBAN	\$560,000	\$0	\$140,000	\$700,000	\$0	01/2021	03/2022	DID NOT OBLIGATE IN FY 2021	PROJECT TO BE DELAYED TO FY 2022
25013	0902-90-172	FORT WORTH	R	CS	MEANDERING ROAD FROM SH 183 TO ANAHUAC AVE	LTJG BARNETT FROM MEANDERING ROAD TO NASJRB EAST GATE	RECONSTRUCT MEANDERING ROAD FROM 4 TO 3 LANES, REALIGN INTERSECTION AT ROBERTS CUT OFF, CONSTRUCT INTERSECTION IMPROVEMENTS AT YALE ST AND LTJG BARNETT, ADD SIDEWALKS AND SIDEPATHS WITHIN PROJECT LIMITS AND BIKE LANES ON LT JG BARNETT	\$800,000	\$0	\$0	\$800,000	\$0	09/2020	10/2021 <u>04/2022</u>	DID NOT OBLIGATE IN FY 2021	PROJECT PHASE DELAYED TO FY 2022 VIA FEBRUARY 2021 TIP MODIFICATION CYCLE
14082	0902-90-164	HALTOM CITY	E	CS	BROADWAY AVE FROM US 377	SH 26	RECONSTRUCT AND WIDEN FROM 2 TO 3 LANES WITH INTERSECTION, SIDEWALK AND SIGNAL IMPROVEMENTS	\$659,190	\$0	\$0	\$659,190	\$0	11/2020	09/2021 <u>06/2022</u>	DID NOT OBLIGATE IN FY 2021	
25078	0918-47-313	NCTCOG <u>BALCH SPRINGS</u>	E	CS	ON HICKORY TREE ROAD; FROM ELAM ROAD	LAKE JUNE ROAD	PLANNING STUDY TO RECONSTRUCT AND WIDEN 2 TO 3 LANE ROADWAY WITH PEDESTRIAN IMPROVEMENTS	\$500,000	\$0	\$0	\$500,000	\$0	01/2021	06/2022	DID NOT OBLIGATE IN FY 2021	IMPLEMENTING AGENCY HAS CHANGED, WHICH HAS IMPACTED THE SCHEDULE FOR THIS OBLIGATION (DELAYED IT TO A FUTURE YEAR)
21009.1	0918-47-328	NCTCOG	E	VA	BACHMAN LAKE PLANNING STUDY; BOUNDED BY MOCKINGBIRD LANE TO THE SOUTH, IH 35E TO THE WEST,	INWOOD ROAD TO THE EAST, AND ROYAL LANE TO THE NORTH	CONDUCT PLANNING STUDY TO IDENTIFY SAFE PEDESTRIAN ACCESS/FACILITIES ALONG MAJOR ROADWAYS TO CREATE CONNECTIONS TO NEARBY TRAILS AND THE DART BACHMAN STATION, AND EVALUATE LOVE FIELD ACCESS; INCLUDES NCTCOG STAFF TIME & CONSULTANT ASSISTANCE	\$800,000	\$0	\$0	\$800,000	\$0	09/2021	09/2021 <u>08/2022</u>	DID NOT OBLIGATE IN FY 2021	PROJECT PHASE TO BE DELAYED TO FY 2022; NOVEMBER 2020 TIP MODIFICATION TO ADD PROJECT TO THE 2021-2024 TIP
20304.3	0918-47-330	TXDOT-DALLAS	I	VA	HIGHWAY INCIDENT REPORTING SOFTWARE & EQUIPMENT		PURCHASE OF HIGHWAY INCIDENT REPORTING SOFTWARE & EQUIPMENT TO MITIGATE CRASH RISK BY IMPROVING EFFICIENCY AND MINIMIZING TIME REQUIRED PER INCIDENT	\$66,540	\$0	\$0	\$66,540	\$0	09/2022	09/2022	DID NOT OBLIGATE IN FY 2021	FEBRUARY 2021 TIP MODIFICATION TO ADD PROJECT TO THE 2021-2024 TIP
14082	0902-90-164	HALTOM CITY	R	CS	BROADWAY AVE FROM US 377	SH 26	RECONSTRUCT AND WIDEN FROM 2 TO 3 LANES WITH INTERSECTION, SIDEWALK AND SIGNAL IMPROVEMENTS	\$42,500	\$0	\$0	\$42,500	\$0	04/2021	04/2022 <u>01/2024</u>	DID NOT OBLIGATE IN FY 2021	PROJECT TO BE DELAYED TO FY 2022 <u>2024</u> DUE TO DELAYS IN GETTING AGREEMENT EXECUTED AND ENGINEERING STARTED

STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY 2021

TIP CODE	CSJ	PROJECT SPONSOR	PHASE	FACILITY	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	REVISED START DATE	OBLIGATION STATUS	COMMENT
14081	2374-05-092	GRAND PRAIRIE	C	VA	ON GREAT SOUTHWEST PARKWAY FROM EASTBOUND IH 20 FRONTAGE ROAD	WESTBOUND IH 20 FRONTAGE ROAD	WIDEN ROADWAY FROM 4 TO 6 LANES WITH SIDEWALKS	\$1,751,200	\$437,800	\$0	\$2,189,000	\$0	08/2021	12/2024 <u>08/2024</u>	DID NOT OBLIGATE IN FY 2021	CONSTRUCTION TO BE DELAYED TO FY 2025; DELAY DUE TO ENGINEERING STARTING LATER THAN ANTICIPATED AS WELL AS ADDING MORE TIME TO THE SCHEDULE FOR PRE-CONSTRUCTION PHASES TO BE COMPLETED
11559	0902-48-799	FWTA	T	CS	TRE CROSSING	AT CALLOWAY CEMETERY	UPGRADE TO QUAD GATES AND RESURFACE CROSSING	\$504,186	\$0	\$126,047	\$630,233	\$0	02/2020	2/2020 (ACTUAL)	DID NOT OBLIGATE IN FY 2021	TRANSIT TRANSFER FOR \$100,000 HAS BEEN INITIATED; REMAINDER OF THE FUNDS TO BE MOVED TO TIP 14078/CSJ 0902-90-155; PROJECT PREVIOUSLY STARTED AND IS PARTIALLY OBLIGATED, BUT THESE UNOBLIGATED FUNDS REMAIN
11682	0918-24-257	FRISCO	I	VA	CITY OF FRISCO - AUTOMATED VEHICLE DEPLOYMENT; BOUNDED BY LEBANON RD TO THE NORTH,	DALLAS PARKWAY TO THE EAST, SH 121 TO THE SOUTH, AND LEGACY DR TO THE WEST	IMPLEMENT A LOW/MEDIUM SPEED AV SHUTTLE DEPLOYMENT FOR EMPLOYEES/RESIDENTS/VISITORS OF \$5 BILLION DOLLAR MILE, AND HALL PARK; CITY WILL CONTRACT FOR SERVICES/OPERATION OF SHUTTLE	\$0 \$300,000	\$0	\$0 \$75,000	\$0 \$375,000	\$0	08/2020	N/A	DID NOT OBLIGATE IN FY 2021	CITY HAS OPTED TO CANCEL THIS PROJECT AND RETURN FUNDS TO REGIONAL POOL
14060	0918-24-258	MCKINNEY	E	CS	E LOUISIANA STREET FROM SH 5	THROCKMORTON ST	RECONSTRUCT FROM 2 TO 2 LANES INCLUDING ON-STREET PARKING, ROUNDABOUT AT THE INTERSECTION OF EAST LOUISIANA AND GREENVILLE ST, AND SIDEWALK IMPROVEMENTS	\$0	\$0	\$0	\$0	\$0	10/2020	N/A	DID NOT OBLIGATE IN FY 2021	FEBRUARY 2021 TIP MODIFICATION REMOVED STBG FUNDING FROM THIS PROJECT
11613.1	8300-00-038	TXDOT	I	VA	NORTH CENTRAL TEXAS REGIONAL RAIL STUDY		REGIONAL STUDY FOR ALL FREIGHT/PASSENGER RAIL LINES IN THE DFW REGION	\$320,000	\$0	\$80,000	\$400,000	\$0	03/2019	03/2019 (ACTUAL)	DID NOT OBLIGATE IN FY 2021	FUNDS ARE NOT BEING USED AT THIS TIME; PROJECT IS FULLY FUNDED USING STATE RAIL SAFETY FUNDS
							TOTAL	\$212,840,090	\$30,871,711	\$6,942,454	\$250,654,255	\$189,749,370				

TOTAL CLOSEOUTS/WITHDRAWALS	(\$1,884,921)
TOTAL PROJECT ADJUSTMENTS	\$1,129,715
TOTAL OBLIGATED IN FY 2020	\$26,234,882
TOTAL OBLIGATED IN FY 2021	\$163,514,488
TOTAL DID NOT OBLIGATE IN FY 2021	\$46,493,163

TRANSPORTATION ALTERNATIVES SET ASIDE FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY 2021

TIP CODE	CSJ	PROJECT SPONSOR	PHASE	FACILITY	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	REVISED START DATE	OBLIGATION STATUS	COMMENTS
40046	0918-11-099	TERRELL	C	VA	DR. BRUCE WOOD ELEMENTARY SCHOOL CONNECTION EXTENSIONS; SAFE ROUTES TO SCHOOL	ALONG ROCKWALL AVENUE TO SOUTH OF KENNEDY, AND ALONG DRAINAGE EASEMENT NORTH OF BAKER FROM ROCKWALL TO FRANCES	SAFE ROUTES TO SCHOOL PEDESTRIAN IMPROVEMENTS IN PROXIMITY TO ELEMENTARY SCHOOL INCLUDING CONSTRUCT AND RECONSTRUCT SIDEWALKS, BICYCLE/PEDESTRIAN SIGNALS, SIGNAGE, AND CROSSWALKS	\$507,662	\$0	\$126,915	\$634,577	\$507,662	05/2020	08/2020 (ACTUAL)	OBLIGATED (2020)	FUNDING HAS OBLIGATED AS OF JULY 2020; FUNDING MOVED TO FY 2020 TO MATCH OBLIGATION
40046	0918-11-099	TERRELL	CE	VA	DR. BRUCE WOOD ELEMENTARY SCHOOL CONNECTION EXTENSIONS; SAFE ROUTES TO SCHOOL	ALONG ROCKWALL AVENUE TO SOUTH OF KENNEDY, AND ALONG DRAINAGE EASEMENT NORTH OF BAKER FROM ROCKWALL TO FRANCES	SAFE ROUTES TO SCHOOL PEDESTRIAN IMPROVEMENTS IN PROXIMITY TO ELEMENTARY SCHOOL INCLUDING CONSTRUCT AND RECONSTRUCT SIDEWALKS, BICYCLE/PEDESTRIAN SIGNALS, SIGNAGE, AND CROSSWALKS	\$26,718	\$0	\$6,680	\$33,398	\$26,718	05/2020	08/2020 (ACTUAL)	OBLIGATED (2020)	FUNDING HAS OBLIGATED AS OF JULY 2020; FUNDING MOVED TO FY 2020 TO MATCH OBLIGATION
40037	0918-25-025	HEATH	C	CS	SRTS TRAIL PROJECT - SMIRL & HUBBARD; EXISTING PATH AT FM 740 TRAIL	EXISTING PATH WEST OF DUNFORD DRIVE	CONSTRUCT A SHARED-USE PATH FOR BICYCLISTS AND PEDESTRIANS ALONG HUBBARD DR	\$296,711	\$0	\$74,178	\$370,889	\$296,711	12/2020	11/2020 (ACTUAL)	OBLIGATED (2020)	FUNDING HAS OBLIGATED AS OF JUNE 2020; FUNDING MOVED TO FY 2020 TO MATCH OBLIGATION
40037	0918-25-025	HEATH	CE	CS	SRTS TRAIL PROJECT - SMIRL & HUBBARD; EXISTING PATH AT FM 740 TRAIL	EXISTING PATH WEST OF DUNFORD DRIVE	CONSTRUCT A SHARED-USE PATH FOR BICYCLISTS AND PEDESTRIANS ALONG HUBBARD DR	\$18,435	\$0	\$4,609	\$23,044	\$18,435	12/2020	11/2020 (ACTUAL)	OBLIGATED (2020)	FUNDING HAS OBLIGATED AS OF JUNE 2020; FUNDING MOVED TO FY 2020 TO MATCH OBLIGATION
40060	0902-90-081	RICHLAND HILLS	C	CS	RICHLAND HILLS TRE CONNECTION; GLENVIEW DRIVE ON THE NORTH	INTERSECTION OF SH 121 WESTBOUND FRONTAGE ROAD AND HANDLEY-EDERVILLE ROAD ON THE SOUTH	CONSTRUCT BICYCLE AND PEDESTRIAN IMPROVEMENTS INCLUDING SHARED-USE PATH, BIKEWAYS, SIDEWALKS, CROSSWALKS, AND SIGNAGE	\$161,281	\$0	\$40,320	\$201,601	\$50,608	08/2020	12/2020 (ACTUAL)	OBLIGATED (2020)	FUNDING HAS OBLIGATED AS OF JULY 2020; FUNDING MOVED TO FY 2020 TO MATCH OBLIGATION
40048	0918-47-205	DALLAS	CE	VA	TRINITY STRAND TRAIL PHASE 2; EXISTING TRINITY STRAND TRAIL AT THE INTERSECTION OF MARKET CNTR BLVD & TURTLE CREEK BLVD	INWOOD/LOVE FIELD DART STATION	CONSTRUCT BICYCLE AND PEDESTRIAN IMPROVEMENTS INCLUDING SHARED-USE PATH, ON STREET BIKEWAY, BICYCLE/PEDESTRIAN SIGNALS, CROSSWALKS, SIGNAGE, AND BICYCLE/PEDESTRIAN TRAFFIC COUNT EQUIPMENT	\$257,254	\$0	\$64,314	\$321,568	\$257,254	08/2020	07/2021 04/2021 (ACTUAL)	OBLIGATED (2020)	FUNDING HAS OBLIGATED AS OF JULY 2020; FUNDING MOVED TO FY 2020 TO MATCH OBLIGATION
40048	0918-47-205	DALLAS	C	VA	TRINITY STRAND TRAIL PHASE 2; EXISTING TRINITY STRAND TRAIL AT THE INTERSECTION OF MARKET CNTR BLVD & TURTLE CREEK BLVD	INWOOD/LOVE FIELD DART STATION	CONSTRUCT BICYCLE AND PEDESTRIAN IMPROVEMENTS INCLUDING SHARED-USE PATH, ON STREET BIKEWAY, BICYCLE/PEDESTRIAN SIGNALS, CROSSWALKS, SIGNAGE, AND BICYCLE/PEDESTRIAN TRAFFIC COUNT EQUIPMENT	\$4,742,746	\$0	\$1,185,686	\$5,928,432	\$4,742,746	08/2020	07/2021 04/2021 (ACTUAL)	OBLIGATED (2020)	FUNDING HAS OBLIGATED AS OF JULY 2020; FUNDING MOVED TO FY 2020 TO MATCH OBLIGATION
40055	0902-90-079	NORTH RICHLAND HILLS	C	CS	NRH ACTIVE TRANSPORTATION PROJECTS FOR TRAIL/ON-ROAD BOUNDED BY NORTH TARRANT PARKWAY TO THE NORTH	PRECINCT LINE ROAD TO THE EAST, GLENVIEW DRIVE TO THE SOUTH, SUNCREST DRIVE TO THE WEST	CONSTRUCT BIKE/PED SAFETY IMPROVEMENTS INCL INSTALLING FLASHING BEACONS, BIKE/PED SIGNALS, CROSSWALKS, SIGNAGE, SIDEWALKS, BIKEWAYS, REFUGE ISLANDS AT INTERSECTIONS, AND SHARED USE PATH FROM EXISTING COTTON BELT TRAIL TO EXISTING JOHN BARFIELD TRAIL	\$161,729	\$0	\$40,432	\$202,161	\$161,729	09/2020	05/2021 (ACTUAL)	OBLIGATED (2021)	FUNDING OBLIGATED AS OF MARCH 2021
40055	0902-90-079	NORTH RICHLAND HILLS	CE	CS	NRH ACTIVE TRANSPORTATION PROJECTS FOR TRAIL/ON-ROAD BOUNDED BY NORTH TARRANT PARKWAY TO THE NORTH	PRECINCT LINE ROAD TO THE EAST, GLENVIEW DRIVE TO THE SOUTH, SUNCREST DRIVE TO THE WEST	CONSTRUCT BIKE/PED SAFETY IMPROVEMENTS INCL INSTALLING FLASHING BEACONS, BIKE/PED SIGNALS, CROSSWALKS, SIGNAGE, SIDEWALKS, BIKEWAYS, REFUGE ISLANDS AT INTERSECTIONS, AND SHARED USE PATH FROM EXISTING COTTON BELT TRAIL TO EXISTING JOHN BARFIELD TRAIL	\$28,059	\$0	\$7,015	\$35,074	\$28,059	09/2020	05/2021 (ACTUAL)	OBLIGATED (2021)	ALL TA SET ASIDE FUNDS FOR THIS PROJECT OBLIGATED FOR CONSTRUCTION
40045	0918-47-203	DALLAS COUNTY	C	VA	FM 1382 SIDE PATH FROM INTERSECTION OF FM 1382 AND CAMP WISDOM ROAD	MANSFIELD RD	CONSTRUCT NEW SHARED-USE PATH FOR BICYCLISTS AND PEDESTRIANS INCLUDING CROSSWALKS AND SIGNAGE	\$1,554,908	\$0	\$388,727	\$1,943,635	\$1,554,908	07/2021	08/2021 08/2021 (ACTUAL)	OBLIGATED (2021)	FUNDING OBLIGATED AS OF JUNE 2021; PROJECT WAS ORIGINALLY LISTED IN FY 2022
40045	0918-47-203	DALLAS COUNTY	CE	VA	FM 1382 SIDE PATH FROM INTERSECTION OF FM 1382 AND CAMP WISDOM ROAD	MANSFIELD RD	CONSTRUCT NEW SHARED-USE PATH FOR BICYCLISTS AND PEDESTRIANS INCLUDING CROSSWALKS AND SIGNAGE	\$74,043	\$0	\$18,511	\$92,554	\$74,043	07/2021	08/2021 08/2021 (ACTUAL)	OBLIGATED (2021)	FUNDING OBLIGATED AS OF JUNE 2021; PROJECT WAS ORIGINALLY LISTED IN FY 2022
40041	0918-47-202	CEDAR HILL	C	VA	SOUTH CLARK RD TRAIL VELOWEB; FROM EXISTING RED OAK CREEK TRAIL	E BELT LINE RD	CONSTRUCT SHARED-USE PATH, BICYCLE/PEDESTRIAN SIGNALS, CROSSWALKS, SIGNAGE, AND SAFETY IMPROVEMENTS	\$943,733	\$0	\$235,934	\$1,179,667	\$998,442	08/2020	08/2021 08/2021 (ACTUAL)	OBLIGATED (2021)	FUNDING OBLIGATED AS OF JUNE 2021
40041	0918-47-202	CEDAR HILL	CE	VA	SOUTH CLARK RD TRAIL VELOWEB; FROM EXISTING RED OAK CREEK TRAIL	E BELT LINE RD	CONSTRUCT SHARED-USE PATH, BICYCLE/PEDESTRIAN SIGNALS, CROSSWALKS, SIGNAGE, AND SAFETY IMPROVEMENTS	\$109,418	\$0	\$27,354	\$136,772	\$54,709	08/2020	08/2021 08/2021 (ACTUAL)	OBLIGATED (2021)	FUNDING OBLIGATED AS OF JUNE 2021;

TRANSPORTATION ALTERNATIVES SET ASIDE FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY 2021

TIP CODE	CSJ	PROJECT SPONSOR	PHASE	FACILITY	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	REVISED START DATE	OBLIGATION STATUS	COMMENTS
40069	0902-38-138	HUDSON OAKS	E	VA	HUDSON OAKS MULTIMODAL TRAIL; ON OAKRIDGE DRIVE FROM SOUTH OF SONORA CANYON ROAD TO INSPIRATION DRIVE AND	ON INSPIRATION DRIVE FROM OAKRIDGE ROAD TO HUDSON OAKS DRIVE	CONSTRUCT SHARED USE PATH	\$79,184	\$0	\$19,796	\$98,980	\$79,184	09/2021	<u>08/2021</u> 09/2021 (ACTUAL)	OBLIGATED (2021)	FUNDING HAS OBLIGATED AS OF JULY 2021; FUNDING WAS DELAYED TO FY 2021 VIA FEBRUARY 2021 TIP MODIFICATION CYCLE
40038	0918-47-209	CEDAR HILL	C	VA	SIDEWALK AND CROSSWALK IMPROVEMENTS (COMBINED) - SAFE ROUTES TO SCHOOL	NEAR HIGH POINT ELEM, LIFE SCHOOL CEDAR HILL, JOE WILSON INT, VILLAGE TECH, WATERFORD OAKS ELEM, & HIGHLAND ELEM SCHOOLS	SAFE ROUTES TO SCHOOL PEDESTRIAN IMPROVEMENTS IN PROXIMITY TO SCHOOLS, INCLUDING NEW CROSSWALKS, BICYCLE/PEDESTRIAN SIGNALS, SIGNAGE, AND SIDEWALK IMPROVEMENTS TO COMPLETE EXISTING SIDEWALK GAPS	\$1,418,054	\$0	\$354,513	\$1,772,567	\$1,244,462	08/2020	<u>08/2021</u> (ACTUAL)	OBLIGATED (2021)	FUNDING OBLIGATED AS OF JULY 2021
40038	0918-47-209	CEDAR HILL	CE	VA	SIDEWALK AND CROSSWALK IMPROVEMENTS (COMBINED) - SAFE ROUTES TO SCHOOL	NEAR HIGH POINT ELEM, LIFE SCHOOL CEDAR HILL, JOE WILSON INT, VILLAGE TECH, WATERFORD OAKS ELEM, & HIGHLAND ELEM SCHOOLS	SAFE ROUTES TO SCHOOL PEDESTRIAN IMPROVEMENTS IN PROXIMITY TO SCHOOLS, INCLUDING NEW CROSSWALKS, BICYCLE/PEDESTRIAN SIGNALS, SIGNAGE, AND SIDEWALK IMPROVEMENTS TO COMPLETE EXISTING SIDEWALK GAPS	\$141,806	\$0	\$35,451	\$177,257	\$126,670	08/2020	<u>08/2021</u> (ACTUAL)	OBLIGATED (2021)	FUNDING OBLIGATED AS OF JULY 2021
40061	0902-90-082	FORT WORTH	C	VA	WJ TURNER ELEM, DIAMOND HILL ELEM AND BONNIE BRAE ELEM SCHOOL CAMPUSES BOUNDED BY W LORRAINE ST TO THE N	NORTH BEACH ST TO THE EAST; BRENNAN AVE TO THE S, TITUS ST TO THE W	CONSTRUCT NEW AND RECONSTRUCT EXISTING SIDEWALKS, DRIVEWAYS, CROSSWALKS, SIGNS, AND PEDESTRIAN SIGNALS (SAFE ROUTES TO SCHOOLS FOR 3 SCHOOLS IN NORTH DISTRICT)	\$695,354	\$0	\$173,838	\$869,192	\$764,578	07/2020	<u>09/2021</u> 08/2021 (ACTUAL)	OBLIGATED (2021)	FUNDING OBLIGATED AS OF JULY 2021; ISSUES WITH ENVIRONMENTAL CLEARANCE HAVE BEEN RESOLVED AND THE CITY OF FORT WORTH EXPECTS TO ADVANCE THE PROJECT IN FY 2021
40061	0902-90-082	FORT WORTH	CE	VA	WJ TURNER ELEM, DIAMOND HILL ELEM AND BONNIE BRAE ELEM SCHOOL CAMPUSES BOUNDED BY W LORRAINE ST TO THE N	NORTH BEACH ST TO THE EAST; BRENNAN AVE TO THE S, TITUS ST TO THE W	CONSTRUCT NEW AND RECONSTRUCT EXISTING SIDEWALKS, DRIVEWAYS, CROSSWALKS, SIGNS, AND PEDESTRIAN SIGNALS (SAFE ROUTES TO SCHOOLS FOR 3 SCHOOLS IN NORTH DISTRICT)	\$69,224	\$0	\$17,305	\$86,529	\$0	07/2020	<u>09/2021</u> 08/2021 (ACTUAL)	OBLIGATED (2021)	ALL FUNDING OBLIGATED UNDER CONSTRUCTION PHASE; ISSUES WITH ENVIRONMENTAL CLEARANCE HAVE BEEN RESOLVED AND THE CITY OF FORT WORTH EXPECTS TO ADVANCE THE PROJECT IN FY 2021
40062	0902-90-084	FORT WORTH	C	VA	CC MOSS ELEM, BOUNDED BY MARTIN LUTHER KING JR FWY TO THE SW, PATE DR TO THE E, E BERRY ST TO THE N	ML PHILLIPS ELEM BOUNDED BY CAMP BOWIE BLVD TO THE SE, WINTHROP AVE TO THE E, CALMONT AVE TO THE N, LACKLAND RD TO THE W	CONSTRUCT NEW AND RECONSTRUCT EXISTING SIDEWALKS, DRIVEWAYS, CROSSWALKS, SIGNS, AND PEDESTRIAN SIGNALS (SAFE ROUTES TO SCHOOLS FOR 2 SCHOOLS IN SOUTH DISTRICT)	\$391,882	\$0	\$97,970	\$489,852	\$431,070	07/2020	<u>09/2021</u> (ACTUAL)	OBLIGATED (2021)	FUNDING OBLIGATED AS OF AUGUST 2021 ; ISSUES WITH ENVIRONMENTAL CLEARANCE HAVE BEEN RESOLVED AND THE CITY OF FORT WORTH EXPECTS TO ADVANCE THE PROJECT IN FY 2021
40062	0902-90-084	FORT WORTH	CE	VA	CC MOSS ELEM, BOUNDED BY MARTIN LUTHER KING JR FWY TO THE SW, PATE DR TO THE E, E BERRY ST TO THE N	ML PHILLIPS ELEM BOUNDED BY CAMP BOWIE BLVD TO THE SE, WINTHROP AVE TO THE E, CALMONT AVE TO THE N, LACKLAND RD TO THE W	CONSTRUCT NEW AND RECONSTRUCT EXISTING SIDEWALKS, DRIVEWAYS, CROSSWALKS, SIGNS, AND PEDESTRIAN SIGNALS (SAFE ROUTES TO SCHOOLS FOR 2 SCHOOLS IN SOUTH DISTRICT)	\$39,189	\$0	\$9,797	\$48,986	\$0	07/2020	<u>09/2021</u> (ACTUAL)	OBLIGATED (2021)	ALL FUNDING OBLIGATED UNDER THE CONSTRUCTION PHASE; ISSUES WITH ENVIRONMENTAL CLEARANCE HAVE BEEN RESOLVED AND THE CITY OF FORT WORTH EXPECTS TO ADVANCE THE PROJECT IN FY 2021
40063	0902-90-083	FORT WORTH	C	VA	D MCRAE ELEM BOUNDED BY AVE J TO THE N, S AYERS AVE TO THE E, LITTLEJOHN AVE TO THE S, THRALL ST TO THE W; DAGGETT ELEM	BOUNDED BY WILLING/FAIRMOUNT AVE TO THE W, W RICHMOND AVE TO THE N, HEMPHILL ST TO THE E, CANTEY ST TO THE S	CONSTRUCT NEW AND RECONSTRUCT EXISTING SIDEWALKS, DRIVEWAYS, CROSSWALKS, SIGNS, AND PEDESTRIAN SIGNALS (SAFE ROUTES TO SCHOOLS FOR 2 SCHOOLS IN SOUTH DISTRICT)	\$369,540	\$0	\$92,385	\$461,925	\$406,255	07/2020	<u>09/2021</u> (ACTUAL)	OBLIGATED (2021)	FUNDING OBLIGATED AS OF JULY 2021; ALL FUNDING OBLIGATED UNDER CONSTRUCTION PHASE; ISSUES WITH ENVIRONMENTAL CLEARANCE HAVE BEEN RESOLVED AND THE CITY OF FORT WORTH EXPECTS TO ADVANCE THE PROJECT IN FY 2021
40063	0902-90-083	FORT WORTH	CE	VA	D MCRAE ELEM BOUNDED BY AVE J TO THE N, S AYERS AVE TO THE E, LITTLEJOHN AVE TO THE S, THRALL ST TO THE W; DAGGETT ELEM	BOUNDED BY WILLING/FAIRMOUNT AVE TO THE W, W RICHMOND AVE TO THE N, HEMPHILL ST TO THE E, CANTEY ST TO THE S	CONSTRUCT NEW AND RECONSTRUCT EXISTING SIDEWALKS, DRIVEWAYS, CROSSWALKS, SIGNS, AND PEDESTRIAN SIGNALS (SAFE ROUTES TO SCHOOLS FOR 2 SCHOOLS IN SOUTH DISTRICT)	\$36,714	\$0	\$9,179	\$45,893	\$0	07/2020	<u>09/2021</u> (ACTUAL)	OBLIGATED (2021)	ALL FUNDING OBLIGATED UNDER CONSTRUCTION PHASE; ISSUES WITH ENVIRONMENTAL CLEARANCE HAVE BEEN RESOLVED AND THE CITY OF FORT WORTH EXPECTS TO ADVANCE THE PROJECT IN FY 2021
40068	0918-47-311	BALCH SPRINGS	E	CS	ON SHEILAH, MANON, HICKORY, AND QUAIL DR	BETWEEN LAKE JUNE RD AND GLENSHIRE	FLOYD ELEMENTARY SAFE ROUTES TO SCHOOL; CONSTRUCT NEW SIDEWALK, REMOVE/REPLACE EXISTING SIDEWALK AND ADA RAMP, RELOCATION OF SCHOOL FLASHER AND SIGNAGE	\$234,537	\$0	\$0	\$234,537	\$234,537	02/2021	10/2021	OBLIGATED (2021)	FUNDING HAS OBLIGATED AS OF AUGUST 2021; FUNDING HAS NOT OBLIGATED DUE TO DELAYED APPROVAL OF THE 2021-2024 TIP (EXPECTED JUNE 2021)

TRANSPORTATION ALTERNATIVES SET ASIDE FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY 2021

TIP CODE	CSJ	PROJECT SPONSOR	PHASE	FACILITY	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	REVISED START DATE	OBLIGATION STATUS	COMMENTS
40049	0918-47-206	DALLAS	C	VA	LAKE HIGHLANDS TRAIL NORTHERN EXTENSION & LAKE HIGHLANDS TRAIL PHASE 2A, 2B; FROM EXISTING WHITE ROCK CREEK TRAIL TO	EXISTING LAKE HIGHLANDS TRAIL AT WHITE ROCK TRAIL ROADWAY TO THE LAKE HIGHLANDS DART STATION NEAR WALNUT HILL	CONSTRUCT NEW SHARED-USE PATH FOR BICYCLISTS AND PEDESTRIANS; BIKEWAY AND PEDESTRIAN IMPROVEMENTS INCLUDING SIDEWALKS, BICYCLE/PEDESTRIAN SIGNALS, CROSSWALKS, SIGNAGE, AND BICYCLE/PEDESTRIAN TRAFFIC COUNT EQUIPMENT	\$3,896,967	\$0	\$974,242	\$4,871,209	\$3,315,603	02/2021	08/2021 <u>03/2022</u>	OBLIGATED (2021)	FUNDING OBLIGATED AS OF AUGUST 2021
40049	0918-47-206	DALLAS	CE	VA	LAKE HIGHLANDS TRAIL NORTHERN EXTENSION & LAKE HIGHLANDS TRAIL PHASE 2A, 2B; FROM EXISTING WHITE ROCK CREEK TRAIL TO	EXISTING LAKE HIGHLANDS TRAIL AT WHITE ROCK TRAIL ROADWAY TO THE LAKE HIGHLANDS DART STATION NEAR WALNUT HILL	CONSTRUCT NEW SHARED-USE PATH FOR BICYCLISTS AND PEDESTRIANS; BIKEWAY AND PEDESTRIAN IMPROVEMENTS INCLUDING SIDEWALKS, BICYCLE/PEDESTRIAN SIGNALS, CROSSWALKS, SIGNAGE, AND BICYCLE/PEDESTRIAN TRAFFIC COUNT EQUIPMENT	\$540,774	\$0	\$135,194	\$675,968	\$891,963	02/2021	08/2021 <u>03/2022</u>	OBLIGATED (2021)	FUNDING OBLIGATED AS OF AUGUST 2021
14013.2	0918-48-003	DART	T	VA	COTTON BELT VELOWEB TRAIL FROM DFW AIRPORT NORTH COTTON BELT STATION	SHILOH COTTON BELT STATION	DESIGN FOR COTTON BELT VELOWEB TRAIL (26 MILES) AND CONSTRUCTION OF MULTIPLE SECTIONS OF THE TRAIL CORRIDOR (IN COPPELL, CARROLLTON, ADDISON, DALLAS, PLANO, AND RICHARDSON)	\$4,648,925	\$0	\$0	\$4,648,925	\$0	11/2020	10/2021	DID NOT OBLIGATE IN FY 2021	PROJECT WAS DELAYED TO FY 2022 VIA FEBRUARY 2021 TIP MODIFICATION CYCLE
54062	0008-13-221	TXDOT-FORT WORTH	C	IH 820	SH 121/SH 183 INTERCHANGE	RANDOL MILL ROAD	INTERIM PROJECT TO CNST IH 820/SH 121 DIRECT CONNECTORS; FROM RANDOL MILL RD TO TRINITY BLVD: RECNST FROM 4 TO 6 LNS PLUS 2 AUX LNS; FROM TRINITY BLVD TO N INT WITH SH 121/SH 183: WDN FROM 9 TO 11 LNS & 4/6 LN DISC FR RDS TO 2/6 LN DISC FR RDS (INTERIM)	\$102,362	\$25,591	\$0	\$127,953	\$0	01/2021	08/2021 <u>11/2021</u>	DID NOT OBLIGATE IN FY 2021	FUNDING ADDED TO FY 2021 VIA FEBRUARY 2021 TIP MODIFICATION CYCLE; CHANGE ORDER ON EXISTING PROJECT; <u>TXDOT IS WORKING WITH THE CONTRACTOR ON THE CHANGE ORDER</u>
40043	0918-47-210	DALLAS	C	VA	UNION BIKEWAY CONNECTOR; HOUSTON ST	N HARWOOD ST AT WOODALL RODGERS FWY	CONSTRUCT ON-STREET BIKEWAY FACILITIES	\$554,682	\$0	\$138,670	\$693,352	\$0	04/2021	09/2021 <u>04/2022</u>	DID NOT OBLIGATE IN FY 2021	
40043	0918-47-210	DALLAS	CE	VA	UNION BIKEWAY CONNECTOR; HOUSTON ST	N HARWOOD ST AT WOODALL RODGERS FWY	CONSTRUCT ON-STREET BIKEWAY FACILITIES	\$55,468	\$0	\$13,867	\$69,335	\$0	04/2021	09/2021 <u>04/2022</u>	DID NOT OBLIGATE IN FY 2021	
40040	0918-46-306	DENTON	C	CS	SYCAMORE - WELCH ACTIVE TRANSPORTATION CONNECTION; ALONG S WELCH ST FROM EAGLE DRIVE	TO W HICKORY ST; AND ALONG W SYCAMORE ST TO DOWNTOWN DENTON DCTA STATION	CONSTRUCT NEW SHARED-USE PATH, BIKE LANES AND CROSSWALKS	\$471,698	\$0	\$117,925	\$589,623	\$0	06/2021	04/2022 <u>06/2022</u>	DID NOT OBLIGATE IN FY 2021	PROJECT TO BE DELAYED TO FY 2022
40040	0918-46-306	DENTON	CE	CS	SYCAMORE - WELCH ACTIVE TRANSPORTATION CONNECTION; ALONG S WELCH ST FROM EAGLE DRIVE	TO W HICKORY ST; AND ALONG W SYCAMORE ST TO DOWNTOWN DENTON DCTA STATION	CONSTRUCT NEW SHARED-USE PATH, BIKE LANES AND CROSSWALKS	\$34,659	\$0	\$8,665	\$43,324	\$0	06/2021	04/2022 <u>06/2022</u>	DID NOT OBLIGATE IN FY 2021	PROJECT TO BE DELAYED TO FY 2022
40065	0902-90-085	ARLINGTON	C	VA	JULIA BURGEM LINEAR PARK TRAIL SYSTEM; FROM THE EXISTING PATH EAST OF MARY STREET	S. PECAN STREET	CONSTRUCT NEW SHARED-USE PATH FOR BICYCLISTS AND PEDESTRIANS OVER TRADING HORSE TRIBUTARY	\$379,092	\$0	\$94,773	\$473,865	\$0	09/2021	03/2022 <u>09/2022</u>	DID NOT OBLIGATE IN FY 2021	PROJECT TO BE DELAYED TO FY 2022; CHANGES TO PROJECT ALIGNMENT HAVE LED TO LONGER DESIGN TIME
40065	0902-90-085	ARLINGTON	CE	VA	JULIA BURGEM LINEAR PARK TRAIL SYSTEM; FROM THE EXISTING PATH EAST OF MARY STREET	S. PECAN STREET	CONSTRUCT NEW SHARED-USE PATH FOR BICYCLISTS AND PEDESTRIANS OVER TRADING HORSE TRIBUTARY	\$36,980	\$0	\$9,245	\$46,225	\$0	09/2021	03/2022 <u>09/2022</u>	DID NOT OBLIGATE IN FY 2021	PROJECT TO BE DELAYED TO FY 2022; CHANGES TO PROJECT ALIGNMENT HAVE LED TO LONGER DESIGN TIME
TOTAL								\$23,079,788	\$25,591	\$4,523,490	\$27,628,869	\$16,266,346				

TOTAL CLOSEOUTS/WITHDRAWALS	(\$232,707)
TOTAL PROJECT ADJUSTMENTS	(\$623,335)
TOTAL OBLIGATED IN FY 2020	\$5,900,134
TOTAL OBLIGATED IN FY 2021	\$10,366,212
TOTAL DID NOT OBLIGATE IN FY 2021	\$6,283,866

CMAQ FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY 2022

TIP CODE	CSJ	PROJECT SPONSOR	PHASE	FACILITY	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
14073	0918-47-965	RICHARDSON	E	US 75	US 75 NORTHBOUND FRONTAGE ROAD FROM RENNER ROAD	W CITY LINE DRIVE	WIDEN US 75 NB FRONTAGE ROAD BRIDGE OVER SPRING CREEK TO CONSTRUCT SHARED-USE PATH	\$450,000	\$0	\$0	\$450,000	\$0	09/2021	EXPECTED TO OBLIGATE IN FY 2022	SCHEDULE UPDATE FROM THE CITY PENDING
11614.5	0918-46-267	DENTON	R	VA	CITY OF DENTON SCHOOL CONNECTION SIDEWALKS		NEW SIDEWALK SEGMENTS NEAR SCHOOL SITES AT PECAN CREEK ELEMENTARY SCHOOL ALONG POCKRUS PAGE ROAD AND WOODROW WILSON ELEMENTARY SCHOOL IN THE CITY OF DENTON	\$60,800	\$0	\$15,200	\$76,000	\$0	11/2021	EXPECTED TO OBLIGATE IN FY 2022	
14058	0902-90-153	FORT WORTH	E	CS	TRINITY TRAIL FROM TRINITY BLVD.	TRINITY LAKES STATION	CONSTRUCT SHARED USE PATH	\$40,267	\$0	\$0	\$40,267	\$0	12/2021	EXPECTED TO OBLIGATE IN FY 2022	
19005	0918-24-251	PLANO	C	VA	PLANO CITYWIDE CCTV CAMERA EXPANSION		INSTALL NEW CCTV CAMERAS CITYWIDE	\$1,867,000	\$0	\$0	\$1,867,000	\$0	12/2021	EXPECTED TO OBLIGATE IN FY 2022	
25072	0000-18-110	DART	T	VA	ON THE TRE FROM NOBLE BRANCH	WEST OF MEDICAL DISTRICT DRIVE	ADD TRACK TO CREATE A DOUBLE TRACKED SECTION OF THE TRE RESULTING IN FASTER SPEEDS AND REDUCED DELAY FOR PASSENGERS	\$750,000	\$0	\$187,500	\$937,500	\$0	01/2022	EXPECTED TO OBLIGATE IN FY 2022	
11630.7	2964-01-052	GRAND PRAIRIE	E	SH 161	ON FRONTAGE ROADS FROM IH 20	IH 30	INSTALL 6 NEW DMS AND 2 NEW CCTV CAMERAS ALONG SH 161 NB AND SB FRONTAGE ROADS INCLUDING SH 180 AND JEFFERSON	\$84,017	\$21,004	\$0	\$105,021	\$0	02/2022	EXPECTED TO OBLIGATE IN FY 2022	
11614.5	0918-46-267	DENTON	C	VA	CITY OF DENTON SCHOOL CONNECTION SIDEWALKS		NEW SIDEWALK SEGMENTS NEAR SCHOOL SITES AT PECAN CREEK ELEMENTARY SCHOOL ALONG POCKRUS PAGE ROAD AND WOODROW WILSON ELEMENTARY SCHOOL IN THE CITY OF DENTON	\$264,480	\$0	\$66,120	\$330,600	\$0	03/2022	EXPECTED TO OBLIGATE IN FY 2022	
55207	0095-04-069	TXDOT-DALLAS	C	US 80	AT SH 205/FM 148		CONSTRUCT INTERSECTION IMPROVEMENTS (SIDEWALKS AND TURN LANES)	\$7,479,959	\$1,869,990	\$0	\$9,349,949	\$0	03/2022	EXPECTED TO OBLIGATE IN FY 2022	
14090.1	0902-00-297	FWTA	T	IH 35W	FORT WORTH CENTRAL STATION	TEXAS HEALTH PRESBYTERIAN HOSPITAL PARK AND RIDE LOT IN DENTON	IMPLEMENT HIGH-INTENSITY BUS SERVICE ALONG THE IH 35W CORRIDOR	\$14,000,000	\$0	\$3,500,000	\$17,500,000	\$0	04/2022	EXPECTED TO OBLIGATE IN FY 2022	
21015.3	0918-47-373	DART	T	VA	COVID-19 TRANSIT EDUCATION CAMPAIGN PROGRAM		PROGRAM WILL FOCUS ON EDUCATION AND OUTREACH TO HELP WITH CONSUMER CONFIDENCE AND PROVIDING INCENTIVES TO INCREASE RIDERSHIP	\$300,000	\$0	\$0	\$300,000	\$0	04/2022	EXPECTED TO OBLIGATE IN FY 2022	
11651.5	0902-90-199	KENNEDALE	ENV	VA	ARTHUR INTERMEDIATE AND DELANEY ELEM SAFE ROUTES TO SCHOOL, BOUNDED BY ARTHUR DR TO THE N	W KENNEDALE PARKWAY TO THE S, RUTH DR TO THE E, CARRY A EDWARDS DR TO THE W	CONSTRUCT NEW AND RECONSTRUCT EXISTING SIDEWALKS, CROSSWALKS, AND CROSSING SAFETY IMPROVEMENTS; CONSTRUCT NEW SIGNAGE, TRAFFIC CALMING TREATMENTS, AND LIGHTING	\$24,000	\$0	\$6,000	\$30,000	\$0	06/2022	EXPECTED TO OBLIGATE IN FY 2022	
11651.5	0902-90-199	KENNEDALE	E	VA	ARTHUR INTERMEDIATE AND DELANEY ELEM SAFE ROUTES TO SCHOOL, BOUNDED BY ARTHUR DR TO THE N	W KENNEDALE PARKWAY TO THE S, RUTH DR TO THE E, CARRY A EDWARDS DR TO THE W	CONSTRUCT NEW AND RECONSTRUCT EXISTING SIDEWALKS, CROSSWALKS, AND CROSSING SAFETY IMPROVEMENTS; CONSTRUCT NEW SIGNAGE, TRAFFIC CALMING TREATMENTS, AND LIGHTING	\$91,273	\$0	\$22,818	\$114,091	\$0	06/2022	EXPECTED TO OBLIGATE IN FY 2022	
11657.1	0918-00-298	NCTCOG	I	VA	M&O - AIR QUALITY PUBLIC EDUCATION AND OUTREACH PROGRAM	IMPLEMENT STRATEGIC COMMUNICATION EFFORTS TO EDUCATE AND INFORM THE REGION ON TRANSPORTATION AND AIR QUALITY RELATED	ISSUES, INCLUDING STRATEGIES FOR IMPROVEMENT, FUNDING OPPORTUNITIES, TRAINING INITIATIVES, AND NEW PROGRAMS/POLICIES; MAJOR EFFORTS WILL FOCUS ON TRANSPORTATION AND AIR QUALITY, PUBLIC OUTREACH, EDUCATION, AND ENGAGEMENT PROGRAMS	\$1,560,000	\$0	\$0	\$1,560,000	\$0	06/2022	EXPECTED TO OBLIGATE IN FY 2022	
14080	0902-90-163	GRAND PRAIRIE	U	VA	REGIONAL VELOWEB TRAIL FROM TERMINATION OF FORT WORTH TRAIL AT CITY LIMITS	MIKE LEWIS PARK AT EXISTING TRAIL NEAR ROY ORR BLVD	CONSTRUCT SHARED-USE PATH	\$60,000	\$0	\$15,000	\$75,000	\$0	06/2022	EXPECTED TO OBLIGATE IN FY 2022	
21020	0902-90-219	FOREST HILL	C	CS	FOREST HILL DR AT FOREST HILL CIRCLE		CONSTRUCT SIGNAL AND INTERSECTION IMPROVEMENTS, INCLUDING SIGNAL RETIMING	\$500,000	\$0	\$0	\$500,000	\$0	06/2022	EXPECTED TO OBLIGATE IN FY 2022	
21047.1	0197-03-080	TXDOT-DALLAS	C	US 175	DALLAS COUNTY LINE	EAST OF FM 1390	INSTALLATION OF CCTV, DMS AND VEHICLE DETECTION UNITS	\$720,000	\$180,000	\$0	\$900,000	\$0	06/2022	EXPECTED TO OBLIGATE IN FY 2022	
21047.2	0197-02-133	TXDOT-DALLAS	C	US 175	IH 635	KAUFMAN COUNTY LINE	INSTALLATION OF CCTV, DMS AND VEHICLE DETECTION UNITS	\$700,000	\$175,000	\$0	\$875,000	\$0	06/2022	EXPECTED TO OBLIGATE IN FY 2022	
21047.3	0197-04-083	TXDOT-DALLAS	C	US 175	EAST OF FM 1390	SH 34	INSTALLATION OF CCTV, DMS AND VEHICLE DETECTION UNITS	\$660,000	\$165,000	\$0	\$825,000	\$0	06/2022	EXPECTED TO OBLIGATE IN FY 2022	

CMAQ FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY 2022

TIP CODE	CSJ	PROJECT SPONSOR	PHASE	FACILITY	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
21057	0918-24-269	PLANO	E	VA	BRECKENRIDGE TRAIL FROM BRADSHAW DR	FUTURE SHILOH RD SILVER LINE DART STATION	CONSTRUCT NEW SHARED-USE PATH	\$1,000,000	\$0	\$0	\$1,000,000	\$0	06/2022	EXPECTED TO OBLIGATE IN FY 2022	
25093.3	0918-47-361	DART	T	VA	DEEP ELLUM RIDESHARE PLAZA; NORTHEAST CORNER OF N. GOOD LATIMER	AT MONUMENT STREET	CONSTRUCT DEEP ELLUM RIDESHARE PLAZA TO PROVIDE OFF-STREET PASSENGER PICK-UP/DROP-OFF AREA FOR TRANSPORTATION NETWORK COMPANIES IN ORDER TO IMPROVE TRAFFIC FLOW IN DEEP ELLUM	\$320,000	\$0	\$80,000	\$400,000	\$0	06/2022	EXPECTED TO OBLIGATE IN FY 2022	
19007	0918-24-253	PLANO	C	SH 121 FRTG RD	CUSTER	SPRING CREEK PKWY	SIGNAL CONTROLLER AND SOFTWARE UPGRADES	\$402,000	\$0	\$0	\$402,000	\$0	07/2022	EXPECTED TO OBLIGATE IN FY 2022	
25022	0902-90-050	FORT WORTH	C	VA	CENTERPOINT TRAIL FROM TRINITY BLVD/SKYVIEW DR	TRINITY RAILWAY EXPRESS (TRE) CENTREPORT RAIL STATION	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	\$3,786,334	\$0	\$946,583	\$4,732,917	\$0	07/2022	EXPECTED TO OBLIGATE IN FY 2022	
11186.6	0918-00-348	NCTCOG	I	VA	FREEWAY/TRAFFIC INCIDENT MANAGEMENT PROGRAM	INCLUDES TRAINING FOR AGENCY EXECUTIVES AND FIRST RESPONDERS, QUICK	CLEARANCE CRASH RECONSTRUCTION TRAINING, OTHER TRAINING AND EDUCATION TO PROMOTE STRATEGIES TO MITIGATE TRAFFIC INCIDENTS; INCLUDES NCTCOG STAFF TIME AND CONSULTANT ASSISTANCE	\$245,460	\$0	\$0	\$245,460	\$0	08/2022	EXPECTED TO OBLIGATE IN FY 2022	
14013.2	0918-00-337	DART	C	VA	COTTON BELT VELOWEB TRAIL FROM DFW AIRPORT NORTH COTTON BELT STATION	SHILOH COTTON BELT STATION	DESIGN FOR COTTON BELT VELOWEB TRAIL (26 MILES) AND CONSTRUCTION OF MULTIPLE SECTIONS OF THE TRAIL CORRIDOR (IN COPPELL, CARROLLTON, ADDISON, DALLAS, PLANO, AND RICHARDSON)	\$14,786,590	\$0	\$0	\$14,786,590	\$0	08/2022	EXPECTED TO OBLIGATE IN FY 2022	
14013.2	0918-48-004	DART	C	VA	COTTON BELT VELOWEB TRAIL FROM DFW AIRPORT NORTH COTTON BELT STATION	SHILOH COTTON BELT STATION	DESIGN FOR COTTON BELT VELOWEB TRAIL (26 MILES) AND CONSTRUCTION OF MULTIPLE SECTIONS OF THE TRAIL CORRIDOR (IN COPPELL, CARROLLTON, ADDISON, DALLAS, PLANO, AND RICHARDSON)	\$8,401,592	\$0	\$2,100,398	\$10,501,990	\$0	08/2022	EXPECTED TO OBLIGATE IN FY 2022	
21015.7	0918-00-369	NCTCOG	E	VA	COVID-19 REGIONAL TRANSIT EDUCATION CAMPAIGN PROGRAM		PROGRAM WILL FOCUS ON EDUCATION AND OUTREACH TO HELP WITH CONSUMER CONFIDENCE AND PROVIDING INCENTIVES TO INCREASE RIDERSHIP	\$250,000	\$0	\$0	\$250,000	\$0	08/2022	EXPECTED TO OBLIGATE IN FY 2022	
21053	0918-47-372	DALLAS	E	CS	ALONG PINE ST FROM US 175 TO MALCOLM X BLVD	ALONG ELSIE FAYE HEGGINS ST (PREVIOUSLY HATCHER RD) FROM US 175 TO 2ND AVE	CONSTRUCT SIDEWALKS	\$120,000	\$0	\$30,000	\$150,000	\$0	08/2022	EXPECTED TO OBLIGATE IN FY 2022	
21063	0918-47-368	DALLAS	E	CS	CAMP WISDOM RD FROM US 67	WESTMORELAND RD	RECONSTRUCT AND WIDEN SIDEWALKS, INSTALL PEDESTRIAN LIGHTING, AND RECONSTRUCT/UPGRADE CROSSWALKS AND ASSOCIATED TRAFFIC SIGNAL INFRASTRUCTURE	\$400,000	\$0	\$100,000	\$500,000	\$0	08/2022	EXPECTED TO OBLIGATE IN FY 2022	
25093	0918-47-362	DALLAS	E	VA	DEEP ELLUM AREA PEDESTRIAN AND TRAFFIC SIGNAL IMPROVEMENTS, BOUNDED BY LIVE OAK ST TO THE NORTH,	HALL ST TO THE EAST, IH 30 TO THE SOUTH, AND CESAR CHAVEZ BLVD TO THE WEST	CONSTRUCT NEW SIDEWALKS, ADA RAMPS, CURB EXTENSIONS, PEDESTRIAN LIGHTING, AND UPGRADES TO TRAFFIC SIGNALS IN THE DEEP ELLUM AREA	\$400,000	\$0	\$0	\$400,000	\$0	08/2022	EXPECTED TO OBLIGATE IN FY 2022	
14018	0918-47-281	DALLAS	E	CS	BOUNDED BY US 75 TO THE WEST, GREENVILLE AVE TO THE EAST,	LOVERS LN TO THE NORTH, AND MOCKINGBIRD LN TO THE SOUTH	PEDESTRIAN IMPROVEMENTS INCLUDING TRAFFIC SIGNALS, SIDEWALKS, CROSSWALKS, LIGHTING, AND INTERSECTION IMPROVEMENTS	\$281,897	\$0	\$70,474	\$352,371	\$0	10/2022	EXPECTED TO OBLIGATE IN FY 2022	
14013.3	0902-00-235	FORT WORTH	R	CS	CENTREPORT TRAIL FROM CENTREPORT STATION	CITY LIMITS	CONSTRUCT 12' WIDE SHARED-USE PATH	\$165,200	\$0	\$0	\$165,200	\$0	11/2022	NOT EXPECTED TO OBLIGATE IN FY 2022	STAFF WILL CONFIRM THE ESTIMATED START DATE AND COORDINATE WITH TXDOT TO MOVE THE PROJECT TO THE APPROPRIATE YEAR
14080	0902-90-163	GRAND PRAIRIE	R	VA	REGIONAL VELOWEB TRAIL FROM TERMINATION OF FORT WORTH TRAIL AT CITY LIMITS	MIKE LEWIS PARK AT EXISTING TRAIL NEAR ROY ORR BLVD	CONSTRUCT SHARED-USE PATH	\$508,880	\$0	\$127,220	\$636,100	\$0	11/2022	NOT EXPECTED TO OBLIGATE IN FY 2022	STAFF WILL CONFIRM THE ESTIMATED START DATE AND COORDINATE WITH TXDOT TO MOVE THE PROJECT TO THE APPROPRIATE YEAR
25022	0902-90-050	FORT WORTH	R	VA	CENTERPOINT TRAIL FROM TRINITY BLVD/SKYVIEW DR	TRINITY RAILWAY EXPRESS (TRE) CENTREPORT RAIL STATION	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	\$110,200	\$0	\$27,550	\$137,750	\$0	11/2022	NOT EXPECTED TO OBLIGATE IN FY 2022	STAFF WILL CONFIRM THE ESTIMATED START DATE AND COORDINATE WITH TXDOT TO MOVE THE PROJECT TO THE APPROPRIATE YEAR
25022	0902-90-050	FORT WORTH	U	VA	CENTERPOINT TRAIL FROM TRINITY BLVD/SKYVIEW DR	TRINITY RAILWAY EXPRESS (TRE) CENTREPORT RAIL STATION	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	\$34,200	\$0	\$8,550	\$42,750	\$0	11/2022	NOT EXPECTED TO OBLIGATE IN FY 2022	STAFF WILL CONFIRM THE ESTIMATED START DATE AND COORDINATE WITH TXDOT TO MOVE THE PROJECT TO THE APPROPRIATE YEAR

CMAQ FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY 2022

TIP CODE	CSJ	PROJECT SPONSOR	PHASE	FACILITY	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
14036	0902-90-139	FORT WORTH	E	BUS 287	BUS 287/NORTH MAIN STREET AT NORTH HANGAR ENTRANCE		ADD RIGHT TURN LANES FOR SOUTHBOUND TRAFFIC	\$52,000	\$0	\$0	\$52,000	\$0	12/2021	NOT EXPECTED TO OBLIGATE IN FY 2022	CITY HAS OPTED TO CANCEL PROJECT
14036	0902-90-139	FORT WORTH	U	BUS 287	BUS 287/NORTH MAIN STREET AT NORTH HANGAR ENTRANCE		ADD RIGHT TURN LANES FOR SOUTHBOUND TRAFFIC	\$35,000	\$0	\$0	\$35,000	\$0	08/2022	NOT EXPECTED TO OBLIGATE IN FY 2022	CITY HAS OPTED TO CANCEL PROJECT
11630.6	0008-08-077	GRAND PRAIRIE	C	SH 180	EAST OF HENSLEY	GREAT SOUTHWEST PKWY	INSTALLATION OF 4 NEW CCTV CAMERAS AND 5 NEW DMS ALONG SH 180 TO FACILITATE TRAFFIC MANAGEMENT BY VIEWING TRAFFIC CONDITIONS VIA CCTV AND ADJUSTING SIGNAL TIMING AND PROVIDING FEEDBACK TO MOTORING PUBLIC VIA DMS	\$400,000	\$100,000		\$500,000	\$0	11/2022	NOT EXPECTED TO OBLIGATE IN FY 2022	PROJECT IS ASSOCIATED WITH ANOTHER PROJECT ALONG MAIN STREET AND IS BEING DELAYED TO FOLLOW THE SAME SCHEDULE; STAFF WILL CONFIRM THE ESTIMATED START DATE AND COORDINATE WITH TXDOT TO MOVE THE PROJECT TO THE APPROPRIATE YEAR
14046	0918-47-286	DALLAS	C	VA	UPTOWN MCKINNEY/COLE COUPLET: ON ALLEN ST FROM CARLISLE ST TO MCKINNEY AVE; ON CARLISLE ST FROM COLE AVE TO ALLEN ST;	ON COLE AVE FROM HARVARD AVE TO CARLISLE ST; ON MCKINNEY AVE FROM HARVARD AVE TO ALLEN ST	CONVERSION OF 3 LN ONE-WAY RDWYS TO TWO-WAY RDWYS; INTERSECTION, SIGNAL, SIGNAGE, PEDESTRIAN, LIGHTING, LANDSCAPING, AND ASSOCIATED IMPROVEMENTS INCLUDING TROLLEY RELOCATION	\$6,700,000	\$0	\$1,675,000	\$8,375,000	\$0	12/2022	NOT EXPECTED TO OBLIGATE IN FY 2022	STAFF WILL CONFIRM THE ESTIMATED START DATE AND COORDINATE WITH TXDOT TO MOVE THE PROJECT TO THE APPROPRIATE YEAR
25066.1	0918-47-310	DALLAS	R	CS	ON LINFIELD RD OVER UPRR RAIL YARD FROM SH 310 TO CARBONDALE ST	AND ON CARBONDALE ST FROM LINFIELD RD TO SL 12	CONSTRUCT BICYCLE AND PEDESTRIAN BRIDGE ON LINFIELD ROAD OVER THE UPRR RAIL YARD; ADD LANDSCAPING TO THE PROJECT AREA INCLUDING ALONG CARBONDALE STREET	\$350,000	\$0	\$0	\$350,000	\$0	12/2022	NOT EXPECTED TO OBLIGATE IN FY 2022	STAFF WILL CONFIRM THE ESTIMATED START DATE AND COORDINATE WITH TXDOT TO MOVE THE PROJECT TO THE APPROPRIATE YEAR
14037	0902-90-137	FORT WORTH	E	BUS 287	BUS 287/NORTH MAIN STREET AT NORTH AIRPORT ENTRANCE		ADD RIGHT TURN LANE FOR SOUTHBOUND TRAFFIC INTO AIRPORT'S NORTHERN ENTRANCE (MAIN ENTRANCE FOR JET FUEL TRUCKS)	\$52,000	\$0	\$0	\$52,000	\$0	02/2023	NOT EXPECTED TO OBLIGATE IN FY 2022	STAFF WILL CONFIRM THE ESTIMATED START DATE AND COORDINATE WITH TXDOT TO MOVE THE PROJECT TO THE APPROPRIATE YEAR
14013	0918-47-236	DALLAS CO	C	VA	TRAIL CONNECTIONS TO FUTURE CYPRESS WATERS COTTON BELT RAIL STATION; FROM SOUTH OF CYPRESS WATERS COTTON BELT STATION	TO EXISTING TRAIL NORTH OF OLYMPUS BLVD	CONSTRUCT SHARED USE PATH AND RELATED PEDESTRIAN AND BICYCLE IMPROVEMENTS (PEDESTRIAN CROSSWALKS, SIGNAGE, LIGHTING, AND SIGNALS) IN PROXIMITY OF THE FUTURE CYPRESS WATERS COTTON BELT RAIL STATION	\$1,834,068	\$0	\$458,517	\$2,292,585	\$0	05/2023	NOT EXPECTED TO OBLIGATE IN FY 2022	PROJECT IMPACTED BY CONSTRUCTION OF HUNTINGTON ROAD IN THE CYPRESS WATERS DEVELOPMENT; STAFF WILL CONFIRM THE ESTIMATED START DATE AND COORDINATE WITH TXDOT TO MOVE THE PROJECT TO THE APPROPRIATE YEAR
14058	0902-90-153	FORT WORTH	C	CS	TRINITY TRAIL FROM TRINITY BLVD.	TRINITY LAKES STATION	CONSTRUCT SHARED USE PATH	\$372,467	\$0	\$0	\$372,467	\$0	12/2023	NOT EXPECTED TO OBLIGATE IN FY 2022	DELAY ON THE START OF DESIGN HAS PUSHED THE REST OF THE SCHEDULE OUT; STAFF WILL CONFIRM THE ESTIMATED START DATE AND COORDINATE WITH TXDOT TO MOVE THE PROJECT TO THE APPROPRIATE YEAR
25066.2	0581-01-157	DALLAS	U	SL 12	AT CARBONDALE		CONSTRUCT INTERSECTION IMPROVEMENTS INCLUDING REGRAVING, REPAVING, AND SIDEWALKS	\$40,000	\$10,000	\$0	\$50,000	\$0	01/2024	NOT EXPECTED TO OBLIGATE IN FY 2022	STAFF WILL CONFIRM THE ESTIMATED START DATE AND COORDINATE WITH TXDOT TO MOVE THE PROJECT TO THE APPROPRIATE YEAR
14037	0902-90-137	FORT WORTH	U	BUS 287	BUS 287/NORTH MAIN STREET AT NORTH AIRPORT ENTRANCE		ADD RIGHT TURN LANE FOR SOUTHBOUND TRAFFIC INTO AIRPORT'S NORTHERN ENTRANCE (MAIN ENTRANCE FOR JET FUEL TRUCKS)	\$10,000	\$0	\$0	\$10,000	\$0	08/2024	NOT EXPECTED TO OBLIGATE IN FY 2022	STAFF WILL CONFIRM THE ESTIMATED START DATE AND COORDINATE WITH TXDOT TO MOVE THE PROJECT TO THE APPROPRIATE YEAR
TOTAL								\$70,669,684	\$2,520,994	\$9,436,930	\$82,627,608	\$0			

TOTAL OBLIGATED IN FY 2022	\$0
TOTAL EXPECTED TO OBLIGATE	\$60,005,669
TOTAL NOT EXPECTED TO OBLIGATED	\$10,664,015

STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY 2022

TIP CODE	CSJ	PROJECT SPONSOR	PHASE	FACILITY	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
14032	0918-47-246	TXDOT-DALLAS	E	CS	ON EAST BEAR CREEK ROAD FROM HAMPTON ROAD	IH 35E	RECONSTRUCT AND WIDEN FROM 2 LANES RURAL UNDIVIDED TO 4 LANES URBAN DIVIDED WITH BICYCLE/PEDESTRIAN ACCOMMODATIONS AND INTERSECTION IMPROVEMENTS	\$800,000	\$0	\$200,000	\$1,000,000	\$800,000	10/2021	OBLIGATED (2022)	FUNDING OBLIGATED OCTOBER 2021 (ADVANCE CONSTRUCTION)
11559	0902-48-799	FWTA	T	CS	TRE CROSSING	AT CALLOWAY CEMETERY	UPGRADE TO QUAD GATES AND RESURFACE CROSSING	\$504,186	\$0	\$126,047	\$630,233	\$0	02/2020 (ACTUAL)	EXPECTED TO OBLIGATE IN FY 2022	ADDITIONAL FUNDING FOR PROJECT ALREADY UNDER CONSTRUCTION; TRANSIT TRANSFER REQUEST HAS BEEN SUBMITTED AND IS PENDING
52553	0171-05-081	TXDOT-FORT WORTH	C	SH 199	AT BYPASS CHANNEL (ON HENDERSON)	NEAR FW CBD & TRINITY RIVER	CONSTRUCT 4 LANE BRIDGE AT NEW LOCATION OF PROPOSED BYPASS CHANNEL	\$22,858,937	\$5,714,734	\$0	\$28,573,671	\$0	08/2021	EXPECTED TO OBLIGATE IN FY 2022	UPDATE ON THE STATUS OF THE PROJECT FROM TXDOT PENDING
11663.2	0902-00-220	TXDOT-FORT WORTH	i	VA	REGIONAL MANAGED LANE SYSTEM		DEVELOP, TEST, & IMPLEMENT TECHNOLOGY TO DETECT & VERIFY AUTO OCCUPANCY ON REGIONAL MANAGED LANE SYSTEM INCLUDING PUBLIC OUTREACH, EDUCATION, & INTEGRATION INTO EXISTING TOLLING SOFTWARE/HARDWARE; PROJECT INVOLVES CONSULTANT ASSISTANCE	\$279,610	\$69,902	\$0	\$349,512	\$0	09/2021	EXPECTED TO OBLIGATE IN FY 2022	UPDATE ON THE STATUS OF THE PROJECT FROM TXDOT PENDING
11618.1	0918-00-346	TXDOT-DALLAS	I	VA	REGIONAL MOBILITY ASSISTANCE PATROL (DALLAS DISTRICT)		MOBILITY ASSISTANCE PATROL THAT PROVIDES ASSISTANCE TO STRANDED MOTORISTS DUE TO VEHICLE PROBLEMS OR NON-INJURY ACCIDENTS	\$3,450,000	\$862,500	\$0	\$4,312,500	\$0	11/2021	EXPECTED TO OBLIGATE IN FY 2022	
11649	0918-00-343	NCTCOG	I	VA	DART VANPOOL PROGRAM		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	\$2,146,000	\$0	\$536,500	\$2,682,500	\$0	11/2021	EXPECTED TO OBLIGATE IN FY 2022	
11678	0918-00-324	NCTCOG	I	VA	DFW AUTOMATED VEHICLE PROVING GROUNDS PROJECT (REGION-WIDE)		ADVANCE HIGH-SPEED AUTOMATED VEHICLE PROGRAM THROUGH SHARED-USE MOBILITY COLLABORATIONS AND OTHER AV-RELATED TECHNOLOGIES AND PARTNERSHIPS	\$250,000	\$0	\$0	\$250,000	\$0	11/2021	EXPECTED TO OBLIGATE IN FY 2022	
11696.2	0902-00-301	NCTCOG	I	VA	REGIONWIDE OPTIMIZED FREIGHT MOVEMENT PROJECT; INCLUDES RESEARCH, DEPLOYMENT,	& MONITORING OF TRANSPORTATION INNOVATIONS AND TECHNOLOGY TO IMPROVE FLOW OF FREIGHT VEHICLES	THROUGH INTERSECTIONS IN DALLAS-FORT WORTH IN PARTNERSHIP WITH INDUSTRY AND GOVERNMENTS; INCLUDES NCTCOG STAFF TIME	\$4,800,000	\$0	\$0	\$4,800,000	\$0	11/2021	EXPECTED TO OBLIGATE IN FY 2022	
14024	0918-47-240	SACHSE	R	CS	ON MERRITT RD/WOODBRIDGE PKWY FROM PLEASANT VALLEY ROAD	NORTH OF SACHSE ROAD	RECONSTRUCT AND WIDEN 2 TO 4 LANE DIVIDED URBAN; INTERSECTION, SIGNAL, AND SHARED-USE PATH IMPROVEMENTS ALONG MERRITT ROAD, INCLUDING ILLUMINATION AND MEDIAN LANDSCAPE	\$800,000	\$0	\$200,000	\$1,000,000	\$0	11/2021	EXPECTED TO OBLIGATE IN FY 2022	
14085.2	0918-47-307	NCTCOG	E	VA	OAK FARMS REG CORR CONCEPTUAL ENG STUDY; ALONG JEFFERSON BLVD VIADUCT FROM YOUNG TO EWING; ALONG HOUSTON ST VIADUCT FRM	YOUNG TO GREENBRIAR LN; ON GREENBRIAR LN FRM JEFFERSON BLVD TO BECKLEY AVE; ON EADS AVE FRM COLORADO TO HUTCHINS	CONCEPTUAL ENGINEERING STUDY TO RECONST ROADWAYS TO IMPLEMENT COMPLETE STREETS, INCLUDING: ON-STREET PARKING, SIDEWALKS, BIKE LANES/PATHS, CONVERT TO 2-WAY OPERATIONS, REMOVE RAMPS, IMPROVE ACCESSIBILITY BY STREETCAR, ADD TRAFFIC CALMING	\$3,405,000	\$0	\$0	\$3,405,000	\$0	11/2021	EXPECTED TO OBLIGATE IN FY 2022	
25061	0918-47-294	NCTCOG	E	VA	IRVING BICYCLE MASTER PLAN; CITYWIDE		DEVELOP A CITYWIDE BICYCLE MASTER PLAN TO IDENTIFY CORRIDORS AND METHODOLOGIES FOR PROVIDING BICYCLE CONNECTIVITY FROM EXISTING FACILITIES AND TRAILS TO ADDITIONAL AREAS OF THE CITY; INCLUDES NCTCOG STAFF TIME AND CONSULTANT ASSISTANCE	\$400,000	\$0	\$0	\$400,000	\$0	11/2021	EXPECTED TO OBLIGATE IN FY 2022	
25080.1	0902-00-303	NCTCOG	E	VA	INTEGRATED TRANSPORTATION STORMWATER MGMT PROJECT; APPROX 2,816 SQ MI STUDY AREA WITHIN CLEAR, ELM, & WEST FORK TRINITY;	INCLUDES WISE CO & PORTIONS OF DALLAS, DENTON, ELLIS, HOOD, JOHNSON, PARKER & TARRANT CO; ASSESS CURRENT & FUTURE FLOOD	RISK VULNERABILITY FOR TRANS INFRASTRUCTURE & DEVELOPED LAND TO MINIMIZE & MITIGATE IMPACTS OF TRANS PROJECTS & DETERMINE ADAPTIVE & SUSTAINABLE STRATEGIES TO ACCOMMODATE URBAN GROWTH WHILE ALSO INTEGRATING STORMWATER NEEDS & ENVIR STEWARDSHIP	\$3,000,000	\$0	\$0	\$3,000,000	\$0	11/2021	EXPECTED TO OBLIGATE IN FY 2022	

STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY 2022

TIP CODE	CSJ	PROJECT SPONSOR	PHASE	FACILITY	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
11647.1	0918-00-311	NCTCOG	I	VA	LAND USE/TRANSPORTATION AND BIKE/PEDESTRIAN INITIATIVES INCLUDES BICYCLE/PEDESTRIAN PLANNING,	TRANSIT ORIENTED DEVELOPMENT, REGIONAL PEDESTRIAN SAFETY PROGRAM, IMPLEMENTATION OF SUSTAINABLE DEVELOPMENT INITIATIVES;	INCLUDES NCTCOG STAFF TIME AND POSSIBLE CONSULTANT ASSISTANCE TO DEVELOP AND IMPLEMENT FUNDING PROGRAMS, COLLECT AND ANALYZE DATA; SCHOOL SITING/LAND USE CONNECTIONS, SAFE ROUTES TO SCHOOL, SAFETY AND EDUCATION	\$1,524,000	\$0	\$0	\$1,524,000	\$0	01/2022	EXPECTED TO OBLIGATE IN FY 2022	
11650	0902-00-263	NCTCOG	I	VA	CORRIDOR STUDIES AND CAPITAL ASSET MANAGEMENT	IDENTIFY STRATEGIES TO EXTEND OPERATIONAL LIFE OF TRANSPORTATION FACILITIES BY PROMOTING USE OF STRATEGIC MAINTENANCE,	REPAIR, AND EXPANSION; INCLUDES CONTINUED DEVELOPMENT, MONITORING, AND TECHNICAL ASSISTANCE TO REGIONAL PARTNERS TO BALANCE PRESERVATION VS. UPGRADE OF ASSETS	\$292,000	\$0	\$0	\$292,000	\$0	01/2022	EXPECTED TO OBLIGATE IN FY 2022	
14032	0918-47-246	TXDOT-DALLAS	R	CS	ON EAST BEAR CREEK ROAD FROM HAMPTON ROAD	IH 35E	RECONSTRUCT AND WIDEN FROM 2 LANES RURAL UNDIVIDED TO 4 LANES URBAN DIVIDED WITH BICYCLE/PEDESTRIAN ACCOMMODATIONS AND INTERSECTION IMPROVEMENTS	\$2,000,000	\$0	\$500,000	\$2,500,000	\$0	01/2022	EXPECTED TO OBLIGATE IN FY 2022	
21086	0047-05-059	MCKINNEY	E	SH 5	LOUISIANA STREET	VIRGINIA STREET	CONCEPTUAL ENGINEERING TO IDENTIFY IMPROVEMENTS TO CONNECT ADJACENT NEIGHBORHOODS IN ORDER TO REKNIT THE COMMUNITY	\$2,000,000	\$0	\$0	\$2,000,000	\$0	01/2022	EXPECTED TO OBLIGATE IN FY 2022	
55205	1310-01-043	TXDOT-DALLAS	C	FM 407	GULF AVE	WEST OF SAGE DRIVE	REALIGN EXISTING 2 TO 2 LANE ROADWAY TO ADDRESS LANE SAFETY ISSUE	\$1,292,175	\$323,043	\$0	\$1,615,218	\$0	01/2022	EXPECTED TO OBLIGATE IN FY 2022	
14038.1	0902-00-250	NCTCOG	I	VA	DFW REGION; MANAGEMENT & OVERSIGHT OF NEW REGIONAL SAFETY PROJECT FUNDING PROGRAM; INCLUDES DEVELOPMENT OF A REGIONAL	TRANSPORTATION SAFETY PLAN; GENERAL SAFETY PLANNING/IMPLEMENTATION ACTIVITIES; CONDUCTING REGIONAL & FEDERAL SAFETY	PERFORMANCE TRACKING/REPORTING REQUIREMENTS; ANALYSIS OF WRONG-WAY DRIVING AND INTERSECTION SAFETY IMPLEMENTATION PLAN COUNTERMEASURE EFFECTIVENESS; COLLECTING/ANALYZING CRASH DATA & INCIDENT PERFORMANCE MEASURES	\$362,000	\$0	\$0	\$362,000	\$0	03/2022	EXPECTED TO OBLIGATE IN FY 2022	
14070	0196-07-034	TXDOT-DALLAS	C	SS 366	WEST OF AKARD ST	SAINT PAUL ST	CONSTRUCT EXTENSION OF EXISTING KLYDE WARREN PARK DECK PLAZA; STRUCTURE ONLY	\$30,000,000	\$0	\$7,500,000	\$37,500,000	\$0	03/2022	EXPECTED TO OBLIGATE IN FY 2022	
21092	0422-05-011	TXDOT-FORT WORTH	E	VA	ON NOLAN RIVER ROAD FROM NORTH OF US 67 FRONTAGE ROAD	SOUTH OF US 67 FRONTAGE ROAD	RECONSTRUCT AND WIDEN FROM 2 TO 4 LANES INCLUDING BRIDGE AT US 67	\$800,000	\$200,000	\$0	\$1,000,000	\$0	03/2022	EXPECTED TO OBLIGATE IN FY 2022	
21094	0902-20-232	TXDOT-FORT WORTH	E	CR 4668	AT BOBO'S CROSSING		RECONSTRUCT BRIDGE TO ELEVATE OUT FLOOD PLAIN FOR SAFETY	\$3,000,000	\$0	\$0	\$3,000,000	\$0	03/2022	EXPECTED TO OBLIGATE IN FY 2022	
25068	0196-02-131	TXDOT-DALLAS	C	IH 35E	GARDEN RIDGE BLVD	LAKE LEWISVILLE BRIDGE	CONSTRUCT NB ENTRANCE RAMP FOR HIGHLAND VILLAGE RD TO NB IH 35E	\$2,400,000	\$600,000	\$0	\$3,000,000	\$0	03/2022	EXPECTED TO OBLIGATE IN FY 2022	
14026.1	0902-38-141	WEATHERFORD	E	VA	ON WACO ST/WEST COLUMBIA ST FROM US 180	FM 51/FM 171	RECONSTRUCT AND WIDEN 2 LANE ROADWAY TO 4 LANE ROADWAY INCLUDING BICYCLE FACILITIES, SIDEWALKS, LIGHTING AND LANDSCAPING	\$865,800	\$0	\$0	\$865,800	\$0	04/2022	EXPECTED TO OBLIGATE IN FY 2022	
14026.5	0365-01-052	WEATHERFORD	E	FM 51/FM 171	SOUTH OF INTERSECTION OF FM 51/FM 171 AND W COLUMBIA STREET	NORTH OF INTERSECTION OF FM 51/FM 171 AND W COLUMBIA STREET	INTERSECTION IMPROVEMENTS AT FM 51/FM 171 FOR NEW 4 LANE BYPASS	\$195,360	\$48,840	\$0	\$244,200	\$0	04/2022	EXPECTED TO OBLIGATE IN FY 2022	
21015.4	0918-00-374	DCTA	T	VA	TRANSIT PREVENTIVE MAINTENANCE		ACTIVITIES TO PRESERVE AND EXTEND THE FUNCTIONALITY AND SERVICEABILITY OF CAPITAL ASSETS	\$200,000	\$0	\$0	\$200,000	\$0	04/2022	EXPECTED TO OBLIGATE IN FY 2022	
21015.5	0902-90-231	FWTA	T	VA	TRANSIT PREVENTIVE MAINTENANCE		ACTIVITIES TO PRESERVE AND EXTEND THE FUNCTIONALITY AND SERVICEABILITY OF CAPITAL ASSETS	\$250,000	\$0	\$0	\$250,000	\$0	04/2022	EXPECTED TO OBLIGATE IN FY 2022	
21015.6	0918-24-270	DART	E	VA	ON SILVER LINE FROM DFW AIRPORT	SHILOH ROAD	EXPEDITE DESIGN REVIEW BY CLASS I AND SHORT LINE FREIGHT RAILROADS FOR THE SILVERLINE RAIL AND TRAIL PROJECT	\$800,000	\$0	\$0	\$800,000	\$0	04/2022	EXPECTED TO OBLIGATE IN FY 2022	

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21015.8	0902-50-142	FWTA	T	VA	CONSTRUCT NEW STOPS ACCOMODATIONS IN THE TRINITY METRO SERVICE AREA		IDENTIFY AND CONSTRUCT BUS STOPS LACKING CONCRETE PADS AND OVERHEAD SHELTERS	\$1,000,000	\$0	\$0	\$1,000,000	\$0	04/2022	EXPECTED TO OBLIGATE IN FY 2022	
25013	0902-90-172	FORT WORTH	R	CS	MEANDERING ROAD FROM SH 183 TO ANAHUAC AVE	LTJG BARNETT FROM MEANDERING ROAD TO NASIRB EAST GATE	RECONSTRUCT MEANDERING ROAD FROM 4 TO 3 LANES, REALIGN INTERSECTION AT ROBERTS CUT OFF, CONSTRUCT INTERSECTION IMPROVEMENTS AT YALE ST AND LTJG BARNETT, ADD SIDEWALKS AND SIDEPATHS WITHIN PROJECT LIMITS AND BIKE LANES ON LT JG BARNETT	\$800,000	\$0	\$0	\$800,000	\$0	04/2022	EXPECTED TO OBLIGATE IN FY 2022	
11612.2	0902-00-234	NCTCOG	I	VARIOUS	REGION-WIDE EMPLOYER TRIP REDUCTION PROGRAM (ETR)	TRACK AND IMPLEMENT ETR STRATEGIES THROUGH COMMUTER/EMPLOYER OUTREACH; MANAGEMENT/OVERSIGHT OF TRYPARKINGIT.COM	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	\$875,000	\$0	\$0	\$875,000	\$0	06/2022	EXPECTED TO OBLIGATE IN FY 2022	
11621.1	0902-00-267	NCTCOG	I	VA	PLANNING STUDIES AND STREAMLINED PROJECT DELIVERY (REGIONAL)		PROVIDE MPO PLANNING SUPPORT AND TECHNICAL ASSISTANCE FOR SURFACE TRANSPORTATION PROJECTS WITHIN THE METROPOLITAN PLANNING AREA INCLUDING PLANNING STUDIES AND EXPEDITE ENVIRONMENTAL REVIEW PROCESS	\$1,248,000	\$0	\$0	\$1,248,000	\$0	06/2022	EXPECTED TO OBLIGATE IN FY 2022	
11622.3	0918-00-314	NCTCOG	I	VA	TRAVEL SURVEY & DATA COLLECTION PROGRAM: TO PROVIDE TRAVEL INFORMATION USED TO CREATE ANALYTICAL TOOLS FOR ALL PLANNING,	AIR QUALITY, AND MANAGEMENT PROJECTS IN THE MPA; ANALYSIS OF TRANSIT PERFORMANCE IN REAL-TIME AND	FORECAST FUTURE RIDERSHIP AMONGST THE THREE MAJOR TRANSIT AGENCIES; INCLUSION OF NON-MOTORIZED TRIPS IN THE REGIONAL TRAVEL MODEL; DEVELOPMENT OF DYNAMIC TRAFFIC ASSIGNMENT MODEL FOR ROADWAY NETWORK ANALYSIS	\$1,695,000	\$0	\$0	\$1,695,000	\$0	06/2022	EXPECTED TO OBLIGATE IN FY 2022	
11649	0918-00-363	NCTCOG	I	VA	DART VANPOOL PROGRAM		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	\$1,197,000	\$0	\$299,250	\$1,496,250	\$0	06/2022	EXPECTED TO OBLIGATE IN FY 2022	
11655.1	0902-00-241	NCTCOG	I	VA	REVENUE AND PROJECT TRACKING SYSTEM (RAPTS)		TRACK, MONITOR, AND ASSESS REGIONAL TRANSPORTATION AND AIR QUALITY PROJECTS THROUGH THE RAPTS WEBSITE; INCLUDES SOFTWARE DEVELOPMENT AND NCTCOG STAFF TIME	\$790,400	\$0	\$0	\$790,400	\$0	06/2022	EXPECTED TO OBLIGATE IN FY 2022	
11684.2	0081-12-053	FORT WORTH	ENV	VA	IH 35W AUTOMATED VEHICLE (AV) TRUCKPORT; ALLIANCE - SOUTHEAST CORNER OF SH 170 AND IH 35W		PILOT PROJECT TO DEVELOP AND BUILD AUTOMATED FREIGHT FACILITY TO COLLECT/DISTRIBUTE FREIGHT AND TEST AUTOMATED TRUCK TECHNOLOGY TO IMPROVE AV USES IN FREIGHT/SUPPLY CHAIN/LOGISTICS	\$100,000	\$0	\$0	\$100,000	\$0	06/2022	EXPECTED TO OBLIGATE IN FY 2022	
11684.2	0081-12-053	FORT WORTH	E	VA	IH 35W AUTOMATED VEHICLE (AV) TRUCKPORT; ALLIANCE - SOUTHEAST CORNER OF SH 170 AND IH 35W		PILOT PROJECT TO DEVELOP AND BUILD AUTOMATED FREIGHT FACILITY TO COLLECT/DISTRIBUTE FREIGHT AND TEST AUTOMATED TRUCK TECHNOLOGY TO IMPROVE AV USES IN FREIGHT/SUPPLY CHAIN/LOGISTICS	\$758,953	\$0	\$0	\$758,953	\$0	06/2022	EXPECTED TO OBLIGATE IN FY 2022	
11694	0918-00-318	NCTCOG	I	VA	REGIONAL AIR QUALITY INITIATIVES	IDENTIFY AND IMPLEMENT POLICIES/BEST PRACTICES TO IMPROVE AIR QUALITY AND ENSURE COMPLIANCE WITH FEDERAL STANDARDS;	INCLUDING STRATEGIES TO REDUCE EMISSIONS FROM COMMERCIAL AND CONSUMER VEHICLES, IMPLEMENTATION OF NEW VEHICLE TECHNOLOGIES, AND ASSIST LOCAL GOVERNMENTS AND BUSINESS WITH THE DEPLOYMENT OF LOW-EMISSION TECHNOLOGIES	\$2,594,000	\$0	\$0	\$2,594,000	\$0	06/2022	EXPECTED TO OBLIGATE IN FY 2022	
13044	0047-06-161	TXDOT-DALLAS	C	US 75	AT RIDGEVIEW DRIVE		RECONSTRUCT INTERCHANGE	\$7,156,475	\$1,789,119	\$0	\$8,945,594	\$0	06/2022	EXPECTED TO OBLIGATE IN FY 2022	
14082	0902-90-164	HALTOM CITY	E	CS	BROADWAY AVE FROM US 377	SH 26	RECONSTRUCT AND WIDEN FROM 2 TO 3 LANES WITH INTERSECTION, SIDEWALK AND SIGNAL IMPROVEMENTS	\$659,190	\$0	\$0	\$659,190	\$0	06/2022	EXPECTED TO OBLIGATE IN FY 2022	

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14091.1	0902-90-229	FORT WORTH	E	VA	BUTLER HOUSING PROJECT BOUNDED BY IH 35W, IH 30, AND US 287		PLANNING STUDY TO CONDUCT AN ANALYSIS OF ALTERNATIVES TO IMPROVE ROADWAY ACCESSIBILITY TO FORMER BUTLER PLACE HISTORIC DISTRICT THAT WILL ASSESS ECONOMIC AND SOCIAL OPPORTUNITIES, INCLUDING TRAFFIC STUDY OF THE E LANCASTER AVE INTERSECTIONS OF JONES ST	\$2,000,000	\$0	\$500,000	\$2,500,000	\$0	06/2022	EXPECTED TO OBLIGATE IN FY 2022	
21013	0902-90-224	NCTCOG	E	CS	FOREST HILL DRIVE FROM LON STEPHENSON ROAD	SHELBY ROAD	PLANNING STUDY OF TRANSPORTATION, LAND USE, AND FLOODING; ENGINEERING TO RECONSTRUCT AND WIDEN FROM 2 LANES TO 4 LANES WITH SIGNAL RETIMING AND INTERSECTION IMPROVEMENTS	\$500,000	\$0	\$0	\$500,000	\$0	06/2022	EXPECTED TO OBLIGATE IN FY 2022	
21016.1	0918-00-371	NCTCOG	E	VA	REGIONAL DATA HUB - DFW MPO BOUNDARY	DEPLOYMENT AND ADAPTATION OF THE CALTRANS TRANSPORTATION SYSTEM MANAGEMENT AND OPERATIONS DATA ENGINE	TO IMPROVE OPERATIONAL EFFICIENCY ON THE REGION'S ROADWAYS BY INTEGRATING DATA SOURCES, INCLUDING REGIONAL 511 AND OTHER TRAFFIC MANAGEMENT AND TRAVELER INFORMATION SYSTEMS, AND FACILITATING DATA SHARING WITHIN THE REGION; INCLUDES NCTCOG STAFF TIME	\$600,000	\$0	\$0	\$600,000	\$0	06/2022	EXPECTED TO OBLIGATE IN FY 2022	
21016.2	0918-00-364	TXDOT-DALLAS	I	VA	REGIONAL DATA HUB - DFW MPO BOUNDARY	DEPLOYMENT AND ADAPTION OF THE CALTRANS TRANSPORTATION SYSTEM MANAGEMENT AND OPERATIONS DATA ENGINE	TO IMPROVE OPERATIONAL EFFICIENCY ON THE REGION'S ROADWAYS BY INTEGRATING DATA SOURCES, INCLUDING REGIONAL 511 AND OTHER TRAFFIC MANAGEMENT AND TRAVELER INFORMATION SYSTEMS, AND FACILITATING DATA SHARING WITHIN THE REGION	\$1,000,000	\$0	\$0	\$1,000,000	\$0	06/2022	EXPECTED TO OBLIGATE IN FY 2022	
21017	0918-00-370	NCTCOG	E	VA	PAVEMENT CONDITION ON RTC-FOCUSED (NHS) OFF SYSTEM ROADWAYS	REGIONWIDE	REVIEW PAVEMENT SCORES AND PERFORM ENGINEERING TO IDENTIFY IMPROVEMENTS TO BE MADE (RESPONSE TO FEDERAL PERFORMANCE MEASURES)	\$1,000,000	\$0	\$0	\$1,000,000	\$0	06/2022	EXPECTED TO OBLIGATE IN FY 2022	
21033	0902-90-223	FORT WORTH	E	VA	EAST ROSEDALE BOUNDED BY ROSEDALE ON THE NORTH, LIBERTY STREET ON THE EAST,	POLLARD-SMITH ON THE SOUTH, AND AMANDA AVENUE ON THE WEST	CONDUCT PLANNING STUDY TO DETERMINE PARCEL LOCATION AND TRANSIT DEMAND; DESIGN AND CONSTRUCT TRANSIT BUS CENTER NEAR NEW ENVISION CENTER AND STOP SIX	\$200,000	\$0	\$0	\$200,000	\$0	06/2022	EXPECTED TO OBLIGATE IN FY 2022	
21044	0918-47-380	NCTCOG	E	VA	MIDTOWN PEOPLE MOVER BOUNDED BY IH 635 TO THE SOUTH, DALLAS NORTH TOLLWAY	TO THE WEST, PRESTON ROAD TO THE EAST, AND SPRING VALLEY ROAD TO THE NORTH	ENGINEERING, TESTING, AND CONSTRUCTION OF AN AUTOMATED PEOPLEMOVER SYSTEM IN THE DALLAS MIDTOWN DISTRICT	\$2,000,000	\$0	\$0	\$2,000,000	\$0	06/2022	EXPECTED TO OBLIGATE IN FY 2022	
21062	0902-90-233	ALVARADO	E	CS	ON CUMMINGS DRIVE FROM US 67	NORTH OF CR 508	RECONSTRUCT 2 TO 3 LANE ROADWAY WITH NEW SIDEWALKS AND INTERSECTION IMPROVEMENTS INCLUDING TURNING LANES AND SIGNALIZATION AT US 67 AND CUMMINGS	\$1,200,000	\$0	\$300,000	\$1,500,000	\$0	06/2022	EXPECTED TO OBLIGATE IN FY 2022	
21079	0918-47-385	NCTCOG	E	VA	ON IH 30 FROM DALLAS/TARRANT COUNTY LINE	IH 635	PLANNING STUDY TO REVIEW DESIGN ELEMENTS NEEDED TO ACCOMMODATE AUTOMATED AND ELECTRIC VEHICLES, INCLUDING DYNAMIC INDUCTIVE CHARGING TECHNOLOGY USABLE BY ALL VEHICLE TYPES	\$3,200,000	\$800,000	\$0	\$4,000,000	\$0	06/2022	EXPECTED TO OBLIGATE IN FY 2022	
21080	1068-02-156	NCTCOG	E	IH 30	IH 35W	DALLAS/TARRANT COUNTY LINE	PLANNING STUDY TO REVIEW DESIGN ELEMENTS NEEDED TO ACCOMMODATE AUTOMATED AND ELECTRIC VEHICLES, INCLUDING DYNAMIC INDUCTIVE CHARGING TECHNOLOGY USABLE BY ALL VEHICLE TYPES	\$800,000	\$200,000	\$0	\$1,000,000	\$0	06/2022	EXPECTED TO OBLIGATE IN FY 2022	
21088	0918-00-372	NCTCOG	I	VA	NATIONAL PARK SERVICE PARTNERSHIP (PHASE 2); REGION WIDE	SUPPORT TRINITY RIVER NATIONAL WATER TRAIL COMMITTEE BY COORDINATING WITH LOCAL AGENCIES TO INSTALL NCTCOG -	OWNED MOBILE COUNT EQUIPMENT, DEVELOP DOCUMENTATION AND BEST PRACTICE GUIDES ON THE IMPACT OF WATER TRAIL ACCESS POINTS ON TRAIL USAGE, AND THE ECO-TOURISM BENEFITS OF WATER TRAIL ACCESS POINTS AS IT RELATES TO THE FORT WORTH AND DALLAS REGIONAL TRAIL	\$120,000	\$0	\$0	\$120,000	\$0	06/2022	EXPECTED TO OBLIGATE IN FY 2022	
25078	0918-47-313	BALCH SPRINGS	E	CS	ON HICKORY TREE ROAD FROM ELAM ROAD	LAKE JUNE ROAD	RECONSTRUCT FROM 2 TO 3 LANES WITH PEDESTRIAN IMPROVEMENTS, INCLUDING SIDEWALKS AND SHARED-USE PATH	\$1,300,000	\$0	\$0	\$1,300,000	\$0	06/2022	EXPECTED TO OBLIGATE IN FY 2022	
25090	0918-00-366	NCTCOG	I	VA	ON US 75 FROM DALLAS COUNTY LINE TO SH 121	TECHNOLOGY OR OTHER CONSTRAINED CORRIDORS; COULD BE EXPANDED TO OTHER CORRIDORS IN THE FUTURE	GOCARMA DEMONSTRATION OF SMARTPHONE-BASED ALTERNATIVE TO CURRENT GAS TAX STRUCTURE	\$5,000,000	\$0	\$0	\$5,000,000	\$0	06/2022	EXPECTED TO OBLIGATE IN FY 2022	

STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY 2022

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11554.1	0902-00-270	NCTCOG	E	VA	PEOPLE MOVER TEST TRACK		INCLUDING ANALYSIS OF VARIOUS TECHNOLOGIES AND ALIGNMENT OPTIONS FOR WARRANTED PEOPLE MOVER LOCATIONS IN THE DFW REGION AND CONNECT THOSE LOCATIONS TO EXISTING REGIONAL TRANSPORTATION NETWORKS	\$382,000	\$0	\$0	\$382,000	\$0	08/2022	EXPECTED TO OBLIGATE IN FY 2022	
11613.2	0902-00-273	NCTCOG	I	VARIOUS	REGIONAL GOODS MOVEMENT/CORRIDOR STUDIES; CONDUCT GENERAL CORRIDOR STUDIES & PLANNING ACTIVITIES IN SUPPORT OF THE	REGION'S GOOD MOVMT INCL; NCTCOG STAFF TIME & CONSULTANT ASSISTANCE TO ASSESS IMPACT OF TRUCK, RAIL, & OTHER FREIGHT	MOVMT, DATA COLLECTION & ANALYSIS, SAFETY, COORD WITH PRIVATE SECTOR PARTNERS IN FREIGHT BUSINESS; MONITORING TRUCK LANE CORRIDORS, HAZMAT, ECON ANALYSIS, LAND USE COMPATIBILITY, PASSENGER & FREIGHT RAIL INTEGRATION, PUBLIC OUTREACH/EDUCATION	\$674,000	\$0	\$0	\$674,000	\$0	08/2022	EXPECTED TO OBLIGATE IN FY 2022	
11684.5	0918-47-389	RICHARDSON	E	VA	CITY OF RICHARDSON CONNECTED & AUTOMATED VEHICLE (AV) TEST BED & COMMUNITY CONNECTOR; TRAFFIC DETECTION & COMMS UPGRADES	INCLUDE CELLULAR VEHICLE-TO-EVERYTHING/LTE-TO-EVERYTHING ROADSIDE & ON-BOARD UNITS; RAPID FLASHING BEACONS AT	GREENVILLE/ARAPAHO STATION; RECTANGLE RAPID FLASHING BEACONS XING; SYSTEMS ENG FOR CONNECTED VEHICLE-TO-EVERYTHING IMP; ON-DEMAND AV SERVICES CONNECTING POINTS-OF-INTEREST AROUND ARAPAHO STATION, INCL NETWORK OF NEIGHBORHOODS AND COMMUNITY CENTERS	\$277,868	\$0	\$0	\$277,868	\$0	08/2022	EXPECTED TO OBLIGATE IN FY 2022	
11893.5	0902-00-260	NCTCOG	I	VA	511 TRAVELER INFORMATION SYSTEM (ITS)		DEVELOP AND IMPLEMENT TRAVELER INFORMATION SYSTEM IN REGION	\$1,380,000	\$345,000	\$0	\$1,725,000	\$0	08/2022	EXPECTED TO OBLIGATE IN FY 2022	
21015.1	0918-00-375	NCTCOG	E	VA	ENGINEERING FOR PASSENGER RAIL/ROADWAY INTERFACES	REGIONWIDE	ESTABLISH ENGINEERING AGREEMENTS WITH FREIGHT AND PASSENGER RAILROADS, ALLOWING FOR STREAMLINED DESIGN AND REVIEW OF DESIGN PLANS FOR REGIONALLY SIGNIFICANT TRANSPORTATION PROJECTS	\$3,100,000	\$0	\$0	\$3,100,000	\$0	08/2022	EXPECTED TO OBLIGATE IN FY 2022	
21027	0918-47-392	DALLAS	E	VA	DALLAS TRAFFIC SIGNAL PROJECT AREA BOUNDED BY IH 35 ON THE W, IH 635 ON THE E & N, AND NORTHWEST HWY TO THE S	ALONG HAMPTON ROAD FROM LEATH STREET TO CAMP WISDOM; ALONG LANCASTER ROAD FROM ELMORE AVENUE TO SHELLHORSE DRIVE	DESIGN AND CONSTRUCT 22 SIGNALS IN AREA DAMAGED BY 2019 TORNADO; 9 SIGNALS ALONG HAMPTON ROAD; AND 13 SIGNALS ALONG LANCASTER RD; ALL SIGNAL WORK INCLUDES SIGNAL RETIMING	\$2,350,000	\$0	\$587,500	\$2,937,500	\$0	08/2022	EXPECTED TO OBLIGATE IN FY 2022	
21029	0918-47-370	DALLAS	E	VA	PEDESTRIAN ROUTES TO RAIL STATIONS AT DALLAS ZOO DART STATION		CONSTRUCT SIDEWALKS AND OTHER PEDESTRIAN IMPROVEMENTS AT AND AROUND THE DALLAS ZOO DART STATION/SOUTHERN GATEWAY PUBLIC GREEN AND MAKE SYSTEM CONNECTIONS TO THE PEROT MUSEUM/KLYDE WARREN PARK	\$400,000	\$0	\$0	\$400,000	\$0	08/2022	EXPECTED TO OBLIGATE IN FY 2022	
25092	0918-47-363	DALLAS	E	VA	DEEP ELLUM PARKING IMPROVEMENTS; FROM ELM ST	IH 30	CONSTRUCT NEW PARKING FACILITIES IN THE VACANT LAND UNDER IH 345 AND CONSTRUCT IMPROVEMENTS TO THE EXISTING PARKING LOTS UNDER IH 345, INCLUDING ELECTRIC VEHICLES CHARGING TECHNOLOGY, PARKING METERS, WAYFINDING, AND OTHER INNOVATIVE IMPROVEMENTS	\$500,000	\$0	\$0	\$500,000	\$0	08/2022	EXPECTED TO OBLIGATE IN FY 2022	
11663.2	0902-00-220	TXDOT-FORT WORTH	I	VA	REGIONAL MANAGED LANE SYSTEM		DEVELOP, TEST, & IMPLEMENT TECHNOLOGY TO DETECT & VERIFY AUTO OCCUPANCY ON REGIONAL MANAGED LANE SYSTEM INCLUDING PUBLIC OUTREACH, EDUCATION, & INTEGRATION INTO EXISTING TOLLING SOFTWARE/HARDWARE; PROJECT INVOLVES CONSULTANT ASSISTANCE	\$287,821	\$71,955	\$0	\$359,776	\$0	09/2022	EXPECTED TO OBLIGATE IN FY 2022	
20304.3	0918-47-330	TXDOT-DALLAS	I	VA	HIGHWAY INCIDENT REPORTING SOFTWARE & EQUIPMENT		PURCHASE OF HIGHWAY INCIDENT REPORTING SOFTWARE & EQUIPMENT TO MITIGATE CRASH RISK BY IMPROVING EFFICIENCY AND MINIMIZING TIME REQUIRED PER INCIDENT	\$66,540	\$0	\$0	\$66,540	\$0	09/2022	EXPECTED TO OBLIGATE IN FY 2022	
21015.2	0918-00-376	NCTCOG	I	VA	INSURANCE FOR PASSENGER RAIL INTEGRATION	REGIONAL	PURCHASE INSURANCE FOR PASSENGER RAIL OPERATIONS	\$5,000,000	\$0	\$0	\$5,000,000	\$0	09/2022	EXPECTED TO OBLIGATE IN FY 2022	
21022	0008-13-248	TXDOT-FORT WORTH	C	IH 820	AT TRINITY RAILWAY EXPRESS (TRE) LINE FROM NORTH OF TRINITY BLVD	SOUTH OF SH 10	RECONSTRUCT NORTHBOUND 2 TO 2 GENERAL PURPOSE LANES AND APPROACHES	\$14,400,000	\$3,600,000	\$0	\$18,000,000	\$0	11/2022	NOT EXPECTED TO OBLIGATE IN FY 2022	STAFF WILL CONFIRM THE ESTIMATED START DATE AND COORDINATE WITH TXDOT TO MOVE THE PROJECT TO THE APPROPRIATE YEAR
14085.1	0918-47-277	DALLAS	E	VA	DALLAS CENTRAL BUSINESS DISTRICT (HIGH SPEED RAIL STATION AREA) BOUNDED BY MEMORIAL DR. ON THE NORTH	CADIZ ST. ON THE SOUTH, RIVERFRONT BLVD ON THE WEST, S. LAMAR ST. ON THE EAST	CONCEPTUAL STUDY TO SUPPORT DEVELOPMENT AND ROADWAY INFRASTRUCTURE FOR NEW MULTIMODAL FACILITY IN AND AROUND DOWNTOWN DALLAS; FACILITY WILL INTERFACE WITH HIGH SPEED RAIL, BUS, RAIL, AND OTHER MODES	\$2,800,000	\$0	\$700,000	\$3,500,000	\$0	11/2022	NOT EXPECTED TO OBLIGATE IN FY 2022	STAFF WILL CONFIRM THE ESTIMATED START DATE AND COORDINATE WITH TXDOT TO MOVE THE PROJECT TO THE APPROPRIATE YEAR

STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY 2022

TIP CODE	CSJ	PROJECT SPONSOR	PHASE	FACILITY	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
14046	0918-47-286	DALLAS	C	VA	UPTOWN MCKINNEY/COLE COUPLET: ON ALLEN ST FROM CARLISLE ST TO MCKINNEY AVE; ON CARLISLE ST FROM COLE AVE TO ALLEN ST;	ON COLE AVE FROM HARVARD AVE TO CARLISLE ST; ON MCKINNEY AVE FROM HARVARD AVE TO ALLEN ST	CONVERSION OF 3 LN ONE-WAY RDWYS TO TWO-WAY RDWYS; INTERSECTION, SIGNAL, SIGNAGE, PEDESTRIAN, LIGHTING, LANDSCAPING, AND ASSOCIATED IMPROVEMENTS INCLUDING TROLLEY RELOCATION	\$6,700,000	\$0	\$1,675,000	\$8,375,000	\$0	12/2022	NOT EXPECTED TO OBLIGATE IN FY 2022	STAFF WILL CONFIRM THE ESTIMATED START DATE AND COORDINATE WITH TXDOT TO MOVE THE PROJECT TO THE APPROPRIATE YEAR
14002	0918-47-208	DALLAS CO	R	CS	ON WINTERGREEN RD FROM JEFFERSON STREET	WEST OF CARPENTER ROAD	RECONSTRUCT AND WIDEN 2 LANE UNDIVIDED RURAL TO 4 LANE DIVIDED URBAN	\$560,000	\$0	\$140,000	\$700,000	\$0	01/2023	NOT EXPECTED TO OBLIGATE IN FY 2022	DESIGN IS NOT EXPECTED TO START UNTIL SPRING 2022, WHICH WILL DELAY THE START OF RIGHT-OF-WAY ACQUISITION; STAFF WILL CONFIRM THE ESTIMATED START DATE AND COORDINATE WITH TXDOT TO MOVE THE PROJECT TO THE APPROPRIATE YEAR
14003	0918-47-239	DALLAS CO	R	CS	JEFFERSON ST FROM WINTERGREEN RD TO PLEASANT RUN RD AND PLEASANT RUN RD FROM JEFFERSON ST	LANCASTER-HUTCHINS RD	WIDEN AND RECONSTRUCT 2 LANE UNDIVIDED RURAL TO 4 LANE DIVIDED URBAN	\$329,152	\$0	\$82,288	\$411,440	\$0	01/2023	NOT EXPECTED TO OBLIGATE IN FY 2022	DESIGN IS NOT EXPECTED TO START UNTIL SPRING 2022, WHICH WILL DELAY THE START OF RIGHT-OF-WAY ACQUISITION; STAFF WILL CONFIRM THE ESTIMATED START DATE AND COORDINATE WITH TXDOT TO MOVE THE PROJECT TO THE APPROPRIATE YEAR
54119.5	0442-02-162	TXDOT-DALLAS	C	IH 35E	ELLIS COUNTY LINE	BEAR CREEK ROAD	CONSTRUCT INTERCHANGE AT LOOP 9 AND IH 35E	\$466,400	\$116,600	\$0	\$583,000	\$0	02/2023	NOT EXPECTED TO OBLIGATE IN FY 2022	PROJECT TO BE DELAYED TO FY 2023; STAFF WILL CONFIRM THE ESTIMATED START DATE AND COORDINATE WITH TXDOT TO MOVE THE PROJECT TO THE APPROPRIATE YEAR
21033	0902-90-223	FORT WORTH	C	VA	EAST ROSEDALE BOUNDED BY ROSEDALE ON THE NORTH, LIBERTY STREET ON THE EAST,	POLLARD-SMITH ON THE SOUTH, AND AMANDA AVENUE ON THE WEST	CONDUCT PLANNING STUDY TO DETERMINE PARCEL LOCATION AND TRANSIT DEMAND; DESIGN AND CONSTRUCT TRANSIT BUS CENTER NEAR NEW ENVISION CENTER AND STOP SIX	\$800,000	\$0	\$0	\$800,000	\$0	08/2023	NOT EXPECTED TO OBLIGATE IN FY 2022	STAFF WILL CONFIRM THE ESTIMATED START DATE AND COORDINATE WITH TXDOT TO MOVE THE PROJECT TO THE APPROPRIATE YEAR
11639.1	0918-46-313	DCTA	T	VA	DCTA VANPOOL PROGRAM		OPERATE A VANPOOL SUBSIDY INITIATIVE FOR COMMUTERS TRAVELING LONG DISTANCES AND IN AREAS WITH LITTLE OR NO FIXED ROUTE SERVICE	\$327,600	\$0	\$81,900	\$409,500	\$0	01/2024	NOT EXPECTED TO OBLIGATE IN FY 2022	FUNDS ARE NOT ANTICIPATED TO BE NEEDED UNTIL 2024 DUE TO REDUCED EXPENSES IN RECENT YEARS; STAFF WILL CONFIRM THE ESTIMATED START DATE AND COORDINATE WITH TXDOT TO MOVE THE PROJECT TO THE APPROPRIATE YEAR
14026.2	0902-38-139	WEATHERFORD	R	VA	NEW BYPASS ROUTE FROM FM 2552/US 180 NORTHWEST TO FM 51/MAIN ST	FM 51/MAIN ST SOUTHWEST TO US 180/WACO ST	RECONSTRUCT 2/4 LANE ROADWAY TO 4 LANE BYPASS INCLUDING NEW BICYCLE LANES AND SIDEWALKS	\$2,150,000	\$0	\$0	\$2,150,000	\$0	01/2024	NOT EXPECTED TO OBLIGATE IN FY 2022	STAFF WILL CONFIRM THE ESTIMATED START DATE AND COORDINATE WITH TXDOT TO MOVE THE PROJECT TO THE APPROPRIATE YEAR
14082	0902-90-164	HALTOM CITY	R	CS	BROADWAY AVE FROM US 377	SH 26	RECONSTRUCT AND WIDEN FROM 2 TO 3 LANES WITH INTERSECTION, SIDEWALK AND SIGNAL IMPROVEMENTS	\$42,500	\$0	\$0	\$42,500	\$0	01/2024	NOT EXPECTED TO OBLIGATE IN FY 2022	RIGHT-OF-WAY PHASE TO BE DELAYED TO FY 2024 DUE TO DELAYS IN GETTING AGREEMENT EXECUTED AND ENGINEERING STARTED; STAFF WILL CONFIRM THE ESTIMATED START DATE AND COORDINATE WITH TXDOT TO MOVE THE PROJECT TO THE APPROPRIATE YEAR
14042	0717-01-025	TXDOT-FORT WORTH	C	FM 113	OLD MILLSAP ROAD	NORTH OF OLD MILLSAP ROAD	REALIGN FM 113 (2 TO 2 LANES)	\$480,000	\$120,000	\$0	\$600,000	\$0	09/2025	NOT EXPECTED TO OBLIGATE IN FY 2022	PROJECT IS EXPERIENCING DELAYS DUE TO ISSUES WITH ENVIRONMENTAL CLEARANCE AND RAILROAD COORDINATION; STAFF WILL CONFIRM THE ESTIMATED START DATE AND COORDINATE WITH TXDOT TO MOVE THE PROJECT TO THE APPROPRIATE YEAR
11176.8	0902-90-157	FWTA	T	VA	FWTA VANPOOL PROGRAM		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 COST ARE 100% LOCAL	\$635,000	\$0	\$159,000	\$794,000	\$0	01/2027	NOT EXPECTED TO OBLIGATE IN FY 2022	BASED ON PROJECTED EXPENDITURES FOR THE VANPOOL PROGRAM, THIS FUNDING WILL NOT BE NEEDED IN FY 2022 AS THERE ARE SUFFICIENT FUNDS ALREADY OBLIGATED
21009.1	0918-47-328	NCTCOG	E	VA	BACHMAN LAKE AREA PLANNING STUDY; BOUNDED BY MOCKINGBIRD LANE TO THE SOUTH, IH 35E TO THE WEST,	INWOOD ROAD TO THE EAST, AND ROYAL LANE TO THE NORTH	CONDUCT PLANNING STUDY TO IDENTIFY SAFE PEDESTRIAN ACCESS/FACILITIES ALONG MAJOR ROADWAYS TO CREATE CONNECTIONS TO NEARBY TRAILS AND THE DART BACHMAN STATION, AND EVALUATE LOVE FIELD ACCESS; INCLUDES NCTCOG STAFF TIME & CONSULTANT ASSISTANCE	\$800,000	\$0	\$0	\$800,000	\$0	N/A	NOT EXPECTED TO OBLIGATE IN FY 2022	STBG FUNDING IS NO LONGER NEEDED FOR THIS STUDY; WORK WILL BE COMPLETED WITH RTC LOCAL FUNDS
TOTAL								\$171,377,967	\$14,861,693	\$13,587,485	\$199,827,145	\$0			

TOTAL OBLIGATED IN FY 2022	\$800,000
TOTAL EXPECTED TO OBLIGATE	\$140,087,315
TOTAL NOT EXPECTED TO OBLIGATE	\$30,490,652

TRANSPORTATION ALTERNATIVES SET ASIDE FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY 2022

TIP CODE	CSJ	PROJECT SPONSOR	FACILITY	PHASE	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
54062	0008-13-221	TXDOT-FORT WORTH	IH 820	C	SH 121/SH 183 INTERCHANGE	RANDOL MILL ROAD	INTERIM PROJECT TO CNST IH 820/SH 121 DIRECT CONNECTORS; FROM RANDOL MILL RD TO TRINITY BLVD: RECNST FROM 4 TO 6 LNS PLUS 2 AUX LNS; FROM TRINITY BLVD TO N INT WITH SH 121/SH 183: WDN FROM 9 TO 11 LNS & 4/6 LN DISC FR RDS TO 2/6 LN DISC FR RDS (INTERIM)	\$102,362	\$25,591	\$0	\$127,953	\$0	11/2021	EXPECTED TO OBLIGATE IN FY 2022	
40047	0918-47-204	DALLAS	VA	C	UNIVERSITY CROSSING TRAIL LIGHTING; ELLSWORTH AVE	SKILLMAN ST	ADD PEDESTRIAN LIGHTING ALONG UNIVERSITY CROSSING TRAIL FROM GLENCOE PARK IN THE SOUTH TO SKILLMAN IN THE EAST, AND CONNECTING WITH PREEXISTING LIGHTING SOUTH OF SMU BLVD	\$656,040	\$0	\$164,010	\$820,050	\$0	03/2022	EXPECTED TO OBLIGATE IN FY 2022	
40047	0918-47-204	DALLAS	VA	CE	UNIVERSITY CROSSING TRAIL LIGHTING; ELLSWORTH AVE	SKILLMAN ST	ADD PEDESTRIAN LIGHTING ALONG UNIVERSITY CROSSING TRAIL FROM GLENCOE PARK IN THE SOUTH TO SKILLMAN IN THE EAST, AND CONNECTING WITH PREEXISTING LIGHTING SOUTH OF SMU BLVD	\$31,240	\$0	\$7,810	\$39,050	\$0	03/2022	EXPECTED TO OBLIGATE IN FY 2022	
14013.4	0902-90-177	DART	VA	T	COTTON BELT VELOWEB TRAIL FROM FUTURE DFW THROUGH STATION	GRAPEVINE EASTERN CITY LIMITS	CONSTRUCT GRAPEVINE SECTION OF THE COTTON BELT TRAIL CORRIDOR	\$1,923,024	\$0	\$480,756	\$2,403,780	\$0	04/2022	EXPECTED TO OBLIGATE IN FY 2022	
40043	0918-47-210	DALLAS	VA	C	UNION BIKEWAY CONNECTOR; HOUSTON ST	N HARWOOD ST AT WOODALL RODGERS FWY	CONSTRUCT ON-STREET BIKEWAY FACILITIES	\$554,682	\$0	\$138,670	\$693,352	\$0	04/2022	EXPECTED TO OBLIGATE IN FY 2022	
40043	0918-47-210	DALLAS	VA	CE	UNION BIKEWAY CONNECTOR; HOUSTON ST	N HARWOOD ST AT WOODALL RODGERS FWY	CONSTRUCT ON-STREET BIKEWAY FACILITIES	\$55,468	\$0	\$13,867	\$69,335	\$0	04/2022	EXPECTED TO OBLIGATE IN FY 2022	
40069	0902-38-138	HUDSON OAKS	VA	C	HUDSON OAKS MULTIMODAL TRAIL; ON OAKRIDGE DRIVE FROM SOUTH OF SONORA CANYON ROAD TO INSPIRATION DRIVE AND	ON INSPIRATION DRIVE FROM OAKRIDGE ROAD TO HUDSON OAKS DRIVE	CONSTRUCT SHARED USE PATH	\$1,937,647	\$0	\$484,411	\$2,422,058	\$0	04/2022	EXPECTED TO OBLIGATE IN FY 2022	PROJECT MUST LET BY APRIL 2022 PER STATE TASA RULES
40069	0902-38-138	HUDSON OAKS	VA	CE	HUDSON OAKS MULTIMODAL TRAIL; ON OAKRIDGE DRIVE FROM SOUTH OF SONORA CANYON ROAD TO INSPIRATION DRIVE AND	ON INSPIRATION DRIVE FROM OAKRIDGE ROAD TO HUDSON OAKS DRIVE	CONSTRUCT SHARED USE PATH	\$114,394	\$0	\$28,599	\$142,993	\$0	04/2022	EXPECTED TO OBLIGATE IN FY 2022	PROJECT MUST LET BY APRIL 2022 PER STATE TASA RULES
40040	0918-46-306	DENTON	CS	C	SYCAMORE - WELCH ACTIVE TRANSPORTATION CONNECTION; ALONG S WELCH ST FROM EAGLE DRIVE	TO W HICKORY ST; AND ALONG W SYCAMORE ST TO DOWNTOWN DENTON DCTA STATION	CONSTRUCT NEW SHARED-USE PATH, BIKE LANES AND CROSSWALKS	\$471,698	\$0	\$117,925	\$589,623	\$0	06/2022	EXPECTED TO OBLIGATE IN FY 2022	
40040	0918-46-306	DENTON	CS	CE	SYCAMORE - WELCH ACTIVE TRANSPORTATION CONNECTION; ALONG S WELCH ST FROM EAGLE DRIVE	TO W HICKORY ST; AND ALONG W SYCAMORE ST TO DOWNTOWN DENTON DCTA STATION	CONSTRUCT NEW SHARED-USE PATH, BIKE LANES AND CROSSWALKS	\$34,659	\$0	\$8,665	\$43,324	\$0	06/2022	EXPECTED TO OBLIGATE IN FY 2022	
14013.2	0918-00-337	DART	VA	C	COTTON BELT VELOWEB TRAIL FROM DFW AIRPORT NORTH COTTON BELT STATION	SHILOH COTTON BELT STATION	DESIGN FOR COTTON BELT VELOWEB TRAIL (26 MILES) AND CONSTRUCTION OF MULTIPLE SECTIONS OF THE TRAIL CORRIDOR (IN COPPELL, CARROLLTON, ADDISON, DALLAS, PLANO, AND RICHARDSON)	\$4,648,925	\$0	\$0	\$4,648,925	\$0	08/2022	EXPECTED TO OBLIGATE IN FY 2022	
14013.2	0918-00-350	DART	VA	C	COTTON BELT VELOWEB TRAIL FROM DFW AIRPORT NORTH COTTON BELT STATION	SHILOH COTTON BELT STATION	DESIGN FOR COTTON BELT VELOWEB TRAIL (26 MILES) AND CONSTRUCTION OF MULTIPLE SECTIONS OF THE TRAIL CORRIDOR (IN COPPELL, CARROLLTON, ADDISON, DALLAS, PLANO, AND RICHARDSON)	\$2,161,569	\$0	\$540,392	\$2,701,961	\$0	08/2022	EXPECTED TO OBLIGATE IN FY 2022	
40067	0918-47-298	DALLAS CO	VA	C	ON HARRY HINES BLVD FROM WEBB CHAPEL EXT	MANANA DR	CONSTRUCT NEW SHARED-USE PATH AND SIDEWALKS WITH GREEN BUFFERS FOR PEDESTRIANS AND BICYCLISTS	\$2,399,747	\$0	\$599,937	\$2,999,684	\$0	08/2022	EXPECTED TO OBLIGATE IN FY 2022	

TRANSPORTATION ALTERNATIVES SET ASIDE FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY 2022

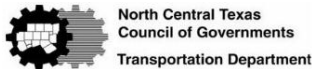
TIP CODE	CSJ	PROJECT SPONSOR	FACILITY	PHASE	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
40024.2	0918-47-324	DALLAS	VA	C	ROSEMONT SRTS IMPROVEMENTS BOUNDED BY MARY CLIFF ST (WEST), STEWART ST (NORTH),	TYLER ST (EAST), AND JEFFERSON BLVD (SOUTH)	CONSTRUCT NEW SIDEWALKS, BIKE LANE, AND TRAFFIC CALMING DEVICES TO CONNECT THE ROSEMONT SCHOOL CAMPUSES AND THE SURROUNDING NEIGHBORHOODS; TRAFFIC CALMING DEVICES INCLUDING ITEMS SUCH AS SPEED BUMPS, SIGNS, AND MARKINGS	\$689,410	\$0	\$0	\$689,410	\$0	09/2022	EXPECTED TO OBLIGATE IN FY 2022	
40024.2	0918-47-324	DALLAS	VA	CE	ROSEMONT SRTS IMPROVEMENTS BOUNDED BY MARY CLIFF ST (WEST), STEWART ST (NORTH),	TYLER ST (EAST), AND JEFFERSON BLVD (SOUTH)	CONSTRUCT NEW SIDEWALKS, BIKE LANE, AND TRAFFIC CALMING DEVICES TO CONNECT THE ROSEMONT SCHOOL CAMPUSES AND THE SURROUNDING NEIGHBORHOODS; TRAFFIC CALMING DEVICES INCLUDING ITEMS SUCH AS SPEED BUMPS, SIGNS, AND MARKINGS	\$68,941	\$0	\$0	\$68,941	\$0	09/2022	EXPECTED TO OBLIGATE IN FY 2022	
40066	0902-90-171	GRAPEVINE	VA	C	COTTON BELT TRAIL (SEGMENT 1) FROM TEXAN TRAIL ROADWAY	FUTURE DFW STATION	CONSTRUCT SHARED-USE PATH	\$777,936	\$0	\$194,484	\$972,420	\$0	02/2023	NOT EXPECTED TO OBLIGATE IN FY 2022	DESIGN HAS BEEN PAUSED UNTIL DART DETERMINES THE EXACT LOCATION OF THE STATION TO BE CONSTRUCTED NEAR THIS PROJECT; STAFF WILL CONFIRM THE ESTIMATED START DATE AND COORDINATE WITH TXDOT TO MOVE THE PROJECT TO THE APPROPRIATE YEAR
40068	0918-47-311	BALCH SPRINGS	CS	C	ON SHEILAH, MANON, HICKORY, AND QUAIL DR	BETWEEN LAKE JUNE RD AND GLENSHIRE	FLOYD ELEMENTARY SAFE ROUTES TO SCHOOL; CONSTRUCT NEW SIDEWALK, REMOVE/REPLACE EXISTING SIDEWALK AND ADA RAMPS, RELOCATION OF SCHOOL FLASHER AND SIGNAGE	\$718,797	\$0	\$0	\$718,797	\$0	05/2023	NOT EXPECTED TO OBLIGATE IN FY 2022	STAFF WILL CONFIRM THE ESTIMATED START DATE AND COORDINATE WITH TXDOT TO MOVE THE PROJECT TO THE APPROPRIATE YEAR
40068	0918-47-311	BALCH SPRINGS	CS	CE	ON SHEILAH, MANON, HICKORY, AND QUAIL DR	BETWEEN LAKE JUNE RD AND GLENSHIRE	FLOYD ELEMENTARY SAFE ROUTES TO SCHOOL; CONSTRUCT NEW SIDEWALK, REMOVE/REPLACE EXISTING SIDEWALK AND ADA RAMPS, RELOCATION OF SCHOOL FLASHER AND SIGNAGE	\$9,891	\$0	\$0	\$9,891	\$0	05/2023	NOT EXPECTED TO OBLIGATE IN FY 2022	STAFF WILL CONFIRM THE ESTIMATED START DATE AND COORDINATE WITH TXDOT TO MOVE THE PROJECT TO THE APPROPRIATE YEAR
TOTAL								\$17,356,430	\$25,591	\$2,779,526	\$20,161,547	\$0			

TOTAL OBLIGATED IN FY 2022	\$0
TOTAL EXPECTED TO OBLIGATE	\$15,849,806
TOTAL NOT EXPECTED TO OBLIGATE	\$1,506,624

FISCAL YEAR 2021 & 2022 PROJECT TRACKING

Regional Transportation Council

November 11, 2021



BACKGROUND

- Due to significant implementation delays on projects across the region and a need to better maintain the region's funding balances, a more robust project tracking effort was created to highlight and prevent these delays.
- At the beginning of each fiscal year, the Surface Transportation Technical Committee (STTC) and the Regional Transportation Council (RTC) are provided a list of projects by phase scheduled to advance during the coming year.
- Agencies are being asked to report project status on a more frequent basis.
- The status of projects scheduled for the year will continue to be presented at STTC and RTC on an ongoing basis.
- This process will provide opportunities for sponsors to raise issues that may be hindering a project's progress and help ensure that funds are being obligated in a more timely manner.

SUMMARY OF TIP FY 2021 PROJECT FUNDING – CMAQ (\$ IN MILLIONS)

	NOVEMBER 2020	NOVEMBER 2021
Federal Funding Allocated in FY 2021	\$73.9	\$73.9
Estimated Federal Carryover Funds (FY 2020 to FY 2021)	<u>+\$58.4</u>	<u>+\$41.9</u>
Total Available Federal Funding in FY 2021	\$132.3	\$115.8
Total Federal Funding Programmed ¹	\$121.2	\$115.5
Federal Funding Obligated (2021) ^{2, 4}	\$0	\$94.2
FY 2021 Project Phases ³	61	46
Project Phases Obligated to Date	14	29
Unobligated Project Phases Past Their Original Estimated Start Date	16	17

82%

37%

1: Programmed funding is comprised of what is included in the TIP as well as transactions that have not formally been made in the TIP (e.g., early obligations)

2: Obligations based on the federal fiscal year, which runs from October to September

3: Number of phases has been adjusted as projects were advanced to FY 2020 and added into FY 2021

4: Obligation amounts as of 11/1/2021

SUMMARY OF TIP FY 2021 PROJECT FUNDING – STBG (\$ IN MILLIONS)

	NOVEMBER 2020	NOVEMBER 2021	
Federal Funding Allocated in FY 2021	\$116.2	\$116.2	
Estimated Federal Carryover Funds (FY 2020 to FY 2021)	<u>+\$142.8</u>	<u>+\$141.8</u>	
Total Available Federal Funding in FY 2021	\$259.0	\$258.0	
Total Federal Funding Programmed ¹	\$154.3	\$185.8	88%
Federal Funding Obligated (2021) ^{2, 4}	\$0	\$162.8	
FY 2021 Project Phases ³	52	57	
Project Phases Obligated to Date	10	37	
Unobligated Project Phases Past Their Original Estimated Start Date	10	20	35%

1: Programmed funding is comprised of what is included in the TIP as well as transactions that have not formally been made in the TIP (e.g., early obligations)

2: Obligations based on the federal fiscal year, which runs from October to September

3: Number of phases has been adjusted as projects were advanced to FY 2020 and added into FY 2021

4: Obligation amounts as of 11/1/2021

SUMMARY OF TIP FY 2021 PROJECT FUNDING – TA SET ASIDE (\$ IN MILLIONS)

	NOVEMBER 2020	NOVEMBER 2021
Federal Funding Allocated in FY 2021	\$8.2	\$8.2
Estimated Federal Carryover Funds (FY 2020 to FY 2021)	<u>+\$14.9</u>	<u>+\$9.0</u>
Total Available Federal Funding in FY2021	\$23.1	\$17.2
Total Federal Funding Programmed ¹	\$21.3	\$12.4
Federal Funding Obligated (2021) ^{2, 4}	\$0	\$9.5
FY 2021 Project Phases ³	29	25
Project Phases Obligated to Date	7	18
Unobligated Project Phases Past Their Original Estimated Start Date	12	7

77%

28%

1: Programmed funding is comprised of what is included in the TIP as well as transactions that have not formally been made in the TIP (e.g., early obligations)

2: Obligations based on the federal fiscal year, which runs from October to September

3: Number of phases has been adjusted as projects were advanced to FY 2020 and added into FY 2021

4: Obligation amounts as of 11/1/2021

SUMMARY OF FY 2021 PROGRESS

- FY 2021 has ended and:
 - 82 percent of CMAQ funds were obligated
 - 88 percent of STBG funds were obligated
 - 77 percent of TA-Set Aside funds were obligated
- Increased tracking led to improvements in obligation rates across all 3 categories.
- The STBG/Category 2 funding partnership was successful in reducing the region's STBG carryover balance.
- Sufficient TA Set Aside funds obligated to avoid lapsing in FY 2021.

SUMMARY OF TIP FY 2022 PROJECT FUNDING - CMAQ

	NOVEMBER 2021
Total Federal Funding Programmed ¹	\$70,669,684
Federal Funding Obligated (2022) ^{2, 3}	\$0
FY 2022 Project Phases	44
Project Phases Obligated to Date	0
Project Phases Past Their Original Estimated Start Date	1

1: Programmed funding is comprised of what is included in the TIP as well as transactions that have not formally been made in the TIP (e.g., early obligations)

2: Obligations based on the federal fiscal year, which runs from October to September

3: Obligation amounts as of 11/1/2021

SUMMARY OF TIP FY 2022 PROJECT FUNDING - STBG

	NOVEMBER 2021
Total Federal Funding Programmed ¹	\$171,377,967
Federal Funding Obligated (2022) ^{2, 3}	\$800,000
FY 2022 Project Phases	76
Project Phases Obligated to Date	1
Project Phases Past Their Original Estimated Start Date	2

1: Programmed funding is comprised of what is included in the TIP as well as transactions that have not formally been made in the TIP (e.g., early obligations)

2: Obligations based on the federal fiscal year, which runs from October to September

3: Obligation amounts as of 11/1/2021

SUMMARY OF TIP FY 2022 PROJECT FUNDING – TA SET ASIDE

	NOVEMBER 2021
Total Federal Funding Programmed ¹	\$17,356,430
Federal Funding Obligated (2022) ^{2, 3}	\$0
FY 2022 Project Phases	18
Project Phases Obligated to Date	0
Project Phases Past Their Original Estimated Start Date	0

1: Programmed funding is comprised of what is included in the TIP as well as transactions that have not formally been made in the TIP (e.g., early obligations)

2: Obligations based on the federal fiscal year, which runs from October to September

3: Obligation amounts as of 11/1/2021

NEXT STEPS

- Continue monitoring project progress and working with project sponsors and TxDOT to resolve issues that may be causing delays in project implementation.
- Provide ongoing updates on FY 2022 projects
- Continue monitoring for any lapse of funding (None expected at this time)

QUESTIONS?

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Status Report on Local Government Energy Reporting

Lori Clark
Regional Transportation Council
November 11, 2021

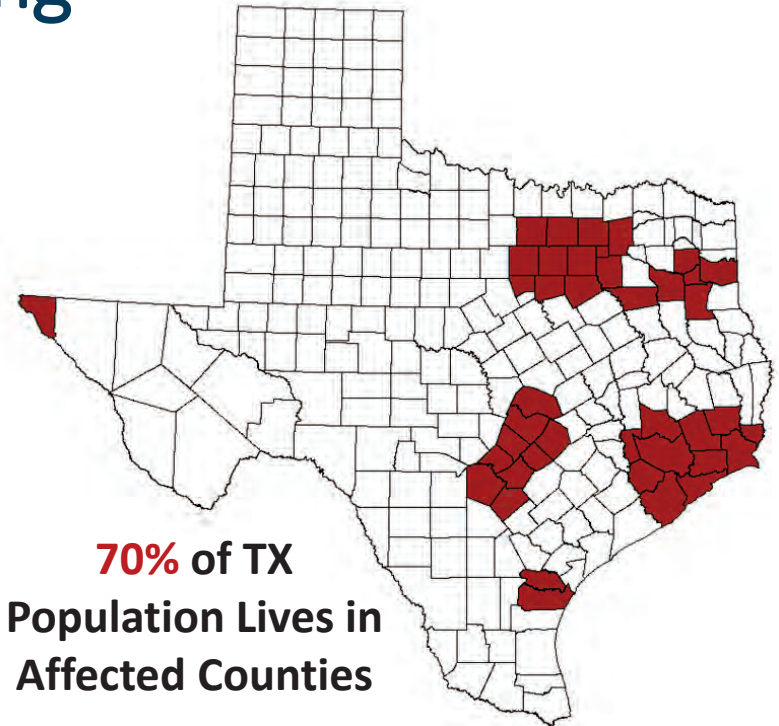
Local Government Energy Reporting

Section 388.005 Texas Health and Safety Code:

Purpose: Aid efforts to **attain federal air quality standards** by reducing demand for electricity generation.

Requirements: **Establish a goal of reducing electric consumption by at least 5% each year** for 7 years beginning September 1, 2019, and **submit an annual report** to the State Energy Conservation Office (SECO) regarding the progress and efforts to meet the reduction goal

Who Reports: Political subdivisions, institutes of higher education, or state agencies in **41 “affected counties” in Texas.*** Political subdivisions include cities, counties, water districts, and other local government entities.

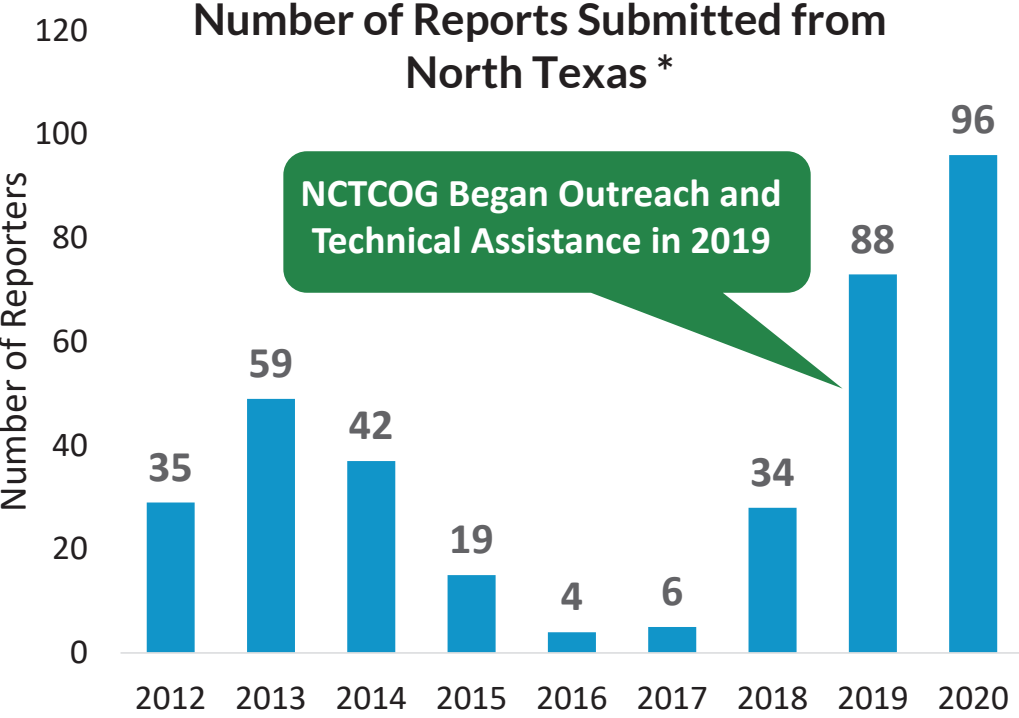


**70% of TX
Population Lives in
Affected Counties**

*Bastrop, Bexar, Brazoria, Caldwell, Chambers, Collin, Comal, Dallas, Denton, El Paso, Ellis, Fort Bend, Galveston, Gregg, Guadalupe, Hardin, Harris, Harrison, Hays, Henderson, Hood, Hunt, Jefferson, Johnson, Kaufman, Liberty, Montgomery, Nueces, Orange, Parker, Rockwall, Rusk, San Patricio, Smith, Tarrant, Travis, Upshur, Waller, Williamson, Wilson and Wise (Texas Administrative Code, Title 30, §114.629)

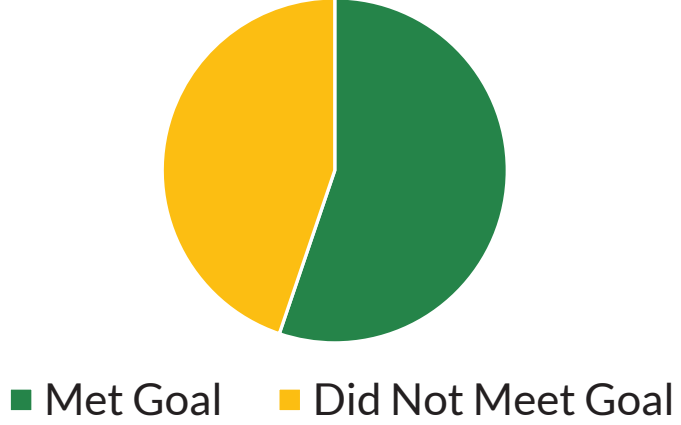


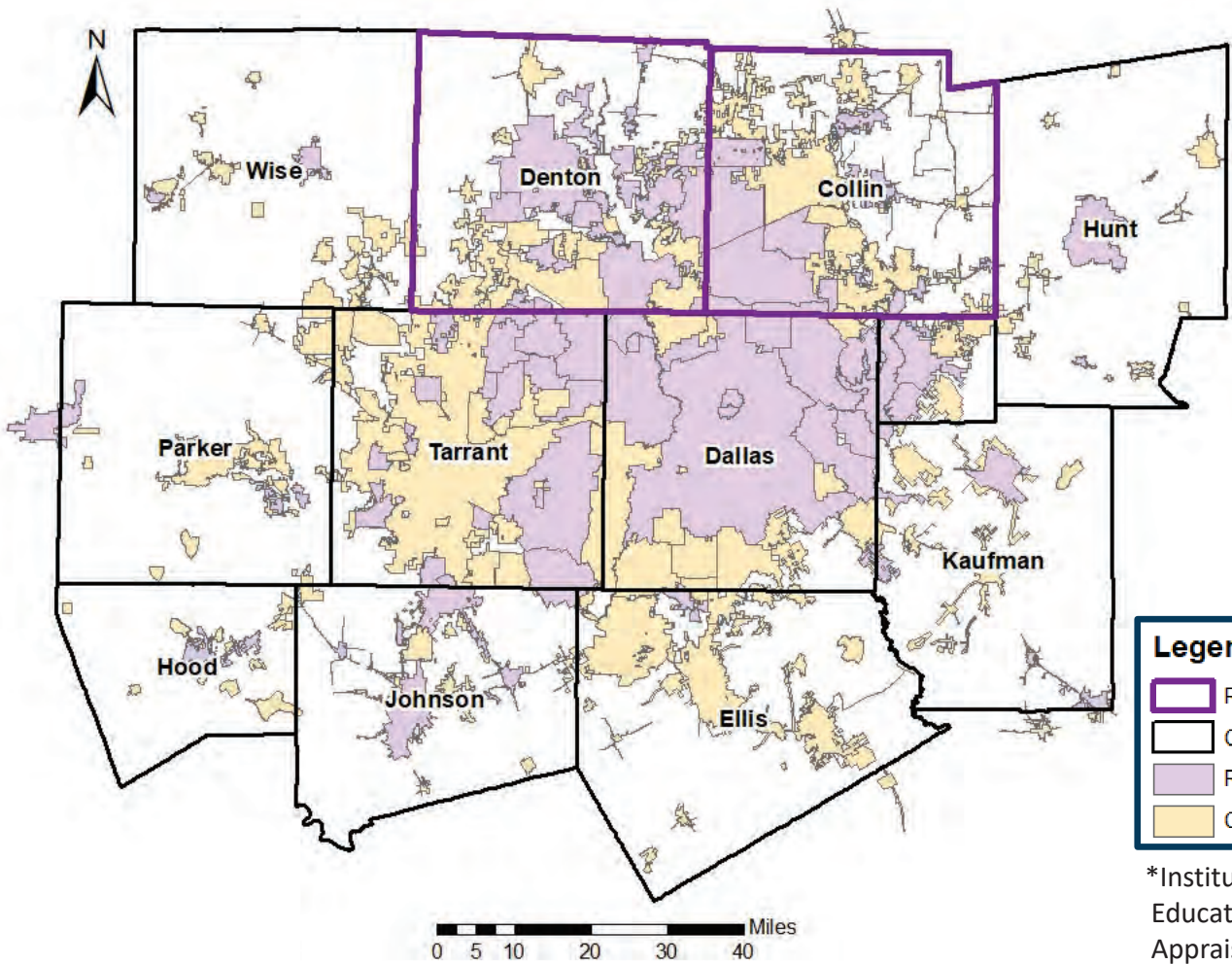
Reporting Statistics



*Data Source: SECO, 2021. Includes Cities, Counties, Special Districts, Appraisal Districts, Institutes of Higher Education, and State Agencies

Attainment of 5% Electricity Reduction Goal Among North Texas Reporters in 2020





Cities and Counties Who Reported 2020 Data*

76 Reporting Cities
2 Reporting Counties

Legend

- Reported Counties
- Counties Subject to Report
- Reported Cities
- Cities Who Did Not Report

*Institutes of Higher Education, Special Districts, Appraisal Districts, and State Agencies who reported are not shown on this map



Requested Next Steps

Ensure Staff are Aware of Requirement

Begin Gathering & Compiling Data

Leverage NCTCOG Resources as Needed



Reporting Toolkit

www.conservenorthtexas.org/item/local-government-energy-reporting-toolkit

Resources to Reduce Electricity Consumption

<http://conservenorthtexas.org/event-archive>

Next Reporting Deadline:
February 1, 2022
(For Calendar Year 2021 Data)



Contact Us



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SECO Local Government Energy Reporting Webpage

www.comptroller.texas.gov/programs/seco/reporting/local-gov.php



NCTCOG Regional Energy Management Activities: Fiscal Year 2021-2022



Regional Survey



Training & Education



**Enhance Local
Government Energy
Reporting**



**Advance Local
Government Energy
Management Actions**



**Utility Engagement
and
Data Collection**



**Energy Code
Adoption**



Website Resources



Regional Transportation Council Attendance Roster
November 2020 - October 2021

RTC MEMBER	Entity	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	10/14/21
Richard E. Aubin (06/18)	Garland	P	P	P	P	P	P	P	P	A	P	P	P
Dennis Bailey (02/21)	Rockwall County	--	--	--	P	P	P	P	P	P	P	A	P
Adam Bazaldua (09/21)	Dallas	--	--	--	--	--	--	--	--	--	--	E	P
Elizabeth M. Beck (08/21)	Fort Worth	--	--	--	--	--	--	--	--	--	P	P	P
Gyna Bivens (08/21)	Fort Worth	--	--	--	--	--	--	--	--	--	P	P	P
Mohamed Bur (06/18)	TxDOT, Dallas	P	P	P	E(R)	P	P	P	E(R)	P	P	P	P
Dianne Costa (10/19)	DCTA	E	E	P	P	P	P	P	P	P	P	P	P
Theresa Daniel (11/18)	Dallas County	P	P	P	P	P	P	P	P	P	P	P	P
Jeff Davis (11/19)	Trinity Metro	P	P	P	P	P	P	P	P	P	P	A	P
Pat Deen (08/19)	Parker County	P	P	P	P	P	P	A	P	A	P	P	P
Janet DePuy (09/21)	Richardson	--	--	--	--	--	--	--	--	--	--	P	P
Andy Eads (1/09)	Denton County	P	P	P	P	P	P	P	P	E	P	P	P
Kevin Falconer (07/17)	Carrollton	P	P	P	P	P	P	P	P	P	P	P	P
Gary Fickes (12/10)	Tarrant County	E(R)	P	P	P	P	P	P	P	E	P	P	P
George Fuller (07/17)	McKinney	P	P	P	P	P	P	A	P	P	P	P	E(R)
Raul H. Gonzalez (09/21)	Arlington	--	--	--	--	--	--	--	--	--	--	P	A
Barry L. Gordon (12/20)	Duncanville	--	--	E(R)	P	P	P	P	E	P	P	P	P
Rick Grady (09/18)	Plano	P	E	P	P	P	P	P	P	P	P	P	P
Lane Grayson (01/19)	Ellis County	P	P	P	P	P	P	P	P	P	P	P	P
Mojy Haddad (10/14)	NTTA	P	P	P	P	P	P	P	P	A	P	P	P
Roger Harmon (1/02)	Johnson County	P	P	P	P	P	P	P	P	A	P	P	E(R)
Clay Lewis Jenkins (04/11)	Dallas County	P	P	P	A	P	P	P	P	P	P	P	E(R)
Ron Jensen (06/13)	Grand Prairie	P	P	A	P	A(R)	P	P	P	P	P	P	P
Carl L. Johnson (09/20)	TxDOT, FW	P	E(R)	P	P	P	P	P	P	A	P	P	P
Brandon Jones (05/21)	Lewisville	--	--	--	--	--	--	P	P	P	P	P	P
John Keating (12/19)	Frisco	P	P	P	A	P	P	P	P	P	E(R)	P	A
Mike Leyman (09/19)	Mansfield	P	P	P	P	P	E(R)	E(R)	P	P	P	P	P
Alison Maguire (07/21)	Denton	--	--	--	--	--	--	--	--	P	P	P	P
B. Adam McGough (07/20)	Dallas	P	P	P	P	P	P	P	P	P	P	P	P
William Meadows (02/17)	DFW Airport	A	A	A	E(R)	P	P	E	A	E(R)	E(R)	P	P
Allen E. Meagher (12/20)	Irving	--	--	E(R)	E(R)	E(R)	P	P	E	P	P	P	E
Cara Mendelsohn (07/20)	Dallas	P	P	P	P	P	P	P	P	P	P	E	P
Robert Miklos (12/19)	Mesquite	P	P	A	P	P	E(R)	P	P	P	A	P	P
Cary Moon (06/15)	Fort Worth	P	P	P	P	P	P	P	P	P	P	A	P
Omar Narvaez (09/21)	Dallas	--	--	--	--	--	--	--	--	--	--	E	P
Philip J. Ritter (07/20)	Dallas	P	P	P	P	P	P	P	P	P	P	P	A

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
November 2020 - October 2021**

RTC MEMBER	Entity	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	10/14/21
Jim R. Ross (07/21)	Arlington	--	--	--	--	--	--	--	--	P	E(R)	P	P
Chris Schulmeister (07/20)	Allen	P	P	P	P	P	P	P	P	P	P	P	P
Jeremy Tompkins (10/19)	Eules	P	P	P	P	P	P	P	P	P	P	P	P
T. Oscar Trevino Jr. (6/02)	Nrth Rch Hills	P	P	P	P	P	P	P	A(R)	P	P	P	E(R)
William Tsao (3/17)	Dallas	P	P	P	P	P	P	P	P	P	P	P	P
Duncan Webb (6/11)	Collin County	P	P	P	P	P	P	P	P	P	P	P	P
B. Glen Whitley (2/97)	Tarrant County	P	P	P	P	E	E(R)	P	P	E	P	E	E(R)

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)

MINUTES**SURFACE TRANSPORTATION TECHNICAL COMMITTEE
September 24, 2021**

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, September 24, 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 August 27, 2021, Minutes:** The minutes of the August 27, 2021, meeting were approved as submitted in Electronic Item 1. Bryan Beck (M); Melissa Baker (S). The motion passed unanimously.
2. **Consent Agenda:** The following items were included on the Consent Agenda.
 - 2.1 **Transportation Improvement Program Modifications:** A recommendation for Regional Transportation Council (RTC) approval of revisions to the 2021-2024 Transportation Improvement Program (TIP) was requested, along with the ability to amend the Unified Planning Work and other planning documents with TIP-related changes. Revisions were provided in Electron Item 2.1.
 - 2.2. **Endorsement of the Regional Transportation Council's Ratification of Emergency Funding Authorization to Dallas Area Rapid Transit for Interim Funding for the Regional Vanpool Program:** Endorsement of the Regional Transportation Council's 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. Jim O'Connor (M); Bryan Beck (S). The motion passed unanimously.

3. **2022 Unified Transportation Program and Regional 10-Year Plan Update:** Brian Dell provided an update on the projects funded by the Texas Transportation Commission (TTC) in the 2022 Unified Transportation Program (UTP). Earlier in the year, the Committee and the Regional Transportation Council (RTC) approved updates to the Regional 10-Year Plan. Changes included projects funded with Category 2 and Category 4 funds and requests to the TTC for Category 12 funds. At its August 2021 meeting, the TTC approved the 2022 UTP which included all Category 2 and Category 4 projects in the region and Category 12 funds totaling approximately \$255 million in the eastern subregion and approximately \$84 million in the western subregion. A series of project changes made since last presented to the Committee and RTC were highlighted. Staff proposed to increase Category 2 funding for two projects in Hunt County since requested Category 12 funding was not awarded. In addition, a project proposed for Category 12 funding in Collin County was partially funded with Category 4 funds by the Texas Department of Transportation (TxDOT) Dallas District instead. Three projects were awarded Category 12 funding in the western subregion: a portion of IH 20 in Parker County, a section of IH 30 in Tarrant County, as well as funding for three years of implementation for the Regional Mobility Assistance Patrol project in the

Fort Worth District. Several projects were awarded Category 12 funding in the eastern subregion. US 380 in Collin County was awarded approximately \$40 million, the IH 30 Canyon project in Dallas County was awarded an additional \$101 million, and US 80 in Dallas County was awarded approximately \$103 million. In addition, a series of overpasses and interchanges along IH 30 in Hunt County were awarded \$4.4 million in additional funding. The Dallas District Regional Mobility Assistance Patrol also received approximately \$6 million to covers three years of implementation. He noted historical allocations for Category 12 funds have been updated due to receipt of the FY2022 authorizations, totaling approximately \$2.6 billion in the 2022 UTP. Mr. Dell also provided an update on the Surface Transportation Block Grant Program (STBG)/Category 2 funding exchange approved by the RTC in July 2021. Category 2 funding was removed from US 287 and SL 9 and replaced with STBG funds to help reduce the region's balance of STBG funds and staff committed to bring back a proposal for the specific projects to be funded with the freed-up Category 2 funds. He noted the amount being exchanged was reduced from the originally proposed amount of \$141 million due to cost savings on the SL 9 project of approximately \$41 million. An overview of the projects proposed for the funding exchange was provided. Projects proposed to receive funding from the SL 9 funding exchange include FM 429 from North of US 80 to 1 mile S of US 80, SH 114 from West of US 377 to East of IH 35W, and a section of IH 35E to be determined. IH 820 at the Trinity Railway Express (TRE) Line from North of Trinity Blvd to South of SH 10, IH 20 from FM 1187 to US 180, and SH 360 frontage roads from the Trinity River to Post and Paddock were proposed for the US 287 funding exchange. Maps showing approved and proposed projects in the Regional 10-Year Plan and their current status were highlighted and included updates to remove the Category 12 projects that were not selected for funding. In addition, a map including recently completed and active capacity transportation projects, including all funding sources that are not part of the 10-Year Plan was also highlighted. Mr. Dell noted NCTCOG staff will continue to coordinate with TxDOT on the next round of the 10-Year Plan changes, including efforts to re-fund projects that had funding removed in previous plans if funding targets permit. In addition, staff will develop a revised scoring process to prioritize and score 10-Year Plan projects. The revised process will be brought back for review and approval at a future meeting. The anticipated schedule for the 2023 UTP was highlighted. TxDOT will be working to determine how much funding will be allocated across the state over the next few months. Staff expects that an initial draft project listing will be due to TxDOT in January 2022, followed by receipt of anticipated funding targets. Once targets are received, staff will work to adjust project listings to the anticipated revenues before providing to the public, Committee, and RTC for review. TTC approval of the 2023 UTP is expected in August 2022. Details of the projects approved for funding in the UTP, project recommendations to complete the Category 2/STBG funding exchange were provided in Electronic Item 3.1 and the revised 10-Year Plan project listings were provided in Electronic Item 3.2. Electronic Item 3.3 contained the 10-Year Plan projects that have let or been completed. Electronic Item 3.4 contained the projects being proposed for the Category 2/STBG funding exchange. Action requested of the Committee was reviewed. Michael Morris noted that the Texas Transportation Commission kept the IH 45 project in Houston in the UTP and has indicated the TTC will be calling a special meeting in December 2021 to address the project. He noted this special meeting should be added to the calendar because if the Federal Highway Administration does not change its position about IH 45, funding currently on the project would have to be reprogrammed. Staff will work with TxDOT districts to have projects ready for implementation should additional funding become available to the region. Clarence Daugherty asked if there have been any conversations with TxDOT on how to fund US 380 in the future. Mr. Morris noted that staff continue to recommend additional transportation money in Category 12 for US 380, as well as continue to advocate for the region's fair share of Category 2 funds which would also help to fund US 380. If IH 45 funding must be

reallocated, it is possible that the region would receive additional Category 12 funding. In addition, he noted that TxDOT Dallas is supportive of US 380 moving ahead so it will be important for the project to be cleared and staged. Mr. Daugherty also noted the US 75 was shown on one of the maps as a tolled project and asked if some final decision about the project had been determined. Mr. Morris noted that staff continue efforts to advance a technology lane on US 75 until a permanent solution can be implemented. John Polster discussed SH 114 main lanes which were not awarded Category 12 funding. He noted the projects would be ready to let in April 2022 and asked if staff had any suggestions for funding the project. Mr. Morris noted that staff would pursue funding as suggested for US 380. A motion was made to recommend Regional Transportation Council 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/Statewide Transportation Improvement Program and other planning/administrative documents to incorporate the changes. Clarence Daugherty (M); Shawn Poe (S). The motion passed unanimously.

4. **Trinity Railway Express Shuttle Funding for Continued Operations:** Gypsy Gavia presented a recommendation to utilize previously approved funding for transit projects to support the continued operations of the Trinity Metro shuttle service between Dallas Fort Worth International Airport (DFW Airport) and the Trinity Railway Express (TRE) Centreport Station. The TRE shuttle has traditionally operated from the TRE Centreport Station to the Remote South parking lot at the DFW Airport. From there passengers transferred to their terminals using airport shuttles. Due to reduced traffic at the airport related to COVID-19 and closure of the Remote South parking lot, the route was shifted to the Rental Car Center. Users are now returning to the airport so operating partners are working to relocate the shuttle stop and route options. There are significant costs to rerouting the shuttle and increasing frequency, so partners have proposed to continue service operations with a headway of 40 minutes during off peak hours and 20 minutes during peak hours. Ms. Gavia noted that in 2009, the airport was first awarded transit funds to implement the TRE shuttle service from the Centreport Station to the remote south parking lot. The project was again awarded in 2012 and 2015 through the Transit Call for Projects. In 2018, the airport notified North Central Texas Council of Governments (NCTCOG) staff of its intention to discontinue the shuttle service the following year once the TEXRail service was fully operational. Staff and partners worked together to identify alternate options to ensure the continuation of service. Trinity Metro began operating the service as the TRE Link (Route 31) in 2019 and the airport's funding that was previously awarded through Federal Transit Administration funds was transferred to Trinity Metro. Over the past few months, Trinity Metro, Dallas Area Rapid Transit (DART), and the DFW Airport have reached out to staff requesting operational support as more time is needed to finalize a system sustainability plan for the service due to agency budget constraints and challenges experienced from reduced ridership during the COVID-19 pandemic. Staff has identified approximately \$910,000 in previously approved Regional Toll Revenue (RTR) funds for transit projects and Surface Transportation Block Grant Program funds from the COVID-19 Infrastructure Program #015: Transit Partnership funds that can be utilized for the project. Proposed funds would provide 50 percent of the funding to be matched by funds split among Trinity Metro, DART, and DFW Airport. The first year of proposed funding would be available through existing RTR funds for a total of \$290,000 and the following two years would be funded with STBG funds in an amount not to exceed \$620,000. Funding would help ensure that operations continue as partners finalize a sustainability plan for the shuttle service without additional operating funds from the RTC. Ms. Gavia noted that agencies would be meeting in the next year to ensure Trinity Metro, DART, and the DFW Airport can fully assume responsibility of funding for the shuttle service after FY2024. Details were provided

in Electronic Item 4. Greg Royster discussed current operation of the shuttle service which includes bus-to-bus transfer at the Rental Car Center. He noted the shuttle service includes the transfer of airport employees as well as employees to airport hotels and that as passenger demand increases, it will be important for the agencies to consider a more seamless route directly from the TRE Stations to the terminals. He added the airport was interested in considering options in the central terminal area to ensure that its transit-dependent employees are served. NCTCOG staff noted it would be happy to work with the DFW Airport on its future vision for the shuttle service. A motion was made to recommend Regional Transportation Council approval to utilize existing Regional Toll Revenue funds previously approved for transit and previously approved COVID-19 Infrastructure Program #15: Transit Partnership Surface Transportation Block Grant 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. Action also included a recommendation to approve revising administrative documents as appropriate to incorporate the project. Phil Dupler (M); Robert Woodbury III (S). The motion passed unanimously.

5. **Call for Projects to Reduce Diesel Emissions:** Huong Duong presented details of a new, competitive call for projects (CFP) to award rebates through the North Texas Clean Diesel Projects 20201 funding initiative. The North Central Texas Council of Governments (NCTCOG) pursues funding that can be used in the region to improve air quality and develop calls for projects that help reduce emissions within the region. Approximately one third of nitrogen oxide emissions in the Dallas-Fort Worth region is attributed to on-road vehicles, of which 48 percent comes from heavy-duty vehicles primarily when idling. Ms. Duong highlighted the status of the FY2020 Clean Fleet North Texas funding and provided details for the FY2021 Clean Fleet North Texas Call for Projects. Approximately \$1.5 million is available from the Environmental Protection Agency (EPA) National Clean Diesel Funding Assistance Program for private fleets and companies, as well as local governments. Eligible projects include the replacement of on-road and non-road diesel engines, vehicles, and equipment, installation of locomotive shore power, replacement of diesel transportation refrigeration units (TRU) trailers, and replacement of diesel drayage vehicles. Funding thresholds vary regarding replacement type and were detailed in Electronic Item 5. Funding will be available through a competitive rebate program for projects in the 10-county ozone nonattainment area and adoption of the Clean Fleet Policy is required. Scoring criteria was highlighted and will be based on cost per ton of nitrogen oxides reduced and recipient oversight, as well as consideration of project operation in Environmental Justice areas. This will help ensure selected projects provide the most emission benefits with the least risk and most impact on high poverty and minority areas. Staff proposed that the Call for Projects open on October 14, 2021, with a 90-day rolling application deadline until all funds are awarded. A motion was made to recommend Regional Transportation Council approval of the North Texas Clean Diesel Project 2021 Call for Projects, including the call for project details, eligibility screens, selection criteria and schedule detailed in Electronic Item 5. Bryan Beck (M); Mark Nelson (S). The motion passed unanimously.
6. **Locally Enforced Motor Vehicle Idling Restrictions Resolution:** Jason Brown presented a recommendation to approve a revised Resolution Supporting Locally Enforced Motor Vehicle Idling Restricts in North Central Texas. This initiative focuses on eliminating unnecessary idling and the reduction of diesel emissions and high emitting vehicles and also aligns with air quality policies within the mobility plan. Details of the Texas Commission on Environmental Quality (TCEQ) Locally Enforced Motor Vehicle Idling Limitations rule was provided. The rule, included in Electronic Item 6.2, is regulated through the Texas

Administrative Code Rule 114 and impacts motorists operating medium to heavy duty vehicles that are greater than 14,000 pounds within local government jurisdictions having a Memorandum of Agreement (MOA) with TCEQ. It stipulates requirements to control vehicles engine idling to no more than five consecutive minutes while not in motion with certain exemptions. In 2008, the Regional Transportation Council (RTC) approved a resolution encouraging entities to adopt the TCEQ vehicle idling restriction rule, provided in Electronic Item 6.1. Since that time, cities in the region have signed the TCEQ MOA which allowed enforcement of the idling restriction and many also adopted their own ordinances or resolutions. In addition, the North Texas Council of Governments collaborated with the TCEQ and local governments to develop the Engine Office North Texas Local Government Guide. During that time, partners identified the need to revise the resolution in order to align the language with those restrictions in place within local governments. Mr. Brown reviewed proposed updates to the resolution, which was provided in Electronic Item 6.3. The revised resolution will identify locally enforced motor vehicle idling restrictions as Weight-of-Evidence within the State Implementation Plan, endorse implementation of an idling restriction ordinance/resolution (not specifically tied to the TCEQ MOA), and encourages local governments to adopt any idling restrictions as applicable to local government needs. The language in the revised resolution will allow cities and counties to have more flexibility in implementing an idling restriction or ordinance while still being eligible for funding from TCEQ for idle reduction infrastructure. In addition, the revised resolution will allow for program efforts to be documented as Weight-of-Evidence within the SIP. Additional information was provided in Electronic Item 6.4. A motion was made to recommend Regional Transportation Council (RTC) approval of a revised Regional Transportation Council Resolution Supporting Locally Enforced Motor Vehicle Idling Restrictions in North Central Texas, provided in Electronic Item 6.3. Clarence Daugherty (M); Kevin Overton (S). The motion passed unanimously.

7. **Director of Transportation Report on Selected Items:** Michael Morris presented items on the Director of Transportation report. He highlighted information about the Statewide Safety Program. The Texas Department of Transportation would like to provide assistance to lower the fatality rate in Texas and have proposed to bring together metropolitan planning organizations across the state along with area districts to form a statewide safety task force. Members will be provided updates in the future of related safety efforts. In addition, he highlighted the Dallas Area Rapid Transit D2 project and noted that at the September 9, 2021, Regional Transportation Council (RTC) meeting he discussed an opportunity for policy officials in the region to consider the feasibility and timing of the D2 rail line project. 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. 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 to alleviate anticipated future rail crossing issues as well as the interface with IH 345. 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 are not using transit as a choice. 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. 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 as conversations continue with the City of Dallas and DART, inclusion of the D2 project in the Mobility Plan will also need to be discussed. Additional information was provided in Electronic Item 7. In addition, Mr. Morris noted that staff would continue to monitor the potential of an electric vehicle manufacturing facility being located within the region and would provide an update in the future. He also noted that the August 2022 RTC meeting has been postponed by one week and will be held on August 18, 2022, as part of the Irving Transportation Summit. He also discussed an upcoming item to be presented by staff at a future meeting, the 2023-2026 Management/Operations and Safety program.

8. **Metropolitan Planning Organization Milestone Policy Round 2 – Quarterly Update:**

Brian Dell provided an update on the status of the Metropolitan Planning Organization (MPO) Milestone Policy Round 2 projects. As a reminder the policy is aimed at ensuring that projects, especially those that have been funded for at least ten years and have not gone to construction, are being implemented in a timely manner. In February 2021, the Regional Transportation Council (RTC) approved the second round of the Milestone Policy, which included establishing deadlines by which projects must go to construction as well as a revised project tracking process. The updated process includes quarterly status reports on all projects on the Milestone Policy list until they go to letting. Projects are rated as low (green), medium (yellow), or high (red) risk based on the how well the project sponsor is implementing the projects and risk factors identified by staff. If the committed schedule has not been met and the project has been graded as red/high risk, the project will likely be recommended for cancellation but decisions will ultimately be made on a case-by-case basis. A summary of the projects on the Milestone Policy Round 2 list was provided. He noted that as of September 2021, three projects let prior to their established deadlines and 12 have been identified as low risk, 7 as medium risk, and 1 as high risk. The status of each project on the MPO Milestone Policy Round 2 list, including ratings, was provided in Electronic Item 8.1. Mr. Dell noted staff will continue monitoring project progress and provide assistance as needed, as well as provide information to the Committee at the next quarterly update. He added that staff was working with the implementing agency of the high-risk project to determine next steps. Additional details on the policy were provided in Electronic Item 8.2. John Polster asked if the Milestone Policy timeframe restarts on a project for which the Texas Department of Transportation has terminated a phase and executed a new Advanced Funding Agreement. He noted this may be an issue for some projects. Mr. Dell noted that although the project would likely remain on the Milestone Policy list of projects, consideration would be given regarding the noted circumstances during project review.

9. **Transit Strategic Partnerships Initiative Overview:** Rachel Jenkins provided an overview of the Transit Strategic Partnerships funding process. In fiscal year (FY), 2021 public transportation providers in the region were awarded approximately \$136 million in Federal Transit Administration (FTA) formula funds. Two processes are used to award funds. Of the total amount awarded, 2 percent is set aside for Transit Strategic Partnership projects (formally known as the Transit Call for Projects) based on Regional Transportation Council (RTC) policy, with the remaining 98 percent available to transit providers through the annual Program of Projects. Four types of federal formula funding programs are allocated in the Dallas-Fort Worth-Arlington and Denton-Lewisville Urbanized Areas (UZAs), two of which are allocated through the Transit Strategic Partnerships initiative: 1) Section 5307, intended to serve the general public including low-income populations and 2) Section 5310, intended to serve the elderly and individuals with disabilities. FY2021 Transit Strategic Partnerships

funding totals approximately \$4.1 million. Ms. Jenkins noted the process for awarding these funds was recently redesigned and updated to help address gaps in service. Through this program, staff will award proposals for innovative transit projects and solutions both from agencies looking to directly implement service and those seeking partnership with an existing transit provider. Proposals will be accepted on a rolling basis and evaluated twice per year. The improved process prioritizes projects that align with existing plans and studies, encourages innovative solutions to gaps in service, and offers a more proactive simplified approach to addressing needs throughout the region. In addition, the simplified application focuses on identifying challenges and gaps and encourages collaboration. Evaluation criteria details were highlighted, with the needs assessment given top priority. Details of the criteria and evaluation were provided in Electronic Item 9. Ms. Jenkins noted that applications will be accepted on a six-month rolling cycle with the exception of the initial application cycle launched September 1, 2021, which will be expedited to meet the January 28, 2022, Transportation Improvement Program (TIP) modification cycle deadline. Proposals can be submitted at any time. The deadlines allow staff to separate which proposals will be considered for evaluation at which time. Staff will proactively collaborate with applicants to fill missing pieces of the application or request additional documentation before the proposals are evaluated. Selected projects will then be submitted for TIP modifications and approvals. Proposals may potentially be selected on a conditional basis and staff will work with those applicants to address items that need further development prior to the next TIP modification deadline. She noted additional details were available at www.nctcog.org/strategicpartnerships-transit. Brian Moen asked if the findings from the Access North Texas update would be available for agencies to review during the application process. Ms. Jenkins noted the Access North Texas update was not expected to be released until next spring and that the 2018 Access North Texas document was available online for reference and was the version staff would be using during the evaluation process until the next update is adopted.

10. **Status Report on Electric Vehicles and National Drive Electric Week:** Soria Adibi presented an update on the electric vehicle (EV) industry and adoption in the region. She noted the electric vehicle market has expanded offerings of a variety of EV makes and models in recent years, including battery-electric, plug-in hybrid, and fuel cell electric options. Expansion has not only included light-duty vehicles, but a variety of medium and heavy-duty vehicle options. In the region, EV registration has grown approximately 32 percent year over year for the past five years and as of August 2021 over 18,000 light-duty electric vehicles are registered. A map identifying the location of electric vehicle registrations, as well as charging infrastructure was highlighted. She noted that as part of the new funding biennium, staff anticipated new incentives for EV purchases under the Texas Emission Reduction Program and charging stations through the Volkswagen Settlement to be announced soon. Ms. Adibi noted that when discussing electric vehicles, staff often receives questions 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 added 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. Ms. Adibi also provided information on an opportunity to test drive EVs available through the Clean Cities Coalition "Try and Drive Alternative"

program. Test drives are offered through four vendors in the region with timeframes ranging one day to two months. Also highlighted was information about 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, in-person EV showcase will also be held with owners and vendors in Grapevine on October 3, and Oncor will be hosting the annual Road Rallies during the week of September 25-October 2. Additional information was provided in Electronic Item 10.

11. **Fast Facts:** Staff presentations were not given. Information was provided to members electronically for the following items.
 1. Air Quality Funding Opportunities for Vehicles (<https://www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle>)
 2. Dallas-Fort Worth Clean Cities Events (<https://www.dfwcleancities.org/events>)
 3. Know Before You Fly Your Drone Workshops (www.northtexasuas.com/UAS-Taskforce#Workshops)
 4. Status Report on Texas Volkswagen Environmental Mitigation Program Funding (Electronic Item 11.1)
 5. Status Report on Ozone (Electronic Item 11.2)
 6. Federal Highway Administration Improving Bicycle Safety at the Intersection Workshop (Electronic Item 11.3)
 7. Results of Surface Transportation Technical Committee Survey on Changing Mobility Data (Electronic Item 11.4)
 8. North Central Texas Council of Governments Summary of Transportation and Air Quality Bills – 87th Texas Legislature (Electronic Item 11.5)
 9. 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>)
 10. August Online Input Opportunity Minutes (Electronic Item 11.6)
 11. October Online Input Opportunity Notice (Handout)
 12. Public Comments Report (Electronic Item 11.7)
 13. Written Progress Reports:
 - Local Motion (<https://nctcog.org/trans/about/publications/locmo/local-motion-september-1>)
 - Partner Progress Reports (Electronic Item 11.8)
12. **Other Business (Old and New):** Dan Kessler noted that the Metropolitan Planning Organization received a favorable letter from the US Department of Transportation certifying the Dallas-Fort Worth-Arlington, Denton-Lewisville and McKinney Transportation Management Area (DFW TMA) planning process as a result of the certification review completed in June 2021. Mr. Kessler thanked all who participated in the review process.
13. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on October 22, 2021.

The meeting adjourned at 2:55 pm.



A monthly update on activities of the Regional Transportation Council and the North Central Texas Council of Governments Transportation Department

November 2021

INSIDE

RTC OKs funding for TRE LINK to DFW

The Regional Transportation Council approved up to \$910,000 in additional funding for Trinity Metro in October for the continuation of a shuttle providing Trinity Railway Express riders direct access to the Dallas Fort Worth International Airport.

The funding will be provided over three years, starting with using up to \$290,000 in existing Regional Toll Revenue funds previously authorized by the RTC for transit projects for the first year. Subsequent operations will be funded with up to \$620,000 in Surface Transportation Block Grant funds made available through the COVID-19 Infrastructure Program. Read more on page 3.

State announces task force to study safety

The Texas Transportation Commission has announced a new task force to focus on reducing traffic fatalities on roadways. The task force is made up of representatives from the Texas Department of Transportation and the State's metropolitan planning organizations, which includes the North Central Texas Council of Governments. In 2019, the Commission directed TxDOT to work toward a goal of reducing the number of deaths on Texas roadways by 50% by 2035 and to zero by 2050. In Dallas-Fort Worth, safety is a key part of the transportation planning process, and the Regional Transportation Council has a policy statement that "just one death on the transportation system is unacceptable."

The task force will have an initial two-year term and will develop a short-term plan to immediately invest in current safety initiatives.

Examples include:

- Rumble strips that alert drivers to slow down and when they are veering off the road
- Cable barriers that prevent vehicles from sliding into oncoming traffic
- Shoulder widenings to make room for disabled vehicles or more space to avoid a collision
- Four-lane divided roadways that help move traffic more efficiently
- Grade separations for uninterrupted traffic flow and increased safety

In addition, a long-term plan will be created to identify funding sources, establish metrics to measure effectiveness and describe incentives for the partnership based on the reduction of deaths on Texas roadways. — By TxDOT



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.

Art contest winner recognized by Cleburne ISD Board of Trustees

The Cleburne Independent School District Board of Trustees honored Angie Andersen, the winner of the 2021 NCTCOG transportation art contest, during its monthly board meeting in October. Angie's depiction of the "Transportation for All" theme appeared on the cover of this year's Progress North Texas, NCTCOG's annual transportation state of the region.

The Cleburne High School student's creation features a city block with a movie theater and other businesses. Different elements of transportation — a sports car, bicycle, skateboard and bus stop — are included in the drawing.

Angie was joined at the recognition ceremony by her art teacher, Raigan Swaim. The art contest was created 10 years ago as a way for NCTCOG to reach younger North Texans, who will be the next generation of decision-makers.

The competition is rotated around the region each year, with the chair of the Regional Transportation Council selecting the participating district. Johnson County Judge Roger Harmon, who served a year as RTC chair through June 2021, chose Cleburne. For 2022, Dallas County Commissioner Theresa Daniel, the current RTC chair, has selected Dallas ISD.

Progress North Texas is mailed to transportation partners, public officials and residents of the region and is also available online. To request FREE copies of the 2021 report or to read it online, click [.here](#)



Angie, Andersen, right, was recognized in October by the Cleburne ISD Board of Trustees as winner of NCTCOG's 2021 transportation art contest. She was joined by her art teacher, Raigan Swaim.

With commutes getting darker, look out for walkers, bicyclists

With Day Light Saving Time ending, Look Out Texans is reminding drivers to use their lights in the evening and watch for people walking and biking. The risk of traffic crashes and fatalities increases when the sun sets, with nearly two-thirds of all pedestrian crashes and 80% of all fatal pedestrian crashes occurring after dark. People walking and biking are more vulnerable than those who are in cars and trucks, so motorists are reminded to turn their lights on, look out for people walking and biking, and to avoid distractions while driving. State law requires bikes to have a front white light and a red reflector or red light on the back. Walkers or bicyclists can help make the roads safer by wearing bright and/or reflective clothing in the dark.

The Look Out Texans campaign efforts enhance the work of local, State, and federal transportation partners focused on improving reliability and safety for all road users through roadway design solutions and greater awareness of how people can bike, walk and drive safely. For more information, visit www.lookouttexans.org.

N. Texans get glimpse of high-speed future

NCTCOG recently concluded the first phase of the Dallas-Fort Worth High-Speed Transportation Connections Study with a series of open houses to update the public on the project's progress.

The study is examining potential routes and high-speed technologies between Dallas, Arlington and Fort Worth. NCTCOG welcomed residents throughout North Texas to learn more about the study during open houses in Arlington, Dallas, Fort Worth and Grand Prairie. Planners originally identified 43 possible alignments between Dallas, Arlington and Fort Worth. The project team is moving forward with an alignment running along Interstate Highway 30 and two technologies: high-speed rail and hyperloop.

The 36-month study is now entering the second phase, which includes preliminary engineering of the alignment and environmental analyses conducted within the federal environmental approval process, or the National Environmental Policy Act review process. NEPA ensures agencies consider the environmental consequences of their proposed actions and inform the public about their decision-making. Once the environmental approval is given, the next phases of the project (securing funding, detailed design, right-of-way acquisition and construction) can begin. For more, visit www.nctcog.org/dfw-hstcs.

REGIONALNews

RTC OKs funding for TRE LINK to DFW Airport

The Regional Transportation Council approved up to \$910,000 in additional funding for Trinity Metro in October for the continuation of a shuttle providing Trinity Railway Express riders direct access to the Dallas Fort Worth International Airport.

The funding will be provided over three years, starting with using up to \$290,000 in existing Regional Toll Revenue funds previously authorized by the RTC for transit projects for the first year. Subsequent operations will be funded with up to \$620,000 in Surface Transportation Block Grant funds made available through the COVID-19 Infrastructure Program. The shuttle service operates as a partnership among DFW Airport, Dallas Area Rapid Transit and Trinity Metro. Due to budget constraints and pandemic ridership impacts, the partners requested additional operational support through the end of Fiscal Year 2024.

In 2018, DFW Airport was operating the service and notified NCTCOG of its intent to discontinue shuttle service between the airport and the TRE Centerport Station once Trinity Metro's TEXRail commuter rail service was fully operational. It has continued to operate due to coordination among transit partners to identify alternatives and ensure this first-last mile connection would be maintained. In December 2018, the RTC approved Trinity Metro to assume responsibility for continued operations of the shuttle service. TEXRail opened for revenue service in January 2019.

Texas voters approve Proposition 2

Voters approved a ballot measure November 2 that could bring more transportation funding to North Texas. Proposition 2 is a constitutional amendment authorizing a county to finance the development or redevelopment of infrastructure in unproductive, underdeveloped or blighted areas in the county. The county would form a transportation reinvestment zone and be permitted to use additional tax revenue generated from a new development to repay bonds for non-tolled transportation projects in the zone.

For many years, Texas has allowed cities and towns to form similar reinvestment zones to fund infrastructure associated with certain development projects, using increased tax revenue to repay project bonds. With the approval of this ballot initiative, counties may now do the same. Proposition 2, which passed with 63% of the vote, was one of eight amendments approved on election day.

Transportation Resources

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Facebook.com/actograms

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YouTube

YouTube.com/actograms

Instagram

Instagram.com/actograms

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

\$910,000

Additional funding for Trinity Metro approved by the RTC in October for the continuation of a shuttle providing TRE riders direct access to DFW Airport.

PUBLIC *Involvement*

Mobility Matters available online

The fall issue of Mobility Matters 2021 features a look at how the region's transit agencies are prepared to welcome riders back, amid the continuing COVID-19 pandemic.

Ridership has been greatly affected, but providers are working to make sure they keep their employees and customers healthy. Read about the efforts at www.nctcog.org/mobilitymatters.

This issue of NCTCOG's semiannual newsletter also features a profile on RTC chair Theresa Daniel. NCTCOG Director of Transportation Michael Morris shares a message about the important roles women played in the delivery of the Margaret McDermott bridge, the signature structure designed by renowned architect Santiago Calatrava.

NCTCOG's recent partnership with NASA is also highlighted, NCTCOG is one of five selected government entities to have signed agreements with NASA's aeronautical innovators.

Read the fall issue of Mobility Matters at www.nctcog.org/mobilitymatters. For printed copies, contact Brian Wilson at bwilson@nctcog.org.

Drone workshop: Future of the skies

The next Know Before You Fly Your Drone workshop is scheduled for 10 a.m. Saturday, November 6 and will cover the future of unmanned aircraft, also known as drones.

The FREE virtual session will kick off with the topic of the month, "The Future of the Skies," with guest speakers discussing what they expect the future of unmanned aircraft to look like. If you miss this session, a recording will be available at www.northtexasuas.com.

Virtual workshops are scheduled on the first Saturday of each month through 2022 to educate and inform professional and recreational pilots on safe operations to drones.

The UAS Safety and Integration Task Force helps mitigate reckless UAS operations and promote the safe integration of the technology into the DFW regional airspace.