

AGENDA

SURFACE TRANSPORTATION TECHNICAL COMMITTEE

Friday, March 26, 2021

North Central Texas Council of Governments

1:30 pm Full STTC Business Agenda (Meeting Will be Held as a Videoconference)**1:30 – 1:35****1. Approval of February 26, 2021, Minutes** Action Possible Action Information Minutes: 5

Presenter: Brian Moen, STTC Chair

Item Summary: Approval of the February 26, 2021, meeting minutes contained in [Electronic Item 1](#) will be requested.

Background: N/A

1:35 – 1:35**2. Consent Agenda (There are no items on the Consent Agenda)** Action Possible Action Information Minutes : 0**1:35 – 1:45****3. COVID-19 #00X Infrastructure Program (Round 4)** Action Possible Action Information Minutes: 10

Presenter: Brian Dell, NCTCOG

Item Summary: Staff will request a recommendation for Regional Transportation Council (RTC) approval of a fourth round of COVID-19 #00X Infrastructure Program projects and the ability to amend the Transportation Improvement Program and other planning/administrative documents to incorporate the projects.

Background: Due to the COVID-19 outbreak, the economies of the United States, Texas, and Dallas-Fort Worth region have suffered large setbacks and there is an urgency to stimulate the economy. Over the past several months, North Central Texas Council of Governments staff received requests for funding from agencies around the region, which will inject much needed money into the local and state economies in the coming years. Staff recommends funding a fourth round of projects in this program that meet one or more of the RTC policies outlined in Mobility 2045 and/or assist with achieving the region's federal performance targets.

The complete list of proposed projects can be found in [Electronic Item 3.1](#). [Electronic Item 3.2](#) contains additional details about the program and projects being requested.

Performance Measure(s) Addressed: Roadway, Air Quality

1:45 – 1:55**4. 2021 Federal Transit Administration Low or No Emissions Grant Program** Action Possible Action Information Minutes: 10

Presenter: Lori Clark, NCTCOG

Item Summary: Staff will request a recommendation for Regional Transportation Council action on a proposed regional submittal to the Federal Transit Administration (FTA) Low or No Emissions Grant Program.

Background: The Federal Transit Administration has released the fiscal year 2021 Low or No Emissions Grant Program funding opportunity, which is expected to award \$180 million for advanced technology transit projects. Eligible projects include acquisition of low- or no-emission buses, supporting equipment, rehabilitation or improvement of bus facilities, and workforce development or training.

The North Central Texas Council of Governments proposes to submit one proposal on behalf of the region to electrify the Trinity Railway Express (TRE) Link service, which provides travelers a connection between the Centerport TRE station to the Dallas Fort Worth International Airport. Please see [Electronic Item 4](#) for more information.

Performance Measure(s) Addressed: Air Quality, Transit

1:55 – 2:05

5. **Proposed Regional Single-Occupancy Vehicle Trip Reduction Target Development Resolution**

Action Possible Action Information Minutes: 10

Presenter: Caryn Sanders, NCTCOG

Item Summary: Staff will request a recommendation for Regional Transportation Council (RTC) approval of a resolution that establishes a regional single-occupancy vehicle commute trip reduction target that aims to reduce drive alone commute trips through increased implementation of Travel Demand Management strategies.

Background: As a result of changes in traffic and commute patterns experienced during the COVID-19 pandemic, the North Central Texas region recorded a decrease in traffic congestion and a small improvement in the region's air quality. In an effort to sustain the positive impacts of the traffic and commute pattern changes post COVID-19, staff explored opportunities to retain benefits associated with the change in commuter behavior. Trip reduction strategies such as carpooling, vanpooling, biking, walking, taking transit, teleworking, and flexible work schedules reduce the number of vehicles that travel on roadways, assist in improving air quality, and reduce peak-period travel by shifting drive-alone travel to other modes or technologies. Because successful trip reduction programs require strong public support, promotion, and participation, staff is recommending the approval of an RTC resolution that establishes a 20 percent regional single-occupancy vehicle commuter trip reduction target. More information on the proposed resolution is included in [Electronic Item 5.1](#) and [Electronic Item 5.2](#).

Performance Measure(s) Addressed: Air Quality, Roadway

2:05 – 2:15

6. **Fiscal Year 2021 Project Tracking Update**

Action Possible Action Information Minutes: 10

Presenter: Brian Dell, NCTCOG

Item Summary: Staff will provide the Committee with an update to the Fiscal Year (FY) 2021 Project Tracking Initiative that was initiated in order to reduce the region's carryover funding balances.

Background: Almost every year, Regional Transportation Council (RTC)-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, until it has been 3-4 years since the originally committed start date. 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 10 years. However, a 10-year project review does not create an action plan soon enough to reduce the region's growing Congestion Mitigation and Air Quality Improvement Program (CMAQ), Surface Transportation Block Grant Program (STBG), and Transportation Alternatives (TA) Set Aside carryover balances. As a secondary line of offense, staff has implemented a project tracking initiative that will highlight project schedule commitments to the Committee and the RTC on a regular basis and report 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 6.1](#). Additional details on this initiative can be found in [Electronic Item 6.2](#).

Performance Measure(s) Addressed: Roadway, Air Quality

2:15 – 2:25

7. **Metropolitan Transportation Plan Schedule**

Action Possible Action Information Minutes: 10

Presenter: Amy Johnson, 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.

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

Federal guidelines require the Dallas-Fort Worth region to update the region's long-range transportation plan a minimum of every four years. In addition, the Mobility 2045 Update will be required to attain Transportation Conformity. The updated plan will include a new financial plan and necessary refinements to projects in the current Mobility 2045 plan. Details are included in [Electronic Item 7](#).

Performance Measure(s) Addressed: Roadway, Transit

2:25 – 2:35

8. **Director of Transportation Report on Selected Items**

Action Possible Action Information Minutes: 10

Presenter: Michael Morris, NCTCOG

Item Summary: Staff will provide an overview of current transportation items, including a summary on performance metrics to help understand the impacts of COVID-19 to the transportation system.

Background: Efforts continue to advance transportation in the region. Staff will highlight the following:

- Changing Mobility: Data, Insights, and Delivering Innovative Projects during COVID Recovery ([Electronic Item 8.1](#)) (www.nctcog.org/pm/covid-19)
- Legislative Progress on the Return of \$2 Billion
- Progress on Meeting in Person (See table presented to Regional Transportation Council in [Electronic Item 8.2](#))

Performance Measure(s) Addressed: Roadway, Transit

2:35 – 2:45

9. **Legislative Update**

Action Possible Action Information Minutes: 10

Presenter: Nicholas Allen, NCTCOG

Item Summary: Staff will provide an update on federal and State legislative actions related to transportation and air quality issues affecting the Dallas-Fort Worth area. Legislative actions to be covered include the following:

- American Rescue Plan of 2021
- Bills of Interest

Background: Transportation issues continue to be a focus for both the United States Congress and the Texas Legislature. The 1st session of the 117th US Congress convened on January 3, 2021. The 87th Texas Legislature convened on January 12, 2021. This item will allow staff to provide updates on key positions of the Regional Transportation Council.

Performance Measure(s) Addressed: Roadway, Transit

2:45 – 2:55

10. **Regional Transit Performance Measures: Public Transportation Agency Safety Plan and Transit Asset Management**

Action Possible Action Information Minutes: 10

Presenters: Shawn Dintino and Ezra Pratt, NCTCOG

Item Summary: Staff will provide an update on proposed Public Transportation Agency Safety Plan (PTASP) regional targets and new federally required performance measures relating to improving transit safety in the region. An update on regional Transit Asset Management (TAM) performance will also be provided.

Background: The Public Transportation Agency Safety Plan Final Rule became effective on July 19, 2019, and seeks to improve public transportation safety by requiring operators of public transportation who receive federal Section 5307 Urbanized Area Formula Program funding to more effectively and proactively manage safety risks in their systems through the

development of PTASPs, which include individual agency transit safety performance targets. Once individual plans and targets are submitted to the Metropolitan Planning Organization, the Regional Transportation Council (RTC) must adopt regional transit safety targets within 180 days. Applicable regional providers have furnished their plans to the North Central Texas Council of Governments as of December 2020. Staff worked with transit providers and performed detailed analyses to determine the best approach in adopting regional targets. The proposed regional targets will be used to track and report on the region's performance through existing documents, such as the Metropolitan Transportation Plan, and will be used in the planning process to implement programs to improve transit safety.

A brief update on regional Transit Asset Management (TAM) performance will also be provided, including a review of TAM and the regional targets adopted by the RTC, a report on regional performance for each of the four TAM performance measures, and discussion of next steps for updating the regional TAM targets and coordination to implement performance-based planning policies and projects. Details on both performance measures can be found in [Electronic Item 10](#).

Performance Measure(s) Addressed: Transit, Safety

2:55 – 3:05

11. **Regional Vanpool Program Modifications to Improve Overall Efficiency**

Action Possible Action Information Minutes: 10

Presenter: Dora Kelly, NCTCOG

Item Summary: Staff will provide information on the North Central Texas Regional Vanpool Program and an overview of recent coordination with transit providers to assess program modernization and opportunities to improve overall efficiency.

Background: The North Central Texas Regional Vanpool Program is operated by Dallas Area Rapid Transit (DART), Denton County Transportation Authority (DCTA), and Trinity Metro and achieves many regional benefits including lowering emissions by removing single occupant vehicles off the road. The Regional Transportation Council previously approved funding to support vanpool services. Each transit agency operates their vanpool program slightly differently, which can be confusing to the public. Staff recently began assessing the Program to look for ways to modernize and improve overall efficiency. In collaboration with staff from DART, DCTA, and Trinity Metro, various areas have been identified for improvement to help simplify the program, reduce rider confusion, avoid unintended competition among the transit agencies, and gain greater program efficiency.

Staff will provide recommendations to the Committee for the Regional Vanpool Program including updates to proposed provider boundaries, temporary flexibility to the subsidy funding structure, and discussion of a regional cooperative vanpool procurement to create a more unified program that will benefit current and future riders. [Electronic Item 11](#) provides additional details.

Performance Measure(s) Addressed: Transit

3:05 – 3:15

12. **Air Quality Program Report**

Action Possible Action Information Minutes: 10

Presenters: Nicholas VanHaasen and Anthony Moffa, NCTCOG

Item Summary: Staff will present information regarding the region's 2021 ozone season and Texas temporary tags.

Background: The 2021 ozone season began on March 1 for the North Central Texas 9- and 10-county nonattainment areas and runs through the end of November. Concurrently, the region remains in nonattainment for both the 2008 and 2015 National Ambient Air Quality Standards (NAAQS) for ozone. As attainment was not met following the 2020 ozone season, it is anticipated the region will be reclassified to more stringent regulations for both standards. Daily ozone information, including current conditions and forecasts, is provided at: <https://www.nctcog.org/trans/quality/air/ozone>.

Texas temporary tags are issued to allow a vehicle buyer to be registered and operate a vehicle before permanent license plates are obtained. Texas has experienced an increase in temporary tags after the Two Steps One Sticker program began in 2016. Due in part to the ease of creating, selling, and printing temporary "paper" tags, tens of thousands of vehicles are improperly registered throughout the state. These temporary registration tags are costing the State in lost revenue, can be purchased online from various outlets, and have been observed on vehicles across the United States.

Please see [Electronic Item 12](#) for more information.

Performance Measure(s) Addressed: Air Quality

3:15 – 3:15

13. **Fast Facts**

Action Possible Action Information Minutes: 0

Item Summary: Staff presentations will not be made. Please reference the material provided for each of the following topics.

1. Spring 2021 'Virtual' Traffic Incident Management Executive Level Course Announcement ([Electronic Item 13.1](#))
2. Road Safety Audit Virtual Workshop for Pedestrian Safety ([Electronic Item 13.2](#)) (www.nctcog.org/rsaworkshop)

3. Air Quality Funding Opportunities for Vehicles
(<https://www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle>)
 4. Dallas-Fort Worth Clean Cities Events
(<https://www.dfwcleancities.org/dfw-clean-cities-meetings>)
 5. Status of Texas Volkswagen Environmental Mitigation Program Funding Programs ([Electronic Item 13.3](#))
 6. February Online Input Opportunity Minutes ([Electronic Item 13.4](#))
 7. April Online Input Opportunity Notice ([Electronic Item 13.5](#))
 8. Public Comments Report ([Electronic Item 13.6](#))
 9. Written Progress Reports:
 - Local Motion ([Electronic Item 13.7](#))
 - Partner Progress Reports ([Electronic Item 13.8](#))
14. **Other Business (Old or New):** This item provides an opportunity for members to bring items of interest before the group.
15. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for ***1:30 pm on April 23, 2021.***

MINUTES

**SURFACE TRANSPORTATION TECHNICAL COMMITTEE
February 26, 2021**

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, February 26, 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 January 22, 2021, Minutes:** The minutes of the January 22, 2021, meeting were approved as submitted in Electronic Item 1. Jim O'Connor (M); John Polster (S). The motion passed unanimously.
2. **Consent Agenda:** The following item was included on the Consent Agenda.
 - 2.1. **FY2020 and FY2021 Unified Planning Work Program Modifications:** A recommendation for Regional Transportation Council (RTC) approval of modifications to the FY2020 and FY2021 Unified Planning Work Program (UPWP) was requested. Direction for staff to also administratively amend the Transportation Improvement Program and other administrative/planning documents, as appropriate, to reflect the approved modifications was included in the action. The proposed amendments were provided in Electronic Item 2.1.1. Additional information was provided in Electronic Item 2.1.2.

A motion was made to approve the item on the Consent Agenda. John Polster (M); Daniel Vedral (S). The motion passed unanimously.

3. **Air Quality Calls for Projects Recommendations:** Jason Brown presented recommendations for three recent Calls for Projects (CFP) funded through the Environmental Protection Agency's (EPA's) National Clean Diesel Funding Assistance Program. Funding was available for replacement of heavy-duty diesel vehicles and equipment replacement projects through the Clean Fleets North Texas 2020 CFP (Bucket 1) and the North Texas Emissions Reduction Projects CFP (Bucket 2). In addition, funding was available for the installation of EPA-verified electrification of electrified parking spaces for refrigerated trucks and trailers through the North Texas Freight Terminal Electrification CFP (Bucket 3). Project eligibility and funding thresholds for each of the Calls for Projects were highlighted. Details were provided in Electronic Item 3.1. An eligibility screen of applications received was completed to ensure that projects met the work scopes and were in the required geographic areas. For Buckets 1 and 2, adoption of the Clean Fleet Policy was also required. In addition, projects were scored based 75 percent on cost effectiveness and 25 percent on oversight elements. A summary of applications received for the Clean Fleets North Texas 2020 CFP was provided. One application was received from the City of Kennedale for \$165,000. Applications were also received from the City of Dallas, but the projects were not eligible. Approximately \$494,820 remains available for the next round of the Call for Projects. Details were provided in Electronic Item 3.2. For the North Texas Emissions Reduction Projects CFP, Alliance Aviation Services submitted two eligible Projects for \$108,770 and Paccar Leasing submitted one eligible project for \$161,555. Approximately \$2 million remains available for the next round of the Call for Projects. No applications were received for the North Texas Freight Terminal Electrification CFP which leaves approximately \$960,000 in available funds. Details were provided in Electronic

Item 3.3. The schedule for this effort was reviewed, which includes presentation to the Regional Transportation Council on March 11, 2021. To award the remaining funds, the Calls for Projects have a rolling 90-day deadline until all funds are awarded with the next application deadline April 9, 2021. Committee Chair Brian Moen asked if it was normal to have such few applicants. Mr. Brown noted that interest in the programs vary and that staff engages local government and private sector contacts, but sometimes there is low response. A motion to recommend Regional Transportation Council approval of \$165,000 to the City of Kennedale through the Clean Fleets North Texas 2020 Call for Projects and to allow any funds released from prior awards to be applied to the balance of available funds for future awards. The motion also included a recommendation for Regional Transportation Council approval of \$108,770 to Alliance Aviation Services and \$166,155 to Paccar Leasing through the North Texas Emissions Reduction Project 2020 Call for Projects. John Polster (M); Jim O'Connor (S). The motion passed unanimously.

4. **COVID-19 Infrastructure Program (Round 3)/Transit Partnership Funding:** Brian Dell presented recommendations for Transit Partnership Funding approved through the third round of the COVID-19 Infrastructure Program to address the decline of transit ridership in the region due to the recent COVID-19 outbreak. In November 2020, the Regional Transportation Council (RTC) approved \$25,000,000 in Surface Transportation Block Grant Program (STBG) funds for investments in transit. Since that time, staff across several disciplines have been working to determine how to allocate funds on a project level. When initially approved by the RTC, general project categories were identified: response to COVID-19 impacts, insurance for passenger rail integration onto freight lines, engineering funds for passenger rail/roadway interfaces, next generation high-intensity bus expansion, review of bus stop amenities, and partnership with Class 1 Railroads on passenger rail corridors. The first category proposed for funding was the Regional Transit Educational Campaign Program. Since ridership decreased significantly during the COVID-19 pandemic, it was determined that bringing riders back to the system would require a targeted approach. A two-phased education campaign was proposed. Phase 1 would focus on growing consumer confidence that the system is safe and clean, and ready to be used. Phase 2 would focus on increasing ridership overall. This would involve seeking out partnerships with both the business community and local news networks. Staff proposed \$1 million in STBG funds for the program, to be matched with regional Transportation Development Credits (TDCs). In order to expedite funding, this program may be implemented by a funding exchange with the transit authorities. The next category proposed for funding was Insurance for Passenger Rail Integration. Transit authorities are required to have insurance for passenger operations on freight rail lines. Historically, transit authorities have not had an issue paying these premiums but due to the combined effect of decreased revenue from decreased ridership as well as increased premiums, insurance premiums are now an issue. Staff proposed \$5 million in STBG funds to assist transit agencies in the region in securing insurance until premiums level out and revenue rebounds. These funds will also be matched with regional TDCs. Next, staff proposed funding for Regional Class 1 Railroad Design Review. In recent months, the needed to facilitate the review of engineering plans that either cross or utilize Class 1 railroad lines has been identified. The proposal would provide \$7 million, matched with regional TDCs to fund engineering agreements with Class 1 railroads such as Union Pacific, Burlington Northern Santa Fe Railway, and Fort Worth and Western Railroad to help expedite the design review of regionally significant projects. The final proposed category was Investments in Regional Bus Stops. Many bus stops in the region have no concrete slabs or shelters, leaving transit riders waiting in grass and dirt. Proposed funding of \$1 million, matched with regional TDCs, would help identify locations and to engineer and construct concrete foundations and/or overhead shelters for bus stops in the Trinity Metro service area, with specific locations to be identified by the North Central

Texas Council of Governments (NCTCOG) and Trinity Metro. At a later date, stops in the Denton County Transportation Authority and Dallas Area Rapid Transit (DART) service areas will be identified for future improvement. Mr. Dell provided an overview of next steps. Following anticipated action by the RTC, approved projects will be added to the Transportation Improvement Program (TIP) and Statewide TIP. In addition, staff will identify potential projects for the remaining \$11 million of funding and bring proposals back to the Committee and RTC. The details of the specific partnership programs and projects being proposed were provided in Electronic Item 4.1. Electronic Item 4.2 contained additional details about the partnership and programs/projects being requested. Brian Shewski discussed the \$7 million proposed for design review with Class 1 railroads. Staff reviewed the funding that was proposed for each railroad through this effort. Michael Morris noted that transit agencies often need approval from the freight railroads to advance their transit projects, but sometimes may not have the finances to engage in those type conversations with the Class 1 railroads. To help prevent the projects from being delayed, funding is intended to help fund Class 1 Railroad review similar to agreements with the US Army Corps of Engineers for review of 404 and 408 permits. Mr. Shewski noted that Kansas City Southern (KCS) Railroad provided input on the DART Silver Line regarding a crossing and asked if KCS is also eligible for funding through this effort. Mr. Morris noted that no Class 1 railroad is excluded, but that NCTCOG staff have not had any engagement with KCS. Staff proposed that the motion include a recommendation to include KCS in the proposed funding recommendations. A motion was made to recommend Regional Transportation Council approval of the proposed COVID-19 Infrastructure Program Transit Partnership investments and that KCS be included in the proposed funding for expedited design review with Class 1 railroads. Action also included a recommendation for staff to administratively amend the Transportation Improvement Program, Statewide Transportation Improvement Program and other planning/administrative documents to incorporate the projects. Brian Shewski (M); Paul Luedtke (S). The motion passed unanimously.

5. **Status Report Related to Previous Action on Federal Transit Administration Funding Allocations in Response to COVID Relief 2.0 Funding Authorization:** Shannon Stevenson provided a status report regarding previous action on the US Department of Transportation's Federal Transit Administration (FTA) funding allocations from the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA). At the January 22, 2021, Surface Transportation Technical Committee, funding allocations were approved, and members asked North Central Texas Council of Governments (NCTCOG) staff to confirm eligibility and work with the transit authorities to ensure fair and equitable distribution of the funds. Since that time, NCTCOG staff has met several times with Trinity Metro and Dallas Area Rapid Transit (DART) to discuss the funding allocations in more detail. The primary objective of the funding is to ensure that public agencies receive sufficient funding when combined with their Coronavirus Air, Relief, and Economic Security (CARES) Act apportionments to equal at least 75 percent of the urbanized areas' public transit operating costs based on 2018 expenses. Congress did not provide any urbanized area program funds to the Dallas-Fort Worth-Arlington Urbanized Area (UZA) for Trinity Metro and the UZA is receiving the urbanized area program funds only because DART falls below the 75 percent threshold. While the Metropolitan Planning Organization (MPO) does technically have some flexibility on how to distribute the funds within the region, the position remains the same with the recommendation as presented in January 2021 and assistance to Trinity Metro may occur through other methods. Ms. Stevenson noted that in the following agenda, staff would propose submittal of an Infrastructure for Rebuilding America grant for the East Lancaster project in Fort Worth. Staff will also explore an FTA grant for a low- or no-emissions vehicles to help fund the guaranteed transit project along the IH 35W corridor. Staff has also been made aware that Trinity Metro and DART have been negotiating other

possible partnerships since the last Committee meeting. She also noted that the MPO flexibility is something that other MPOs across the country are navigating as well. NCTCOG staff have been in conversations with other regions regarding the best approach but believe maintaining the Congressional desire minimizes exposure. Details regarding the methodology utilized in making the recommendations approved at the January 22, 2021, meeting were provided in Electronic Item 5.

6. **Director of Transportation Report on Selected Items:** Michael Morris provided an overview of current transportation items, including a summary on performance metrics to help understand the impacts of COVID-19 to the transportation system. Slides from Electronic Item 6.1, Changing Mobility: Data, Insights, and Delivering Innovative Projects During COVID Recovery, were highlighted. He highlighted impacts by mode of travel, and specifically noted bicycle/pedestrian activity, freeways and toll roads remain strong. In addition, transit ridership has improved but has yet to fully recover. In addition, he discussed impacts to revenue as well as the lower cost of construction. The region continues efforts to implement projects in order to take advantage of the reduced construction costs. He noted that staff has been asked by the Texas Department of Transportation (TxDOT) to include automatic inflation factors in near-term project costs, which is expected to have an impact to projects able to be funded in the Unified Transportation Program (UTP). He noted this is another reason that the North Central Texas Council of Governments (NCTCOG) will continue to move projects forward to get the benefit of lower project costs. In addition, he noted that the next round of COVID-19 #00XX Infrastructure Improvement Program projects will be presented soon. www.nctcog.org/pm/covid-19. Mr. Morris also provided an update on the Metropolitan Planning Organization Milestone Policy that was approved by the Committee. At the January 22, 2021, meeting, members were supportive with the intent of the policy presented by staff but requested that staff revise the Milestone Policy procedures before the February 11, 2021, Regional Transportation Council meeting to address the request that projects not be automatically cancelled. The RTC approved the MPO Milestone Policy, including reconsideration of individual projects prior to cancellation through a tracking process that includes quarterly performance reports. Local agencies that are implementing projects at risk will be required to report the status of any project on the Milestone Policy list until the project lets. NCTCOG staff will evaluate the reports and rate the projects based on how well the project sponsor is implementing the projects: green, low risk of project delay; yellow, medium risk of project delay; or red, high risk of project delay. This will help the RTC see how projects are moving forward and allow staff to have increased dialog with entities. Finally, Mr. Morris noted that in February 2021, the United States Department of Transportation (USDOT) announced the solicitation of project applications for the Fiscal Year 2021 Infrastructure for Rebuilding America (INFRA) Discretionary Grant Program. Applications are due to the USDOT by March 19, 2021. Due to the short timeframe, staff are reviewing projects submitted in previous grant applications that were not awarded to determine appropriate projects for the FY2021 INFRA Grant Program. Details of the grant program were provided in Electronic Item 6.2 and a list of previously submitted projects were provided in Electronic Item 6.3. The first project proposed for consideration in this effort was the East Lancaster Ave. Complete Streets project. Staff will be working to include aggressive context sensitive design, complete streets, and transit technology components in the application. The second proposed project was Enhancing Mobility within the Southern Dallas Inland Port, which includes transit commitments to help residents access jobs in the southern Dallas area, as well as provide access to medical trips and the Veteran's Hospital. For the third proposed project, NCTCOG staff was contacted by TxDOT Headquarters to co-sponsor IH 30 Downtown in the Dallas District. In closing, Mr. Morris discussed the final item of his report, initiating conversations with the new US Secretary of Transportation. He noted that Secretary Peter Buttigieg has discussed his commitment to equity in the transportation

system and reconnecting communities where transportation facilities now serve as barriers and discussed similar efforts already occurring in the region such as work on S.M. Wright Freeway, pedestrian caps in Dallas, tolled managed lane systems, and developing amenities in lower income areas. Secretary Buttigieg and staff will be invited to visit the Dallas-Fort Worth region to see these project examples. John Polster discussed the inflation calculation for near-term projects. He asked if staff intends to communicate back to TxDOT Headquarters the reduction in construction costs seen in the region and ask if there is more than a one-size fits all approach to adding inflation to near-term project costs. Mr. Morris noted that staff will be discussing this issue with TxDOT Headquarters and that it is important for TxDOT to understand why the MPO monitors letting prices and the benefits to the region. TxDOT's process to add inflation artificially to near-term projects could potentially delay projects. NCTCOG staff will continue to get projects environmentally cleared in order to have projects that are ready to proceed. Especially for the first four years of projects that match the UTP and Transportation Improvement Program, staff will add funding from other projects to meet the inflation cost requirements so that projects are approved. In addition, staff will keep record of from what projects funds were removed so that when the project lets for lower, the funding can be returned to the original projects.

7. **Legislative Update:** Nicholas Allen provided an update on federal legislative actions. He noted that Peter Buttigieg was recently confirmed as the new United States Secretary of Transportation. In addition, the House Budget Committee approved President Biden's America Rescue Plan totaling \$1.9 trillion. The bill is being treated like the new COVID-19 stimulus bill and features \$50.7 billion in transportation and infrastructure funding with \$30.5 billion dedicated to transit and airport relief. The Biden Administration also released executive orders since January, including an executive order that established the White House Office of Domestic Climate Policy and National Climate Task Force and executive orders that promote COVID-19 travel precautions like wearing face masks on public transportation. Mr. Allen also provided an update on the Texas Legislature. He noted that House and Senate committee assignments were recently released. The chair of the Senate Committee on Transportation remains Senator Robert Nichols, and North Texas members include Senator Hancock and Senator West. The Chair of the House Transportation Committee also remains the same, Representative Terry Canales and Texas members includes Representatives Yvonne Davis and Glenn Rogers. Upcoming committee hearings include the Senate Finance and Redistricting, House Appropriations, House Redistricting, House Transportation, and State Affairs committees. He also noted that Governor Abbott recently released five emergency topics, which included broadband expansion, prohibition on cities from defunding the police, bail system reform, election integrity, pandemic liability protection for businesses, and ERCOT reform. Members were reminded that the deadline for bill filing is March 12. In the last week, bills have been filed related to tolls and comprehensive development agreements, roadway safety, indexed annual gas and diesel fuel tax increases, emissions reduction, planning for electric vehicle charging infrastructure, and eminent domain. Staff will continue to provide updates to members.
8. **Requirements for Ozone Reclassifications:** Vivek Thimmavajhala provided an overview of North Central Texas Council of Governments (NCTCOG) efforts that will support State requirements resulting from anticipated ozone standard reclassifications for the Dallas-Fort Worth (DFW) region. This past November concluded the 2020 ozone season for the DFW region. As identified in the ozone design value trend, the region's value of 76 parts per billion (ppb) remained above the 2008 standard of 75 ppb and 2015 standard of 70 ppb. Staff anticipates that, as a result, the region will potentially be reclassified. For the 2008 standard, it is anticipated the region would be reclassified from a serious category to a severe category and would have no later than July 20, 2027, to reach attainment. Attainment will be based on 2024, 2025, and 2026 data and analysis year 2026 modeling.

For the 2015 standard, it is anticipated the region would be reclassified from marginal to moderate and would have no later than August 3, 2024, to reach attainment. Attainment will be based on 2021, 2022, 2023 ozone monitor data and analysis year 2023 modeling. The Environmental Protection Agency (EPA) has notified staff that the official reclassification for the DFW region under these standards will occur later in 2021 or early 2022. As a result of the reclassification, State Implementation Plans (SIPs) must be updated by the Texas Commission on Environmental (TCEQ). The SIP includes emissions from multiple sectors such as on-road vehicles, non-road engines, off-road engines, area sources, point sources, oil and gas, and biogenic sources. There are two types of SIPs: Reasonable Further Progress SIP to ensure at least a 3 percent reduction of ozone precursor emissions (NOx and VOC) per year and Attainment Demonstration SIP that forecasts compliance to ozone standards. As the transportation agency, NCTCOG staff is working on updating these SIPs from an on-road standpoint. He noted that the on-road emissions inventories used in the SIP updates would generate Motor Vehicle Emission Budgets (MVEB) for use in future transportation conformity analyses. Mr. Thimmavajjhala highlighted each NCTCOG's supporting efforts for the 2008 and 2015 standards. NCTCOG is contracted with TCEQ for the on-road emission inventories for both the Reasonable Further Program and Attainment Demonstration SIPs for both ozone standards. VMT Growth Offset is a new exercise the region must demonstrate for the 2008 standard if reclassified to the severe category and will be used to ensure the existing transportation control measures and strategies are enough to offset the emissions that result from the vehicle miles traveled as the region grows. NCTCOG has already been contracted by TCEQ to complete the exercise. The next effort, Weight of Evidence, is documentation of various programs implemented in the region for which emission benefits are typically unquantifiable but demonstrate good faith towards emissions reductions. Even though NCTCOG is not contracted with TCEQ for this effort, NCTCOG includes Weight of Evidence in its submission to TCEQ, who then includes it in the SIP submitted to the EPA. The final element discussed was Transportation Control Strategies. For the 2008 standard, the next steps will be dependent on the VMT growth offset, and no information has been received from TCEQ regarding the 2015 standard. As staff moves forward with the on-road emissions inventories, it will learn more about whether new control strategies are needed and, if so, will new strategies be needed for both SIPs. Also highlighted were the tools and data sets that will be utilized to help TCEQ with the SIP revisions. Staff will utilize the new in-house travel demand model to develop on-road emission inventories, as well as the EPA's new emission factor model, MOVES3. New post-processing utilities help combine the vehicle activity from the travel demand model and the emissions factors from the MOVES 3 model to help quantify emission levels for the region. Along with these tools, staff will utilize updated data sets for vehicle registration, vehicle classification/automatic traffic recorder data, meteorological data, fuel formulations, etc. Travel demand model runs will include the demographics and networks for nine analysis years through 2027. Draft on-road emissions inventories for these nine analysis years are due to TCEQ in April, with the final due in the June/July timeframe. Additional information was provided in Electronic Item 8. Michael Morris noted that for the first time, a VMT growth offset must be completed for the region and that it was not too early in the process for members to brainstorm and communicate with their entity's staff to develop a list of potential offsets that are currently being implemented and communicate with staff so that this type of information is not being collected too late in the process. Committee Chair Brian Moen discussed lower traffic volumes and varying traffic patterns that have resulted from COVID-19 restrictions and asked how these changes may impact data and ozone attainment. Mr. Thimmavajjhala noted that staff is coordinating with the EPA and TCEQ to understand why air quality improvements did not reflect the significant decrease in freeway volumes seen in the region. Mr. Morris discussed potential reasons that ozone levels did not occur and noted that staff must use the latest planning assumptions in its efforts. He added that

questions like the reduced VMT in the region and change from bimodal congestion during the day are all questions that should be discussed as the region moves forward.

9. **Discussion on Proposed Amendments to the Manual on Uniform Traffic Control Devices for Streets and Highways:** Michael Morris introduced discussion on proposed amendments to the Manual on Uniform Traffic Control Devices (MUTCD) for Streets and Highways. The proposed amendments would promote uniformity, safety, efficiency, and incorporate technology advances. North Central Texas Council of Governments Senior Program Managers will be submitting comments in their areas of expertise and will provide a short overview of potential areas for comment. The deadline to submit comments is May 14, 2021. Thomas Bamonte provided an overview of Part 5, automated vehicles. The most significant insight from Part 5 is that the US Department of Transportation is continuing to focus on automated vehicles and sees a role for automated vehicle infrastructure. Part 5A of the MUTCD does not address expanding the scope of traffic control devices such as digital infrastructure and geometric road design related to automated vehicles. The draft also makes a key point that improvements to traffic control devices that benefit the human vehicle operator will also benefit automated vehicles. Part 5B builds on the principle that what benefits the vehicle operator will also benefit automated vehicles and highlights best practices in five areas: refresh rates of signs, markings that assist machine vision, consistent design and placement of traffic signals, consistent railroad crossings, and segregated bicycle facilities. The sixth item included is temporary traffic control, which adopts standards from Part 6 of the MUTCD with no significant additions. Part 5C is for future considerations and gives an opportunity to comment on specialized needs for automated vehicles. Natalie Bettger provided an overview of two areas in the MUTCD, managed lanes signage and traffic incident management. Regarding managed lane signage, she noted that staff has reached out to partners encouraging them to provide feedback on Sections 2G.16-2G.19 due to past issues with inconsistent signage. To date, based on comments received, staff does not anticipate feedback and expects to support what is in the MUTCD. Part 6 is related to traffic incident management. Section 6O.01 addresses Traffic Incident Duration classes. Classes are categorized as minor (30 minutes or less), intermediate (30 minutes-2 hours), and major (over 2 hours). In the past, staff has had concerns about the deployment of equipment and the ability to meet these time frames considering that the immediate focus of first responders is on the injured, not necessarily deployment of equipment. Staff have reached out to first responders and partners to see if they wish to provide comment, as done in the past, to extend the minor time from to up to 60 minutes, the interim for over 60 minutes to 4 hours, and the major to over 4 hours. In addition, Section 6B.01 suggest that temporary traffic control plans be developed for unplanned events. Staff has concerns about this suggestion since developing temporary traffic control plans for all our facilities due to crashes might be a big effort. Staff will continue discusses to determine if it will make comments regarding this area. Mr. Morris noted that the use of continuous frontage roads to aid in congestion during incidents may be an area of comment. Lori Clark discussed portions of Section 2 of the MUTCD related to signage for different fuel types. When considering comments, staff has looked at these areas from the perspective that the transportation system is becoming more diverse regarding fuel types. Section 2B.54 addresses the design of parking, standing, and stopping signs and provides guidance for the proper signage for parking spaces that are reserved for electric vehicles. This is something that several communities have had questions about and is something NCTCOG staff will express support for in the MUTCD and may be interested in proposing that this be a standard versus guidance. Section 2H.14 addresses alternative fuel corridor signage that developed by the Federal Highway Administration as part of the Alternative Fuel Corridor Program that was started in 2016. This type of signage has not been previously included in the MUTCD and formalizes guidance. NCTCOG staff may have comments that increased frequency of signage is more approved since as proposed,

recommends that these signs only be placed at the beginning and ending of a corridor. General service signs are addressed in Section 2I. NCTCOG staff will express support for the proposed revisions that allows for more flexibility as to the where signage can be placed. Section 2J addresses specific service signage, often referred to as logo signage that indicates the location of specific businesses. Staff has reviewed this section and the proposed amendments seem more restrictive regarding how availability of alternative fuels at different facilities are indicated. She noted this has received a lot of attention at the Clean Cities network nationally and staff is coordinating through that network to understand common areas of concern. Committee Chair Brian Moen noted he had asked NCTCOG staff to facilitate discussion and that a recent presentation by TexITE on an Overview of MUTCD Notice of Proposed Amendments should be online if members were interested. No members provided comments during the meeting.

10. **Fast Facts:** Staff presentations were not given. Information was provided to members electronically for the following items.
 1. FY2022 and FY2023 Unified Planning Work Program Development (Electronic Item 10.1)
 2. Air Quality Funding Opportunities for Vehicles (<https://www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle>)
 3. Dallas-Fort Worth Clean Cities Upcoming Events (<https://www.dfwcleancities.org/dfw-clean-cities-meetings>)
 4. Status of Texas Volkswagen Environmental Mitigation Program Funding Programs (Electronic Item 10.2)
 5. Recipient of SolSmart Bronze Award (Electronic Item 10.3)
 6. Regional Greenhouse Gas Emissions Inventory Call for Interested Cities (Electronic Item 10.4)
 7. January Online Input Opportunity Minutes (Electronic Item 10.5)
 8. February Online Input Opportunity Notice (Electronic Item 10.6)
 9. March Online Input Opportunity Notice (Electronic Item 10.7)
 10. Public Comments Report (Electronic Item 10.8)
 11. Written Progress Report:
 - Local Motion (Electronic Item 10.9)
11. **Other Business (Old and New):** John Polster asked if North Central Texas Council of Governments (NCTCOG) staff have an idea when the Committee may resume meeting in person at the NCTCOG office. Ken Kirkpatrick noted that internal discussion has begun about the process to bring staff back to the building and that conversation is expected to extend into how to address in-person meetings soon.
12. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on March 26, 2021.

The meeting adjourned at 3:05 pm.

COVID-19 #00X Infrastructure Program (Round 4)
Funding Recommendations: Bicycle-Pedestrian

DRAFT

COVID-19 ID#	Implementing Agency	City	Project/Facility	Limits	Project Scope	Fiscal Year	Phase	Proposed Funding					Scoring					Comments
								Federal CMAQ (CAT 5)	Federal STBG (CAT 7)	Local	Transp. Dev. Credits (TDCs)	Total Proposed Funding	Regional Network Connectivity/ Strong Context Design	Implementation of Mobility Plan	Safety	Regional Partnership	Total	
Projects Recommended for Funding																		
#052	Dallas	Dallas	Various	Preston Road from East Northwest Highway to Walnut Hill Lane; Douglas Avenue from Colgate Avenue to Northwest Highway	Construct sidewalks	2023	C	\$1,160,000	\$0	\$290,000	-	\$1,450,000	25	25	25	25	100	
								\$1,160,000	\$0	\$290,000	-	\$1,450,000						
#053	Dallas	Dallas	Various	Pine Street from US 175 to Malcolm X Boulevard; Hatcher Road from US 175 to 2nd Avenue	Construct sidewalks	2022	E	\$120,000	\$0	\$30,000	-	\$150,000	25	25	25	25	100	Related to TR Hoover Center
						2023	C	\$600,000	\$0	\$150,000	-	\$750,000						
								\$720,000	\$0	\$180,000	-	\$900,000						
#054	Fort Worth	Fort Worth	Bomber Spur Trail	SS 580 to US 377	Construct shared use path, including pedestrian crossings over Camp Bowie and US 377	2024	C	\$3,600,000	\$0	\$0	720,000	\$3,600,000	25	25	25	25	100	City of Fort Worth MTP Policy Bundle TDCs to be utilized in lieu of a local cash match
								\$3,600,000	\$0	\$0	720,000	\$3,600,000						
#055	Lewisville	Lewisville	Denton to Dallas Trail	DCTA Hebron Station to Carrollton City Limits	Construct shared use path	2025	C	\$2,400,000	\$0	\$0	480,000	\$2,400,000	25	25	25	25	100	City of Lewisville MTP Policy Bundle TDCs to be utilized in lieu of a local cash match
								\$2,400,000	\$0	\$0	480,000	\$2,400,000						
#056	Midlothian	Midlothian	Midlothian to Waxahachie Trail	Segment 1: From Midlothian Parkway to US 287; Segment 2: From Bryan Place to Trail Bridge #6; Segment 3: From Shady Grove to Plainview Road	Engineer all three segments, construct shared use path for segment 1	2023	E	\$720,000	\$0	\$180,000	-	\$900,000	25	25	25	25	100	
						2025	C	\$1,600,000	\$0	\$400,000	-	\$2,000,000						
								\$2,320,000	\$0	\$580,000	-	\$2,900,000						
#057	Plano	Plano	Breckinridge Trail	Bradshaw Drive to future Shiloh Road Silver Line Station	Construct shared use path	2022	E	\$1,000,000	\$0	\$0	200,000	\$1,000,000	25	25	25	25	100	City of Plano MTP Policy Bundle TDCs to be utilized in lieu of a local cash match
						2023	C	\$3,200,000	\$0	\$0	640,000	\$3,200,000						
								\$4,200,000	\$0	\$0	840,000	\$4,200,000						
#058	Waxahachie	Waxahachie	Midlothian to Waxahachie Trail	Getzander Park to FM 875	Construct shared use path	2023	E	\$520,000	\$0	\$130,000	-	\$650,000	25	25	25	25	100	
						2024	R	\$960,000	\$0	\$240,000	-	\$1,200,000						
						2025	C	\$2,600,000	\$0	\$650,000	-	\$3,250,000						
								\$4,080,000	\$0	\$1,020,000	-	\$5,100,000						
Grand Total								\$18,480,000	\$0	\$2,070,000	2,040,000	\$20,550,000						

**COVID-19 #00X Infrastructure Program (Round 4)
Funding Recommendations: Bicycle-Pedestrian**

DRAFT

COVID-19 ID#	Implementing Agency	City	Project/Facility	Limits	Project Scope	Fiscal Year	Phase	Proposed Funding					Scoring					Comments
								Federal CMAQ (CAT 5)	Federal STBG (CAT 7)	Local	Transp. Dev. Credits (TDCs)	Total Proposed Funding	Regional Network Connectivity/ Strong Context Design	Implementation of Mobility Plan	Safety	Regional Partnership	Total	
Projects Not Recommended for Funding																		
	Dallas	Dallas	Abrams Road	Mockingbird Lane to Richmond Avenue	Construct new sidewalks and widen existing sidewalk	2023	E	\$400,000	\$0	\$100,000	-	\$500,000	15	20	25	10	70	
						2025	C	\$4,400,000	\$0	\$1,100,000	-	\$5,500,000						
								\$4,800,000	\$0	\$1,200,000	-	\$6,000,000						
	Terrell	Terrell	VA	Broad Street from Frances Street to Delphine Street; Grove Street from Hattie St to SH 34; West Cottage St from Rockwall Ave to Delphine St; Rochester from Medora to Virginia Street; Rockwall Ave from Alley Road to Cottage; Medora from Grove St to Rochester; Frances St from Alley Rd to Rochester; Catherine St from Alley Rd to Rochester; Adelaide from Alley Rd to Rochester; Virginia St from Alley Rd to Rochester; Delphine from Moore to Cottage	Construct sidewalks	2023	C	\$750,000	\$0	\$0	150,000	\$750,000	15	20	20	15	70	
								\$750,000	\$0	\$0	150,000	\$750,000						
	Dallas	Dallas	White Rock Trail	Royal Lane to Lawther Lane	Reconstruct various segments of trail		E	\$800,000	\$0	\$200,000	-	\$1,000,000	10	5	0	0	15	
							C	\$8,000,000	\$0	\$2,000,000	-	\$10,000,000						
								\$8,800,000	\$0	\$2,200,000	-	\$11,000,000						
	Everman	Everman	TBD	TBD	Construct/reconstruct sidewalks			\$0	\$0	\$0	-	\$0	0	10	10	0	20	
								\$0	\$0	\$0	-	\$0						

FY	RTR	CMAQ	STBG
2022	\$0	\$1,120,000	\$0
2023	\$0	\$6,200,000	\$0
2024	\$0	\$4,560,000	\$0
2025	\$0	\$6,600,000	\$0
Total	\$0	\$18,480,000	\$0
Grand Total		\$18,480,000	

	West	East	West %	East %
CMAQ	\$3,600,000	\$14,880,000	19%	81%
STBG	\$0	\$0	0%	0%
RTR	\$0	\$0	0%	0%
Overall	\$3,600,000	\$14,880,000	19%	81%
Grand Total	\$18,480,000			

**COVID-19 #00X Infrastructure Program (Round 4)
Funding Recommendations: Complete Streets**

DRAFT

COVID-19 ID#	Implementing Agency	City	Project/Facility	Limits	Project Scope	Fiscal Year	Phase	Proposed Funding					Scoring				Comments	
								Federal CMAQ (CAT 5)	Federal STBG (CAT 7)	Local	Transp. Dev. Credits (TDCs)	Total Proposed Funding	Regional Network Connectivity or Strong Context Design	Consistency with Mobility Plan	Safety	Regional Partnership		Total
Projects Recommended for Funding																		
#059	Balch Springs or Dallas County	Balch Springs	Hickory Tree Road	Lake June to Elam Road	Reconstruct from 2 to 3 lanes with pedestrian improvements, including sidewalks and a sidepath	2022	E	\$0	\$800,000	\$0	160,000	\$800,000	25	25	25	25	100	In addition to proposed engineering funding, \$500,000 has already been approved for this project; Regional TDCs to be utilized in lieu of a local cash match; Local contribution to be paid by Dallas County (MCIP funds)
						2023	R	\$0	\$864,000	\$216,000	-	\$1,080,000						
						2024	U	\$0	\$0	\$165,000	-	\$165,000						
						2025	C	\$1,000,000	\$5,038,300	\$4,961,700	-	\$11,000,000						
								\$1,000,000	\$6,702,300	\$5,342,700	160,000	\$13,045,000						
#060	Terrell	Terrell	Moore Avenue (US 80)	Bradshaw Street to Burch Street	Restriping 4 to 4 lanes with pedestrian improvements including construction of pedestrian/ADA ramps and crosswalks, bulb outs at intersections, and traffic signal improvements	2021	E	\$0	\$0	\$120,000	-	\$120,000	20	25	15	25	85	City of Terrell MTP Policy Bundle TDCs to be utilized in lieu of a local cash match
						2023	C	\$600,000	\$600,000	\$0	240,000	\$1,200,000						
								\$600,000	\$600,000	\$120,000	240,000	\$1,320,000						
#061	Terrell	Terrell	Virginia Street (Spur 226)	Brin Street to Rochester Street	Restriping 2/4 to 2/4 lanes with pedestrian improvements including construction of pedestrian/ADA ramps and crosswalks, bulb outs at intersections, and traffic signal improvements	2023	C	\$200,000	\$0	\$0	40,000	\$200,000	20	25	15	25	85	City of Terrell MTP Policy Bundle TDCs to be utilized in lieu of a local cash match
								\$200,000	\$0	\$0	40,000	\$200,000						
#062	Alvarado	Alvarado	Cummings Drive	US 67 to 0.4 miles north of CR 508	Reconstruct 2 to 3 lane roadway with new sidewalks and intersection improvements at US 67 and Cummings	2022	E	\$0	\$1,200,000	\$300,000	-	\$1,500,000	10	25	25	25	85	Implementing needed improvements for connections to school for transportation safety
						2023	R	\$0	\$360,000	\$90,000	-	\$450,000						
						2024	U	\$0	\$0	\$550,000	-	\$550,000						
						2025	C	\$1,000,000	\$4,640,000	\$1,410,000	-	\$7,050,000						
								\$1,000,000	\$6,200,000	\$2,350,000	-	\$9,550,000						
#063	Dallas	Dallas	Camp Wisdom Road	US 67 to South Westmoreland Road	Reconstruct and widen sidewalks, install pedestrian lighting and other pedestrian and safety improvements	2022	E	\$400,000	\$0	\$100,000	-	\$500,000	15	25	15	25	80	
						2024	C	\$5,600,000	\$0	\$1,400,000	-	\$7,000,000						
								\$6,000,000	\$0	\$1,500,000	-	\$7,500,000						
#064	Arlington	Arlington	Center Street	East Bardin Road to SE Green Oaks Boulevard	Construct 0 to 4 lane divided roadway with shared use path	2021	E	\$0	\$0	\$1,565,000	-	\$1,565,000	25	25	15	15	80	
						2023	C	\$0	\$6,000,000	\$4,000,000	-	\$10,000,000						
								\$0	\$6,000,000	\$5,565,000	-	\$11,565,000						
Grand Total								\$8,800,000	\$19,502,300	\$14,877,700	440,000	\$43,180,000						

**COVID-19 #00X Infrastructure Program (Round 4)
Funding Recommendations: Complete Streets**

DRAFT

COVID-19 ID#	Implementing Agency	City	Project/Facility	Limits	Project Scope	Fiscal Year	Phase	Proposed Funding					Scoring				Comments	
								Federal CMAQ (CAT 5)	Federal STBG (CAT 7)	Local	Transp. Dev. Credits (TDCs)	Total Proposed Funding	Regional Network Connectivity or Strong Context Design	Consistency with Mobility Plan	Safety	Regional Partnership		Total
Projects Not Recommended for Funding																		
	Dallas	Dallas	Lovers Lane	Dallas North Tollway to Lemmon Avenue	Reconstruct from 4/6 to 4 lanes including signal improvements, shared use path, and sidewalks, and on-street parking from Lemmon Avenue to Briarwood		E	\$0	\$0	\$982,850	-	\$982,850	20	20	15	15	70	
							C	\$588,000	\$4,340,500	\$4,900,000	-	\$9,828,500						
								\$588,000	\$4,340,500	\$5,882,850	-	\$10,811,350						
	Dallas County	Dallas	Denton Drive	Royal Lane to City Limits	Reconstruct 2 lane rural to 3 lanes with bicycle lane		E	\$0	\$0	\$2,420,500	-	\$2,420,500	25	25	15	0	65	
							R	\$0	\$0	\$750,000	-	\$750,000						
							U	\$0	\$0	\$500,000	-	\$500,000						
							C	\$0	\$9,054,000	\$2,263,500	-	\$11,317,500						
								\$0	\$9,054,000	\$5,934,000	-	\$14,988,000						
	Denton	Denton	Mayhill Road	Colorado Boulevard to 0.5 miles south of Spencer Road	Reconstruct and widen 2 to 4 lane divided roadway, including new signal at Mayhill/Colorado intersection and shared use path		E	\$0	\$0	\$750,000	-	\$750,000	25	25	15	0	65	
							R	\$0	\$0	\$5,000,000	-	\$5,000,000						
							C	\$0	\$8,488,315	\$9,261,685	-	\$17,750,000						
								\$0	\$8,488,315	\$15,011,685	-	\$23,500,000						
	Dallas	Dallas	Ross Avenue	IH 345/US 75 to Greenville Avenue	Reconstruct from 5 to 4 lanes including shared use path		E	\$0	\$0	\$700,000	-	\$700,000	15	15	15	15	60	This project location identified as truck route, so it may not be a good candidate for a lanes reduction.
							R	\$0	\$0	\$250,000	-	\$250,000						
							C	\$0	\$5,175,250	\$3,500,000	-	\$8,675,250						
								\$0	\$5,175,250	\$4,450,000	-	\$9,625,250						
	Richardson	Richardson	Glennville Drive	Campbell Road to Arapaho Road	Reconstruct 4 to 2 lane divided roadway with bicycle lanes, widened sidewalks, and enhanced lighting		E	\$0	\$0	\$1,500,000	-	\$1,500,000	10	15	15	15	55	Current land use is not priority for complete streets implementation
							R	\$0	\$0	\$100,000	-	\$100,000						
							C	\$0	\$7,000,000	\$3,900,000	-	\$10,900,000						
								\$0	\$7,000,000	\$5,500,000	-	\$12,500,000						
	Lewisville	Lewisville	South Mill Street	Purnell Street to Harvard Avenue	Reconstruct 4 lane to 5 lane roadway with bicycle lanes and widened sidewalks		E	\$0	\$792,000	\$198,000	-	\$990,000	15	25	15	0	55	
							R	\$0	\$4,000	\$1,000	-	\$5,000						
							U	\$0	\$0	\$1,000,000	-	\$1,000,000						
							C	\$0	\$3,920,000	\$980,000	-	\$4,900,000						
								\$0	\$4,716,000	\$2,179,000	-	\$6,895,000						
	Richardson	Richardson	Custer Road	Campbell Road to SH 190	Reconstruct 2/6 to 2/6 lane roadway including reconstruction of existing bicycle lanes; Widen sidewalks and construct ADA ramp improvements		E	\$0	\$0	\$1,500,000	-	\$1,500,000	15	25	15	0	55	
							R	\$0	\$0	\$100,000	-	\$100,000						
							C	\$0	\$16,200,000	\$4,050,000	-	\$20,250,000						
								\$0	\$16,200,000	\$5,650,000	-	\$21,850,000						

**COVID-19 #00X Infrastructure Program (Round 4)
Funding Recommendations: Complete Streets**

DRAFT

COVID-19 ID#	Implementing Agency	City	Project/Facility	Limits	Project Scope	Fiscal Year	Phase	Proposed Funding					Scoring				Comments	
								Federal CMAQ (CAT 5)	Federal STBG (CAT 7)	Local	Transp. Dev. Credits (TDCs)	Total Proposed Funding	Regional Network Connectivity or Strong Context Design	Consistency with Mobility Plan	Safety	Regional Partnership		Total
Projects Not Recommended for Funding																		
	Richardson	Richardson	Coit Road	Arapaho Road to West Spring Valley Road	Reconstruct 6 lane divided to 6 lane divided including widened sidewalks, traffic signal improvements, ADA ramps at intersections, and enhanced lighting		E	\$0	\$0	\$1,500,000	-	\$1,500,000	10	25	15	0	50	
						R	\$0	\$0	\$200,000	-	\$200,000							
						C	\$0	\$16,200,000	\$4,050,000	-	\$20,250,000							
								\$0	\$16,200,000	\$5,750,000	-	\$21,950,000						
	Richardson	Richardson	Glenville Drive	Apollo Road to Belt Line Road	Reconstruct 4 to 2 lane divided roadway with bicycle lanes and widened sidewalks		E	\$0	\$0	\$2,126,250	-	\$2,126,250	10	15	20	0	45	Current land use is not priority for complete streets implementation
						R	\$0	\$0	\$100,000	-	\$100,000							
						C	\$0	\$9,113,750	\$2,835,000	-	\$11,948,750							
								\$0	\$9,113,750	\$5,061,250	-	\$14,175,000						

FY	CMAQ	STBG
2022	\$400,000	\$2,000,000
2023	\$800,000	\$7,824,000
2024	\$5,600,000	\$0
2025	\$2,000,000	\$9,678,300
Total	\$8,800,000	\$19,502,300
Grand Total	\$28,302,300	

Category	West	East	West %	East %
STBG	\$12,200,000	\$7,302,300	63%	37%
CMAQ	\$1,000,000	\$7,800,000	11%	89%
Total	\$13,200,000	\$15,102,300	47%	53%
Grand Total	\$28,302,300			

**COVID-19 #00X Infrastructure Program (Round 4)
Funding Recommendations: Intersection Improvements**

DRAFT

COVID-19 ID#	Implementing Agency	City	Project/Facility	Limits	Project Scope	Fiscal Year	Phase	Proposed Funding						Scoring						Comments		
								Federal CMAQ (CAT 5)	Federal STBG (CAT 7)	Regional Toll Revenue (RTR)	State	Local	Transp. Dev. Credits (TDCs)	Total Proposed Funding	Safety	Air Quality Benefits (Pounds NOX Per Day)	Cost Effectiveness	Volumes	Level of Service		Equity	Total
Projects Recommended for Funding																						
#065	Dallas	Dallas	Lemmon Avenue	Northwest Highway to US 75	Reconstruct and upgrade signals and construct pedestrian improvements at 7 intersections	2023	C	\$1,000,000	\$1,000,000	\$0	\$0	\$500,000	-	\$2,500,000	20	15	15	20	20	10	100	
								\$1,000,000	\$1,000,000	\$0	\$0	\$500,000	-	\$2,500,000								
#066	Flower Mound	Flower Mound	FM 1171 (Cross Timbers Road)	At FM 2499 (Long Prairie Road)	Construct westbound right turn lane; Realign a driveway at the intersection	2023	C	\$428,000	\$0	\$0	\$0	\$107,000	-	\$535,000	20	10	15	20	20	0	85	
								\$428,000	\$0	\$0	\$0	\$107,000	-	\$535,000								
#067	Flower Mound	Flower Mound	FM 2499 (Village Parkway)	At FM 407 (Justin Road)	Construct dual left turn lanes on eastbound, westbound, and southbound approaches; Construct additional through lane northbound; Reconfigure signalization	2022	E	\$200,000	\$0	\$0	\$0	\$50,000	-	\$250,000	20	10	15	20	20	0	85	
						2023	R	\$200,000	\$0	\$0	\$0	\$50,000	-	\$250,000								
						2024	C	\$1,000,000	\$264,000	\$0	\$0	\$316,000	-	\$1,580,000								
								\$1,400,000	\$264,000	\$0	\$0	\$416,000	-	\$2,080,000								
#068	Dallas	Dallas	Zang Avenue	At Saner Avenue	Construct intersection improvements, including left turn lane, realignment, upgraded traffic signal and pedestrian crosswalks	2023	C	\$600,000	\$0	\$0	\$0	\$150,000	-	\$750,000	15	5	15	15	20	10	80	
								\$600,000	\$0	\$0	\$0	\$150,000	-	\$750,000								
#069	Fort Worth	Fort Worth	Marine Creek Parkway	Nautilus Circle to Westbound Jim Wright (IH 820) Frontage Road	Construct left turn lanes and traffic signal improvements	2022	E	\$0	\$0	\$0	\$0	\$750,000	-	\$750,000	20	5	5	20	20	10	80	Local contribution for engineering, environmental clearance, and utilities to be paid by City of Fort Worth
						2022	ENV	\$0	\$0	\$0	\$0	\$100,000	-	\$100,000								
						2023	U	\$0	\$0	\$0	\$0	\$50,000	-	\$50,000								
						2024	C	\$2,720,000	\$0	\$0	\$0	\$680,000	-	\$3,400,000								
								\$2,720,000	\$0	\$0	\$0	\$1,580,000	-	\$4,300,000								
#070	Richardson	Richardson	Jupiter Road	At Campbell Road	Realign southbound lanes to add additional through lane	2022	E	\$0	\$0	\$0	\$0	\$260,000	-	\$260,000	20	5	10	20	20	2	77	Local contribution for engineering and right-of-way to be paid by City of Richardson; Local funding for construction includes \$500,000 Dallas County MCIP funds
						2023	R	\$0	\$0	\$0	\$0	\$15,000	-	\$15,000								
						2024	C	\$0	\$1,788,000	\$0	\$0	\$797,000	-	\$2,585,000								
								\$0	\$1,788,000	\$0	\$0	\$1,072,000	-	\$2,860,000								
#071	Prosper	Prosper	First Street	At SH 289	Construct additional left turn lanes	2022	E	\$80,000	\$0	\$0	\$0	\$20,000	-	\$100,000	15	10	15	20	15	0	75	
						2023	C	\$640,000	\$0	\$0	\$0	\$160,000	-	\$800,000								
								\$720,000	\$0	\$0	\$0	\$180,000	-	\$900,000								
#072	Richardson	Richardson	Waterview	At Frank Johnson	Construct new traffic signal	2021	E	\$0	\$0	\$0	\$0	\$27,000	-	\$27,000	5	5	15	20	20	10	75	Local contribution for engineering to be paid by City of Richardson; City of Richardson MTP Policy Bundle TDCs to be utilized in lieu of local cash match
						2023	C	\$0	\$350,000	\$0	\$0	\$0	70,000	\$350,000								
								\$0	\$350,000	\$0	\$0	\$27,000	70,000	\$377,000								
#073	Richardson	Richardson	Campbell Road	At University	Construct southbound left turn lane	2022	E	\$0	\$0	\$0	\$0	\$105,000	-	\$105,000	5	10	15	20	15	8	73	Local contribution for engineering to be paid by City of Richardson; City of Richardson MTP Policy Bundle TDCs to be utilized in lieu of local cash match
						2023	C	\$1,300,000	\$0	\$0	\$0	\$0	260,000	\$1,300,000								
								\$1,300,000	\$0	\$0	\$0	\$105,000	260,000	\$1,405,000								
#074	Frisco	Frisco	Ohio Drive	At Gaylord Parkway	Construct roundabout	2022	E	\$0	\$0	\$0	\$0	\$325,000	-	\$325,000	10	10	10	20	20	2	72	Local contribution for engineering to be paid by City of Frisco; City of Frisco MTP Policy Bundle TDCs to be utilized in lieu of a local cash match
						2023	C	\$2,720,000	\$0	\$0	\$0	\$0	544,000	\$2,720,000								
								\$2,720,000	\$0	\$0	\$0	\$325,000	544,000	\$3,045,000								
#075	Dallas	Dallas	Loop 12	At Country Creek Drive	Construct intersection improvements, including left turn lanes, new traffic signal, and pedestrian crosswalks	2022	E	\$0	\$0	\$0	\$0	\$100,000	-	\$100,000	5	5	15	20	15	10	70	Local contribution for engineering to be paid by the City of Dallas
						2023	C	\$520,000	\$0	\$0	\$0	\$130,000	-	\$650,000								
								\$520,000	\$0	\$0	\$0	\$230,000	-	\$750,000								
Grand Total								\$11,408,000	\$3,402,000	\$0	\$0	\$4,692,000	874,000	\$19,502,000								

**COVID-19 #00X Infrastructure Program (Round 4)
Funding Recommendations: Intersection Improvements**

DRAFT

COVID-19 ID#	Implementing Agency	City	Project/Facility	Limits	Project Scope	Fiscal Year	Phase	Proposed Funding						Scoring						Comments		
								Federal CMAQ (CAT 5)	Federal STBG (CAT 7)	Regional Toll Revenue (RTR)	State	Local	Transp. Dev. Credits (TDCs)	Total Proposed Funding	Safety	Air Quality Benefits (Pounds NOX Per Day)	Cost Effectiveness	Volumes	Level of Service		Equity	Total
Projects Not Recommended for Funding																						
	TxDOT Fort Worth	Saginaw	FM 156	At Rough Rider Dr	Construct intersection improvements, including new sidewalks		C	\$0	\$200,000	\$0	\$50,000	\$0	-	\$250,000	10	5	15	10	20	8	68	TxDOT has sufficient funding in existing project that is under construction, so there is no need for additional funding to add this intersection as a change order.
								\$0	\$200,000	\$0	\$50,000	\$0	-	\$250,000								
	TxDOT Dallas	Allen	Allen Drive	At US 75 Frontage Roads	Convert all-way stop intersections at Allen Drive/US 75 Frontage Roads to roundabouts and construct new sidewalks		C	\$2,800,000	\$0	\$0	\$0	\$700,000	-	\$3,500,000	10	5	10	20	15	4	64	
								\$2,800,000	\$0	\$0	\$0	\$700,000	-	\$3,500,000								
	Alvarado	Alvarado	Cummings Drive	At US 67	Construct right turn lane		E	\$149,089	\$0	\$0	\$0	\$37,272	-	\$186,361	15	5	15	20	5	4	64	
						R	\$0	\$0	\$0	\$0	\$75,000	-	\$75,000									
						U	\$0	\$0	\$0	\$0	\$216,393	-	\$216,393									
						C	\$314,442	\$0	\$0	\$0	\$78,610	-	\$393,052									
							\$463,530	\$0	\$0	\$0	\$407,276	-	\$870,806									
	Frisco	Frisco	Frisco Street	At Technology Drive, Sports Village Road, All Stars Avenue, and Research Road	Construct roundabouts at 4 intersections		E	\$0	\$0	\$0	\$0	\$825,000	-	\$825,000	15	15	10	10	5	6	61	
						R	\$0	\$0	\$0	\$0	\$87,200	-	\$87,200									
						C	\$5,625,000	\$0	\$0	\$0	\$0	1,125,000	\$5,625,000									
							\$5,625,000	\$0	\$0	\$0	\$912,200	1,125,000	\$6,537,200									
	Flower Mound	Flower Mound	FM 2499 (Long Prairie Road)	At FM 3040 (Flower Mound Road)	Reconstruct and realign intersection including dual left turn lanes, three thru lanes, and a dedicated right turn lane in each direction; Reconstruct sidewalks; Install signalization for new lane configuration		E	\$0	\$0	\$0	\$0	\$300,000	-	\$300,000	5	5	10	20	20	0	60	
						R	\$0	\$0	\$0	\$0	\$100,000	-	\$100,000									
						C	\$1,680,000	\$0	\$0	\$0	\$420,000	-	\$2,100,000									
							\$1,680,000	\$0	\$0	\$0	\$820,000	-	\$2,500,000									
	TxDOT Dallas	Lewisville	BS 121H	North of IH 35E to North of Northwood Mobile Home Park	Construct intersection improvements		C	\$3,023,809	\$0	\$0	\$755,952	\$0	-	\$3,779,761	20	5	5	15	5	10	60	
								\$3,023,809	\$0	\$0	\$755,952	\$0	-	\$3,779,761								
	TxDOT Dallas	Various	FM 546	At FM 3286	Construct intersection improvements		C	\$1,035,771	\$0	\$0	\$258,943	\$0	-	\$1,294,714	5	5	10	15	20	4	59	
								\$1,035,771	\$0	\$0	\$258,943	\$0	-	\$1,294,714								
	Prosper	Prosper	Prosper Trail	At SH 289	Construct additional left turn lanes		E	\$80,000	\$0	\$0	\$0	\$20,000	-	\$100,000	15	5	10	20	5	0	55	
						C	\$640,000	\$0	\$0	\$0	\$160,000	-	\$800,000									
								\$720,000	\$0	\$0	\$0	\$180,000	-	\$900,000								

FY	RTR	CMAQ	STBG
2022	\$0	\$280,000	\$0
2023	\$0	\$7,408,000	\$1,350,000
2024	\$0	\$3,720,000	\$2,052,000
2025	\$0	\$0	\$0
Total	\$0	\$11,408,000	\$3,402,000
Grand Total		\$14,810,000	

Category	West	East	West %	East %
CMAQ	\$2,720,000	\$8,688,000	24%	76%
STBG	\$0	\$3,402,000	0%	100%
RTR	\$0	\$0	0%	0%
Overall	\$2,720,000	\$12,090,000	18%	82%
Grand Total	\$14,810,000			

**COVID-19 #00X Infrastructure Program (Round 4)
Funding Recommendations: Roadways**

DRAFT

COVID-19 ID#	Implementing Agency	City	Project/Facility	Limits	Project Scope	Fiscal Year	Phase	Proposed Funding						Scoring							Comments		
								Federal CMAQ (CAT 5)	Federal STBG (CAT 7)	Regional Toll Revenue (RTR)	State	Local	Transp. Dev. Credits (TDCs)	Total Proposed Funding	Safety	Volumes	Level of Service	Equity	Pavement Condition	Bridge Condition		Freight Connectivity	Total
Projects Recommended for Funding																							
#076	Garland	Garland	Shiloh Road	Miller Road to Forest Lane	Reconstruct and widen from 4 to 6 lanes with sidewalks	2026	E	\$0	\$3,500,000	\$0	\$0	\$0	700,000	\$3,500,000	20	20	25	10	15	5	0	95	City of Garland MTP Policy Bundle TDCs to be utilized in lieu of a local cash match for some phases.
						2027	R	\$0	\$3,000,000	\$0	\$0	\$0	600,000	\$3,000,000									
						2027	U	\$0	\$0	\$0	\$0	\$1,650,000	-	\$1,650,000									
						2028	C	\$0	\$12,455,000	\$0	\$0	\$2,395,000	575,000	\$14,850,000									
								\$0	\$18,955,000	\$0	\$0	\$4,045,000	1,875,000	\$23,000,000									
#077	Rowlett	Rowlett	Merritt Road	PGBT to Chiesa Road	Construct 0 to 4 lane roadway with sidewalks	2023	R	\$0	\$400,000	\$0	\$0	\$100,000	-	\$500,000	N/A	30	40	16	0	0	0	86	Project provides an alternative to nearby roadway that floods frequently, thereby adding resiliency to the transportation system.
						2024	C	\$0	\$13,600,000	\$0	\$0	\$3,400,000	-	\$17,000,000									
								\$0	\$14,000,000	\$0	\$0	\$3,500,000	-	\$17,500,000									
Grand Total								\$0	\$32,955,000	\$0	\$0	\$7,545,000	1,875,000	\$40,500,000									
Projects Not Recommended for Funding																							
	Arlington	Arlington	Matlock Road	Bardin Road to Green Oaks Boulevard	Reconstruct and widen 4 lane divided to 6 lane undivided roadway with reversible lanes and new traffic signal at Embercrest Drive		E	\$0	\$0	\$0	\$0	\$500,000	-	\$500,000	20	15	25	10	15	0	0	85	After discussions with the City, it was determined that the Center Street project was their higher priority in part due to possible constructability issues with this project.
							U	\$0	\$0	\$0	\$0	\$1,680,000	-	\$1,680,000									
							C	\$0	\$12,548,980	\$0	\$0	\$1,771,020	1,092,980	\$14,320,000									
								\$0	\$12,548,980	\$0	\$0	\$3,951,020	1,092,980	\$16,500,000									
	TxDOT Dallas	Melissa	SH 121	At SH 5	Reconstruct interchange		C	\$0	\$16,000,000	\$0	\$4,000,000	\$0	-	\$20,000,000	10	25	25	8	15	0	0	83	Staff to review requests on the SH 5 corridor and ensure that it is being built from south to north
								\$0	\$16,000,000	\$0	\$4,000,000	\$0	-	\$20,000,000									
	TxDOT Dallas	Balch Springs	IH 20/IH 635	At US 175	Construct direct connect ramps		C	\$0	\$57,852,160	\$0	\$14,463,040	\$0	-	\$72,315,200	5	25	25	10	5	0	5	75	
								\$0	\$57,852,160	\$0	\$14,463,040	\$0	-	\$72,315,200									
	Dallas	Dallas	Dallas North Tollway	At Frankford Southbound Exit Ramp	Add additional lane on northbound Dallas Parkway to allow for 2 lane southbound exit ramp and intersection improvements at Frankford Road		E	\$0	\$200,000	\$0	\$0	\$50,000	-	\$250,000	15	25	25	4	5	0	0	74	
							R	\$0	\$80,000	\$0	\$0	\$20,000	-	\$100,000									
							C	\$0	\$720,000	\$0	\$0	\$180,000	-	\$900,000									
								\$0	\$1,000,000	\$0	\$0	\$250,000	-	\$1,250,000									
	TxDOT Dallas	Forney	FM 548	US 80 to FM 1641	Reconstruct and widen 2 lane to 4 lane urban divided			\$0	\$1,415,341	\$0	\$353,835	\$0	-	\$1,769,176	15	15	25	4	15	0	0	74	
								\$0	\$1,415,341	\$0	\$353,835	\$0	-	\$1,769,176									
	Flower Mound	Flower Mound	Lakeside Parkway	FM 2499 to SH 121	Reconstruct and widen from 4 to 6 lanes, including dual left turn lanes at the intersection of Lakeside and Gerault Road and signal re-timing		E	\$0	\$0	\$0	\$0	\$700,000	-	\$700,000	15	10	20	8	15	0	0	68	
							R	\$0	\$0	\$0	\$0	\$250,000	-	\$250,000									
							C	\$0	\$6,840,000	\$0	\$0	\$1,710,000	-	\$8,550,000									
								\$0	\$6,840,000	\$0	\$0	\$2,660,000	-	\$9,500,000									
	TxDOT Dallas	Dallas	Dallas North Tollway	At Walnut Hill Lane	Ramp modifications		C	\$0	\$0	\$0	\$0	\$0	-	\$0	10	25	25	0	0	0	0	60	
								\$0	\$0	\$0	\$0	\$0	-	\$0									

**COVID-19 #00X Infrastructure Program (Round 4)
Funding Recommendations: Roadways**

DRAFT

COVID-19 ID#	Implementing Agency	City	Project/Facility	Limits	Project Scope	Fiscal Year	Phase	Proposed Funding						Scoring							Comments		
								Federal CMAQ (CAT 5)	Federal STBG (CAT 7)	Regional Toll Revenue (RTR)	State	Local	Transp. Dev. Credits (TDCs)	Total Proposed Funding	Safety	Volumes	Level of Service	Equity	Pavement Condition	Bridge Condition		Freight Connectivity	Total
Projects Not Recommended for Funding																							
	TxDOT Dallas	Rockwall	SH 276	FM 549 to FM 551	Reconstruct and widen 2 lane rural to 4 lane divided urban (Ultimate 6)		C	\$0	\$26,205,472	\$0	\$6,551,368	\$0	-	\$32,756,840	15	10	25	0	10	0	0	60	
								\$0	\$26,205,472	\$0	\$6,551,368	\$0	-	\$32,756,840									
	Dallas	Dallas	1st Avenue/Exposition	Exposition from Elm Street to 1st Avenue; 1st Avenue from Exposition to North of IH 30 frontage road	Exposition: Reconstruct from 5 to 3 lanes with on-street parking; 1st Avenue: Construct pedestrian improvements including sidewalks and ADA ramps		E	\$0	\$320,000	\$0	\$0	\$80,000	-	\$400,000	10	5	20	8	15	0	0	58	
						R	\$0	\$800,000	\$0	\$0	\$200,000	-	\$1,000,000										
						C	\$0	\$2,400,000	\$0	\$0	\$600,000	-	\$3,000,000										
								\$0	\$3,520,000	\$0	\$0	\$880,000	-	\$4,400,000									
	TxDOT Dallas	Melissa	SH 5	South of SH 121 to South of Melissa Road	Reconstruct and widen 2/4 lane undivided roadway to 4 lane divided urban roadway (Ultimate 6)		C	\$0	\$1,796,718	\$0	\$449,180	\$0	-	\$2,245,898	5	10	20	8	15	0	0	58	
								\$0	\$1,796,718	\$0	\$449,180	\$0	-	\$2,245,898									
	TxDOT Dallas	Ennis	IH 45	SH 34 to FM 85	Construct bridge at FM 1181, reconstruct frontage road including ramp reversal		C	\$0	\$15,455,520	\$0	\$3,863,880	\$0	-	\$19,319,400	15	15	5	10	5	0	5	55	
								\$0	\$15,455,520	\$0	\$3,863,880	\$0	-	\$19,319,400									
	TxDOT Dallas	Rockwall	SH 276	FM 551 to FM 548	Reconstruct and widen 2 lane rural to 4 lane divided urban (Ultimate 6)		C	\$0	\$20,454,894	\$0	\$5,113,723	\$0	-	\$25,568,617	15	10	25	0	5	0	0	55	
								\$0	\$20,454,894	\$0	\$5,113,723	\$0	-	\$25,568,617									
	TxDOT Dallas	Fairview	SH 5	Stacy Road to South of FM 1378	Reconstruct and widen existing 2 lane undivided to 4 lane divided roadway with intersection improvements		C	\$0	\$23,301,822	\$0	\$5,825,455	\$0	-	\$29,127,277	10	10	20	8	5	0	0	53	
								\$0	\$23,301,822	\$0	\$5,825,455	\$0	-	\$29,127,277									
	TxDOT Dallas	Forney	FM 741	US 175 to FM 548	Reconstruct and widen from a 2 lane rural undivided to 4 lane urban divided (Ultimate 6)		C	\$0	\$67,768,790	\$0	\$16,942,198	\$0	-	\$84,710,988	20	5	5	8	10	5	0	53	
								\$0	\$67,768,790	\$0	\$16,942,198	\$0	-	\$84,710,988									
	TxDOT Dallas	Melissa	SH 5	SH 121 to North of Collin County Outer Loop	Reconstruct and widen 2 lane rural highway to 4 lane urban			\$0	\$26,695,989	\$0	\$6,673,997	\$0	-	\$33,369,986	15	10	20	8	0	0	0	53	
								\$0	\$26,695,989	\$0	\$6,673,997	\$0	-	\$33,369,986									
	TxDOT Dallas	Balch Springs	IH 635	Lake June Road to Bruton Road	Construct 0 to 4/6 lane frontage roads		C	\$0	\$22,165,680	\$0	\$5,541,420	\$0	-	\$27,707,100	0	20	15	16	0	0	0	51	
								\$0	\$22,165,680	\$0	\$5,541,420	\$0	-	\$27,707,100									
	Lucas	Lucas	West Lucas Road	Angel Parkway (FM 2551) to Country Club Road (FM 1378)	Reconstruct and widen from 3 lane rural to 4 lane divided urban roadway with shared use path		E	\$0	\$0	\$0	\$0	\$1,125,000	-	\$1,125,000	10	10	25	6	0	0	0	51	
						R	\$0	\$0	\$0	\$0	\$825,000	-	\$825,000										
						U	\$0	\$0	\$0	\$0	\$100,000	-	\$100,000										
						C	\$0	\$0	\$0	\$0	\$10,500,000	-	\$10,500,000										
								\$0	\$0	\$0	\$0	\$2,050,000	-	\$12,550,000									
	TxDOT Dallas	Crandall	US 175	West of FM 148 Bypass to East of FM 148 Bypass	Construct 4 lane divided highway and 2 lane frontage road		C	\$0	\$20,818,496	\$0	\$5,204,624	\$0	-	\$26,023,120	10	25	5	0	10	0	0	50	
								\$0	\$20,818,496	\$0	\$5,204,624	\$0	-	\$26,023,120									
	TxDOT Dallas	Rockwall	SH 276	FM 548 to Hunt County Line	Reconstruct and widen 2 lane rural to 4 lane divided urban (Ultimate 6)		C	\$0	\$22,093,306	\$0	\$5,523,327	\$0	-	\$27,616,633	15	10	20	0	0	5	0	50	
								\$0	\$22,093,306	\$0	\$5,523,327	\$0	-	\$27,616,633									
	TxDOT Dallas	Dallas	IH 35E	Royal Lane to Manana Drive	Construct 0 to 2 lane frontage roads including sidewalks		E	\$0	\$0	\$0	\$0	\$1,500,000	-	\$1,500,000	0	15	15	20	0	0	0	50	
						C	\$0	\$11,399,663	\$0	\$0	\$4,000,000	-	\$15,399,663										
								\$0	\$11,399,663	\$0	\$0	\$5,500,000	-	\$16,899,663									

**COVID-19 #00X Infrastructure Program (Round 4)
Funding Recommendations: Roadways**

DRAFT

COVID-19 ID#	Implementing Agency	City	Project/Facility	Limits	Project Scope	Fiscal Year	Phase	Proposed Funding						Scoring							Comments		
								Federal CMAQ (CAT 5)	Federal STBG (CAT 7)	Regional Toll Revenue (RTR)	State	Local	Transp. Dev. Credits (TDCs)	Total Proposed Funding	Safety	Volumes	Level of Service	Equity	Pavement Condition	Bridge Condition		Freight Connectivity	Total
Projects Not Recommended for Funding																							
	TxDOT Dallas	Balch Springs	IH 635	Seagoville Road to Lake June Road	Construct 0 to 4/6 lane frontage roads		C	\$0	\$44,961,360	\$0	\$11,240,340	\$0	-	\$56,201,700	0	15	15	20	0	0	0	50	
								\$0	\$44,961,360	\$0	\$11,240,340	\$0	-	\$56,201,700									
	TxDOT Dallas	Crandall	FM 148	South of FM 3039 to US 175	Realign existing 2 lane rural undivided roadway to 2 lane rural undivided roadway		C	\$0	\$7,067,676	\$0	\$1,766,919	\$0	-	\$8,834,595	5	10	20	4	10	0	0	49	
								\$0	\$7,067,676	\$0	\$1,766,919	\$0	-	\$8,834,595									
	TxDOT Dallas	Denton	FM 1173	Mausch Branch Road to IH 35	Realign from 2 lane rural undivided to 6 lane urban divided roadway		C	\$0	\$17,757,156	\$0	\$4,439,289	\$0	-	\$22,196,445	10	10	20	4	5	0	0	49	
								\$0	\$17,757,156	\$0	\$4,439,289	\$0	-	\$22,196,445									
	TxDOT Dallas	Various	FM 1641	FM 548 to FM 148	Reconstruct and widen 2 lane to 4 lane urban divided		C	\$0	\$43,088,370		\$10,772,092	\$0	-	\$53,860,462	20	5	5	8	5	5	0	48	
								\$0	\$43,088,370	\$0	\$10,772,092	\$0	-	\$53,860,462									
	TxDOT Dallas	Terrell	IH 20	Champion Road to Crossroads Parkway (westbound) and FM 148 to Rose Hill Road (eastbound)	Construct 0 to 4 lane frontage roads		C	\$0	\$46,080,000	\$0	\$11,520,000	\$7,100,000	-	\$64,700,000	0	15	15	12	0	0	5	47	
								\$0	\$46,080,000	\$0	\$11,520,000	\$7,100,000	-	\$64,700,000									
	Dallas	Dallas	Danieldale Road	Polk Street to IH 35E	Reconstruct and widen from 2/3 to 4 lane roadway with sidewalks and a shared use path		E	\$0	\$400,000	\$0	\$0	\$100,000	-	\$500,000	10	5	5	10	15	0	0	45	Additional lanes are not warranted
						R	\$0	\$1,600,000	\$0	\$0	\$400,000	-	\$2,000,000										
						C	\$0	\$4,000,000	\$0	\$0	\$1,000,000	-	\$5,000,000										
								\$0	\$6,000,000	\$0	\$0	\$1,500,000	-	\$7,500,000									
	Dallas County	Dallas	Danieldale Road	Old Hickory Trail to IH 35E southbound frontage road	Reconstruct and widen from 2/3 to 4 lane roadway with sidewalks and a shared use path		E	\$0	\$0	\$0	\$0	\$1,799,454	-	\$1,799,454	10	5	5	10	15	0	0	45	Additional lanes are not warranted
						R	\$0	\$0	\$0	\$0	\$3,021,750	-	\$3,021,750										
						C	\$0	\$8,815,739	\$0	\$0	\$9,178,796	-	\$17,994,535										
								\$0	\$8,815,739	\$0	\$0	\$14,000,000	-	\$22,815,739									
	Denton	Denton	Bonnie Brae Street	IH 35E to Scripture Street	Reconstruct and widen from 4 lane undivided to 4 lane divided roadway		E	\$0	\$0	\$0	\$0	\$1,569,980	-	\$1,569,980	20	10	5	10	0	0	0	45	
						R	\$0	\$0	\$0	\$0	\$1,500,000	-	\$1,500,000										
						U	\$0	\$0	\$0	\$0	\$172,263	-	\$172,263										
						C	\$0	\$6,377,674	\$0	\$0	\$1,594,419	-	\$7,972,093										
								\$0	\$6,377,674	\$0	\$0	\$4,836,662	-	\$11,214,336									
	Frisco	Frisco	Coit Road	Buckeye Road to US 380	Reconstruct and widen from 4 to 6 lanes		E	\$0	\$0	\$0	\$0	\$700,000	-	\$700,000	15	5	5	8	10	0	0	43	
						C	\$0	\$5,120,000	\$0	\$0	\$1,280,000	-	\$6,400,000										
								\$0	\$5,120,000	\$0	\$0	\$1,980,000	-	\$7,100,000									
	TxDOT Dallas	Anna	SH 5	North of Hackberry Drive to CR 375	Reconstruct and widen 2 lane rural highway to 4 lane urban		C	\$0	\$20,273,353	\$0	\$5,068,338	\$0	-	\$25,341,691	20	10	5	8	0	0	0	43	
								\$0	\$20,273,353	\$0	\$5,068,338	\$0	-	\$25,341,691									
	Farmersville	Farmersville	SH 78	North of McKinney Street to North of West Audie Murphy Parkway	Reconstruct and widen 2 lane rural to 4 lane divided urban roadway with new sidewalks		E	\$0	\$0	\$0	\$0	\$0	-	\$314,410	10	10	20	0	0	0	0	40	
						R	\$0	\$0	\$0	\$0	\$0	-	\$150,000										
						C	\$0	\$0	\$0	\$0	\$0	-	\$4,098,992										
								\$0	\$0	\$0	\$0	\$0	-	\$4,563,402									
	Lewisville	Lewisville	West College Street	IH 35E to Cowan Avenue	Reconstruct 2 lane to 2 lane roadway with new sidewalks		E	\$0	\$792,000	\$0	\$0	\$198,000	-	\$990,000	5	5	5	10	15	0	0	40	Roadway is not on the federal aid highway system
						R	\$0	\$4,000	\$0	\$0	\$1,000	-	\$5,000										
						U	\$0	\$0	\$0	\$0	\$50,000	-	\$50,000										
						C	\$0	\$3,280,000	\$0	\$0	\$820,000	-	\$4,100,000										
								\$0	\$4,076,000	\$0	\$0	\$1,069,000	-	\$5,145,000									
	Dallas County	Mesquite	Lawson Road	North of Berry Road to Dallas/Kaufman County Line	Reconstruct 2 lane asphalt to 2 lane concrete roadway with shoulders		E	\$0	\$0	\$0	\$0	\$550,000	-	\$550,000	5	5	5	8	15	0	0	38	
						R	\$0	\$0	\$0	\$0	\$75,000	-	\$75,000										
						U	\$0	\$0	\$0	\$0	\$75,000	-	\$75,000										
						C	\$0	\$2,000,000	\$0	\$0	\$500,000	-	\$2,500,000										
								\$0	\$2,000,000	\$0	\$0	\$1,200,000	-	\$3,200,000									

**COVID-19 #00X Infrastructure Program (Round 4)
Funding Recommendations: Roadways**

DRAFT

COVID-19 ID#	Implementing Agency	City	Project/Facility	Limits	Project Scope	Fiscal Year	Phase	Proposed Funding						Scoring							Comments		
								Federal CMAQ (CAT 5)	Federal STBG (CAT 7)	Regional Toll Revenue (RTR)	State	Local	Transp. Dev. Credits (TDCs)	Total Proposed Funding	Safety	Volumes	Level of Service	Equity	Pavement Condition	Bridge Condition		Freight Connectivity	Total
Projects Not Recommended for Funding																							
	TxDOT Dallas	Celina	SH 289	North Business 289C (North of Celina) to N CR 60/CR 107 (Grayson County Line)	Reconstruct and widen 2 lane rural highway to 4 lane divided urban (Ultimate 6)		C	\$0	\$19,238,339	\$0	\$4,809,585	\$0	-	\$24,047,924	10	5	5	0	5	0	0	25	
								\$0	\$19,238,339	\$0	\$4,809,585	\$0	-	\$24,047,924									
	Lewisville	Lewisville	South Cowan Avenue	Purnell Street to Main Street	Reconstruct 2 lane to 2 lane roadway with new sidewalks		E	\$0	\$792,000	\$0	\$0	\$198,000	-	\$990,000	5	5	5	10	0	0	0	25	
							R	\$0	\$4,000	\$0	\$0	\$1,000	-	\$5,000									
							U	\$0	\$0	\$0	\$0	\$50,000	-	\$50,000									
							C	\$0	\$3,280,000	\$0	\$0	\$820,000	-	\$4,100,000									
								\$0	\$4,076,000	\$0	\$0	\$1,069,000	-	\$5,145,000									
	TxDOT Dallas	McKinney	FM 1461	West of CR 166 to CR 123	Reconstruct and widen 2 lane rural to 4 lane urban (Ultimate 6)		C	\$0	\$9,068,310	\$0	\$2,267,078	\$0	-	\$11,335,388	0	5	5	0	10	5	0	25	
								\$0	\$9,068,310	\$0	\$2,267,078	\$0	-	\$11,335,388									
	TxDOT Dallas	Waxahachie	FM 664	US 287 to FM 1387	Reconstruct and widen 2 lane rural to 4 lane urban roadway (Ultimate 6)		C	\$0	\$45,576,473	\$0	\$11,394,118	\$0	-	\$56,970,591	15	5	5	0	0	0	0	25	
								\$0	\$45,576,473	\$0	\$11,394,118	\$0	-	\$56,970,591									
	TxDOT Fort Worth	Fort Worth	SH 183	At Chisholm Trail Parkway	Construct direct connect ramps			\$0	\$24,000,000	\$0	\$6,000,000	\$0	-	\$30,000,000	5	10	5	4	0	0	0	24	
								\$0	\$24,000,000	\$0	\$6,000,000	\$0	-	\$30,000,000									
	Celina	Celina	Legacy Road	Carey Road to FM 428	Construct 4 lane divided urban roadway		E	\$0	\$3,394,867	\$0	\$0	\$848,717	-	\$4,243,584	10	5	5	4	0	0	0	24	Additional lanes are not warranted
							C	\$0	\$13,031,272	\$0	\$0	\$3,257,818	-	\$16,289,090									
								\$0	\$16,426,139	\$0	\$0	\$4,106,535	-	\$20,532,674									
	Celina	Celina	Parvin Road	FM 1385 to Legacy Drive	Construct 0/2 to 4 lane divided roadway, including bridge improvements, traffic signal improvements, and new sidewalks		E	\$0	\$3,772,726	\$0	\$0	\$943,182	-	\$4,715,908	5	5	5	8	0	0	0	23	Additional lanes are not warranted
							C	\$0	\$33,512,347	\$0	\$0	\$8,378,087	-	\$41,890,434									
								\$0	\$37,285,074	\$0	\$0	\$9,321,268	-	\$46,606,342									
	TxDOT Dallas	Waxahachie	IH 35E	At Grainery Road	Construct ramps		C	\$0	\$8,586,400	\$0	\$2,146,600	\$0	-	\$10,733,000	0	10	5	0	0	0	5	20	
								\$0	\$8,586,400	\$0	\$2,146,600	\$0	-	\$10,733,000									
	Farmersville	Farmersville	CR 611	West of Welch Drive to SH 78	Reconstruct and widen 2 lane rural to 4 lane divided urban roadway with new sidewalks		E	\$0	\$0	\$0	\$0	\$417,465	-	\$417,465	5	5	5	0	0	0	0	15	Roadway is not on the federal aid highway system
							R	\$0	\$0	\$0	\$0	\$150,000	-	\$150,000									
							U	\$0	\$0	\$0	\$0	\$300,000	-	\$300,000									
							C	\$0	\$4,170,686	\$0	\$0	\$1,042,671	-	\$5,213,357									
								\$0	\$4,170,686	\$0	\$0	\$1,910,136	-	\$6,080,822									
	TxDOT Fort Worth	Grandview	Main Street	SH 81 to FM 4	Reconstruct from 2 lane rural to 2 lane urban roadway with sidewalks and a new traffic signal at SH 81		C	\$0	\$400,000	\$0	\$0	\$100,000	-	\$500,000	5	0	0	8	0	0	0	13	Roadway is not eligible for federal funding and cannot justifiably be added to the Federal Functional Classification System
								\$0	\$400,000	\$0	\$0	\$100,000	-	\$500,000									
	Terrell	Terrell	Rochester Street	Rockwall Avenue to SH 34	Construct 0/2 to 2 lane roadway		C	\$0	\$549,600	\$0	\$0	\$137,400	-	\$687,000	5	0	0	8	0	0	0	13	Roadway is not eligible for federal funding and cannot justifiably be added to the Federal Functional Classification System
								\$0	\$549,600	\$0	\$0	\$137,400	-	\$687,000									

Year	RTR	CMAQ	STBG
2023	\$0	\$0	\$400,000
2024	\$0	\$0	\$13,600,000
2025	\$0	\$0	\$0
2026	\$0	\$0	\$3,500,000
2027	\$0	\$0	\$3,000,000
2028	\$0	\$0	\$12,455,000
Total	\$0	\$0	\$32,955,000
Grand Total	\$32,955,000		

Category	West	East	West %	East %
CMAQ	\$0	\$0	0%	0%
STBG	\$0	\$32,955,000	0%	100%
RTR	\$0	\$0	0%	0%
Overall	\$0	\$32,955,000	0%	100%
Grand Total	\$32,955,000			

**COVID-19 #00X Infrastructure Program (Round 4)
Funding Recommendations: Strategic Partnerships**

DRAFT

COVID-19 ID#	Implementing Agency	City	Project/Facility	Limits	Project Scope	Fiscal Year	Phase	Proposed Funding						Comments	
								Federal STBG (CAT 7)	Regional Toll Revenue (RTR)	RTC Local	State	Local	Transp. Dev. Credits (TDCs)		Total Proposed Funding
Projects Recommended for Funding															
#078	NCTCOG	Everman	Integrated Stormwater/Flooding Management Study	Citywide	Conduct planning study to identify areas at risk of flooding; integration of stormwater management and transportation planning	2022	I	\$0	\$0	\$105,000	\$0	\$0	-	\$105,000	
								\$0	\$0	\$105,000	\$0	\$0	-	\$105,000	
#079	NCTCOG	Various	IH 30	Dallas/Tarrant County Line to 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	2022	I	\$1,600,000	\$0	\$0	\$400,000	\$0	-	\$2,000,000	Funding would be in addition to the \$2,000,000 STBG already approved via the Regional 10-Year Plan
								\$1,600,000	\$0	\$0	\$400,000	\$0	-	\$2,000,000	
#080	NCTCOG	Various	IH 30	IH 35W to 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	2022	I	\$800,000	\$0	\$0	\$200,000	\$0	-	\$1,000,000	
								\$800,000	\$0	\$0	\$200,000	\$0	-	\$1,000,000	
#081	Dallas	Dallas	Northwest Highway	At Tulane Boulevard	Construct access point into redeveloping land use area	2022	C	\$200,000	\$0	\$0	\$0	\$50,000	-	\$250,000	
								\$200,000	\$0	\$0	\$0	\$50,000	-	\$250,000	
#082	Dallas	Dallas	Huntington Road	East Belt Line Road to South of DART Silver Line	Construct 0 to 4 lane roadway	2024	C	\$1,200,000	\$0	\$0	\$0	\$300,000	-	\$1,500,000	
								\$1,200,000	\$0	\$0	\$0	\$300,000	-	\$1,500,000	
#083	Dallas/Dallas County	Dallas	Lake June Road	At US 175	Replace structure and convert partial clover leaf to a conventional diamond intersection	2023	E	\$2,400,000	\$0	\$0	\$0	\$600,000	-	\$3,000,000	
								\$2,400,000	\$0	\$0	\$0	\$600,000	-	\$3,000,000	
#084	TxDOT Dallas	Denton	FM 407	Gulf Avenue to West of Sage	Realign existing 2 to 2 lane roadway to address safety issue	2022	C	\$1,040,000	\$0	\$0	\$260,000	\$0	-	\$1,300,000	Multiple crashes along this stretch of roadway
								\$1,040,000	\$0	\$0	\$260,000	\$0	-	\$1,300,000	
#085	Grand Prairie	Grand Prairie	Jefferson	Cimarron Trail to SH 161	Reconstruct 6 lane asphalt to 6 lane concrete roadway to withstand truck traffic	2023	C	\$4,000,000	\$0	\$0	\$0	\$1,000,000	-	\$5,000,000	Project needed to enable construction of Main Street project that was previously funded by the RTC
								\$4,000,000	\$0	\$0	\$0	\$1,000,000	-	\$5,000,000	

**COVID-19 #00X Infrastructure Program (Round 4)
Funding Recommendations: Strategic Partnerships**

DRAFT

COVID-19 ID#	Implementing Agency	City	Project/Facility	Limits	Project Scope	Fiscal Year	Phase	Proposed Funding						Comments	
								Federal STBG (CAT 7)	Regional Toll Revenue (RTR)	RTC Local	State	Local	Transp. Dev. Credits (TDCs)		Total Proposed Funding
Projects Recommended for Funding															
#086	TxDOT Dallas	McKinney	SH 5	Louisiana Street to Virginia Parkway	Conceptual engineering to identify improvements to connect adjacent neighborhoods in order to reknit the community	2022	E	\$2,000,000	\$0	\$0	\$0	\$0	400,000	\$2,000,000	Regional TDCs to be utilized in lieu of a local cash match
								\$2,000,000	\$0	\$0	\$0	\$0	400,000	\$2,000,000	
#087	NCTCOG	Various	National Park Service Partnership (Phase 1)	Regionwide	Create and convene committee to coordinate between various stakeholders seeking to facilitate tourism and recreation along the Trinity River National Water Trail	2022	I	\$0	\$0	\$150,000	\$0	\$0	-	\$150,000	Request is for \$50,000 per year for 3 years
								\$0	\$0	\$150,000	\$0	\$0	-	\$150,000	
#088	NCTCOG	Various	National Park Service Partnership (Phase 2)	Regionwide	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, as well as the eco-tourism benefits of water trail access points as it relates to the Fort Worth and Dallas Regional Trail	2024	I	\$120,000	\$0	\$0	\$0	\$0	24,000	\$120,000	Request is for \$40,000/year for 3 years; Regional TDCs to be utilized in lieu of a local cash match
								\$120,000	\$0	\$0	\$0	\$0	24,000	\$120,000	
#089	NCTCOG	Various	On-Road Vehicle Emissions Task Force	Regionwide	Establish mobile emissions enforcement task force to combat fraudulent registration plates, inspections in light- and medium-duty vehicles, and emissions component tampering; Collect tailpipe emissions data from medium and heavy-duty vehicles to develop air quality planning strategies	2022	I	\$2,500,000	\$0	\$0	\$0	\$0	500,000	\$2,500,000	Regional TDCs to be utilized in lieu of a local cash match
								\$2,500,000	\$0	\$0	\$0	\$0	500,000	\$2,500,000	
#090	Fort Worth	Fort Worth	Stop Six Improvements; On Miller Avenue	East Rosedale Street to Windowmere Street	Reconstruct 2 to 2 lanes as a context sensitive roadway, including sidewalks and lighting	2025	C	\$520,000	\$0	\$0	\$0	\$130,000	-	\$650,000	Additional funding for the Rosedale/Stop Six project from COVID Round 3
								\$520,000	\$0	\$0	\$0	\$130,000	-	\$650,000	

**COVID-19 #00X Infrastructure Program (Round 4)
Funding Recommendations: Strategic Partnerships**

DRAFT

COVID-19 ID#	Implementing Agency	City	Project/Facility	Limits	Project Scope	Fiscal Year	Phase	Proposed Funding						Comments	
								Federal STBG (CAT 7)	Regional Toll Revenue (RTR)	RTC Local	State	Local	Transp. Dev. Credits (TDCs)		Total Proposed Funding
Projects Recommended for Funding															
#091	Fort Worth	Fort Worth	Stop Six Improvements; On Ramey Avenue	South Hughes Avenue to South Edgewood Terrace	Reconstruct 2 to 2 lanes as a context sensitive roadway, including sidewalks and lighting	2025	C	\$640,000	\$0	\$0	\$0	\$160,000	-	\$800,000	Additional funding for the Rosedale/Stop Six project from COVID Round 3
								\$640,000	\$0	\$0	\$0	\$160,000	-	\$800,000	
#092	DFW Airport	Various	East-West Connector	SH 360 to Rental Car Drive	Construct 0 to 4 lane divided urban with intersections at SH 360, 20th Avenue, and Rental Car Drive	2022	C	\$9,600,000	\$0	\$0	\$0	\$2,400,000	-	\$12,000,000	2 lane section is already fully funded; Funding would cover additional cost to cover the construction of the ultimate 4 lane section
								\$9,600,000	\$0	\$0	\$0	\$2,400,000	-	\$12,000,000	
#093	TxDOT Fort Worth	Cleburne	US 67 at Nolan River Road	North of US 67 Frontage Roads (at Chisholm Trail Parkway) to South of US 67	Reconstruct and widen from 2 to 4 lanes including widened bridge at US 67	2022	E	\$800,000	\$0	\$0	\$200,000	\$0	-	\$1,000,000	Specific limits to be determined after coordination between NTTA and TxDOT on where Chisholm Trail Parkway will terminate
								\$800,000	\$0	\$0	\$200,000	\$0	-	\$1,000,000	
#094	TxDOT Fort Worth	Various	IH 20	SS 312 to FM 1187	Reconstruct and widen from 4/6 to 6 general purpose lanes and 4/6 discontinuous to 4/6 continuous frontage roads	2024	E	\$6,400,000	\$0	\$0	\$1,600,000	\$0	-	\$8,000,000	
								\$6,400,000	\$0	\$0	\$1,600,000	\$0	-	\$8,000,000	
#095	TxDOT Fort Worth	Various	County Road 4668	At Bobo's Crossing	Reconstruct bridge to elevate out of flood plain for safety	2022	E	\$3,000,000	\$0	\$0	\$0	\$0	600,000	\$3,000,000	Regional TDCs to be utilized in lieu of a local cash match; Related to the Regional Transportation Stormwater Integration Program
								\$3,000,000	\$0	\$0	\$0	\$0	600,000	\$3,000,000	
#096	Cleburne	Cleburne	CR 900/Industrial Boulevard/CR 1125	Chisholm Trail Parkway to 0.5 miles east of Chisholm Trail Parkway	Reconstruct roadway from 2 to 2 lanes with intersection improvements	2022	E	\$0	\$120,000	\$0	\$0	\$30,000	-	\$150,000	RTR West Aside Account 2 funds; Project related to Chisholm Trail Parkway and the pavement is in very poor condition.
						2023	C	\$0	\$1,200,000	\$0	\$0	\$300,000	-	\$1,500,000	
								\$0	\$1,320,000	\$0	\$0	\$330,000	-	\$1,650,000	
Grand Total								\$36,820,000	\$1,320,000	\$255,000	\$2,660,000	\$4,970,000	1,524,000	\$46,025,000	

**COVID-19 #00X Infrastructure Program (Round 4)
Funding Recommendations: Strategic Partnerships**

DRAFT

COVID-19 ID#	Implementing Agency	City	Project/Facility	Limits	Project Scope	Fiscal Year	Phase	Proposed Funding						Comments	
								Federal STBG (CAT 7)	Regional Toll Revenue (RTR)	RTC Local	State	Local	Transp. Dev. Credits (TDCs)		Total Proposed Funding
Projects Not Recommended for Funding															
	Dallas	Dallas	Grand Avenue	IH 30 to White Rock Lake	Conduct planning study to identify safe pedestrian access/facilities along major roadways to create connections to nearby parks, including Tonnison Park, Dallas Arboretum, Samuell Grand, and Samuell Garland Park		E	\$640,000	\$0	\$0	\$0	\$160,000	-	\$800,000	The RTC previously funded a planning study for this corridor
								\$640,000	\$0	\$0	\$0	\$160,000	-	\$800,000	
	Richardson	Richardson	Citywide	Citywide	Develop an Intelligent Transportation Systems Master Plan		I	\$200,000	\$0	\$0	\$0	\$0	40,000	\$200,000	Not proposed for funding; NCTCOG staff recommends taking a more regional approach to ITS plans as opposed to funding individual plans for local governments
								\$200,000	\$0	\$0	\$0	\$0	40,000	\$200,000	
	Richardson	Richardson	Citywide	Citywide	Develop an Active Transportation Plan		I	\$180,000	\$0	\$0	\$0	\$0	36,000	\$180,000	Submit project through the Unified Planning Work Program
								\$180,000	\$0	\$0	\$0	\$0	36,000	\$180,000	
	Terrell	Terrell	UP RR	Delphine Street to Bowser Circle	Construct improvements to rail crossings, including quad gates, at Bowser Circle, Rockwall Avenue, Frances Street, Catherine Street, Adelaide Street, Virginia Street, and Delphine Street		C	\$3,920,000	\$0	\$0	\$0	\$980,000	-	\$4,900,000	Not proposed for funding; NCTCOG staff recommends considering this project at a later date once more coordination has been done with Union Pacific Railroad
								\$3,920,000	\$0	\$0	\$0	\$980,000	-	\$4,900,000	

FY	RTC Local	STBG	RTR
2022	\$255,000	\$21,540,000	\$0
2023	\$0	\$6,400,000	\$1,320,000
2024	\$0	\$7,720,000	\$0
2025	\$0	\$1,160,000	\$0
Total	\$255,000	\$36,820,000	\$1,320,000
Grand Total	\$38,395,000		

Category	West	East	West %	East %
STBG	\$21,880,000	\$14,940,000	59.42%	40.58%
RTC Local	\$255,000	\$0	100.00%	0.00%
RTR	\$1,320,000	\$0	100.00%	0.00%
Overall	\$23,455,000	\$14,940,000	61.09%	38.91%
Grand Total	\$38,395,000			

**Evaluation Methodology For
COVID-19 Infrastructure Program (Round 4)
Bicycle/Pedestrian Projects**

Category	Regional Network Connectivity or Strong Context Design	Implementation of Mobility Plan	Safety	Regional Partnership and Other Factors
Description	Improves connectivity of Mobility 2045 regional paths and bikeways between cities and counties. The design is suitable for the context of the location and provides high comfort for users of all ages and abilities.	Improves connectivity of Mobility 2045 regional paths and bikeways between cities and counties. Provides alternative travel options in lieu of motor vehicle trips in areas with greater opportunity for walking and bicycling, thus improving air quality.	Improves safety and provides facilities for pedestrians and bicyclists, and is located in an area with document high crash history and/or safety concerns.	NCTCOG has been actively coordinating with the implementing agency to advance planning and preliminary engineering. Project scope of work is well defined and coordinated with NCTCOG. Addresses other factors related to project impact upon the community.
Points (max)	25 (max)	25 (max)	25 (max)	25 (max)
High Criteria / Scoring Range (16-25 Points)	Project is on the Regional Veloweb (regionally significant) and provides connectivity between multiple jurisdictions. Project is identified along a regionally-significant bikeway corridor. Project provides pedestrian connections to major designations such as employment centers, downtowns, and higher density areas with a low stress/high comfort facility ² .	Project is on the Regional Veloweb designated in Mobility 2045. Project's length or resulting gap closure is long, resulting in significant continuous network mileage. Project connects to a rail station and/or is located in an area with a <u>high density</u> of short trips by motor vehicles. Project provides seamless connections to destinations.	Project is located in an area with high bicycle and/or pedestrian crash density, or implements safety countermeasure(s) identified in a safety report or audit. Project design addresses a documented safety issue.	Considerable design and engineering is complete and/or has been advanced by NCTCOG partnerships and funding. Project is feasible with realistic cost estimates. Project's benefits appear to justify the cost.
Medium Criteria / Scoring Range (5-15 points)	Project is on the Regional Veloweb (regionally significant), but is limited to one jurisdiction. Project's length is moderate to short. On-street bikeway facilities connect and extend an existing Regional Veloweb. Pedestrian connections are to major destinations per Mobility 2045 with a low stress/high comfort facility. ²	Project is designated as Regional Veloweb designated in Mobility 2045. Project closes a gap or extends an existing Regional Veloweb facility, and/or provides sidewalk accommodations to major destinations. Project is located in an area with a <u>moderate</u> density of short trips by motor vehicles.	Project includes a low stress/high comfort facility in a medium to low bicycle and/or pedestrian crash density area. ² Project is a safety countermeasure addressing a known issue but not identified in a safety report or audit.	Project has some progress in preconstruction (engineering and design). Project's benefits justify the cost. Project has moderate evidence of public support.
Low Criteria / Scoring Range (0-5 points)	Project is local in nature and provides limited benefit to the larger area (not regionally significant). Project is located in an area with no or low density of short trip by motor vehicles, but may provide direct access to local destinations. Project does not include a low stress/high comfort facility. ²	Project is not designated as a trail or bikeway facility in Mobility 2045, and/or sidewalks do not provide access to major destinations. Pedestrian facilities are consistent with the recommendations of Mobility 2045, but do not connect to major "high density" destinations.	Project area has no documented safety issues. Project is not in a bicycle and/or pedestrian crash density area. Project provides some inherent safety benefit.	No schematic design or engineering has been completed for project. Project may not be feasible and benefits may not justify the costs. Project has no evidence of public support, or limited documentation was available to justify the project benefits.

² A low stress / high comfort facility is considered a wide sidewalk (minimum 5 feet in width) for pedestrians or a minimum 10-14 foot wide off-street shared-use path for both pedestrians and bicyclists, or separated/protected bike lanes or on-street bike lanes with a suitable design for users of all ages and abilities based on the context of the project location (e.g. projected traffic volumes, speeds, adjoining land uses, etc.). Such project design must be consistent with relevant Design Guidelines and resources including AASHTO, NACTO, ITE, FHWA, and TxDOT.

Evaluation Methodology For COVID-19 Infrastructure Program (Round 4) Complete Streets Projects

Regional Network Connectivity or Strong Context Design

Lowest Score: 0; Highest Score: 25

Breakdown:*

0: No other modes beyond auto provided for

10: One additional usage added (auto + pedestrian)

15: Two or more modes, (auto, ped, bicycle, potential transit); bicycle accommodation is narrow or on-street bicycle lane

25: Adds enhanced bicycle + ped infrastructure separating the users from the roadway, enhanced transit accessibility

*Points adjusted based on land use and opportunities for redevelopment

Implementation of Mobility Plan: 0-25

Projects included in Mobility Plan or supported/were consistent with goals/policies in the Mobility Plan. Some adjustments made for other areas of the plan affected such as freight, transportation and land use compatibility, etc.

Safety

Lowest Score: 0 (no data); Highest Score: 25

Breakdown:**

0: No safety improvements mentioned

10: Sidewalks only

15: Bicycle path removes bicycle from roadway; enhanced pedestrian safety (wider sidewalks, lighting, ramps); and/or provides safety infrastructure for both bikes and peds; and/or adds another element (signal redesign, traffic calming) or increased safety at intersections (bump outs, etc.)

25: Also adds additional roadway safety (median, etc.); signalized ped crossings, enhanced bicycle/ped infrastructure or traffic calming

**Points adjusted for proximity to schools with improvements for safe travel and crossings near schools

Partnership: 0 to 25

Projects coordinated with COG with advance planning and/or engineering and/or multi-jurisdictional project. Level of advance planning and stakeholder involvement evaluated. Funding partnerships with other entities evaluated as well.

**Evaluation Methodology For
COVID-19 Infrastructure Program (Round 4)
Intersection Projects**

Initial Screen: Is the roadway at least a Major Collector on the FFCS (or can it justifiably be added)?

Safety (# of crashes from 2016-2020)	Air Quality Benefits (NOx reduction in lbs/day)	Cost Effectiveness (Cost/lb of NOx reduced over project life)	Traffic Volumes	Level of Service	Equity (i.e., project is located in an EJ area)
≥ 76 = 20	> 0.5 lbs/day = 15	≤ \$999 = 15	≥ 30,000 = 20	F = 20	3 layers touched (no buffer)= 10
40-75 = 15	0.26-0.5 lbs/day = 10	\$1,000-\$4,999 = 10	20,000-29,999 = 15	DE = 15	1-2 layers touched (no buffer) = 8
16-39 = 10	0.01-0.25 lbs/day = 5	≥ \$5,000 = 5	10,000-19,999 = 10	ABC = 5	3 layers within .25 miles = 6
≤ 15 = 5			≤ 9,999 = 5		1-2 layers within .25 miles = 4
					Any number of layers within .5 mile = 2
					No layers within .5 mile = 0

Notes:

Projects may receive a maximum possible score of 100

NOx = Nitrogen Oxides

Source of crash data: Texas Department of Transportation

Equity score accounts for Minority, Low Income, and Limited English

Proficiency populations

**Evaluation Methodology For
COVID-19 Infrastructure Program (Round 4)
Addition of Lanes Projects**

**Initial Screen: Is the roadway at least a Major Collector on the FFCS (or can it justifiably be added)?
Are additional lanes warranted?**

Safety (# of crashes)	Traffic Volumes	Level of Service	Equity (i.e., project is located in an EJ area)	Pavement Condition	Bridge Deficiency	Freight Connectivity
≥ 211 = 20	≥ 40,000 = 25	F = 25	3 layers touched (no buffer) = 10	≥ 75 = 15	Poor Condition = 10	Y = 5
78-210 = 15	30,000-39,999 = 20	DE = 20	1-2 layers touched (no buffer) = 8	50-74 = 10	Fair Condition = 5	N = 0
20-77 = 10	20,000-29,999 = 15	ABC = 5	3 layers within 0.25 miles = 6	25-49 = 5	Good Condition/No data available/Project does not cross a bridge = 0	
≤ 19 = 5	10,000-19,999 = 10		1-2 layers within 0.25 miles = 4	≤ 24 or No data available = 0		
0 = 0	≤ 9,999 = 5		Any # of layers within 0.5 mile = 2			
			No layers within 0.5 mile = 0			

Notes:

Projects may receive a maximum possible score of 110

Source of crash data: Texas Department of Transportation (TxDOT) (2016-2020)

FFCS = Federal Functional Classification System

Equity score accounts for Minority, Low Income, and Limited English Proficiency populations

EJ = Environmental Justice

Pavement Condition score derived from percentage of segments deemed to be Good, Fair, and Poor

Source of Pavement Condition data: Pavement Management Information System (PMIS)

Source of Bridge data: National Bridge Inventory and TxDOT

**Evaluation Methodology For
COVID-19 Infrastructure Program (Round 4)
New Roadways**

Initial Screen: Are additional lanes warranted?

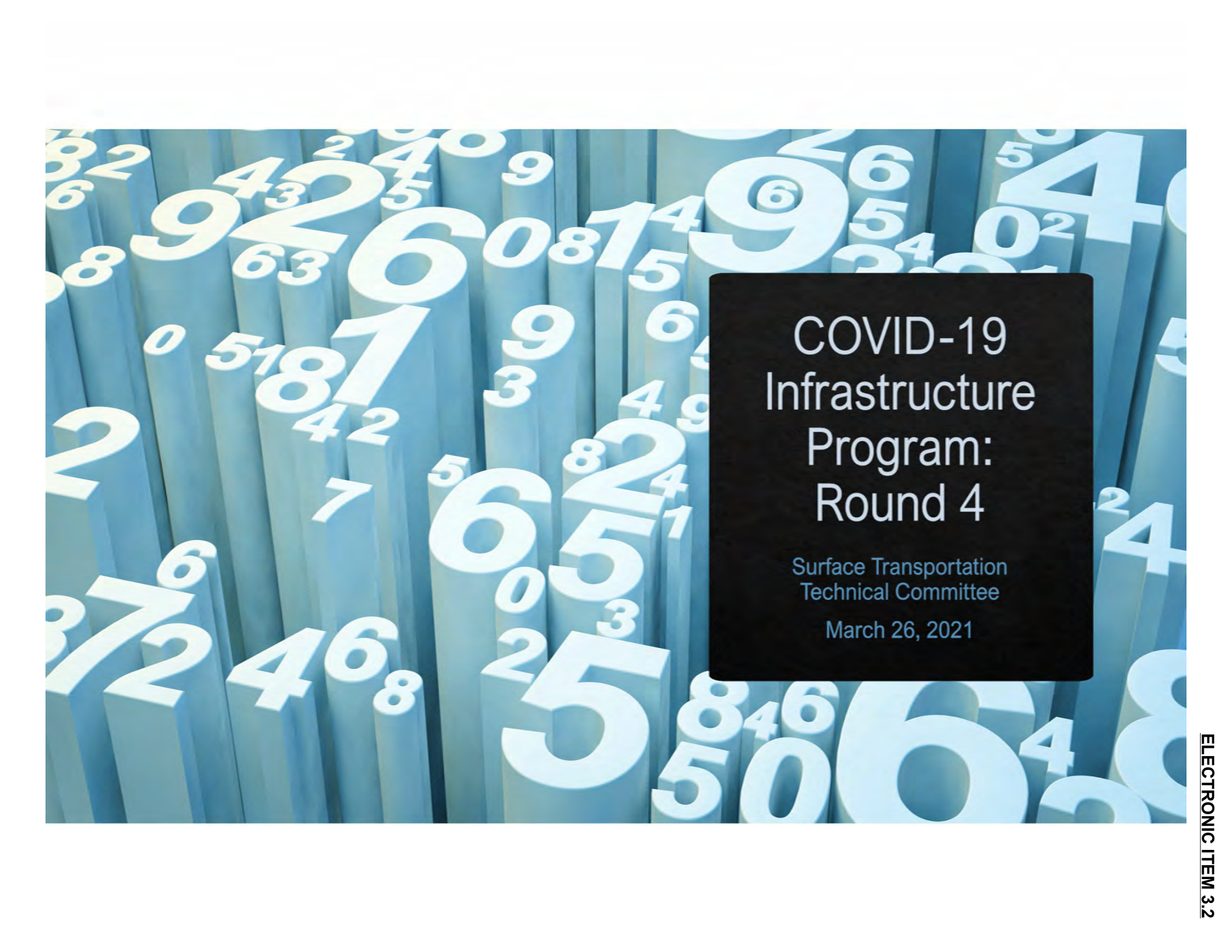
Traffic Volumes	Level of Service	Equity (i.e., project is located in an EJ area)
≥ 40,000 = 40	F = 40	3 layers touched (no buffer) = 20
30,000-39,999 = 30	DE = 30	1-2 layers touched (no buffer) = 16
20,000-29,999 = 25	ABC = 15	3 layers within 0.25 miles = 12
10,000-19,999 = 20		1-2 layers within 0.25 miles = 8
≤ 9,999 = 15		Any # of layers within 0.5 mile = 4
		No layers within 0.5 mile = 0

Notes:

Projects may receive a maximum possible score of 100

Equity score accounts for Minority, Low Income, and Limited English Proficiency populations

EJ = Environmental Justice

The background of the slide is a blue grid with various 3D numbers (0-9) in white and light blue, creating a sense of depth and data. A black rectangular box is positioned on the right side of the slide, containing the main title and subtitle.

COVID-19 Infrastructure Program: Round 4

Surface Transportation
Technical Committee

March 26, 2021

BACKGROUND

- ◆ Due to the ongoing COVID-19 pandemic, the economy has suffered large setbacks and there is an urgency to stimulate the economy.
- ◆ As was done in 2009, the idea is to inject much needed cash into the local and state economies using infrastructure investment.
- ◆ North Central Texas Council of Governments (NCTCOG) staff recommends funding a fourth round of projects.
- ◆ These projects meet one or more of the policies outlined in Mobility 2045 and/or assist in reaching the region's federal performance targets.
- ◆ Some of these projects have been the subject of discussions between NCTCOG staff and regional partners over the past several years and this action seeks to bring them to a conclusion. Others were submitted by local governments for consideration.

PROJECT TYPES

- ◆ Roadways
- ◆ Complete Streets
- ◆ Bicycle/Pedestrian
- ◆ Intersection Improvements
- ◆ Strategic Partnerships (e.g., planning studies, engineering, additional funding on existing projects)

SUMMARY OF THE EVALUATION PROCESS

- ◆ Eligibility criteria considered:
 - ◆ For Roadway/Intersection projects, facility must be at least a Major Collector on the Federal Functional Classification System (FFCS) or can justifiably be added as such
 - ◆ For projects where a capacity increase is proposed, additional lanes must be warranted
- ◆ Selection criteria considered include:
 - ◆ Traffic volumes/Level of Service
 - ◆ Air quality benefits/Cost effectiveness
 - ◆ Consistency with the Mobility Plan
 - ◆ Project addresses a safety issue (history of vehicle crashes)
 - ◆ Project addresses federal performance measures (e.g., bridge condition, pavement condition, part of the roadway freight network)
- ◆ The criteria/process used for each project type is included in the Committee mailout

WEST/EAST FUNDING DISTRIBUTION

West/East Sub-Region Funding Split of Recommended Projects				
Category	West	East	West %	East %
CMAQ ¹	\$7.32M	\$31.37M	18.9%	81.1%
STBG ²	\$34.08M	\$58.59M	36.8%	63.2%
RTR ³	\$1.32M	\$0	100%	0%
RTC Local	\$0.25M	\$0	100%	0%
Total	\$42.97M	\$89.96M	32.3%	67.7%

Funding distributions only take Regional Transportation Council (RTC) funds into account and do not include local matches

¹ Congestion Mitigation and Air Quality Improvement Program

² Surface Transportation Block Grant Program

³ Regional Toll Revenue

SUMMARY OF PROPOSED FUNDING

Project Type	CMAQ Funds	STBG Funds	RTR Funds	RTC Local Funds	Non-RTC Funds	TDCs ¹	Total
Roadways	\$0	\$32.95M	\$0	\$0	\$7.55M	1.88M	\$40.50M
Complete Streets	\$8.80M	\$19.50M	\$0	\$0	\$14.88M	0.44M	\$43.18M
Bicycle/ Pedestrian	\$18.48M	\$0	\$0	\$0	\$2.07M	2.04M	\$20.55M
Intersection Improvements	\$11.41M	\$3.40M	\$0	\$0	\$4.69M	0.87M	\$19.50M
Strategic Partnerships	\$0	\$36.82M	\$1.32M	\$0.25M	\$7.63M	1.52M	\$46.02M
Total	\$38.69M	\$92.67M	\$1.32M	\$0.25M	\$36.82M	6.75M	\$169.75M

¹ Transportation Development Credits (TDCs) are not cash and do not count in total funding

APPROVAL TIMELINE

Meeting/Task	Date
Deadline to Submit Project Requests	January 29, 2021
STTC Action	March 26, 2021
RTC Action	April 8, 2021
TIP Modification Submittal Deadline for August Cycle	April 23, 2021
Anticipated Federal Highway Administration Approval	October 2021

ACTION REQUESTED

- ◆ Recommend RTC approval of:
 - ◆ The proposed projects outlined in the tables in the mail out
 - ◆ Administratively amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and other administrative/planning documents as needed.

QUESTIONS?

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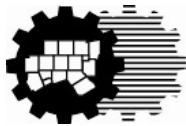
2021 Federal Transit Administration Low or No Emissions Grant Program

Surface Transportation Technical Committee

March 26, 2021

Lori Clark

Program Manager



**North Central Texas
Council of Governments**

FTA Low or No Emissions Grant

\$180 Million Available Funding

Eligible Projects	Federal Match	Non-Federal Match
Low or No Emission Buses	85%	15%
Related Equipment and Facilities	90%	10%
Workforce Development	80%	20%

Program Objectives

Reduce Energy Consumption

Reduce Harmful Emissions

Reduce Direct Carbon Emissions

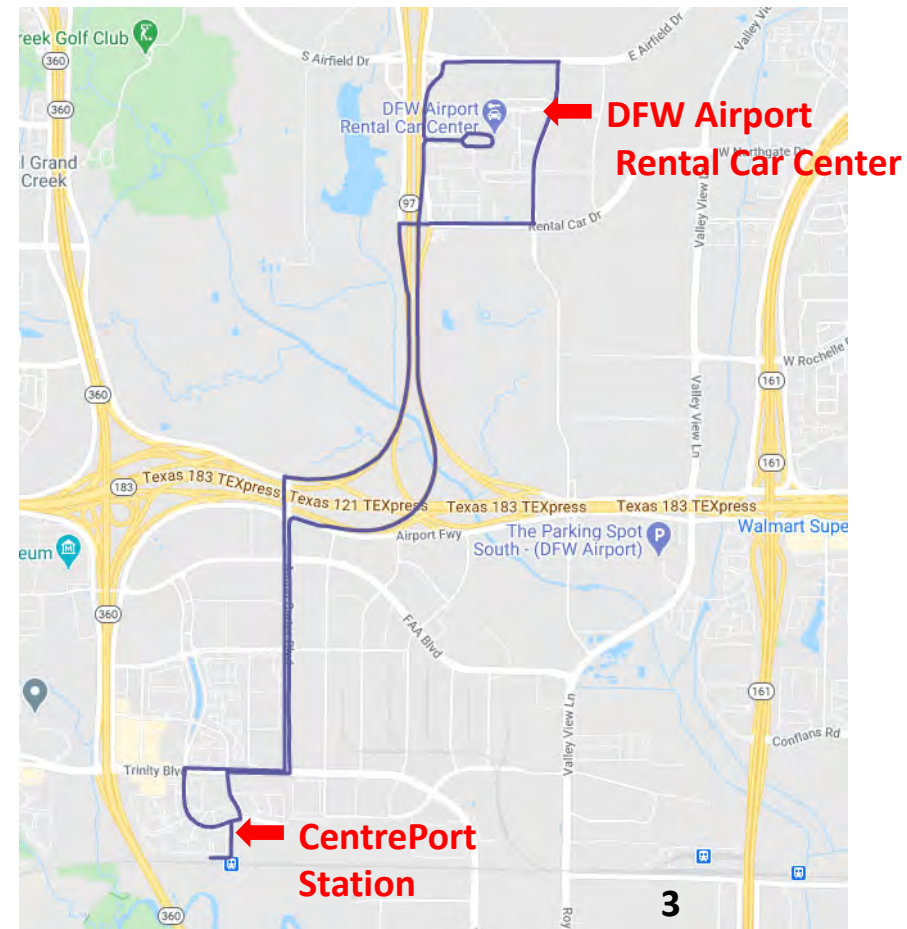
Proposed Regional Submittal: Electrify the TRE Link

TRE Link - Route 31
CentrePort Station
DFW Airport Rental Car Center

Electric Buses
Charging Equipment
Project Administration

Anticipated Award:
Up to \$7 Million Federal Funds

Proposed Match:
Up to \$1.4 Million Regional TDCs



Schedule

Milestone	Estimated Timeframe
Notice of FTA Funding Opportunity Issued	February 11, 2021
STTC Action to Recommend Application	March 26, 2021
RTC Approval of Application	April 8, 2021
FTA Application Submittal Deadline	April 12, 2021
Executive Board Endorsement	April 22, 2021

Action Requested

Recommend Regional Transportation Council Approval of:

Proposed Project Application for the FY 2021 FTA Low or No Emission Grant Program Requesting Up to \$7 Million FTA Funds

Use of Up to \$1.4 Million Regional TDCs as Match

Administratively Amending the Transportation Improvement Program (TIP), the Statewide TIP, and Other Planning/Administrative Documents to Include the Proposed Project, if Awarded

For More Information

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PROPOSED REGIONAL SINGLE-OCCUPANCY VEHICLE TRIP REDUCTION TARGET DEVELOPMENT RESOLUTION

Surface Transportation Technical Committee

Caryn Sanders, Transportation Planner III

March 26, 2021



What is Travel Demand Management?

NCTCOG's Travel Demand Management (TDM) Goal:
Implementation of strategies that reduce the demand for Single-Occupancy Vehicle (SOV) travel on roadways by offering alternatives to driving alone.

- Ridesharing: Carpooling and Vanpooling
- Transit: Bus and Rail
- Active Transportation: Biking and Walking
- Telecommuting: Work from Home
- Compressed Work Weeks: 4/40 and 9/80 Schedules
- Flexible Work Hour Schedules: Staggered Shifts




NCTCOG's Trip Reduction Perspective

- TDM and trip reduction strategies are not a “One Size Fits All” solution
- An effective trip reduction program includes strategies that fit the needs of employers and commuters
- Employer buy-in is needed for maximum employee participation in trip reduction programs
- Mandatory remote work arrangements during pandemic have proven that teleworking on a larger scale is achievable without sacrificing work quality/quantity
- NCTCOG is taking a leadership position in establishing an agency-specific SOV trip reduction target



Trip Reduction Target Setting Areas of Consideration

- Possible Public Policy Tradeoffs (Higher vs. Lower Target)
- Higher Target Results in:
 - Improved air quality
 - Decreased roadway congestion
 - Increased efficiency of the transportation system
- Possible Unintended Consequences of a Higher Target:
 - Decreased Safety: Less roadway congestion  increased roadway speeds, increased fatalities
 - Completely removing trips may inadvertently impact transit
 - Impact to downtown livability and/or urban lifestyle
 - Negative impact to sales tax collections
 - Negative impact to downtown tourism
- Recommending a realistically achievable target that results in high benefits and reduced negative impacts

Proposed Regional Transportation Council Resolution

- Resolution Supporting the Establishment of a Regional Single-Occupancy Vehicle Trip Reduction Target to Reduce Drive Alone Trips in North Central Texas
- Sustaining Benefits of Changes in Travel Behavior on Congestion Experienced During COVID-19





Proposed RTC SOV Trip Reduction Target Resolution

Section 1. The Regional Transportation Council supports the establishment of a regional trip reduction target of 20 percent to reduce the number of single-occupancy vehicle (SOV) commute trips during the peak period.

Section 2. The Regional Transportation Council encourages both public and private sector employers to reduce employees' SOV trips consistent with Section 1 of this resolution through the establishment of a formal Employee Commute Program.



Proposed RTC SOV Trip Reduction Target Resolution

Section 3. The Regional Transportation Council strongly encourages both public and private sector employers to monitor and track agency participation of the Program through an online commute tracking platform.

Section 4. To aid in Program tracking and monitoring activities, both public and private sector agencies are strongly encouraged to utilize TryParkingIt.com, the region's commute tracking and ride-matching website and application. Employers may utilize an existing tracking platform comparable to Try Parking It for this purpose.



Proposed RTC SOV Trip Reduction Target Resolution

Section 5. For public sector agencies, the Regional Transportation Council will evaluate the agency's participation and implementation of the Program through a new policy established as part of the Metropolitan Transportation Plan Policy Bundles. Non-participation may impact the level of Transportation Development Credits received through the Policy Bundle Survey process.

Section 6. For private sector agencies, the Regional Transportation Council will monitor the agency's participation and implementation of the Program through TryParkingIt.com or a comparable tracking platform. Participation may result in awarding regional funding for TDM-related efforts (e.g., transit passes)



Proposed RTC SOV Trip Reduction Target Resolution

Section 7. NCTCOG staff will provide the Regional Transportation Council with annual updates on the status of the Regional Trip Reduction target to reduce SOV commute trips. Reported performance measures shall include Try Parking It utilization rates, number of users, trips reduced, and emissions reduced.

Section 8. This resolution shall be in effect immediately upon its adoption.



Schedule

Date	Action
October 23, 2020	STTC (Information) – Presented Resolution Development Concept
December 10, 2020	RTC (Information) – Presented Resolution Development Concept
February 10, 2021	(Information) - NCTCOG Transportation Department Peer Review Presentation
February 24, 2021	(Information) - Bicycle & Pedestrian Advisory Committee Presentation
March 26, 2021	STTC (Action) – Approval of SOV Trip Reduction Resolution
April 12 – May 11, 2021	Public Input Comment Submittal Period
May 13, 2021	RTC (Action) – Approval of SOV Trip Reduction Resolution



Recommended Action

Recommend RTC Action to:

Approve the Overall Principles of the Resolution to Develop a Regional Single-Occupancy Vehicle Trip Reduction Target to Reduce Drive Alone Vehicle Trips in North Central Texas

Contacts



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DRAFT

**RESOLUTION SUPPORTING THE ESTABLISHMENT OF A REGIONAL SINGLE-
OCCUPANCY VEHICLE TRIP REDUCTION TARGET TO REDUCE DRIVE ALONE TRIPS IN
NORTH CENTRAL TEXAS: SUSTAINING BENEFITS OF CHANGES IN TRAVEL
BEHAVIOR ON CONGESTION LEVELS EXPERIENCED DURING COVID-19
(R21-02)**

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

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

WHEREAS, the Dallas-Fort Worth region is a federally designated nonattainment area for the pollutant ozone; and

WHEREAS, Travel Demand Management (TDM) strategies reduce the number of vehicles that travel on roadways by promoting alternatives to driving alone, assist in improving air quality, and reduce peak-period travel by shifting drive-alone travel to off-peak periods; and

WHEREAS, TDM strategies such as carpooling, vanpooling, biking, walking, taking transit, teleworking, and flexible work schedules are relatively low-cost, quick-implementation programs and projects that encourage alternatives to driving alone; and

WHEREAS, the Regional Employer Trip Reduction (ETR) Program, a cooperative educational program that seeks to reduce vehicle trips by employees working for large employers, encourages individual employers to develop trip reduction programs and set a goal of a minimum 20 percent reduction in vehicle commute trips; and

WHEREAS, an essential tool used within the Regional ETR Program is TryParkingIt.com, the regional commute tracking and ride-match website and application system; and

WHEREAS, Travel Demand Management Policy TDM3-003 of Mobility 2045, the current Metropolitan Transportation Plan adopted by the Regional Transportation Council, requests local agency staff and NCTCOG staff to meet with all major employers (defined as employers of 250 or more employees) to discuss and encourage the implementation of voluntary employer trip reduction programs; and

WHEREAS, in an effort to lead by example in 2021 NCTCOG updated its Alternative Commute Options Program to include a 20 percent target to reduce single-occupancy commutes by employees; and

WHEREAS, the Regional Transportation Council has shown a commitment to advancing active transportation facilities throughout the region by investing in the construction and improvement of bicycle and pedestrian facilities that provide a means of nonmotorized commute travel to major destinations, including transit stations, employment and education centers, and/or other major activity venues with high volumes of users; and

WHEREAS, the Regional Transportation Council has shown a commitment to advancing transit infrastructure and ridership throughout the region by investing in the construction and improvement of transit and rail facilities to support region-wide passenger rail and transit systems that increase transportation choices, reliability, and opportunities for economic development.

NOW, THEREFORE, BE IT HEREBY RESOLVED THAT:

- Section 1.** The Regional Transportation Council supports the establishment of a regional trip reduction target of 20 percent to reduce the number of single-occupancy vehicle (SOV) commute trips during the peak period.
- Section 2.** The Regional Transportation Council strongly encourages both public and private sector employers to reduce employees' SOV trips consistent with Section 1 of this resolution through the establishment of a formal Employee Commute Program.
- Section 3.** The Regional Transportation Council strongly encourages both public and private sector employers to monitor and track agency participation of the Program through an online commute tracking platform.
- Section 4.** To aid in Program tracking and monitoring activities, both public and private sector agencies are strongly encouraged to utilize TryParkingIt.com, the region's commute tracking and ride-matching website and application. Employers may utilize an existing tracking platform comparable to Try Parking It for this purpose.
- Section 5.** For public sector agencies, the Regional Transportation Council will evaluate the agency's participation and implementation of the Program through a new policy established as part of the Metropolitan Transportation Plan Policy Bundles. Non-participation may impact the level of Transportation Development Credits received through the Policy Bundle Survey process.
- Section 6.** For private sector agencies, the Regional Transportation Council will monitor the agency's participation and implementation of the Program through TryParkingIt.com or a comparable tracking platform. Participation may result in awarding regional funding for TDM-related efforts (e.g., transit passes)
- Section 7.** NCTCOG staff will provide the Regional Transportation Council with annual updates on the status of the Regional Trip Reduction target to reduce SOV commute trips. Reported performance measures shall include Try Parking It utilization rates, number of users, trips reduced, and emissions reduced.
- Section 8.** This resolution shall be in effect immediately upon its adoption.

Roger Harmon, Chair
Regional Transportation Council
County Judge, Johnson County

I hereby certify that this resolution was adopted by the Regional Transportation Council of the North Central Texas Council of Governments for the Dallas-Fort Worth Metropolitan Area on May 13, 2021.

Ann Zadeh, Secretary
Regional Transportation Council
Councilmember, City of Fort Worth

CMAQ FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY 2021

TIP CODE	CSJ	PROJECT SPONSOR	FACILITY	PHASE	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	CS	C	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; <u>FUNDING MOVED TO FY 2020 TO MATCH OBLIGATION</u>
40054	0902-90-076	TXDOT-FORT WORTH	CS	CE	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; <u>FUNDING MOVED TO FY 2020 TO MATCH OBLIGATION</u>
11913.2	0918-00-356	TXDOT-DALLAS	VARIOUS	I	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; <u>FUNDING MOVED TO FY 2020 TO MATCH OBLIGATION</u>
14080	0902-90-163	GRAND PRAIRIE	VA	E	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; <u>FUNDING MOVED TO FY 2020 TO MATCH OBLIGATION</u>
14080	0902-90-163	GRAND PRAIRIE	VA	ENV	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; <u>FUNDING MOVED TO FY 2020 TO MATCH OBLIGATION</u>
14059	2208-01-070	TXDOT-FORT WORTH	SS 303	C	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; <u>FUNDING MOVED TO FY 2020 TO MATCH OBLIGATION</u>
11898.4	0718-02-074	TXDOT-FORT WORTH	FM 156	C	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	<u>\$4,385,280</u>	07/2020	10/2020 (ACTUAL)	OBLIGATED (2020)	<u>FUNDING HAS OBLIGATED AS OF SEPTEMBER 2020</u>
11913	0918-00-353	TXDOT-DALLAS	VA	I	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; <u>FUNDING MOVED TO FY 2020 TO MATCH OBLIGATION</u>
11898.3	0902-90-141	TXDOT-FORT WORTH	CS	C	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	CS	C	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; <u>FUNDING MOVED TO FY 2020 TO MATCH OBLIGATION</u>

CMAQ FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY 2021

TIP CODE	CSJ	PROJECT SPONSOR	FACILITY	PHASE	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	REVISED START DATE	OBLIGATION STATUS	COMMENTS
14010	1601-01-032	PARKER CO	FM 730	C	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	US 180	C	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	CS	C	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
40060	0902-90-081	RICHLAND HILLS	CS	CE	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	VA	E	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	03/2021	OBLIGATED (2020)	FUNDING HAS OBLIGATED AS OF SEPTEMBER 2020
14013.3	0902-00-235	FORT WORTH	CS	E	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	OBLIGATED (2020)	FUNDING HAS OBLIGATED AS OF MARCH 2020
14064	0918-47-273	DALLAS	VA	E	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	N/A	OBLIGATED (2020)	FUNDING HAS OBLIGATED AS OF SEPTEMBER 2020
14013.2	0918-48-003	DART	VA	E	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 \$8,200,000	\$0	\$0	\$14,830,000 \$8,200,000	\$14,830,000	11/2020	01/2021 (ACTUAL)	OBLIGATED (2021)	FUNDING HAS OBLIGATED AS OF JANUARY 2021
14013.2	0918-48-003	DART	VA	R	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	US 75	C	AT NORTHAVEN ROAD		CONSTRUCT BIKE/PEDESTRIAN BRIDGE OVER US 75 (ON SYSTEM SECTION)	\$5,680,000	\$1,420,000	\$0	\$7,100,000	\$6,383,704	06/2021	02/2021 (ACTUAL)	OBLIGATED (2021)	FUNDING HAS OBLIGATED AS OF JANUARY 2021
55108.2	0918-47-242	TXDOT-DALLAS	VA	C	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	CS	C	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
14079	0918-47-295	DALLAS	CS	E	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	06/2021	OBLIGATED (2021)	FUNDING OBLIGATED AS OF FEBRUARY 2021

CMAQ FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY 2021

TIP CODE	CSJ	PROJECT SPONSOR	FACILITY	PHASE	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	REVISED START DATE	OBLIGATION STATUS	COMMENTS
11925	0008-12-095	TXDOT-FORT WORTH	IH 20	C	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	<u>\$1,558,823</u>	08/2020	04/2021	OBLIGATED (2021)	<u>\$1,336,096 HAS OBLIGATED AND \$223,527 IS ADVANCED CONSTRUCTION (AS OF MARCH 2021)</u>
14085	0918-47-296	DALLAS	VA	C	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	\$0	04/2021	04/2021	EXPECTED TO OBLIGATE IN FY 2021	
25066.2	0581-01-157	DALLAS	SL 12	E	AT CARBONDALE		CONSTRUCT INTERSECTION IMPROVEMENTS INCLUDING REGRADING, REPAVING, AND SIDEWALKS	\$160,000	\$40,000	\$0	\$200,000	\$0	09/2020	05/2021	EXPECTED TO OBLIGATE IN FY 2021	
40055	0902-90-079	NORTH RICHLAND HILLS	CS	C	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	\$0	09/2020	05/2021	EXPECTED TO OBLIGATE IN FY 2021	
25066.1	0918-47-310	DALLAS	CS	E	<u>ON LINFIELD RD OVER UPRR RAIL YARD FROM SH 310 TO CARBONDALE ST ON LINFIELD OVER UPRR RAIL YARD</u>	<u>AND ON CARBONDALE ST FROM LINFIELD RD TO SL 12</u>	<u>CONSTRUCT BICYCLE AND PEDESTRIAN BRIDGE ON LINFIELD ROAD OVER THE UPRR RAIL YARD; ADD LANDSCAPING TO THE PROJECT AREA INCLUDING ALONG CARBONDALE STREET</u> CONSTRUCT BICYCLE AND PEDESTRIAN BRIDGE ON LINFIELD ROAD OVER THE UPRR RAIL YARD	\$900,000	\$0	\$0	\$900,000	\$0	11/2020	05/2021	EXPECTED TO OBLIGATE IN FY 2021	
13032	0009-02-067	TXDOT-DALLAS	SH 78	C	AT GASTON AVE		RECONFIGURE INTERSECTION WITH SIDEWALK IMPROVEMENTS	\$5,600,000	\$1,400,000	\$0	\$7,000,000	\$0	11/2020	05/2021	EXPECTED TO OBLIGATE IN FY 2021	
20096	0135-10-050	TXDOT-DALLAS	US 380	C	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	\$0	05/2021	05/2021	EXPECTED TO OBLIGATE IN FY 2021	
14013.3	0902-00-235	FORT WORTH	CS	R	CENTREPORT TRAIL FROM CENTREPORT STATION	CITY LIMITS	CONSTRUCT 12' WIDE SHARED-USE PATH	\$165,200	\$0	\$0	\$165,200	\$0	06/2021	06/2021	EXPECTED TO OBLIGATE IN FY 2021	
11657.1	0918-00-297	NCTCOG	VA	I	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	06/2021	06/2021	EXPECTED TO OBLIGATE IN FY 2021	
19005	0918-24-251	PLANO	VA	C	<u>PLANO CITYWIDE CCTV CAMERA EXPANSION</u>		<u>INSTALL NEW CCTV CAMERAS CITYWIDE</u> PLANO CITYWIDE TRAFFIC CAMERA, TRAFFIC SIGNAL, AND SIGNAL COMMUNICATION UPGRADES	\$1,867,000	\$0	\$0	\$1,867,000	\$0	06/2021	06/2021	EXPECTED TO OBLIGATE IN FY 2021	

CMAQ FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY 2021

TIP CODE	CSJ	PROJECT SPONSOR	FACILITY	PHASE	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	REVISED START DATE	OBLIGATION STATUS	COMMENTS
11614.5	0918-46-267	DENTON	VA	R	CITY OF DENTON SCHOOL CONNECTION SIDEWALKS		<u>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</u> NEW SIDEWALK SEGMENTS NEAR SCHOOL SITES AT PECAN CREEK AND WOODROW WILSON ELEMENTARY SCHOOL IN THE CITY OF DENTON	\$60,800	\$0	\$15,200	\$76,000	\$0	07/2020	06/2021	EXPECTED TO OBLIGATE IN FY 2021	
40049	0918-47-206	DALLAS	VA	C	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	06/2021	EXPECTED TO OBLIGATE IN FY 2021	
11616	0902-00-256	NCTCOG	VA	I	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	\$0	09/2020	07/2021	EXPECTED TO OBLIGATE IN FY 2021	
11652.1	0902-00-278	TXDOT-FORT WORTH	VA	C	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	\$0	09/2020	07/2021	EXPECTED TO OBLIGATE IN FY 2021	
54119.1	2964-10-008	TXDOT-DALLAS	SL 9	C	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	\$0	03/2021	07/2021	EXPECTED TO OBLIGATE IN FY 2021	
54119.2	2964-10-009	TXDOT-DALLAS	SL 9	C	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	\$0	03/2021	07/2021	EXPECTED TO OBLIGATE IN FY 2021	
14013.2	0918-48-004	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)	\$8,401,592	\$0	\$2,100,398	\$10,501,990	\$0	11/2020	08/2021	EXPECTED TO OBLIGATE IN FY 2021	
<u>14081</u>	<u>2374-05-092</u>	<u>GRAND PRAIRIE</u>	<u>VA</u>	<u>C</u>	<u>ON GREAT SOUTHWEST PARKWAY FROM EASTBOUND IH 20 FRONTAGE ROAD</u>	<u>WESTBOUND IH 20 FRONTAGE ROAD</u>	<u>WIDEN ROADWAY FROM 4 TO 6 LANES WITH SIDEWALKS</u>	<u>\$375,200</u>	<u>\$93,800</u>	<u>\$0</u>	<u>\$469,000</u>	<u>\$0</u>	<u>08/2021</u>	<u>08/2021</u>	<u>EXPECTED TO OBLIGATE IN FY 2021</u>	<u>NOVEMBER 2020 TIP MODIFICATION MOVED CONSTRUCTION INTO FY 2021</u>
14018	0918-47-281	DALLAS	CS	E	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	09/2021	EXPECTED TO OBLIGATE IN FY 2021	
25022	0902-90-050	FORT WORTH	VA	C	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	\$0 \$2,706,334	\$0	\$0 \$676,582	\$0 \$3,382,917	\$0	06/2021	10/2021	NOT EXPECTED TO OBLIGATE IN FY 2021	<u>PROJECT PHASE DELAYED TO FY 2022 VIA FEBRUARY 2020 TIP MODIFICATION CYCLE</u>

CMAQ FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY 2021

TIP CODE	CSJ	PROJECT SPONSOR	FACILITY	PHASE	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	REVISED START DATE	OBLIGATION STATUS	COMMENTS
14052	0902-90-147	COLLEYVILLE	CS	C	GLADE ROAD AT BLUEBONNET DRIVE		LOWER INTERSECTION TO ELIMINATE A 3-WAY STOP	\$1,200,000	\$0	\$300,000	\$1,500,000	\$0	10/2020	10/2021	NOT EXPECTED TO OBLIGATE IN FY 2021	<u>PROJECT TO BE DELAYED TO FY 2022</u>
14058	0902-90-153	FORT WORTH	CS	E	TRINITY TRAIL FROM TRINITY BLVD.	TRINITY LAKES STATION	CONSTRUCT SHARED USE PATH	\$40,267	\$0	\$0	\$40,267	\$0	10/2019	12/2021	NOT EXPECTED TO OBLIGATE IN FY 2021	<u>PROJECT TO BE DELAYED TO FY 2022</u>
40061	0902-90-082	FORT WORTH	VA	C	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	\$0	07/2020	12/2021	NOT EXPECTED TO OBLIGATE IN FY 2021	<u>PROJECT TO BE DELAYED TO FY 2022</u>
40062	0902-90-084	FORT WORTH	VA	C	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	\$0	07/2020	12/2021	NOT EXPECTED TO OBLIGATE IN FY 2021	<u>PROJECT TO BE DELAYED TO FY 2022</u>
40063	0902-90-083	FORT WORTH	VA	C	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	\$0	07/2020	12/2021	NOT EXPECTED TO OBLIGATE IN FY 2021	<u>PROJECT TO BE DELAYED TO FY 2022</u>
14036	0902-90-139	FORT WORTH	BUS 287	E	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	NOT EXPECTED TO OBLIGATE IN FY 2021	<u>PROJECT TO BE DELAYED TO FY 2022</u>
14037	0902-90-137	FORT WORTH	BUS 287	E	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	NOT EXPECTED TO OBLIGATE IN FY 2021	<u>PROJECT TO BE DELAYED TO FY 2022</u>
11614.5	0918-46-267	DENTON	VA	C	CITY OF DENTON SCHOOL CONNECTION SIDEWALKS		<u>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</u> THE CITY OF DENTON NEW SIDEWALK SEGMENTS NEAR SCHOOL SITES AT PECAN CREEK AND WOODROW WILSON ELEMENTARY SCHOOL IN THE CITY OF DENTON	\$264,480	\$0	\$66,120	\$330,600	\$0	07/2020	01/2022	NOT EXPECTED TO OBLIGATE IN FY 2021	<u>PROJECT TO BE DELAYED TO FY 2022</u>
40017	0918-46-282	CARROLLTON	VA	C	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	NOT EXPECTED TO OBLIGATE IN FY 2021	<u>PROJECT TO BE DELAYED TO FY 2022</u>
40017	0918-46-282	CARROLLTON	VA	CE	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	NOT EXPECTED TO OBLIGATE IN FY 2021	<u>PROJECT TO BE DELAYED TO FY 2022</u>
25036	1068-04-176	GRAND PRAIRIE	IH 30	C	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	NOT EXPECTED TO OBLIGATE IN FY 2021	<u>PROJECT TO BE DELAYED TO FY 2022</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	FACILITY	PHASE	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	REVISED START DATE	OBLIGATION STATUS	COMMENTS
14013	0918-47-236	DALLAS CO	VA	C	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	NOT EXPECTED TO OBLIGATE IN FY 2021	<u>PROJECT TO BE DELAYED TO FY 2022</u>
11630.6	0008-08-077	GRAND PRAIRIE	SH 180	E	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	\$0	08/2020	09/2022	NOT EXPECTED TO OBLIGATE IN FY 2021	<u>PROJECT TO BE DELAYED TO FY 2023</u>
11630.6	0008-08-077	GRAND PRAIRIE	SH 180	C	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	06/2023	NOT EXPECTED TO OBLIGATE IN FY 2021	<u>PROJECT TO BE DELAYED TO FY 2023</u>
14051	0902-90-146	GRAPEVINE	VA	E	NORTHWEST HIGHWAY AND SH 26 FROM WEST SH 114	SH 121	INSTALLATION OF ITS FIBER AND ITS EQUIPMENT	\$0 \$141,820	\$0	\$0	\$0 \$141,820	\$0	07/2020	N/A	NOT EXPECTED TO OBLIGATE IN FY 2021	<u>FEBRUARY 2021 TIP MODIFICATION TO MOVE ENGINEERING FUNDS TO CONSTRUCTION</u>
25022	0902-90-050	FORT WORTH	VA	R	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 \$116,000	\$0	\$27,550 \$29,000	\$137,750 \$145,000	\$0	10/2020	N/A	NOT EXPECTED TO OBLIGATE IN FY 2021	<u>CITY OF FORT WORTH HAS INDICATED THAT FUNDING WILL NOT BE NEEDED FOR RIGHT-OF-WAY</u>
25022	0902-90-050	FORT WORTH	VA	U	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 \$36,000	\$0	\$8,550 \$9,000	\$42,750 \$45,000	\$0	10/2020	N/A	NOT EXPECTED TO OBLIGATE IN FY 2021	<u>CITY OF FORT WORTH HAS INDICATED THAT FUNDING WILL NOT BE NEEDED FOR RIGHT-OF-WAY</u>
19010	0135-02-067	MCKINNEY	CS	E	ON US 380/WEST UNIVERSITY DRIVE AT COMMUNITY AVE		CONSTRUCT INTERSECTION IMPROVEMENTS INCLUDING DUAL LEFT TURN LANES AND RIGHT TURN LANES	\$0 \$130,000	\$0	\$0	\$0 \$130,000	\$0	03/2021	N/A	NOT EXPECTED TO OBLIGATE IN FY 2021	<u>FEBRUARY 2021 TIP MODIFICATION MOVED ENGINEERING FUNDING TO CONSTRUCTION PHASE</u>
25066.1	0918-47-310	DALLAS	CS	R	<u>ON LINFIELD RD OVER UPRR RAIL YARD FROM SH 310 TO CARBONDALE ST ON LINFIELD OVER UPRR RAIL YARD</u>	<u>AND ON CARBONDALE ST FROM LINFIELD RD TO SL 12</u>	<u>CONSTRUCT BICYCLE AND PEDESTRIAN BRIDGE ON LINFIELD ROAD OVER THE UPRR RAIL YARD; ADD LANDSCAPING TO THE PROJECT AREA INCLUDING ALONG CARBONDALE STREET CONSTRUCT BICYCLE AND PEDESTRIAN BRIDGE ON LINFIELD ROAD OVER THE UPRR RAIL YARD</u>	\$0 \$350,000	\$0	\$0	\$0 \$350,000	\$0	11/2021	N/A	NOT EXPECTED TO OBLIGATE IN FY 2021	<u>PROJECT PHASE DELAYED TO FY 2022 VIA NOVEMBER 2020 TIP MODIFICATION CYCLE</u>
TOTAL								\$125,993,418	\$18,545,040	\$7,927,360	\$152,465,818	\$41,457,667				

TOTAL CLOSEOUTS/WITHDRAWALS	(\$824,319)
TOTAL PROJECT ADJUSTMENTS	(\$416,967)
TOTAL OBLIGATED IN 2020	\$16,488,302
TOTAL OBLIGATED IN 2021	\$24,969,365
TOTAL EXPECTED TO OBLIGATE	\$75,724,289
TOTAL NOT EXPECTED TO OBLIGATE	\$9,029,597

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STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY 2021

TIP CODE	CSJ	PROJECT SPONSOR	FACILITY	PHASE	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	VA	I	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	VA	I	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; <u>FUNDING MOVED TO FY 2020 TO MATCH OBLIGATION</u>
11685	0902-00-281	NCTCOG	VA	I	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	<u>\$850,000</u>	08/2021	07/2020 (ACTUAL)	OBLIGATED (2020)	FUNDING HAS OBLIGATED AS OF JULY 2020; <u>FUNDING MOVED TO FY 2020 TO MATCH OBLIGATION</u>
11619.1	0902-90-124	TXDOT-FORT WORTH	VA	C	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; <u>FUNDING MOVED TO FY 2020 TO MATCH OBLIGATION</u>
11650	0902-00-262	NCTCOG	VA	I	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; <u>FUNDING MOVED TO FY 2020 TO MATCH OBLIGATION</u>
11893.5	0902-00-259	NCTCOG	VA	I	511 TRAVELER INFORMATION SYSTEM (ITS)		DEVELOP AND IMPLEMENT TRAVELER INFORMATION SYSTEM IN REGION	\$780,000	\$195,000	\$0	\$975,000	<u>\$780,000</u>	09/2021	09/2020 (ACTUAL)	OBLIGATED (2020)	FUNDING HAS OBLIGATED AS OF SEPTEMBER 2020; <u>FUNDING MOVED TO FY 2020 TO MATCH OBLIGATION</u>
11898.3	0902-90-141	TXDOT-FORT WORTH	CS	U	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	CS	C	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	VARIOUS	I	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; <u>FUNDING MOVED TO FY 2020 TO MATCH OBLIGATION</u>

STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY 2021

TIP CODE	CSJ	PROJECT SPONSOR	FACILITY	PHASE	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	REVISED START DATE	OBLIGATION STATUS	COMMENT
11621.1	0902-00-266	NCTCOG	VA	I	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; <u>FUNDING MOVED TO FY 2020 TO MATCH OBLIGATION</u>
11613.2	0902-00-272	NCTCOG	VARIOUS	I	REGIONAL GOODS MOVEMENT/CORRIDOR STUDIES; CONDUCT GENERAL CORRIDOR STUDIES & PLANNING ACTIVITIES IN SUPPORT OF THE	REGION'S GOOD MOVEMENT INCL; NCTCOG STAFF TIME & CONSULTANT ASSISTANCE TO ASSESS IMPACT OF TRUCK, RAIL, & OTHER FREIGHT	MOVEMENT, 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; <u>FUNDING MOVED TO FY 2020 TO MATCH OBLIGATION</u>
11693	0918-00-312	NCTCOG	VA	I	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	<u>\$364,000</u>	08/2021	10/2020 (ACTUAL)	OBLIGATED (2020)	FUNDING HAS OBLIGATED AS OF SEPTEMBER 2020; <u>FUNDING MOVED TO FY 2020 TO MATCH OBLIGATION</u>
25060	0902-90-036	TXDOT-FORT WORTH	CS	C	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; <u>FUNDING MOVED TO FY 2020 TO MATCH OBLIGATION</u>
25013	0902-90-172	FORT WORTH	CS	E	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	<u>\$900,000</u>	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	VA	I	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	<u>\$3,400,000</u>	11/2021	11/2020 (ACTUAL)	OBLIGATED (2021)	FUNDING HAS OBLIGATED AS OF NOVEMBER 2020
11258.9	0918-47-072	DALLAS	CS	C	8 INTERSECTIONS AT KCS RR IN DALLAS AT E DALLAS/KCS RR CROSSINGS - PEAVY RD, GUS THOMASSON RD,	<u>BARNES BRIDGE RD, CENTERVILLE RD, LAKELAND DR, HIGHLAND DR, SANTA ANNA AVE, ST FRANCIS AVE, & MARIPOSA DR AT KCS RR</u> BARNES BRIDGE RD, CENTERVILLE RD, LAKELAND DR, HIGHLAND DR, SANTA ANNA AVE, & ST FRANCIS AVE AT KCS RR	<u>UPGRADE GATES AND INSTALL MEDIANS, SIGNAGE, PAVEMENT MARKINGS & PEDESTRIAN ACCESS AT ALL NINE LOCATIONS; RESURFACE AT LAKELAND, ST FRANCIS, & MARIPOSA</u> UPGRADE GATES AND INSTALL MEDIANS AT ALL LOCATIONS; INSTALL SIGNAGE AT PEAVY, GUS THOMASSON, LAKELAND, HIGHLAND, & ST FRANCIS; RESURFACE AT LAKELAND & ST FRANCIS	\$1,828,070	\$0	\$457,017	\$2,285,087	<u>\$1,774,408</u>	12/2020	12/2020 (ACTUAL)	OBLIGATED (2021)	PROJECT HAS OBLIGATED AS OF OCTOBER 2020 (ADVANCED CONSTRUCTION)
11572	0902-48-579	TXDOT-FORT WORTH	CS	E	US 81/US 287 AT FM 3479/HARMON ROAD/NORTH TARRANT PARKWAY		<u>CONSTRUCT NORTH TARRANT PARKWAY OVER US 81 WITH TURNAROUND ON EASTSIDE; CONSTRUCT HARMON RD OVER US 81</u> CONSTRUCT NORTH TARRANT PARKWAY OVER US 287 WITH TURNAROUND ON EASTSIDE; CONSTRUCT HARMON RD OVER US 287; RECONSTRUCT EXISTING SB ENTRANCE RAMP TO US 287 W/AUXILIARY LANE	\$501,000	\$125,250	\$0	\$626,250	<u>\$501,000</u>	12/2020	12/2020 (ACTUAL)	OBLIGATED (2021)	<u>FUNDING HAS OBLIGATED AS OF DECEMBER 2020</u>

STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY 2021

TIP CODE	CSJ	PROJECT SPONSOR	FACILITY	PHASE	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	REVISED START DATE	OBLIGATION STATUS	COMMENT
14074	0918-46-319	DENTON	CS	R	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	<u>\$1,589,200</u>	01/2021	01/2021 (ACTUAL)	OBLIGATED (2021)	<u>FUNDING OBLIGATED UNDER ROW CSJ 0918-46-320 (ADVANCED CONSTRUCTION)</u>
11572	0902-48-579	TXDOT-FORT WORTH	CS	R	US 81/US 287 AT FM 3479/HARMON ROAD/NORTH TARRANT PARKWAY		CONSTRUCT NORTH TARRANT PARKWAY OVER US 287 WITH TURNAROUND ON EASTSIDE; CONSTRUCT HARMON RD OVER US 287; RECONSTRUCT EXISTING SB ENTRANCE RAMP TO US 287 W/AUXILIARY LANE <u>CONSTRUCT NORTH TARRANT PARKWAY OVER US 81 WITH TURNAROUND ON EASTSIDE; CONSTRUCT HARMON RD OVER US 81</u>	\$260,000	\$65,000	\$0	\$325,000	<u>\$260,000</u>	08/2020	12/2021	OBLIGATED (2021)	<u>FUNDING HAS OBLIGATED AS OF DECEMBER 2020</u>
<u>14026.2</u>	<u>0902-38-139</u>	<u>WEATHERFORD</u>	<u>VA</u>	<u>E</u>	<u>NEW BYPASS ROUTE FROM FM 2552/US 180 NORTHWEST TO FM 51/MAIN ST</u>	<u>FM 51/MAIN ST SOUTHWEST TO US 180/WACO ST</u>	<u>RECONSTRUCT 2/4 LANE ROADWAY TO 4 LANE BYPASS INCLUDING NEW BICYCLE LANES AND SIDEWALKS</u>	<u>\$1,386,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$1,386,000</u>	<u>\$1,108,800</u>	<u>02/2021</u>	<u>02/2021 (ACTUAL)</u>	<u>OBLIGATED (2021)</u>	<u>PROJECT SPLIT OUT FROM TIP 14026/CSJ 0008-03-121, WHICH OBLIGATED FEBRUARY 2021</u>
<u>14026.3</u>	<u>0313-02-065</u>	<u>WEATHERFORD</u>	<u>FM 51</u>	<u>E</u>	<u>SOUTH OF INTERSECTION OF FM 51/BRIDGE STREET</u>	<u>NORTH OF INTERSECTION OF FM 51/BRIDGE STREET</u>	<u>CONSTRUCT INTERSECTION IMPROVEMENTS AT FM 51 FOR NEW 4 LANE BYPASS</u>	<u>\$221,760</u>	<u>\$55,440</u>	<u>\$0</u>	<u>\$277,200</u>	<u>\$221,760</u>	<u>02/2021</u>	<u>02/2021 (ACTUAL)</u>	<u>OBLIGATED (2021)</u>	<u>PROJECT SPLIT OUT FROM TIP 14026/CSJ 0008-03-121, WHICH OBLIGATED FEBRUARY 2021</u>
14026	0008-03-121	WEATHERFORD	US 180	E	<u>INTERSECTION AT US 180/FM 2552</u> FM 2552	<u>INTERSECTION AT US180/WACO ST</u> WACO ST.	<u>CONSTRUCT INTERSECTION IMPROVEMENTS AT US 180/FM 2552 AND US 180/WACO ST FOR NEW 4 LANE BYPASS CONNECTIONS</u> RECONSTRUCT 2/4 LANE ROADWAY TO 4 LANE ROADWAY INCLUDING INTERSECTION IMPROVEMENTS AT US 180/WACO ST, FM 51/MAIN ST AND US 180/FM 2552 AND NEW BICYCLE LANES AND SIDEWALKS	<u>\$253,440</u> \$1,886,000	<u>\$63,360</u> \$94,000	\$0	<u>\$316,800</u> \$1,980,000	<u>\$253,440</u>	03/2021	N/A	OBLIGATED (2021)	<u>FUNDING OBLIGATED AS OF FEBRUARY 2021</u>
11572	0902-48-579	TXDOT-FORT WORTH	CS	U	US 81/US 287 AT FM 3479/HARMON ROAD/NORTH TARRANT PARKWAY		CONSTRUCT NORTH TARRANT PARKWAY OVER US 287 WITH TURNAROUND ON EASTSIDE; CONSTRUCT HARMON RD OVER US 287; RECONSTRUCT EXISTING SB ENTRANCE RAMP TO US 287 W/AUXILIARY LANE <u>CONSTRUCT NORTH TARRANT PARKWAY OVER US 81 WITH TURNAROUND ON EASTSIDE; CONSTRUCT HARMON RD OVER US 81</u>	\$220,000	\$55,000	\$0	\$275,000	<u>\$220,000</u>	06/2021	06/2022	OBLIGATED (2021)	<u>FUNDING HAS OBLIGATED AS OF DECEMBER 2020</u>
<u>14054</u>	<u>0902-90-148</u>	<u>FORT WORTH</u>	<u>CS</u>	<u>E</u>	<u>HORNE STREET FROM VICKERY BLVD.</u>	<u>CAMP BOWIE BLVD.</u>	<u>WIDEN FROM 2 TO 3 LANES WITH BICYCLE LANES, PEDESTRIAN/SIDEWALK IMPROVEMENTS, AND TRAFFIC SIGNAL IMPROVEMENTS</u>	<u>\$1,020,712</u>	<u>\$0</u>	<u>\$0</u>	<u>\$1,020,712</u>	<u>\$1,613,177</u>	<u>07/2021</u>	<u>07/2021</u>	<u>OBLIGATED (2021)</u>	<u>FUNDING OBLIGATED AS OF JANUARY 2021 (OBLIGATED EARLY)</u>
11559	0902-48-799	FWTA	CS	T	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)	EXPECTED TO OBLIGATE IN FY 2021	<u>PROJECT PREVIOUSLY STARTED AND IS PARTIALLY OBLIGATED, BUT THESE UNOBLIGATED FUNDS REMAIN</u>
11615.3	0902-00-279	NCTCOG	VA	I	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	<u>\$1,700,000</u> \$800,000	<u>\$425,000</u> \$200,000	\$0	<u>\$2,125,000</u> \$1,000,000	\$0	02/2021	04/2021	EXPECTED TO OBLIGATE IN FY 2021	

STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY 2021

TIP CODE	CSJ	PROJECT SPONSOR	FACILITY	PHASE	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	REVISED START DATE	OBLIGATION STATUS	COMMENT
25061	0918-47-294	NCTCOG	VA	E	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	05/2021	EXPECTED TO OBLIGATE IN FY 2021	
14085.3	0918-47-306	DALLAS	VA	E	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	\$0	09/2020	05/2021	EXPECTED TO OBLIGATE IN FY 2021	
14048	0902-90-144	GRAPEVINE	CS	E	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	\$0	10/2020	06/2021	EXPECTED TO OBLIGATE IN FY 2021	
14050	0902-90-145	GRAPEVINE	CS	E	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	\$0	10/2020	06/2021	EXPECTED TO OBLIGATE IN FY 2021	
14024	0918-47-240	SACHSE	CS	R	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	06/2021	EXPECTED TO OBLIGATE IN FY 2021	
14085.2	0918-47-307	NCTCOG	VA	E	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	07/2021	EXPECTED TO OBLIGATE IN FY 2021	
<u>25080.1</u>	<u>0902-00-303</u>	<u>NCTCOG</u>	<u>VA</u>	<u>E</u>	<u>INTEGRATED TRANSPORTATION STORMWATER MGMT PROJECT; APPROX 2,816 SQ MI STUDY AREA WITHIN CLEAR, ELM, & WEST FORK TRINITY;</u>	<u>INCLUDES WISE CO & PORTIONS OF DALLAS, DENTON, ELLIS, HOOD, JOHNSON, PARKER & TARRANT CO; ASSESS CURRENT & FUTURE FLOOD.</u>	<u>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.</u>	<u>\$3,000,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$3,000,000</u>	<u>\$0</u>	<u>11/2020</u>	<u>07/2021</u>	<u>EXPECTED TO OBLIGATE IN FY 2021</u>	<u>FEBRUARY 2021 TIP MODIFICATION TO ADD PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)</u>
54119.1	2964-10-008	TXDOT-DALLAS	SL 9	C	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	\$0	03/2021	07/2021	EXPECTED TO OBLIGATE IN FY 2021	
54119.2	2964-10-009	TXDOT-DALLAS	SL 9	C	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	\$0	03/2021	07/2021	EXPECTED TO OBLIGATE IN FY 2021	
14082	0902-90-164	HALTOM CITY	CS	E	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	07/2021	EXPECTED TO OBLIGATE	
52553	0171-05-081	TXDOT-FORT WORTH	SH 199	C	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	EXPECTED TO OBLIGATE IN FY 2021	FUNDING REFLECTS CHANGE ORDER TO CONSTRUCTION PHASE

STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY 2021

TIP CODE	CSJ	PROJECT SPONSOR	FACILITY	PHASE	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	REVISED START DATE	OBLIGATION STATUS	COMMENT
11649	0918-00-343	NCTCOG	VA	I	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 \$1,155,000	\$0	\$536,500 \$288,750	\$2,682,500 \$1,443,750	\$0	09/2020	08/2021	EXPECTED TO OBLIGATE IN FY 2021	
<u>25089.1</u>	<u>0902-00-300</u>	<u>NCTCOG</u>	<u>VA</u>	<u>I</u>	<u>REGIONAL RAIL INFORMATION SYSTEM (RRIS)</u>		<u>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</u>	<u>\$7,100,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$7,100,000</u>	<u>\$0</u>	<u>09/2020</u>	<u>08/2021</u>	<u>EXPECTED TO OBLIGATE IN FY 2021</u>	<u>FEBRUARY 2021 TIP MODIFICATION TO ADD PROJECT TO THE 2021-2024 TIP</u>
25069	0918-24-262	PLANO	VA	C	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	\$30,000,000	\$0	\$7,500,000	\$37,500,000	\$0	10/2020	08/2021	EXPECTED TO OBLIGATE IN FY 2021	
25078	0918-47-313	NCTCOG	CS	E	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	08/2021	EXPECTED TO OBLIGATE IN FY 2021	<u>IMPLEMENTING AGENCY MAY CHANGE, WHICH MAY IMPACT THE SCHEDULE FOR THIS OBLIGATION (DELAY IT TO A FUTURE YEAR)</u>
11647.1	0918-00-347	NCTCOG	VA	I	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	\$0	09/2020	09/2021	EXPECTED TO OBLIGATE IN FY 2021	
11674	0902-00-287	NCTCOG	VA	T	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	\$0	02/2021	09/2021	EXPECTED TO OBLIGATE IN FY 2021	
<u>55166.2</u>	<u>0442-02-165</u>	<u>TXDOT-DALLAS</u>	<u>IH 35E</u>	<u>C</u>	<u>SOUTH OF MARSALIS AVENUE, OVER IH 35</u>	<u>NORTH OF EWING AVENUE</u>	<u>CONSTRUCT LOCAL ENHANCEMENTS</u>	<u>\$12,987,805</u>	<u>\$0</u>	<u>\$0</u>	<u>\$12,987,805</u>	<u>\$0</u>	<u>02/2021</u>	<u>08/2021</u>	<u>EXPECTED TO OBLIGATE IN FY 2021</u>	<u>NOVEMBER 2020 TIP MODIFICATION, TO ADD PROJECT TO THE 2021-2024 TIP TO COVER CHANGE ORDER ON SOUTHERN GATEWAY DECK PLAZA</u>
14077	0918-24-249	ANNA	CS	E	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	\$0	09/2018	05/2021	EXPECTED TO OBLIGATE IN FY 2021	
20066	2374-03-074	TXDOT-DALLAS	IH 20	C	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	\$0	05/2021	05/2021	EXPECTED TO OBLIGATE IN FY 2021	
20096	0135-10-050	TXDOT-DALLAS	US 380	C	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	\$0	05/2021	05/2021	EXPECTED TO OBLIGATE IN FY 2021	
11655.1	0902-00-240	NCTCOG	VA	I	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	\$0	06/2021	06/2021	EXPECTED TO OBLIGATE IN FY 2021	

STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY 2021

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11694	0918-00-317	NCTCOG	VA	I	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	\$0	06/2021	06/2021	EXPECTED TO OBLIGATE IN FY 2021	
14039	0902-90-117	DFW AIRPORT	CS	C	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	\$0	07/2021	07/2021	EXPECTED TO OBLIGATE IN FY 2021	
<u>13060.2</u>	<u>0172-10-017</u>	<u>TXDOT-FORT WORTH</u>	<u>US 287</u>	<u>C</u>	<u>LONE STAR RD</u>	<u>ENTRANCE RAMP TO SB US 287</u>	<u>CONSTRUCT NEW 0 TO 2 LANE SB FRONTAGE ROAD, INTERSECTION IMPROVEMENTS AT US 287 AND LONE STAR RD, SIDEWALKS, DRAINAGE STRUCTURES</u>	<u>\$1,200,000</u>	<u>\$300,000</u>	<u>\$0</u>	<u>\$1,500,000</u>	<u>\$0</u>	<u>08/2021</u>	<u>08/2021</u>	<u>EXPECTED TO OBLIGATE IN FY 2021</u>	<u>FEBRUARY 2021 TIP MODIFICATION TO ADD NEW PROJECT TO THE 2021-2024 TIP</u>
<u>14081</u>	<u>2374-05-092</u>	<u>GRAND PRAIRIE</u>	<u>VA</u>	<u>C</u>	<u>ON GREAT SOUTHWEST PARKWAY FROM EASTBOUND IH 20 FRONTAGE ROAD</u>	<u>WESTBOUND IH 20 FRONTAGE ROAD</u>	<u>WIDEN ROADWAY FROM 4 TO 6 LANES WITH SIDEWALKS</u>	<u>\$1,751,200</u>	<u>\$437,800</u>	<u>\$0</u>	<u>\$2,189,000</u>	<u>\$0</u>	<u>08/2021</u>	<u>08/2021</u>	<u>EXPECTED TO OBLIGATE IN FY 2021</u>	<u>NOVEMBER 2020 TIP MODIFICATION TO ADVANCE CONSTRUCTION TO FY 2021</u>
11554.1	0902-00-269	NCTCOG	VA	I	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	\$642,000 \$520,000	\$0	\$0	\$642,000 \$520,000	\$0	08/2021	08/2021	EXPECTED TO OBLIGATE IN FY 2021	
<u>21009.1</u>	<u>0918-47-328</u>	<u>NCTCOG</u>	<u>VA</u>	<u>E</u>	<u>BACHMAN LAKE PLANNING STUDY; BOUNDED BY MOCKINGBIRD LANE TO THE SOUTH, IH 35E TO THE WEST,</u>	<u>INWOOD ROAD TO THE EAST, AND ROYAL LANE TO THE NORTH</u>	<u>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</u>	<u>\$800,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$800,000</u>	<u>\$0</u>	<u>09/2021</u>	<u>09/2021</u>	<u>EXPECTED TO OBLIGATE IN FY 2021</u>	<u>NOVEMBER 2020 TIP MODIFICATION TO ADD PROJECT TO THE 2021-2024 TIP</u>
11663.2	0902-00-220	TXDOT-FORT WORTH	VA	I	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	EXPECTED TO OBLIGATE IN FY 2021	
<u>11696.2</u>	<u>0902-00-301</u>	<u>TXDOT-FORT WORTH</u>	<u>VA</u>	<u>I</u>	<u>REGIONWIDE OPTIMIZED FREIGHT MOVEMENT PROJECT; INCLUDES RESEARCH, DEPLOYMENT,</u>	<u>& MONITORING OF TRANSPORTATION INNOVATIONS AND TECHNOLOGY TO IMPROVE FLOW OF FREIGHT VEHICLES</u>	<u>THROUGH INTERSECTIONS IN DALLAS-FORT WORTH IN PARTNERSHIP WITH INDUSTRY, GOVERNMENTS & OTHER PERTINENT PARTIES; INCLUDES NCTCOG STAFF TIME</u>	<u>\$4,800,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$4,800,000</u>	<u>\$0</u>	<u>09/2021</u>	<u>09/2021</u>	<u>EXPECTED TO OBLIGATE IN FY 2021</u>	<u>FEBRUARY 2021 TIP MODIFICATION TO ADD PROJECT TO THE 2021-2024 TIP</u>
25013	0902-90-172	FORT WORTH	CS	R	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	\$0 \$800,000	\$0	\$0	\$0 \$800,000	\$0	09/2020	10/2021	NOT EXPECTED TO OBLIGATE IN FY 2021	<u>FUNDING MOVED TO FY 2022 VIA FEBRUARY 2021 TIP MODIFICATION CYCLE</u>
14032	0918-47-246	TXDOT-DALLAS	CS	E	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	NOT EXPECTED TO OBLIGATE IN FY 2021	COST OVERRUN FUNDS ON A PREVIOUSLY OBLIGATED PHASE
14032	0918-47-246	TXDOT-DALLAS	CS	R	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	NOT EXPECTED TO OBLIGATE IN FY 2021	<u>PROJECT TO BE DELAYED TO FY 2022</u>

STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY 2021

TIP CODE	CSJ	PROJECT SPONSOR	FACILITY	PHASE	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	REVISED START DATE	OBLIGATION STATUS	COMMENT
14082	0902-90-164	HALTOM CITY	CS	R	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	01/2022	NOT EXPECTED TO OBLIGATE IN FY 2021	<u>PROJECT TO BE DELAYED TO FY 2022</u>
14002	0918-47-208	DALLAS CO	CS	R	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	NOT EXPECTED TO OBLIGATE IN FY 2021	<u>PROJECT TO BE DELAYED TO FY 2022</u>
<u>20304.3</u>	<u>0918-47-330</u>	<u>TXDOT-DALLAS</u>	<u>VA</u>	<u>I</u>	<u>HIGHWAY INCIDENT REPORTING SOFTWARE & EQUIPMENT</u>		<u>PURCHASE OF HIGHWAY INCIDENT REPORTING SOFTWARE & EQUIPMENT TO MITIGATE CRASH RISK BY IMPROVING EFFICIENCY AND MINIMIZING TIME REQUIRED PER INCIDENT</u>	<u>\$66,540</u>	<u>\$0</u>	<u>\$0</u>	<u>\$66,540</u>	<u>\$0</u>	<u>09/2022</u>	<u>09/2022</u>	<u>NOT EXPECTED TO OBLIGATE IN FY 2021</u>	<u>FEBRUARY 2021 TIP MODIFICATION TO ADD PROJECT TO THE 2021-2024 TIP</u>
11682	0918-24-257	FRISCO	VA	I	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	\$300,000	\$0	\$75,000	\$375,000	\$0	08/2020	N/A	NOT EXPECTED TO OBLIGATE IN FY 2021	<u>CITY HAS OPTED TO CANCEL THIS PROJECT AND RETURN FUNDS TO REGIONAL POOL</u>
14060	0918-24-258	MCKINNEY	CS	E	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 \$180,000	\$0	\$0	\$0 \$180,000	\$0	10/2020	N/A	NOT EXPECTED TO OBLIGATE IN FY 2021	<u>FEBRUARY 2021 TIP MODIFICATION REMOVED STBG FUNDING FROM THIS PROJECT</u>
11613.1	8300-00-038	TXDOT	VA	I	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)	NOT EXPECTED TO OBLIGATE	
TOTAL								\$189,172,771	\$17,549,381	\$14,517,454	\$221,239,606	\$38,076,667				

TOTAL CLOSEOUTS/WITHDRAWALS	(\$705,100)
TOTAL PROJECT ADJUSTMENTS	\$1,053,005
TOTAL OBLIGATED IN FY 2020	\$26,234,882
TOTAL OBLIGATED IN FY 2021	\$11,841,785
TOTAL EXPECTED TO OBLIGATE	\$147,268,667
TOTAL NOT EXPECTED TO OBLIGATED	\$4,089,040

TRANSPORTATION ALTERNATIVES SET ASIDE FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY 2021

TIP CODE	CSJ	PROJECT SPONSOR	FACILITY	PHASE	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	VA	C	DR. BRUCE WOOD ELEMENTARY SCHOOL CONNECTION EXTENSIONS; SAFE ROUTES TO SCHOOL	<u>ALONG ROCKWALL AVENUE TO SOUTH OF KENNEDY, AND ALONG DRAINAGE EASEMENT NORTH OF BAKER FROM ROCKWALL TO FRANCES ALONG ROCKWALL AVE, BAKER ST, PACIFIC AVE, AND GRIFFITH AVE</u>	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; <u>FUNDING MOVED TO FY 2020 TO MATCH OBLIGATION</u>
40046	0918-11-099	TERRELL	VA	CE	DR. BRUCE WOOD ELEMENTARY SCHOOL CONNECTION EXTENSIONS; SAFE ROUTES TO SCHOOL	<u>ALONG ROCKWALL AVENUE TO SOUTH OF KENNEDY, AND ALONG DRAINAGE EASEMENT NORTH OF BAKER FROM ROCKWALL TO FRANCES ALONG ROCKWALL AVE, BAKER ST, PACIFIC AVE, AND GRIFFITH AVE</u>	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; <u>FUNDING MOVED TO FY 2020 TO MATCH OBLIGATION</u>
40037	0918-25-025	HEATH	CS	C	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; <u>FUNDING MOVED TO FY 2020 TO MATCH OBLIGATION</u>
40037	0918-25-025	HEATH	CS	CE	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; <u>FUNDING MOVED TO FY 2020 TO MATCH OBLIGATION</u>
40060	0902-90-081	RICHLAND HILLS	CS	C	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; <u>FUNDING MOVED TO FY 2020 TO MATCH OBLIGATION</u>
40048	0918-47-205	DALLAS	VA	C	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	01/2021 (ACTUAL)	OBLIGATED (2020)	FUNDING HAS OBLIGATED AS OF JULY 2020; <u>FUNDING MOVED TO FY 2020 TO MATCH OBLIGATION</u>
40048	0918-47-205	DALLAS	VA	CE	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	01/2021 (ACTUAL)	OBLIGATED (2020)	FUNDING HAS OBLIGATED AS OF JULY 2020; <u>FUNDING MOVED TO FY 2020 TO MATCH OBLIGATION</u>
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	04/2021	04/2021	EXPECTED TO OBLIGATE IN FY 2021	
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	04/2021	04/2021	EXPECTED TO OBLIGATE IN FY 2021	
<u>54062</u>	<u>0008-13-221</u>	<u>TXDOT-FORT WORTH</u>	<u>IH 820</u>	<u>C</u>	<u>SH 121/SH 183 INTERCHANGE</u>	<u>RANDOL MILL ROAD</u>	<u>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)</u>	<u>\$102,362</u>	<u>\$25,591</u>	<u>\$0</u>	<u>\$127,953</u>	<u>\$102,362</u>	<u>01/2021</u>	<u>04/2021</u>	<u>EXPECTED TO OBLIGATE IN FY 2021</u>	<u>FUNDING ADDED TO FY 2021 VIA FEBRUARY 2021 TIP MODIFICATION CYCLE; CHANGE ORDER ON EXISTING PROJECT</u>
40038	0918-47-209	CEDAR HILL	VA	C	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	\$0	08/2020	05/2021	EXPECTED TO OBLIGATE IN FY 2021	
40038	0918-47-209	CEDAR HILL	VA	CE	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	\$0	08/2020	05/2021	EXPECTED TO OBLIGATE IN FY 2021	

TRANSPORTATION ALTERNATIVES SET ASIDE FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY 2021

TIP CODE	CSJ	PROJECT SPONSOR	FACILITY	PHASE	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	REVISED START DATE	OBLIGATION STATUS	COMMENTS
40055	0902-90-079	NORTH RICHLAND HILLS	CS	C	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	\$0	09/2020	05/2021	EXPECTED TO OBLIGATE IN FY 2021	
40055	0902-90-079	NORTH RICHLAND HILLS	CS	CE	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	\$0	09/2020	05/2021	EXPECTED TO OBLIGATE IN FY 2021	
40049	0918-47-206	DALLAS	VA	C	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	\$0	02/2021	06/2021	EXPECTED TO OBLIGATE IN FY 2021	
40049	0918-47-206	DALLAS	VA	CE	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	\$0	02/2021	06/2021	EXPECTED TO OBLIGATE IN FY 2021	
40065	0902-90-085	ARLINGTON	VA	C	JULIA BURGEN 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	09/2021	EXPECTED TO OBLIGATE IN FY 2021	
40065	0902-90-085	ARLINGTON	VA	CE	JULIA BURGEN 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	09/2021	EXPECTED TO OBLIGATE IN FY 2021	
<u>40069</u>	<u>0902-38-138</u>	<u>HUDSON OAKS</u>	<u>VA</u>	<u>E</u>	<u>HUDSON OAKS MULTIMODAL TRAIL; ON OAKRIDGE DRIVE FROM SOUTH OF SONORA CANYON ROAD TO INSPIRATION DRIVE AND</u>	<u>ON INSPIRATION DRIVE FROM OAKRIDGE ROAD TO HUDSON OAKS DRIVE</u>	<u>CONSTRUCT SHARED USE PATH</u>	<u>\$79,184</u>	<u>\$0</u>	<u>\$19,796</u>	<u>\$98,980</u>	<u>\$0</u>	<u>09/2021</u>	<u>09/2021</u>	<u>EXPECTED TO OBLIGATE IN FY 2021</u>	<u>FUNDING WAS MOVED TO FY 2021 VIA FEBRUARY 2021 TIP MODIFICATION CYCLE</u>
40041	0918-47-202	CEDAR HILL	VA	C	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	\$0	08/2020	09/2021	NOT EXPECTED TO OBLIGATE IN FY 2021	<u>PROJECT TO BE DELAYED TO FY 2022</u>
40041	0918-47-202	CEDAR HILL	VA	CE	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	\$0	08/2020	09/2021	NOT EXPECTED TO OBLIGATE IN FY 2021	<u>PROJECT TO BE DELAYED TO FY 2022</u>
40068	0918-47-311	BALCH SPRINGS	CS	E	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	\$234,537	\$0	\$0	\$234,537	\$0	02/2021	10/2021	NOT EXPECTED TO OBLIGATE IN FY 2021	<u>FUNDING HAS NOT OBLIGATED DUE TO DELAYED APPROVAL OF THE 2021-2024 TIP (EXPECTED JUNE 2021)</u>
14013.2	0918-48-003	DART	VA	T	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)	\$0 <u>\$4,648,925</u>	\$0	\$0	\$0 <u>\$4,648,925</u>	\$0	11/2020	10/2021	NOT EXPECTED TO OBLIGATE IN FY 2021	<u>FUNDING WAS MOVED TO FY 2022 VIA FEBRUARY 2021 TIP MODIFICATION CYCLE</u>

TRANSPORTATION ALTERNATIVES SET ASIDE FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY 2021

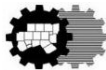
TIP CODE	CSJ	PROJECT SPONSOR	FACILITY	PHASE	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	REVISED START DATE	OBLIGATION STATUS	COMMENTS
40061	0902-90-082	FORT WORTH	VA	C	WJ TURNER ELEM, DIAMOND HILL ELEM AND BONNIE BRAE ELEM SCHOOL CAMPUSES BOUNDED 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	\$0	07/2020	12/2021	NOT EXPECTED TO OBLIGATE IN FY 2021	<u>PROJECT TO BE DELAYED TO FY 2022</u>
40061	0902-90-082	FORT WORTH	VA	CE	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	12/2021	NOT EXPECTED TO OBLIGATE IN FY 2021	<u>PROJECT TO BE DELAYED TO FY 2022</u>
40062	0902-90-084	FORT WORTH	VA	C	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	\$0	07/2020	12/2021	NOT EXPECTED TO OBLIGATE IN FY 2021	<u>PROJECT TO BE DELAYED TO FY 2022</u>
40062	0902-90-084	FORT WORTH	VA	CE	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	12/2021	NOT EXPECTED TO OBLIGATE IN FY 2021	<u>PROJECT TO BE DELAYED TO FY 2022</u>
40063	0902-90-083	FORT WORTH	VA	C	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	\$0	07/2020	12/2021	NOT EXPECTED TO OBLIGATE IN FY 2021	<u>PROJECT TO BE DELAYED TO FY 2022</u>
40063	0902-90-083	FORT WORTH	VA	CE	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	12/2021	NOT EXPECTED TO OBLIGATE IN FY 2021	<u>PROJECT TO BE DELAYED TO FY 2022</u>
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	06/2021	04/2022	NOT EXPECTED TO OBLIGATE IN FY 2021	<u>PROJECT TO BE DELAYED TO FY 2022</u>
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	06/2021	04/2022	NOT EXPECTED TO OBLIGATE IN FY 2021	<u>PROJECT TO BE DELAYED TO FY 2022</u>
TOTAL								\$16,801,912	\$25,591	\$4,116,252	\$20,943,755	\$6,002,496				

TOTAL CLOSEOUTS/WITHDRAWALS	(\$232,707)
TOTAL PROJECT ADJUSTMENTS	(\$623,335)
TOTAL OBLIGATED IN FY 2020	\$5,900,134
TOTAL OBLIGATED IN FY 2021	\$0
TOTAL EXPECTED TO OBLIGATE	\$7,395,157
TOTAL NOT EXPECTED TO OBLIGATED	\$3,395,948

FISCAL YEAR 2021 PROJECT TRACKING

Surface Transportation Technical Committee

March 26, 2021



North Central Texas
Council of Governments
Transportation Department

BACKGROUND

- Due to significant implementation delays on projects across the region and a need to draw down the region's carryover balances, the TIP team has started a more robust project tracking effort in order to highlight and prevent these delays.
- At the beginning of the fiscal year, staff provided the Surface Transportation Technical Committee (STTC) and the Regional Transportation Council (RTC) with 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 a quarterly basis.
- This 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 FY2021 PROJECT FUNDING - CMAQ

	OCTOBER 2020	MARCH 2021
Federal Funding Allocated in FY2021	\$73,963,059	\$73,963,059
Estimated Federal Carryover Funds (FY2020 to FY2021)	<u>+\$58,400,000</u>	<u>+58,400,000</u>
Total Available Federal Funding in FY2021	\$132,363,059	\$132,363,059
Total Federal Funding Programmed	\$121,295,638	\$110,958,697
Federal Funding Obligated (2020) ¹	\$11,303,022	\$16,488,302
Federal Funding Obligated (2021) ¹	\$0	\$23,728,079
FY2021 Project Phases ²	61	46
Project Phases Obligated to Date	14	24
Project Phases Past Their Original Estimated Start Date	16	27

1: Obligations based on the federal fiscal year, which runs from October to September

2: 16 project phases removed from and 1 added to FY2021 since last presentation

SUMMARY OF TIP FY2021 PROJECT FUNDING - STBG

	OCTOBER 2020	MARCH 2021
Federal Funding Allocated in FY2021	\$116,230,858	\$116,230,858
Estimated Federal Carryover Funds (FY2020 to FY2021)	<u>+\$168,000,000</u>	<u>+\$168,000,000</u>
Total Available Federal Funding in FY2021	\$284,230,858	\$284,230,858
Total Federal Funding Programmed	\$154,318,314	\$178,697,889
Federal Funding Obligated (2020) ¹	\$23,440,882	\$26,234,882
Federal Funding Obligated (2021) ¹	\$0	\$11,841,785
FY2021 Project Phases ²	52	53
Project Phases Obligated to Date	9	24
Project Phases Past Their Original Estimated Start Date	10	24

1: Obligations based on the federal fiscal year, which runs from October to September

2: 12 project phases removed from and 13 phases added to FY2021 since last presented

SUMMARY OF TIP FY2021 PROJECT FUNDING – TA SET ASIDE

	OCTOBER 2020	MARCH 2021
Federal Funding Allocated in FY2021	\$7,948,734	\$7,948,734
Estimated Federal Carryover Funds (FY2020 to FY2021)	<u>+\$14,913,943</u>	<u>+\$14,913,943</u>
Total Available Federal Funding in FY2021	\$22,862,677	\$22,862,667
Total Federal Funding Programmed	\$21,269,291	\$10,791,105
Federal Funding Obligated (2020) ¹	\$5,900,134	\$5,900,134
Federal Funding Obligated (2021) ^{1, 2}	\$0	-\$856,042
FY2021 Project Phases ³	29	23
Project Phases Obligated to Date	7	7
Project Phases Past Their Original Estimated Start Date	12	18

1: Obligations based on the federal fiscal year, which runs from October to September

2: Negative balance due to project closeouts, withdrawals, and changes

3: 2 project phases added to and 8 removed from FY2021 since last presentation

SUMMARY OF PROGRESS

- As of March 2021, we are six months into the fiscal year, which means the year is 50 percent complete.
- Yet only:
 - 21 percent of CMAQ funds have been obligated
 - 7 percent of STBG funds have been obligated
 - 0 percent of TA-Set Aside funds have been obligated
- Given that obligations are not speeding up as quickly as needed and STBG funds have the largest balance, staff will be proposing a STBG/Category 2 funding partnership as part of the region's 10-Year Plan this spring.
- Approximately \$7M of TA-Set Aside funds are at risk of lapsing this year if the projects on this list do not obligate in time.

NEXT STEPS

- Continue monitoring project progress and working with project sponsors and TxDOT to resolve issues that may be causing delays in project implementation.
- Bring back another update to the Committee and the RTC in the next quarter

QUESTIONS?

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MOBILITY 2045 – 2022 UPDATE

Surface Transportation Technical Committee
March 26, 2021

plan in progress
MOBILITY 2045
2022 UPDATE



MOBILITY 2045

RTC Adopted June 14, 2018

Must adopt updated plan within four years

Transportation Conformity achieved
November 21, 2018

Expires November 21, 2022



MOBILITY PLAN UPDATE

Target Adoption: June 2022

Base Year: 2023

Horizon Year: 2045

Revised 2045 Demographics

Revised 2045 Revenue Forecast

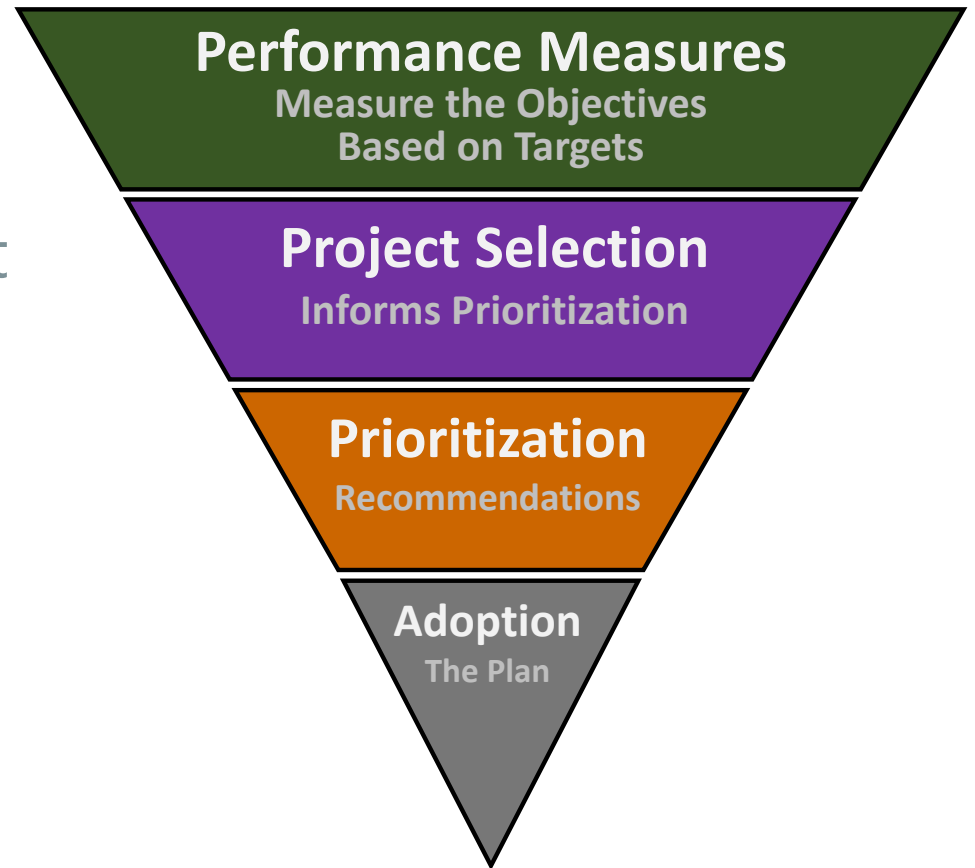
MOBILITY PLAN FOUNDATION

Strengthening the Mobility Plan through performance-based framework

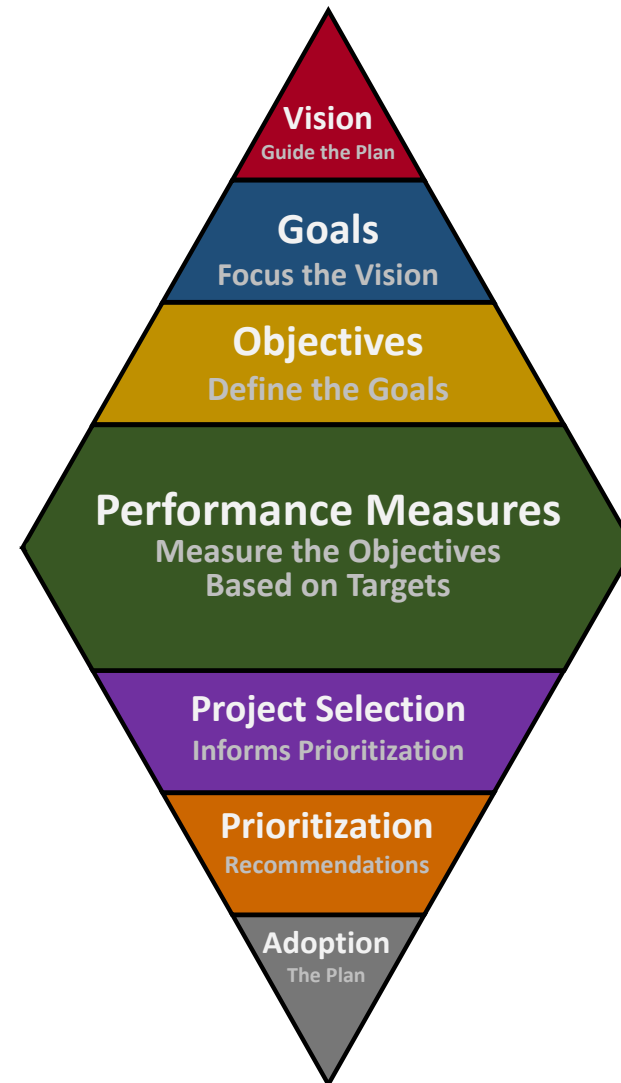


MOBILITY PLAN CONSTRUCTION

Performance measurement informs Mobility Plan recommendations



MOBILITY PLAN DEVELOPMENT





PLAN IN PROGRESS

COMPLETED

- ✓ Reaffirm vision, goals
- ✓ Public involvement framework
 - ✓ Mobility Plan Update webpage
www.nctcog.org/PlaninProgress
 - ✓ Map Your Experience webpage
www.nctcog.org/MapYourExperience

CURRENT EFFORTS

- ❑ Performance measure development
- ❑ Policy and program review
- ❑ Policy Bundle review
- ❑ Agency and partner coordination
- ❑ Financial plan

MOBILITY PLAN GOALS

Four goal themes

Nine goals

Mobility

- Improve Transportation Options
- Support Travel Efficiency Strategies
- Ensure Community Access to System and Process

Quality of Life

- Enhance Environment and Lifestyles
- Encourage Sustainable Development

System Sustainability

- Ensure Adequate Maintenance, Safety, and Reliability
- Pursue Long Term, Sustainable Financial Resources

Implementation

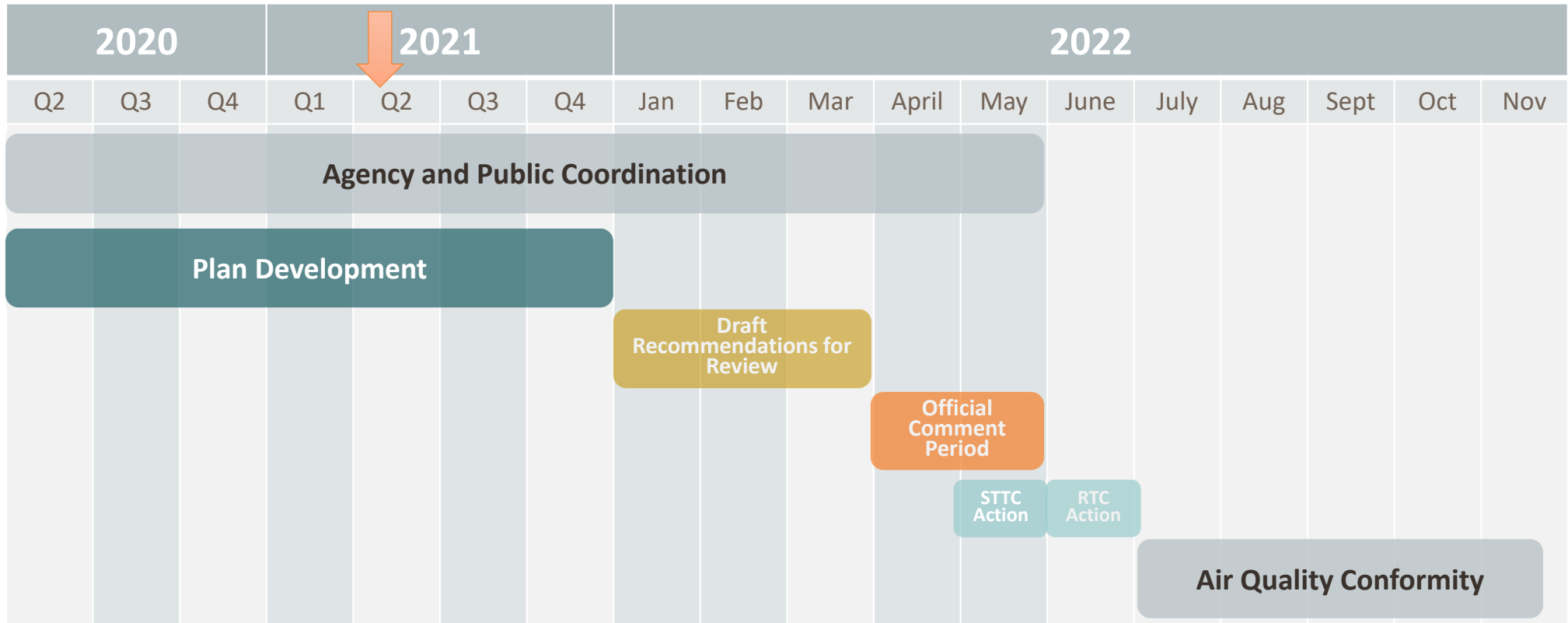
- Provide Timely Planning and Implementation
- Develop Cost Effective Projects and Programs

MAP YOUR EXPERIENCE

- Digital tool part of a suite of input tools and processes
- Input will be mapped against plan recommendations to find solutions already underway, gaps, and areas of need
- MYE campaign in March-April
- Results will be brought back to future meetings



MOBILITY PLAN SCHEDULE



Notes:

- Public meetings held during highlighted months.
- Regional Transportation Council action on Mobility 2045 scheduled for June 9, 2022.

CONTACT US



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CHANGING MOBILITY

DATA, INSIGHTS, AND DELIVERING
INNOVATIVE PROJECTS DURING COVID
RECOVERY

Surface Transportation Technical Committee
March 2021

Michael Morris, P.E.
Director of Transportation



Imagery Provided By Getty

POLICY METRICS: CHANGING MOBILITY

METRIC 1: Travel behavior response to COVID-19

METRIC 2: Financial implications to traditional revenue sources

METRIC 3: Benefits of travel behavior responses to areas of RTC responsibility

METRIC 4: Prioritization of infrastructure improvements that offset unemployment increases

Metric 1: TRAVEL BEHAVIOR RESPONSE TO COVID-19

TRAVEL BEHAVIOR BY MODE



Bicycle/Pedestrian (+36%, December)



Freeway Volumes (-7%, January)

Toll Road (-17%, December)

Airport Passengers (-47%, December)

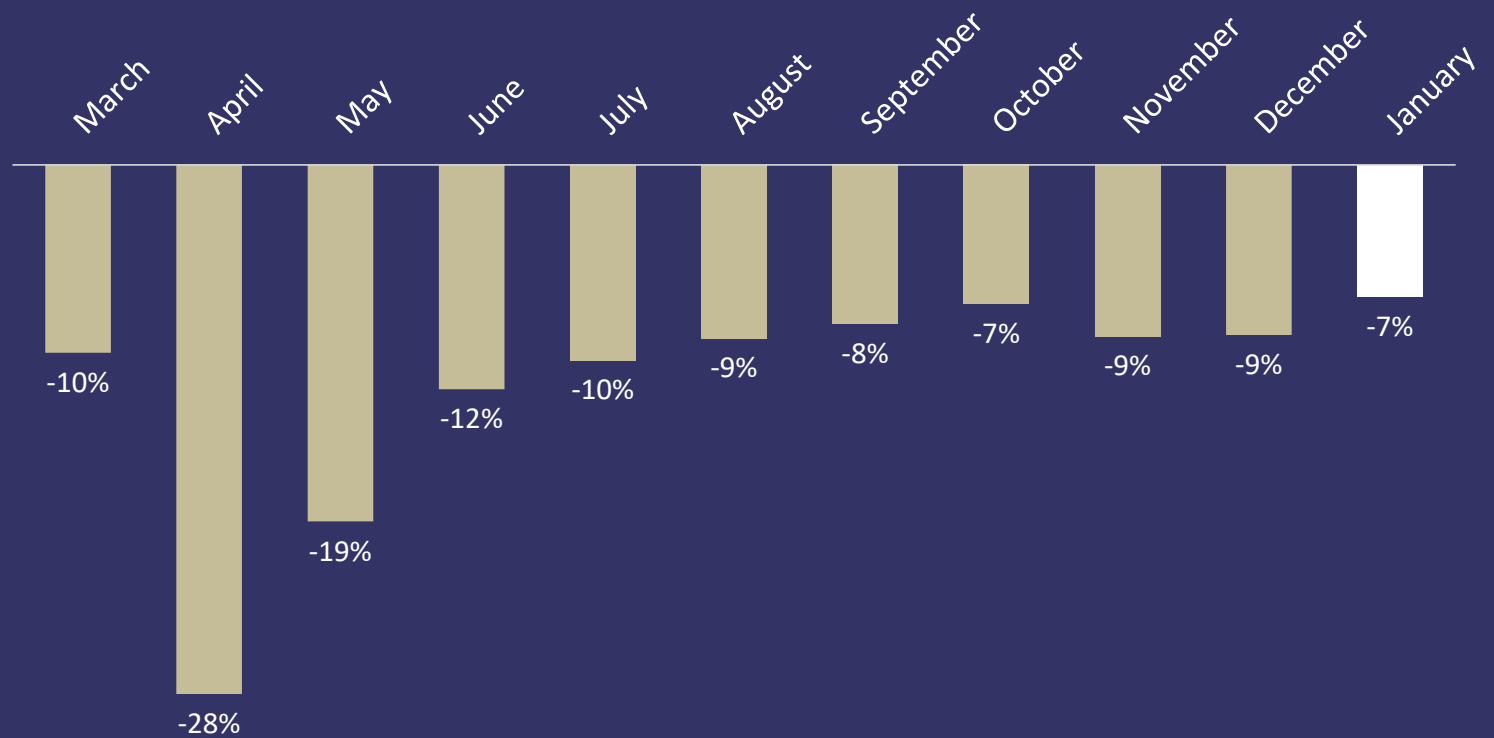
Transit Ridership (-51%, January)



ROADWAY TRENDS

Average
Weekday
Freeway
Volumes

Traffic Decrease vs 2019

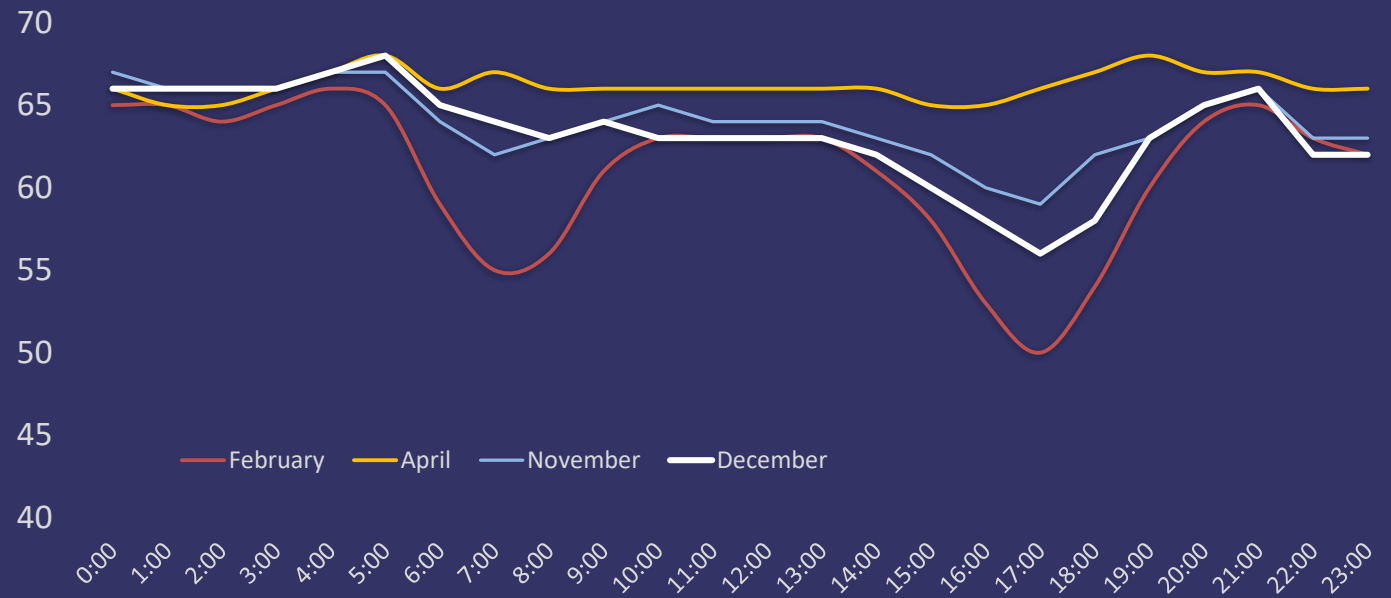


Source: TxDOT Dallas/TxDOT Fort Worth Radar Traffic Counters.
As of October 2020 growth calculations are based on Fort Worth locations.

ROADWAY TRENDS

Regional Average
Freeway Speeds

Average Weekday Speeds, Weighted by Traffic Volumes

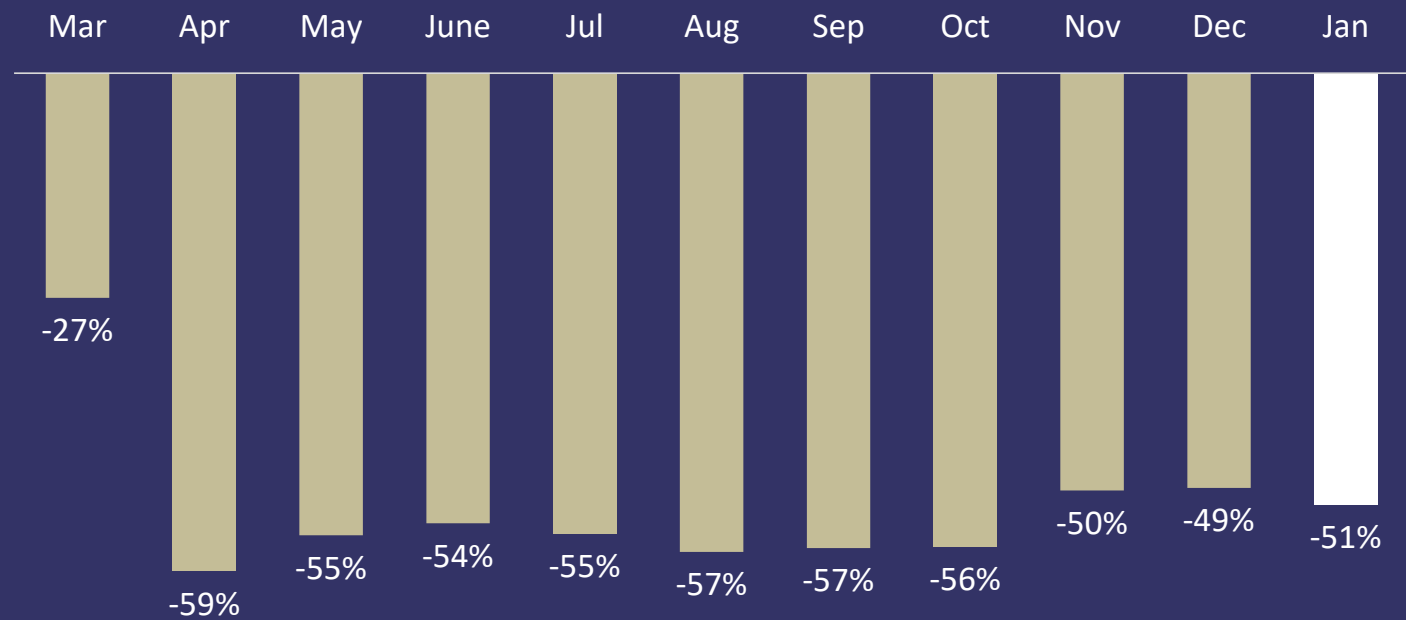


Source: TxDOT Sidefire Devices

TRANSIT IMPACTS

Weekday
Ridership

Passenger Decrease : 2019 vs 2020

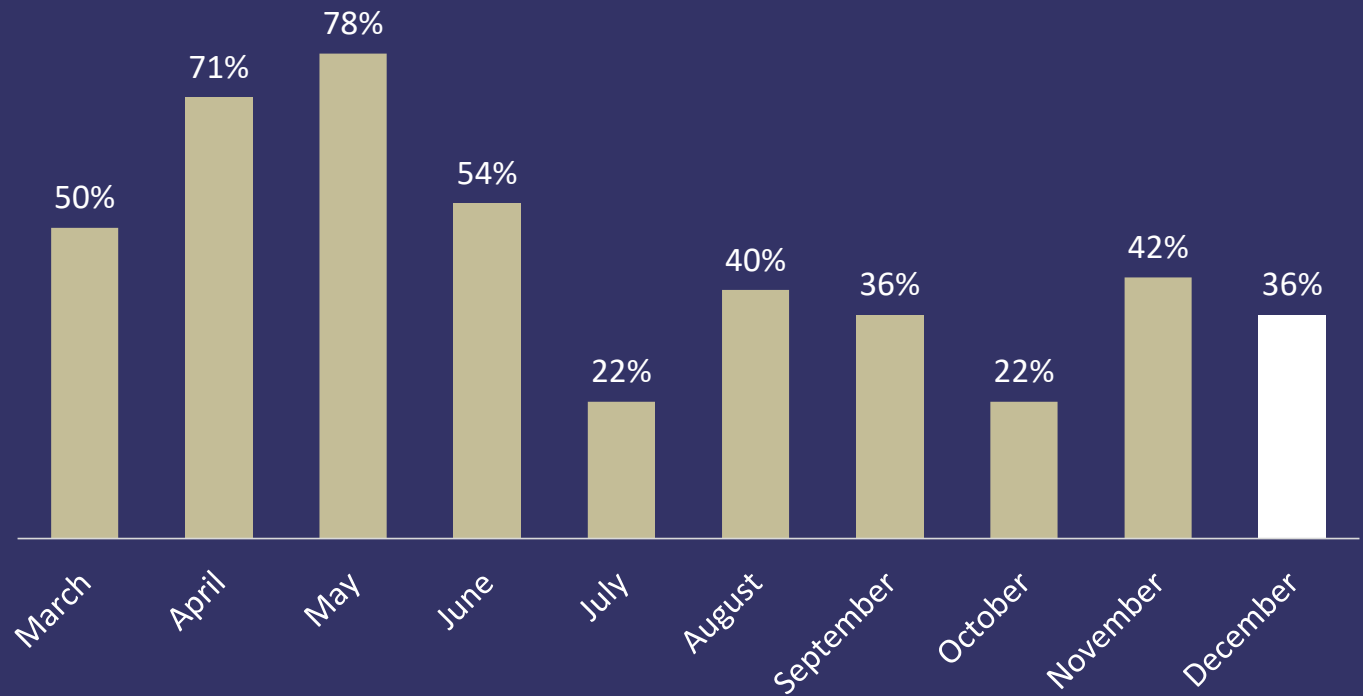


Source: DART, DCTA, and Trinity Metro

BICYCLE AND PEDESTRIAN IMPACTS

Trail Counts

Increase in Full Week Trail Usage : 2019 vs 2020



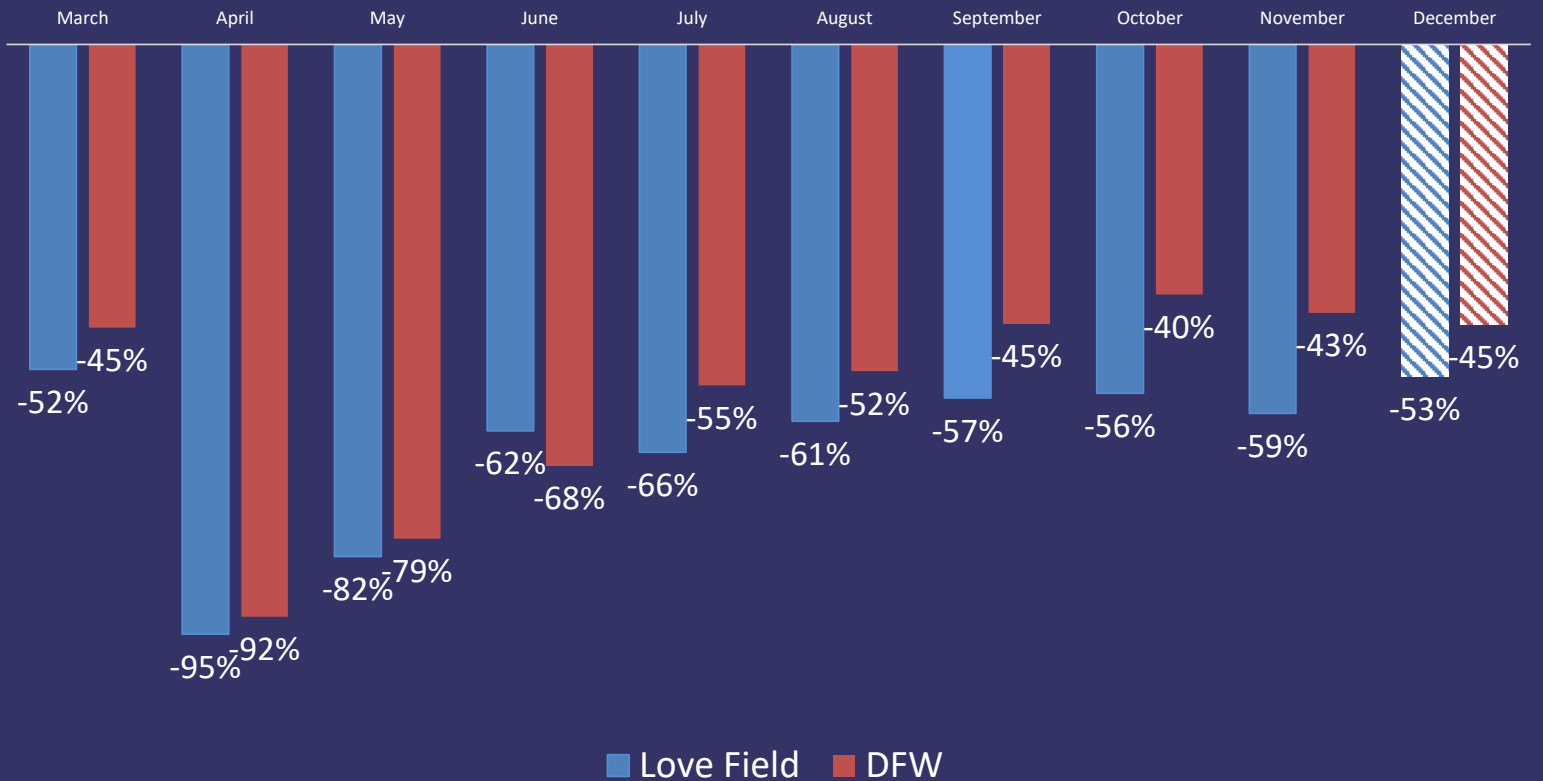
Source: NCTCOG - collected at 8 sites located in Plano, North Richland Hills, Denton, Dallas, Fort Worth, and Allen.

Note: No adjustments for weather were applied.

AIRPORT TRENDS

Passengers

Change in Airport Passengers - 2019 vs 2020

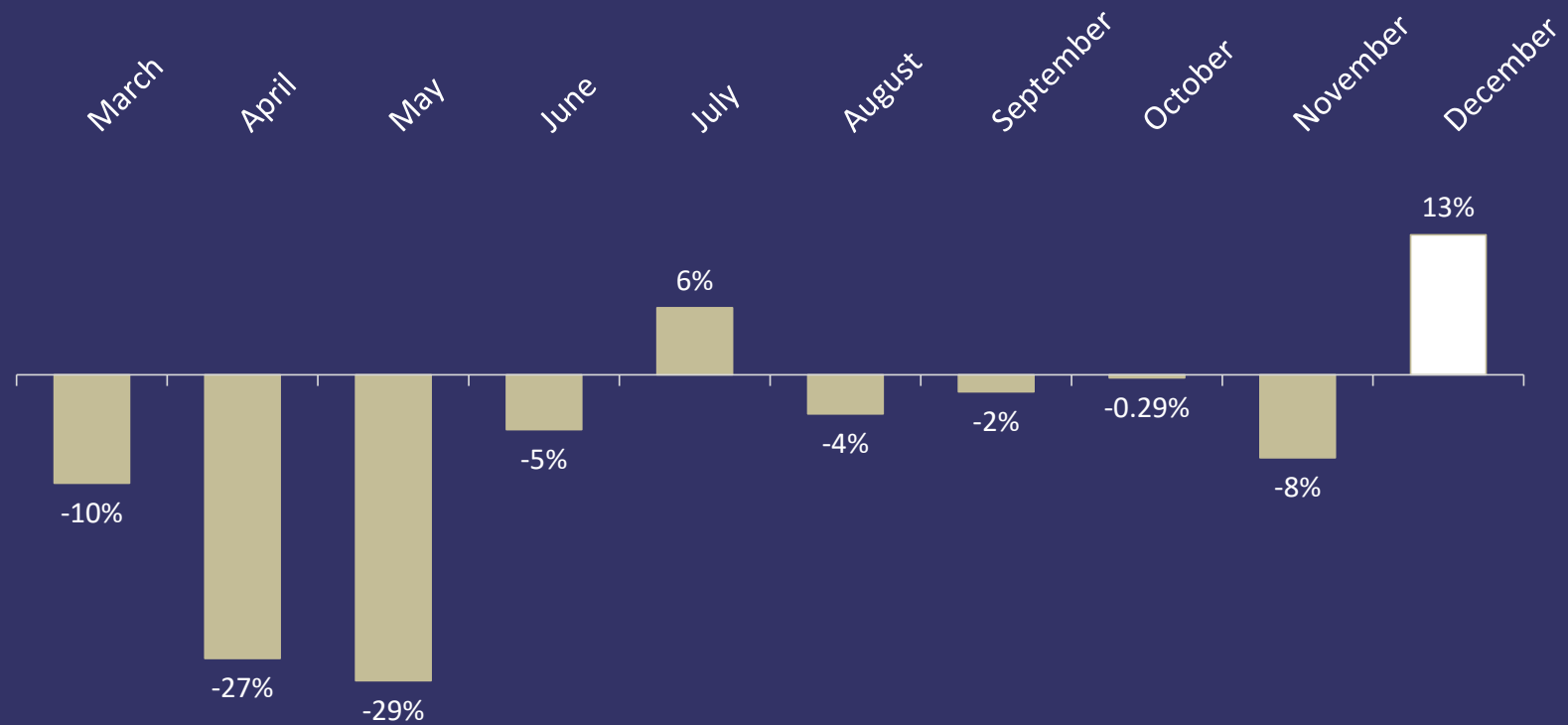


Source: Dallas Love Field and DFWIA Websites

ROADWAY TRENDS

Crashes

Percentage Difference in Serious Crash Rates
2019 vs 2020



Data current as of 1/13/2021

Metric 2: FINANCIAL IMPLICATIONS TO TRADITIONAL TRANSPORTATION REVENUE

FINANCIAL IMPLICATIONS



0



Transit Sales Tax Allocations (-2%, December)

Sales Tax (-0.3%, January)

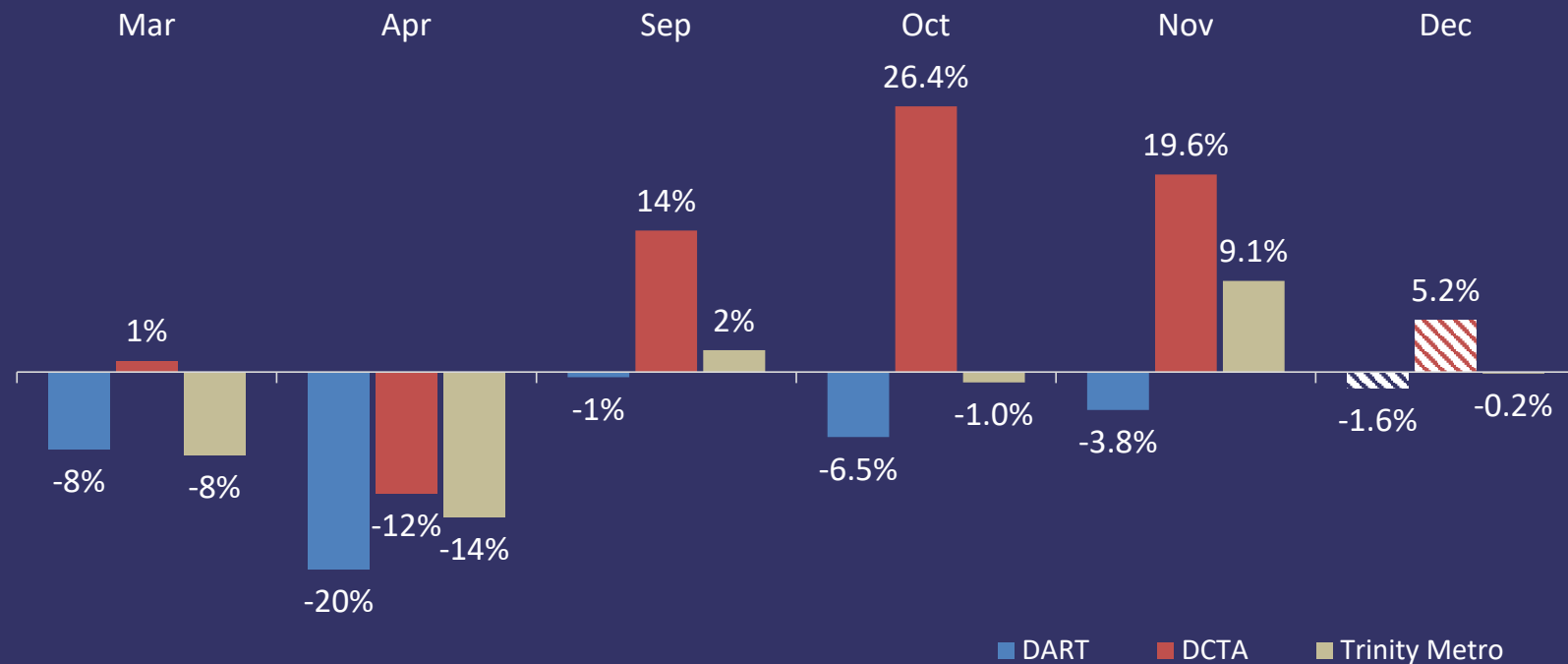
Motor Fuel Tax (-4.7%, January)

Motor Vehicle Sales and Rental Tax (-13.4%, January)

FUNDING IMPACT

Transit - Sales Tax Allocations

Sales Taxes Allocated For Transit: 2019 vs 2020



Source: DART, DCTA, and Trinity Metro

FUNDING IMPACT

Motor Fuel
Tax Decrease

Change in Motor Fuel Tax: 2020 vs 2019

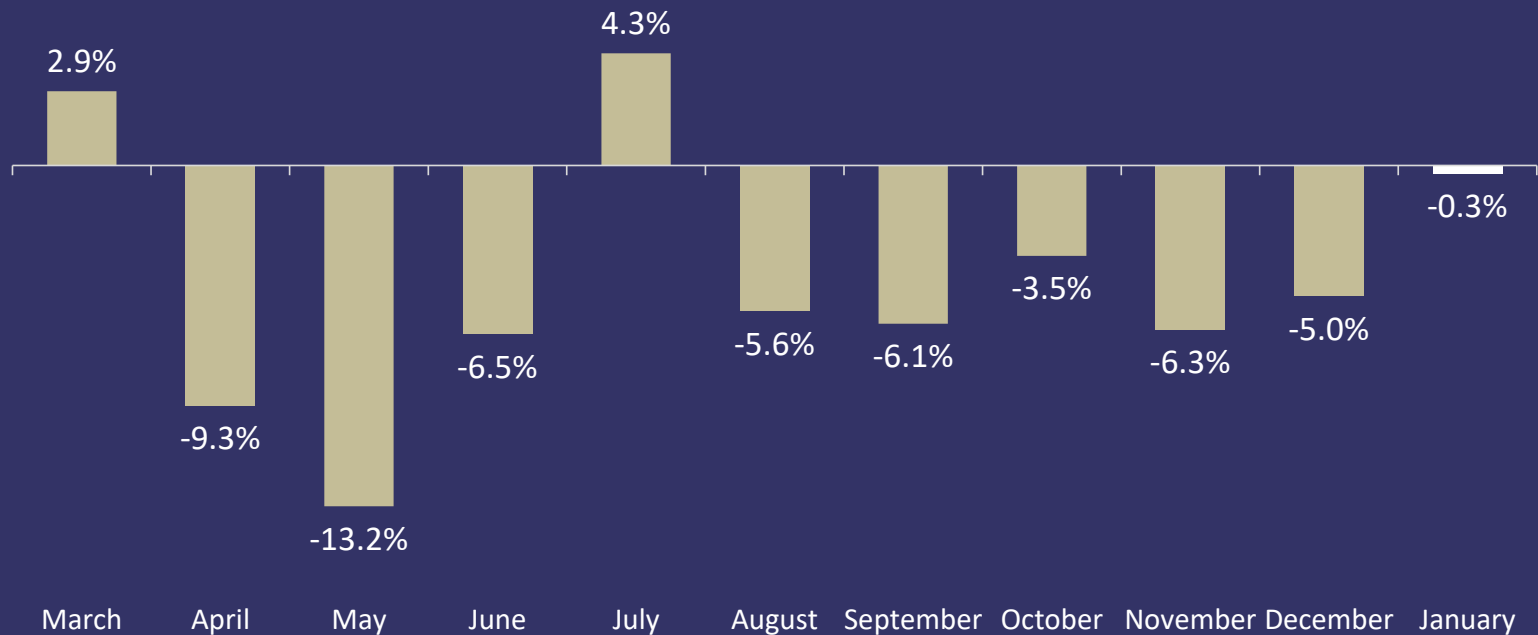


Source: Texas Comptroller of Public Accounts
Month reflects reporting data, not collection date

FUNDING IMPACT

Sales Tax
(Component
of Proposition
7¹)

Change in Sales Tax: 2019 vs 2020



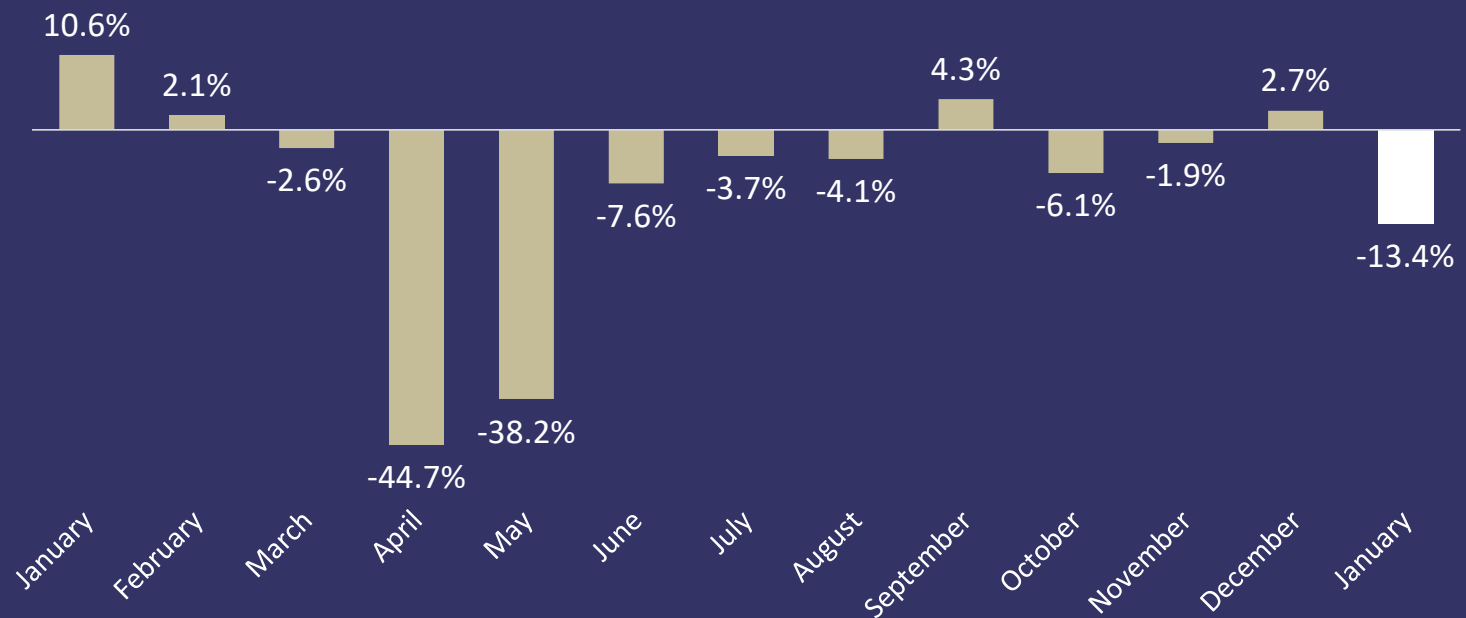
Source: Texas Comptroller of Public Accounts

¹ Proposition 7 includes General State Sales Tax and Motor Vehicle Sales Tax
Month reflects reporting date, not collection date

FUNDING IMPACT

Motor Vehicle
Sales and
Rental Tax
(Component of
Proposition 7¹)

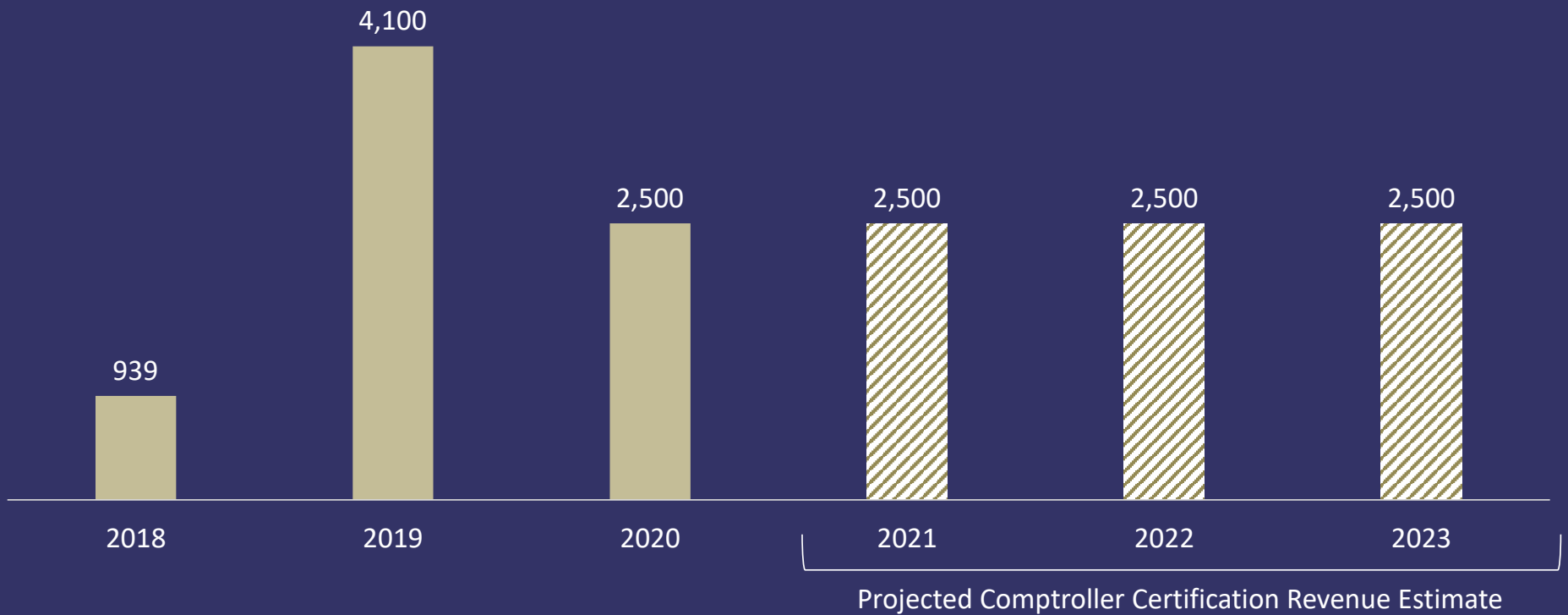
Motor Vehicle Sales and Rental Tax
Change: 2020 vs 2019



Source: Texas Comptroller of Public Accounts

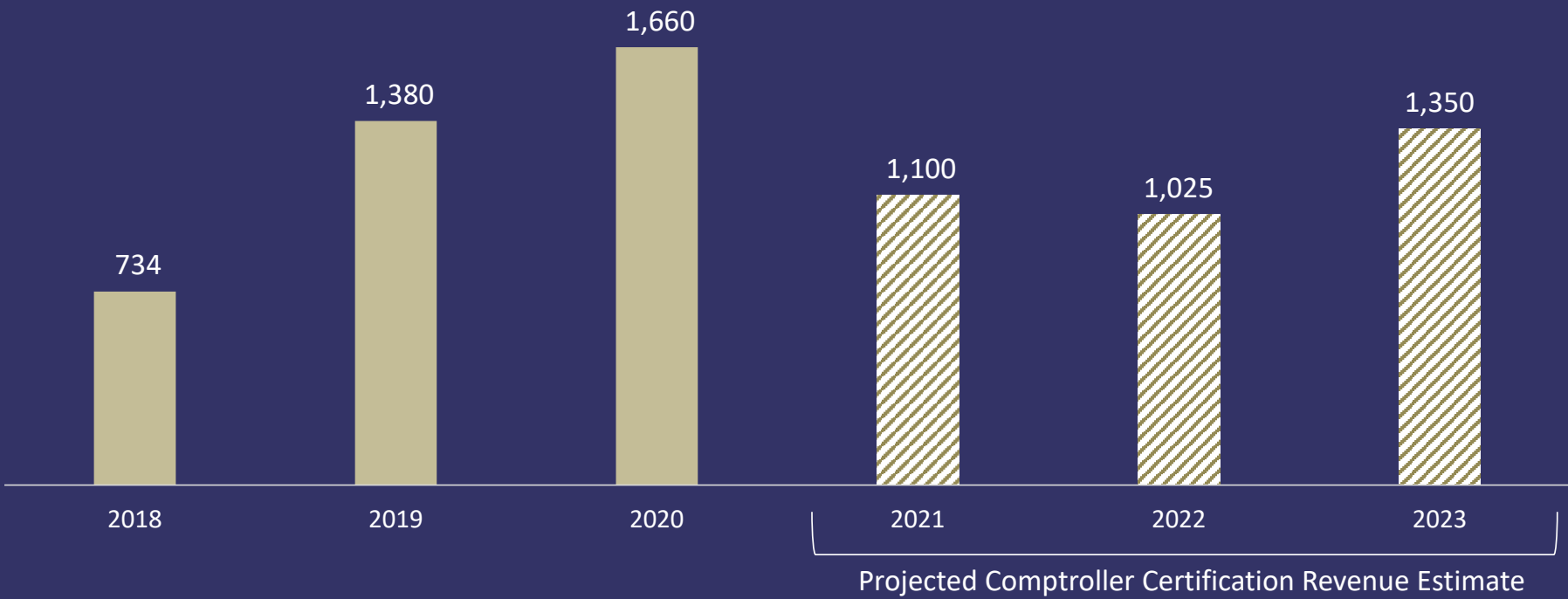
¹ Proposition 7 includes General State Sales Tax and Motor Vehicle Sales Tax
Month reflects reporting date, not collection date

Proposition 7 (Sale & Use/MV Sales & Rental Taxes) Transfers to the State Highway Fund, Millions



Source: Texas Comptroller of Public Accounts

Proposition 1 (Oil & Gas Severance Tax) Transfers to the State Highway Fund, Millions

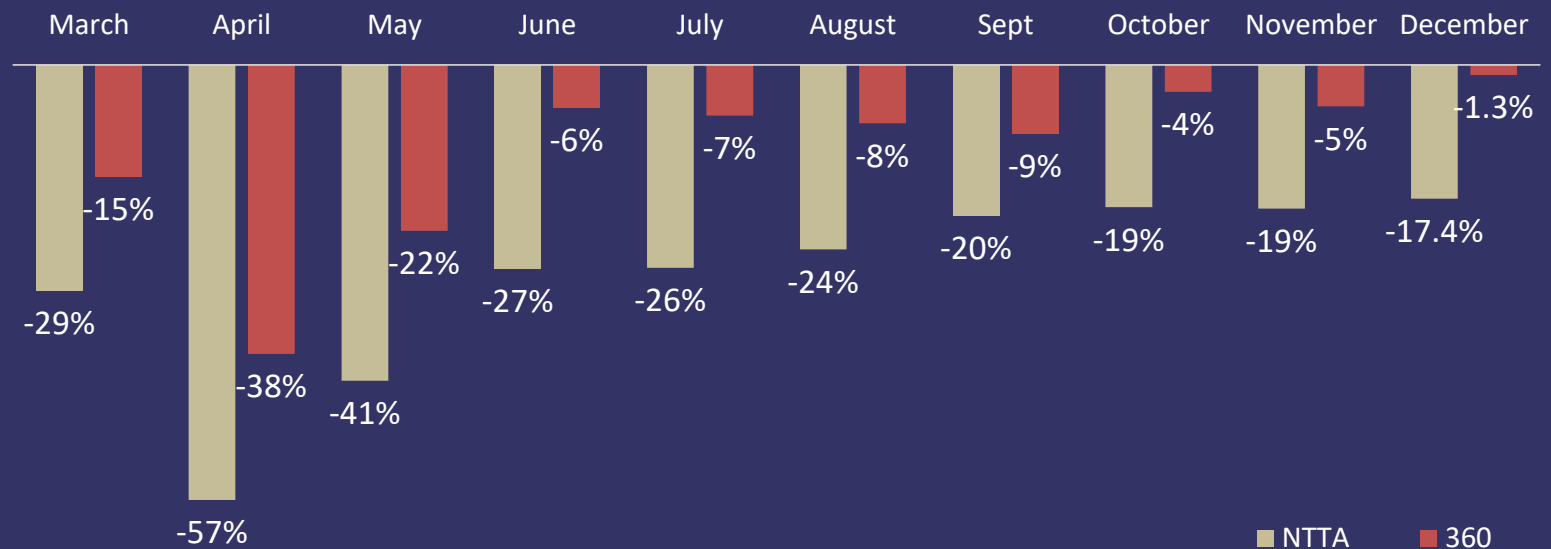


Source: Texas Comptroller of Public Accounts

FUNDING IMPACT

NTTA Transactions, Including SH 360

Change in Tollway Transactions: 2019 vs 2020



Source: NTTA

Note: Change for NTTA includes 360 Tollway

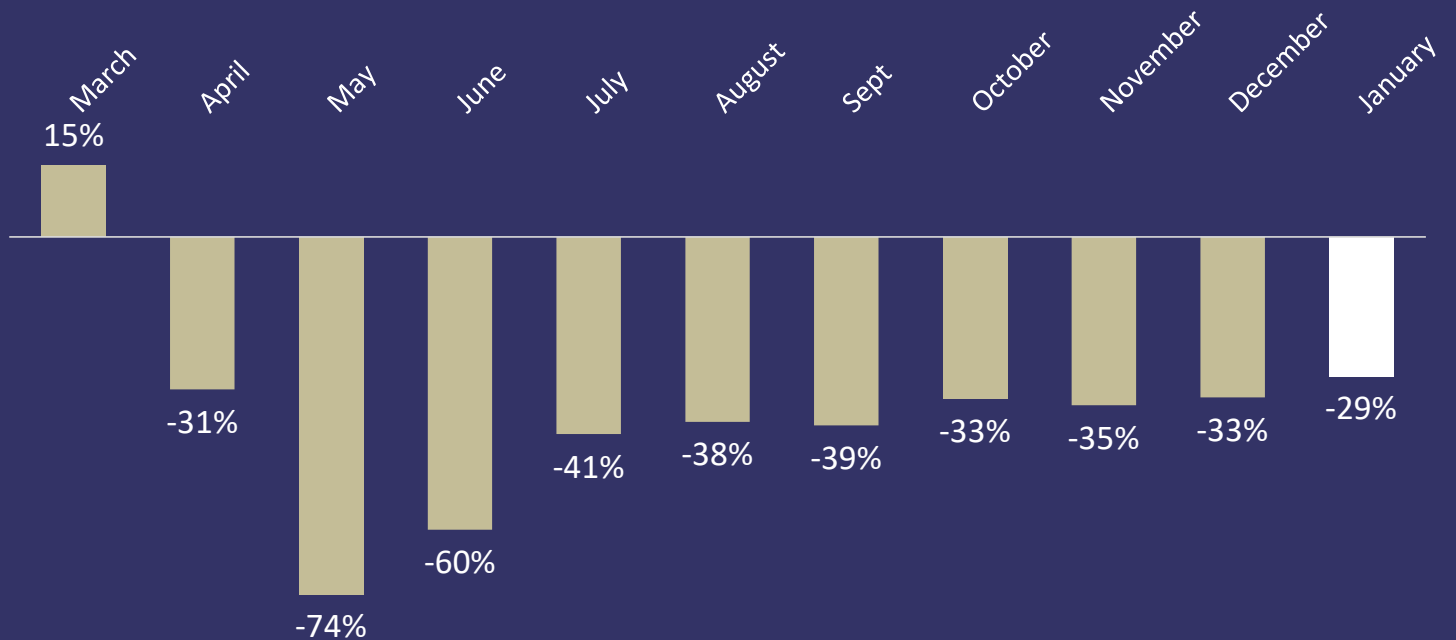
Additional Note: Despite decline in transactions, the revenues are sufficient to meet debt service for SH 360.

No current impact to RTC backstop expected.

FUNDING IMPACT

I-35E TEXpress Lane Transactions

Change in Transactions: 2019 vs 2020



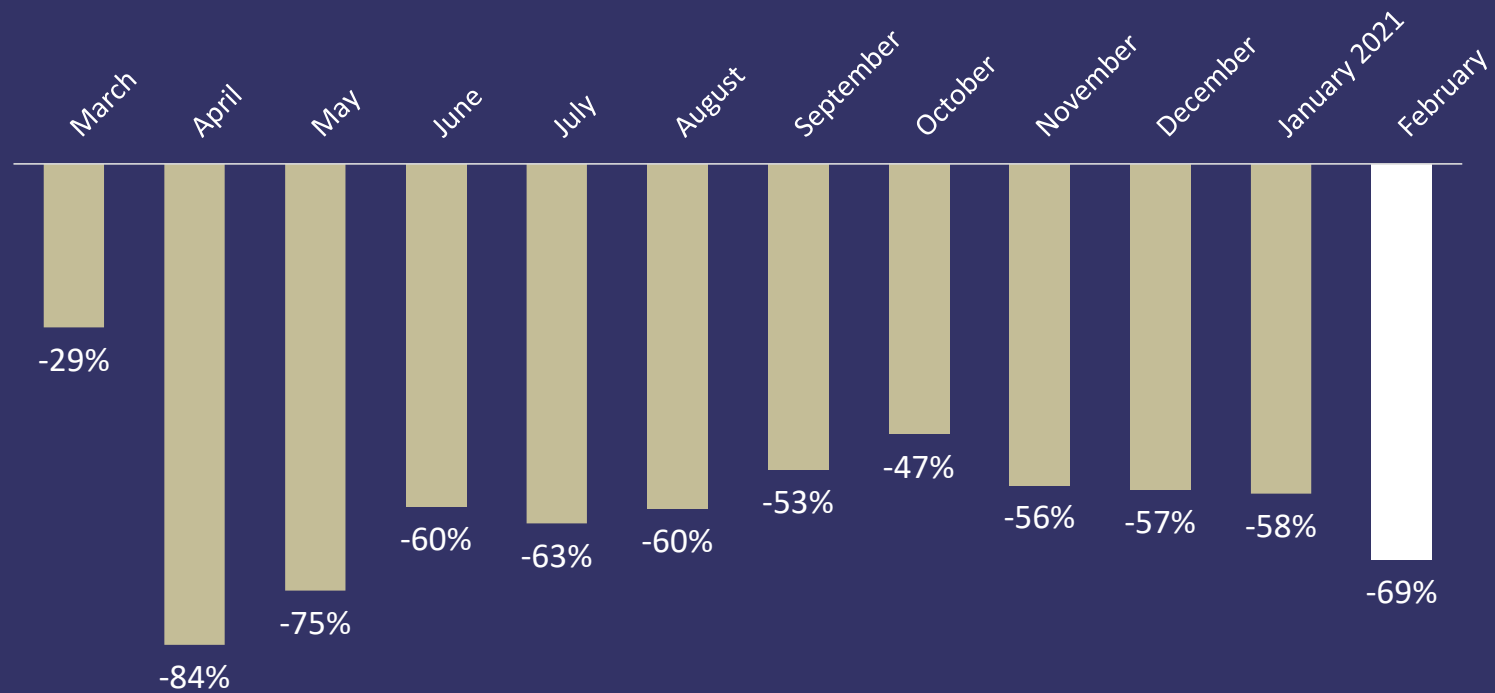
Source: TxDOT

Note: TIFIA loan not impacted at this time as interest only payment period does not begin until May 2022

MANAGED LANES DISCOUNTS

GoCarma
Transactions

Transaction Decrease vs February 2020



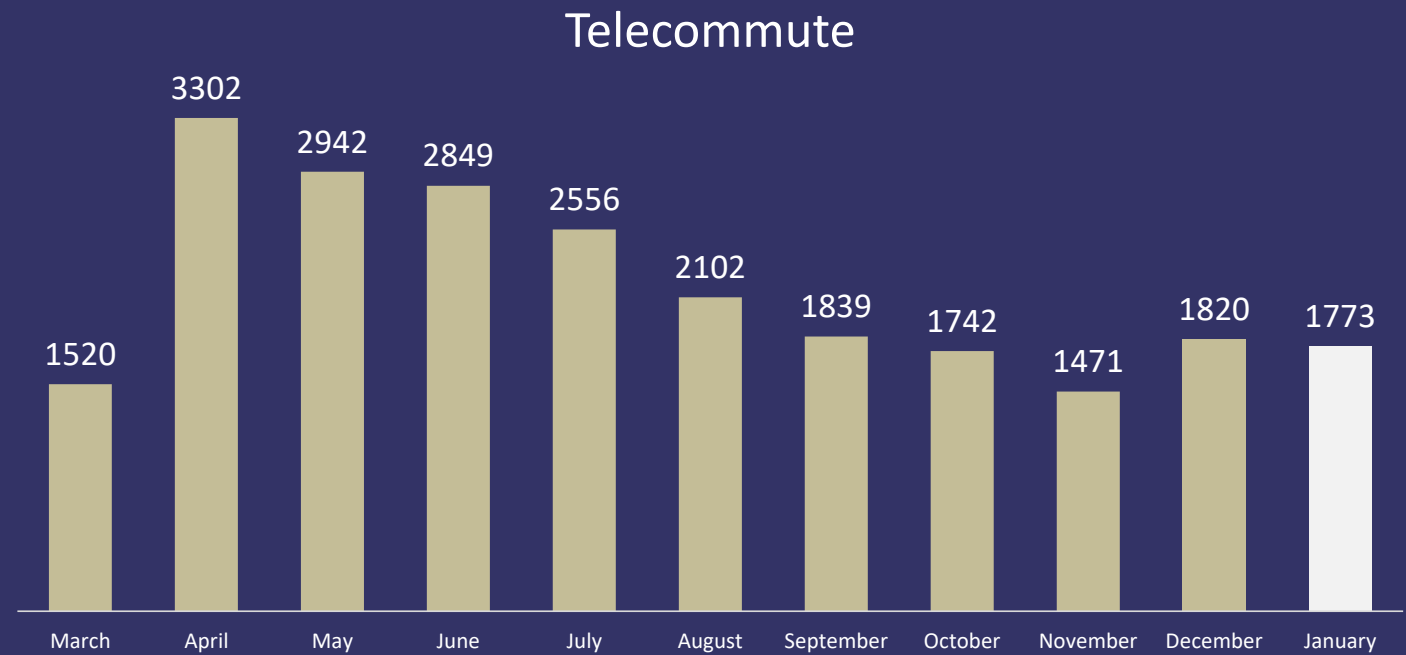
Source: GoCarma Dashboard

Note: All Managed Lanes were closed February 13-21, 2021 and NTE 35W was closed February 11-21, 2021

Metric 3: Benefits of Travel Behavior Responses to Areas of RTC Responsibility

COMMUTER TRENDS

Telecommuters



Data current as of 1/13/2021

Increased Truck Travel Time Reliability

Reliability has improved since March over 2019

Improvement is due to the reduced traffic volumes causing less non-reoccurring delays

Explanation: Due to COVID – 19 truck travel times have improved. This is likely due to the reduced number cars traveling on the region's roadways, improving bottleneck locations, and a decrease in the total number of crashes, which are causes of non-reoccurring congestion

Post COVID – 19 Expectations: Continue to see improvement of the Truck Travel Time Reliability which has been established since the pandemic and lockdowns began in the first half of 2020.

Policies that could achieve a continuation of the outcome include:

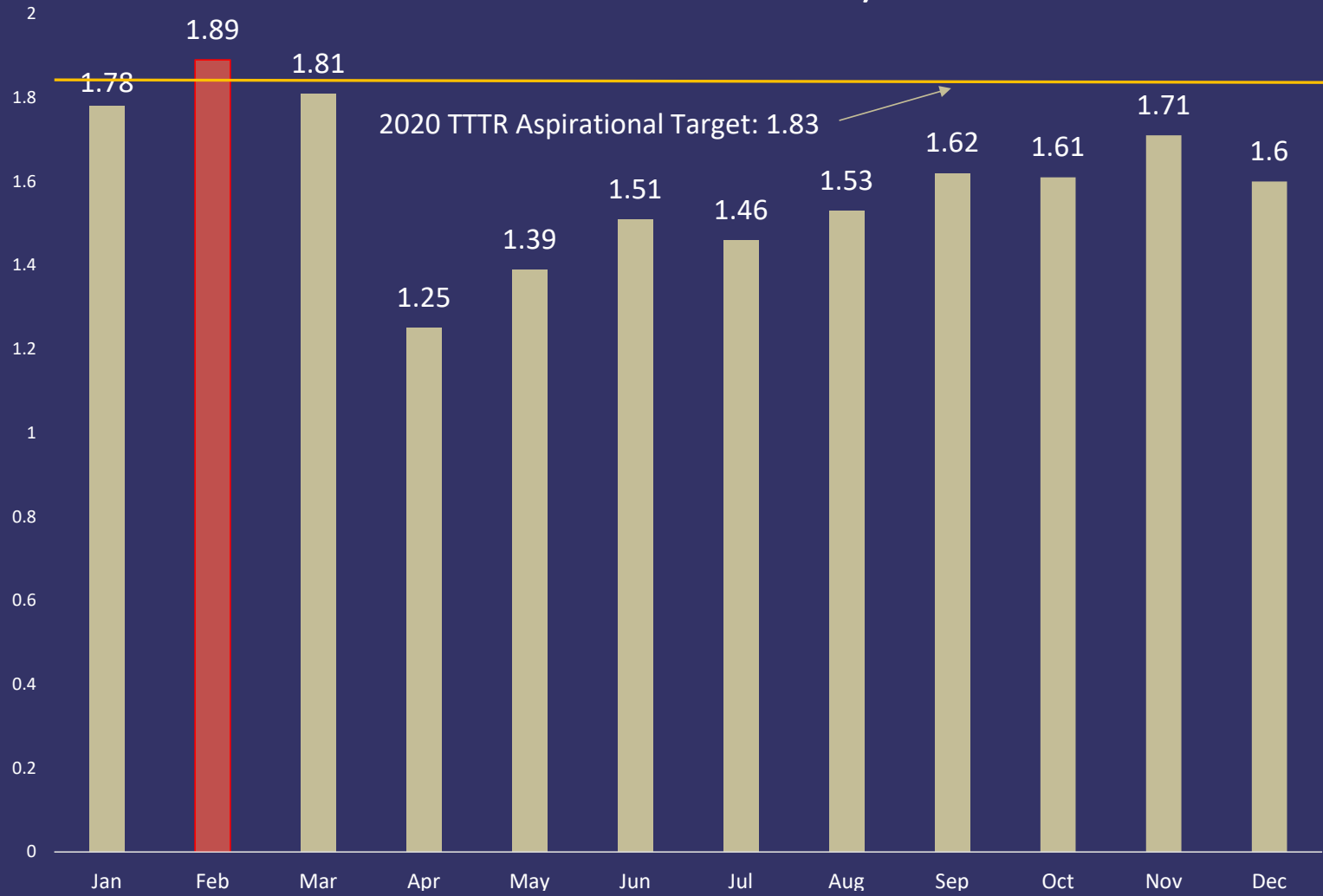
- **FP3-001** – Foster regional economic activity through safe, efficient, reliable freight movement while educating elected officials and the public regarding freight's role in the Dallas-Fort Worth region's economy.
- **FP3-002** – Encourage the freight industry to participate in freight system planning and development to improve air quality and delivery time reliability.

Truck Travel Time Reliability 2020



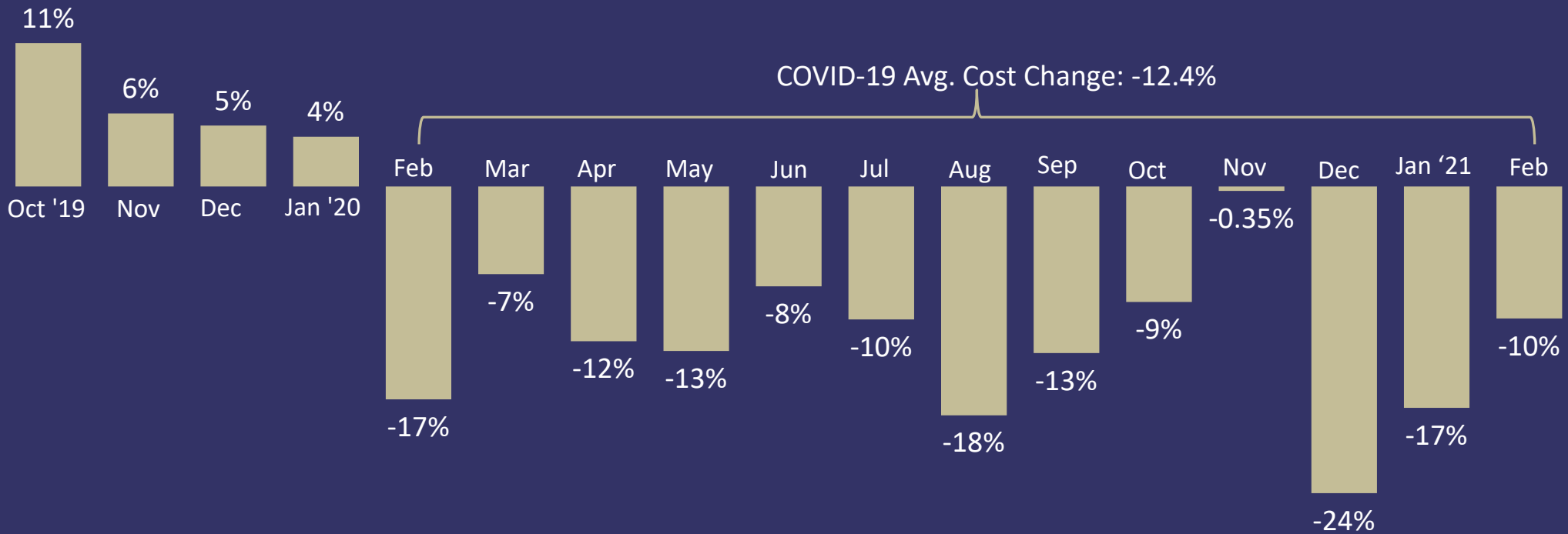
Lower is Better

Remain below 1.83 to achieve target



Construction Cost Changes October 2019 to February 2021

Monthly Average Construction Cost Changes
(Letting Low Bid vs. Sealed Engineer's Est.)



Sources: TxDOT Connect and Monthly TxDOT Letting Reports

Notes: Does not include CSJ 2266-02-151; Includes grouped and non-grouped projects; Includes Dallas and Fort Worth District data

Metric 4:

Prioritization of

infrastructure improvements

that offset unemployment

increases

\$1 billion in transportation investment = 12,000-15,000 jobs

No conclusive evidence of different types of construction projects generating more/fewer jobs

For a long-term unemployment event, need near-term and long-term transportation investment for maximum benefit

Transportation impact on the economy

CANDIDATE PROJECTS

High Speed Rail: Dallas to Houston

High Speed Rail: Dallas to Fort Worth

Autonomous Transit (Tarrant, Midtown)

Technology (Freeway Induction Loops)

State Highway 183 (Section 2E+)

Y Connector (IH820/IH20)

COVID-19 #00X Program



Imagery Provided By Getty

DASHBOARD PLATFORM

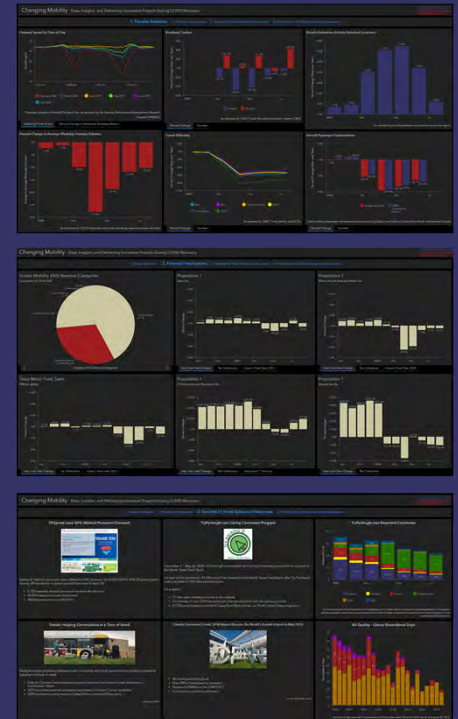
www.nctcog.org/pm/covid-19

Newly launched online dashboard to display Changing Mobility information to the public

Replicates material presented to committees with enhanced interactivity

Separate dashboard for each metric tracked

Clean layout to help the public understand the story of the metrics at a glance



RTC MEETING FORMAT

TYPE	CHAIR	MEMBERS
In Person – Standard	Here	Here
Emergency Declaration – Phase 1	Remote	Remote
Flexibility in State Law – Phase 2	Here	Remote
In Person – Phase 3	Here	Here

**REGIONAL TRANSIT PERFORMANCE MEASURES:
PUBLIC TRANSPORTATION AGENCY SAFETY PLAN
AND
TRANSIT ASSET MANAGEMENT**

SURFACE TRANSPORTATION TECHNICAL COMMITTEE

MARCH 26, 2021

Shawn Dintino
Transportation Planner III

Ezra Pratt
Transportation Planner II

FEDERAL MEASURES SCHEDULE

Measures	Upcoming RTC Action	Next Anticipated RTC Action	Target-Setting Schedule
PM3: System Performance, Freight, and CMAQ	October 2020 ✓	Late 2022	Biennial
PM2: Pavement and Bridge	November 2020 ✓	Late 2022	Biennial
PM1: Roadway Safety	February 2021 (Information) ✓	Early 2022	Annual
PTASP: Public Transportation Agency Safety Plan	April 2021 (Information) May 2021 (Action)	Early 2025	Every 4 years
TAM: Transit Asset Management	April 2021 (Information)	Early 2022	Every 4 years

TRANSIT SAFETY TARGETS BACKGROUND

- Federal regulations require Section 5307 recipients to adopt Public Transportation Agency Safety Plans (PTASP), including transit safety targets
- MPO has 180 days to adopt regional transit safety targets after transit providers share their individual plans/targets
- Recommend regional targets be consistent with transit providers, with 7 targets under the following measures:
 - **Fatalities** – Death confirmed within 30 days, excluding suicide, trespassers, illness, or natural causes
 - **Injuries** – Harm to person that requires immediate medical attention away from the scene
 - **Safety Events** – Collision, derailment, fire, hazardous material spill, or evacuation
 - **System Reliability** – Major mechanical failure preventing vehicle from completing or starting scheduled trip

TRANSIT SAFETY TARGETS

Measure	Targets
Fatalities	<ol style="list-style-type: none">1. Total number of reportable fatalities2. Rate per 100K vehicle revenue miles
Injuries	<ol style="list-style-type: none">3. Total number of reportable injuries4. Rate per 100K vehicle revenue miles
Safety Events	<ol style="list-style-type: none">5. Total number of reportable safety events6. Rate per 100K vehicle revenue miles
System Reliability	<ol style="list-style-type: none">7. Mean distance between major mechanical failures

PTASP REGIONAL TARGET EFFORTS

- Obtained individual provider PTASPs and underlying performance data
- Compiled regional data and averaged Fiscal Year (FY) 2016 – FY 2019 data to determine baseline
- Analyzed data and optimal approach for regional safety targets, comparing multiple methods and varying levels of improvement over baseline data
- Coordinated with partners including the Texas Department of Transportation, the Houston-Galveston Area Council, and the FTA PTASP Technical Assistance Center
- Engaged stakeholders, including regional transit providers
- Held internal Peer Review seeking feedback on methodology

PROPOSED TRANSIT SAFETY TARGETS

Target	Baseline Average	Proposed Target
1. Fatalities - Total Number	6.00	0.00
2. Fatalities - Rate per 100k Miles	0.01	0.00
3. Injuries - Total Number	150.50	142.98
4. Injuries - Rate per 100k Miles	0.23	0.22
5. Safety Events - Total Number	516.00	490.20
6. Safety Events - Rate per 100k Miles	0.81	0.77
7. System Reliability - Miles Between Major Mechanical Failures	18,896.00	19,841.00

- Recommending **zero** fatality targets in line with established regional safety position:
 - **Even one death in the transportation system is unacceptable. Staff will work with our partners to develop projects, programs, and policies that assist in eliminating fatalities across all modes of travel.**
- Recommending 5% improvement in other measures to be achieved by FY 2023

TRANSIT SAFETY EFFORTS

CURRENT/EXISTING

- Cooperative camera procurement
- Grade crossing improvements
- Employee safety training
- Vehicle inspections
- Between-car barriers for light rail vehicles
- Solar-powered bus stop lighting

POSSIBLE FUTURE EFFORTS

- Enhanced vehicle lighting
- Light rail vehicle rooftop cameras to identify infrastructure failure
- Cameras at grade crossings
- Sidewalk improvements

TRANSIT ASSET MANAGEMENT (TAM)



Images: DART, DCTA, FWTA, and NCTCOG

TAM OVERVIEW

- Transit Asset Management (TAM) is a business model that prioritizes funding based on the condition of transit assets to achieve or maintain transit networks in a state of good repair
- TAM supports a series of practices including, but not limited to:
 - Regular maintenance
 - Inspections
 - Tracking asset condition over time
 - Planning for maintenance and replacement costs
 - Replacing each asset at the appropriate time
- NCTCOG coordinated with public transportation providers in the region to ensure all agencies either developed their own TAM Plan or participated in a group-sponsored plan offered by NCTCOG or TXDOT

TRANSIT ASSET MANAGEMENT REGIONAL TARGETS ADOPTED

Emphasis Area #1

Emphasis Area #2

Asset Category	Target	Metric
Rolling Stock (transit vehicles)	0%	Vehicles that meet or exceed the industry standard, defined as the Federal Transit Administration's Default Useful Life Benchmark
Infrastructure (rail track)	0%	Rail track segments with performance restrictions
Equipment (transit support vehicles)	0%	Vehicles that meet or exceed the industry standard, defined as the Federal Transit Administration's Default Useful Life Benchmark
Facilities (buildings, stations, park and rides)	0%	Transit facilities rated below "Adequate" (3.0) on the industry standard Transit Economic Requirements Model (TERM) scale

TRANSIT PERFORMANCE MEASURE: ROLLING STOCK¹

Asset Type ²	FY 2017 Performance	FY 2018 Performance	FY 2019 Performance
Bus	6%	4%	5%
Small Bus	3%	9%	18%
Light Rail Vehicle	0%	0%	0%
Commuter Rail Locomotive	0%	0%	0%
Commuter Rail Passenger Car	0%	0%	0%
Articulated Bus	0%	0%	0%
Commuter Rail Passenger Coach ³	35%	40%	18%

¹RTC Policy Emphasis Area

²Rolling stock assets include a small number of vehicles reported to the National Transit Database as “inactive”

³Includes assets rebuilt near the end of their useful life with the assumption of a minimum useful life extension of 10 years

TRANSIT PERFORMANCE MEASURE: INFRASTRUCTURE¹

Rail Mode	FY 2018 Performance	FY 2019 Performance	Operating Agency
Light Rail	0.20%	0.20%	DART
Commuter Rail	0.09%	0.05%	DART, Trinity Metro
Streetcar Rail	0%	0%	DART, MATA
Hybrid Rail	2.05%	0%	DCTA

¹RTC Policy Emphasis Area

TRANSIT PERFORMANCE MEASURE: EQUIPMENT (NON-REVENUE)

Asset Type	FY 2018 Performance	FY 2019 Performance
Automobiles	32%	51%
Steel Wheel Vehicles	0%	25%
Trucks & Other Rubber Tire Vehicles	19%	52%

- 114 of 223 Automobiles exceeded the ULB
- 2 of 8 Steel Wheel Vehicles exceeded the ULB
- 220 of 425 Trucks exceeded the ULB

TRANSIT PERFORMANCE MEASURE: FACILITIES

Asset Type	FY 2018 Performance	FY 2019 Performance	FY 2019 Total Facilities	Facilities Assessed
Administrative/ Maintenance	0%	5%	41	33
Passenger/Parking	0%	0%	124	75

- FY 2018 & FY 2019 performance relative to *assessed* facilities. Overall, 65.5% of total facilities have undergone a conditions assessment.
- FY 2019 total facilities for which transit providers have capital responsibility and require a conditions assessment.
- Total facilities that have undergone a conditions assessment to determine facility performance. Facilities rated under 3.0 on the assessment tool are deemed as not being in a state of good repair.

**REGIONAL
PERFORMANCE
MEASURES
SCHEDULE**

Date	Action
January 26	Regional Transit Safety Targets Provider Meeting
March 26	STTC Info on PTASP and TAM <ul style="list-style-type: none">• Propose PTASP Targets• Update Regional TAM Performance
April 8	RTC Info on PTASP and TAM
April 23	STTC Action on PTASP to Adopt Targets
May 13	RTC Action on PTASP

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Regional Vanpool Program Modifications To Improve Overall Efficiency

SURFACE TRANSPORTATION TECHNICAL COMMITTEE

MARCH 26, 2021

DORA KELLY

TRANSPORTATION PLANNER, TRANSIT MANAGEMENT & PLANNING

Regional Vanpool Program

The North Central Texas Regional Vanpool Program is operated by three transit agencies:

- Dallas Area Rapid Transit (DART)
- Trinity Metro (formerly known as The T)
- Denton County Transportation Authority (DCTA)

The vans used in the program are available at a low monthly cost to riders and can seat as many as 15 people.



Current Vanpool Service Area

Transit Agency	Origin	Destinations
DART	Dallas, Collin, Ellis, Hunt, Kaufman, Navarro & Rockwall Counties	Dallas, Collin & Denton Counties or Throughout DFW ¹
Trinity Metro	Tarrant, Johnson, Parker, Wise, Hood, Erath, Montague, Somervell & Palo Pinto Counties	Throughout DFW
DCTA	Not Defined	Not Defined

¹Eligible destinations are unclear on DART's website.

Vanpool Vehicle and Cost Comparison

	Minivan (7 Passenger)			SUV/Crossover (7 Passenger)			Van (8 Passenger)			Van (15 Passenger)		
	DART	DCTA	Trinity Metro	DART	DCTA	Trinity Metro	DART	DCTA	Trinity Metro	DART	DCTA	Trinity Metro
Active Vanpools	0	21	19	1	2	12	2	5	1	3	35	5
Suspended Vanpools	20	0	0	18	0	0	8	0	0	21	0	0
Total Vanpools	20	21	19	19	2	12	10	5	1	24	35	5
<i>Cost Breakdown Per Vehicle</i>												
Vanpool Cost to Rider (Divided/paid by riders)	\$900	\$620	\$720	\$750	\$685	\$685	\$625	\$550	\$735	\$655	\$585	\$805
Current RTC Subsidy	\$300	\$330	\$305	\$332	\$290	\$290	\$455	\$300	\$315	\$465	\$315	\$345
Total Vanpool Cost	\$1,200	\$950	\$1,025	\$1,082	\$975	\$975	\$1,080	\$850	\$1,050	\$1,120	\$900	\$1,150

Concerns Across Vanpool Programs



Inconsistent and/or unclear boundaries



Boundary overlap among providers



Rider cost varies between transit authorities



Unintended competition among programs



Review of Service Area Boundaries



Why Modify Vanpool Boundaries?

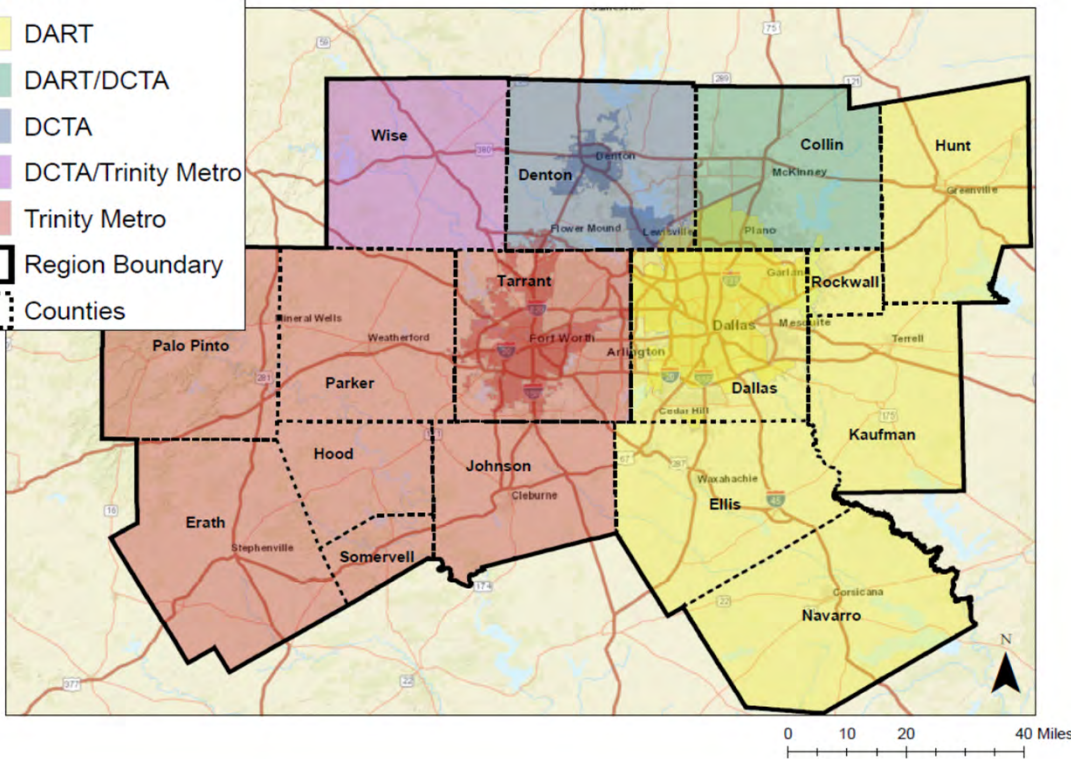
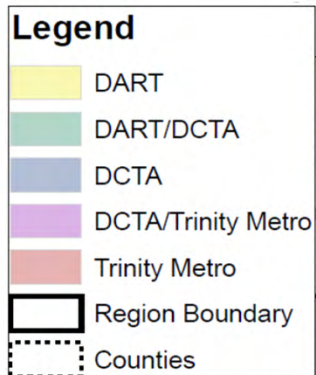
Funding Apportionments

Contested Trips

Inconsistent Messaging to Riders

Request from DART to Formally Define

Proposed Origination-Based Boundaries



Transit Agency	Origination	Destinations
DART	Dallas, Ellis, Hunt, Kaufman, Navarro & Rockwall Counties	Throughout DFW
	Collin County	Throughout DFW except Denton County
Trinity Metro	Tarrant, Johnson, Parker, Hood, Erath, Somervell & Palo Pinto Counties	Throughout DFW
	Wise County	Throughout DFW except Denton County
DCTA	Denton	Throughout DFW
	Collin and Wise Counties	Denton County



Review of Funding & Subsidies



Funding & Rider Cost Background

Subsidy

- Currently at 35% and scheduled to decrease to 30% when agencies start using FY21 funds
- Used to cover a portion of program costs, mainly: staffing, vehicle lease cost, and emergency ride home services

Source

- DART receives their subsidy reimbursement through NCTCOG, but Trinity Metro and DCTA receive their funding directly
- Due to low drawdowns, agencies are still using FY 2018 funding
- No funds were programmed in FY2019 and FY2020 funds were returned to the regional pool of funds

Impact to Rider Cost

- With variation on vendor costs to transit authorities, rider groups experience wide range of prices
- Seeking a temporary flexibility to subsidy to assist riders while NCTCOG pursues a Cooperative Regional Vanpool procurement with the transit providers
- No additional funding needed; funding previously approved by RTC can accommodate temporary fluctuations in subsidies

Vanpool Funding by Fiscal Year

Agency	Fiscal Year	Total	Federal	Local and Transit Fares	Approved Subsidy
DART	2018	\$3,034,499	\$1,062,075	\$1,972,424	35%
	2021	\$3,849,750	\$1,155,000	\$2,694,750	30%
	2022	\$3,990,000	\$1,197,000	\$2,793,000	30%
DCTA	2018	\$1,097,350	\$384,072	\$713,278	35%
	2021	\$1,092,000	\$327,600	\$764,400	30%
	2022	\$1,213,333	\$364,000	\$849,333	30%
Trinity Metro	2018	\$2,091,000	\$731,850	\$1,359,150	35%
	2021	\$2,116,667	\$635,000	\$1,481,417	30%
	2022	\$2,150,000	\$645,000	\$1,505,000	30%

No funds were programmed in FY2019. FY2020 funds were returned to the regional pool of funds since agencies are still utilizing FY2018 funds

Proposed Temporary Subsidy Structure: Phase I June 2021 – May 2022

Minivan (7 Passenger) Costs Comparison

	DART	DCTA	Trinity Metro
Vehicle Price to Transit Agency	\$1,200	\$950	\$1,025
Current RTC Subsidy	\$300	\$330	\$305
Rider Vanpool Price	\$900	\$620	\$720
Current Lowest Rider Vanpool Price (DCTA)	\$620	\$620	\$620
Additional RTC Subsidy Needed	\$280	\$0	\$100
Total Proposed RTC Subsidy Per Vehicle¹	\$580	\$330	\$405
Estimated RTC Subsidy Percent (%)	48%	35%	40%
Cost for 12 Months Per Vehicle	\$3,360	\$0	\$1,200
Number of Vehicles	20	21	19
Phase I Total RTC Subsidy for 1 Year	\$67,200	\$0	\$22,800

¹ Total Proposed Subsidy Per Vehicle is calculated by adding “Current RTC Subsidy” and “Additional Subsidy Needed Per Vehicle”

Proposed Temporary Subsidy Structure: Phase II June 2022 – January 2025

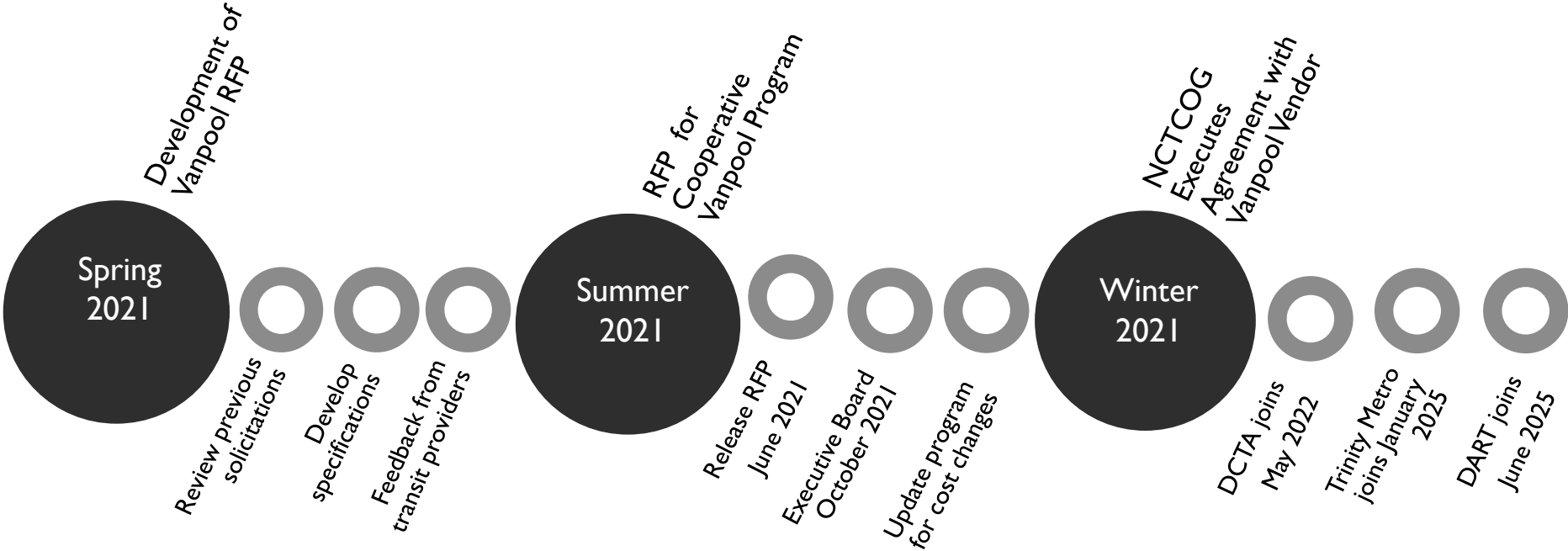
Minivan (7 Passenger) Costs Comparison

	DART	DCTA ¹	Trinity Metro
Vehicle Price to Transit Agency	\$1,200	\$1,288	\$1,025
Current RTC Subsidy	\$300	\$334	\$305
Rider Vanpool Price	\$900	\$954	\$720
Expected Lowest Rider Vanpool Price (Trinity Metro)	\$720	\$720	\$720
Additional RTC Subsidy Needed	\$180	\$234	\$0
Total Proposed RTC Subsidy Per Vehicle²	\$480	\$568	\$305
Estimated RTC Subsidy Percent (%)	40%	44%	30%
Cost for 12 Months Per Vehicle	\$5,760	\$7,485	\$0
Number of Vehicles	24	25	23
Phase II Total RTC Subsidy Per Year	\$138,240	\$188,617	\$0

¹Estimated Cost

²Total Proposed Subsidy Per Vehicle is calculated by adding “Current RTC Subsidy” and “Additional Subsidy Needed Per Vehicle”

Cooperative Vanpool Procurement Timeline



Schedule

Milestone	Estimated Timeframe
Meetings with Transit Authorities to review items	December-February 2021
STTC Information	March 26, 2021
RTC Information	April 8, 2021
STTC Action	April 23, 2021
RTC Action	May 13, 2021

Contact Information

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AIR QUALITY PROGRAM REPORT

Surface Transportation Technical Committee • March 26, 2021

**Nick Van Haasen, Air Quality Planner
Anthony Moffa, Air Quality Planner**



North Central Texas
Council of Governments

Attainment Deadlines

Region did not meet attainment deadlines

2008 NAAQS Attainment Date (≤ 75 ppb): No later than **July 20, 2027
*Severe Classification***

2015 NAAQS Attainment Date (≤ 70 ppb): No later than **August 3, 2024
*Moderate Classification***

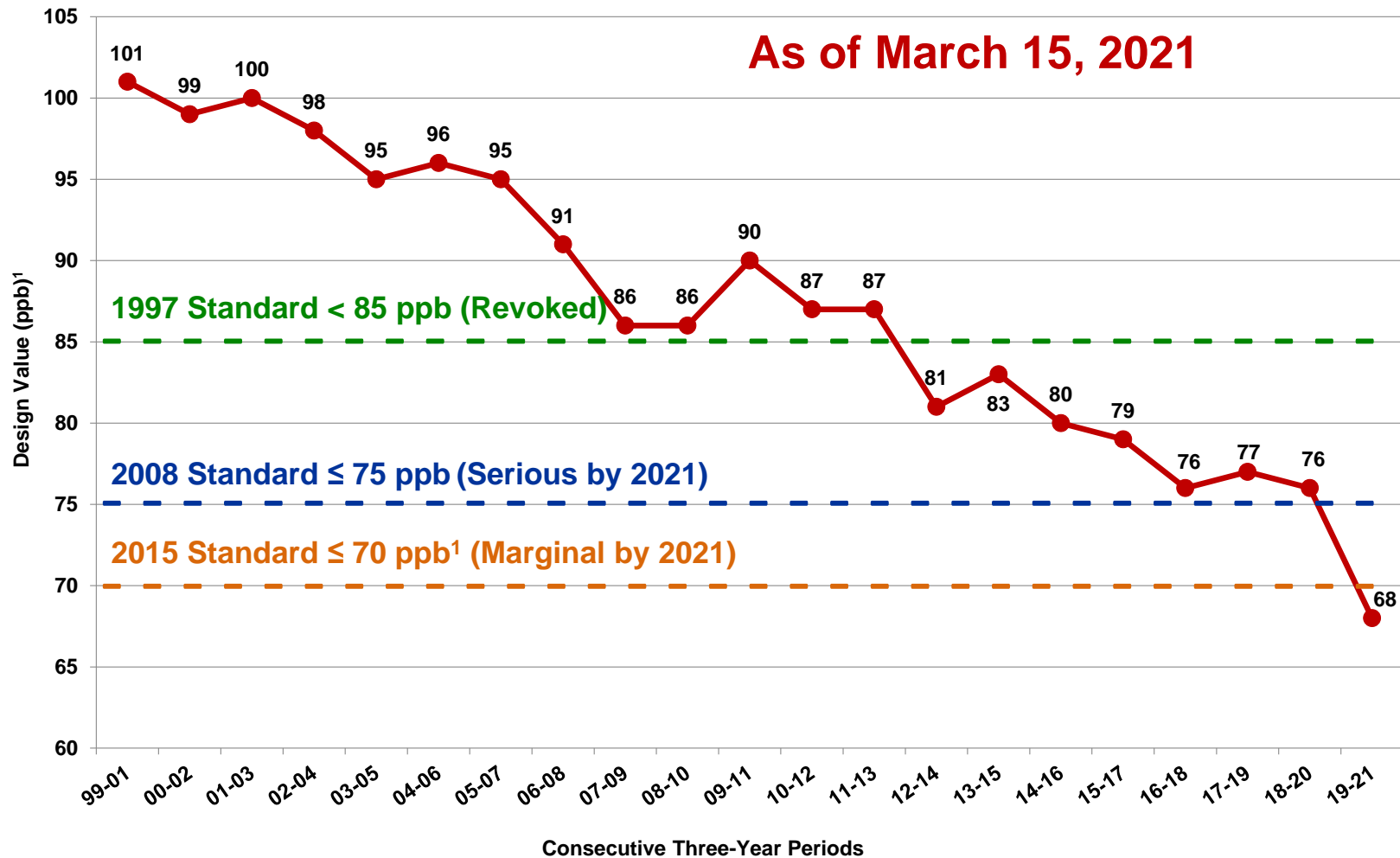
Attainment for Both Standards will be Based on 2021-2023 Ozone Monitor Data (3-Year Average of Fourth Highest Monitor Readings)

Federal Attainment Requirements

Design Value (DV) = Regulatory test: 3-Year Average of Fourth Highest Value

Five Highest Monitors	4 th Highest Value for Season			Required 2021 Ozone Season DV for Attainment	
	2019	2020	2021 (Current)	2008	2015
	Eagle Mountain Lake	75	76	53	76
Grapevine Fairway	71	77	46	79	64
Frisco	76	70	50	81	66
Dallas North	73	69	50	85	70
Denton Airport	71	71	52	85	70

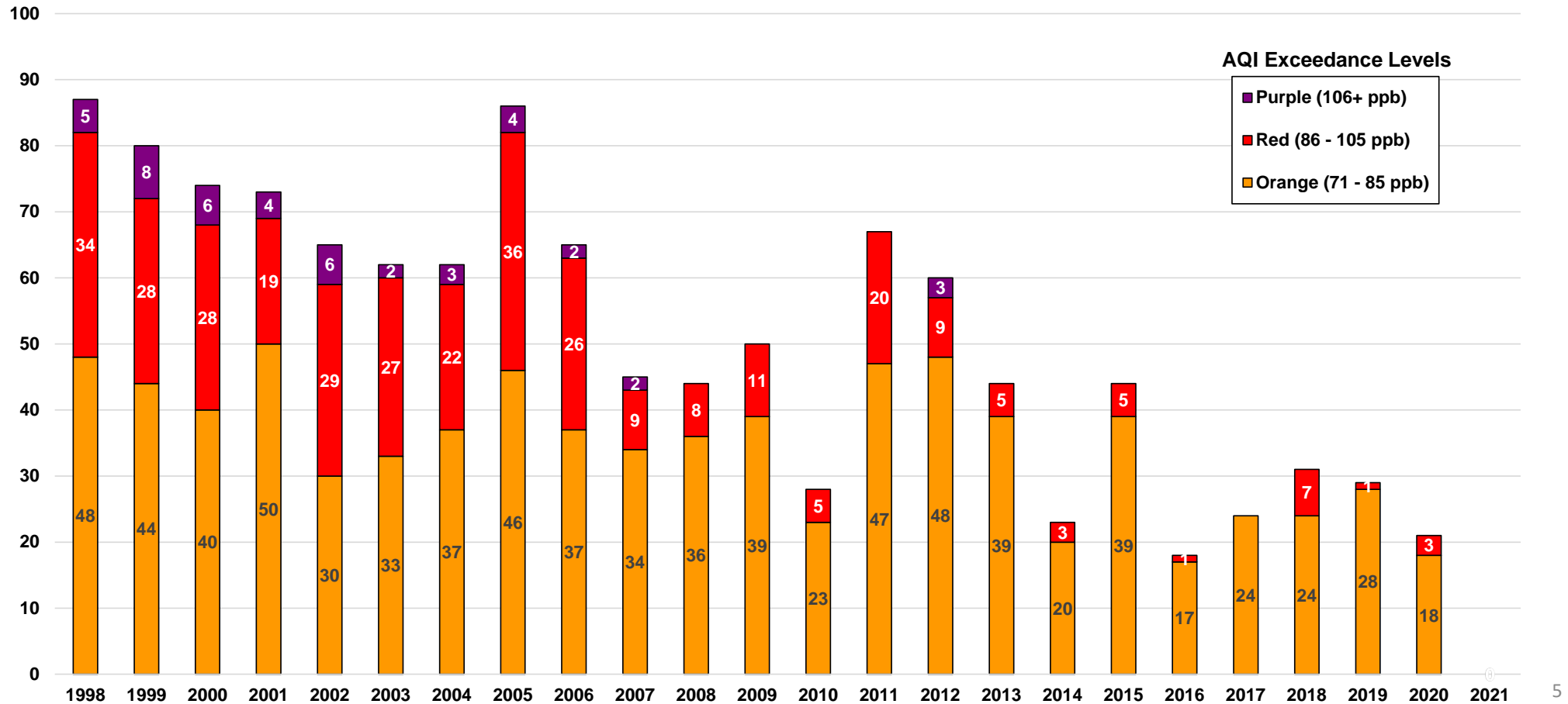
8-Hour Ozone NAAQS Historical Trends



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).

8-Hour Ozone NAAQS Historical Trends

Based on ≤ 70 ppb (As of March 15, 2021)



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

Ongoing and Future Investigations

Inaccurate ozone alerts for predicted exceedances

Of the 30 ozone action days issued, only 7 forecasts were correct

State forecasted 72 ppb for 2020 – actual is 76 ppb

Impacts of background emissions

Nonattainment Boundaries – Multistate air quality plans

Comprehensive Multipollutant Interactions

Unexplained emission increases

Potential changing of NOX:VOC stoichiometric ratio

COVID-19 research

NCTCOG is dedicated to continuing the pursuit of additional and innovative transportation and emission control strategies

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

Temporary (Paper) Tags

What is a Temporary Tag?

Intended to be used for temporary registration

Twelve variations of a temporary tag

Texas Buyer tag is predominantly abused

Reasons for Widespread Abuse

Two Steps One Sticker

Mobile Emissions Task Force elimination

Texas Department of Motor Vehicles database abuse

Online merchants



Major Issues

Circumvent mandatory emissions inspections

Avoid tolls throughout the region and statewide

State revenue loss

Exploit vehicle purchaser

Risk to officer safety

Fund illegal activities

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

Sold illegally through social media, auction sites, on-line merchants.

Estimated Revenue Loss

State, County and Local Estimates Jan 2019-March 2021

Registration, inspection and local fee
loss estimate

(base sum of fees combined to \$68.25)

1,157,856 tags x \$50.75 = **\$79,023,672**



Potential Solutions

TxDMV rule changes

Reach out to online merchants

Legislation

HB 3927

HB 3926

Resuming the Mobile Emissions Task Force

Through LIP Appropriations (HB 2539),
or

RTC backstop



Contact Us

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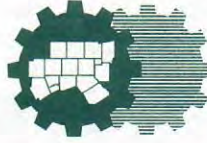
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<https://www.nctcog.org/trans/quality/air>



North Central Texas Council Of Governments

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

DATE: March 19, 2021

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

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

As the Metropolitan Planning Organization for the Dallas-Fort Worth area, the North Central Texas Council of Governments (NCTCOG) developed Traffic Incident Management (TIM) Training courses to initiate a common, coordinated response to traffic incidents that will build partnerships, enhance safety for emergency personnel, reduce upstream traffic crashes, improve the efficiency of the transportation system, and improve air quality in the Dallas-Fort Worth region. In 2020, the 16-county Dallas-Fort Worth region experienced 111,227 total reportable crashes, of which 36,579 were injury crashes, and 786 were fatal crashes. These statistics prove that training for agencies responsible for managing and clearing traffic incidents is extremely important and have demonstrated the ability to improve responder and motorist safety and to significantly reduce the length and size of roadway closures.

Since February 2003, 118 classes have been offered at the first responder level to 3,266 students in the areas of police, fire, department of public safety, towing, EMS, Mobility Assistance Patrol, transportation agencies, and media representatives. Additionally, since February 2005, 30 classes have been offered at the executive level to 1,083 decision and policy makers. It is important to note that the NCTCOG TIM Training Course is equivalent to the course offered by Federal Highway Administration (FHWA); however, the NCTCOG course content is specific to the North Central Texas region. NCTCOG TIM Training Course participants can also earn continuing education credit for Texas Commission on Law Enforcement (TCOLE), Track Type II Fire, and Texas Department of State Health Services for EMS. For your reference, summaries of the regional attendance levels for the NCTCOG's First Responder and Manager Course and the Executive Level Course can be found on NCTCOG's Traffic Incident Management Training web page www.nctcog.org/TIM.

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

March 19, 2021

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

The Executive Level Course provides you with an overview of the two-day First Responder and Manager Course. Additionally, the Executive Level Course also includes a preview of the updated ANSI vest standards. Those agencies that have participated in the training prior to 2013 are strongly encouraged to attend again, as major course updates have occurred since then, as well as updates to legislation and best practices.

You are invited to attend the free virtual Traffic Incident Management Executive Level Course scheduled for Thursday, May 6, from 10 am to 12 pm. A link to the meeting information is included at www.nctcog.org/TIMTraining.

To RSVP for this virtual course, please contact Barbara Walsh of NCTCOG at 817/695-9245 or bwalsh@nctcog.org. We look forward to your participation on May 6, 2021.


Michael Morris, P.E.

CF:bw

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

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

SPONSORING AGENCY City, County, DOT, Transit Agency			SPONSORING AGENCY City, County, DOT, Transit Agency		
AGENCY TYPE	TOTAL	AGENCY TYPE	TOTAL	AGENCY TYPE	TOTAL
Police and Fire		Police and Fire		Police and Fire	
Able Springs VFD	3	City of Commerce	2	Fire Department	2
Police Department	0	Police Department	2	Police Department	2
Town of Addison	5	City of Coppell	2	Fire Department	2
Police Department	1	Police Department	5	Police Department	5
City of Aledo	2	City of Corinth	0	Fire Department	0
Police Department	0	Police Department	5	Police Department	5
City of Allen	2	City of Corsicana	1	Fire Department	1
Police Department	28	Police Department	0	Police Department	0
City of Alvarado	1	City of Crandall	0	Fire Department	0
Police Department	8	Police Department	5	Police Department	5
City of Anna	0	City of Cresson	1	Fire Department	1
Police Department	1	Police Department	0	Police Department	0
City of Argyle	1	City of Crowley	0	Fire Department	0
Police Department	3	Police Department	1	Police Department	1
City of Arlington	7	City of Dallas	8	Fire Department	8
Police Department	62	Police Department	20	Police Department	20
City of Aubrey	7	City of Decatur	0	Fire Department	0
Police Department	0	Police Department	3	Police Department	3
City of Azle	5	City of Denton	6	Fire Department	6
Police Department	7	Police Department	37	Police Department	37
City of Balch Springs	1	City of DeSoto	0	Fire Department	0
Police Department	1	Police Department	8	Police Department	8
City of Bedford	1	City of Duncanville	9	Fire Department	9
Police Department	10	Police Department	6	Police Department	6
City of Benbrook	3	City of Edgecliff Village	1	Fire Department	1
Police Department	47	Police Department	0	Police Department	0
Town of Brock Dennis VFD	1	City of Euless	4	Fire Department	4
Police Department	0	Police Department	19	Police Department	19
City of Burleson	4	Town of Fairview	1	Fire Department	1
Police Department	22	Police Department	6	Police Department	6
City of Caddo Mills	0	City of Farmer's Branch	15	Fire Department	15
Police Department	1	Police Department	59	Police Department	59
City of Carrollton	0	City of Ferris	1	Fire Department	1
Police Department	5	Police Department	0	Police Department	0
City of Cedar Hill	4	Town of Flower Mound	1	Fire Department	1
Police Department	13	Police Department	7	Police Department	7
City of Cleburne	1	City of Forest Hill	2	Fire Department	2
Police Department	8	Police Department	14	Police Department	14
City of Colleyville	3	City of Forney	3	Fire Department	3
Police Department	10	Police Department	6	Police Department	6

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

SPONSORING AGENCY City, County, DOT, Transit Agency		AGENCY TYPE Police and Fire	TOTAL	SPONSORING AGENCY City, County, DOT, Transit Agency		AGENCY TYPE Police and Fire	TOTAL
City of Fort Worth	Fire Department		3	City of Keene	Fire Department		10
	Police Department		75		Police Department		4
City of Frisco	Fire Department		33	City of Keller	Fire Department		12
	Police Department		6		Police Department		22
City of Garland	Fire Department		2	City of Kennedale	Fire Department		1
	Police Department		6		Police Department		4
City of Glenn Heights	Fire Department		2	City of Kilgore	Fire Department		1
	Police Department		11		Police Department		1
City of Granbury	Fire Department		0	City of Krugerville	Fire Department		0
	Police Department		4		Police Department		1
City of Grand Prairie	Fire Department		2	Town of Krum	Fire Department		5
	Police Department		4		Police Department		1
City of Grapevine	Fire Department		8	Lake Cities	Fire Department		2
	Police Department		23		Police Department		1
City of Greenville	Fire Department		0	City of Lake Worth	Fire Department		3
	Police Department		3		Police Department		5
City of Greenwood	Fire Department		2	City of Lakeside	Fire Department		0
	Police Department		0		Police Department		1
City of Haltom City	Fire Department		1	City of Lancaster	Fire Department		15
	Police Department		22		Police Department		21
City of Hickory Creek	Fire Department		1	City of Lavon	Fire Department		1
	Police Department		1		Police Department		0
City of Highland Park	Fire Department		0	City of Lewisville	Fire Department		8
	Police Department		0		Police Department		40
City of Highland Village	Fire Department		0	Town of Little Elm	Fire Department		5
	Police Department		2		Police Department		10
City of Hudson Oaks	Fire Department		1	City of Longview	Fire Department		1
	Police Department		3		Police Department		1
City of Hurst	Fire Department		2	City of Mansfield	Fire Department		9
	Police Department		24		Police Department		13
City of Hutchins	Fire Department		2	City of Maypearl	Fire Department		0
	Police Department		2		Police Department		1
City of Irving	Fire Department		7	City of McKinney	Fire Department		63
	Police Department		20		Police Department		7
City of Italy	Fire Department		1	City of Melissa	Fire Department		0
	Police Department		1		Police Department		3
City of Joshua	Fire Department		0	City of Mesquite	Fire Department		8
	Police Department		2		Police Department		9
City of Kaufman	Fire Department		1	City of Midlothian	Fire Department		5
	Police Department		2		Police Department		2

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

SPONSORING AGENCY City, County, DOT, Transit Agency			AGENCY TYPE Police and Fire		TOTAL	SPONSORING AGENCY City, County, DOT, Transit Agency			AGENCY TYPE Police and Fire		TOTAL
Town of Milford	Fire Department		0			City of Saginaw	Fire Department		0		
	Police Department		2				Police Department		1		
City of Murphy	Fire Department		1			City of Seagoville	Fire Department		3		
	Police Department		0				Police Department		11		
City of North Richland Hills	Fire Department		12			City of Southlake	Fire Department		2		
	Police Department		69				Police Department		10		
Town of Northlake	Fire Department		0			City of Springtown	Fire Department		0		
	Police Department		12				Police Department		1		
City of Oak Point	Transportation		3			Town of Sunnyvale	Fire Department		5		
			0				Police Department		0		
City of Ovilla	Fire Department		2			City of Terrell	Fire Department		0		
	Police Department		0				Police Department		6		
City of Pantego	Fire Department		0			City of The Colony	Fire Department		6		
	Police Department		2				Police Department		1		
City of Plano	Fire Department		72			Town of Trophy Club	Fire Department		1		
	Police Department		93				Police Department		0		
City of Ponder	Fire Department		1			City of University Park	Fire Department		2		
	Police Department		1				Police Department		9		
City of Prosper	Fire Department		1			City of Venus	Fire Department		0		
	Police Department		4				Police Department		12		
City of Red Oak	Fire Department		2			City of Watauga	Fire Department		3		
	Police Department		2				Police Department		3		
City of Reno	Fire Department		0			City of Waxahachie	Fire Department		1		
	Police Department		1				Police Department		16		
City of Richardson	Fire Department		2			City of Weatherford	Fire Department		35		
	Police Department		8				Police Department		9		
City of Richland Hills	Fire Department		2			Town of Westlake	Fire Department		0		
	Police Department		6				Police Department		1		
City of Roanoke / Marshall Creek	Fire Department		5			City of White Settlement	Fire Department		0		
	Police Department		3				Police Department		12		
City of Rockwall	Fire Department		4			City of Willow Park	Fire Department		13		
	Police Department		9				Police Department		5		
City of Rowlett	Fire Department		2			City of Wilmer	Fire Department		2		
	Police Department		5				Police Department		10		
City of Royse City	Fire Department		0			City of Wylie	Fire Department		2		
	Police Department		1				Police Department		1		
City of Sachse	Fire Department		3								
	Police Department		35								

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

SPONSORING AGENCY City, County, DOT, Transit Agency			AGENCY TYPE Police and Fire		TOTAL	SPONSORING AGENCY City, County, DOT, Transit Agency			AGENCY TYPE Police and Fire		TOTAL
COUNTIES						OTHER AGENCIES					
Collin County	Fire Department			0		TxDOT - Dallas District	Mobility Assistance			13	
	Sheriff's Department			7							
Dallas County	Mobility Assistance			44		TxDOT - Fort Worth District	Mobility Assistance			17	
	Sheriff's Department			259							
	Constable Precincts			17							
Denton County	Fire Department			1		TxDOT - State of Texas	Mobility Assistance			49	
	Sheriff's Department			5							
	Constable Precincts			2							
Erath County	Fire Department			0		Brownsville	Other			1	
	Sheriff's Department			1							
Hunt County	Fire Department			0		Careflite EMS	EMS			1	
	Sheriff's Department			2							
Johnson County	Fire Department			0		Central Texas Regional Mobility	Other			1	
	Sheriff's Department			4							
	Constable Precincts			1							
Kaufman County	Fire Department			1		Dallas Area Rapid Transit	HOV Operators			151	
	Sheriff's Department			0			Police Department			68	
Parker County	Fire Department			3		Dallas/Fort Worth Int'l Airport	Fire Department			1	
	Sheriff's Department			0			Police Department			11	
							DPS			20	
Rockwall County	Fire Department			1		LBJ Infrastructure Group	Other			43	
	Sheriff's Department			1							
Tarrant County	Fire Marshal			2		Lindsey Transportation Solutions	HOV			7	
	Sheriff's Department			62							
	Mobility Assistance			79							
Wise County	Fire Department			0		Lockheed Martin Fire Department	Fire			1	
	Sheriff's Department			1							
						Medstar	EMS			21	
						Metroplex Public Safety	Police			1	
						NTE Mobility Partners	Other			66	
						North Texas Tollway Authority	Transportation			148	
						Overland Park (Kansas)	Police Department			2	
						Protect Environmental	Other			4	
						Southwest Research Inst.	Transportation			1	

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

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

SPONSORING AGENCY City, County, DOT, Transit Agency	AGENCY TYPE Police and Fire	TOTAL
State of Texas	DPS	156
Texarkana	Police Department	2
Towing	Wrecker Services	121
Various	Other	76

**Freeway Incident Management - Executive Level Course
Agency Attendance: February 2005 - November 2020**

SPONSORING AGENCY City, County, DOT, Transit Agency, other	AGENCY TYPE Police, Fire, EMS, Towing, other	TOTAL ATTENDANCE	May-17	Nov-17	May-18	Nov-18	May-19	Nov-19	5/1/2020 (Cancelled due to COVID-19 restrictions)	Nov-20
CITIES/TOWNS										
Town of Addison	Fire	1								
	Police	1								
City of Allen	Police	5								
City of Alvarado	Fire	5					1			
	Police	5								
City of Anna	Police	3				1				
Town of Argyle	Police	1						1		
	Exec. City Staff	1								
City of Arlington	Fire	3					1			
	Police	12		1						
	Public Works	1								
	Exec. City Staff	3			2					
City of Azle	Fire	1								
	Police	1								
City of Balch Springs	Fire	1								
	Police	6					1			
	Exec. City Staff	1								
	Other	1								
City of Bedford	Fire	4								
	Police	5					2			
	Public Works	1	1							
City of Benbrook	Fire	7								
	Police	5			1		1			
	Exec. City Staff	1								
City of Burleson	Fire	1								
	Police	3								
City of Carrollton	Fire	3			2					
	Police	2			1					
	Public Works	1			1					
City of Cedar Hill	Fire	1								
	Police	3						1		
	Public Works	2	1							
City of Cleburne	Fire	1								
	Police	3	1							
	Other	1								
City of Cockrell Hill	Fire	1				1				
City of Colleyville	Police	2								
City of Commerce	Fire	1	1							
City of Coppel	Fire	3								
	Police	1								
City of Corinth	Fire	3								
	Police	4								
City of Crowley	Police	3								
City of Dallas	Fire	9								
	Police	9								
	Public Works	10				3		1		
	Exec. City Staff	6								1
	Elected Official	1								
City of Decatur	Fire	1				1				
City of Denton	Fire	1								
	Police	2								
	Other	1								
City of DeSoto	Fire	7								
	Police	7								
	Elected Official	1								
City of Duncanville	Fire	2								
	Police	5				1				
	Exec. City Staff	1						1		
	Public Works	2								
City of Ennis	Fire	2								

Freeway Incident Management - Executive Level Course
Agency Attendance: February 2005 - November 2020

SPONSORING AGENCY City, County, DOT, Transit Agency, other	AGENCY TYPE Police, Fire, EMS, Towing, other	TOTAL ATTENDANCE	May-17	Nov-17	May-18	Nov-18	May-19	Nov-19	5/1/2020	Nov-20
									(Cancelled due to COVID-19 restrictions)	
City of Euless	Fire	18						2		
	Police	8								
City of Everman	Fire	1		1						
Town of Fairview	Police	1								
City of Farmersville	Fire	1								
	Police	1								
City of Farmers Branch	Fire	3								
	Police	3								
	Public Works	1		1						
City of Ferris	Fire	5								
	Police	3								
Town of Flower Mound	Police	5	1							
	FIM Instructor	4	1			1	1			
	Engineering	1				1				
City of Forest Hill	Fire	2								
	Police	3								
	Public Works	1								
	Exec. City Staff	4		2						
	City Bldgs. Staff	2								
City of Forney	Fire	2								
	Police	2								
City of Fort Worth	Police	14			3			1		
	Public Works	1								
	Exec. City Staff	1								
	FIM Instructor	2				1				
City of Frisco	Fire	5								
	Police	9		2			2			2
	Public Works	1					1			
	Strategic Services	2								
City of Garland	Fire	4		1			1			
	Police	7				2				
	Elected Official	2								
	Other	1								
City of Glenn Heights	Police	2				1				
	Public Works	1				1				
City of Granbury	Police	3		2						
City of Grand Prairie	Police	4								
	Transportation	2			1		1			
	Engineering	2						1		1
City of Grandview	Police	2					2			
City of Grapevine	Fire	3		1						
	Police	7			1	2	2			
	Engineering	2	1							1
City of Greenville	Fire	1			1					
	Police	3								
City of Haltom City	Fire	2						1		
	Police	1								
	Exec. City Staff	1								
City of Hickory Creek	Police	2			1			1		
City of Highland Park	Police	2				1				
City of Highland Village	Fire	5	2							
	Police	1								
	FIM Instructor	2								
City of Hurst	Police	6								
City of Hutchins	Fire	4								1
	Police	9				2				
City of Irving	Fire	7		1						
	Police	7		1						
	Public Works	2			1					1
	FIM Instructor	1				1				

**Freeway Incident Management - Executive Level Course
Agency Attendance: February 2005 - November 2020**

SPONSORING AGENCY City, County, DOT, Transit Agency, other	AGENCY TYPE Police, Fire, EMS, Towing, other	TOTAL ATTENDANCE	May-17	Nov-17	May-18	Nov-18	May-19	Nov-19	5/1/2020	Nov-20
									(Cancelled due to COVID-19 restrictions)	
City of Kaufman	Police	1								
City of Keene	Fire	1						1		
City of Keller	Fire	1								
	Elected Official	1								
	Public Works	1				1				
City of Lake Dallas	Police	2	1							
	Exec. City Staff	2	1							1
City of Lake Worth	Exec. City Staff	1								
City of Lancaster	Fire	2								
	Police	7						2		
	Public Works	2			2					
City of Lavon	Fire	1		1						
	Police	1		1						
City of Lewisville	Police	3								
	FIM Instructor	7								
City of Mansfield (ISD)	Police	2								
City of McKinney	Fire	1								
	Police	2								
	FIM Instructor	3						1		
	Exec. City Staff	2								
City of Melissa	Fire	1								
	Police	1								
City of Mesquite	Fire	4					1	1		
	Police	7						1		
	Exec. City Staff	5								
	Elected Official	2								
	Engineering	2			1		1			
City of Midlothian	Fire	1								
	Police	2								1
City of Mineral Wells	Police	2				1		1		
	Fire	1				1				
City of Murphy	Police	3	2			1				
City of North Richland Hills	Fire	4								
	Police	18	3		1					
	Public Works	1								
	Exec. City Staff	2								
City of Parker	Police	2			1					
City of Pilot Point	Police	1		1						
City of Plano	Fire	4								
	Police	8								
	Exec. City Staff	1								
	Elected Official	1								
	Engineering	1			1					
City of Ponder	Fire	1								
City of Prosper	Fire	1								
	FIM Instructor	2					1			1
City of Red Oak	Fire	2								
	Police	3								
City of Rhome	Police	1								
	Elected Official	1								
City of Richardson	Police	9								2
	Public Works	1								
City of Richland Hills	Fire	2								
	Police	2								
	Elected Official	1								
City of Roanoke	Fire	1					1			
	Police	1				1				
City of Rockwall	Fire	1						1		
	Police	5								

**Freeway Incident Management - Executive Level Course
Agency Attendance: February 2005 - November 2020**

SPONSORING AGENCY City, County, DOT, Transit Agency, other	AGENCY TYPE Police, Fire, EMS, Towing, other	TOTAL ATTENDANCE	May-17	Nov-17	May-18	Nov-18	May-19	Nov-19	5/1/2020 (Cancelled due to COVID-19 restrictions)	Nov-20
City of Rowlett	Police	2								
	Public Works	2		1						
City of Royse City	Police	1								
City of Sachse	Fire	1								
City of Sansom Park	Police	2		1	1					
City of Seagoville	Fire	4								
	Police	5				1				
	Exec. City Staff	1								
City of Southlake	Police	4								
City of Springtown	Police	1	1							
Town of Sunnyvale	Police	1								1
City of Terrell	Fire	1								
	Police	6								
City of The Colony	Police	7								
	FIM Instructor	10								
	Other	1								
City of University Park	Police	2								
City of Venus	Fire	2					1			
	Police	2								
City of Waxahachie	Fire	2					1			
	Police	3								
	Exec. City Staff	1								
City of Weatherford	Fire	1								
	Police	3								
	Other	2					1			
City of White Settlement	Police	3		2	1					
City of Willow Park	Fire	2	2							
	Police	2	1							1
City of Wilmer	Fire	2								
	Police	2								
City of Wylie	Fire	2								
	Police	1								
COUNTIES										
Collin County	Sheriff	9		1						
	Med. Examiner's Office	1								
Dallas County	Sheriff*	46			2	4	1	5		
	Elected Official	2								
	Med. Examiner's Office	10								
	Court Administration	4	1					1		
	Public Works	1						1		
FIM Instructor	29	1			1	1	1		1	
Denton County	Sheriff	3								
	Elected Official	1								
	Med. Examiner's Office	2								
Ellis County	Sheriff	1								
	Court Administration	2					1	1		
Kaufman County	Emergency Management	2	2							
Parker County	Sheriff	1								
Rockwall County	Sheriff	1								
Tarrant County	Sheriff	4								
	Elected Official	1								

**Freeway Incident Management - Executive Level Course
Agency Attendance: February 2005 - November 2020**

SPONSORING AGENCY City, County, DOT, Transit Agency, other	AGENCY TYPE Police, Fire, EMS, Towing, other	TOTAL ATTENDANCE	May-17	Nov-17	May-18	Nov-18	May-19	Nov-19	5/1/2020 (Cancelled due to COVID-19 restrictions)	Nov-20
OTHER AGENCIES										
AAA	Representative	2								
Dallas Area Rapid Transit	Police	9								
DFW Airport	Police Dept	3		1						
Emergency Response Bureau	Representative	1								
FHWA	Representative	7	1		1	1	1	1		
Fort Worth Transportation Authority	Representative	2								
Kelly Services	Representative	1								
Mathis and Associates	Representative	1								
Methodist Dallas Medical Center	Representative	1								
NCTCOG	Representative	108	3	2		2	2	2		22
	FIM Instructor	44	2			2	2	2		2
NTTA	Representative	8						1		
Protect Environmental	Representative	60		1			2	5		9
TAS Environmental	Representative	8								
Tarrant Reg. Trans. Coalition	Representative	1								
Texas Health Harris Methodist Hospital Fort Worth	Representative	1								
Texas Rangers	Representative	1								
Texas Transportation Institute	Representative	1								
Trinity Metro Services	Operations	2				1				1
TxDOT - Austin	Operations	1			1					
TxDOT - Dallas	Operations	14	1			1				
TxDOT - Fort Worth	Operations	33	5			1	8			5
	FIM Instructor	13								
TxDOT - Johnson	Operations	2			1					1
Wrecker Services	FIM Instructor	16			1	1				1
	Representative	6								
	TOTAL ATTENDANCE	1083	36	25	30	41	42	37	0	56

Road Safety Audit Virtual Workshop (for Pedestrian and Bicycle Safety)

Hosted by Federal Highway Administration and the
North Central Texas Council of Governments

Road Safety Audits (RSAs) are the formal safety performance examinations of an existing or future road or intersection by an independent, multidisciplinary team to qualitatively estimate and report on potential road safety issues and identify opportunities for improvements in safety for all road users.

Engineers, Planners, Public Safety Officials, Consultants, and other Community Stakeholders in the North Texas region will have the opportunity to learn how to conduct RSAs, **with a focus on pedestrian and bicycle safety.**

This three-day workshop led by experienced FHWA staff is comprised of four, two-hour sessions.

DAY 1

Two-Hour AM Session

Topic: Introduction to RSA
Process, Why Use RSA's,
and Resource Needs

Date: Tuesday, April 27

Time: 9:00 am to 11:00 am

SEATING IS LIMITED!

To ensure your seat please register today at

nctcog.org/RSAworkshop

DAY 2

Two-Hour AM Session

Topic: Seven Step Process,
Challenges and Issues

Date: Wednesday, April 28

Time: 9:00 am to 11:00 am

Two-Hour PM Session

Topic: Group-paced Field
Exercise

Date: Wednesday, April 28

Time: 1:00 pm to 3:00 pm

FREE of COST

DAY 3

Two-Hour AM Session

Topic: Group Reports, and
Conducting Effective RSAs

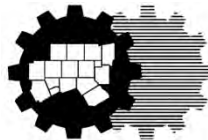
Date: Thursday, April 29

Time: 9:00 am to 11:00 am

CONTACT Barb Walsh at
bwalsh@nctcog.org or (817) 695-9245 for more info.

STATUS OF TEXAS VOLKSWAGEN ENVIRONMENTAL MITIGATION PROGRAM FUNDING

**Surface Transportation Technical Committee
March 26, 2021**



North Central Texas
Council of Governments

KEY TAKEAWAYS



NCTCOG Region is the Only Region That Has Requested All Available Funding in All Funding Buckets Thus Far



NCTCOG Region Has the Greatest Number of Public and Private Applicants for Both Refuse and Freight Funding



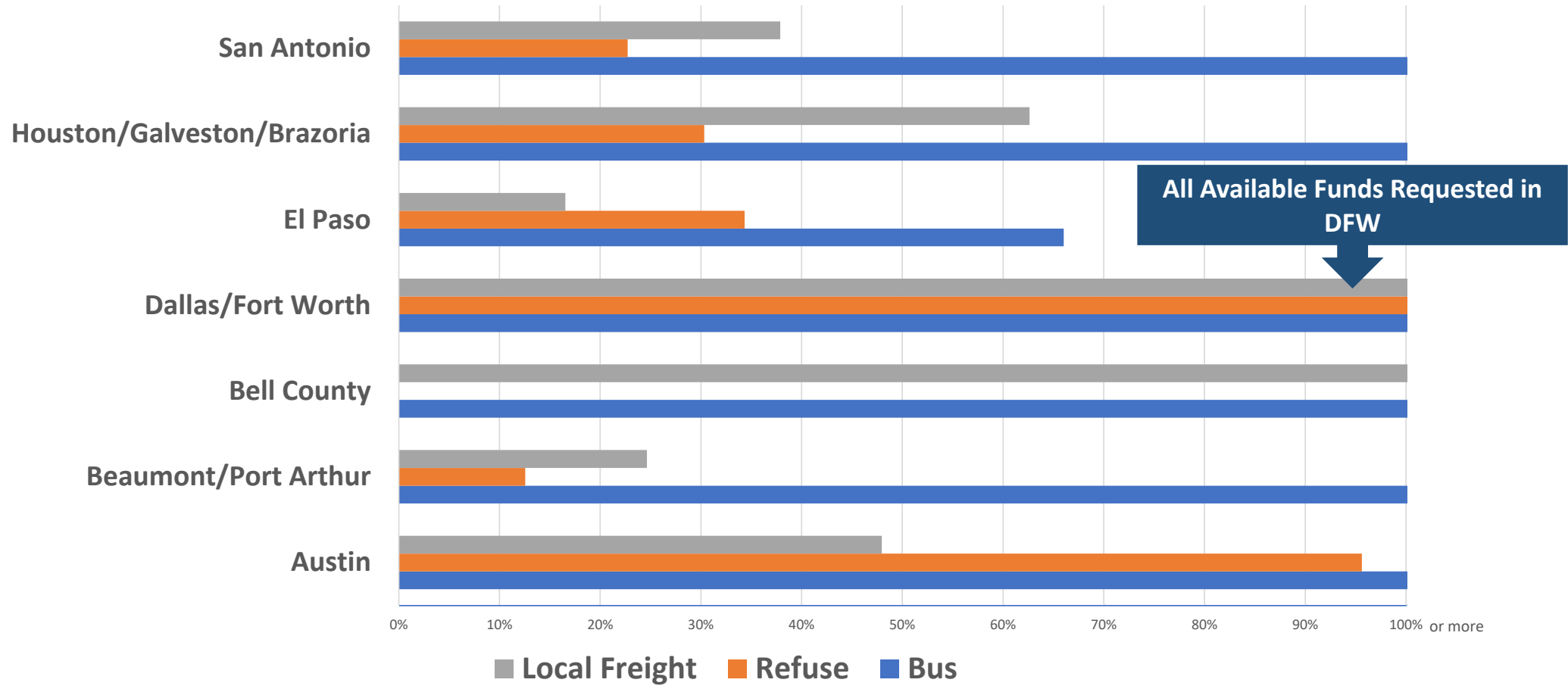
NCTCOG Region Is One of Only 4 of the 7 Identified Priority Areas That Have Requested Level 2 ZEV Infrastructure Funding

TEXAS VOLKSWAGEN ENVIRONMENTAL MITIGATION PROGRAM

Statewide Allocation	Program	DFW Area Allocation	Schedule	Status (as of March 12, 2021)
~\$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	\$9,363,508 Requested \$3,724,066 Awarded
	Freight & Port Drayage Vehicles	\$6,677,032	Closed	\$8,850,532 Requested \$4,234,154 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)	Open; First-Come First Served Until 9/9/2021	\$532,500 Requested \$245,000 Awarded \$10,220,958 Available
	ZEV Infrastructure – DC Fast Charge Funding	~\$25 Million (Statewide)	May Open Spring/Summer 2021	

PERCENT FUNDING REQUESTED BY REGION

Percent Available Funds Requested by Funding Round



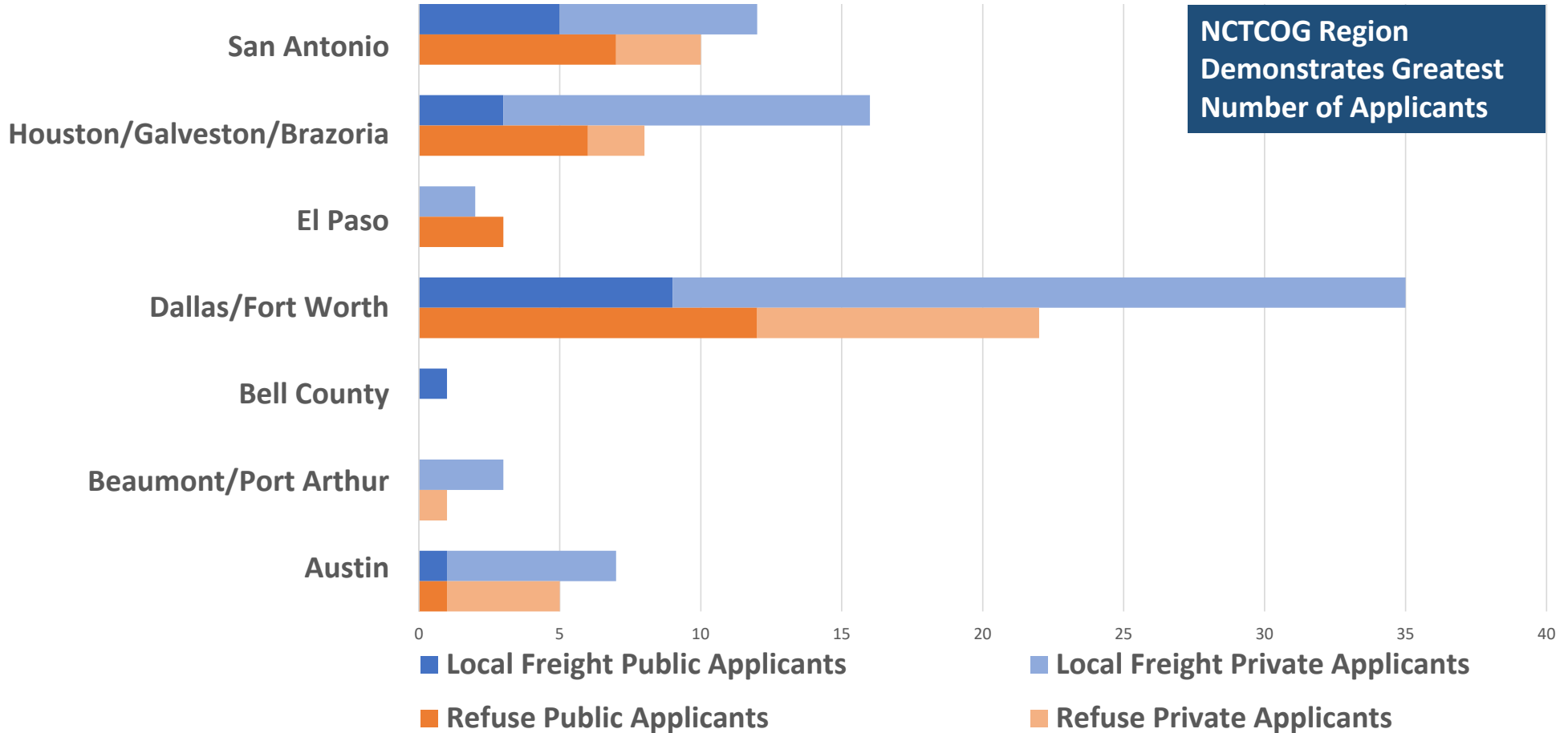
All Available Funds Requested in DFW



Data sourced from www.texasvfund.org on February 11, 2021

NUMBER OF APPLICANTS BY REGION

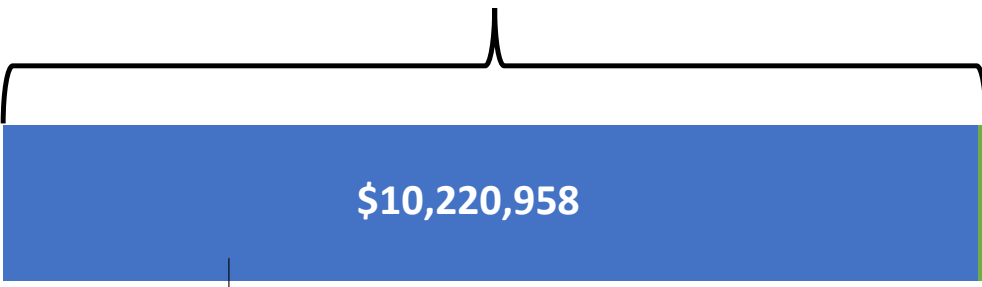
Local Freight and Refuse Vehicle Applicants



Data sourced from www.texasvfund.org on February 11, 2021

TxVEMP ZEV Infrastructure Level 2 Rebate

Total Statewide Allocation of Funds = **\$10,465,958**



■ Funds Remaining

■ Funds Awarded
\$245,000

All Rebates First Come, First Served

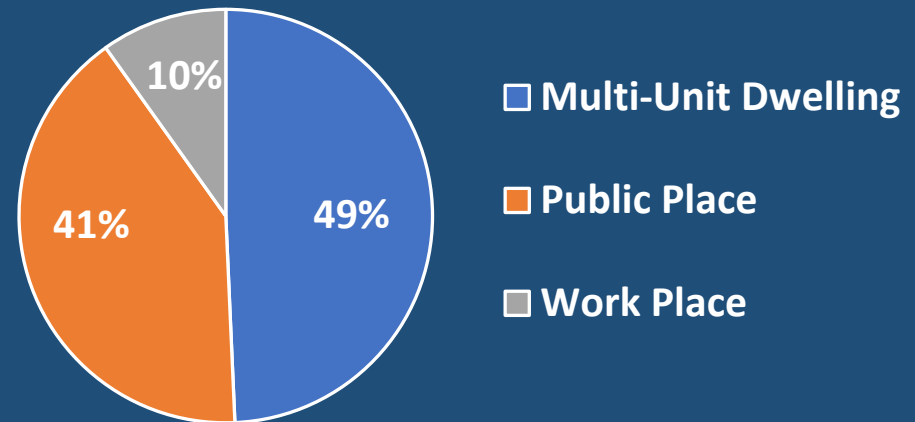
DEADLINE: 9/9/2021 or until funds run out, whichever is first

Quick Facts

213

Activities Requested
For Total of \$532,500

Infrastructure Distribution to Date



□ Multi-Unit Dwelling

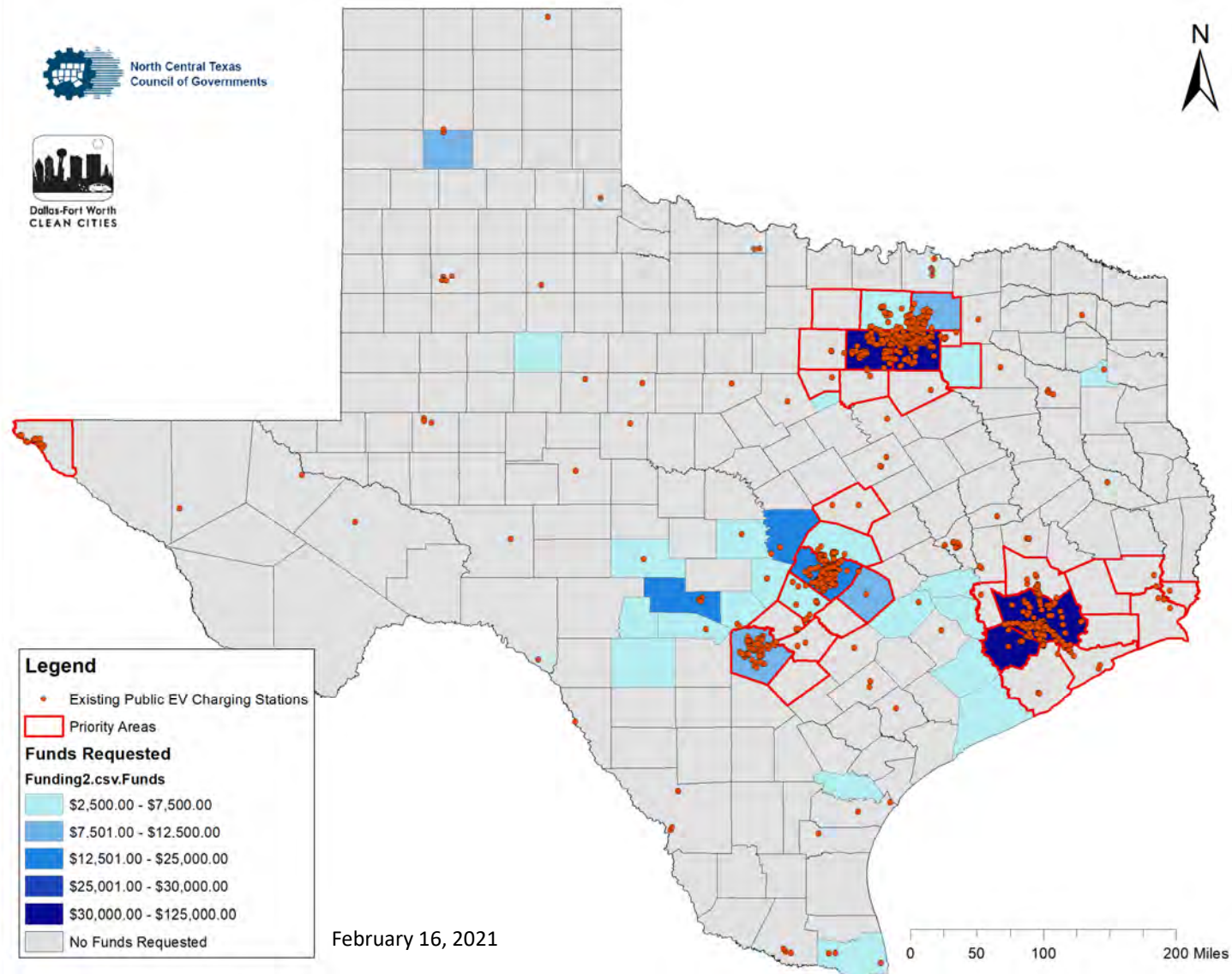
□ Public Place

□ Work Place

GEOGRAPHIC DISTRIBUTION OF ZEV LEVEL 2 FUNDING REQUESTS

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



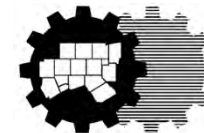
FOR MORE INFORMATION

Jared Wright
Air Quality Planner I
817-608-2374
jwright@nctcog.org

Bailey Muller
Senior Air Quality Planner
817-695-9299
bmuller@nctcog.org

Amy Hodges
Senior Air Quality Planner
817-704-2508
ahodges@nctcog.org

www.nctcog.org/aqfunding, “Hot Topics”



**North Central Texas
Council of Governments**

MINUTES

REGIONAL TRANSPORTATION COUNCIL ONLINE INPUT OPPORTUNITY

High-Speed Transportation Update

Proposed Modifications to the List of Funded Projects

Online Public Input Opportunity Dates

Monday, February 8, 2021 - Tuesday March 9, 2021 – The North Central Texas Council of Governments (NCTCOG) posted information at www.nctcog.org/input for public review and comment.

Purpose and Topics

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

1. High-Speed Transportation Update
2. Proposed Modifications to the List of Funded Projects

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

Summary of Presentations

High-Speed Transportation Update presentation:

<https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2021/02/HSTCS.pdf>

The High-Speed Transportation Connections Study (HSTCS) traverses Dallas, Irving, Cockrell Hill, Grand Prairie, Arlington, Pantego, Dalworthington Gardens, Hurst, Euless, Bedford, Richland Hills, North Richland Hills, Haltom City and Fort Worth. The study's purpose is to evaluate high-speed transportation alternatives, both alignments and technology, to connect Dallas-Fort Worth to other proposed high-performance passenger systems in Texas as well as obtain federal environmental approval of the viable alternative.

The study is divided into two phases. The first phase will analyze all reasonable alternatives regarding alignment and travel technology. The wide range of alternatives will be pared down to a small number of recommended travel technologies and a small number of alignment options through a multiple-level screening process. Staff anticipates the first phase to take approximately twelve months and conclude in spring 2021. During the first phase, there will be three opportunities for the region to participate in the study via public meeting events. Meetings

were held in September 2020 and January 2021. The next series is tentatively scheduled for April 2021.

The second phase will be an engineering and environmental analysis as prescribed by the National Environmental Policy Act. This phase will include conceptual and preliminary engineering tasks, and work efforts are expected to begin in early summer 2021 and conclude in late spring 2023. This 24-month schedule includes two primary public engagement events in early fall 2021 and late summer 2022.

The project team is using a three-level screening process to pare down the initial vast number of possible options to a select few by the end of the first study phase. This process begins with identifying all reasonable alternatives. The first level of evaluation for the alternatives is to determine if the alternative meets the project purpose and the project need. The alternatives that meet the project purpose and the project need then move to the second level of evaluation. The second level of evaluation focuses on identifying any flaws which may preclude the alternative from being built. This is where the project team is currently. The goal is to complete the third level of evaluation with a limited number of technologies and alignments or corridors to be evaluated in the project's second phase.

Using previous transportation studies that examined corridors between Dallas and Fort Worth, the project team identified many possible alignments and corridors to analyze. In general, the project team identified alignments and corridors along existing transportation routes as much as possible to minimize the need to acquire additional property. Each alignment and corridor option will connect the central station in downtown Fort Worth to the proposed high-speed rail station in downtown Dallas. In all, 43 distinct alignments and corridors were identified for study. The initial 43 distinct alignments and corridors were grouped into five families of options:

- Trinity Railway Express alignments
- Trinity River alignments
- IH 30 alignments
- SH 180 alignments
- SH 303 alignments

These are the alignments and corridors the project team analyzed during the level one screening.

There are several high-speed transportation technologies or modes of travel to be examined for their use to meet the region's travel needs. These initial modes of travel include conventional passenger rail trains, higher-speed trains, high-speed rail trains, magnetic levitation, (maglev for short), train technology, hyperloop technology and other emerging high-speed transportation technologies. Looking more closely at the design characteristics for each technology, it is important to understand how the footprint and profile could affect the surrounding environment, including the amount of right-of-way width needed. Typical sections of each technology give a view of the technology and its associated infrastructure required. A typical section is what could be expected to be generally built throughout the corridor. Conventional and higher-speed rail typical sections are generally constructed on the ground. The technologies with the highest speeds require the vehicles to operate on bridge structures throughout a corridor to separate them from other roadways and rail lines.

The level one evaluation was aimed at determining if the alternative would meet the project purpose and need and was conducted using two screening evaluations. The primary evaluation determined if the alternative would serve both downtown Fort Worth and downtown Dallas with a travel time faster than existing modes. The secondary evaluation in level one determined if the alternative would be safe, reliable, convenient, linked to other high-speed transportation systems serving Texas, connected to existing regional passenger systems and improve access to major activity centers in the study area.

Using the primary criteria, all alignments serve both downtown areas. The next part of this primary criteria screens out alignment and mode combinations that have a longer travel time between the Dallas and Fort Worth stations than the 20 minute threshold. Using this travel time criteria, none of the 43 alignments pass the test for conventional rail. Higher-speed technology has 8 alignments that pass the travel time test while high-speed rail passes on 39 alignments. Maglev and hyperloop technologies pass on all 43 alignments for travel time. Using the secondary level 1 screening criteria identified, many alignments should not be considered further in the second level of screening analysis. In total, 23 alignments were identified for consideration in the level 2 screening process.

Turning to the level 1 screening analysis regarding transportation technologies, as mentioned previously, the conventional rail technology did not pass the level one primary screening analysis and was eliminated from further consideration. The higher-speed, high-speed, maglev and hyperloop transportation technologies were recommended to be further evaluated in level 2.

Moving on to the level two evaluation process, level 2 centered on determining if the alternative has any fatal flaws, meaning a concern that would prevent further development of the project using that alignment. Various conditions are examined for each alternative, including proximity to environmentally sensitive areas, potential community impacts, technology maturity, compatibility with existing infrastructure and operational characteristics.

The level 2 screening results identified both alignment options and transportation technology options to move forward into the more detailed level 3 screening analysis. The results for the IH 30 alignments indicated 7 of 12 alignment options should be analyzed further. Additionally, three of 11 SH 180 alignment options are identified as needing additional analysis. Regarding transportation technologies or modes, the level 2 screening suggested the higher-speed technology not be analyzed further while high-speed rail, maglev and hyperloop technologies should be analyzed further. The new and emerging technologies initially analyzed were not recommended for consideration in the level 3 screening process.

The level 3 screening process will focus on a more detailed evaluation of the remaining alignments and transportation technology alternatives, including a conceptual design process for each. Criteria for this final evaluation level will include cost estimates, potential impacts to environmentally sensitive areas, other potential community impacts and the ability to construct the proposed project in the future. In conjunction with the level 3 screening process, the project team will be conducting an initial design for each alternative that has advanced to level 3 screening. This initial design will be used to support and provide information for the level 3 screening process. The project team anticipates the initial design process to be completed by the end of March 2021.

Public and agency engagement strategies occurring throughout the study include but are not limited to the following:

- Elected official meetings
- Federal Transit Administration/Federal Railroad Administration progress meetings
- Technical work group meetings
- Technology forum
- Project public meetings
- NCTCOG public meeting
- Resource agency meeting

For more information on the High-Speed Transportation Connections Study and to sign up for project notices, visit www.nctcoq.org/dfw-hstcs.

Work Program Modifications (no audio presentation; handouts posted online for review and comment):

<https://www.nctcoq.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2021/02/UWPP-Mods.pdf>

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

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

The modifications in this fifth round of proposed modifications to the FY 2020 and FY 2021 UPWP address new initiatives, project updates and funding adjustments.

The RTC will take action on the FY2020 and FY2021 UPWP modifications in March 2021.

COMMENTS SUBMITTED BY WEBSITE, MAIL, EMAIL and SOCIAL MEDIA

Email

Work Program Modifications

Michael Morris

Cedars Project should be \$4 million in federal funds and \$1M RTC transportation development credits (TDC's). This is a very important project but does not need RTC local funds.

Mail

Other

Please see attachment for comment submitted via mail.

1000 North Central Expressway
Arlington, Texas 76010

March 3, 2021

Carl L. Baylor
North ^{Central} Texas Council of Government's
Transportation Department
P O Box 5888
Arlington, TX 76005-5888

Dear Carl:

I have received your recent mailing due March 9, 2021. I am not commenting on the contents of the two presentations, however I want to make some positive comments regarding each:

For Amendment #5 to the FY 2020, FY 2021, Unifund Planning ^{with} Program for Regional Transportation Planning - I am pleased to see that acronyms and their definitions are spelled out in this document.

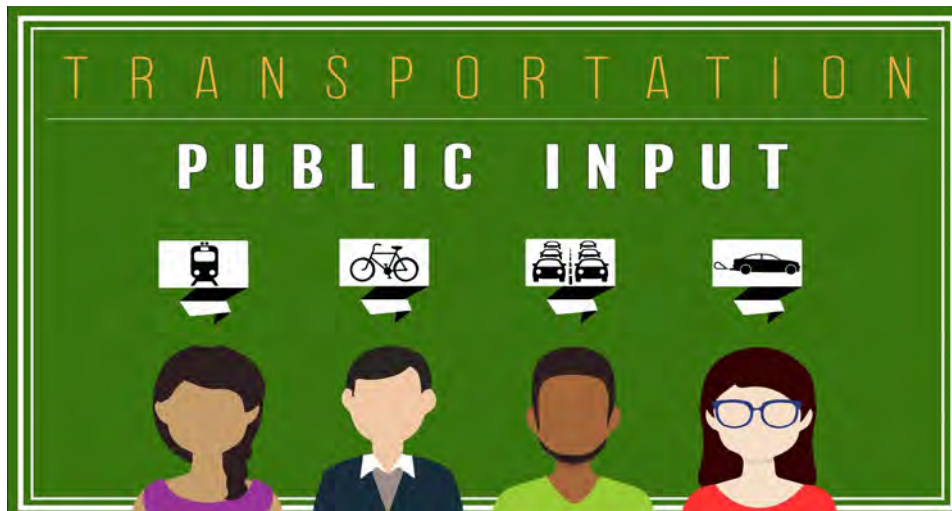
I will have to study the presentation on High-Speed Transportation, Dallas-Fort Worth more closely. It appears to be a comprehensive document covering many aspects of the project. I appreciate the opportunity to review this.

RECEIVED

MAR 7 2021

TRANSPORTATION

Sincerely,
Phyllis Silver



REGIONAL TRANSPORTATION ONLINE INPUT OPPORTUNITY

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

Submit comments and questions to NCTCOG:
 Email: transinfo@nctcog.org
 Website: www.nctcog.org/input
 Fax: 817-640-3028
 Phone: 817-695-9240
 Mail: P.O. Box 5888
 Arlington, TX 76005-5888

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

WHAT DO YOU THINK? TELL US.

Information will be posted online at www.nctcog.org/input for public review and comment April 12 - May 11, 2021. To request printed copies of the information, call 817-608-2365 or email cbaylor@nctcog.org.

COVID-19 #00X Transportation Infrastructure Program: Round 4

The COVID-19 Infrastructure Program is intended to award federal and regional funding to projects across the region that would benefit from expedited action to help stimulate the economy. Staff will present details on this fourth round of projects for public review and comment.

Regional Trip Reduction Resolution for Single Occupancy Vehicle Trips

NCTCOG staff is proposing the passage of a single occupancy trip reduction resolution that establishes a regional trip reduction target to reduce drive alone commute trips through Travel Demand Management (TDM) strategies such as teleworking, ridesharing, active transportation, and transit. More information on the proposed resolution will be presented.

Start of 2021 Ozone Season

The 2021 ozone season began on March 1 and runs through November 30, 2021. The Dallas-Fort Worth region does not meet attainment for federal air quality standards for the pollutant ozone. NCTCOG staff will present an introduction to the pollutant, an overview of current progress, an ozone season update, and strategies to help reduce air pollution and reach attainment.

Car Care Awareness

NCTCOG educates citizens about vehicle maintenance and informs them about how they can contribute to the regional air quality solution by keeping their vehicles in good condition. Not only can proper maintenance save them money, but it also keeps the vehicle from polluting excessively by advising what to do if the check engine light illuminates. More information: www.ntxcare.org.

(ONLINE REVIEW & COMMENT; NO PRESENTATION)

Modifications to the 2021-2024 TIP Development Project Listing: www.nctcog.org/input

RESOURCES AND INFORMATION

- Access North Texas: www.nctcog.org/accessntx
- Interactive Public Input: Map Your Experience: www.nctcog.org/mapyourexperience
- Regional Smoking Vehicle Program: www.smokingvehicle.net
- Vehicle Incentives & Funding Opportunities: www.nctcog.org/aqfunding



NCTCOGtrans



North Central Texas
Council of Governments

PUBLIC COMMENTS REPORT

WRITTEN COMMENTS SUBMITTED BY WEBSITE, EMAIL & SOCIAL MEDIA

Purpose

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

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

This month, public comments were received on a number of topics across social media platforms and via email. Transit comments primarily related to the Southern Dallas County Transit Study 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. The tool was in test mode and was open to the public through August 2020. This month, there were 11 Bicycle and Pedestrian comment, four Transit comments and two Roadway comments. To read them, visit:

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

Electric Vehicles

Twitter –

1. @NCTCOGtrans know of any residential EV charger installation incentives? – Otto Mayo (@Otto_Mayo)

Hi, Otto! To retrofit your home with a charging station, you can find info on a tax credit here <https://nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle> under “Other Air Quality Improvement Strategies.” If you’d like to stay in the loop on EV topics, sign up for our EV NTX email list: <https://nctcog.org/stay-informed?ext=>. – NCTCOGTransportation (@NCTCOGtrans)

2. Would be awesome to see @NCTCOGtrans promote and incentivize e-bike adoption like they have for EVs – Loren S. (@txbornviking)



High-Speed Transportation

Online –

1. **Andrew Armstrong**

I am an eager supporter of a high speed transportation connection between downtown Dallas and Fort Worth. I travel between the two multiple times each year and would do so more often if the journey was quicker. Even if I didn't travel it I would support my tax dollars supporting projects like this as it is the future.

Also, as exciting as Hyperloop technology is I strongly support high speed rail as it is a proven technology and already operational. I think total unique annual trips need to be taken into account when weighing whether a single mid-point stop should be placed near the stadiums or near UTA. Whichever has the largest total annual unique trips should get the station.

Email –

1. **Allen Bussell**

Agree with your preferred alignments and modes. I recommend using maglev or hyperloop over conventional “bullet” type because of reduced ROW and noise. Also, the scale of the vehicles - would assume time to speed for the larger “bullet” would restrict it from reaching its potential while making a stop at the Arlington sports venues. The “bullet” seems more appropriate for longer stretches like between DFW and Houston / Austin

Thank you for the excellent presentation and the amount of work being done.

Q: What rails are planned from surrounding communities to connect to the Dallas and Fort Worth hubs where one will then catch the high speed to Arlington (for instance)? We live north of Frisco, near US380 and I've not seen the entire rail / mass transit plan that connects the region.

Again, thank you!

2. **Beth Knight**

After hearing the different options for high-speed trains, I am opposed to hyper-loop transit due to:

the lack of safety backups (no, I don't trust Elon Musk),
the lack of accommodation for wheelchairs or strollers, and
the relatively unproven technology.

Thanks for taking my comments!

Project Planning

Online –

1. Michael McDonald

Please construct more Managed Lanes. Constructing Managed Lanes helps to create a robust network and offers drivers more choices. All new construction in the DFW metropolitan area should include Managed Lanes.

Email –

1. Elaine Laisure

I/20 Weatherford TX to Fort Worth is heavily congested.

When I/20 has traffic accidents, the only way around the accident is driving at least 1 hour on Farm Market Roads.

I/20 needs to be widened to three lanes from East of Weatherford to the Brock Exit. This is a bottle neck with numerous accidents

Yet, I see not plans to fix these immediate needs.

Please address the above issues.

Public Meetings & Forums

Twitter –

1. There are two virtual public meetings on high-speed transportation in the region. This study will review high-speed options in the Dallas to Fort Worth corridor. Join in and let your voice be heard! For more information and to sign up, visit: <http://bit.ly/3cjZeIV>. @NCTCOGtrans - Green Dallas (@GreenDallas)



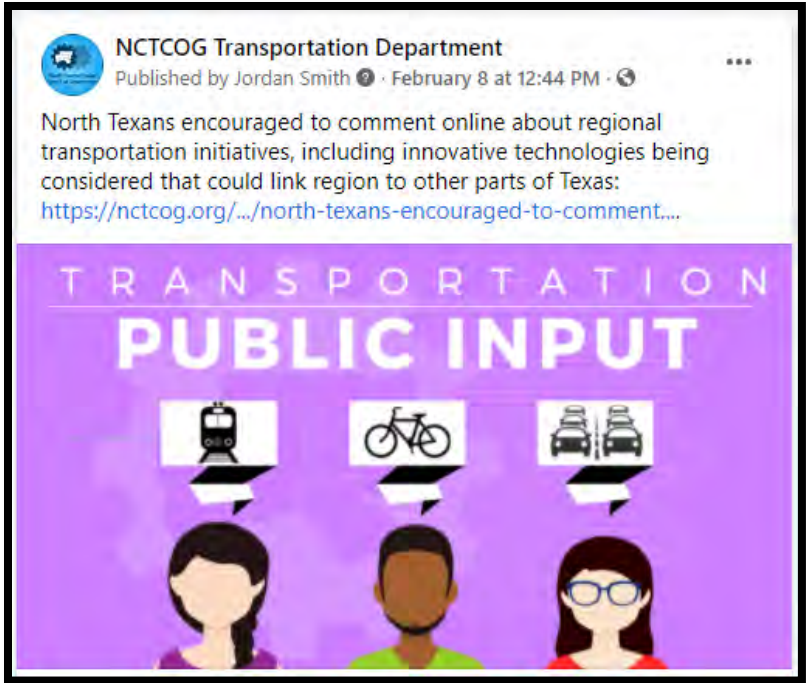
2. NCTCOG Transportation Department is holding two virtual public meetings this week on high speed transportation at noon on Wednesday and 6 p.m. Thursday. Visit <http://bit.ly/3cjZelV> for details on how to participate. – North Richland Hills (@CityofNRH)



3. Enjoying our (virtual) Infrastructure Forum Agency updates! Thank you to our first round of participants! @dartmedia @TxDOTFortWorth @TxDOTDallas @USACE_SWD @USACE_FortWorth @DallasCountyTx @CityOfDallas @NCTCOGtrans @NCTCOG_Official @mavengineering – Dallas SAME (@Dallas_SAME)

Facebook –

1. The North Central Texas Council of Governments is asking North Texans for their input on regional transportation initiatives, including innovative technologies being considered that could link region to other parts of Texas. – City of Rowlett



To cut traffic in Rowlett get Rockwall to vote in Dart. – Sam Ward

Sam Ward they know better. – John Roberts

2. Yesterday's meeting was great and we're back again for second round! Tonight at 6 pm, we'll be answering all your questions related to the high-speed transportation study for our region. Join us! <https://www.nctcog.org/.../dfw-high-speed-transportation....> – NCTCOG Transportation Department



Great meeting yesterday with excellent and informative presentations, as well as a great Q&A session, too! – Paul McManus

Glad you were able to participate! – NCTCOG Transportation Department

Safety

Online –

1. Alison Harris

I would like an online, app or text ability to report unsafe and dangerous drivers. Too many times on North Texas roads we all see dangerous drivers who pose a threat to public safety with no consequence. When able to do so safely, drivers could report vehicle description and license plate information via an online platform. This is similar to the smoking vehicle report and littering app supported by the Don't Mess With Texas program. I realize there is some subjectivity to such reports, but my earnest feeling is that if a driver has had enough reports of unsafe driving, this should show up if they are pulled over by law enforcement or trying to renew their vehicle registrations. It's clear that no city or county police department is capable of stopping all unsafe drivers, and too many time there is no police presence around. But, citizens could assist law enforcement greatly by providing this information to create some type of punitive or at least notification process to unsafe drivers. I think many of us feel that unsafe driving is all around us, and empowering citizens to feel that they can help in the process would be an innovative and necessary step in the right direction. Thank you for your consideration.

Twitter –

1. An absolute tragedy and a preventable one at that. Too bad it's working as designed by @NCTCOGtrans and @TxDOT. #EndTheStreakTX – Andrew Wallace (@agwallace92)



Sustainability

Email –

1. Becca Jones

Hello and greetings from Ms. Jones' Class!

Hope you are well and safe. My name is Becca and I am an online teacher for an alternative learning program for kids. As you can imagine, with the current state of things in the world, we have been getting a lot of new sign-ups for our online program. I am currently discussing sustainability and other environmental issues with the kids and we came across your website <https://www.airnorthtexas.org/links> while looking for resources. We wanted to say thank you!

One of my students, Jason, did some research and he sent in this article with a lot of really great information on eco-friendly cars:

<https://www.carcovers.com/resources/the-importance-of-eco-friendly-cars/>

I suggested that he share this with you because it had such great information we thought it could be useful to you and your other visitors. Would you please add a link to it to your web page for them, even if it is just for a little while? I want to show the increasingly large group of students that they can accomplish things if they aren't afraid to come out of their shells and simply ask, especially while being in so much isolation these days! Please let me know if you'd be willing to help so I can share the exciting news with them!

Thank you in advance!

Response from NCTCOG staff

Thank you so much for contacting the NCTCOG Transportation Department and sharing your student's story with us.

Kimberlin To on our staff manages the Air North Texas program, and I know she'll be happy to hear the website is being used to help engage students in a virtual learning environment.

Additionally, I'm copying Lori Clark and Bethany Ross on our air quality team, as they work on all of our alternative fuel and electric vehicle initiatives. I'm sure they'll enjoy reading the article Jason found and might be able to find some great opportunities to share it with our target audiences.

Please don't hesitate to reach out to us if you ever need additional assistance or have a question about anything related to air quality and transportation.

Transit

Online –

1. ReNona Lemmons

I am not interested and would not like a public transportation system in DeSoto.

Email –

1. Patricia Ajene

Cedar Hill residents have at least 3 cars per household. Which means just about every adult has a car and a job. Public transportation would just bring more crime into our Community with people coming in looking to commit offenses in the neighborhood, it would also bring down out property values and bring in “Walkers” who don’t work!

2. James Vaughn

WE DO NOT NEED NOR WANT PUBLIC TRANSPORTATION SYSTEM!

3. Crystal Tyler

No Public Transportation Please!

4. Brandi Johnson

Hello.

We are not interested in providing public transportation in Desoto, Texas. Please do not conduct such project. Public transportation will kill the morale of the city, will cheapen the value of our property and will increase crime rate. We are not prepared to handle such things.

5. Debra Echols

I do not want public transportation in Desoto.

6. Sandra Jones

NO PUBLIC TRANSPORTATION SERVICES IN DESOTO TEXAS

7. Natasha Price

We are against it bec it will increase crime in our community. Not having a transit system here has made it harder for people to randomly pop up.

8. Arthur McKnight

As a taxpaying citizen in the City of DeSoto,

I do not want public transportation in our city. We cannot afford even higher taxes in our city and our primary focus should be on our struggling education system. Thank you.

9. Patricia Ajene

“NO” I don’t want public transportation inside Cedar Hill because I have lived almost 30 years with PT in a neighborhood that completely went from good, to bad, to worst; because white people took flight to further cities out. We watched as the buses came and people started walking everywhere. Theft became rampant in a neighborhood that didn’t have home security,

but all neighbors worked! It is no fun to watch your neighborhood go down further and further because streets were not large enough to traffic buses. But they were able to provide ways for those that wanted to hurt the neighborhood to move more freely between our area and other areas that were even more run down with crime! I don't see them proposing Public Transportation to North Dallas neighborhoods where the jobs are already established. Also, we should not take away from Cedar Hill all the beauty of trees and forestry that is a part of the Cedar Hill environment for other mammals that need to have their habitation preserved. Public Transportation will not make Cedar Hill better. Food for thought:: Cedar Hill needs a new high school, not just the one that was built in the 1950s and is so overrun with kids that teachers are having a hard time just monitoring who is in class or online! Think about how far down the ladder our grading system is for our kids to other districts. Let's put the money where it is needed, in exceptional schools for our kids so they can learn and better teachers so we can keep them!

10. **Josefina Chavira**

Yes, I am for public transportation for DeSoto TX

I am a resident of DeSoto and I currently have to drive to, or be dropped off at, Glenn Heights P&R to take the Express Bus to Downtown Dallas.

I truly hope DeSoto will have public transportation. It will not bring the value down; it will enhance our community. It would finally connect us with the metroplex. Traffic is horrific when driving, especially within the city where many prefer not to drive the speed limit. I have used public transportation whenever possible and I have found that I am able to relax and take care of other things without the stress of driving. Many of the naysayers mention "riff-raff" or persons who want to cause problems in our community, however, I don't see any "riff-raff" on the buses or trains that I ride. I believe that all depends on the community and each of us individually to keep the transit safe.

#DeSoto4PublicTransit

11. **Kay Moore Jackson**

No public transportation in Desoto Texas or any surrounding towns (I e Cedar Hill Glenn Heights) We have a Dart Park n Ride that meets the needs of residents for transportation.

12. **Sonya Battle**

We do not want or need buses in our small area.

Buses create more traffic.

Buses bring crime.

Over 90% of our residents own cars. Who exactly will be riding a huge bus?

We are experiencing a global pandemic. It's more imperative than ever for us to be socially distanced.

The elderly do not feel safe riding public public transportation. My elderly mother doesn't even consider a bus as an option to get to the places she needs to go. Additionally, if she were unable to drive, my brother and I would make transportation arrangements for her.

We've been in DeSoto for 27 years and this issue keeps coming up.

STOP!!!

Don't run our neighborhood with buses. There is zero benefit for us.

13. Ayub Jomanday

There should better public transport trams,buses,metros,trains in regions like california los angeles, florida miami,atlanta,texas,lousiana and new orleans and other regions that is still flat. We want more regions to be just like new york with better public transportation and more businesses and african american ownership in transportation.

14. Julie Ledford

Please confirm receipt of my comments. The main concern currently is the proposal for the bus rapid transit. I live in Historic Handley, and have attempted to voice opposition about the direct line that is proposed for our area to service near downtown Fort Worth. This depot is right near the homeless area. Currently buses run from that area all over town, but there is no direct line. During the presentation, the city leaders and Trinity Metro claimed that people needed to get to Handley to "work" and "shop" for groceries. This is completely inaccurate. Handley has only a handful of privately owned small businesses. There is no employment for people from other areas, because the shops on Historic Handley are upscale wedding venues, event planners, and a photography shop. The art gallery doesn't need help.

In addition, Walmart shut down their neighborhood market years ago following ongoing issues with theft and robbery. There is no grocery store nearby for shoppers.

This reasoning for installation of a direct line calls to question the motivation behind the proposal. It seems the only purpose of the line is to move the homeless population away from

downtown during the day and have them return to the shelter at night. During the pandemic, Trinity Metro gave all riders free bus passes unlimited (in order to limit contact with the bus drivers as a precaution). Before anyone knew what was happening, our neighborhood suffered a spike in petty crime, home break-ins, and car theft. We had never experienced this type of surge before the free passes. Occasional crime yes, but not continuous. This weekend the art gallery was broken into for the first time. It is irresponsible for the city to circumvent public approval and install a direct line that is unwarranted and not supported by statistical data for ridership. The current buses are frequently empty. If people don't pay to ride on a regular basis, then installing a direct line will not change the traffic.

We want more information about how to effectively oppose this project and be heard. People were silenced during the public meeting in the fall. City leaders (who promised to follow up with information after the meeting) never called or explained. The public opinion was not heard and now it is funded for \$500 million feasibility study. It seems the city skipped part of the process-establishing an actual need based on facts. I appreciate your consideration. Thanks in advance for your response.

15. Enid Gibbens

There is no public or private transportation in far North Tarrant Co. (Haslet) that is affordable for many with no transportation of their own. New senior apartment complex and a four year old mixed income with many disabled and elderly as well. Extremely hard to get to doctors or anywhere else.

Twitter –

1. When you visit Fort Worth but dress for Vermont...at TEXRail we don't mind as long as your mask is on.

#bernietransitmeme #fortworth #tarrantcounty #berniesandersmemes #transit @TarrantTransit @NCTCOGtrans @startelegram @DTFortWorth @VisitFortWorth @FWTXmag – Trinity Metro (@TrinityMetro)



#CozyBernie has been *train*ed to prepare for all sorts of temperatures! – Fort Worth Magazine (@FWTXmag)

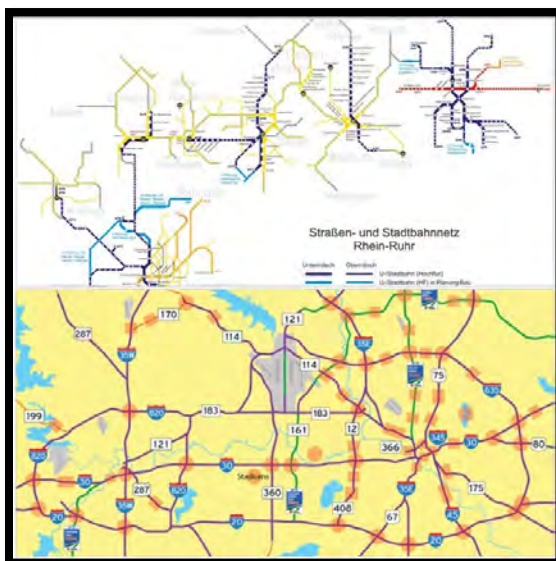
2. AirplaneTrainMotor scooter Connect Dallas, the Dallas’s Strategic Mobility Plan, is entering its final development stage and they’re looking for your feedback on the draft plan! The deadline to submit feedback is Feb. 5.

Personal computer Review the draft plan and take the survey here:
<http://bit.ly/connectdallas2021>. – NCTCOG Transportation (@NCTCOGtrans)



Interconnected regional transit networks throughout DFW.

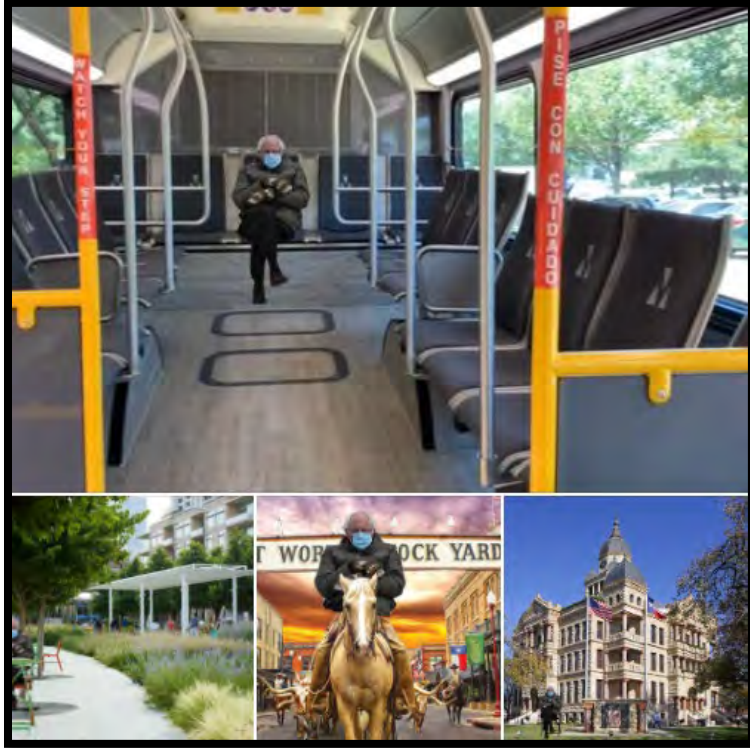
The Rhine-Ruhr region of German has a similar population and geographic size to DFW. It can be done. – Loren S. (@txbornviking)



3. @TrinityMetro to offer free rides to COVID-19 vaccination sites in @TarrantCountyTX. @CityofFortWorth @TCPHTweets @NCTCOGtrans @NTxCommission @FTWChamber @fwcc @FWMBCC – Salvador Espino Michel (@SAL_FW)

Facebook –

1. A tale in four parts:



A variety of ticket options are offered by DART, Trinity Metro and DCTA to customers through the GoPass app to travel in the Dallas/Fort Worth and Denton service areas. The fares include:

- Standard passes
- Reduced passes
- Peak/off-peak passes

Take a safe trip around the region! <https://www.gopass.org/customer-service/questions-answers>. – NCTCOG Transportation Department

Great to see Bernie taking public transit, lol. – Archie Nettles Jr.

Archie Nettles Jr., right?! We love to see it. 😄 – NCTCOG Transportation Department

YASSS SOCIAL MEDIA MANAGER! I SEE YOU! – Christina Peace

Too funny! – Tarrant Transit Alliance

Other

Email –

1. **Phil Waigand**

I have repeated this input often to NCTCOG.

Just saying FW and Dallas doing a simple joint activity together is long overdue. I sent an example to Ernest Huffman as an example of this idea.

Truly, FW and Dallas are two great anchor cities and that needs to be shown in ways never done before.



A monthly update on activities of the Regional Transportation Council and the North Central Texas Council of Governments Transportation Department

March 2021

INSIDE

Bike parking pilot comes to Bishop Arts

In the Bishop Arts District of Dallas, a bicycle parking parklet has been developed with a focus on accommodating the needs of bicyclist customers of area businesses. The bicycle parking facility, installed at the intersection of North Bishop Avenue and West Eighth Street, is the same dimension as two parallel vehicle parking spaces and will accommodate 13 bicycles. Read more on page 3.

Campaign urges N. Texans to ‘look out’ for safety

As spring approaches, both the trails and streets of North Texas are likely to see increased activity from bicyclists and pedestrians. More people biking and walking puts a greater focus on the importance of safety for all users of the transportation system. Look Out Texans, a regional public safety and education campaign, is once again sharing tips to encourage everyone to help make the region’s roads safer for drivers, bicyclists and pedestrians.

Throughout the spring and summer, the campaign will use a variety of outreach tools to reach audiences most at risk for being in a crash, as well as the general public. Look Out Texans features tips to help people bicycling, walking and driving understand how they should interact together to improve safety on area roads.

Look Out Texans campaign efforts enhance the work of local, State and federal transportation partners who are 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.

The North Central Texas Council of Governments is coordinating Look Out Texans for cities and transportation partners across the region. It comes at a time when motor vehicle crashes that involve people bicycling and walking are increasing in North Texas. Between 2015 and 2019, there were more than 10,500 such crashes reported, resulting in 864 fatalities, according to the Texas Department of Transportation. Consequently, the Federal Highway Administration has designated Dallas and Fort Worth as two of its 35 Pedestrian-Bicycle Focus Cities, which are selected based on high rates of crash fatalities. For more information about Look Out Texans, including tips that can help make the roads safer for all, visit

www.LookOutTexans.org.



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.

Help North Texans breathe clean this ozone season

Ozone season in North Texas began March 1 and will run through the end of November.

This is the time of year when ozone is typically at its highest concentration. Ozone forms when nitrogen oxides (NOx) and volatile organic compounds combine with sunlight and intense heat.

The Dallas-Fort Worth area is in nonattainment for ozone pollution and continues to pursue attainment of both the 2008 standard of 75 parts per billion and the 2015 standard, which toughened the requirement to 70 ppb. The current design value is 76 ppb.

The air quality index is a tool used to report daily ozone levels and help the public better understand the severity of high ozone levels in the region and their related health impacts. The color-coded chart is an easy way to follow the air quality.

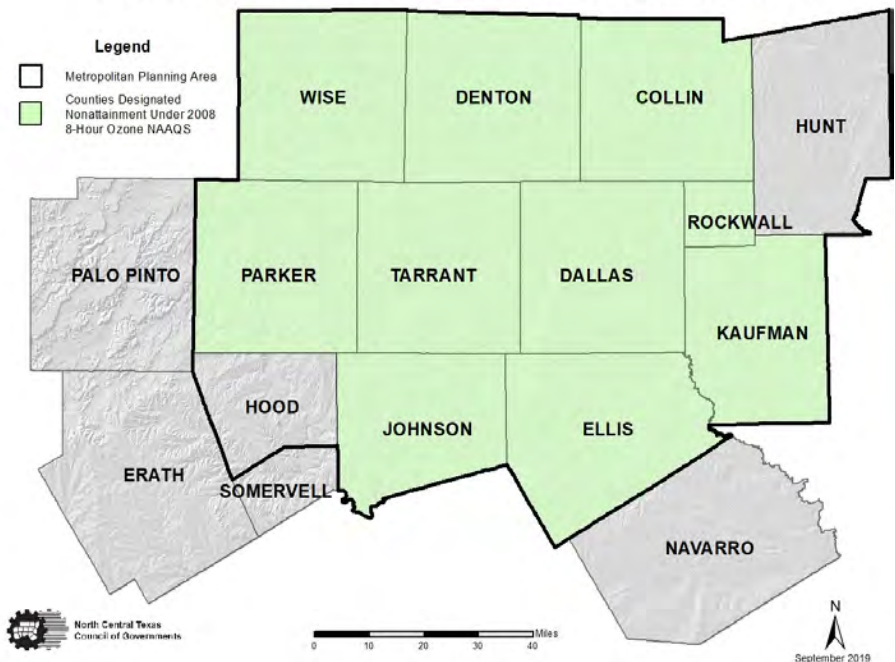
When the level is green or yellow, that indicates the air quality is good or moderate and safe to go outside. When the level is orange or higher, the air quality can be unsafe.

A few simple changes to people's daily routines, such as telecommuting or opting for public transit, could make a difference. High ozone can be combated in other ways also, including reducing idling, taking your lunch to work and conserving water and electricity. For more ways to take action, visit www.airnorthtexas.org/howto. To stay informed about the air quality index, North Texans are encouraged to sign up for air pollution alerts at www.airnorthtexas.org/signup.

Wednesday, August 4, is the annual Air North Texas event, Clean Air Action Day, which encourages involvement from North Texans to make the air cleaner. Residents are asked to consider doing at least one thing on this day to improve air quality. Additionally, they can share their actions on social media by including #CAAD2021 on their posts or tagging @NCTCOGtrans.

But, they don't have to wait until the weather is hot to contribute to the effort. Making small changes throughout the year could help the region in its effort to meet ozone attainment. With the coronavirus pandemic continuing into this year, Air North Texas offers tips on how people can think about their impact to the air while doing their part to keep themselves and those around them healthy. For a list of social distancing clean air strategies, visit www.airnorthtexas.org/socialdistancing.

2008 8-Hour Ozone NAAQS Nonattainment Area



DRONES

Virtual UAS workshop scheduled March 6

The next virtual drone workshop is scheduled for 10 a.m. to noon Saturday, March 6.

This FREE monthly session will focus on public safety and its use of UAS technology. In public safety, drones can be used to assist with accident investigations, law enforcement and search-and-rescue operations.

Drones, also called unmanned aircraft systems, have become more common in North Texas and across the nation, as advances in technology have opened new opportunities for businesses, governments and residents who want to enjoy flying them as a hobby.

Recognizing this, the Regional Transportation Council has approved a resolution encouraging agencies to support the use of drones to enhance public safety operations and work with the industry to find opportunities to demonstrate safe drone use in the region.

Educational institutions are encouraged to offer instruction that will help prepare the workforce for the future.

For information and to register for the next workshop, visit www.northtexasuas.com. Links to previous virtual workshops are also available on this site.

REGIONAL News

Study shows how TOD influences transit choices

When people live close to transit stops, they are significantly more likely to ride the bus or train to work, school or other activities.

According to a recent survey of transit-oriented development around 28 Dallas Area Rapid Transit Red and Blue Line stations, 23% of those a quarter-mile from a station are likely to take transit. Conversely, 7% of North Texans who live a mile from transit are likely to use it as a commuting option, according to the survey.

Responses were collected from residents, businesses and employees around the stations before the coronavirus pandemic began. Businesses in denser areas of the region also saw more customers commute by walking or biking.

Active transportation connections influenced more than how residents traveled throughout the region. For example, sidewalks through neighborhoods ranked high on residents' list of reasons for choosing where to live. According to the survey, they were third on the list, behind housing cost and low crime rates. Overall, 52% of residents reported they preferred being able to walk, bike or take transit to restaurants, libraries and other non-commute destinations.

Although people's proximity to transit makes them more likely to choose that option, challenges remain. For example, 81% of residents within a mile of stations commuted by driving alone. NCTCOG can use the results of this survey to inform future planning initiatives. For more information, visit www.nctcog.org/tod.

Bishop Arts project brings more bike parking

In the Bishop Arts District of Dallas, a bicycle parking parklet has been developed with a focus on accommodating the needs of bicyclist customers of area businesses in the area.

The bicycle parking facility, installed at the intersection of North Bishop Avenue and West Eighth Street, is the same dimension as two parallel vehicle parking spaces and will accommodate 13 bicycles. The goal is to facilitate multimodal transportation and to ease the overall demand for vehicle parking in the Bishop Arts District. The parklet design includes buffered wheel stops at each end, and vertical landscape planters, to make the structure visible to traffic. The bicycle parking area also includes a seating area and a shade structure. If it works in the Bishop Arts District, the concept is expected to be replicated across the region.

Transportation Resources

Facebook

Facebook.com/nctcogtrans

Twitter

Twitter.com/nctcogtrans

YouTube

YouTube.com/nctcogtrans

Instagram

Instagram.com/nctcogtrans

Publications

NCTCOG.org/trans/outreach/publications.asp

Partners

Dallas Area Rapid Transit
DART.org

**Denton County
Transportation Authority**
DCTA.net

North Texas Tollway Authority
NTTA.org

**Texas Department
of Transportation**
TxDOT.gov

Trinity Metro
RideTrinityMetro.org

By the Numbers

15%

The annual amount by which the DFW Clean Cities Coalition seeks to increase petroleum reduction.

PUBLIC *Involvement*

NCTCOG online input opportunity starts March 8



Residents can review and comment on several NCTCOG projects and programs during the March online input opportunity, which begins Monday, March 8 and runs through April 7.

One of the primary responsibilities of a Metropolitan Planning Organization is the development and maintenance of a Metropolitan Transportation Plan, a long-range blueprint that lays out transportation system improvements for at least 20 years.

The current MTP for the Dallas-Fort Worth region, directs the spending of federal and State transportation funds through 2045. Staff has initiated an update to Mobility 2045 and will provide an overview and timeline for the Plan.

Additionally, NCTCOG staff will provide an overview of the Look Out Texans campaign, which informs people walking, biking and driving on how to be safe and watch for one another on Texas roadways and trails.

The campaign launches this spring and will run through the fall, focusing on crosswalk safety, biking tips and how drivers should interact with people biking and walking.

Finally, staff will present results from the Dallas-Fort Worth Clean Cities 2019 Annual Survey. NCTCOG is the host organization for DFWCC, a US Department of Energy initiative to reduce total energy impacts in the transportation sector.

DFW Clean Cities has a goal of increasing petroleum reduction by 15% each year and seeks information from local fleets about alternative fuel use and other fuel-saving activities.

The Map Your Experience tool, Regional Smoking Vehicle Program, vehicle incentive opportunities, and NCTCOG's regional trails video series will also be highlighted.

For more information and an audio recording of the presentations, visit www.nctcog.org/input. Comments can be made by emailing transinfo@nctcog.org.

TxDOT RESPONDS TO WINTER WEATHER

Continued from COVER STORY:

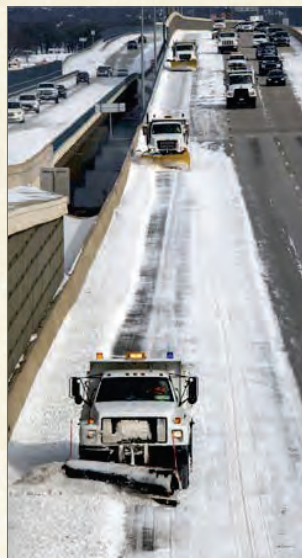


Thank you to the hundreds of TxDOT Dallas employees who worked around the clock to keep our roads safe during February's winter storms. They fought through subzero temperatures, power outages and several inches of precipitation to keep roads clear for our first responders and essential workers. Great job, everyone! ■

At Right: TxDOT emergency response vehicles doing their best to keep roads safe and operational.



SOURCE: TxDOT



Credits: TxDOT

DALLAS DISTRICT PROGRESS

Monthly Report on Dallas District Projects and Topics *** COLLIN CO. | DALLAS CO. | DENTON CO. | ELLIS CO. | KAUFMAN CO. | NAVARRO CO. | ROCKWALL CO.

TXDOT ASKS DRIVERS TO "TURN AROUND, DON'T DROWN"

TxDOT responds to February winter weather emergencies; asks motorists to 'Be Safe, Drive Smart' in spring storm season

STATEWIDE – Texas is famous for its ever-changing weather, including flash floods that can make driving treacherous in low-lying areas and on water-covered roadways. That's why TxDOT is reminding drivers to heed this important life-saving warning: **"Turn Around, Don't Drown!"**



Flash floods are the leading cause of weather-related deaths in Texas, and about 60% of flood-related deaths in our state involve motor vehicles. Just six inches of fast-moving water—enough to barely touch most people's lower legs or cover their ankles—can cause motorists to lose control of a vehicle, even a pickup truck or SUV. Flood waters also may be hiding dangers such as debris, tree branches, power lines, or damage to the road that can seriously damage a vehicle and harm or even kill drivers and passengers.

State law requires drivers to heed barriers blocking low water crossings or flooded roadways, or face a fine of up to \$2,000 and/or up to 180 days in jail. Motorists who tamper with or remove a roadway warning

IMPORTANT SAFETY TIPS TO REMEMBER:

TxDOT advises motorists in areas experiencing heavy rain or flooding to follow these safety tips:

In The Know	Use Caution	Drive Safe	Night Driver	The High Road
<p>Stay informed about weather conditions.</p>	<p>Never drive through still or moving flood waters. Turn around, don't drown!</p>	<p>Reduce your speed, drive to conditions, and turn off cruise control.</p>	<p>Be especially careful driving at night, when it can be harder to see flood dangers.</p>	<p>If your vehicle stalls in flood waters, if you can do so safely, leave it and move to higher ground.</p>

SOURCE: Texas Department of Transportation

TxDOT graphic

sign or barricade are subject to a fine of up to \$1,000, up to two years in jail, or both.

"Be Safe. Drive Smart." is a key component of #EndTheStreakTX, a broader social media and word-of-mouth effort that encourages drivers to make safer choices while behind the wheel such as wearing a seat belt,

driving the speed limit, never texting and driving and never driving under the influence of alcohol or drugs. November 7, 2000 was the last deathless day on Texas roadways. #EndTheStreakTX asks all Texans to commit to driving safely to help end the streak of daily deaths on Texas roadways.

More on the BACK PAGE...



KUDOS!: Community Commentary about Texas Department of Transportation Projects

From Chris B. of Dallas: "Amazing job on making I-20 and I-35E South clear. TxDOT is working their butt off so that Texas can get to work. A stupendous effort! Thanks"

SOURCE: Texas Department of Transportation

TxDOT graphic

TxDOT WINTER WEATHER PREPARATION

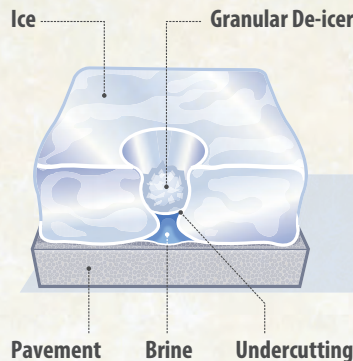
HOW DO THE CHEMICALS WORK?

Granular De-icer

A granular de-icer – salt for instance – lowers the freezing point of water from 32 °F to about 15 °F (depending on how much you use). When salt makes contact with ice, melting begins immediately and spreads out from that point, creating a salt/water mix (brine) that continues melting the ice, undercutting the bond between the ice and the road.

Melting Ice Takes Time

The temperature and the amount of ice or snow on the road determine de-icing material amounts and melting rates. As temperatures drop, the amount of de-icer needed to melt a given quantity of ice increases significantly.



WHICH MATERIALS ARE USED ON THE ROADS?



Before an ice/snow event

- Liquid salt-based anti-icers help prevent ice formation



During an ice/snow event

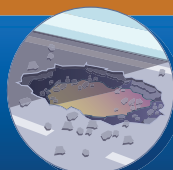
- Various salt-based granular de-icers are used to help melt ice already formed on the road

AFTER SNOW/ICE EVENT

- Stockpiles/supplies are replenished (multi-day storm)
- Roadways are swept/cleaned of excess aggregate
- Winter plan effectiveness is evaluated and adjusted
- Roadway repairs are scheduled (potholes, guardrails, structures, etc.)
- Equipment is serviced and prepared for the next winter storm

SOURCE: Texas Department of Transportation

TxDOT graphics



REPORT A POTHOLE:

Visit www.txdot.gov/contact-us/formhtml?form=Report_a_Pothole or call 800.452.9292. Progress report can be downloaded at <http://www.txdot.gov/inside-txdot/district/dallas/progress.html>

FEBRUARY 2021 LET PROJECTS (SUBJECT TO CHANGE)

	CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	COST EST. (M)	BID (M)	(%)	EST. TOTAL COST (M) ³	CONTRACTOR
1	0047-07-228	US 75	Northaven Tr. from W of US 75 to east of US 75 White Rock Cr./Cottonwood Tr.	Construct approaches to bike/ped facility over US 75 & constru. a bike/ped bridge over White Rock Cr.	\$10.46	\$9.30	-11.15%	\$12.55	Ragle Constr., Inc.
2	0134-09-067	US 380/SH 114	Wise County line to FM 156	Cable barrier installation	\$1.83	\$1.63	-11.11%	\$2.12	Silver Cr. Constr., Inc.
3	0173-04-060	SH 34/FM 548	On SH 34 at FM 2728/FM 548 from N of SH 276 to N of Munson Rd.	Intersection improvement (turn lanes)	\$1.24	\$1.40	13.16%	\$1.43	East Texas Bridge, Inc.
4	2982-01-007	FM 1390	SH 34 to FM 148	Restore existing pavement and add shoulders	\$8.34	\$7.60	-8.94%	\$9.70	Ed Bell Constr. Co.
5	3236-02-012	FM 3133	Brangus Rd. to Grayson County line	Restore existing pavement and add shoulders	\$7.30	\$5.93	-18.81%	\$8.48	A. K. Gillis & Sons, LLC
6	0918-47-215	VA	Various locations in the city of Dallas	Improve traffic signal, install sidewalks	\$2.06	\$1.89	-8.41%	\$2.47	Durable Specialties, Inc.

*Unmapped.

¹District FY 2021 Letting Volume Cap includes the IH 35 Phase II project for \$708,268,750.

²District Volume Cap subject to change pending final FIN Division Approval.

³Est. Total Project Costs includes est. PE, ROW, E&C, Indirect Costs and Potential Change Order Costs at the time of bid.

EST. FEBRUARY 2021 TOTALS			
	\$31.24	\$27.74	-11.20%
DISTRICT FY ACCUMULATIVE LETTINGS			
	\$291.81	\$247.99	
DALLAS DISTRICT FY LETTING VOLUME CAP			
	\$1,451.35 M¹		

MARCH 2021 PROJECTED LETTING PROJECTS (SUBJECT TO CHANGE)

	CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. COST (M)
1	0009-11-238	IH 30	Bass Pro Dr. in Garland to Dalrock Rd.	Widen to add shoulder	\$30.18
2	0009-11-241	IH 30	Bass Pro Dr. to Dalrock Rd.	Constr. 0 to 6-lane frontage roads (FRs), Bayside Bridge and ramp mods, Reconstr. Dalrock interchange (IC)	\$120.57
3	0009-12-221	IH 30	Dalrock Rd. (Rockwall County line) to East of Dalrock Rd.	Transition for Dalrock IC including reconstruction of existing roadway to 4-lane FRs and ramps	\$7.00
4	0574-02-021	FM 636	FM 1129 to CR 4666/Morgan Springs Rd.	Restoration of existing pavement and add shoulders	\$11.17
5	2352-02-023	FM 2449	0.2 mile east of FM 156 to 0.7 mile west of IH 35W	Milled edgeline rumble strips, provide addiional paved surface width	\$4.53
6	2352-02-025	FM 2449	0.2 mile east of FM 156 to 0.7 mile west of IH 35W	Rehabilitate existing roadway and add shoulders	\$5.35

ESTIMATED TOTAL **\$178.8 M**

COMPLETED CONSTRUCTION PROJECTS (FROM FEBRUARY 1-28, 2021)

	CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. COST (M)	COMPLETED DATE
1	0353-06-068	SH 114	SP 348 to Rochelle Blvd	Install Guide Signs	\$0.86	1/19/2021
2	1290-02-017	SH 276	SH 205 to FM 549	Reconstruct & Widen 2 Lane Rural to 4 Lane Divided	\$17.7	2/25/2021

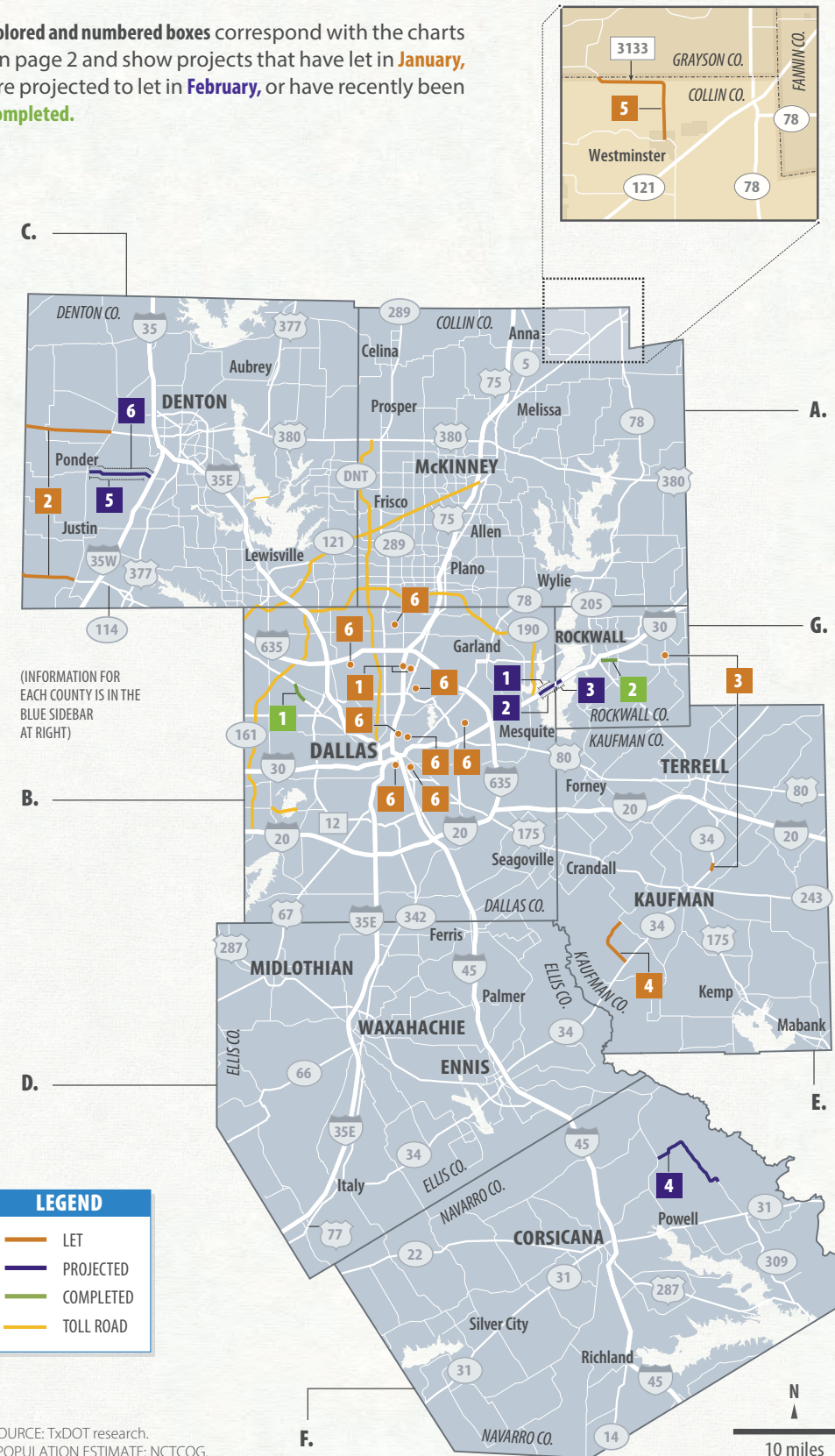
ESTIMATED TOTAL **\$18.6 M**

SOURCE: Texas Department of Transportation.

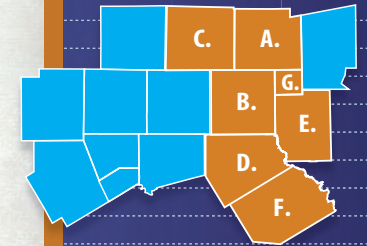
TxDOT graphics

DALLAS DISTRICT PROJECTS MAP

Colored and numbered boxes correspond with the charts on page 2 and show projects that have let in **January**, are projected to let in **February**, or have recently been **completed**.



SOURCE: TxDOT research.
*POPULATION ESTIMATE: NCTCOG.



2021 DALLAS DISTRICT ESTIMATE TOTALS

VEHICLE REGISTRATION | 4,451,460
*POPULATION ESTIMATE | 5,046,435
LANE MILES | 10,945.063

A. | COLLIN COUNTY
VEHICLE REGISTRATION: 815,746
*POPULATION ESTIMATE: 1,033,046
LANE MILES: 1,554.718

B. | DALLAS COUNTY
VEHICLE REGISTRATION: 2,006,193
*POPULATION ESTIMATE: 2,647,576
LANE MILES: 3,374.238

C. | DENTON COUNTY
VEHICLE REGISTRATION: 694,485
*POPULATION ESTIMATE: 886,563
LANE MILES: 1,665.964

D. | ELLIS COUNTY
VEHICLE REGISTRATION: 665,303
*POPULATION ESTIMATE: 188,464
LANE MILES: 1,541.650

E. | KAUFMAN COUNTY
VEHICLE REGISTRATION: 128,716
*POPULATION ESTIMATE: 135,410
LANE MILES: 1,207.916

F. | NAVARRO COUNTY
VEHICLE REGISTRATION: 47,117
*POPULATION ESTIMATE: 52,013
LANE MILES: 1,252.710

G. | ROCKWALL COUNTY
VEHICLE REGISTRATION: 93,900
*POPULATION ESTIMATE: 103,363
LANE MILES: 347.867