

AGENDA

**Regional Transportation Council
Thursday, July 14, 2022
North Central Texas Council of Governments**

**1:00 pm Full RTC Business Agenda
(NCTCOG Guest Secured Wireless Connection Password: rangers!)**

Pledge to the United States and Texas Flags

1. Opportunity for Public Comment on Today's Agenda

Information Minutes: 10

Item Summary: Members of the public may comment on any item(s) on today's agenda at this time. If speaking, please complete a Speaker Request Card, available at the meeting, and provide to the North Central Texas Council of Governments designated staff person. A maximum three (3) minutes is permitted per speaker. At the conclusion of this item, no further opportunities for public comment will be provided for the duration of the meeting.

Background: N/A

1:10 – 1:15

2. Approval of June 9, 2022, Minutes

Action Possible Action Information Minutes: 5

Presenter: Duncan Webb, RTC Chair

Item Summary: Approval of the June 9, 2022, meeting minutes contained in [Electronic Item 2](#) will be requested.

Background: N/A

1:15 – 1:20

3. Consent Agenda

Action Possible Action Information Minutes : 5

3.1. Modifications to the Fiscal Year 2022 and Fiscal Year 2023 Unified Planning Work Program

Presenter: Dan Kessler, NCTCOG

Item Summary: Regional Transportation Council (RTC) approval of modifications to the FY2022 and FY2023 Unified Planning Work Program (UPWP) will be requested. Direction for staff to also administratively amend the Transportation Improvement Program and other administrative/planning documents, as appropriate, to reflect the approved modifications will also be sought.

Background: The Unified Planning Work Program is required by federal and State transportation planning regulations and provides a summary of the transportation and related air quality planning tasks to be conducted by Metropolitan Planning Organization staff. The FY2022 and FY2023 UPWP was approved by the Regional Transportation Council and North Central Texas Council of Governments (NCTCOG) Executive Board in July

2021 and identifies the activities to be carried out between October 1, 2021, and September 30, 2023. Amendments to this document are being proposed to reflect new initiatives, project updates, and funding adjustments. The proposed amendments have been posted on the NCTCOG website for public review and comment as part of the June public outreach opportunity and are also included as [Electronic Item 3.1.1](#). Additional information is provided in [Electronic Item 3.1.2](#). Public comments received as a result of the public outreach process, if any, will be provided prior to requesting RTC approval. The Surface Transportation Technical Committee took action at its June 24, 2022, meeting to recommend Regional Transportation Council approval.

Performance Measure(s) Addressed: Administrative

1:20 – 1:30

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

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

1. RTC Bylaws Revisions Subcommittee ([Electronic Item 4.1](#))
2. Status of BUILD Grant with BNSF, Trinity Metro, and DART
3. NCTCOG Awarded Federal Transit Administration's Areas of Persistent Poverty Grant to Help Improve Transportation in Southeast Fort Worth
4. SH 183/Cintra - \$1.5 Billion
5. Reviewing Rules for Public Comments at Regional Transportation Council Meetings
6. NCTCOG Letter to Texas House Representative Terry Canales about the Local Initiatives Projects (LIP) Program and TxDOT on the Texas EV Infrastructure Plan ([Electronic Item 4.2](#))
7. FIFA World Cup: 2026
8. 2022 Transportation Safety Performance Report
9. 2022 WTS Innovative Transportation Solutions Award Winner: DFW High-Speed Transportation Connections Study ([Electronic Item 4.3](#))
10. Megaregions and America's Future Book (Handout)
11. IJA USDOT Competitive Grant Program Matrix ([Electronic Item 4.4](#))
12. RTC/Irving Summit on August 18, 2022
13. TransPOD Certification Facility Proposal ([Electronic Item 4.5](#))
14. Air Quality Funding Opportunities for Vehicles (www.nctcog.org/aqfunding)
15. Dallas-Fort Worth Clean Cities Events (www.dfwcleancities.org)

- 16. Status Report on Texas Volkswagen Environmental Mitigation Program Funding ([Electronic Item 4.6](#))
- 17. 2022 Ozone Season Update ([Electronic Item 4.7](#))
- 18. June Public Meeting Minutes ([Electronic Item 4.8](#))
- 19. Public Comments Report ([Electronic Item 4.9](#))
- 20. Recent Correspondence ([Electronic Item 4.10](#))
- 21. Recent News Articles ([Electronic Item 4.11](#))
- 22. Recent Press Releases ([Electronic Item 4.12](#))

1:30 – 1:40

5. **Transportation Alternatives Call for Projects**

Action Possible Action Information Minutes: 10

Presenters: Kevin Kokes, NCTCOG

Item Summary: Regional Transportation Council (RTC) action will be requested to open the 2022 Transportation Alternatives (TA) Set-Aside Program Call for Projects for the North Central Texas Region.

Background: Approximately \$40-\$50 million is anticipated to be available to fund active transportation projects, including Safe Routes to School (SRTS) projects, Safe Routes to Rail projects, and Safety-related improvements in the Urbanized Area of the North Central Texas region. Projects eligible under this program include the construction of on- and off-road pedestrian and bicycle facilities, multi-modal connections to public transportation, SRTS-related education activities, and pedestrian and bicycle infrastructure that will substantially improve safety. Staff will present an overview of the application categories and eligible projects, program rules, and the schedule for the Call for Projects. Additional information is provided in [Electronic Item 5](#).

Performance Measure(s) Addressed: Safety, Transit

1:40 – 1:50

6. **Fiscal Year 2023-2025 Disadvantaged Business Enterprise Proposed Goal**

Action Possible Action Information Minutes: 10

Presenter: Ken Kirkpatrick, NCTCOG

Item Summary: Staff will request approval of the Disadvantaged Business Enterprise (DBE) Participation Goal for FY2023-FY2025.

Background: The North Central Texas Council of Governments (NCTCOG) is required by the Federal Transit Administration to revise its DBE Participation Goal every three years. The current DBE Participation Goal is valid until September 30, 2022. Staff has developed a schedule to meet this deadline that also encourages and provides opportunity for public participation and comment. Staff will present goals to the Regional Transportation Council for approval. [Electronic Item 6](#) includes additional details.

Performance Measure(s) Addressed: Administrative, Transit

1:50 – 2:00

7. **Regional Parking Garage Policy and Funding; Potential Partnership with Dallas Area Rapid Transit**

Action Possible Action Information Minutes: 10

Presenters: Karla Windsor and Michael Morris, NCTCOG

Item Summary: In response to local government requests for parking lot and garage funding related to major redevelopment projects, a policy guiding these funding decisions is recommended. Additionally, two initial projects that would apply to this policy are proposed for regional funding, along with the funding program with Dallas Area Rapid Transit. Staff will request approval of the Regional Parking Garage Policy and initial projects.

Background: North Central Texas Council of Governments staff has received several parking-related funding requests from local governments that support strategic land use developments. Past funding for parking facilities has been allocated following recommendations from area plans and stakeholder engagement. Mobility 2045 includes parking management and technology coordination in the land use-transportation connections program. To continue strategic investment in regional developments, staff recommends a regional parking facility funding policy be adopted by the Regional Transportation Council. The policy would direct support to a limited number of publicly owned surface and structured parking for strategic purposes that generally meet criteria such as safety, enhanced technology, development of special event/regional locations, denser land use, transit, and environmental, air quality, and/or equity benefits. [Electronic item 7](#) contains additional details regarding the proposed policy and two projects proposed for funding.

Performance Measure(s) Addressed: Roadway, Transit

2:00 – 2:10

8. **Approval of US 75 Technology Lane for Partnership with Local Government and Texas Department of Transportation**

Action Possible Action Information Minutes: 10

Presenters: Michael Morris, NCTCOG

Item Summary: The Regional Transportation Council (RTC) will be requested to approve the US 75 Technology Lane. The project is funded and ready for construction. To expedite implementation the following policy is proposed. HOV and “alternate fueled vehicles including electric” vehicles can use the new lane 24 hours a day. Single Occupant Vehicles can use this inside lane 22 hours per day. The RTC directs staff to present this position to representatives of Dallas and Collin Counties and the Cities of Dallas, Richardson, Allen, and McKinney for endorsement.

Background: This project has been on hold for several years awaiting an aligned position of federal, State, regional, and local elected officials. US 75 is the most congested corridor in this region without a permanent Mobility Plan recommendation. As a

result, the interim solution has been extended much longer than intended. The recommendation will come with changes in signal timing on the frontage roads in response to incidents and enforced freeway management response policies. [Electronic Item 8](#) contains previous correspondence from Federal Highway Administration. Staff will provide additional details.

Performance Measure(s) Addressed: Air Quality, Roadway

2:10 – 2:15

9. **Certification of the Regional Transportation Council for 2021 Federal Highway Administration and Federal Transit Authority (FHWA/FTA)**

Action Possible Action Information Minutes: 5

Presenter: Michael Morris, NCTCOG

Item Summary: The Regional Transportation Council is the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth-Arlington, McKinney and Denton-Lewisville Urbanized Areas. MPO's are re-certified at least once every 4 years. [Electronic Item 9](#) contains the latest reporting materials from Federal Highway Administration and Federal Transit Administration. Staff will summarize.

Background: On September 23, 2021, and with more detail provided on May 26, 2022, federal agencies provided the re-certification of the NCTCOG Regional Transportation Council. Recommendations, commendations and observations are included. Reports determine that federal responsibilities are being met and documents certification of the metropolitan transportation planning process.

Performance Measure(s) Addressed: Roadway, Transit

2:15 – 2:20

10. **Fiscal Year 2022 Bridge Investment Program (BIP)**

Action Possible Action Information Minutes: 5

Presenter: Jeff Neal, NCTCOG

Item Summary: Staff will brief the Council on the Fiscal Year 2022 (FY22) Bridge Investment Program (BIP). This \$2.36 billion program solicits applications for three categories of BIP funding opportunities: (1) Planning; (2) Bridge Projects (eligible costs less than/equal to \$100 million); and (3) Large Bridge Projects (eligible costs greater than \$100 million). Eligible applicants may submit applications for any of the three funding categories, but each category has distinct eligibility/selection criteria and application deadlines to be summarized.

Background: In June 2022, the United States Department of Transportation (US DOT) announced a Notice of Funding Opportunity (NOFO) for the solicitation of applications for FY22 BIP funding. A total of \$20 million in FY22 BIP funds are available for Planning Grants. These funds will be awarded on a competitive basis for planning, feasibility analysis, and revenue forecasting associated with development of a project that would subsequently be eligible for BIP funding. Planning

applications are due to US DOT by July 25, 2022. A total of \$2.34 billion in FY22 BIP funds are available for the Bridge Projects and Large Bridge Projects opportunities. Funds will be awarded on a competitive basis for bridge replacement, rehabilitation, preservation, and protection projects that: (1) improve safety, efficiency, and reliability of people/goods movement over bridges; and (2) improve the condition of U.S. bridges by reducing (a) the number of bridges (and total person-miles traveled over bridges) in poor condition, or at risk of falling into poor condition within the next three years, or (b) the number of bridges (and total person-miles traveled over bridges) not meeting current geometric design standards or regional transportation network load/traffic requirements. Available at <https://www.fhwa.dot.gov/bridge/bip/index.cfm>, the FY22 BIP Notice of Funding Opportunity describes application requirements, evaluation criteria, applicable program and federal requirements, and available technical assistance during the solicitation period. Large Bridge Project applications are due to the US DOT by August 9, 2022, and Bridge Project applications are due by September 8, 2022. [Electronic Item 10.1](#) lists regional bridges currently rated in poor condition via 2021 National Bridge Inventory (NBI) data, and [Electronic Item 10.2](#) outlines BIP information briefed last month to the Surface Transportation Technical Committee. Regional agencies submitting projects must complete the www.grants.gov registration process, usually requiring two to four weeks for completion, prior to submitting applications. Assuming the projected timing for application development per each FY22 BIP funding category, agency requests to receive a letter of support from the Council should be submitted to Kyle Roy, at kroy@nctcog.org, by the following deadlines:

- Planning – July 14, 2022
- Large Bridge Projects – July 29, 2022
- Bridge Projects – August 29, 2022

Performance Measure(s) Addressed: Roadway, Safety

2:20 – 2:30

11. **2023 Unified Transportation Program (UTP) and Regional 10-Year Plan Update**

<input type="checkbox"/> Action Presenter: Item Summary: Background:	<input type="checkbox"/> Possible Action <input checked="" type="checkbox"/> Information Minutes: 10 Christie Gotti, NCTCOG Staff will brief the Council on the proposed changes for the Regional 10-Year Plan Update, including two funding exchanges related to the Southeast Connector project. Since December 2016, the Regional Transportation Council has annually approved a set of projects funded with Category 2 (MPO selected) and Category 4 (TxDOT District selected) funds and submitted for Texas Transportation Commission (TTC) consideration with Category 12 (TTC selected) funds that cover 10 years of highway projects. This
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action is the Dallas-Fort Worth region’s response to the House Bill (HB) 20 10-year planning requirement. Since the last update in 2021, North Central Texas Council of Governments (NCTCOG) staff has coordinated with the TxDOT Dallas, Paris (Hunt County), and Fort Worth districts regarding updates to previously approved projects, as well as potential additions to the 10-Year Plan to be included in the 2023 Unified Transportation Program (UTP). In response to a March 1, 2022, deadline set forth by TxDOT, staff worked with TxDOT to draft a list that includes these project updates and potential new candidate projects. In recent weeks, feedback was received from TxDOT Headquarters regarding the region’s funding requests. As part of this update to the 10-Year Plan, proposals for a Category 2/Category 7 and a Category 2/Category 12 funding exchange are being made. To reduce the region’s carryover balance of Category 7 funds and help the State access additional federal apportionment, Category 7 funds are proposed to be removed from several projects and replaced with Category 2 funds. The freed-up Category 7 funds would then be used to replace Category 2 funds on a section of the Southeast Connector that is obligating in FY2022. To address a funding gap on the Southeast Connector project, staff is proposing that Category 2 funds be removed from several out-year projects and be replaced with Category 12 funding in the 2023 UTP. The freed-up Category 2 funds would then be used on a section of the Southeast Connector to advance it by February 2023. [Electronic Item 11.1](#) includes additional information about the process. [Electronic Item 11.2](#) contains the proposed list of planned projects for the Regional 10-Year Plan. [Electronic Item 11.3](#) contains the 10-Year Plan projects that have let or been completed.

Performance Measure(s) Addressed: Roadway, Safety

2:30 – 2:35

12. **Metropolitan Planning Organization Milestone Policy Round 2: Status Update**

Action Possible Action Information Minutes: 5

Presenter: Christie Gotti, NCTCOG

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

Background: The MPO Milestone Policy was adopted by the RTC to ensure that projects which have been funded for more than 10 years and have not gone to construction are being implemented in a timely manner. In February 2021, the RTC took action on the second round of the Milestone Policy, including a project tracking process and revised set of policy procedures. Staff coordinates with implementing agencies to assess project risk on all Milestone Policy projects until they go to construction. The responses are reviewed, and a rating

is assigned to each project. Status updates on each project, along with their latest ratings, can be found in [Electronic Item 12.1](#). Details on the MPO Milestone Policy can be found in [Electronic Item 12.2](#).

Performance Measure(s) Addressed: Roadway, Transit

2:35 – 2:40

13. **Fiscal Year 2022 Project Tracking**

Action Possible Action Information Minutes: 5

Presenter: Brian Dell, NCTCOG

Item Summary: Staff will provide the Council with an update on the status of projects that are part of the FY2022 Project Tracking Initiative created 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, what tends to occur is that a project is delayed year after year, until it has been 3-4 years since the originally committed start date. These repeated delays led to the need to implement the MPO 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 offensive measure against these delays, staff has implemented a project tracking initiative which highlights project schedule commitments to the Surface Transportation Technical Committee and the RTC on a regular basis and reports local agency progress toward the committed project development schedules. A list of project phases scheduled to begin in FY2022 can be found in [Electronic Item 13.1](#). Additional details on this initiative can be found in [Electronic Item 13.2](#).

Performance Measure(s) Addressed: Air Quality

2:40 – 2:50

14. **Regional Sidewalk Data Layer**

Action Possible Action Information Minutes: 10

Presenter: Karla Windsor, NCTCOG

Item Summary: Staff will provide information on the upcoming purchase and creation of a regional geographic information systems (GIS) layer for existing sidewalks for qualifying municipalities of the metropolitan planning area (MPA).

Background: The North Central Texas Council of Governments (NCTCOG) Transportation Department is developing a regional sidewalk spatial data layer. This will support improved regional level planning for pedestrian safety, transit access, context sensitive street needs, and improved walkable land use planning and coordination. In February 2022, Transportation Department

staff emailed various staff at 159 municipal governments in the MPA (those with 2021 populations estimated to be over 1,000) asking if they have existing sidewalk GIS data. Staff is recommending that new data be created for approximately 139 cities needing new or updated sidewalk data. The Transportation Department is using the NCTCOG Spatial Data Cooperative Program to purchase sidewalk data digitized from aerial imagery. Applicable cities with data being collected for their jurisdiction have received communication requesting a funding partnership for the data purchase. The deadline to respond is July 29, 2022. A table of cities is included in [Electronic Item 14.1](#). Additional details are available in [Electronic Item 14.2](#).

Performance Measure(s) Addressed: Safety, Transit

15. **Progress Reports**

Action Possible Action Information

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

- RTC Attendance ([Electronic Item 15.1](#))
- STTC Attendance and Minutes ([Electronic Item 15.2](#))

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

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

18. **Next Meeting:** The next meeting of the Regional Transportation Council is scheduled for ***1:00 pm on August 18, 2022, at the Irving Convention Center.***

MINUTES

REGIONAL TRANSPORTATION COUNCIL June 9, 2022

The Regional Transportation Council (RTC) met on June 9, 2022, at 1:00 pm in the Transportation Council Room of the North Central Texas Council of Governments (NCTCOG). The following members or representatives were present: Daniel Alemán Jr., Richard Aubin, Steve Babick, Adam Bazaldua, Elizabeth Beck, Gyna Bivens, Roy Brooks, Ceason Clemens, Dianne Costa, Theresa Daniel, Jeff Davis, Pat Deen, Janet DePuy, Andy Eads, Gary Fickes, Carlos Flores, George Fuller, Raul H. Gonzalez, Barry L Gordon, Rick Grady, Lane Grayson, Mojoy Haddad, Roger Harmon, Clay Lewis Jenkins, Ron Jensen, Carl L. Johnson, Brandon Jones, Mike Leyman, Alison Maguire, B. Adam McGough, Cara Mendelson, Omar Narvaez, Phillip Ritter, Chris Schulmeister, Gary Slagel, Bobby Stovall, Jeremy Tompkins, T. Oscar Trevino Jr., William Tsao, Duncan Webb, and Ruby Faye Woolridge.

Others present at the meeting included: Vickie Alexander, Rick Bailey, Nathan Benditz, Brandi Bird, Scott Booth, David Boski, Jason Brown, Laura Cadena, Drew Campbell, Jack Carr, Angie Carson, Curt Cassidy, Laylou Daher, Clarence Daugherty, Brian Dell, Caryl DeVries, Staron Faucher, Kevin Feldt, Carmen Garcia, Tony Hartzel, Travis Kelly, Dan Kessler, Ken Kirkpatrick, Chris Klaus, Michael Knowles, Dan Lamers, Eron Linn, Dan McCloudon, Erin Moore, Jeff Neal, Mark Nelson, Lauren Patterson, Kelly Porter, James Powell, Vercie Pruitt-Jenkins, Guillermo Quintanilla, Tito Rodriguez, Allan Rutter, Toni Stehling, Shane Tully, Brendon Wheeler, Brian Wilson, and Casey Wright.

1. **Opportunity for the Public to Comment on Today's Agenda:** This item allows members of the public an opportunity to comment on agenda items. Regional Transportation Council Chair Theresa M. Daniel asked if there were any public comments. No members of the public chose to speak at the meeting or provide written comments.
2. **Approval of the May 12, 2022, Minutes:** The minutes of the May 12, 2022, meeting were approved as submitted in Electronic Item 2. Rick Grady (M); Omar Narvaez (S). The motion passed unanimously.
3. **Consent Agenda:** The following items were included on the Consent Agenda.
 - 3.1. **2023-2026 Transportation Improvement Program (TIP) Document and Final Statewide TIP (STIP) Listings:** A recommendation for Regional Transportation Council (RTC) approval of the 2023-2026 TIP document, the final STIP listings, and the ability to amend the Unified Planning Work Program (UPWP) and other planning/administrative documents was requested. A new TIP is developed every two years through a cooperative effort between the North Central Texas Council of Governments, the Texas Department of Transportation, local governments, and transportation authorities. The TIP is a staged, multi-year listing of transportation projects with committed funding from federal, state, and local sources within the Dallas-Fort Worth Metropolitan Area. Electronic Item 3.1 contained an overview of the TIP development process and schedule. The 2023-2026 TIP Document and final STIP listings are available at the following weblink:
<https://www.nctcog.org/trans/funds/tip/transportation-improvement-program/2023-2026tip>.

- 3.2. **Air Quality Funding Recommendations Related to the Environmental Protection Agency National Clean Diesel Funding Assistance Program:** Staff requested Council approval of funding recommendations for the North Texas Clean Diesel Project 2021 Call for Projects. The North Central Texas Council of Governments opened the North Texas Clean Diesel Project 2021 Call for Projects (CFP) through an Environmental Protection Agency National Clean Diesel Funding Assistance Program award. The CFP award grants funds for replacements of on-road diesel vehicles and engines, nonroad diesel equipment, diesel transport refrigeration unit trailers, diesel drayage trucks, locomotive engines, and locomotive shore power installation in North Central Texas. Applications were received from the City of Dallas, Hirschbach Motor Lines, and Smurfit Kappa by the CFP deadline of April 15, 2022. Staff completed review, quantified emissions, and developed project funding recommendations. This initiative is an extension of clean vehicle efforts listed as Weight-of-Evidence in the current State Implementation Plan. Electronic Item 3.2.1 provided an overview of the call for projects and staff recommendations. Electronic Item 3.2.2 provides detailed project listings.

A motion was made to approve Items 3.1 and Item 3.2 on the Consent Agenda. Gary Fickes (M); Duncan Webb (S). The motion passed unanimously.

- 3.3 **Endorsement of Western Subregion Transit Partnership:** On June 9, 2022, Regional Transportation Council approved Electronic Item 3.3 on transit partnerships that permitted a path forward for the East Lancaster corridor to be submitted for federal Discretionary funds. Electronic Item 3.3 contained the funding allocation for the extension of passenger rail into the Fort Worth hospital district and the construction of the Trinity Lakes Station. The City of Fort Worth is proceeding with Katy Lofts without Regional Transportation Council funds. A minor adjustment to the IH 35W Guaranteed Transit Program was included in the approval request. Again, the Lancaster project requested for endorsement.

Michael Morris requested Consent Agenda Item 3.3 to be taken off the Consent Agenda and presented due to an update to the project that returned 17 million Transportation Development Credits back to the Regional Transportation Council. A motion was made to approve Item 3.3 as presented. Gyna Bivens (M); George Fuller (S). The motion passed unanimously.

4. **Orientation to the Agenda/Director of Transportation Report:** Michael Morris highlighted items on the Director of Transportation Report. He noted we received notification from Federal Highways Administration and Federal Transit Authority on the Certification of the Regional Transportation Council in 2021 (FHWA/FTA) and will be formerly presented in July that we are a Certified Metropolitan Planning Organization. Chair Andy Eads held the RTC Bylaws Revisions Subcommittee meeting prior to the RTC meeting and will bring information on the Bylaws in the August meeting since they meet review the Bylaws every four years. Michael mentioned we have been working closely with Texas Department of Transportation, Commissioner Gary Fickes, and the Mayors near Alliance to present an opportunity to open a critical intersection in the Haslet/Intermodal Parkway "L" \$2.5 Change Order to advance completion to March 2023. Michael thanked Ken Kirkpatrick for his help mediating on the IH 635/IH 35 Wishbone Connector. Revenue Share. Additional details provided in Electronic Item 4.1, Electronic Item 4.2 and Electronic Item 4.3. The 2022 Women's Transportation Seminar (WTS) awarded the 2022 WTS Innovative Transportation

Solutions Award Winner to NCTCOG staff for the Dallas-Fort-Worth High-Speed Transportation Connections Study. Michael congratulated Brian Wilson on the 2022 Progress North Texas. The theme for the new document is Transportation in the age of COVID-19. In addition, Michael thanked and congratulated gifted student artist Vianney Medellin from Dallas Independent School District for the cover art and Chair Daniel for her cover letter introducing the publication and theme in the document. Michael also mentioned letters will be sent out by Karla Windsor and Travis Liska's team on the upcoming Regional Sidewalk Inventory for the whole region. The remaining items were not presented.

- Mobility 2045 Update and Transportation Conformity:** Brendon Wheeler and Chris Klaus described updates on development of the Mobility 2045 Update that was presented for action, including a new financial plan, updated demographic forecasts, updated travel demand modeling tool, and necessary refinements to policies, programs, and projects in the current plan, Mobility 2045. The major components are as follows: plan content such as programs, policies, and projects; financial plan, including financial constraint; nondiscrimination analysis, which shows no disparate impacts found; air quality conformity consistent with federal/state air quality goals. Recent revisions to project maps/listings include administrative refinements for consistency with TIP and MTP recommendations (Project ID's, costs, names, limits, etc.), project development phases and staging adjustments for consistency, and one minor change to the plan recommendations, State Highway 175 (SH 175) in Kaufman County was included in the asset optimization recommendations due to safety concerns for that corridor. Chapter contents include Map Your Experience summaries added to Mobility Options and Social Considerations, air quality conformity results added to Environmental Considerations chapter, and Financial Reality chapter updated with final figures. Including the draft financial plan expenditures to maximize existing system: \$39.5B for the overall financial plan comes to a total of \$148.3B. The official public comment period began April 1, 2022, and concluded May 31, 2022. The public comments received have been constructive and supportive of the plan. Chris Klaus provided an overview of the 2022 Transportation Air Quality Conformity Analysis, which is required by federal legislation. It demonstrates that projected emissions from transportation projects are within emission limits (Motor Vehicle Emissions Budgets) established by the State Implementation Plan (SIP), and ensures federal funding and approval is applied to transportation projects that are consistent with air quality planning goals. Draft project listings were included as Electronic Item 5.1, and a comprehensive list of public comments received was available in updated, blue-sheeted Electronic Item 5.2.1. Additional details were provided in updated, blue-sheeted Electronic Item 5.3.

A motion was made to approve the Regional Transportation Council resolution adopting Mobility 2045 – 2022 Update as the Metropolitan Transportation Plan for the region and the 2022 Transportation Conformity results as presented. George Fuller (M); Richard Aubin (S). The motion passed unanimously.

- Dallas-Fort Worth Regional East/West Funding Distribution – Infrastructure Investment and Jobs Act:** Brian Dell provided an overview on the funding distribution between the Eastern (Dallas and Paris Districts) and Western (Fort Worth District) subregions with the recent passage of the Infrastructure Investment and Jobs Act (IIJA). Federal funding comes to the region from federal transportation apportionments via the Texas Department of Transportation (TxDOT). Apportionments are based on several factors depending on the funding source (e.g., population, emissions). While funds cannot be suballocated to cities or counties (per federal law), funds can be split along TxDOT District lines. This practice has helped the region stay focused on overall priorities versus focusing

on what local government or agency has received funding. Instead, each subregion works within their available funding. Regional Transportation Council (RTC) Bylaws require that funding distributions be reevaluated with each new transportation funding bill for air quality and mobility funds; transit funds are re-evaluated each year as federal apportionments are received. On November 15, 2021, the Infrastructure Investment & Jobs Act (IIJA) was signed into law, which necessitates a review of the latest East/West funding distribution. The first category of funds is the Air Quality funds: Funding intended for air quality projects that address attainment of national ambient air quality standards in nonattainment areas. Allocations to the region are based on population and air quality nonattainment factors. The East/West funding split for air quality funds generally applies to Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds and Transportation Alternatives Set-Aside funds. East/West Distribution Formula Inputs are based on tons per day of ozone precursors, specifically Volatile Organic Compounds (VOCs) and Nitrogen Oxides (NOx). The second category is Mobility Funds which are designed for mobility projects addressing transportation needs within Metropolitan Area Boundaries with populations of 200,000 or greater. Allocations are based on the population of Urbanized Areas (UZA) in the region. Resulting percentage split applies to the RTC's mobility funding categories such as Surface Transportation Block Grant Program (STBG) and Category 2 funding. East/West Distribution Formula Inputs include population, employment, activity (population and employment equalized to account for communities where available jobs might exceed population or vice versa) and Vehicle Miles Traveled (VMT). Brian noted that over the last six years staff has been operating under funding distribution percentages from the Fixing America's Surface Transportation Act or FAST Act (2015). Formula Inputs for Mobility funds under the current IIJA round out to 31 percent for the Western Subregion and 69 percent for the Eastern Subregion based on the 12-county MPA boundary and would be the proposed funding distribution going forward. Air Quality funds based on the ozone precursors tons per day in the 10-county non-attainment area are proposed to be distributed at 36 percent for the Western subregion and 64 percent for the Eastern subregion. Staff also considered equity and environmental justice, and indicators show a minority, low income, and/or limited English proficiency population distribution similar to the funding distribution for the western and eastern regions that was proposed: Minority: 30 percent for the Western subregion and 70 percent for the Eastern subregion; Low income: 33 percent for the Western subregion and 67 percent for the Eastern subregion; Limited English Proficiency: 27 percent in the Western Subregion and 73 percent for the Eastern Subregion. STTC and RTC action will be requested in May and June 2022, respectfully. If approved, the updated funding distribution will be applied to all RTC-selected funding programs. Electronic Item 6 provided additional information on the process for establishing the split and the proposed new splits for both mobility and air quality funds. Brian also thanked the air quality team and the model team for their hard work.

A motion was made to approve the new proposed funding splits of 36 percent for the Western Subregion and 64 percent for the Eastern Subregion for air quality funds and 31 percent for the Western Subregion and 69 percent for the Eastern Subregion for Mobility Funds. The motion also included direction for staff to begin applying these revised formulas to project selection efforts immediately. Duncan Webb (M); T. Oscar Trevino, Jr. (S). The motion passed unanimously.

7. **Funding Recommendations for the Electric Vehicle Charging Station Call for Projects:** Lori Clark requested Regional Transportation Council approval of funding recommendations for the Electric Vehicle Charging Station Call for Projects. The North Central Texas Council of Governments (NCTCOG) opened the Electric Vehicle (EV) Charging Station Call for

Projects (CFP) in March 2022 with Congestion Mitigation and Air Quality Improvement Program funds. This CFP awards funding for the purchase of and installation of publicly accessible Level 2 or Direct Current Fast Charge (DCFC) electric vehicle charging stations. This initiative helps advance adoption of electric vehicles, both among public sector fleets and the general public, and reduce tailpipe emissions of ozone precursors. Eleven applications were received by the CFP deadline of April 22, 2022; over \$3 million funds were requested for 55 charging stations on 26 charging sites (33 Level 2 chargers and 22 direct current fast chargers); each charging site scored separately and ranked; and once approved, recommended projects must pass procurement review and meet Buy America Requirements. Staff has completed review and developed project funding recommendations. Expansion of electric vehicle adoption is incorporated as part of the Weight-of-Evidence in the latest approved Dallas-Fort Worth State Implementation Plan. Jared highlighted the selection criteria: advancing electrification up to 75 points, fill gaps in existing Infrastructure Network and/or enable new fleet electrification, located in a jurisdiction with no existing charging stations, serves a public fleet with no existing EVs, number and type of fleet vehicles expected to use charging stations, ability to charge multiple EVs at one time or multiple locations in one application, applicant identifies broader, long-range plan to electrify. Serve communities prioritized by the Justice40 Initiative: Include strategies to minimize grid impacts, features such as managed charging, integrated storage, etc., and chargers with vehicle to grid capabilities. Subrecipient oversight criteria – up to 25 points: The projects will be compared to NCTCOG’s burden to administer the project, ease of federal procurement determination, cooperative procurement contracts and Buy America Forms with application, and risk associated with subrecipient administration. The projects in the recommended waitlist will be funded in priority order in the event awarded projects are not able to proceed. Milestone schedule is as follows: STTC recommendations of awards - May 27, 2022, RTC recommendation of awards – June 9, 2022, Executive Board Authorization of Awards – June 23, 2022, and Project Completion/Reimbursement deadline – July 31, 2022. Other opportunity now open: TCEQ Texas Emission Reduction Plan (TERP) Alternative Fueling Facilities Program will fund up to 50 percent of eligible costs for electric vehicle charging station projects priority for projects open to the public. Application deadline is July 12, 2022. Michael Morris mentioned that we scored these projects, but the maps given by the federal government had an error in them, he felt it was unfair since all the communities were in public meeting and instructed Lori Clark to rescore them all with the new map and would be recommended to move forward. We are funding about 10% more than we originally wanted to but the right thing to do was not penalize the awardees because of an error in a map. Because the funds expire, it is expected to fully expend the recharging funds. Janet DePuy asked what the impact this will have on the electric grid? Lori Clark responded we don’t anticipate any concerns. We have a strong working relationship with Oncor, that provides the Transportation Distribution the connections and utility side of the upgrades. Michael Morris mentioned that the question Ms. DePuy asked is an area we need to focus on, will look at on the Unified Planning Work Program, and bring this back in the October time frame.

A motion was made to approve funding recommendations for the Electric Vehicle Charging Station Call for Projects; Weatherford College – Community College Campus, with 7 chargers, \$295,050 funding requested and recommended, with a total score of 83.7; City of Irving – Library, with 1 charger, \$238,121 funding requested, \$191,441 funding recommended with a total score of 77.6; City of Mesquite – City Hall with 1 charger, \$17,454 funding requested and recommended with a total score of 75.6; City of Mesquite – Municipal Bldg. with 2 chargers, \$40,249 funding requested and recommended with a total score of 68.4; City of Dallas – SE Service Center with 2 chargers, \$193,676 funding

requested and recommended with a total score of 68.2; City of Lewisville – City Hall with 2 chargers, \$67,892 funding requested and recommended with a total score of 65.5; DART – Light Rail Station with 1 charger, \$33,710 funding requested and recommended with a total score of 65.5; DART – Transit Facility (Park & Ride) with 1 charger, \$45,762 funding requested and recommended with a total score of 64.4; City of Dallas – Central Service Center with 2 chargers, \$193,676 funding requested, \$182,658 funding recommended with a total score of 64.2; with 19 total projects, \$1,125,590 funding requested, and \$1,067,892 funding recommended. Brandon Jones (M); Adam Balzalda (S). The motion passed unanimously.

8. **Status Report on FHWA Alternative Fuel Corridors and the Bipartisan Infrastructure**

Law: Lori Clark provided an update on the Federal Highway Administration's (FHWA) Alternative Fuel Corridor program, new funding allocated through the Bipartisan Infrastructure Law (BIL), and potential opportunities for the North Central Texas Council of Governments (NCTCOG) region. Round 6 nominations for Alternative Fuel Corridors are designated by FHWA and are part of a national network of roadways that provide sufficient alternative fuel and charging facilities. Through the BIL, two new funding programs totaling \$7.5 billion for electric vehicle or alternative fuel infrastructure were established and funding eligibility is now associated with corridor designation. Programs include the National Electric Vehicle Infrastructure (NEVI) Formula Program and the Grants for Charging and Fueling Infrastructure for Corridors and Communities. The Texas Department of Transportation is to receive and administer \$408 million over 5 years to deploy Electric Vehicle (EV) charging currently drafting a plan for use of funds from the NEVI Formula Program. Statewide Infrastructure Deployment Plan required: provide at least one qualifying station every 50 miles along designated corridors, be within 1 mile of designated EV corridor exit, include at least 4 CCS-type DC fast charge connectors, minimum 150kW power output at all times, and minimum site power capacity 600 kW. Restrict funding to designated EV Corridors until demonstration that all designated highways are "saturated" with qualifying stations. NEVI formula funding impacts to region – \$51 million proposed allocation for MPO area. MPO role to collaborate with TxDOT: recommend charger types and general locations, draft solicitation, and score responses. NCTCOG has several initiatives underway to help capitalize on these opportunities by hosting regional EV Infrastructure Working Group, participating in TxDOT NEVI Working Group, developing regional EV Infrastructure Plan Consistent with NEVI guidance, evaluating options to pursue competitive grant opportunities with the Department of Energy Opportunity – anticipated in July, and Department of Transportation Charging and Fueling Infrastructure for Corridors & Communities – anticipated by Fiscal Year End. Electronic Item 8 provides additional details. Carlos Flores asked if these charging stations would be a mix of different types? For instance, you will have one that will have solar charging solely based on solar connected to the grid but have that solar feedback into the grid is being considered? Lori Clark responded that yes, that TxDOT does highlight the opportunity for some areas to have solar or microgrid or some sort of other features integrated for local needs. That is something we are definitely something we are interested in but that those types of strategies are better suited to rural areas with very limited capacity but could be important in urban areas where you have a lot of demand for electricity. Janet DePuy asked in all of the planning done so far, has there been discussion about battery use and what we do with the old batteries? Lori responded meaning with the vehicle batteries, this is not necessarily part of this particular infrastructure BIL program but there is a lot of other funding through the infrastructure law that was created for the purpose of studying battery storage. Texas Commission Environmental Quality (TCEQ) is setting up a working group to study that issue for the state of Texas and including state representatives to identify the batteries the best way to recover those

materials so batteries can be disposed of responsibly or recycled where they are supposed to be. William Tsao asked if this program specifically for TxDOT or is it possible to incorporate public agencies and efficiency? Also do we have a policy regarding a rideshare option or uber allowed to use the facilities? Lori Clark responded that all of the infrastructures funded through this program will need to be publicly accessible so any vehicle, provided it fits, any vehicle will be able to use the stations. There is other funding available to transit agencies that allows charging at their own facilities. TxDOT will have the responsibility to administer the money and to award the contracts.

9. **Upcoming FY2022 BIL Discretionary Grant Programs – Project Slotting Coordination:** Jeff Neal discussed available details, as well as project coordination and development strategies, concerning Bipartisan Infrastructure Law (BIL) Discretionary Grant Programs with Notices of Funding Opportunity (NOFOs) soon to be released. Many new discretionary grant programs will be provided under BIL, with NCTCOG and its local government partners eligible to apply for over 20 of those programs. The biggest project that's come about is the Safe Streets and Roads for All Grant Program (SS4A); this is a \$1 billion dollar program divided into \$400 million for action plan requests; \$600 million for implementation grant requests; and no state can earn more than 15 percent overall of the funds associated with this program. Jeff noted the minimum and maximum awards for action plan versus implementation plan detailed on slide 2 of Electronic Item 9. He also noted that each agency has a one application limit for either an action plan or an implementation grant, that is the only application. Entities must self-certify their action plan eligibility in order to apply for an implementation grant. Cost Sharing: 80% federal/20% non-Federal (all); Obligation: 1 year after award. Performance Period (max.): Action plan - 2 years; Implementation - 5 years. Eligible Activities/Costs – Action Plan: Developing a Comprehensive Safety Action Plan and Supplemental action plan activities in support of an existing Action Plan. Eligible Activities/Costs – Implementation: Conducting planning, design, and development activities for Action Plan project and strategies and carrying out projects/strategies identified in an Action Plan – Infrastructure, behavioral, or operational measures directly related to addressing safety problem(s). Application deadline is September 15, 2022. NCTCOG Status: Pedestrian Safety Action Plan (PSAP) eligibility under review; planned to be brought to STTC/RTC later this summer with updated language on monitoring and equity considerations/impacts; pending Roadway Safety Action Plan eligibility assessed and verified; planned for STTC/RTC adoption prior to SS4A application deadline; and interested entities should contact Natalie Bettger, Karla Windsor, and/or Thomas Bamonte to establish local project/Action Plan candidacy, as well as seek agreement with TxDOT regarding on-system projects. Pending BIL Grant notice of funding opportunities – FY22: Bridge Investment Program (\$2.5B) – June: Using 2020-21 National Bridge Inventory (NBI) data for bridge condition/functionality and Jeff Neal/Christie Gotti to coordinate with Texas Department of Transportation Districts for identifying potential on-system bridges. Railroad Crossing Elimination Program (\$600M) – June: Roadway/Pathway – rail grade crossing improvements focusing on safety/mobility of people & goods and Dan Lamers/Jeff Hathcock coordinating rail/road provider list of possible grade separations & closures. Reconnecting Communities Pilot Program (\$195M) – June: \$50M – Planning Grants (80% Federal; max. – \$2M/Applicant); \$145M – Capital Grants (50% Federal; min. – \$5M/Project); Eligible transportation facilities creating community connectivity barriers to mobility, access, or economic development; and Jeff Neal to coordinate project identification/development through NCTCOG program areas & local governments/providers. Strengthening Mobility & Revolutionizing Transportation (SMART) Program (\$100M) – September: Projects advancing smart city/community technologies & systems to improve transportation efficiency & safety; large communities (> 400K) – 40%; mid-sized communities – 30%; Rural/Regional

Partnerships – 30%; and SMART Grant Briefing/Roundtable – Regional Partners: June 28, 2022 @ 1:00-2:00pm (contact Thomas Bamonte). Status of other BIL Grant funding opportunities. Status of other BIL Grant funding opportunities – FY22: Completed FY22 MPO-eligible BIL solicitations: Local and Regional Project Assistance Program (RAISE) – Projects submitted; Multimodal Projects Discretionary Grant Program (INFRA/MEGA/RURAL) – Projects submitted; Port Infrastructure Development Grant Program (PIDG); and Federal – State Partnership for Intercity Passenger Rail Grant Program. MPO-eligible FY 22 BIL solicitations – NCTCOG not pursuing: Nationally Significant Federal Lands and Tribal Projects Program (NSFLTP) and Pilot Program for Transit-Oriented Development (TOD) Planning. MPO-eligible FY22 BIL solicitations funded, but NOFO release not scheduled: Wildlife Crossings Pilot Program, Charging & Fueling Infrastructure Program, Congestion Relief Program, Prioritization Process Grant Program, Strategic Innovation for Revenue Collection Pilot Program, Advanced Transportation Technologies & Innovative Mobility Deployment, and Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation Projects (PROTECT). MPO-eligible BIL solicitations not funded for FY22: Healthy Streets Program and Active Transportation Infrastructure Investment Program. Michael Morris mentioned a potential workshop on safety is in the works and North Central Texas Council of Governments will bring a safety program to turn around this fatality rate.

10. **Environmental Score Card and Air Quality Task Force:** At the request of Regional Transportation Council Chair Theresa Daniel, Chris Klaus provided information on environmental efforts currently ongoing and future opportunities. As environmental considerations are increasingly integrated into traditional transportation planning; a summary of environmental stewardship efforts was highlighted along with indicators measuring the state of impact. Chris discussed program assessments and noted that certain items have a direct or indirect impact on the environment. Examples of such items include Air Quality (direct), Traffic Congestion (indirect), Sustainable Development (direct), Transit (direct), System Resiliency (indirect), and Autonomous Vehicles (indirect). Chris presented indicators measuring the impact certain programs and activities have on these items. The impacts of this observation will be applicable to the 2024–2026 management and operations, regional air quality, and Safety Funding Program Summer of 2022, federal and local performance measure targets, state implementation plan weight-of-evidence, regional growth forecasts, and increasing climate emphasis. Michael Morris asked if Chair Daniel would like this report to be an annual activity? Chair Daniel reiterated this would be a good reminder annually.

11. **Election of Regional Transportation Council Officers:** Ron Jensen, Chair of the Regional Transportation Council (RTC) Nominating Subcommittee, announced the slate of officers recommended by the Subcommittee for the 2022-2023 term. Duncan Webb, Commissioner, Collin County (Chair); Gyna Bivens, Councilmember, City of Fort Worth (Vice Chair); and Clay Lewis Jenkins, County Judge, Dallas County (Secretary).

A motion was made to approve the slate of officers recommended for the 2022-2023 term. Ron Jensen (M); George Fuller (S). The motion passed unanimously.

12. **Progress Reports:** Regional Transportation Council attendance was provided in Electronic Item 12.1, Surface Transportation Technical Committee attendance and minutes in Electronic Item 12.2, and the current Local Motion in Electronic Item 12.3.
13. **Other Business (Old or New):** There was no discussion on this item.

14. **Future Agenda Items:** There was no discussion on this item.
15. **Next Meeting:** The next meeting of the Regional Transportation Council (RTC) is scheduled for 1:00 pm, Thursday, July 14, 2022.

The meeting adjourned at 2:40 p.m.



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

TO: Regional Transportation Council

DATE: July 7, 2022

FROM: Vickie Alexander
Program Manager
Program Administration

SUBJECT: Modifications to the FY2022 and FY2023 Unified Planning Work Program for Regional Transportation Planning

The Unified Planning Work Program for Regional Transportation Planning (UPWP) is required by federal and State transportation planning regulations and provides a summary of the transportation and related air quality planning tasks to be conducted by Metropolitan Planning Organization (MPO) staff. The FY2022 and FY2023 UPWP was approved by the Regional Transportation Council and NCTCOG Executive Board in July 2021 and identifies the activities to be carried out between October 1, 2021, and September 30, 2023.

Listed below, and in the following attachment, is the third set of proposed modifications to the FY2022 and FY2023 UPWP. Included in these amendments are new initiatives, project updates, and funding adjustments. The proposed modifications have been posted on the NCTCOG website for public review and comment as part of the June 2022 public outreach opportunity. Comments received as a result of the public outreach process, if any, will be provided to the Regional Transportation Council prior to a request for its approval.

The following modifications reflect initiatives proposed for inclusion in the Unified Planning Work Program that have not yet been approved by the Regional Transportation Council:

- 3.02 Regional Air Quality Planning – Rider 7 Air Quality Planning Activities (add initiative and \$257,000 Texas Commission on Environmental Quality funds to support air quality monitoring and assessments of fleet vehicle emissions in Hood and Hunt Counties)
- 3.04 Public Transportation Planning – Regional Public Transportation Coordination (add initiative and \$50,000 Transportation Planning Funds [TPF] for University Partnership Program project related to transportation options of rural residents)

The following modifications affect existing projects for which text updates or financial adjustments are being proposed:

- 1.02 Program and Policy Administration – Program Administration (add \$157,500 TPF to support NCTCOG service as financial agent for processing costs associated with the Texas Metropolitan Planning Organization [TEMPO], including dues to the national Association of Metropolitan Planning Organizations, which represents the majority of the expenses)
- 1.04 Computer System Applications and Data Management – Database and Geographic Information System Management (program additional \$150,000 TPF to support continued activities related to the management and utilization of numerous sources of data and Geographic Information System technologies)
- 2.03 Demographic Data and Forecasts – Inventory of Land Use and Demographic Data, Improvement and Maintenance of a Regional Land Use and Demographic Model, Development of Regional Demographic Forecasts, Improvement and Maintenance of a Large Employer Geographic Database, and Development of Auxiliary Geographical Databases (program additional \$150,000 TPF to support continued activities associated with the creation of data products and models related to land use and demographic data)
- 3.02 Regional Air Quality Planning– Air Quality Planning (program additional \$100,000 TPF to support continued activities associated with planning to meet air quality requirements)
- 5.03 Land-use/Transportation Initiatives – Bicycle and Pedestrian Planning (add \$53,000 local funds to support the bicycle and pedestrian count program, and update text to reflect use of local funds)
- VIII. Overview of Work Program Funding (update Exhibit VIII-2 to reflect the movement of \$45,600 TPF programmed for FY2022 to FY2023 to support continued work activities in Subtask 4.06, Regional Passenger Rail Planning and Evaluation Process Development)
- VIII. Overview of Work Program Funding (update Exhibit VIII-2 to reflect the movement of \$60,000 TPF programmed for F2022 to FY2023 in Subtask 5.03, Land-use/Transportation Initiatives, to support continued work activities on the Regional Mixed-use Development Study)
- VIII. Overview of Work Program Funding (update Exhibit VIII-3 to reflect use of \$53,000 local funds in addition to Surface Transportation Block Grant Program funds for the bicycle-pedestrian count equipment referenced in Subtask 5.03 above and update description to reflect equipment, technology upgrades, and maintenance in addition to replacement batteries)

The following modifications have previously been approved by the Regional Transportation Council and are now being incorporated into the Unified Planning Work Program:

- 5.09 Regional Aviation Planning and Education – Aviation Education Integration and Outreach, and Regional Aviation System Planning (add \$240,000 Regional Transportation Council Local funds to support continued activities related to aviation education, system planning, and unmanned aircraft systems)

Please contact Vercie Pruitt-Jenkins at (817) 608-2325 or VPruitt-Jenkins@nctcog.org or me at (817) 695-9242 or valexander@nctcog.org if you have any questions or comments regarding these proposed modifications to the FY2022 and FY2023 UPWP prior to the Regional Transportation Council meeting. Your approval of these modifications will be requested at the meeting, as well as your direction for staff to administratively amend the Transportation Improvement Program and other administrative/planning documents, as appropriate, to reflect the approved modifications.

vpj
Attachment

AMENDMENT #3 TO THE FY2022 AND FY2023 UNIFIED PLANNING WORK PROGRAM

3.02 Regional Air Quality Planning

Rider 7 Air Quality Planning Activities

Other Funding Sources

NCTCOG received funding from the Texas Commission on Environmental Quality (TCEQ) to carry out eligible air quality planning activities under Rider 7 of the TCEQ's legislative appropriation. Activities will include assessment of fleet vehicle emissions and monitoring of air quality using mobile sensing equipment in Hood and Hunt counties. University assistance will be used. Work will begin in FY2022 and be ongoing throughout FY2023. Anticipated products include:

- Quantification of emissions reductions that could be achieved through fleet vehicle replacement activities;
- Mobile source technical analysis to enhance state-of-the-practice; and
- Final report with results of project work.

3.04 Public Transportation Planning

Regional Public Transportation Coordination

Transportation Planning Funds

This planning activity is ongoing throughout both FY2022 and FY2023, supporting activities that further a coordinated and seamless public transportation system. This activity includes the Access North Texas Plan, which outlines coordination goals, policies, and strategies to move the North Central Texas region toward more coordinated, efficient, and seamless transportation services. Other initiatives include **analyzing the availability and viability of accessible transportation options for vulnerable rural populations**, providing planning assistance to partner agencies as they implement identified strategies and recommendations and gathering data on the implementation of micro-transit and on-demand services to improve transportation planning in the region. Regional coordination activities will primarily focus on the counties that comprise the Metropolitan Planning Area. Coordination with surrounding areas will be included based on the impact that public transportation connections have within the planning area boundary. University assistance will be utilized. Anticipated products include:

- An adopted update to the Access North Texas Plan;
- Implemented coordination strategies identified in the Access North Texas Plan;
- Developing transit options for the transportation needs of the disadvantaged, including low-income, seniors, and individuals with disabilities, to increase opportunities and access to public transportation;
- University Partnership Program report related to the implementation of micro-transit and on-demand services;

- **University Partnership Program final report assessing the availability and viability of transportation options for vulnerable rural populations especially as it relates to employment, medical care, and recreation access;**
- Coordination meetings that engage and ensure disadvantaged populations are included in planning efforts; and
- Support for transit system improvements resulting in seamless regional connectivity.

5.03 Land-Use/Transportation Initiatives

Bicycle and Pedestrian Planning

Other Funding Sources

The focus of this element during FY2022 and FY2023 is to assist in developing, educating on, and promoting bicycle and pedestrian mobility and safety throughout the region. Utilizing Surface Transportation Block Grant Program funds, **local funds**, and Transportation Development Credits, staff will plan facilities for active transportation modes; support and provide technical assistance to local governments and the Bicycle and Pedestrian Advisory Committee (BPAC); and advance general data collection, mapping, and a regional bicycle and pedestrian count program. Consultant assistance may be utilized. Staff will also develop and provide public education and information related to safety, accessibility, design, and economic impacts of bicycle and pedestrian facilities. Staff will also manage the updated Regional Safety Campaign: Look Out Texans. Anticipated products include:

VIII. Overview of Work Program Funding

Proposed Budget

This section summarizes the budget for the FY2022 and FY2023 UPWP. Financial support for FY2022 and FY2023 will be provided from a number of sources, including the Federal Highway Administration, the Federal Transit Administration, the Environmental Protection Agency, the Department of Energy, the Department of Defense, the Texas Department of Transportation, the North Texas Tollway Authority, and the Texas Commission on Environmental Quality. In addition, various local sources will be acquired to assist in the funding of this program.

The US Department of Transportation provides funds through programs of the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). Both FHWA PL 112 and

FTA 5303 funds are provided annually to MPOs to support metropolitan regional transportation planning activities based on an 80 percent federal/20 percent local match requirement. The Texas Department of Transportation will provide the 20 percent match for the FHWA 112 and FTA 5303 funds for FY2022 and FY2023 to the MPO to carry out the UPWP in the form of Transportation Development Credits. These Transportation Development Credits are provided by metropolitan areas building toll roads and are used on a Statewide basis to provide the match funds needed for all Metropolitan Planning Organizations. The FY2022 and FY2023 FHWA and FTA funding levels reflected in this program are summarized in Exhibit VIII-1. The formula-based FHWA PL 112 allocation to the UPWP for the Dallas-Fort Worth Metropolitan Area is ~~\$8,463,215~~ **\$8,620,715** in FY2022 and \$8,463,215 in FY2023 for a two-year total of ~~\$16,926,430~~ **\$17,083,930**. The FTA 5303 funding is \$3,110,814 in FY2022 and \$3,110,814 in FY2023 for a two-year total of \$6,221,628. An estimated balance of \$4,774,364 in unexpended/unobligated FHWA PL 112 funding will be available from the FY2021 authorization. Each of these funding amounts is incorporated by source agency into the Work Program by task and subtask. Total FHWA PL 112 and FTA 5303 funding for the FY2022 and FY2023 UPWP is estimated at ~~\$27,922,422~~ **\$28,079,922**. Transportation Planning Funds in the amount of ~~\$25,496,000~~ **\$26,103,500** have been programmed and allocated to each of the UPWP subtasks as shown in Exhibit VIII-2. These programmed funds include the FTA 5303 allocation of \$6,221,628, the estimated FY2021 FHWA PL 112 fund balance of \$4,774,364, and ~~\$14,500,008~~ **\$15,107,508** of Fiscal Years 2022 and 2023 FHWA PL 112 funding. The remaining balance of Fiscal Years 2022 and 2023 FHWA PL 112 funds of ~~\$2,426,422~~ **\$1,976,422** is anticipated to be carried over to Fiscal Year 2024.

EXHIBIT VIII-3
Anticipated Equipment/Software Purchases/Leases

Quantity	Description	Estimated Price	Funding Source	Subtask
70	Microcomputer systems (desktops, portable, tablet)	\$175,000	RTC Local	1.04
4	Laser printers and image scanners for network group usage	\$25,000	RTC Local	1.04
40	Voice-over-Internet-Protocol (VoIP) phone devices, including accessories such as microphones for conference phones or hands-free devices.	\$15,800	RTC Local	1.04
---	Other computer hardware items, replacements, accessories, and upgrades (for example, docking stations, headsets, hard drives, additional RAM, projectors, video cards, network cabling, warranty extensions)	\$10,000	TPF	1.04
---	Other computer hardware items, replacements, accessories, and upgrades (for example, docking stations, headsets, hard drives, additional RAM, projectors, monitors/televisions, video cards, network cabling, warranty extensions)	\$30,000	RTC Local	1.04
---	Licenses to traffic simulation and assignment software packages (two "TransModeler" and one "DTA" dynamic)	\$6,000	TPF	1.04
---	Two years of software support by Caliper and specific renewal for 50 TransCAD licenses	\$150,000	TPF	1.04
---	Software purchases/upgrades (for example, the current or higher versions of SmartSheet and Adobe licenses), software/services, cable service, application subscriptions, advanced mapping/presentation software, and software support renewals	\$88,000	TPF	1.04
---	Web-based traffic count reporting software, including annual maintenance and support	\$16,000	TPF	1.04
---	Video equipment and supplies, and air cards	\$9,000	TPF	1.04
---	Audio/video equipment, and technology updates and maintenance for the Transportation Department meeting rooms	\$50,000	RTC Local	1.04

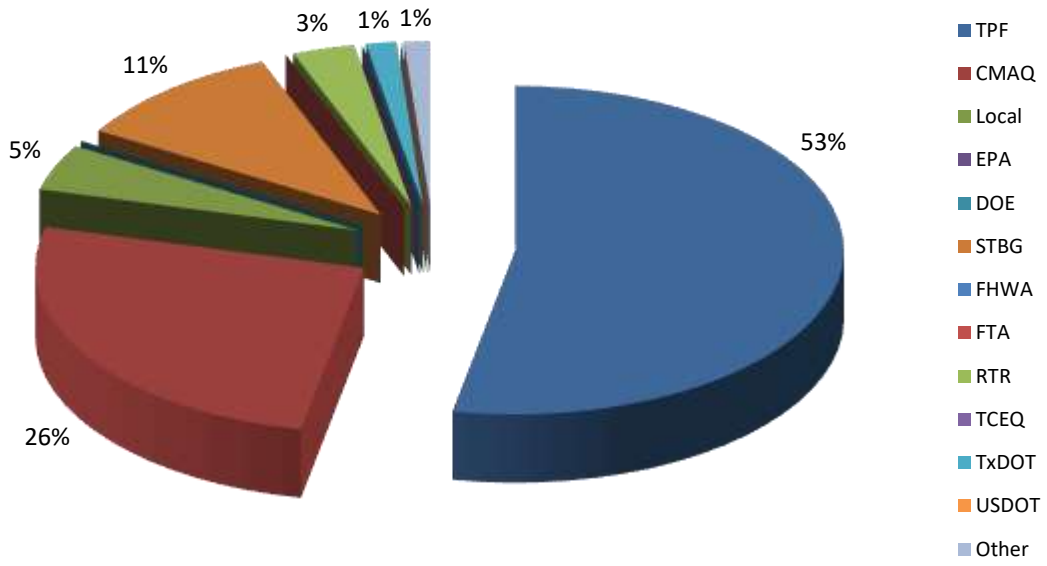
Quantity	Description	Estimated Price	Funding Source	Subtask
---	Audio/video equipment, and technology updates and maintenance for the Transportation Council Room	\$124,000	RTC Local	1.02
---	Video/web hosting services	\$22,000	TPF	1.02
---	Bicycle-pedestrian count equipment (equipment, technology upgrades, maintenance, and replacement batteries)	\$10,000 \$53,000	STBG Local	5.03
---	Public involvement subscriptions	\$160,000	TPF	1.01
---	Outreach and educational subscriptions	\$25,000	CMAQ	1.01
---	Communications outreach tools (i.e., photo storage, Getty images, Survey Monkey, campaign analysis software, Constant Contact)	\$130,000	Allocation	1.01
---	Legislation monitoring software (i.e., Telicon)	\$5,000	TPF	1.01
---	Visualization software	\$20,000	CMAQ	1.01
---	Data loggers	\$10,000	STBG	3.03
---	MAPP vehicle tracking technology	\$88,000	STBG	5.05
---	Predictive crash analysis software	\$100,000	STBG	5.08
---	Traffic and travel data purchase	\$100,000	STBG/TxDOT	2.02

E. Funding Summary

Subtask	TPF ¹	Additional Funding		Total
		Amount	Source	
1.01	\$4,372,900	\$2,913,900	CMAQ	
		\$4,000	NCTCOG Local	
		\$245,000	STBG	
Subtotal				\$7,535,800
1.02	\$819,100	\$208,400	Local	
		\$119,800	NCTCOG Local	
		\$267,500	STBG	
Subtotal				\$1,414,800
1.03		\$6,000	Local	
		\$20,000	NCTCOG Local	
		\$345,300	RTR	
Subtotal				\$371,300
1.04	\$765,200	\$675,000	STBG	
		\$295,800	Local	
		\$168,750	TXDOT	
Subtotal				\$1,904,750
Total	\$5,957,200	\$5,269,450		\$11,226,650

¹ Transportation Planning Funds (TPF) includes both FHWA PL-112 and FTA Section 5303 funds. TxDOT will apply Transportation Development Credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. As the credits reflect neither cash nor person hours, they are not reflective in the funding tables.

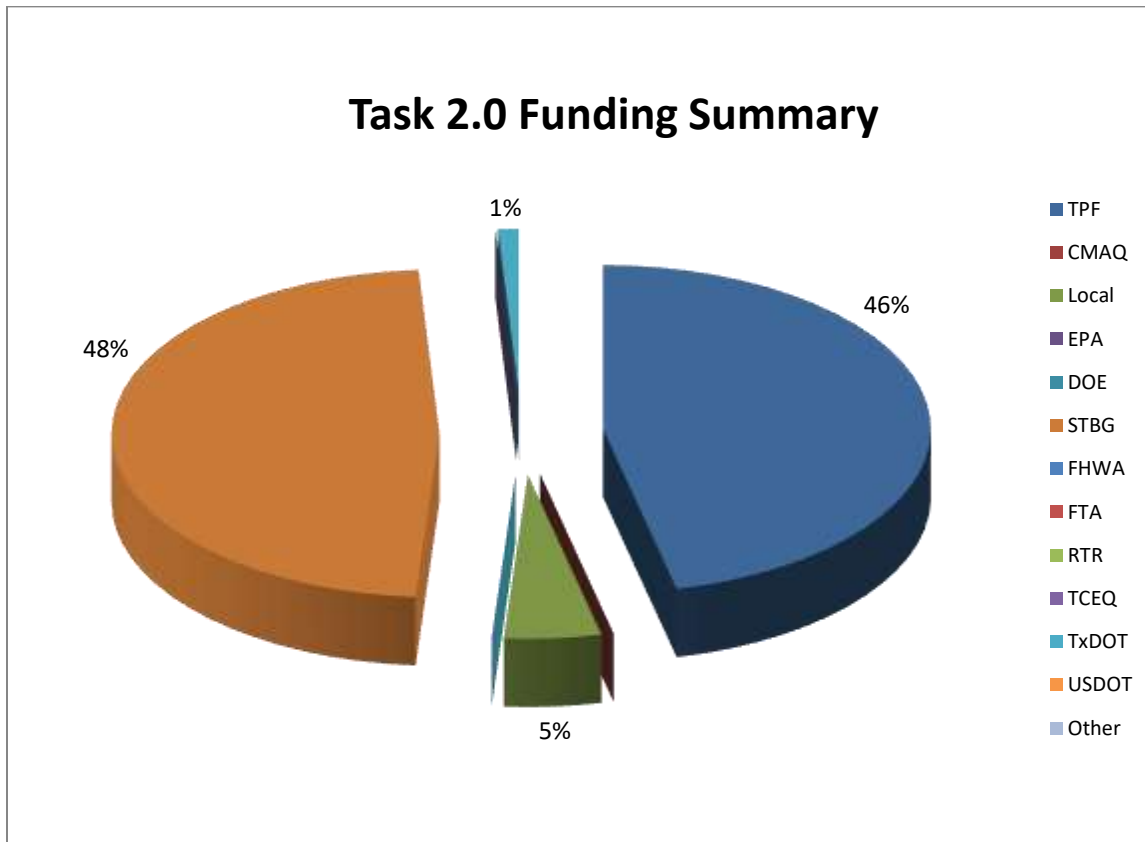
Task 1.0 Funding Summary



E. Funding Summary

Subtask	TPF ¹	Additional Funding		Total
		Amount	Source	
2.01	\$1,922,800	\$3,423,500	STBG	
		\$373,000	Local	
Subtotal				\$5,719,300
2.02	\$463,400	\$319,000	STBG	
		\$79,800	TxDOT	
Subtotal				\$862,200
2.03	\$1,244,900			
Subtotal				\$1,244,900
Total	\$3,631,100	\$4,195,300		\$7,826,400

¹ Transportation Planning Funds (TPF) includes both FHWA PL-112 and FTA Section 5303 funds. TxDOT will apply Transportation Development Credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. As the credits reflect neither cash nor person hours, they are not reflective in the funding tables.

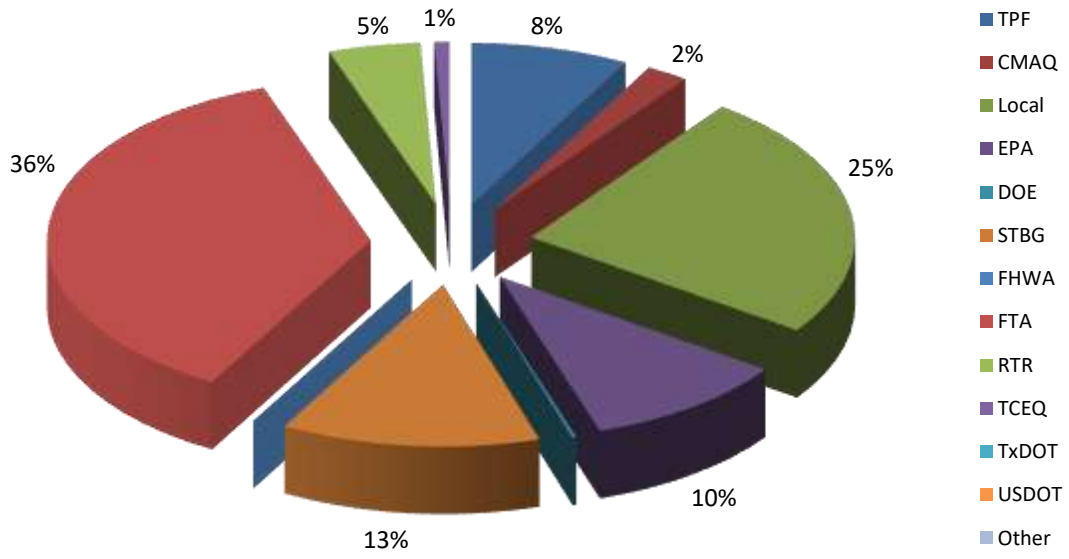


E. Funding Summary

Subtask	TPF ¹	Additional Funding		Total
		Amount	Source	
3.01	\$2,899,200	\$1,183,300	RTR	
		\$918,200	STBG	
Subtotal				\$5,000,700
3.02	\$1,078,700			
		\$270,000	TCEQ	
Subtotal				\$1,348,700
3.03		\$1,530,600	CMAQ	
		\$137,500	DOE	
		\$7,402,250	EPA	
		\$12,300	FHWA	
		\$16,280,279	Local	
		\$6,562,000	STBG	
		\$275,000	TCEQ	
Subtotal				\$32,199,929
3.04	\$1,705,900			
		\$976,600	FTA	
		\$816,800	STBG	
Subtotal				\$3,499,300
3.05		\$25,256,050	FTA	
		\$1,459,400	Local	
		\$2,136,000	RTR	
		\$1,000,000	STBG	
Subtotal				\$29,851,450
Total	\$5,683,800	\$66,216,279		\$71,900,079

¹ Transportation Planning Funds (TPF) includes both FHWA PL-112 and FTA Section 5303 funds. TxDOT will apply Transportation Development Credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. As the credits reflect neither cash nor person hours, they are not reflective in the funding tables.

Task 3.0 Funding Summary

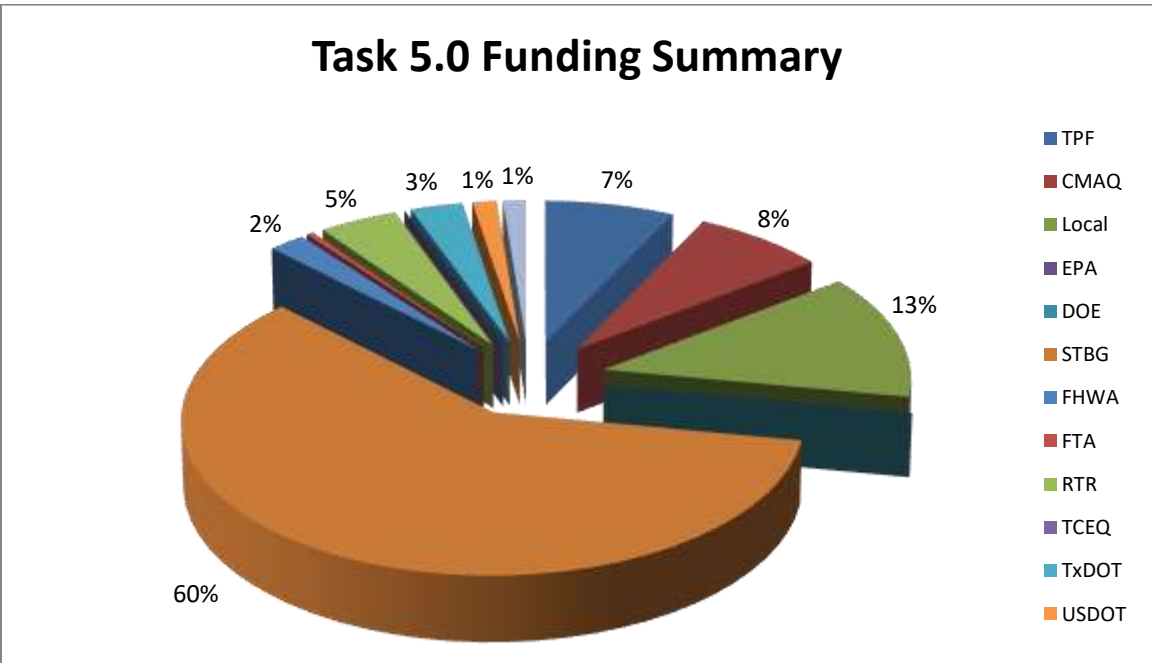


E. Funding Summary

Subtask	TPF ¹	Additional Funding		Total
		Amount	Source	
5.01	\$1,376,400			
		\$178,400	Local	
		\$50,000	NTTA	
		\$3,455,000	RTR	
		\$15,575,400	STBG	
		\$73,600	TxDOT	
Subtotal				\$20,708,800
5.02	\$1,319,600			
		\$149,000	RTR	
Subtotal				\$1,468,600
5.03	\$973,700			
		\$400,000	FTA	
		\$693,300	Local	
		\$7,626,200	STBG	
Subtotal				\$9,693,200
5.04	\$194,700			
		\$151,200	STBG	
Subtotal				\$345,900
5.05	\$1,296,200			
		\$7,093,400	CMAQ	
		\$2,000,000	FHWA	
		\$5,404,180	Local	
		\$603,000	RTR	
		\$8,549,400	STBG	
		\$1,676,700	TXDOT	
Subtotal				\$26,622,880
5.06				
		\$2,008,000	Local	
		\$8,049,900	STBG	
		\$1,297,000	USDOT	
Subtotal				\$11,354,900
5.07	\$63,500			
Subtotal				\$63,500
5.08	\$633,900			
		\$15,800	Local	
		\$952,300	STBG	
Subtotal				\$1,602,000

Subtask	TPF ¹	Additional Funding		Total
		Amount	Source	
5.09	\$125,900			
		\$819,400	Local	
Subtotal				\$945,300
5.10	\$193,000			
		\$1,171,100	DOD	
		\$496,500	Local	
Subtotal				\$1,860,600
5.11	\$688,400			
		\$186,600	Local	
		\$15,799,800	STBG	
		\$1,036,600	TXDOT	
Subtotal				\$17,711,400
5.12				
		\$281,800	Local	
Subtotal				\$281,800
5.13				
		\$2,496,000	Local	
Subtotal				\$2,496,000
Total	\$6,865,300	\$88,289,580		\$95,154,880

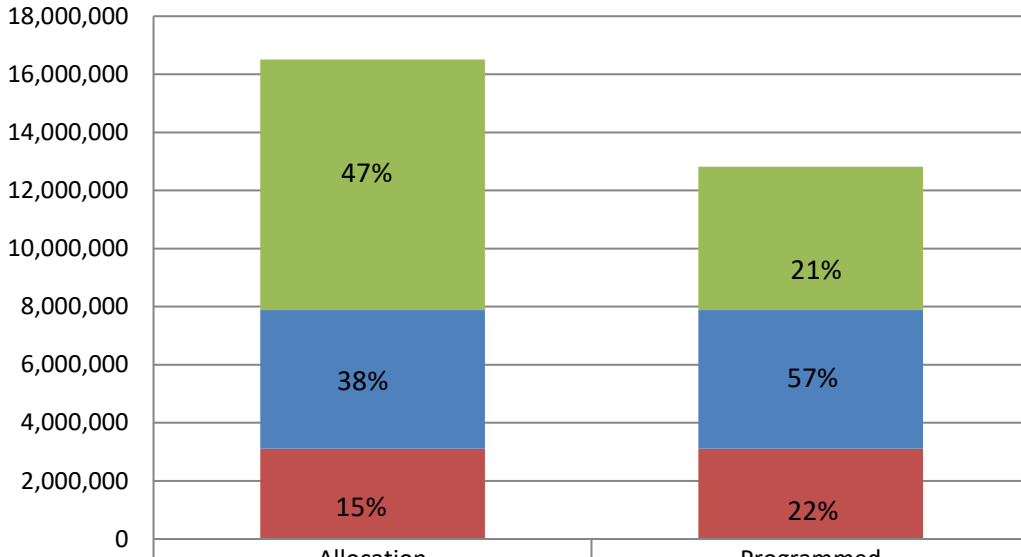
¹ Transportation Planning Funds (TPF) includes both FHWA PL-112 and FTA Section 5303 funds. TxDOT will apply Transportation Development Credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. As the credits reflect neither cash nor person hours, they are not reflective in the funding tables.



**EXHIBIT VIII-1
FY2022 AND FY2023 TPF PROGRAMMING SUMMARY**

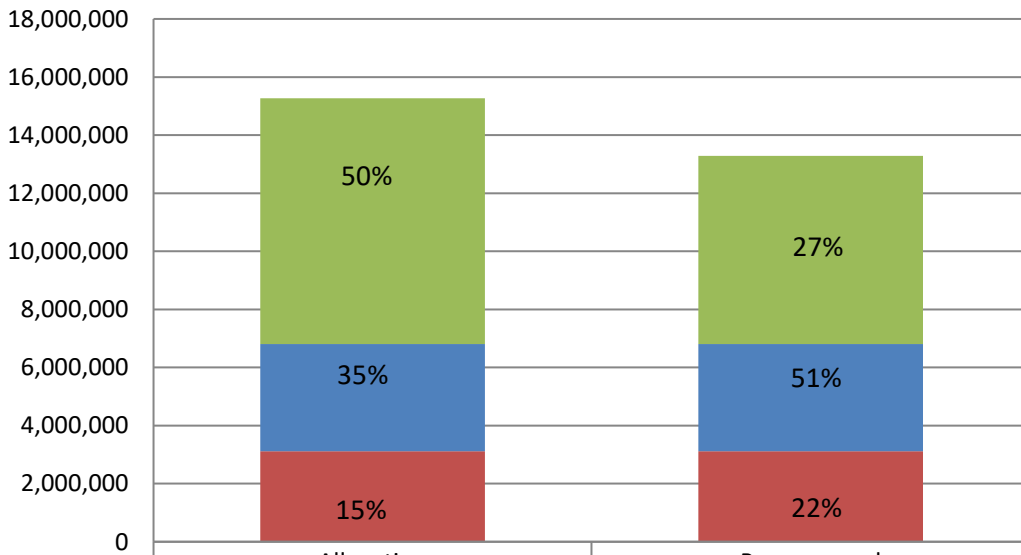
	FY2022		FY2023	
	Allocation	Programmed	Allocation	Programmed
FTA Section 5303	3,110,814	3,110,814	3,110,814	3,110,814
FHWA (PL-112)				
Carryover	4,774,364	4,774,364	3,691,143	3,691,143
New Allocation	8,620,715	4,929,572	8,463,215	6,486,793
Total TPF	16,505,893	12,814,750	15,265,172	13,288,750
Carryover		3,691,143		1,976,422
Two-Year Totals				
FTA Section 5303	6,221,628			
FHWA PL-112	21,858,294			
Total	28,079,922			
Programmed	26,103,500			
Carryover	1,976,422			

Summary of TPF 2022 Funding Levels



	Allocation	Programmed
FHWA (PL-112)	8,620,715	4,929,572
Carryover	4,774,364	4,774,364
FTA (5303)	3,110,814	3,110,814

Summary of TPF 2023 Funding Levels

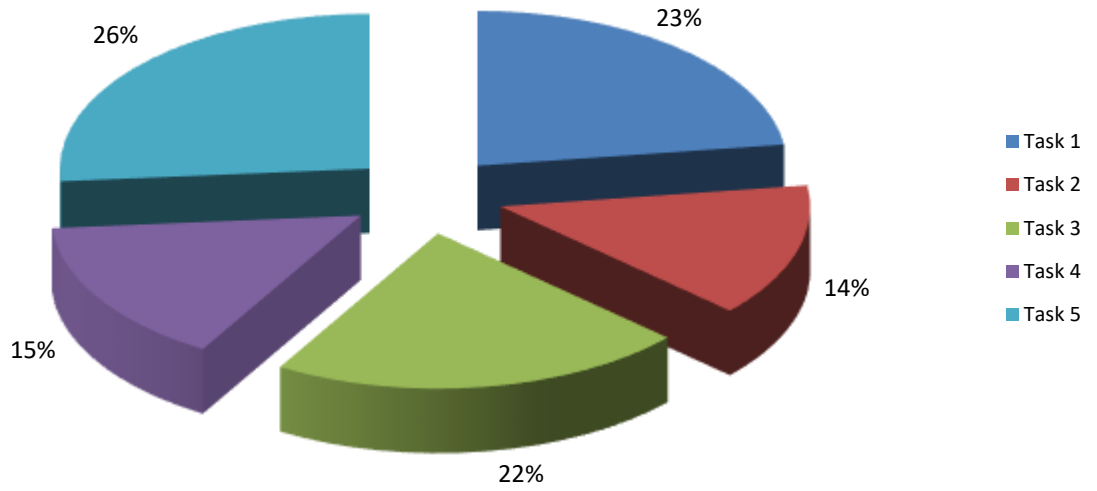


	Allocation	Programmed
FHWA (PL-112)	8,463,215	6,486,793
Carryover	3,691,143	3,691,143
FTA (5303)	3,110,814	3,110,814

EXHIBIT VIII-2
FY2022 AND FY2023 ALLOCATION OF TRANSPORTATION PLANNING FUNDS

Subtask	Subtask Title	TPF		
		FY2022	FY2023	Total
1.01	Community Outreach	\$2,086,000	\$2,286,900	\$4,372,900
1.02	Program and Policy Administration	\$507,250	\$311,850	\$819,100
1.03	Fiscal Management and Information Systems	\$0	\$0	\$0
1.04	Computer System Applications and Data Management	\$455,100	\$310,100	\$765,200
	Task 1.0	\$3,048,350	\$2,908,850	\$5,957,200
2.01	Travel Forecasting Support	\$929,900	\$992,900	\$1,922,800
2.02	Transportation Data Development	\$251,200	\$212,200	\$463,400
2.03	Demographic Data and Forecasts	\$690,600	\$554,300	\$1,244,900
	Task 2.0	\$1,871,700	\$1,759,400	\$3,631,100
3.01	Transportation Project Programming	\$1,399,900	\$1,499,300	\$2,899,200
3.02	Regional Air Quality Planning	\$592,700	\$486,000	\$1,078,700
3.03	Air Quality Management and Operations	\$0	\$0	\$0
3.04	Public Transportation Planning	\$808,600	\$897,300	\$1,705,900
3.05	Transit Management and Operations	\$0	\$0	\$0
	Task 3.0	\$2,801,200	\$2,882,600	\$5,683,800
4.01	Metropolitan Transportation Planning	\$1,118,700	\$1,371,300	\$2,490,000
4.02	Coordination of Transportation and Environmental Planning Processes	\$256,300	\$270,900	\$527,200
4.03	Ensuring Equity, Nondiscrimination and Environmental Justice in MPO Planning/Program Activities	\$213,900	\$200,000	\$413,900
4.04	Performance Based Planning & Coordination	\$167,900	\$168,900	\$336,800
4.05	Understanding Public Return on Investment for Transportation Funding	\$52,600	\$45,600	\$98,200
4.06	Regional Passenger Rail Planning and Evaluation Process Development	\$54,400	\$45,600	\$100,000
	Task 4.0	\$1,863,800	\$2,102,300	\$3,966,100
5.01	Regional Transportation Studies	\$616,700	\$759,700	\$1,376,400
5.02	Subarea Studies and Local Government Assistance	\$583,400	\$736,200	\$1,319,600
5.03	Land-Use/Transportation Initiatives	\$444,400	\$529,300	\$973,700
5.04	Transportation Asset Management	\$93,000	\$101,700	\$194,700
5.05	Congestion Management Planning and Operations	\$666,200	\$630,000	\$1,296,200
5.06	Regional Freight Planning	\$0	\$0	\$0
5.07	Transportation System Security and Emergency Preparedness	\$31,600	\$31,900	\$63,500
5.08	Roadway and Railroad Safety	\$316,400	\$317,500	\$633,900
5.09	Regional Aviation Planning and Education	\$62,600	\$63,300	\$125,900
5.10	Regional Military and Community Coordination	\$88,000	\$105,000	\$193,000
5.11	Transportation Technology and Innovation Program	\$327,400	\$361,000	\$688,400
5.12	Red River Navigation System Feasibility Study	\$0	\$0	\$0
5.13	North Texas Center for Mobility Technologies	\$0	\$0	\$0
	Task 5.0	\$3,229,700	\$3,635,600	\$6,865,300
	FUNDING TOTALS	\$12,814,750	\$13,288,750	\$26,103,500

Transportation Planning Funds (TPF) Summary by Task



**EXHIBIT VIII-4
FY2022 AND FY2023 UPWP FUNDING SUMMARY**

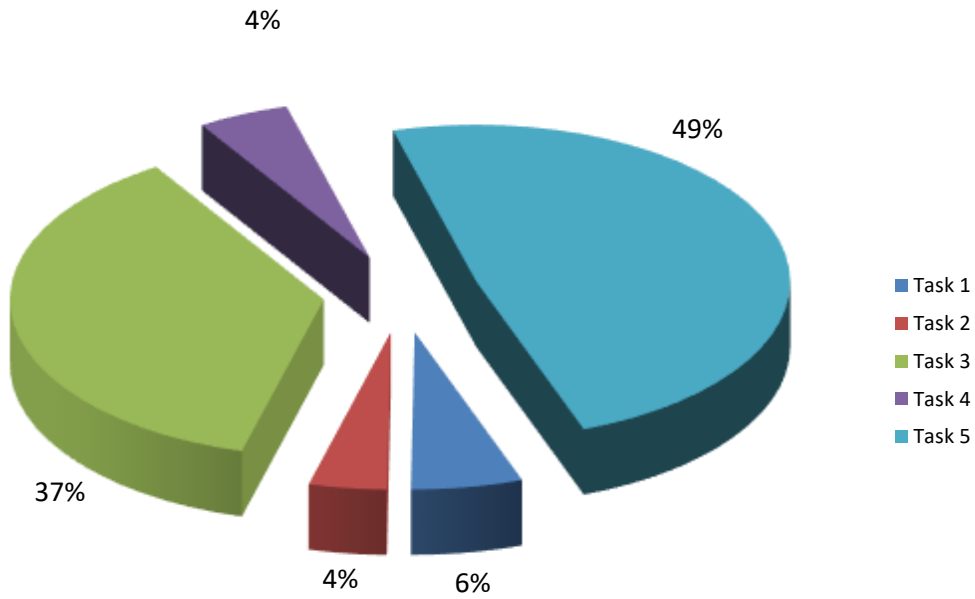
Funding Source	Task 1.0 Administration	Task 2.0 Data Development	Task 3.0 Short Range Planning	Task 4.0 Metropolitan Transportation Planning	Task 5.0 Special Studies	Total
FTA Activities	44.21.00	44.22.00	44.24.00	44.23.01	44.23.02	
			44.25.00		44.24.00	
					44.22.00	
					44.27.00	
TPF ¹	\$5,957,200	\$3,631,100	\$5,683,800	\$3,966,100	\$6,865,300	\$26,103,500
CMAQ	\$2,913,900	\$0	\$1,530,600	\$0	\$7,093,400	\$11,537,900
DOD	\$0	\$0	\$0	\$0	\$1,171,100	\$1,171,100
DOE	\$0	\$0	\$137,500	\$0	\$0	\$137,500
EPA	\$0	\$0	\$7,402,250	\$0	\$0	\$7,402,250
FHWA	\$0	\$0	\$12,300	\$0	\$2,000,000	\$2,012,300
FTA	\$0	\$0	\$26,232,650	\$270,000	\$400,000	\$26,902,650
Local	\$510,200	\$373,000	\$17,739,679	\$688,810	\$12,579,980	\$31,891,669
NCTCOG Local	\$143,800	\$0	\$0	\$0	\$0	\$143,800
NTTA	\$0	\$0	\$0	\$0	\$50,000	\$50,000
RTR	\$345,300	\$0	\$3,319,300	\$814,600	\$4,207,000	\$8,686,200
STBG	\$1,187,500	\$3,742,500	\$9,297,000	\$3,460,000	\$56,704,200	\$74,391,200
TCEQ	\$0	\$0	\$545,000	\$0	\$0	\$545,000
TxDOT	\$168,750	\$79,800	\$0	\$0	\$2,786,900	\$3,035,450
USDOT	\$0	\$0	\$0	\$0	\$1,297,000	\$1,297,000
Subtotal	\$11,226,650	\$7,826,400	\$71,900,079	\$9,199,510	\$95,154,880	\$195,307,519

¹ Transportation Planning Funds (TPF) includes both FHWA PL-112 and FTA Section 5303 funds. TxDOT will apply Transportation Development Credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. As the credits reflect neither cash nor person hours, they are not reflective in the funding tables.

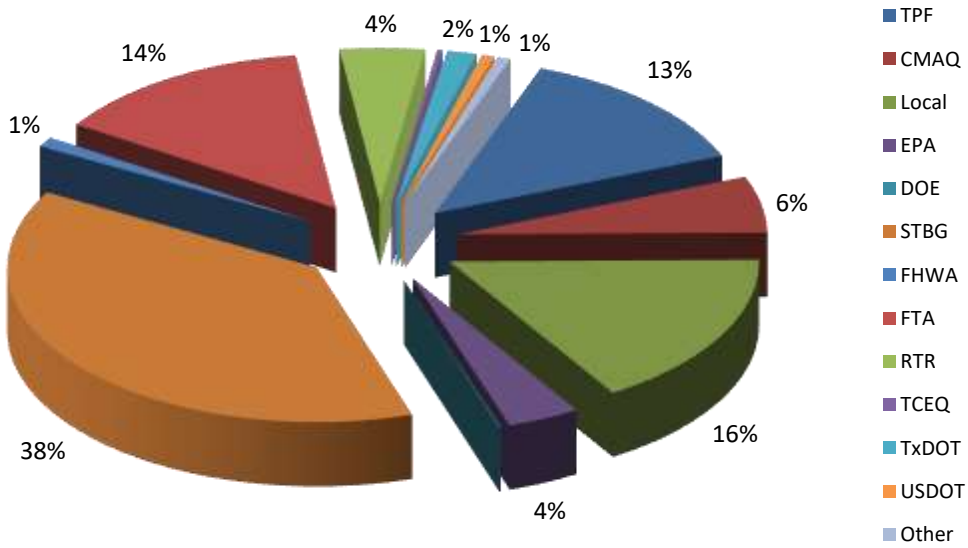
Combined Transportation Planning Funds ²	\$23,305,558.00
Estimated Unexpended Carryover	<u>\$4,774,364.00</u>
TOTAL TPF:	\$28,079,922.00

² Estimate based on prior years' authorizations

Summary of Funding by Task



Summary of Total Funding



Modifications to the FY2022 and FY2023 Unified Planning Work Program

**Regional Transportation Council
July 14, 2022**

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

Transportation Programming Increase from Transportation Planning Funds

UPWP Project	Additional UPWP Funding
University Partnership Program project related to transportation options of rural residents	\$ 50,000
NCTCOG service as financial agent for processing costs associated with the Texas Metropolitan Planning Organization (TEMPO), including dues to the national Association of Metropolitan Planning Organizations, which represents the majority of the expense	\$157,500
Support of continued activities related to the management and utilization of numerous sources of data and Geographic Information System technologies	\$150,000
Support of continued activities associated with the creation of data products and models related to land use and demographic data	\$150,000
Support of continued activities associated with planning to meet air quality requirements	\$100,000
Total Increase	\$607,500

Transportation Planning Funds Two-year Summary

FY2022 and FY2023 US FTA (5303)	\$ 6,221,628
FY2022 and FY2023 US FHWA (Estimated PL)	\$17,083,930
FY2021 US FHWA (Estimated PL-Carryover)	<u>\$ 4,774,364</u>
Total Transportation Planning Funds	\$28,079,922
Prior Anticipated Expenditures	\$25,496,000
Additional Funds Programmed for FY2022	\$ 557,500
Additional Funds Programmed for FY2023	<u>\$ 50,000</u>
Anticipated Expenditures	\$26,103,500
PL Balance to Carry Over to FY2024	\$ 1,976,422

Programming Increase from Other Funding Sources

Funding Source	Additional Funding
Texas Commission on Environmental Quality	\$257,000
Support of air quality monitoring and assessment of fleet vehicle emissions in Hood and Hunt Counties	
Local	\$293,000
Bicycle and pedestrian count program Aviation education, system planning, and unmanned aircraft systems	
Total Increase	\$550,000

Modification Schedule

June 13	Initiation of Public Outreach
June 24	Action by Surface Transportation Technical Committee
July 14	Action by Regional Transportation Council
July 28	Action by NCTCOG Executive Board
July 29	Submittal of Modifications to Texas Department of Transportation

Requested RTC Action

Approve:

- **Proposed UPWP modifications outlined in Electronic Item 3.1.1**
- **Direction for staff to administratively amend the Transportation Improvement Program and other administrative/planning documents, as appropriate, to reflect the approved modifications**

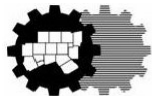
Unified Planning Work Program

Contact Information

Dan Kessler
Assistant Director of Transportation
817-695-9248
dkessler@nctcog.org

Vickie Alexander
Program Manager
817-695-9242
valexander@nctcog.org

Vercie Pruitt-Jenkins
Administrative Program Coordinator
817-608-2325
VPruitt-Jenkins@nctcog.org



North Central Texas
Council of Governments
Transportation Department

[**https://www.nctcog.org/trans/study/unified-planning-work-program**](https://www.nctcog.org/trans/study/unified-planning-work-program)

AGENDA

**Regional Transportation Council
Bylaws Revision Subcommittee
June 9, 2022**

1. Context and Background (Michael Morris/Ken Kirkpatrick)

2. Staff Recommendations for Consideration (Michael Morris)
 - Propose to include RTC rules for public comments at RTC meetings in Bylaws (Appendix E in Public Participation Plan, 2020) (Ken Kirkpatrick)
 - Propose to affirm that a member on the Nominating Subcommittee is eligible to be recommended to serve as an officer (Ken Kirkpatrick)
 - County representation concerns (Michael Morris)
 - Cities that are split between counties (at least one perimeter county) (Michael Morris)
 - e.g., City of Burleson (county/city cluster, no opportunity to represent, requested to move)
 - e.g., City of Rowlett (city only cluster, opportunity to represent seat, recommend no change)
 - Review of split cities within a perimeter county
 - Clarify teleconferencing, in-person and videoconferencing (James Powell)

3. New Demographic Data and Implications on Membership (Dan Kessler)
 - Identification of Cities over 5,000

4. Feedback from RTC Bylaws Subcommittee Members Regarding Draft Inventory and Other Policy Items for Consideration (Michael Morris)



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

June 1, 2022

The Honorable Terry Canales
Texas House of Representatives
P.O. Box 2910
Austin, TX 78768-2910

Dear Chair Canales:

On behalf of the North Central Texas Council of Governments (NCTCOG) and the Regional Transportation Council (RTC), the Metropolitan Planning Organization for the Dallas-Fort Worth (DFW) area, I would like to extend our thanks to you for your leadership in the Texas Legislature on transportation and air quality issues. During the April 26, 2022, House Transportation Committee hearing, committee members asked about the Local Initiatives Projects (LIP) program and the emissions task force in North Texas.

The LIP program was a component of the Low-Income Vehicle Repair and Replacement Assistance Program (LIRAP) from FY2008-FY2019, until LIRAP/LIP funding was line-item vetoed in the FY2018-2019 appropriations bill. LIP was composed of transportation programs that worked to improve air quality, including combating counterfeit inspection certificates. In 2019, Senate Bill 1070 (86R) by Senator Kirk Watson proposed a restructured and modernized LIP program focused on transportation and air quality improvements. SB 1070 as proposed would have enhanced the LIP program, collected funds at the local level, and removed LIRAP from statute.

Currently, LIRAP and LIP still exist in statute, but the funding mechanism no longer exists. The program was self-funded through a \$6 fee paid at the time of a vehicle emissions inspection and the unused funds still cannot be used for any other purpose. Counties that participated in the program ended the collection of the \$6 fee but a balance of \$176.3 million remains in Clean Air Account 151. The funds were collected for a dedicated purpose but are instead being used to balance the State budget.

Please see the attached fact sheet on the LIP program and SB 1070 (86R) for additional information. If you have any questions, please contact Michael Morris, P.E., Director of Transportation, at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,

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

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

RG:kw

Attachments

cc: Texas House of Representatives Committee on Transportation
Dylan Matthews, Texas House of Representatives

Local Initiatives Program Fact Sheet

For more information:
Chris Klaus, Air Quality Senior Program Manager
North Central Texas Council of Governments
cklaus@nctcog.org



Texas Ozone Nonattainment and the State Implementation Plan

In Texas, 20 counties exceed federal air quality standards for ground level ozone. This is called nonattainment and it affects some of the most populous regions in our state. Over 20 million Texans live in counties that are classified as nonattainment for the 2015 National Ambient Air Quality Standard for ozone.

The State Implementation Plan, or SIP, is an enforceable plan created by the State explaining how a nonattainment area will comply with federal air quality standards. The SIP includes implementable emission reduction control strategies.

Local Initiatives Program (LIP) exist under Weight of Evidence in the SIP as important strategies to improve air quality and protect human health.

Local Initiatives Program

Focused on lowering vehicle emissions through local transportation projects

Funds local law enforcement to target vehicle inspection stations that are committing fraud, as well as those who are selling counterfeit temporary vehicle registrations – an increasing draining revenue from Texas

What is the LIRAP Balance of Clean Air Account 151?

Approximately **\$176.3 million*** in dedicated funds as of May 2022.

**Source: Texas Commission on Environmental Quality*

What Projects are Eligible?

Projects that improve air quality, such as funding law enforcement to pursue inspection and registration fraud, traffic signal timing and other transportation system improvements and air control strategies

Why is there a balance?

Legislators did not appropriate full funding between 2011–2014 in order to balance state budgets, while fee collections continued at the local level. In 2017, the Governor vetoed appropriated funding, effectively ending the Low-Income Repair and Replacement Program (LIRAP).

How Were Funds Collected?

Air quality fees were collected during vehicle registration in counties that have a vehicle emissions inspection program and the County Commissioners Court agreed to collect the fee. Ten percent of appropriated funds are directed to LIP under the current funding approach.

Is There Still a Need for This Program?

Yes. LIP will provide crucial programs that counties support to combat air quality problems and associated health impacts in their local communities. With appropriation, this program can increase flexibility, participation and make great air quality improvements.

Potential Actions

Fully appropriate the balance of LIRAP funds in Clean Air Account 151 to counties where the fees were collected for use in a focused LIP program

Funds accumulated in Clean Air Account 151 were collected for a dedicated purpose, to improve air quality. These funds could be used for a modernized and more effective LIP program. They would allow important law enforcement efforts and local transportation projects to start.

Give more flexibility to counties for a broader range of local solutions under LIP to combat air quality problems

Allowing a broader range of projects, including improvements in transportation system efficiency and local law enforcement dedicated to emissions enforcement, will encourage county participation.

A BILL TO BE ENTITLED

AN ACT

relating to local initiatives programs under the Texas Clean Air Act and the repeal of the low-income vehicle repair assistance, retrofit, and accelerated vehicle retirement program; authorizing a fee.

BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF TEXAS:

SECTION 1. Section 382.201(4), Health and Safety Code, is amended to read as follows:

(4) "Participating county" means an affected county in which the commissioners court by resolution has chosen to implement a local initiatives [~~low income vehicle repair assistance, retrofit, and accelerated vehicle retirement~~] program authorized by Section 382.220 [~~382.209~~].

SECTION 2. Section 382.202, Health and Safety Code, is amended by adding Subsection (g-1) to read as follows:

(g-1) The commissioners court of a participating county by order may impose an additional fee, not to exceed \$6, for a vehicle inspected in the county. A fee imposed under this subsection may take effect and be removed in accordance with the requirements of Section 382.220. The additional fee shall be collected for a vehicle at the same time other fees imposed under this chapter are collected. The fee revenue collected shall be retained by the county in a separate account to be used only for the purposes specified by Section 382.220.

SECTION 3. Section 382.216, Health and Safety Code, is amended to read as follows:

Sec. 382.216. INCENTIVES FOR VOLUNTARY PARTICIPATION IN VEHICLE EMISSIONS INSPECTION AND MAINTENANCE PROGRAM. The commission, the Texas Department of Transportation, and the Public Safety Commission may,

subject to federal limitations:

(1) encourage counties likely to exceed federal clean air standards to implement voluntary[+

~~[(A)]~~ motor vehicle emissions inspection and maintenance programs[+and

~~[(B)] low income vehicle repair assistance, retrofit, and accelerated vehicle retirement programs];~~

(2) establish incentives for counties to voluntarily implement motor vehicle emissions inspection and maintenance programs [~~and low income vehicle repair assistance, retrofit, and accelerated vehicle retirement programs];~~ and

(3) designate a county that voluntarily implements a motor vehicle emissions inspection and maintenance program [~~or a low income vehicle repair assistance, retrofit, and accelerated vehicle retirement program]~~ as a "Clean Air County" and give preference to a county designated as a Clean Air County in any federal or state clean air grant program.

SECTION 4. Section 382.220, Health and Safety Code, is amended to read as follows:

Sec. 382.220. ~~[USE OF FUNDING FOR]~~ LOCAL INITIATIVES PROGRAM [~~INITIATIVE PROJECTS~~]. (a) The commission and the Public Safety Commission by joint rule shall establish and authorize the commissioners court of an affected county to implement a local initiatives program subject to agency oversight that may include reasonable periodic commission audits.

(b) The local initiatives program must be funded with available money collected under Section 382.202 or 382.302 or other designated and available money. The program shall be [~~Money that is made available to participating counties under Section 382.202(g) or 382.302 may be appropriated only for programs]~~ administered in accordance with Chapter 783, Government Code[~~, to improve air quality~~].

(c) A participating county may agree to contract with any appropriate entity, including a metropolitan planning organization or a

council of governments, to implement a program under Section 382.202[~~7~~
~~382.209,~~] or this section.

(d) [(b)] A program under this section must be approved by the commissioners court of the county in which the program is located [~~implemented in consultation with the commission~~] and may include a program to:

(1) develop and implement projects in consultation with the director of the Department of Public Safety for coordinating with local law enforcement officials to reduce the use of counterfeit registration insignia, temporary registration tags, and vehicle inspection reports, reduce vehicle emissions component tampering, and reduce the number of illegally disposed of used or scrap tires, by providing local law enforcement officials with funds to identify vehicles with counterfeit registration insignia, temporary registration tags, and vehicle inspection reports, tampered emissions components, and reduce the number of illegally disposed of used or scrap tires, to carry out appropriate actions;

~~(1)~~(2) develop and implement projects supporting freeway incident management and associated first responders [~~expand and enhance the AirCheck Texas Repair and Replacement Assistance Program~~];

~~(2)~~(3) develop and implement programs or systems that remotely determine vehicle emissions and notify the vehicle's operator;

~~(3)~~(4) ~~develop and implement projects to implement the commission's smoking vehicle program;~~

(54) develop and implement programs to enhance transportation system improvements; [~~ex~~]

(65) develop and implement new air control strategies designed to assist local areas in complying with state and federal air quality rules and regulations;

(76) develop and implement innovative transportation projects;

(87) develop and implement regional data collection efforts for air quality and multimodal transportation data to improve efficiency

of transportation systems;

(98) establish publicly accessible refueling infrastructure for alternative fuel vehicles; or

(109) establish vehicle loaner program for minority-owned or women owned small businesses for alternative fuel vehicles.

~~(e) [(e) Money that is made available for the implementation of a program under Subsection (b) may not be expended for local government fleet or vehicle acquisition or replacement, call center management, application oversight, invoice analysis, education, outreach, or advertising purposes.~~

~~[(d)] Fees collected under Sections 382.202 and 382.302 may be used by participating counties [in an amount not to exceed \$7 million per fiscal year for projects described by Subsection (b), of which \$2 million may be used] only for projects described by Subsection (d) [(b)(4)].~~

(f) The commissioners court of a participating county may adopt a resolution to end fee collection for the local initiatives program in the county. The commissioners court shall submit the resolution to the commission and to the county tax assessor-collector. The resolution must include a date after which a fee may not be imposed under Section 382.202 or 382.302 for the purposes of the county's local initiatives program on vehicles being inspected or registered in the county. The date must be:

(1) the first day of a month; and

(2) at least 90 days after the date the resolution is submitted to the commission.

(g) On receipt of a resolution under Subsection (f), the commission shall notify in writing the Texas Department of Motor Vehicles, the Department of Public Safety, and the Legislative Budget Board that a fee may not be imposed under Section 382.202 or 382.302 for the purposes of the county's local initiatives program on vehicles being inspected or registered in the county after the date established under Subsection (f).

(h) The commission shall distribute available money collected under Section 382.202(e) that was designated for the former low-income vehicle repair assistance, retrofit, and accelerated vehicle retirement program to counties that participated in that program. The commission shall distribute the money in reasonable proportion to the amount of fees collected under Section 382.202(e) in those counties or in the regions in which those counties are located. A county that receives money under this subsection may use the money only to fund a program authorized by this section. This subsection expires September 1, 2025.

~~[The remaining \$5 million may be used for any project described by Subsection (b). The fees shall be made available only to counties participating in the low-income vehicle repair assistance, retrofit, and accelerated vehicle retirement programs created under Section 382.209 and only on a matching basis, whereby the commission provides money to a county in the same amount that the county dedicates to a project authorized by Subsection (b). The commission may reduce the match requirement for a county that proposes to develop and implement independent test facility fraud detection programs, including the use of remote sensing technology for coordinating with law enforcement officials to detect, prevent, and prosecute the use of counterfeit registration insignia and vehicle inspection reports.]~~

SECTION 5. Section 382.302(e), Health and Safety Code, is amended to read as follows:

(e) A participating county may participate in a local initiatives ~~[the]~~ program established under Section 382.220 ~~[382.209]~~.

SECTION 6. The following provisions of the Health and Safety Code are repealed:

- (1) Section 382.003(10-a);
- (2) Sections 382.201(5) and (6);
- (3) Sections 382.202(g) and 382.205(f); and
- (4) Sections 382.209, 382.210, 382.211, 382.212, 382.213, 382.214, and 382.219.

SECTION 7. The Texas Commission on Environmental Quality is

required to implement Section 382.220(h), Health and Safety Code, as added by this Act, only if the legislature appropriates money specifically for that purpose. If the legislature does not appropriate money specifically for that purpose, the commission may, but is not required to, implement Section 382.220(h), Health and Safety Code, as added by this Act, using other appropriations available for that purpose.

SECTION 8. This Act takes effect September 1, 2023.



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

June 15, 2022

Mr. Michael Chamberlain
Director of Data Management
Transportation Planning and Programming
Texas Department of Transportation
125 East 11th Street
Austin, Texas 78701

Mr. Ryan Granger
Strategic Research Analyst
Strategic Planning
Texas Department of Transportation
125 East 11th Street
Austin, Texas 78701

Subject: Comments Regarding the Draft Texas Electric Vehicle Infrastructure Plan

To Mr. Michael Chamberlain and Mr. Ryan Granger,

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth (DFW) area, and the North Central Texas Council of Governments (NCTCOG) Transportation Department, which serves as staff to the RTC, below are formal comments regarding the Texas Department of Transportation's (TXDOT) draft Texas Electric Vehicle (EV) Infrastructure Plan.

The RTC appreciates TXDOT's consideration of these comments and recommendations. In the event you have any questions, please contact Chris Klaus, Senior Program Manager of Air Quality Planning and Operations at NCTCOG, at (817) 695-9286 or cklaus@nctcog.org; and Lori Clark, Program Manager at NCTCOG, at (817) 695-9299 or lclark@nctcog.org.

Sincerely,

A handwritten signature in black ink that reads 'Michael Morris'.

Michael Morris, P.E.
Director of Transportation

BM:aa
Attachment

North Central Texas Council of Governments Comments Regarding the Draft Texas Electric Vehicle Infrastructure Plan for the Texas Department of Transportation

The RTC appreciates the hard work completed by TXDOT staff in developing the draft Texas Electric Vehicle Infrastructure Plan. The following are key elements that the RTC supports:

1. High-level goals, including redundancy, adequate power, pull-through capability, standardization, education, and evaluation
2. Overall timing and phasing over years one through five
3. Formula allocation of funds to activities inside MPO areas
4. Rural Infrastructure centralization at County Seats
5. Plan to coordinate with MPOs during contracting process, including MPO role in recommending siting and charging types based on local needs
6. Opportunity for solar/battery storage on charging stations to minimize grid impact, especially in rural areas
7. Station Parking Space Compliance with ADA requirements
8. Requirement of Vendor Cybersecurity Plan

The RTC recommends the TXDOT consider the following comments when finalizing the Texas Electric Vehicle Infrastructure plan and use of the National Electric Vehicle Infrastructure (NEVI) Program funds:

1. Modification to MPO Formula Allocation

NCTCOG recommends adding a nonattainment multiplier to the formula used to calculate allocation to MPO areas. This will direct more resources toward nonattainment areas where the emission reductions associated with use of electric vehicles (EVs) are more critically needed. Faster deployment of EVs in these areas will help reach attainment of federal air quality standards and support success in Transportation Conformity.

2. MPO Compensation

NCTCOG recommends MPOs be compensated for the staff resources needed to execute the proposed role, recommending site types and locations and collaborating in the contracting process.

3. Leveraging Mapping Tool to Support MPO Collaboration

NCTCOG recommends TxDOT maintain the Interactive Map¹ throughout NEVI implementation. This tool is valuable for MPOs to leverage in developing recommendations in their own regions, and it would be useful for all MPOs to gather public data and better streamline requests in a singular system with TXDOT.

4. Standardization of Charging Station Terminology

NCTCOG recommends defining and standardizing language used to describe EV charging terminology to ensure consistent interpretation and understanding. The charging infrastructure industry has aligned with a common standard called the Open Charge Point Interface (OCPI) protocol with a hierarchy for location, port, and connector, as illustrated on the Alternative Fuels Data Center². NCTCOG recommends adjusting any EV Charging terminology used such as "unit" or "location" as appropriate to align with these terms.

5. Provisions for Reasonable Price Control

¹ https://txdot.mysocialpinpoint.com/tx_ev_plan/map

² [Alternative Fuels Data Center: Developing Infrastructure to Charge Electric Vehicles \(energy.gov\)](#)

Stations in more rural areas may be isolated, with minimal charging station availability within 50 miles. In these situations, if all ports associated with NEVI investment are located at a single host site, there is a possibility for site monopolization and price gouging. This is especially concerning from an equity perspective in ensuring access to affordable charging across the state.

To limit these risks, NCTCOG recommends TXDOT include provisions to protect consumers at NEVI-funded installations. Example safeguards include limiting allowable user fees based on actual operating costs or encouraging competition by dividing investment among multiple host sites.

6. Phased Approach for Rural EV Charging Stations

Operating costs can be very high at sites that have low utilization rates, such as more rural stations. NCTCOG recommends TxDOT consider a phased installation approach in areas with low EV adoption by installing full power capacity, but fewer ports at the station's initial onset. Each site can be monitored and additional ports can be installed as utilization grows. This will allow operators of rural sites to control costs as adoption grows.

7. Clarifying Allowable Use by Small Freight Vehicles

NCTCOG acknowledges there will be future guidance from the Federal Highway Administration (FHWA) specific to freight charging. However, as written, language on pages 11 and 38 could be interpreted that freight vehicles are disallowed from using the facilities, regardless of whether the vehicle fits. Small freight vehicles, such as delivery vans or box trucks, will likely be able to use the sites given the pull-through capability envisioned. NCTCOG recommends modifying language to be clear that any EV can use the station provided it can be accommodated safely based on site design.

8. Community Engagement and Workforce Development

NCTCOG recommends developing a community engagement and education plan to guide MPOs. Education through community groups should be emphasized in both equity areas and areas of low EV registration to reach the most audiences and encourage expansion of EV ownership and affordability benefits.

Concordantly, NCTCOG encourages more definitive guidance on proper workforce training, as it is essential for the equity and safety of individuals involved with EV charging stations and expands local job opportunities. NCTCOG acknowledges much of this role may fall to the MPO in urbanized areas but recommends TXDOT acknowledge need in rural areas and provide guidance for smaller MPOs. Workforce considerations could include working with community college and trade schools to expand EV curriculums and working with local workforce development boards.

9. Guidance on Environmental Justice Benefits

NCTCOG recommends TXDOT define a disadvantaged community (DAC) for purposes of NEVI implementation. NCTCOG supports TxDOT's intent to follow forthcoming guidance from FHWA regarding standards for measuring benefits to DACs and recommends developing more state-specific guidance once national standards are released. NCTCOG also recommends TxDOT evaluate the newly released resource by Argonne National Laboratory titled "Using Mapping Tools to Prioritize Electric Vehicle Charger Benefits to Underserved Communities³".

³ <https://publications.anl.gov/anlpubs/2022/05/175535.pdf>

10. Inclusion of Language to Ensure Protection of Cultural Resources and Human Remains When Constructing Charging Stations

NCTCOG recently received correspondence from a Federally Recognized Tribal Nation regarding future EV charging projects in North Texas. The correspondence identified conditions that must be followed in accordance with the National Historic Preservation Act, including Sections 101 and 106, and the National Environmental Policy Act. These conditions were related to inadvertent discoveries, post review discoveries, and activities that have the potential to disturb cultural resources. NCTCOG encourages TXDOT to include any applicable language to comply with these conditions when constructing EV charging stations. Language may include: National Historic Preservation Act, (NHPA) [16 U.S.C. 470 §§ 470-470w-6] 1966, Section 101 (d) (6) (A) and Section 106 of NHPA; National Environmental Policy Act (43 U.S.C. 4321 and 4331-35 and 40 CFR 1501.7(a) of 1969).

11. Resiliency of Evacuation Routes

NCTCOG recommends incorporation of resiliency features such as integrated battery or solar on select stations on designated evacuation routes. Microgrids are an additional tool in ensuring power to stations during states of emergencies.

12. Risk of Vandalism

NCTCOG recommends acknowledging the risk of station vandalism and adding provisions regarding how such instances will be handled.

13. Energy Efficiency

NCTCOG recommends requiring vendors to utilize Energy Star-certified equipment when available.

2022 WTS Innovative Transportation Solutions Award

DFW High-Speed Transportation Connections Study Team

Project Management

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Document Review / Quality Assurance

Cile Grady



**Infrastructure Investment and Jobs Act (IIJA): Fiscal Year (FY) 2022 - 2026
Characteristics of New/Existing USDOT Competitive Discretionary Grant Programs for Planning and Capital Projects**

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- FY 22 Solicitation Closed
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NOTE: NCTCOG staff will also monitor, support, and provide available forms of technical assistance for transportation providers and local public/private entities submitting projects via non-MPO-eligible grant opportunities.

PROGRAM NAME	IIJA SECTION	NEW/ EXISTING	RULE- MAKING	PURPOSE	NCTCOG CONTACT	ELIGIBILITY					FUNDING					GRANT TIMING (FY 2022)				MERIT CRITERIA	AGENCY SUBMITTAL LIMIT/YR	NOTES	WEBSITE(S)
						Recipients	Project Types	Total Amount	Project Cost Limits	Award Limits	Set-Aside Limits	Federal Share	NOFO Release	Solicitation Period/Deadline	Award Announcement	Obligation/Expenditure							
Nationally Significant Freight & Highway Projects (INFRA)	11110	Existing	Complete	Construct multimodal freight and highway projects of regional and national significance.	Jeff Neal	State Department of Transportation (DOT) Metropolitan Planning Organization (MPO) Local Government Political Subdivision of State/Local Government Special Purpose Transportation District/Authority Tribal Government Multi-State Corridor Organization Federal Land Management Agency (apply jointly w/ State)	National Multimodal Freight Network (NMFN): Highways Bridges Highway/Railroad Grade Separations Freight (Rail, Intermodal, or Port Facilities) Wildlife Crossings International Border Crossings	\$ 8 billion FY 22 - \$ 1.55 billion	*Large* Project: Min. - \$ 100 million Max. - N/A *Small* Project: Min. - \$ 10 million Max. - < \$ 100 million	*Large* Project: Min. - \$ 25 million Max. - N/A *Small* Project: Min. - \$ 5 million Max. - N/A	*Large* Projects - 85% *Small* Projects - 15% Urban - 70% Rural - 30% < 10% Max./State	60% - Grant 80% - Total	3/22/2022 (Closed for FY 22)	5/23/2022 (60 days)	Not specified (Likely Aug/Sept 2022)	Obligation: Available 3 yrs after award announcement Construction: Must begin 18 mths after obligation Expenditure: Available 5 yrs after obligation	Supporting national/regional economic vitality Climate change & environmental justice impacts Racial equity & barriers to opportunity Leveraging of Federal funds Innovation (technology, delivery, & financing) Performance & accountability Project readiness (feasibility, schedule, & approvals) Assessment of project risks & mitigation strategies	3 (All)	Also known as Infrastructure for Rebuilding America (INFRA) grants. NOFO released under combined Multimodal Projects Discretionary Grant (MPDG) Program.	https://www.transportation.gov/grants/mpdg-announcement			
Nationally Significant Federal Lands & Tribal Projects Program (NSFLTP)	11127	Existing	Complete	Improve transportation accessibility to Federal and tribal lands.	Dan Lamers	Any entity eligible for tribal transportation or Federal transportation or lands access program (including any sponsored State and local governments)	Projects to construct, reconstruct, or rehabilitate transportation facilities to access Federal/tribal lands.	\$ 275 million (\$ 55 million/yr)	Min. - \$ 12.5 million	Not specified	50% - Federal lands 50% - Tribal lands	90% - Federal lands 100% - Tribal lands	Pending (Expected July 2022)	Not specified	Not specified	Not specified	Address USDOT goals: - Safety & state of good repair - Economic competitiveness & quality of life Improves critical multimodal facility conditions Construction, reconstruction, or rehabilitation needs Available matching funds National Register of Historic Places eligibility Increased efficiency via new technology/innovations	Unknown	Of annual Federal lands projects, at least 1 must occur in a National Park System unit with > 3 million visitors.	https://highways.dot.gov/federal-lands/programs/signiflcant			
Local & Regional Project Assistance Program (RAISE)	21202	Existing	Complete	Fund eligible projects that will have a significant local or regional impact and improve transportation infrastructure.	Jeff Neal	State Department of Transportation (DOT) Territorial Government Local Government Special Purpose Transportation District/Authority Transit Agency Tribal Government Public Agency/Chartered Authority (established by one or more States)	Federal aid-eligible highway/bridge projects Public transportation projects Passenger or freight rail projects Port infrastructure investments Surface transportation components of an airport Tribal land surface transportation facility projects Culvert rehabilitation/replacement projects Stormwater runoff prevention projects Other surface transportation projects to advance program goals	\$ 15 billion FY 22 - \$ 2.275 billion	*Urban* Project: Min. - \$ 6.25 million Max. - N/A *Rural* Project: Min. - \$ 1 million Max. - N/A	*Urban* Project: Min. - \$ 5 million Max. - N/A *Rural* Project: Min. - \$ 1 million Max. - N/A	< 15% - single State 50% - "Urban" 50% - "Rural"	80% - "Urban" > 80% - "Rural", historically disadvantaged, or persistent poverty area	1/14/2022 (Closed for FY 22)	4/14/2022 (90 days)	8/12/2022	Obligation: Available 3 yrs after award announcement Expenditure: Available 5 yrs after obligation	Improves safety Improves environmental sustainability Improves quality of life Increases economic competitiveness & opportunities Contributes to a state of good repair Enhances mobility and community connectivity Collaboration w/ other public/private entities Adopts innovative technology, delivery, & financing Demonstrates project readiness Cost-effectiveness	3 (All)	Also known as Rebuilding American Infrastructure With Sustainability and Equity (RAISE) grants. \$ 7.5 billion IIJA appropriation plus added \$ 7.5 billion subject to Congress approval.	https://www.transportation.gov/RAISEgrants			
Consolidated Rail Infrastructure & Safety Improvement (CRISI) Grant Program	22103/ 22303	Existing	Complete	Planning or capital projects improve safety, efficiency, or reliability of passenger or freight rail.	Dan Lamers/ Shannon Stevenson	State Department of Transportation (DOT) Group of State DOTs Interstate Compact Amtrak or other Intercity Rail Passenger Carrier Class II or Class III Railroad TRB w/ Rail-Related Research Contract Entity University Transportation Center (rail research) Public Agency/Chartered Authority (established by one or more States)	Railroad safety technology deployment, incl. positive train control (PTC) & rail integrity inspection systems Intercity passenger rail service project Addressing congestion challenges affecting rail service Highway-rail grade crossing improvements Rail relocation and improvement projects Improve short-line or regional rail infrastructure Multimodal connection or service integration enhancements between rail service & other modes Development/implementation of safety program or institute designed to improve rail safety Preparation of regional rail service development plans & corresponding environmental analyses Workforce development & training activities	\$ 5 billion (\$ 1 billion/yr)	Not specified	Not specified	Not specified	Not specified	Pending (Expected August 2022)	90 days	Not specified	Not specified	Eligibility, risk review, & application completeness Project benefits/effects: - System/service performance & trip/transit times - Safety, competitiveness, reliability, & resilience - Improved integration efficiency w/ other modes - Ability to meet existing/anticipated demand Technical merit: - Appropriateness to achieve expected outcomes - Readiness & meeting project track(s) requirements - Technical qualifications/experience - Potential business plan private sector participation - Adopt innovative technology, delivery, & financing - Consistency w/ planning guidance/documents - Construction/maintenance capacity & willingness Incorporation of key DOT objectives: - Safety - Equitable economic strength & opportunities - Investment racial equity & economic inclusiveness - Addressing resilience & climate change - Transformation of nation's transportation assets	Applicant must identify 1 or more of the following project tracks: 1 - Planning 2 - PE/NEPA 3 - FD/ Construction 4 - Research, Safety Programs, & Institutes (non-rail infrastructure)					

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NOTE: NCTCOG staff will also monitor, support, and provide available forms of technical assistance for transportation providers and local public/private entities submitting projects via non-MPO-eligible grant opportunities.

PROGRAM NAME	IIJA SECTION	NEW/ EXISTING	RULE- MAKING	PURPOSE	NCTCOG CONTACT	ELIGIBILITY		FUNDING					GRANT TIMING (FY 2022)				MERIT CRITERIA	AGENCY SUBMITTAL LIMIT/YR	NOTES	WEBSITE(S)
						Recipients	Project Types	Total Amount	Project Cost Limits	Award Limits	Set-Aside Limits	Federal Share	NOFO Release	Solicitation Period/Deadline	Award Announcement	Obligation/ Expenditure				
Rail Restoration & Enhancement Grants	22105/22304	Existing	Complete	Operating grants to initiate, restore, or enhance passenger rail service.	N/A	State Department of Transportation (DOT) Group of State DOTs Interstate Compact Amtrak or other Intercity Rail Passenger Carrier Tribal Government Public Agency/Chartered Authority (established by one or more States)	6-year assistance for projected net operating costs	\$ 250 million (\$ 50 million/yr)	Not specified	1st service yr - 90% 2nd service yr - 80% 3rd service yr - 70% 4th service yr - 60% 5th service yr - 50% 6th service yr - 30%	Not specified	N/A	Pending (Expected 4th quarter 2022)	60 days	Not specified	Not specified	Eligibility, risk review, & application completeness Technical merits/status: Appropriateness to achieve expected outcomes Planning/design, NEPA, agreements, & acquisitions Capital, mobilization, operating, & funding plans State, local, regional, & private entity commitments Benefits: Daily/daytime route service introduction Service to unserved/underserved communities Rural/disadvantaged area economic development Other non-transportation provisions Intercity Passenger Rail connectivity/coverage Matching funds meet/exceed minimum requirements Demonstrate broad stakeholder funding participation Incorporation of key DOT objectives: Support national/regional economic vitality Leverage Federal funds Credible state of good repair preparation Innovative safety & project delivery approaches Accountability & performance		Subject to annual appropriations.	
Pilot Program for Transit-Oriented Development (TOD) Planning	30009	Existing	Complete	Identify developments and implementation strategies to create compact, mixed use communities with easy accessibility to jobs, services, and new/existing public transit systems.	Karla Windsor	State, or a political subdivision of a State Metropolitan Planning Organization (MPO) Local Government	Financing comprehensive or site-specific planning associated w/ eligible projects that seek to: Enhance economic development, ridership, & other goals established project development/engineering processes Facilitate multimodal connectivity & accessibility Increase transit hub access for bicycle/pedestrians Enable mixed-use development Identify infrastructure needs and/or private sector participation	\$ 68 million FY 22 - \$ 13 million	Not specified	Min. - \$ 250,000 Max. - \$ 2 million	Not specified	80% - Total	5/26/2022 (Active)	7/25/2022 (60 days)	Not specified	Obligation: Available 1 yr after award announcement Expenditure: Available 4 yrs after award announcement	Demonstrated need: Address product implementation impediments Advancement of TOD implementation Justification for Federal funds Transit corridor benefit extent from TOD planning TOD planning extent to address climate change & challenges for environmental justice (EJ) populations Strength of work plan, schedule, & process Achievability & detail sufficiency of schedule Proportionality of project corridor coverage Extent of partnerships, including w/ private sector Capabilities to develop, adopt, & implement plans Extent of EJ transit accessibility & participation Equity-focused outreach/engagement incorporation Housing density/affordability zoning policy effects Climate change & greenhouse gas reduction effects Relation of performance measures to stated goals	1 (per transit capital project corridor)		https://www.transit.dot.gov/TODPilot
Coordinated Access & Mobility Pilot Program	30017	Existing	Complete	Financial assistance for projects to improve coordination of transportation services and non-emergency medical transportation (NEMT).	N/A	Public Transit Agency/Authority	Innovative projects for the transportation disadvantaged that improve coordination of transportation services & NEMT services, including: Regional/statewide mobility management projects Deployment of coordination technology Regional/statewide 1-call/click center accessibility	\$ 24 million (\$ 4.8 million/yr)	Not specified	Not specified	Not specified	80% - Total	Pending (Date not specified)	60 days	Not specified	Obligation: Not specified Expenditure: 24 months after obligation	Address need for mobility management Demonstrated benefits: Coordinated transportation service accessibility Reduced service duplication Enhanced Federal funding efficiency for such service Adoption of consistent driver/vehicle standards Cost allocation rate efficiencies across programs Coordinated service delivery pilot demonstration Planning consistency & partnership commitments Project readiness Technical, legal, & financial authority/capacity			
Buses & Bus Facilities Program	30018	Existing	Complete	Provide grants to replace, rehabilitate, purchase, or lease buses and related equipment, or to rehabilitate, purchase, construct, or lease bus-related facilities	N/A	For recipients allocating funds to fixed route bus operators: State, or a political subdivision of a State Local Government Tribal Government Public Transit Agency/Authority Subrecipients can include otherwise eligible applicants and also private non-profit organizations engaged in public transportation	Replace, rehabilitate, purchase, or lease buses, vans, or related equipment Rehabilitate, purchase, construct, or lease bus-related facilities Workforce development activities (0.5% of grant award) National Transit Institute training costs (0.5% of grant award; 80% of costs)	\$ 2.3 billion (\$ 460 million/yr)	Not specified	Not specified	Not specified	80% - Total 85% - Acquiring vehicles for CAA/ADA compliance (net cost) 90% - Equipment & facilities for CAA/ADA compliance (net cost)	3/07/2022 (Closed for FY 22)	5/31/2022 (75 days)	8/15/2022 (75 days)	Obligation: Available 12 months after award announcement (preferred) Expenditure: Not specified	Address need for buses & supporting facilities: Asset age, mileage, & condition/performance Transit service gap/demands Demonstrated benefits/effects: System condition Service reliability Enhanced access/mobility Planning consistency & local/regional prioritization Financial availability/commitment Project implementation strategy Technical, legal, & financial capacity Autonomous or other innovative vehicle technology safety compliance or exemption/waivers			
Low- & No-Emissions Bus Grants	30018	Existing	Complete	Provide grants for purchases of low-/no-emission transit buses and related infrastructure.	N/A	State, or a political subdivision of a State Local Government Tribal Government Public Transit Agency/Authority	Purchase/lease low- or no-emission buses Acquire low- or no-emission buses w/ leased power source Construct/lease related facilities & equipment (including intelligent technology/software) Construct new or improve/rehabilitate existing public transportation facilities to accommodate low- or no-emission buses	\$ 5.6 billion (\$ 1.12 billion/yr)	Not specified	Not specified	Not specified	80% - Total 85% - Buses 90% - Bus-related equipment or facilities	3/07/2022 (Closed for FY 22)	5/31/2022 (75 days)	8/15/2022 (75 days)	Obligation: Available 12 months after award announcement (preferred) Expenditure: Not specified	Address need for buses & supporting facilities: Asset age, mileage, & condition/performance Transit service gap/demands Consistency w/ long-term fleet management plan Demonstrated benefits/effects: Reduced energy consumption Reduced harmful or direct carbon emissions Planning consistency & local/regional prioritization Financial availability/commitment Project implementation strategy Technical, legal, & financial capacity Autonomous or other innovative vehicle technology safety compliance or exemption/waivers			

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NOTE: NCTCOG staff will also monitor, support, and provide available forms of technical assistance for transportation providers and local public/private entities submitting projects via non-MPO-eligible grant opportunities.

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						Recipients	Project Types	Total Amount	Project Cost Limits	Award Limits	Set-Aside Limits	Federal Share	NOFO Release	Solicitation Period/Deadline	Award Announcement	Obligation/Expenditure					
Part Infrastructure Development Grants	Division J	Existing	Complete	Financial assistance to improve the resiliency of ports to address sea-level rise, flooding, extreme weather events, earthquakes, and tsunami inundations, as well as for projects that reduce or eliminate port-related pollutant or greenhouse gas emissions.	Den Lamers	State Department of Transportation (DOT) Local Government, or a political subdivision Tribal Government Port Authority/Commission, or authoritative agent Special Purpose Transportation District/Authority Multi-jurisdictional group of entities listed above Lead entity above jointly w/ private entities Chartered Public Agency (established by one or more States)	Port gate improvements Road improvements both within & connecting to port Rail improvements both within & connecting to port Berth improvements (docks, wharves, & piers) Fixed landside improvements for cargo operations Utilities necessary for safe operations Combination of activities described above	\$ 2.25 billion (\$ 450 million/yr)	Not specified	Min. - \$ 1 million Max. - N/A	< 25% - single State > 25% - "small projects at small ports": 10% - Max./project < 10% - Development	80% - Total > 80% - Rural > 80% - Large project grant awards < \$ 10 million > 80% - Small ports under 46 USC 50302(d)	2/28/2022 (Closed for FY 22)	5/16/2022 (75 days)	11/18/2022 (270 days after NOFO release)	Obligation: Available 3 yrs after award announcement Expenditure: Available 5 yrs after obligation	Effects on goods movement Support national/regional economic vitality Cost effectiveness Address port competitiveness & externalities Effects on job creation & labor agreements Address climate change & environmental justice Advance racial equity & reduce opportunity barriers Leverage Federal funding & attract investment Project readiness Technical capacity & project constructability Environmental risks, reviews, & permits Consideration of domestic preferences	1 (All)		https://www.maritime.dot.gov/PIDParams	
Bridge Investment Program	11118	New	Pending	Improve bridge (and culvert) condition, safety, efficiency, and reliability.	Christie Gott/Jeff Neal	State Department of Transportation (DOT) Metropolitan Planning Organization (MPO) Local Government Political Subdivision of State/Local Government Special Purpose Transportation District/Authority Tribal Government Multi-State Corridor Organization Federal Land Management Agency (apply jointly w/ State)	Replace, rehabilitate, preserve, or protect bridges on the National Bridge Inventory. Replace or rehabilitate culverts to improve flood control & habitat connectivity for aquatic species.	\$ 12.5 billion FY 22 - \$ 2.36 billion	"Large" Project: Min. - \$ 100 million Max. - N/A Other Eligible Project: Min. - \$ 2.5 million Max. - < \$ 100 million	"Large" Project: Min. - N/A Max. - < 50% of Cost Other Eligible Project: Min. - N/A Max. - < 80% of Cost	"Large" Projects - > 50% (aggregate) Culverts - < 5% Tribal facilities - \$ 100 million	80% - On System 90% - Off System	6/10/2022 (Active)	Planning - 7/25/2022 "Large" Projects - 8/09/2022 "Other Eligible" Projects - 9/08/2022	Not specified (Likely Jan/Feb 2023)	Obligation: Available 3 yrs after award announcement Construction: Must begin 18 mths after obligation Expenditure: Available 5 yrs after obligation	Address need to improve bridge condition Extent to generate: Avoided costs by closure or reduced use prevention Safety benefits (accident reduction) Person and freight mobility benefits National/regional economic benefits Long-term resiliency/protection from natural events Non-vehicular/public transportation user benefits Innovative design/construction/technology benefits Maintenance cost reduction Demonstrate cost effectiveness Adequate ongoing maintenance/preservation support Transportation Asset Management Plan consistency	Unknown	Option of multi-year funding agreements for "large" projects.	https://www.fhwa.dot.gov/bridge/bip/index.cfm	
Wildlife Crossings Pilot Program	11123	New	Pending	Reduce number of wildlife-vehicle collisions and contribute to improved habitat connectivity for terrestrial and aquatic species.	Jeff Neal	State Department of Transportation (DOT) Metropolitan Planning Organization (MPO) Local Government Political Subdivision of State/Local Government Special Purpose Transportation District/Authority Tribal Government Multi-State Corridor Organization Federal Land Management Agency (apply jointly w/ State)	Reduce # of wildlife-vehicle collisions & contribute to improved terrestrial/aquatic species habitat connectivity through accomplishment of: - Leveraging Federal investment - Support local economic/educational opportunities - Incorporation of innovative technologies - Standardize methodologies for collision avoidance - Guidance for mitigation measure evaluations	\$ 350 million (\$ 70 million/yr)	Not specified	Not specified	Rural - > 60%	Not specified	Pending (Date not specified)	Not specified	Not specified	Not specified	Likelihood of protection for motorists & wildlife Leveraging of Federal investment Supporting local visitation & economic development Incorporating innovative technologies Provision of education/outreach opportunities Monitoring/research for best practice identification	Unknown			
Rural Surface Transportation Grant (RURAL) Program	11133	New	Complete	Improve and expand rural surface transportation infrastructure to generate economic growth and improve quality of life through increased connectivity and enhanced safety/reliability.	Jeff Neal	State Department of Transportation (DOT) Regional Planning Organization (RPO) Local Government Tribal Government Metropolitan Planning Organization (MPO) - only in designated rural areas	Projects eligible under National Highway Performance Program (NHPP), National Highway Freight Program (NHFP), Surface Transportation Block Grant Program (STBG), or Tribal Transportation Program: - Highway, Bridge, Tunnel, or Freight projects Highway safety improvements Facility accessibility to support rural area economy On-demand mobility management system/services	\$ 2 billion FY 22 - \$ 300 million	"Large" Project: Min. - \$ 25 million Max. - N/A "Small" Project: Min. - N/A Max. - < \$ 25 million	"Large" Project: Min. - \$ 25 million Max. - N/A "Small" Project: Min. - N/A Max. - < \$ 25 million	"Small" Projects - < 10% Appalachian Development Highway System - < 25% Rural Roadway Lane Departures - < 15%	80% - Total (100% - Appalachian Development Highway System and Denali access system projects)	3/22/2022 (Closed for FY 22)	5/23/2022 (60 days)	Not specified (Likely Aug/Sept 2022)	Obligation: Available 3 yrs after award announcement Construction: Must begin 18 mths after obligation Expenditure: Available 5 yrs after obligation	Regional economic, mobility, & safety benefits: Address economic development & job creation Enhance recreational & tourism opportunities Coordination to address broadband infrastructure Access to health providers & essential services Cost effectiveness Project feasibility & readiness State of good repair	3 (All)	Released under combined Multimodal Projects Discretionary Grant (MPDG) Program.	https://www.transportation.gov/grants/mpdg-announcement	
Charging & Fueling Infrastructure Program	11401	New	Pending	Strategically deploy publicly accessible electric vehicle charging infrastructure and hydrogen, propane, and natural gas fueling infrastructure, particularly along designated alternate fuel corridors.	Tom Bamonte/Chris Klaus	State, or political subdivision of a State Metropolitan Planning Organization (MPO) Local Government Special Purpose Transportation District/Authority Tribal Government Territorial Government Private entities (corporation, company, partnership, or non-profit organization) can participate via contract w/ one or more listed public entities	Development phase activities, including feasibility planning, environmental review, preliminary engineering, & preconstruction efforts Installation and operation (first 5 years) of electric vehicle charging or alternate fueling infrastructure Traffic control devices for directional information/access to electric vehicle charging or alternate fueling infrastructure	\$ 2.5 billion FY 22 - \$ 300 million FY 23 - \$ 400 million FY 24 - \$ 500 million FY 25 - \$ 600 million FY 26 - \$ 700 million	Not specified	Max. - \$ 15 million Education/community engagement efforts - < 5%	50% set-aside to install EV charging and alternate fueling infrastructure on public roads or in parking facilities at publicly accessible locations 50% set-aside for infrastructure along FHWA-designated alternate fuel corridors	80% - Total	Pending (Date not specified)	Not specified	Not specified	Not specified	Extent for improving alternate fuel corridor networks: Corridor infrastructure demand readiness Meet current/anticipated market demands Accelerate construction unlikely without Federal aid Support a long-term competitive market Provide access to areas of current/forecasted need Support intermodal freight deployment Support alternate fuel geographic diversity Private entity experience & financial capacity	Unknown	Requirement to redesignate alternate fuel corridors and establish process for regular redesignation.	https://www.transportation.gov/rural/ev/ig-alkit/ev-infrastructure-funding-and-financing/federal-funding-programs	
Reduction of Truck Emissions at Port Facilities	11402	New	Pending	Reduce truck idling and emissions at ports, including through the advancement of port electrification.	N/A	Not specified	Extent for accomplishing reduction of port-related emissions	\$ 400 million (\$ 80 million/yr)	Not specified	Not specified	Not specified	80% - Total 80% - Award	Pending (Date not specified)	Not specified	Not specified	Not specified	Not specified	Participation in study addressing how ports benefit from increased emission reduction prospects, incl. contributions from emerging technology.			

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PROGRAM NAME	IIJA SECTION	NEW/ EXISTING	RULE- MAKING	PURPOSE	NCTCOG CONTACT	ELIGIBILITY		FUNDING					GRANT TIMING (FY 2022)				MERIT CRITERIA	AGENCY SUBMITTAL LIMIT/YR	NOTES	WEBSITE(S)
						Recipients	Project Types	Total Amount	Project Cost Limits	Award Limits	Set-Aside Limits	Federal Share	NOFO Release	Solicitation Period/Deadline	Award Announcement	Obligation/ Expenditure				
Congestion Relief Program	11404	New	Pending	Advance innovative, integrated, and multimodal solutions to reduce congestion and related economic/environmental costs.	Natalie Betger	For urbanized area w/ population > 1 million: State Department of Transportation (DOT) Metropolitan Planning Organization (MPO) Local Government	Planning, design, deployment, and operation of: Integrated congestion management systems HOV/toll electronic pricing/enforcement strategies Alternate mode/peak travel incentive programs Interstate System tolling (Secretary approved)	\$ 250 million (\$ 50 million/yr)	Not specified	Min. - \$10 million Max. - N/A	Not specified	80% - Total 80% - Award	Pending (Date not specified)	Not specified	Not specified	Not specified	Reduce highway congestion, associated economic costs and environmental costs/emissions, and optimize usage of highway/transit systems through: Intermodal integration w/ highway performance Reducing/shifting user travel times and/or modes Pricing of parking, roadway use, and/or congestion	Unknown	OST may not approve use of Interstate System tolls under program in more than 10 urbanized areas.	
Promoting Resilient Operations for Transformative, Efficient, & Cost-Saving Transportation Projects (PROTECT)	11405	New	Pending	Enabling communities to assess vulnerabilities to current and future weather/climate events, plan transportation improvements and emergency response strategies to address those vulnerabilities, and protect surface transportation assets to provide greater resiliency, continued operation, rapid recovery, and improved ecosystem conditions against those events.	Natalie Betger/ Dan Lamers/ Jeff Neal	State Department of Transportation (DOT) Metropolitan Planning Organization (MPO) Local Government Political Subdivision of State/Local Government Special Purpose Transportation District/Authority Tribal Government Federal Land Management Agency (apply jointly w/ State)	Resilience planning activities, including resilience improvement plans, evacuation planning/preparation, & capacity-building Construction of (or improvement to) evacuation routes Resiliency-based construction activities Highway, transit, intercity passenger rail, & port facilities	\$ 1.4 billion (\$ 280 million/yr)	Not specified	Not specified	New capacity - < 40% Planning grants - < 10% Passenger rail - < 25% (Intercity) Tribal projects - > 2% Rural - > 25%	80% - Total (capital) 100% - Total (planning) 100% - Tribes	Pending (Date not specified)	Not specified	Not specified	Not specified	Resilience Improvement Grants: Cost effectiveness Address vulnerable assets w/ high impact risk Resiliency improvement plan inclusion Community Resilience and Evacuation Route Grants: Cost effectiveness Address current/future evacuation vulnerabilities Incorporate development/demographic projections At-Risk Coastal Infrastructure Grants Cost effectiveness Address current/future natural disaster risks Reduce long-term infrastructure costs Access to coastal residences/businesses/assets Prioritize first responder & evacuation route access	Unknown	Federal share can increase by 7% if recipient develops a resiliency improvement plan, & by 3% more if that plan is incorporated into a State, MPO, or RPO long-range transportation plan.	
Healthy Streets Program	11406	New	Pending	Advancing projects to mitigate urban heat islands, improve air quality, and lower impact risks to streets by reducing the extent of impervious surfaces that contribute to excessive stormwater runoff and extreme heat.	Jeff Neal/ Karla Windsor	State Department of Transportation (DOT) Metropolitan Planning Organization (MPO) Local Government Tribal Government Non-Profit Organization (apply jointly w/ above entities)	Urban heat island assessment of "hot spot areas" Comprehensive tree canopy inventory/assessment Equity assessment of tree canopy gaps, flood-prone locations, & "hot spot areas" compared to public/active transportation facilities & disadvantaged communities Investment planning to address heat island, flooding, & tree canopy gap assessments Purchasing/deployment of "cool" and/or porous pavements in pedestrian-only and/or low-volume/ speed vehicular use areas Tree (native species) purchasing, site preparation, planting, maintenance/monitoring for projects in neighborhoods w/ comparatively low tree cover or higher maximum daytime summer temperatures Underground infrastructure assessments coordinated with local transportation/utility providers Hiring staff to conduct all above activities	\$ 500 million (\$ 100 million/yr)	Not specified	Max. - \$ 15 million	Urban - 80%	80% - Total 100% - Economic hardship (OST)	Pending (Expected FY 23)	Not specified	Not specified	Not specified	Not specified	Unknown	Priority given to entities where proposed projects are in disadvantaged communities, community benefits agreements, or youth/conservation corps partnerships.	
Stopping Threats on Pedestrians	11502	New	Pending	Pilot program assisting State and local government entities with bollard installation projects designed to prevent pedestrian injuries and terrorism acts in high-volume pedestrian areas.	N/A	State, or political subdivision of a State Local Government	Bollard installation projects on Federal-aid eligible highways	\$ 25 million (\$ 5 million/yr)	Not specified	Not specified	Not specified	100% - Total	Pending (Date not specified)	Not specified	Not specified	Not specified	Not specified	Unknown	Application must contain description of project, installation area, pedestrian injury or terrorism risks, and risk mitigation analysis with respect to proposed project.	
Reconnecting Communities Pilot Program: Planning Grants	11509	New	Pending	Pilot program to study, design, and/or construct removal, retrofit, or mitigation of highway or other transportation facility alleviating/eliminating community mobility, access, or economic development barriers due to high	Jeff Neal	State, or political subdivision of a State Metropolitan Planning Organization (MPO) Local Government Tribal Government Non-Profit Organization	Regarding a limited access highway, viaduct, or principal arterial facility: Planning/feasibility study evaluating potential of removal, retrofit, or mitigation to restore community connectivity Public engagement or other advanced planning efforts facilitating input on plans for removal or conversion	\$ 250 million FY 22 - \$ 50 million	Not specified	Min. - N/A Max. - \$ 2 million	Not specified	80% - Total	6/30/2022 (Active)	10/13/2022 (105 days)	Not specified (Likely March/April 2023)	Obligation: 9/30/2025 (FY 22) Expenditure: Not specified	Equity, Environmental Justice, & Community Engagement Mobility & Community Connectivity Community Stewardship, Management & Partnerships Equitable Land/Labor Development & Shared Property Project Readiness Benefit Cost Analysis (Capital Construction Grant only)	3 (All)		https://www.transportation.gov/grants/reconnecting-communities

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PROGRAM NAME	IIJA SECTION	NEW/ EXISTING	RULE- MAKING	PURPOSE	NCTCOG CONTACT	ELIGIBILITY					FUNDING				GRANT TIMING (FY 2022)				MERIT CRITERIA	AGENCY SUBMITTAL LIMIT/YR	NOTES	WEBSITE(S)
						Recipients	Project Types	Total Amount	Project Cost Limits	Award Limits	Set-Aside Limits	Federal Share	NOFO Release	Solicitation Period/Deadline	Award Announcement	Obligation/ Expenditure						
Reconnecting Communities Pilot Program: Capital Construction Grants				speeds, grade separations, or other engineering factors.			Regarding a limited access highway, viaduct, or principal arterial facility: Construction to remove, retrofit, or mitigate facility Replacement w/ new eligible context-sensitive facility that restores community connectivity	\$ 750 million FY 22 - \$ 145 million	Not specified	Min. - \$ 5 million Max. - N/A	Not specified	50% - Grant 80% - Total									All necessary feasibility studies & other planning activities completed (pre-requisite). Eligible applicants must be the owner(s) of the eligible facility proposed in the project.	
Invasive Plant Elimination Program	11522	New	Pending	Provide grants to eliminate or control existing invasive plants or prevent introduction of or encroachment by new invasive plants along and in areas adjacent to transportation corridor rights-of-way (ROW).	N/A	State Department of Transportation (DOT)	Activities to eliminate or control existing invasive plants or prevent introduction of or encroachment by new invasive plants along & in areas adjacent to transportation corridor rights-of-way (ROW). May only be used for costs related to mowing if identified as best means of treatment according to best management practices or used in conjunction w/ other treatments.	\$ 250 million (\$ 50 million/yr)	Not specified	Not specified	< 10% - Equipment purchasing < 5% - Administrative/ Indirect costs	50% - Total 75% - Project utilizes revegetation w/ native plants and wildflowers	Pending (Date not specified)	Not specified	Not specified	Not specified	Not specified	Not specified				
Active Transportation Infrastructure Investment Program	11529	New	Pending	Provide grants to construct eligible projects that provide safe and connected active transportation facilities in an active transportation spine or network.	Karla Windsor	State, or political subdivision of a State Metropolitan Planning Organization (MPO) Regional Planning Organization (RPO) Multi-County Special District Local Government Tribal Government Multi-State Group of Governments	Active transportation project or group of projects within or between a community or group of communities (at least one of which within recipient's jurisdiction)	\$ 1 billion (\$ 200 million/yr)	Min. - \$ 100,000 (Planning grants) Min. - \$ 15 million (Capital grants)		\$ 3 million - Planning grants > 30% - Active network connectivity > 30% - Active "spines"	80% - Total 100% - If majority of census tracts have poverty rate > 40%	Pending (Expected FY 23)	60 days	150 days after NOFO release	Not specified	Connect destinations within/between communities Integration w/ transit services Community support & implementation commitments Facilitating increased community walking/biking Extent of matching funds & land/in-kind contributions Address disparate disadvantaged area safety/access	Unknown		https://www.railstatail.org/policy/railstatail.org/active-transportation-infrastructure-investment-program/		
Strategic Innovation for Revenue Collection Pilot Program	13001	New	Pending	Test the feasibility of a road usage fee and other user-based alternate revenue mechanisms to help maintain the long-term solvency of the Highway Trust Fund.	Natalie Belter/ Dan Lamers	State Department of Transportation (DOT) Metropolitan Planning Organization (MPO) Local Government Groups of State DOTs, MPOs, or Local Governments	Projects must address one or more of the following: Test design, acceptance, equity, & adoption of user-based alternate revenue mechanisms Quantify & minimize relevant administrative costs Test viability, reliability, & security data/fee collection solutions, including by third-party vendors Public education/outreach to increase public need awareness for alternate revenue mechanisms Evaluate compliance & enforcement ease of varied implementation approaches for different users Consider innovative uses for revenue collection, including use of an alternate fuel station network Evaluate imposition impacts on transportation revenues/costs, personal mobility, driving patterns, & congestion (freight & passenger vehicles) Evaluate integration options w/ nationwide transportation revenue collection/regulations (including toll platforms or other relevant revenue mechanisms)	\$ 75 million (\$ 15 million/yr)	Not specified	Not specified	Not specified	80% - Total 70% - Repeat Grantee	Pending (Date not specified)	Not specified	Not specified	Not specified	Not specified		Unknown	https://highways.dot.gov/research/about/legislation-budget/budget		
Advanced Transportation Technologies & Innovative Mobility Deployment (ATTIMD) Program	13006	New	Pending	Deploy, install, and operate advanced transportation technologies to improve safety, mobility, efficiency, system performance, intermodal connectivity, and infrastructure return on investment (ROI).	Natalie Belter/ Tom Bamonte	State Department of Transportation (DOT) Metropolitan Planning Organization (MPO) Local Government Transit Agency Consortium of Research or Academic Institutions Multi-Jurisdictional Group of Above Entities	Advanced systems/technology performing the following: Traveler information; transportation/corridor management; improving evacuation/response by Federal/State/Local authorities; asset condition assessment/monitoring/maintenance; public transportation management; performance data collection/analysis/dissemination; collision avoidance (incl. vehicle-to-vehicle & vehicle-to-infrastructure communications); ITS integration w/ Smart Grid & other energy distribution; charging infrastructure; parking reservation or variable pricing; electronic pricing/toll collection/payment apparatus; enhancement of HOV/cordon/congestion pricing initiatives; mobility/access/on-demand applications supporting human services for elderly/disabled individuals	\$ 300 million (\$ 60 million/yr)	Not specified	< 20% (single recipient)	> 20% Rural \$ 2 million/yr: Reporting, evaluation, & administrative costs Awards to not less than 5 and not more than 10 eligible entities/yr	80% - Total	Pending (Date not specified)	Not specified	Not specified	Not specified	Improve mobility of people/goods Improve transportation infrastructure durability/lifecycle Monitor assets to improve management/state of repair Reduce costs & ROI Deliver environmental benefits by congestion alleviation Measure/improve network operational performance Reduce number/severity of all-user crashes Facilitate multimodal account-based payment integration Deliver economic benefits via efficiency/reliability Expedite autonomous & collision avoidance technologies Incentivize demand-based traveler trip sharing/shifting Collect, disseminate, & use real-time traffic, work zone, weather, transit/paratransit, parking, and other information to accomplish above improvements	Unknown	Previously known as Advanced Transportation and Congestion Management Technologies Deployment (ATCMD) Program under FAST Act.			

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						Recipients	Project Types	Total Amount	Project Cost Limits	Award Limits	Set-Aside Limits	Federal Share	NOFO Release	Solicitation Period/Deadline	Award Announcement	Obligation/ Expenditure	MERIT CRITERIA				
Multi-State Freight Corridor Planning	21106	New	Pending	Provide grants to existing multi-State freight compacts, or States seeking to form a multi-State freight compact, as a strategy to improve a route/corridor that is part of the National Multimodal Freight Network.	N/A	Multi-State Freight Compact, which shall include State Departments of Transportation (DOT) plus the following public/private sector entities w/ freight mobility interests: Ports, Freight Railroads, Shippers, Carriers, Freight-Related Associations, Third-Party Logistics Providers, Freight Industry Workforce, Environmental Organizations, Community Organizations, and/or Local Governments	2-year operation of the Multi-State Freight Compact	\$ 25 million (\$ 5 million/yr)	Not specified	< \$ 1 million (Existing) < \$ 2 million (New)	Not specified	50% - Existing 75% - New	Pending (Date not specified)	Not specified	Not specified	Not specified	Not specified				
National Infrastructure Project Assistance (MEGA) Program	21201	New	Complete	Provide single or multi-year grants for projects likely to generate national or regional economic, mobility, and safety benefits, but would not be achievable without substantial financial assistance.	Jeff Neal	State Department of Transportation (DOT) Metropolitan Planning Organization (MPO) Local Government Political Subdivision of State/Local Government Special Purpose Transportation District/Authority Tribal Government Amtrak Partnership (with one or more of the above entities)	Highway/bridge project on the National Multimodal Freight Network (NMFN), National Highway Freight Network (NHFN) or National Highway System (NHS) Freight intermodal (including public ports) or freight rail project providing public benefit Railway-highway grade separation/elimination project Inter-city passenger rail project Public transportation project that is part of projects described above Grouping, combination, or program of inter-related, connected, or dependent projects described above	\$ 10 billion FY 22 - \$ 1 billion	"Large" Project: Min. - \$ 100 million Max. - < \$ 500 million "Larger" Project: Min. - \$ 500 million Max. - N/A	Min. - Not Specified Max. - > 60% of Cost	50% - "Large" Projects 50% - "Larger" Projects	< 60% - Grant 80% - Total	3/22/2022 (Closed for FY 22)	5/23/2022 (60 days)	Not specified (Likely Aug/Sept 2022)	Obligation: Available 3 yrs after award announcement Construction: Must begin 18 mths after obligation Expenditure: Available 5 yrs after obligation	Generate strong economy/mobility/safety benefits Demonstrate need for significant Federal funding Cost-effectiveness Capacity of non-Federal funding commitments Recipient legal, technical, & financial capacity Support achieving a state a good repair Extent of project benefits to generate: - Avoided costs by closure or reduced use prevention - Reduced lifecycle maintenance costs - Reduced serious injuries, fatalities, & related costs - Improved person/freight mobility and reliability - Improved air quality & health impacts - Improved resilience & stormwater runoff effects - Volumes of supported people/freight movements Short/long-term job access, growth, or creation Innovative build materials & operations technologies Historically disadvantaged/poverty area benefits Multimodal user benefits & accommodations National/regional multimodal connectivity	3 (All)	\$ 5 billion appropriated by IIJA. Released under combined Intermodal Projects Discretionary Grant (MPDG) Program.	https://www.transportation.gov/grants/mpdg-announcement	
National Culvert Removal, Replacement, & Restoration Grant Program	21203	New	Pending	Award grants for the removal, repair, or replacement of culverts or weirs that meaningfully improve or restore passage for anadromous fish.	N/A	State Department of Transportation (DOT) Local Government Tribal Government	Project opening up more than 200 meters of upstream habitat or improve fish passage for: Anadromous fish species listed as an endangered or threatened species Anadromous fish stocks identified by the Undersecretary or Director that could reasonably become listed as an endangered or threatened species Anadromous fish stocks identified as prey for endangered, threatened, or protected species Anadromous fish stocks identified by the Undersecretary or Director as climate resilient stocks	\$ 4 billion (\$ 800 million/yr)	Not specified	Not specified	Not specified	80% - Total	Pending (Expected Sept 2022)	Not specified	Not specified	Not specified	Not specified	\$ 1 billion appropriated by IIJA.			
Railroad Crossing Elimination Program	22104/22305	New	Pending	Award grants for highway-rail or pathway-rail crossing improvement projects that focus on improving the safety and mobility of people and goods.	Dan Lamers	State Department of Transportation (DOT) Territorial Government Political Subdivision of State/Territorial Government Metropolitan Planning Organization (MPO) Local Government Tribal Government Public Port Authority Group of above entities	Grade separation or closure, including use of a bridge, tunnel, embankment, or combination thereof Track relocation Improvement/installation of protective devices, signs, or other safety measures related to above project types Other means or related group projects to improve the safety and mobility of people and goods Planning, environmental review, & design/engineering for above project types	\$ 3 billion FY 22 - \$ 573.3 million	Not specified	Min. - \$ 1 million (except planning grant)	Planning Grants: Total - \$ 18 million (Rural/Tribal - > 25%) Capital Grants: Rural/Tribal - \$ 114.65 million Counties < 20 residents/sq. mile - \$ 5.73 million Each State - \$ 114.65 million	80% - Total	7/6/2022 (Active)	10/4/2022 (90 days)	Not specified	Not specified	Eligibility, Completeness, & Applicant Risk Project Benefits Technical Merit Selection Criteria Safety Equitable Economic Strength & Improving Core Assets Equity & Barriers to Opportunity Climate Change & Sustainability Transformation of Transportation Infrastructure Eliminating Crossings Via Corridor Improvements Geographic Diversity	Not specified	\$ 3 billion appropriated by IIJA.	Railroad Crossing Elimination Grant Program FRA, dot.gov	
Federal-State Partnership for Intercity Passenger Rail Grants	22106/22307	New	Pending	Projects to expand intercity passenger rail and improve state of good repair.	Dan Lamers/ Shannon Stevenson	State Department of Transportation (DOT) Group of State DOTs Interstate Compact Amtrak or other Intercity Rail Passenger Carrier Tribal Government Public Agency/Chartered Authority (established by 1 or more States)	Replace, rehabilitate, or repair intercity passenger rail infrastructure, equipment, or a facility to bring such assets into a state of good repair Reduce trip times, increase train frequency, boost operating speeds, improve reliability, expand capacity, reduce congestion, add electrification, and/or other intercity passenger rail improvements Expand/establish new intercity passenger rail service Group of related projects described above Planning, environmental studies, & final design for a project or group of projects described above	\$ 7.5 billion (\$ 1.5 billion/yr)	Not specified	Min. - \$ 80 million	> 45% - NE Corridor project inventory > 45% - Not on NE Corridor (> 20% benefits long-distance route) < 5% - Planning studies	80% - Total	12/10/2021 (Closed for FY22)	3/7/2022 (90 days)	Not specified	Not specified	Eligibility, completeness, & applicant risk review Technical merit: - Appropriateness to achieve expected outcomes - Qualifications/experience & execution capacity - Private sector participation in business plan - Construction & maintenance capacity/willingness - Past performance & prior financial contributions - Project readiness & completion of prerequisites - Legal consistency w/ planning guidance/documents - Project benefits/effects - System/service performance & trip/transit times - Safety, competitiveness, reliability, & resilience - Improved multimodal integration efficiencies - Ability to meet existing/anticipated demand	Advanced General Fund appropriations to add extra \$ 36 billion to this program (non-competitive grant investment).			

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						Recipients	Project Types	Total Amount	Project Cost Limits	Award Limits	Set-Aside Limits	Federal Share	NOFO Release	Solicitation Period/Deadline	Award Announcement	Obligation/ Expenditure					
Interstate Rail Compacts Grant Program	22306	New	Pending	Financial assistance to entities pursuing interstate rail compacts pursuant to section 410 of the Amtrak Reform and Accountability Act of 1997.	N/A	For interstate rail compact entities: State, or political subdivision of a State Group of States Amtrak or other Intercity Rail Passenger Carrier	For implementing interstate rail compacts. Costs of administration System planning, including studies of freight rail operations & ridership impacts Promotion of intercity passenger rail operation Competitive Federal grant application preparation Operations coordination	\$ 15 million (\$ 3 million/yr)	Not specified	Max. - \$ 1 million	10 grants/year	80% - Total	Pending (Date not specified)	Not specified	Not specified	Not specified	Not specified				
Safe Streets & Roads for All (SS4A) Grant Program: Action Plan Grants	24112	New	Complete	Supporting efforts to advance "Vision Zero" safety plans and other complete street improvements to reduce crashes and fatalities, especially for cyclists and pedestrians.	Karla Windsor	Metropolitan Planning Organization (MPO)	Develop a comprehensive safety action plan	\$ 2 billion	Min. - \$ 250,000 (All)	Min. - \$ 200,000 (All)	< 15% - single State	80% - Total	5/16/2022 (Active)	9/15/2022 (120 days)	Not specified (Likely Dec 2022/Jan 2023)	Obligation: 1 yr after award announcement Expenditure: 2 yrs after obligation	Safety Impact: Decreased roadway fatality count Decreased fatality rate Equity: Pop. % in Underserved Community Census Tract Additional Safety Considerations: Employ low-cost, high-impact strategies Engage variety of public/private stakeholders Seek to adopt innovative technologies/strategies Include evidence-based projects/strategies Budget Costs	1 (All)	Applicants must complete Action Plan self-certification eligibility worksheet from NOFO. Applicants may not apply for Implementation Grant without eligible Action Plan. Applicants must have agreement w/ roadway facility owner and/or maintenance agent (e.g. State DOT).	https://www.transit.dot.gov/grants/SS4A	
Local Government Tribal Government Multi-jurisdictional group of entities listed above						Conduct planning, design, and other developmental activities for projects and strategies identified in a comprehensive safety action plan	FY 22 - \$ 400 million		Max. - \$ 1 million (Local/Tribal) Max. - \$ 5 million (MPO/Group)												
Safe Streets & Roads for All (SS4A) Grant Program: Implementation Grants						Implement projects and strategies identified in a comprehensive safety action plan		\$ 3 billion	Min. - \$ 6.25 million (All)	Min. - \$ 3 million (Local - Rural/Tribal) Min. - \$ 5 million (Local - Urban/MPO/Group) Max. - \$ 30 million (Local Rural/Urban/ Tribal) Max. - \$ 50 million (MPO/Group)	< 15% - single State	80% - Total				Obligation: 1 yr after award announcement Expenditure: 5 yrs after obligation					
Strengthening Mobility & Revolving Transportation (SMART) Program	25005	New	Pending	Provide grants to conduct demonstration projects focused on advanced smart city or community technologies and systems to improve transportation efficiency and safety.	Tom Bamonte	State Department of Transportation (DOT) Metropolitan Planning Organization (MPO) Local Government Tribal Government Public Transit Agency/Authority Public Toll Authority Groups of entities listed above	Coordinated automation Connected vehicles Intelligent sensor-based infrastructure Intelligent transportation system integration Technology-based commerce delivery & logistics Leveraging use of innovative aviation technology Smart grid development/deployment Smart-technology traffic signal deployment	\$ 500 million (\$ 100 million/yr)	Not specified	Not specified	40% - Large communities (> 400k pop.) 30% - Midsize communities (200k < pop. < 400k) 30% - Regional partnerships and Rural communities (outside > 200k pop. Urbanized Area)			Pending (Expected Sept 2022)	Not specified	Not specified	Not specified	Integration capabilities of public transit options Conductive population density & transportation needs Leadership & functional capacity continuity Public open data sharing commitments Public/private sector delivery likelihood Advanced data/technology contributing to: Reduced public/commerce congestion delay Improved safety & integrated multimodal systems Improved education, jobs, & health care access Underserved population connectivity & cost savings Medium/long-term economic competitiveness Improved transportation system reliability Broad public system connected vehicle connectivity Improved energy efficient & pollution reduction Increased transportation system resiliency Incentivized private investments/partnerships, including w/ telecommunication service providers	Unknown		

Infrastructure Investment and Jobs Act (IIJA): Fiscal Year (FY) 2022 - 2026
Characteristics of New/Existing USDOT Competitive Discretionary Grant Programs for Planning and Capital Projects

- Existing Program
- New Program
- Active Solicitation (FY 22 NOFO released)
- FY 22 Solicitation Closed
- FY 22 Solicitation Not Funded (per FY 22 Appropriations)

NOTE: NCTCOG staff will also monitor, support, and provide available forms of technical assistance for transportation providers and local public/private entities submitting projects via non-MPO-eligible grant opportunities.

PROGRAM NAME	IIJA SECTION	NEW/ EXISTING	RULE- MAKING	PURPOSE	NCTCOG CONTACT	ELIGIBILITY		FUNDING					GRANT TIMING (FY 2022)				MERIT CRITERIA	AGENCY SUBMITTAL LIMIT/YR	NOTES	WEBSITE(S)	
						Recipients	Project Types	Total Amount	Project Cost Limits	Award Limits	Set-Aside Limits	Federal Share	NOFO Release	Solicitation Period/Deadline	Award Announcement	Obligation/Expenditure					
Assistance for Local Emergency Response Training (ALERT) Grant Program	26002	New	Pending	Develop and provide training on hazardous materials responses.	N/A	Non-Profit Organization: Representing first responders or public officials responsible for coordinating disaster response Able to provide direct or web-based training to individuals responding to accidents and hazardous materials incidents	Develop hazardous materials response training curriculum, both for direct training & in electronic format for web-based training	\$ 25 million (\$ 5 million/yr)	Not specified	Not specified	Not specified	Not specified	Pending (Date not specified)	30 days	Not specified	Obligation: Available 30 days after award announcement Expenditure: 12 months after obligation	Program evaluation: Training capacity for first responder target area Inclusion of rural area training plan Training inclusion of hazardous material transport Gap assessment of hazmat responder training Allowable, allocable, & reasonable activities Clear communication of project activity timeline Description/effectiveness of training delivery model Impacts on reducing risk & enhancing hazmat safety Monitoring & evaluation strategy for success Competitiveness of training cost per individual Technical evaluation: Curriculum regulation/standards compliance Identify critical-need hazmat responder locations Applicant curriculum development expertise Ability to deliver effective "train the trainer" course		Funding to be derived from recovered funds out of State/Tribal grants authorized in 49 USC 5116.		
Rail Vehicle Replacement	30016	New	Pending	Financial assistance for the replacement of rail rolling stock.	N/A	State, or a political subdivision of a State Local Government Public Transit Agency/Authority	Replacement of rail vehicles: If age/condition of rail rolling stock has exceeded or will exceed useful service life within 5 years If replacement is listed as a priority in the rail investment portion of the Transit Asset Management Plan	\$ 1.5 billion (\$ 300 million/yr)	Not specified	Multi-year agreements possible (up to 3 consecutive fiscal years) Max. - 3 new awards/yr	Not specified	50% - Grant 80% - Total	12/10/2021 (Closed for FY22)	3/7/2022 (90 days)	Not specified	Not specified	Eligibility, completeness, & applicant risk review Technical merit: - Appropriateness to achieve expected outcomes Qualifications/experience & execution capacity Consideration of private sector participation Construction & maintenance capability/willingness Past performance & prior financial contributions Project readiness & completion of prerequisites Legal consistency w/ planning guidance/documents Project benefits/effects: System/service performance & trip/transit time Safety, competitiveness, reliability, & resilience Improved multimodal integration efficiencies Ability to meet existing/anticipated demand				
Passenger Ferry Grant Program	30017	New	Pending	Capital projects to support passenger ferry service in urban areas.	N/A	State, or a political subdivision of a State Local Government Public Transit Agency/Authority Tribal Government	Support existing ferry service Establish new ferry service Repair/modernize ferry boats, terminals, & related facilities/equipment	\$ 150 million (\$ 30 million/yr)	Not specified	Not specified	Not specified	80% - Total 90% - Vehicle-related equipment for CAA/ADA compliance (net cost)	Pending (Expected July 2022)	90 days	Not specified	Obligation: Available 12 months after award announcement (preferred) Expenditure: Not specified	Demonstrated need: Age, condition, & performance of assets Degree of fleet maintenance/condition upgrades Degree of addressing capacity constraints Current/anticipated ridership demand support Demonstrated benefits/effects: System safety, & state of good repair Added multimodal integration & trip options Emissions reduction Planning & local/regional prioritization Local financial commitment Project implementation strategy Technical, legal, & financial capacity				
Electric or Low-Emission Ferries	71102	New	Pending	Provide grants for purchases of electric or low-emitting ferries, and electrification or emission-reduction measures/equipment for existing ferries.	N/A	State, or a political subdivision of a State Local Government Public Transit Agency/Authority Tribal Government	Projects supporting the transition of passenger ferries to low- or zero-emission technology	\$ 250 million (\$ 50 million/yr)	Not specified	Not specified	Not specified	Not specified	Pending (Expected July 2022)	Not specified	Not specified	Not specified	Not specified	Not specified			
All Stations Accessibility Program	Division J	New	Pending	Funding to upgrade accessibility to rail stations.	N/A	State, or a political subdivision of a State Local Government Public Transit Agency/Authority	Projects to upgrade the accessibility of legacy rail fixed guideway public transportation systems for persons w/ disabilities	\$ 1.75 billion (\$ 350 million/yr)	Not specified	Not specified	Not specified	90% - Total	Pending (Expected July 2022)	Not specified	Not specified	Not specified	Not specified	Not specified			https://www.tranilltdo1.gov/funding/grants/fact-sheet-all-stations-accessibility-program
Natural Gas Distribution Infrastructure Safety & Modernization Grant Program	Division J	New	Pending	Provide grants to modernize natural gas pipelines.	N/A	Municipal or Community-Owned Utility Provider (not including for-profit entities)	Projects to repair, rehabilitate, or replace natural gas distribution pipeline systems Acquire pipeline system-related equipment to reduce incidents, fatalities, & avoid economic losses	\$ 1 billion FY 22 - \$ 196 million	Not specified	Not specified	Not specified	Not specified	5/24/2022 (Active)	7/25/2022 (60 days)	270 days after NOFO release	Not specified	Reduce risk of leakage Help protect environment Create jobs & provide positive economic impact Benefit disadvantaged rural/urban communities			https://www.pbmso.dot.gov/grants/pipeline/natural-gas-distribution-infrastructure-safety-and-modernization-grants	
Airport Infrastructure Grants Program: Airport Terminal Program	Division J	New	Pending	Financial assistance for existing and new terminal buildings and terminal access projects.	N/A	Commercial Airports (all sizes)	Projects to increase commercial airport capacity & accessibility	\$ 5 billion FY 22 - \$ 1 billion	Not specified	Not specified	Not specified	80% - Large/ medium hubs 95% - Small, non-hub, and non-primary airports	2/22/2022 (Closed for FY 22)	3/28/2022 (30 days)	Not specified	Not specified	Increase capacity and passenger access Replace aging infrastructure Achieve ADA compliance & expand disabled accessibility Improve historically disadvantaged population access Improve energy efficiency Improve airfield safety through terminal relocation Encourage actual/potential competition ATCT project impact on national airspace system Achieve complete development objective Job creation & improved labor standards/practices			https://www.faa.gov/bill/airport-terminal-program-nofo	



NCTCOG

**INNOVATIVE TRANSPORTATION
TECHNOLOGY INFRASTRUCTURE
CERTIFICATION PROGRAM**
STATUS UPDATE

DIRECTOR'S REPORT
REGIONAL TRANSPORTATION COUNCIL
7/14/2022

Interest in Transportation Certification Program

RTC adopted Policy P22-02 on May 12, 2022, to develop process for the Innovative Transportation Technology Infrastructure Certification Program

Received immediate interest from 4 potential technology providers (see list on next page)

Staff will continue coordination with applicants and potential applicants to gather more information on proposals as a part of Step 1 of the program

Staff will bring back status and periodic information updates to STTC and RTC as coordination progresses



Transportation Infrastructure Certification Program Applicant Status

Applicant/ Technology Provider	Technology / Mode	Market Solution	Purpose / Benefit	Application Status
TransPod	Hyperloop (ultra-high-speed pod in near vacuum environment)	Statewide/ Intercity/Regional	People and Goods/ Air Quality and Congestion Reduction	Proposal submitted; staff review ongoing
JPod	Personal Rapid Transit (elevated pod/modern gondola)	Local/Sub-Regional	People/ Air Quality and Congestion Reduction	Proposal submitted; staff review ongoing
The Boring Company	Tunnel Solutions (subgrade transportation)	Regional/Local	People, Goods, and Utility/ Air Quality and Congestion Reduction	Interest in submitting proposal; discussions ongoing
<i>Company A</i>	Personal Rapid Transit (elevated pod/modern gondola)	Local/Sub-Regional	People / Air Quality and Congestion Reduction	Interest in submitting proposal; discussions ongoing



RTC POLICY P22-02

Develop Process for the Innovative Transportation Technology Infrastructure Certification Program

Purpose

Provide transparent process for RTC coordination with providers

Periodic solicitation/opportunity for new technology applications

Ensure level playing field for providers and local governments

Guiding Principles

Must serve long-range transportation need (MTP)

Technology provider responsible for certification process

NCTCOG will facilitate mutual cooperation

Local governments to consider contingency needs, implementation timeframe, and public use goals and expectations



RTC POLICY P22-02

Develop Process for the Innovative Transportation Technology Infrastructure Certification Program

Process:

- 1) NCTCOG staff to ensure technology solution conforms to policy guidance and long-range transportation need (MTP).
- 2) NCTCOG staff to brief RTC and RTC to take action on initiating process.
- 3) Upon RTC action, local governments to submit potential locations of interest.
- 4) Technology provider to determine preferred location to pursue.
- 5) RTC to initiate development activities; NCTCOG staff to provide support.



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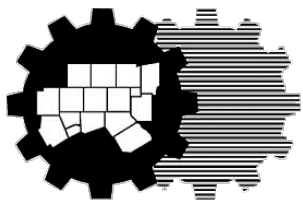
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STATUS REPORT ON TEXAS VOLKSWAGEN ENVIRONMENTAL MITIGATION PROGRAM FUNDING

**Regional Transportation Council
July 14, 2022**



**North Central Texas
Council of Governments**

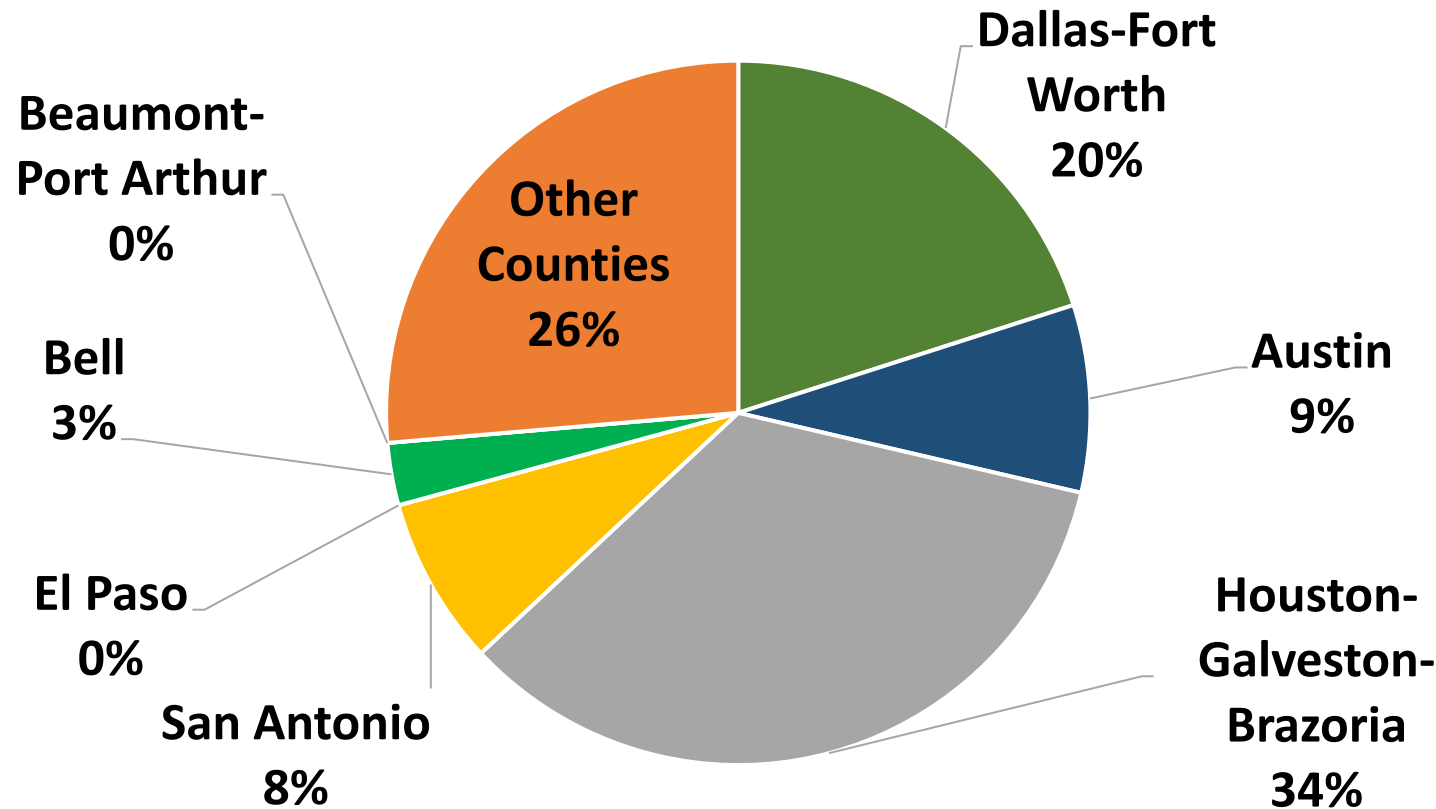
UPDATED

**Find New or Updated Information
Marked with Red Icon**

TXVEMP ZEV INFRASTRUCTURE DC FAST CHARGE REBATE

Total Awarded = \$20,934,042 to 170 Charging Units at 41 Locations

Geographic Distribution of Funding Awarded
(7 Priority Areas + Rest of State)



Over 96% of DC Fast Charge funding has been awarded to convenience store locations.

Other locations include grocers, auto dealers, and warehouses.

GEOGRAPHIC DISTRIBUTION OF DCFC FUNDING AWARDED

UPDATED

Applications Awarded in 26 of 254 Counties, Increasing Charger Access on Interstates and Urbanized areas

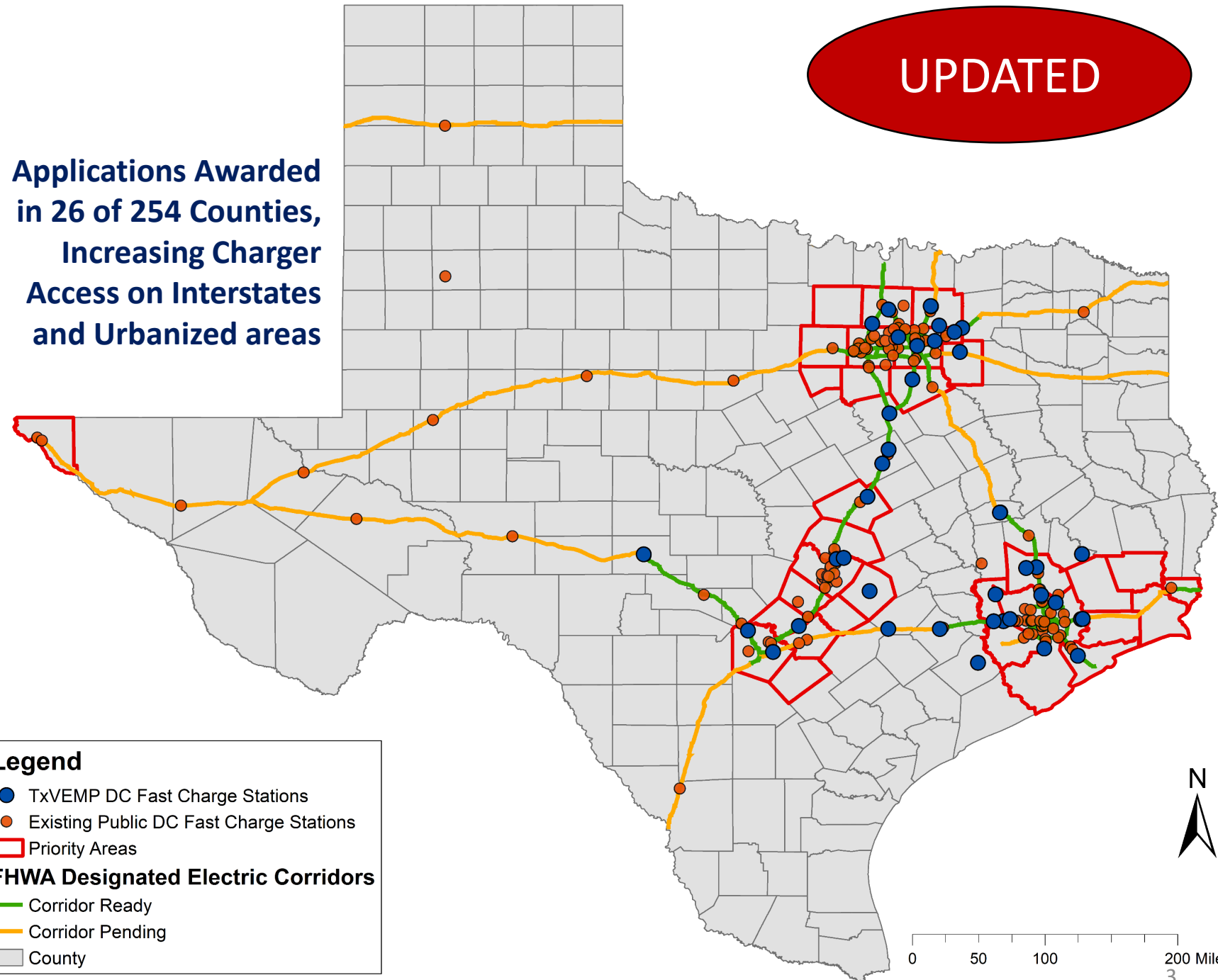
Area	Counties	DCFC Stations
Dallas-Fort Worth Area	Collin, Dallas, Denton, Ellis, Hood, Johnson, Kaufman, Parker, Rockwall, Tarrant, Wise	11
Houston-Galveston-Brazoria Area	Brazoria, Chambers, Fort Bend, Galveston, Harris, Liberty, Montgomery, Waller	12
San Antonio Area	Bexar, Comal, Guadalupe, Wilson	3
Austin Area	Bastrop, Caldwell, Hays, Travis, Williamson	3
El Paso County	El Paso	0
Bell County	Bell	1
Beaumont-Port Arthur Area	Hardin, Jefferson, Orange	0
Non-Priority Counties	Counties outside Priority Areas	11

Legend

- TxVEMP DC Fast Charge Stations
- Existing Public DC Fast Charge Stations
- Priority Areas

FHWA Designated Electric Corridors

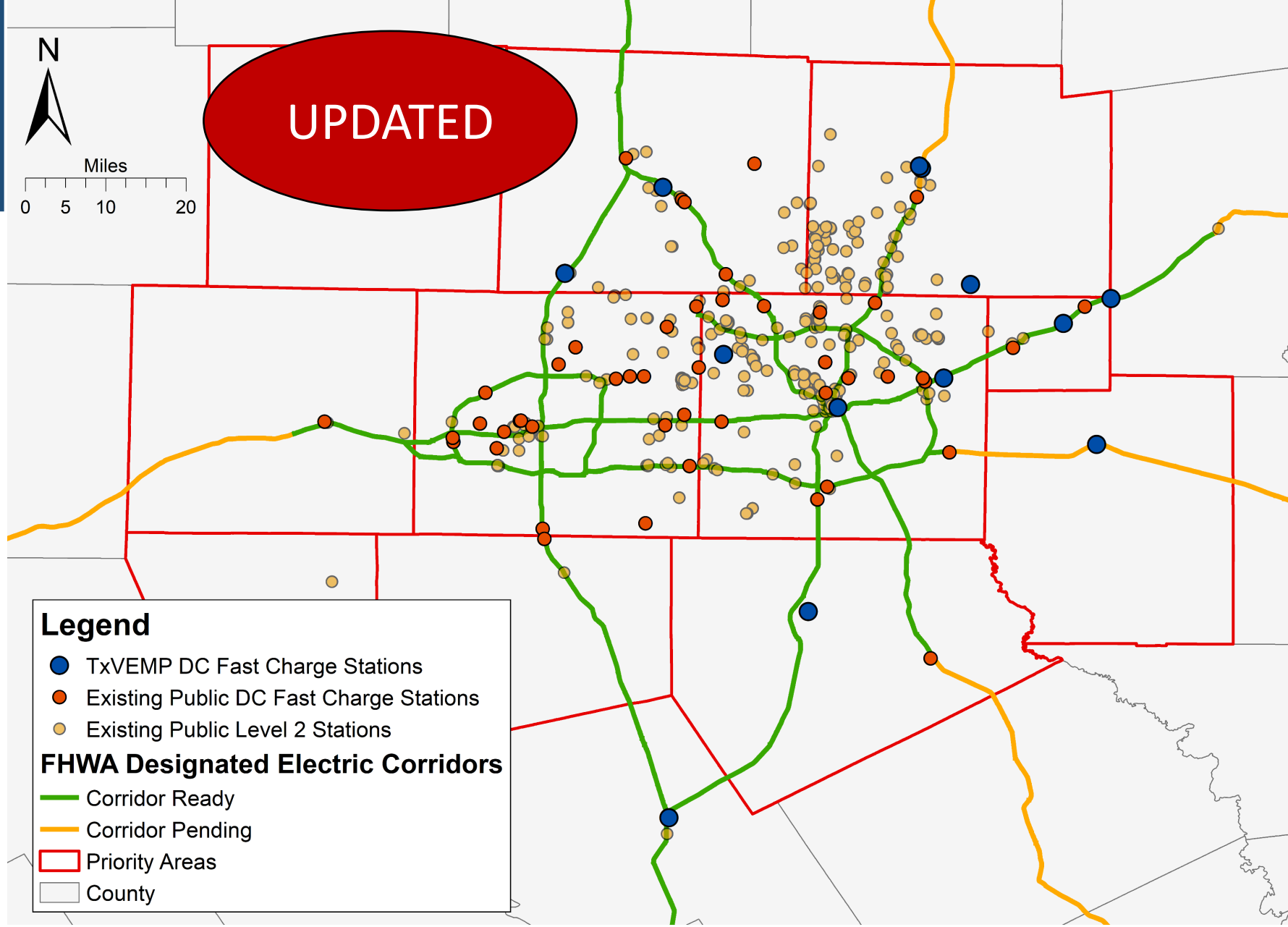
- Corridor Ready
- Corridor Pending
- County



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

DCFC LOCATIONS AWARDED IN DFW PRIORITY AREA

Major Highways Receiving DCFC Stations



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

OVERVIEW OF TEXAS VOLKSWAGEN ENVIRONMENTAL MITIGATION PROGRAM (TXVEMP) FUNDING STATUS

Statewide Allocation	Program	DFW Area Allocation	Schedule	Status*
~\$169.5 Million	School, Shuttle, and Transit Buses	\$11,684,806	Closed; Awards Final	>\$17.3 Million Requested All Available Funds Awarded
	Refuse Vehicles	\$8,346,290	Closed; Awards Final	\$9,448,544 Requested \$5,863,995 Awarded
	Freight and Port Drayage Vehicles	\$6,677,032	Closed; Awards Final	\$8,961,832 Requested \$7,929,979 Awarded
	Electric Forklifts and Port Cargo-Handling Equipment	\$6,677,032	To Be Determined	
	Electric Airport Ground Support Equipment			
	Ocean-Going Vessel Shore Power			
~\$31.3 Million	ZEV Infrastructure – Level 2 Rebate	\$10,465,958 (Statewide)	Closed; Awards Still in Progress	\$11,005,500 Requested \$10,400,000 Awarded
	ZEV Infrastructure – DC Fast Charge and Hydrogen Refueling	\$20.9 Million (Statewide)	Closed; Awards Final	\$89,852,581 Requested All Available Funds Awarded

*Data reflects information posted at www.texasvwfund.org as of June 27, 2022

AWARDS TO DFW AREA PUBLIC SECTOR ENTITIES

Bus Replacements:
Aledo ISD
Argyle ISD
Arlington ISD
Birdville ISD
Chico ISD
Cleburne ISD
Community ISD
Denton ISD
Everman ISD
Godley ISD
Grapevine-Colleyville ISD
Hurst-Euless-Bedford ISD
Maypearl ISD
Sanger ISD
Venus ISD
Waxahachie ISD

Refuse Vehicle Replacements:
City of Cleburne
City of Dallas
City of Hurst
City of Midlothian
City of Plano
City of Princeton
City of River Oaks
City of Watauga
City of Weatherford
Denton County
Tarrant County
Town of Hickory Creek

Freight Vehicle Replacements:
City of Cleburne
City of Weatherford
Dallas County
Ellis County
Kaufman ISD
Mansfield ISD
Tarrant County

Level 2 Charging Stations:*
City of Arlington
City of Corinth
City of Dallas
City of Duncanville
City of Farmers Branch
City of Southlake
City of Weatherford
Dallas County MHMR
Texas Parks and Wildlife
The University of Texas at Dallas

*Funds still being awarded

Data reflects information posted at www.texasvfund.org as of June 27, 2022

SPOTLIGHT AWARDEE: CITY OF DALLAS LEVEL 2 STATIONS



City of Dallas

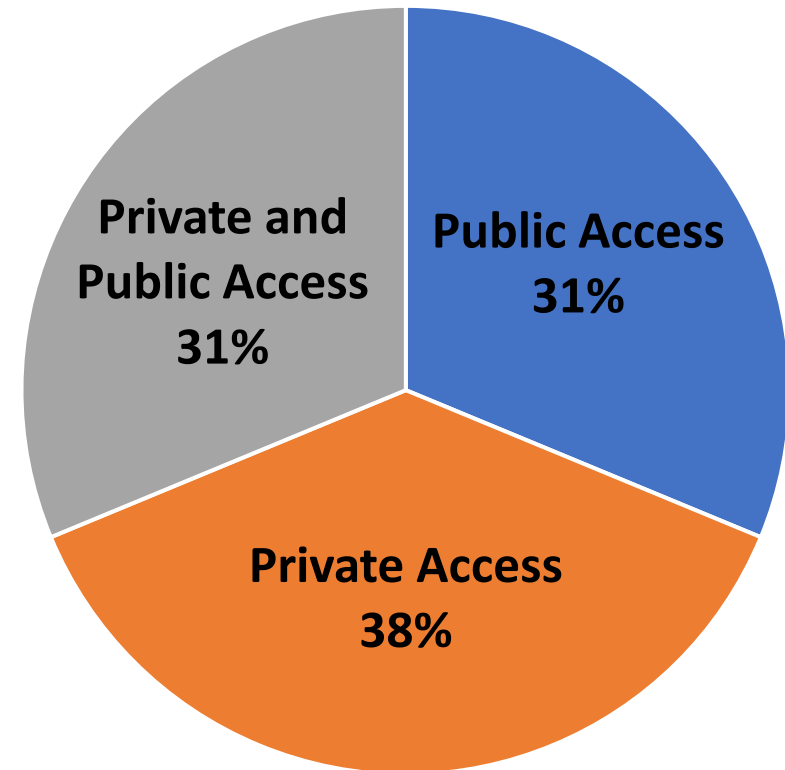
UPDATED

Eight Level 2 Charging Sites
Being Built with TxVEMP Funds

Grant Summary

Total Awarded Grant Amount	\$87,500
Dallas Sanitation Department Chargers (2 sites)	2
Dallas Water Utility Chargers (4 sites)	13
Kay Bailey Convention Center Chargers (1 site)	10
Dallas Love Field Airport Chargers (1 site)	10
Total Chargers	35

Distribution of Access to TxVEMP Funded Chargers

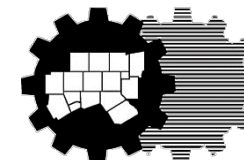


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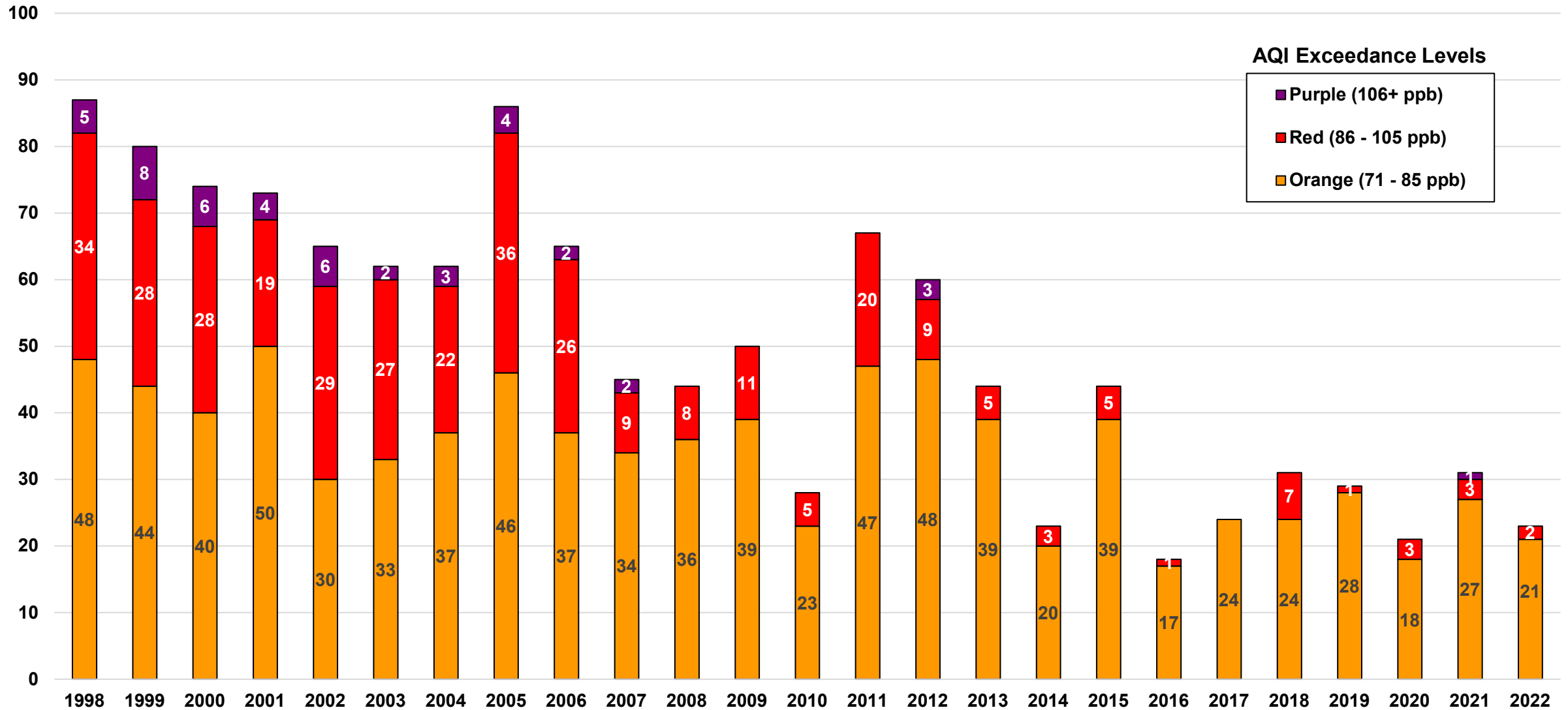
Also see “Hot Topics” at www.nctcog.org/aqfunding



**North Central Texas
Council of Governments**

8-HOUR OZONE NAAQS HISTORICAL TRENDS

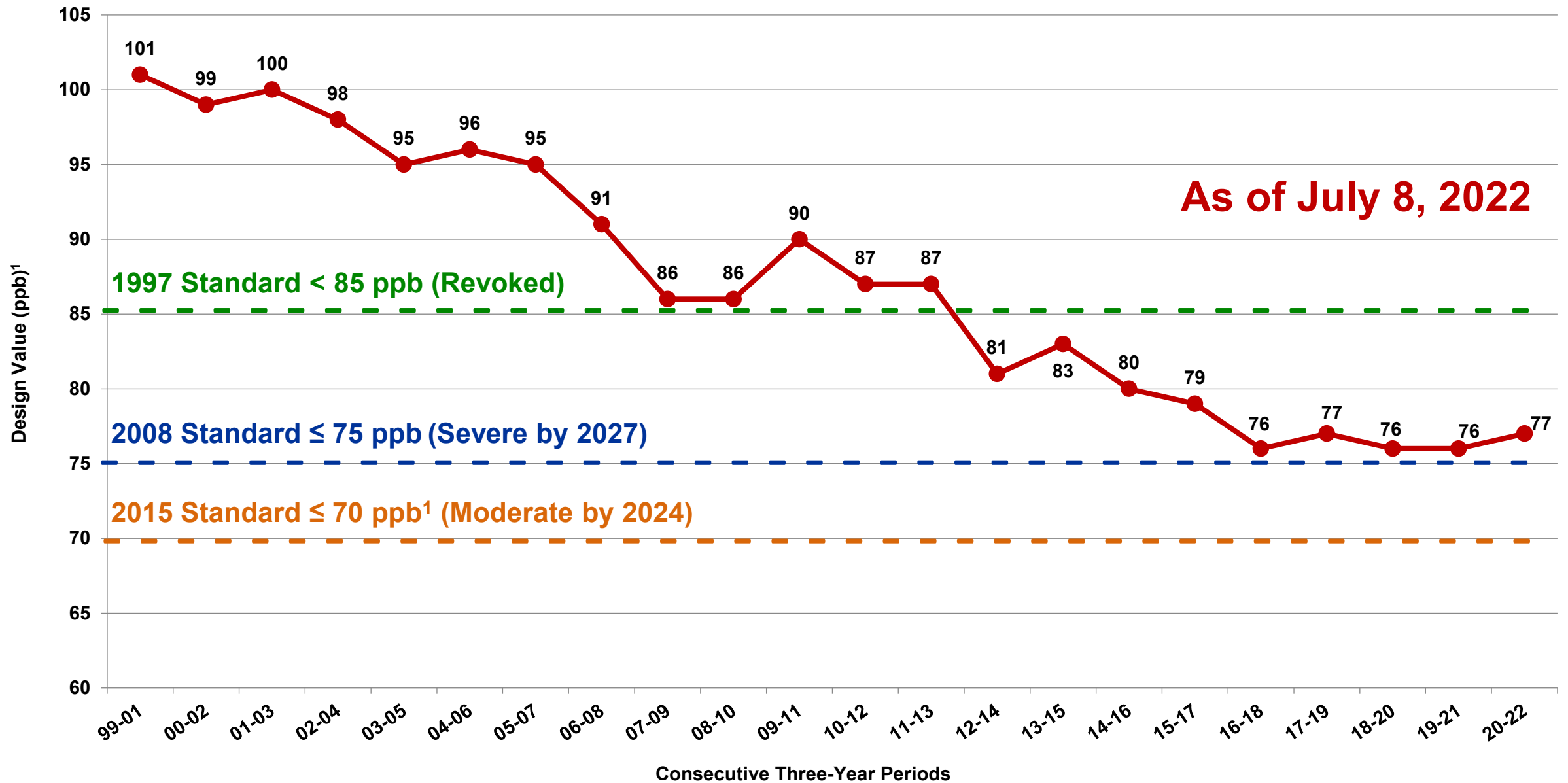
Based on ≤ 70 ppb (As of July 8, 2022)



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

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

8-HOUR OZONE NAAQS HISTORICAL TRENDS



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

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MINUTES

Regional Transportation Council PUBLIC MEETING

2023-2025 Disadvantaged Business Enterprise Goals

Regional 10-Year Plan

AV2.1: Preparing for Emerging Transportation Technologies with Local Partners

Modifications to the FY2022 and FY2023 Unified Planning Work Program

Meeting Date and Location

The North Central Texas Council of Governments (NCTCOG) held a hybrid public meeting Monday, June 13, 2022, at noon at the North Central Texas Council of Governments (NCTCOG) in Arlington. Patrons could attend in person, via phone, or view the live stream at www.nctcog.org/input. Ken Kirkpatrick, Counsel for Transportation, moderated the meeting, attended by 43 people.

Public Meeting Purpose and Topics

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

- 2023-2025 Disadvantaged Business Enterprise Goals – **presented by Emily Beckham**
- Regional 10-Year Plan – **presented by Cody Derrick**
- AV2.1: Preparing for Emerging Transportation Technologies with Local Partners – **presented by Clint Hail**

Modifications to the FY2022 and FY2023 Unified Planning Work Program (UPWP) were also posted online for public review and comment.

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

Summary of Presentations

2023-2025 Disadvantaged Business Enterprise Goals presentation:

<https://www.nctcog.org/getmedia/6d36dc0d-11b6-40f7-b5f5-df63866a4f38/2023-2025-Disadvantaged-Business-Enterprise-Goals.pdf.aspx>

The Disadvantaged Business Enterprise (DBE) Program ensures non-discrimination, creates a level playing field, helps remove barriers to DBE participation, and ensures DBE firms meet required eligibility standards.

To be classified as a DBE, at least 51 percent of an entity must be owned by socially and economically disadvantaged individuals. Socially and economically disadvantaged individuals must be a U.S. citizen or lawful permanent residents. These individuals can be women, Black Americans, Hispanic Americans, Native Americans, Asian-Pacific Americans, and others as determined by the Small Business Administration.

The following funding recipients are required to have a DBE Program:

- Federal Transit Administration recipients receiving planning, capital and/or operating assistance who will award prime contracts exceeding \$250,000 in funding in a federal fiscal year
- Federal Aviation Administration recipients receiving grants for airport planning and development who will award prime contracts exceeding \$250,000 in funding in a federal fiscal year
- All Federal Highway Administration recipients

NCTCOG staff is currently finalizing DBE goals for Fiscal Years 2023 through 2025. This process includes determining relative availability of ready, willing, and able DBE firms and considering additional DBE data. The Regional Transportation Council will take action on the DBE goals for Fiscal Years 2023 through 2025 on July 14, 2022, and they will become effective on October 1, 2022.

Regional 10-Year Plan presentation:

<https://www.nctcog.org/getmedia/1f7b6f6e-e1c4-4aa1-8bc9-a4944050f769/Regional-10-Year-Plan.pdf.aspx>

Metropolitan Planning Organizations are required by law to develop 10-year plans using performance-based planning and project selection methods. A regional 10-Year Plan was first approved by the Regional Transportation Council (RTC) in December 2016 and includes projects selected by NCTCOG, the Texas Department of Transportation (TxDOT) and the Texas Transportation Commission (TTC). This plan is updated annually in conjunction with the development of TxDOT's Unified Transportation Program (UTP).

Since the last 10-Year Plan update, TxDOT has begun developing the 2023 UTP and has coordinated with NCTCOG staff on project updates as well as potential new projects. A draft project listing was created for the March 1, 2022 TxDOT deadline.

While reviewing projects for the 10-Year Plan, staff sought to focus on the following principles:

- Projects should be included in Metropolitan Transportation Plan
- Focus on system versus new, stand-alone projects
- Fully fund existing projects before funding new projects
- Ensure equity of county allocations
- Maintain toll lanes/toll managed lanes on selected corridors
- Refund previously unfunded projects when possible
- Ensure all RTC projects are approved in the 2023 UTP
- Projects must be scored and should have a score sufficient to qualify for funding

Next steps include finalizing update efforts with TxDOT staff and bringing back any project changes to the Surface Transportation Technical Committee (STTC) and RTC once the TTC approves the UTP.

The RTC will take action on the 10-Year Plan update on July 14, 2022. The TTC will take action on the 2022 UTP in August 2022.

AV2.1: Preparing for Emerging Transportation Technologies with Local Partners presentation:

<https://www.nctcog.org/getmedia/2c1a7a02-e631-4a75-be64-5e63fba603f8/AV2-1-Preparing-for-Emerging-Transportation-Technologies-with-Local-Partners.pdf.aspx>

The Automated Vehicle 2.1 (AV 2.1) Project is part of a three-phased approach for the Automated Vehicle 2.0 (AV2.0) Program. AV2.1 is the planning phase, and its purpose is to understand the region's mobility challenges, identify ways transportation automation and related techs can address those challenges, and to recommend policies and best practices to achieve positive results for the region. Emerging technologies being planned include automated cars and trucks, ride sharing services, automated (self-driving) shuttles, and automated delivery robots, among others.

More information about AV2.1, an executive summary, and technical reports can be found at www.connectntxfutures.org.

Summary of Online Review and Comment Topic

Modifications to the FY2022 and FY2023 Unified Planning Work Program

<https://www.nctcog.org/getmedia/670c8f80-8b4d-4755-86e0-fcbdb1bc8583/Modifications-to-the-FY2022-and-FY2023-Unified-Planning-Work-Program.pdf.aspx>

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 round of proposed modifications to the FY2022 and FY2023 UPWP address new project updates and funding adjustments. The RTC will take action on the FY2022 and FY2023 UPWP modifications on July 14, 2022.

COMMENTS RECEIVED DURING THE MEETING

AV2.1: Preparing for Emerging Transportation Technologies with Local Partners

David Beck, City of Justin

A. Transportation Technologies Infrastructure

Question: How does a city begin to think about infrastructure items that are necessary for future transportation development?

Summary of Response by Clint Hail: That's a great question and one we're always asking the technology industry professionals. The response has generally been that they don't need much from the public sector other than the fundamentals like good signage and smooth roads.

**COMMENTS SUBMITTED DURING THE COMMENT PERIOD VIA WEBSITE,
EMAIL, SOCIAL MEDIA & MAIL**

No comments were received during the comment period via website, email, social media, or mail.

PUBLIC COMMENTS REPORT

WRITTEN COMMENTS SUBMITTED BY WEBSITE, EMAIL & SOCIAL MEDIA

Purpose

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

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

This month, public comments were received on a number of topics across social media platforms and via email. Bicycle and pedestrian comments related to North Texas trails and the DFW Bike Month Challenge were in the majority.

In addition, comments were accepted through a new, online map tool. Users can drop a pin on a location in the region and leave a detailed comment. This month, there were 27 bicycle and pedestrian comments and one roadway comment. To read them, visit:

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

Bicycle & Pedestrian

Twitter –

1. Join us for the Bike to Work Day Happy Hour TONIGHT at @fcbrewing from 5:30-8:30pm to end the day just right!!

What an awesome, (if windy) morning to celebrate Bike to Work Day 2022!! Huge shout out to...
- BikeDFW (@BikeDFW)



all of our BikeDFW volunteers and board members for getting out there so early this morning; to our partners at

@dartmedia @NCTCOGtrans, @CityOfDallas, City of Richardson, City of Farmers Branch, REI, @meritcoffee, Bike Friendly Richardson, and Bike Friendly Oak Cliff; and – BikeDFW (@BikeDFW)

Innovative Vehicles & Technology

Facebook –

1. This story, featuring our DFW Clean Cities coordinator Lori Clark, will answer your questions about gas-powered vs. electric vehicles. Check it out! <https://www.nbcdfw.com/.../are-there-enough.../2982953/>. – NCTCOG Transportation Department



Dems seem to think solar panels and wind turbines can replace fossil fuels now. They must also still believe in the tooth fairy and Santa Claus – Mark Eames

Twitter –

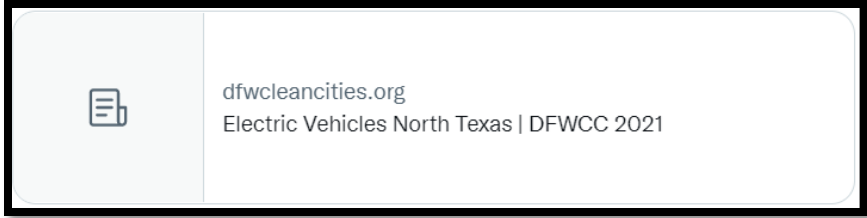
1. Huh! I didn't see anything about electric bikes. You know, the vehicle that requires 1/1000th the amount of resources to build and operate of an electric car, the vehicle not responsible for 40,000 deaths a year, or the vehicle responsible for our atrociously wasteful land use? – Andrew Wallace (@agwallace92)



2. Hosted by our sister Clean Cities Coalitions @DriveCleanCO @KCCleanCities @NCTCOGtrans @LiveGreenCT the PDs Driving EVs is a great opportunity to learn more about how electric vehicles could elevate your police fleet. Check it out! – CentralinaCleanFuels (@CLTCleanCities)



3. There are approx 50k Electric Vehicles (EV) in North Texas. Want to know where the charging stations are & basic info on owning an EV? Check out the new site: <http://dfwcleancities.org/evnt>. @NCTCOGtrans #electricvehicles



4. What could possibly go wrong – JW-MEME LORD (@ntwxsnr)



Transit

Twitter –

1. The latest @dartmedia juvenile stunt to taunt North Dallas - putting a potty with porno graffiti on residential corner next to homeowner who opposes #SilverLine project. Kids pass this on the way to school. Grow up! @NCTCOGtrans @ColinAllredTX @VanTaylorTX @Bethvanduyne @axios – caraathome (🏠) (@caraathome)



Are you... really accusing DART of tagging this port-o-john as some sort of intimidation play???

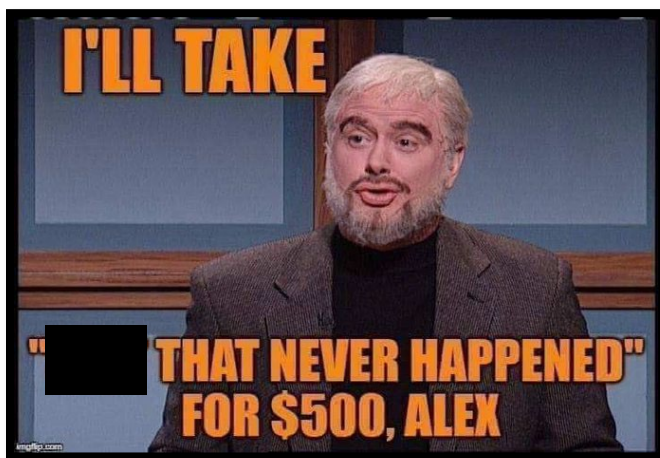
And not, say... literally ~any~ 12- to 25-year-old male in your district? (The fightin' 12!) – Pete Freedman (@PeteFreedman)

Yes, neighbor says they delivered it today with the graffiti already on it and placed it next to his house. Amazingly, @dartmedia wants the community to

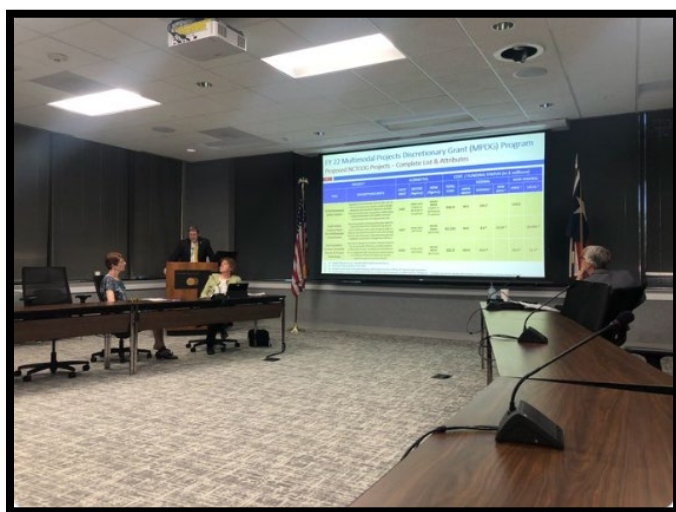
believe DART will keep the sound walls free from graffiti. – caraathome (🏠)
(@caraathome)

Take the train into Paris and you will find the walls painted top to bottom with graffiti. Take the train from Rome to Naples and you will find no graffiti...you know why? there are no walls to put graffiti on. Ask DART to eliminate the walls. – Gizem Leto (@GizemLeto1)

Sure - TeePope 🙌🔴🟢 (@TeeBall77)



2. At the @NCTCOGtrans executive board meeting today we approved the grant submission for I-30 Downtown Dallas Canyon which would include major improvements & a deck park. Also passed a motion for more transparency & robust reporting on #ADA. @CityOfDallas – caraathome (🏠) (@caraathome)



Thank you for the information. How much and is there an estimated start date? – Jose Rivas Jr. (@joserivasjr)

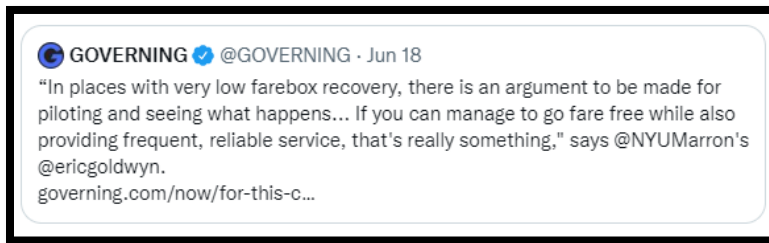
The grant request is for \$542 million. We will see if it is funded or not. – caraathome (🏠) (@caraathome)

3. Great I-345 meeting today with @TxDOT @TxDOTDallas I'm really pleased with how they have listened to feedback and come up with a solution that works for the residents & commuters in @CityOfDallas 🗣️1/x @NCTCOGtrans <https://keepitmovingdallas.com/I345>

They took the time to listen to neighborhoods, businesses & collaborate with city staff to develop a whole new alternative that meets the needs & concerns voiced and provides opportunities for future development and connections. 2/x

You can learn more and give input at <https://keepitmovingdallas.com/I345>. Final shout out: Transportation is usually dominated by men, and it has been great to see so many outstanding women working on this project. 3/3 – caraathome (🏠) (@caraathome)

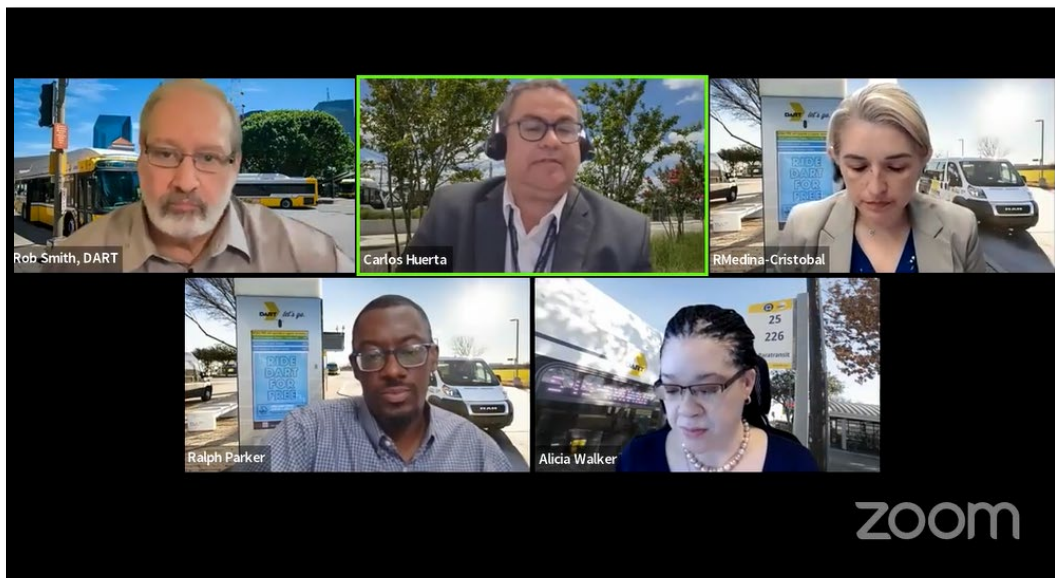
4. @dartmedia has low fare box recovery & this is an easy way to gain ridership and take cars off the road. Increased ridership = increased federal transit & environmental funding. Major employers who purchase employee bus passes could subsidize this program. @NCTCOGtrans – caraathome (🏠) (@caraathome)



Facebook –

1. June 13 Temporary Bus Service Adjustment

Our panel of experts will discuss what service changes riders should expect, and our efforts to recruit bus operators. – Dallas Area Rapid Transit (Official DART page)



Is the rescue rides program available for people in wheelchairs...electric or manual – Brian Olsen

Hello Brian. We will follow up with the appropriate team and get back to you soon. – Dallas Area Rapid Transit (Official DART page)

I would like to know the answer to this question. Please post it publicly.
Cara Mendelsohn NCTCOG Transportation Department – Cara Mendelsohn for Dallas City Council 12

Other

Twitter –

1. Looking for aeriels and Lidar data in DFW area? Checkout @NCTCOGtrans gis data website! #nctcog #aerials #lidar #mapping

North Central Texas Council of Governments - Digital Elevation Contours
<https://nctcog.org/regional-data/digital-elevation-contours> – Civil CAD Learning Solutions (@CivilCADL)

2. Find more information on topics of discussion and how to attend the hybrid June meeting at <http://nctcog.org/input>. – Ciudad de Dallas (@CiudadDeDallas)





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

June 1, 2022

The Honorable Terry Canales
Texas House of Representatives
P.O. Box 2910
Austin, TX 78768-2910

Dear Chair Canales:

On behalf of the North Central Texas Council of Governments (NCTCOG) and the Regional Transportation Council (RTC), the Metropolitan Planning Organization for the Dallas-Fort Worth (DFW) area, I would like to extend our thanks to you for your leadership in the Texas Legislature on transportation and air quality issues. During the April 26, 2022, House Transportation Committee hearing, committee members asked about the Local Initiatives Projects (LIP) program and the emissions task force in North Texas.

The LIP program was a component of the Low-Income Vehicle Repair and Replacement Assistance Program (LIRAP) from FY2008-FY2019, until LIRAP/LIP funding was line-item vetoed in the FY2018-2019 appropriations bill. LIP was composed of transportation programs that worked to improve air quality, including combating counterfeit inspection certificates. In 2019, Senate Bill 1070 (86R) by Senator Kirk Watson proposed a restructured and modernized LIP program focused on transportation and air quality improvements. SB 1070 as proposed would have enhanced the LIP program, collected funds at the local level, and removed LIRAP from statute.

Currently, LIRAP and LIP still exist in statute, but the funding mechanism no longer exists. The program was self-funded through a \$6 fee paid at the time of a vehicle emissions inspection and the unused funds still cannot be used for any other purpose. Counties that participated in the program ended the collection of the \$6 fee but a balance of \$176.3 million remains in Clean Air Account 151. The funds were collected for a dedicated purpose but are instead being used to balance the State budget.

Please see the attached fact sheet on the LIP program and SB 1070 (86R) for additional information. If you have any questions, please contact Michael Morris, P.E., Director of Transportation, at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,

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

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

RG:kw

Attachments

cc: Texas House of Representatives Committee on Transportation
Dylan Matthews, Texas House of Representatives

Local Initiatives Program Fact Sheet

For more information:
Chris Klaus, Air Quality Senior Program Manager
North Central Texas Council of Governments
cklaus@nctcog.org



Texas Ozone Nonattainment and the State Implementation Plan

In Texas, 20 counties exceed federal air quality standards for ground level ozone. This is called nonattainment and it affects some of the most populous regions in our state. Over 20 million Texans live in counties that are classified as nonattainment for the 2015 National Ambient Air Quality Standard for ozone.

The State Implementation Plan, or SIP, is an enforceable plan created by the State explaining how a nonattainment area will comply with federal air quality standards. The SIP includes implementable emission reduction control strategies.

Local Initiatives Program (LIP) exist under Weight of Evidence in the SIP as important strategies to improve air quality and protect human health.

Local Initiatives Program

Focused on lowering vehicle emissions through local transportation projects

Funds local law enforcement to target vehicle inspection stations that are committing fraud, as well as those who are selling counterfeit temporary vehicle registrations – an increasing draining revenue from Texas

What is the LIRAP Balance of Clean Air Account 151?

Approximately **\$176.3 million*** in dedicated funds as of May 2022.

**Source: Texas Commission on Environmental Quality*

What Projects are Eligible?

Projects that improve air quality, such as funding law enforcement to pursue inspection and registration fraud, traffic signal timing and other transportation system improvements and air control strategies

Why is there a balance?

Legislators did not appropriate full funding between 2011–2014 in order to balance state budgets, while fee collections continued at the local level. In 2017, the Governor vetoed appropriated funding, effectively ending the Low-Income Repair and Replacement Program (LIRAP).

How Were Funds Collected?

Air quality fees were collected during vehicle registration in counties that have a vehicle emissions inspection program and the County Commissioners Court agreed to collect the fee. Ten percent of appropriated funds are directed to LIP under the current funding approach.

Is There Still a Need for This Program?

Yes. LIP will provide crucial programs that counties support to combat air quality problems and associated health impacts in their local communities. With appropriation, this program can increase flexibility, participation and make great air quality improvements.

Potential Actions

Fully appropriate the balance of LIRAP funds in Clean Air Account 151 to counties where the fees were collected for use in a focused LIP program

Funds accumulated in Clean Air Account 151 were collected for a dedicated purpose, to improve air quality. These funds could be used for a modernized and more effective LIP program. They would allow important law enforcement efforts and local transportation projects to start.

Give more flexibility to counties for a broader range of local solutions under LIP to combat air quality problems

Allowing a broader range of projects, including improvements in transportation system efficiency and local law enforcement dedicated to emissions enforcement, will encourage county participation.

A BILL TO BE ENTITLED

AN ACT

relating to local initiatives programs under the Texas Clean Air Act and the repeal of the low-income vehicle repair assistance, retrofit, and accelerated vehicle retirement program; authorizing a fee.

BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF TEXAS:

SECTION 1. Section 382.201(4), Health and Safety Code, is amended to read as follows:

(4) "Participating county" means an affected county in which the commissioners court by resolution has chosen to implement a local initiatives [~~low income vehicle repair assistance, retrofit, and accelerated vehicle retirement~~] program authorized by Section 382.220 [~~382.209~~].

SECTION 2. Section 382.202, Health and Safety Code, is amended by adding Subsection (g-1) to read as follows:

(g-1) The commissioners court of a participating county by order may impose an additional fee, not to exceed \$6, for a vehicle inspected in the county. A fee imposed under this subsection may take effect and be removed in accordance with the requirements of Section 382.220. The additional fee shall be collected for a vehicle at the same time other fees imposed under this chapter are collected. The fee revenue collected shall be retained by the county in a separate account to be used only for the purposes specified by Section 382.220.

SECTION 3. Section 382.216, Health and Safety Code, is amended to read as follows:

Sec. 382.216. INCENTIVES FOR VOLUNTARY PARTICIPATION IN VEHICLE EMISSIONS INSPECTION AND MAINTENANCE PROGRAM. The commission, the Texas Department of Transportation, and the Public Safety Commission may,

subject to federal limitations:

(1) encourage counties likely to exceed federal clean air standards to implement voluntary[+

~~[(A)] motor vehicle emissions inspection and maintenance programs[+ and~~

~~[(B) low income vehicle repair assistance, retrofit, and accelerated vehicle retirement programs];~~

(2) establish incentives for counties to voluntarily implement motor vehicle emissions inspection and maintenance programs ~~[and low income vehicle repair assistance, retrofit, and accelerated vehicle retirement programs]; and~~

(3) designate a county that voluntarily implements a motor vehicle emissions inspection and maintenance program ~~[or a low income vehicle repair assistance, retrofit, and accelerated vehicle retirement program]~~ as a "Clean Air County" and give preference to a county designated as a Clean Air County in any federal or state clean air grant program.

SECTION 4. Section 382.220, Health and Safety Code, is amended to read as follows:

Sec. 382.220. ~~[USE OF FUNDING FOR]~~ LOCAL INITIATIVES PROGRAM ~~[INITIATIVE PROJECTS]~~. (a) The commission and the Public Safety Commission by joint rule shall establish and authorize the commissioners court of an affected county to implement a local initiatives program subject to agency oversight that may include reasonable periodic commission audits.

(b) The local initiatives program must be funded with available money collected under Section 382.202 or 382.302 or other designated and available money. The program shall be ~~[Money that is made available to participating counties under Section 382.202(g) or 382.302 may be appropriated only for programs]~~ administered in accordance with Chapter 783, Government Code~~[, to improve air quality]~~.

(c) A participating county may agree to contract with any appropriate entity, including a metropolitan planning organization or a

council of governments, to implement a program under Section 382.202[~~7~~
~~382.209,~~] or this section.

(d) [(b)] A program under this section must be approved by the commissioners court of the county in which the program is located [~~implemented in consultation with the commission~~] and may include a program to:

(1) develop and implement projects in consultation with the director of the Department of Public Safety for coordinating with local law enforcement officials to reduce the use of counterfeit registration insignia, temporary registration tags, and vehicle inspection reports, reduce vehicle emissions component tampering, and reduce the number of illegally disposed of used or scrap tires, by providing local law enforcement officials with funds to identify vehicles with counterfeit registration insignia, temporary registration tags, and vehicle inspection reports, tampered emissions components, and reduce the number of illegally disposed of used or scrap tires, to carry out appropriate actions;

~~(1)~~(2) develop and implement projects supporting freeway incident management and associated first responders [~~expand and enhance the AirCheck Texas Repair and Replacement Assistance Program~~];

~~(2)~~(3) develop and implement programs or systems that remotely determine vehicle emissions and notify the vehicle's operator;

~~(3)~~(4) ~~develop and implement projects to implement the commission's smoking vehicle program;~~

(54) develop and implement programs to enhance transportation system improvements; [~~ex~~]

(65) develop and implement new air control strategies designed to assist local areas in complying with state and federal air quality rules and regulations;

(76) develop and implement innovative transportation projects;

(87) develop and implement regional data collection efforts for air quality and multimodal transportation data to improve efficiency

of transportation systems;

(98) establish publicly accessible refueling infrastructure for alternative fuel vehicles; or

(109) establish vehicle loaner program for minority-owned or women owned small businesses for alternative fuel vehicles.

~~(e) [(e) Money that is made available for the implementation of a program under Subsection (b) may not be expended for local government fleet or vehicle acquisition or replacement, call center management, application oversight, invoice analysis, education, outreach, or advertising purposes.~~

~~[(d)] Fees collected under Sections 382.202 and 382.302 may be used by participating counties [in an amount not to exceed \$7 million per fiscal year for projects described by Subsection (b), of which \$2 million may be used] only for projects described by Subsection (d) [(b)(4)].~~

(f) The commissioners court of a participating county may adopt a resolution to end fee collection for the local initiatives program in the county. The commissioners court shall submit the resolution to the commission and to the county tax assessor-collector. The resolution must include a date after which a fee may not be imposed under Section 382.202 or 382.302 for the purposes of the county's local initiatives program on vehicles being inspected or registered in the county. The date must be:

(1) the first day of a month; and

(2) at least 90 days after the date the resolution is submitted to the commission.

(g) On receipt of a resolution under Subsection (f), the commission shall notify in writing the Texas Department of Motor Vehicles, the Department of Public Safety, and the Legislative Budget Board that a fee may not be imposed under Section 382.202 or 382.302 for the purposes of the county's local initiatives program on vehicles being inspected or registered in the county after the date established under Subsection (f).

(h) The commission shall distribute available money collected under Section 382.202(e) that was designated for the former low-income vehicle repair assistance, retrofit, and accelerated vehicle retirement program to counties that participated in that program. The commission shall distribute the money in reasonable proportion to the amount of fees collected under Section 382.202(e) in those counties or in the regions in which those counties are located. A county that receives money under this subsection may use the money only to fund a program authorized by this section. This subsection expires September 1, 2025.

~~[The remaining \$5 million may be used for any project described by Subsection (b). The fees shall be made available only to counties participating in the low-income vehicle repair assistance, retrofit, and accelerated vehicle retirement programs created under Section 382.209 and only on a matching basis, whereby the commission provides money to a county in the same amount that the county dedicates to a project authorized by Subsection (b). The commission may reduce the match requirement for a county that proposes to develop and implement independent test facility fraud detection programs, including the use of remote sensing technology for coordinating with law enforcement officials to detect, prevent, and prosecute the use of counterfeit registration insignia and vehicle inspection reports.]~~

SECTION 5. Section 382.302(e), Health and Safety Code, is amended to read as follows:

(e) A participating county may participate in a local initiatives ~~[the]~~ program established under Section 382.220 ~~[382.209]~~.

SECTION 6. The following provisions of the Health and Safety Code are repealed:

- (1) Section 382.003(10-a);
- (2) Sections 382.201(5) and (6);
- (3) Sections 382.202(g) and 382.205(f); and
- (4) Sections 382.209, 382.210, 382.211, 382.212, 382.213, 382.214, and 382.219.

SECTION 7. The Texas Commission on Environmental Quality is

required to implement Section 382.220(h), Health and Safety Code, as added by this Act, only if the legislature appropriates money specifically for that purpose. If the legislature does not appropriate money specifically for that purpose, the commission may, but is not required to, implement Section 382.220(h), Health and Safety Code, as added by this Act, using other appropriations available for that purpose.

SECTION 8. This Act takes effect September 1, 2023.



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

June 15, 2022

Mr. Michael Chamberlain
Director of Data Management
Transportation Planning and Programming
Texas Department of Transportation
125 East 11th Street
Austin, Texas 78701

Mr. Ryan Granger
Strategic Research Analyst
Strategic Planning
Texas Department of Transportation
125 East 11th Street
Austin, Texas 78701

Subject: Comments Regarding the Draft Texas Electric Vehicle Infrastructure Plan

To Mr. Michael Chamberlain and Mr. Ryan Granger,

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth (DFW) area, and the North Central Texas Council of Governments (NCTCOG) Transportation Department, which serves as staff to the RTC, below are formal comments regarding the Texas Department of Transportation's (TXDOT) draft Texas Electric Vehicle (EV) Infrastructure Plan.

The RTC appreciates TXDOT's consideration of these comments and recommendations. In the event you have any questions, please contact Chris Klaus, Senior Program Manager of Air Quality Planning and Operations at NCTCOG, at (817) 695-9286 or cklaus@nctcog.org; and Lori Clark, Program Manager at NCTCOG, at (817) 695-9299 or lclark@nctcog.org.

Sincerely,

A handwritten signature in black ink that reads 'Michael Morris'.

Michael Morris, P.E.
Director of Transportation

BM:aa
Attachment

North Central Texas Council of Governments Comments Regarding the Draft Texas Electric Vehicle Infrastructure Plan for the Texas Department of Transportation

The RTC appreciates the hard work completed by TXDOT staff in developing the draft Texas Electric Vehicle Infrastructure Plan. The following are key elements that the RTC supports:

1. High-level goals, including redundancy, adequate power, pull-through capability, standardization, education, and evaluation
2. Overall timing and phasing over years one through five
3. Formula allocation of funds to activities inside MPO areas
4. Rural Infrastructure centralization at County Seats
5. Plan to coordinate with MPOs during contracting process, including MPO role in recommending siting and charging types based on local needs
6. Opportunity for solar/battery storage on charging stations to minimize grid impact, especially in rural areas
7. Station Parking Space Compliance with ADA requirements
8. Requirement of Vendor Cybersecurity Plan

The RTC recommends the TXDOT consider the following comments when finalizing the Texas Electric Vehicle Infrastructure plan and use of the National Electric Vehicle Infrastructure (NEVI) Program funds:

1. Modification to MPO Formula Allocation

NCTCOG recommends adding a nonattainment multiplier to the formula used to calculate allocation to MPO areas. This will direct more resources toward nonattainment areas where the emission reductions associated with use of electric vehicles (EVs) are more critically needed. Faster deployment of EVs in these areas will help reach attainment of federal air quality standards and support success in Transportation Conformity.

2. MPO Compensation

NCTCOG recommends MPOs be compensated for the staff resources needed to execute the proposed role, recommending site types and locations and collaborating in the contracting process.

3. Leveraging Mapping Tool to Support MPO Collaboration

NCTCOG recommends TxDOT maintain the Interactive Map¹ throughout NEVI implementation. This tool is valuable for MPOs to leverage in developing recommendations in their own regions, and it would be useful for all MPOs to gather public data and better streamline requests in a singular system with TXDOT.

4. Standardization of Charging Station Terminology

NCTCOG recommends defining and standardizing language used to describe EV charging terminology to ensure consistent interpretation and understanding. The charging infrastructure industry has aligned with a common standard called the Open Charge Point Interface (OCPI) protocol with a hierarchy for location, port, and connector, as illustrated on the Alternative Fuels Data Center². NCTCOG recommends adjusting any EV Charging terminology used such as "unit" or "location" as appropriate to align with these terms.

5. Provisions for Reasonable Price Control

¹ https://txdot.mysocialpinpoint.com/tx_ev_plan/map

² [Alternative Fuels Data Center: Developing Infrastructure to Charge Electric Vehicles \(energy.gov\)](#)

Stations in more rural areas may be isolated, with minimal charging station availability within 50 miles. In these situations, if all ports associated with NEVI investment are located at a single host site, there is a possibility for site monopolization and price gouging. This is especially concerning from an equity perspective in ensuring access to affordable charging across the state.

To limit these risks, NCTCOG recommends TXDOT include provisions to protect consumers at NEVI-funded installations. Example safeguards include limiting allowable user fees based on actual operating costs or encouraging competition by dividing investment among multiple host sites.

6. Phased Approach for Rural EV Charging Stations

Operating costs can be very high at sites that have low utilization rates, such as more rural stations. NCTCOG recommends TxDOT consider a phased installation approach in areas with low EV adoption by installing full power capacity, but fewer ports at the station's initial onset. Each site can be monitored and additional ports can be installed as utilization grows. This will allow operators of rural sites to control costs as adoption grows.

7. Clarifying Allowable Use by Small Freight Vehicles

NCTCOG acknowledges there will be future guidance from the Federal Highway Administration (FHWA) specific to freight charging. However, as written, language on pages 11 and 38 could be interpreted that freight vehicles are disallowed from using the facilities, regardless of whether the vehicle fits. Small freight vehicles, such as delivery vans or box trucks, will likely be able to use the sites given the pull-through capability envisioned. NCTCOG recommends modifying language to be clear that any EV can use the station provided it can be accommodated safely based on site design.

8. Community Engagement and Workforce Development

NCTCOG recommends developing a community engagement and education plan to guide MPOs. Education through community groups should be emphasized in both equity areas and areas of low EV registration to reach the most audiences and encourage expansion of EV ownership and affordability benefits.

Concordantly, NCTCOG encourages more definitive guidance on proper workforce training, as it is essential for the equity and safety of individuals involved with EV charging stations and expands local job opportunities. NCTCOG acknowledges much of this role may fall to the MPO in urbanized areas but recommends TXDOT acknowledge need in rural areas and provide guidance for smaller MPOs. Workforce considerations could include working with community college and trade schools to expand EV curriculums and working with local workforce development boards.

9. Guidance on Environmental Justice Benefits

NCTCOG recommends TXDOT define a disadvantaged community (DAC) for purposes of NEVI implementation. NCTCOG supports TxDOT's intent to follow forthcoming guidance from FHWA regarding standards for measuring benefits to DACs and recommends developing more state-specific guidance once national standards are released. NCTCOG also recommends TxDOT evaluate the newly released resource by Argonne National Laboratory titled "Using Mapping Tools to Prioritize Electric Vehicle Charger Benefits to Underserved Communities³".

³ <https://publications.anl.gov/anlpubs/2022/05/175535.pdf>

10. Inclusion of Language to Ensure Protection of Cultural Resources and Human Remains When Constructing Charging Stations

NCTCOG recently received correspondence from a Federally Recognized Tribal Nation regarding future EV charging projects in North Texas. The correspondence identified conditions that must be followed in accordance with the National Historic Preservation Act, including Sections 101 and 106, and the National Environmental Policy Act. These conditions were related to inadvertent discoveries, post review discoveries, and activities that have the potential to disturb cultural resources. NCTCOG encourages TXDOT to include any applicable language to comply with these conditions when constructing EV charging stations. Language may include: National Historic Preservation Act, (NHPA) [16 U.S.C. 470 §§ 470-470w-6] 1966, Section 101 (d) (6) (A) and Section 106 of NHPA; National Environmental Policy Act (43 U.S.C. 4321 and 4331-35 and 40 CFR 1501.7(a) of 1969).

11. Resiliency of Evacuation Routes

NCTCOG recommends incorporation of resiliency features such as integrated battery or solar on select stations on designated evacuation routes. Microgrids are an additional tool in ensuring power to stations during states of emergencies.

12. Risk of Vandalism

NCTCOG recommends acknowledging the risk of station vandalism and adding provisions regarding how such instances will be handled.

13. Energy Efficiency

NCTCOG recommends requiring vendors to utilize Energy Star-certified equipment when available.

Dallas Morning News

Frisco's \$2.5 billion Railhead development breaks ground on the tollway

The mixed-use project will include offices, apartments, hotel and retail around a new park.

By Steve Brown

FRISCO — Construction has kicked off on Frisco's next multibillion-dollar development.

Called The Railhead, the 80-acre mixed-use project is on the Dallas North Tollway, just north of Frisco's Main Street.

The project will be one of the largest in Frisco, with office, retail, restaurants, hotels and apartments.

The planned buildings will surround an almost 5-acre park that will have landscaping and water features.

Executives with developers Heady Investments and apartment builder JPI were on hand Tuesday with Frisco officials to start work on the \$2.5 billion development.

The first phase will be a 450-unit apartment community built by JPI.

The project's location — between the new PGA of America headquarters and resort and the Dallas Cowboys' Star in Frisco development — was a big factor in JPI's plan for the project, said senior vice president Miller Sylvan.

"This community will be JPI's fourth development in the city of Frisco," Sylvan said. "This community will have 17,000 square feet of ground floor retail space and 13,000 square feet of amenity space for our residents.

"There will be a rooftop deck with about 2,000 square feet overlooking the park. We took inspiration for the design from 1920s rail stations and did a modern take on that for our architecture."

Plans for the Railhead include more than 1 million square feet of office, hotel and high-rise residential buildings and 1,280 apartments.

JPI will start work on its rental community after The Railhead developers complete infrastructure on the property between the tollway and Legacy Drive. "As soon as we get the roads and utilities in, they will get their permit to build," said developer Randy Heady.

Heady Investments is partnering on The Railhead with longtime Frisco landowner Jim Newman.

"Our family originally came here in 1841," Newman said. "The railroad came through the town in 1902, and it changed everything — even the name of the town after its namesake, the Frisco rail line.

"This new mixed-use property will pay homage to Frisco's legacy creating an exciting destination for future residents," he said. "I'm proud to see this vision coming together today, and I know the city will be happy to have another \$1 billion property development on the tollway."

Along with Newman, Shula Netzer was one of the owners of the property acquired for the development.

The Railhead has sites for up to five high-rise offices and hotels on the east side of the property along the tollway. The apartments will be built facing the park and on the west side of the development. Other sites could accommodate a combination of retail and office space.

Financing for the development is being provided by Simmons Bank.

Heady Investments is in talks with several more companies interested in the project.

“We’ve had over 2 million square feet of office development interest,” said executive vice president Sayres Heady. “We have two hotels that have expressed interest.

“We have medical users interested in building,” he said. “We have identified seven sit-down restaurant concepts — three of which have verbally committed.”

The Railhead will join the 2,500-acre Fields development, Hall Park, Frisco Station and the Star in Frisco among the city’s major mixed-use real estate projects.

Dallas Morning News

In north Oak Cliff, a move toward better and safer streets for Dallas

Making Tyler and Polk two-way roads was a long time coming.

By Dallas Morning News Editorial

It wasn't exactly the Oak Cliff Autobahn, but it was close. The pair of one-way streets of Tyler and Polk between Pembroke Avenue and Davis Street were more highway than roadway. Even with traffic lights along the way, drivers would typically "floor it" when one turned green, Mayor Pro Tem Chad West tells us.

That spelled danger for the residents and businesses along the mile-long stretch. Finally, though, relief has arrived. The city this week completed a project to convert the parallel, three-lane streets to two-way roads.

We applaud this long-awaited project, [which was in the works for more than a decade](#). But as the city makes this area more pedestrian-friendly, it must improve its pedestrian safety measures to ensure it doesn't become dangerous down the road.

Tyler and Polk were designed to be quick, easy through streets for commuters moving from the suburbs to downtown. But as urban neighborhood planning trends began to change, officials began questioning the wisdom of such high-speed roadways that benefited so-called bedroom communities at the expense of those in the city.

In 2009 then council member Delia Jasso proposed turning Tyler and Polk into two-way streets, but it wasn't until 2016, under council member Scott Griggs, that the project got council approval. Since then things have moved at school zone pace.

West's office tells us the following four years were spent conducting feasibility studies, holding public hearings, developing plans and coordinating the two-phased project with the transportation department and community. Work began in 2020, and the first phase — construction of a roundabout and installation of new traffic signals — were finished last December. Phase two resurfacing, pavement markings and signage were finished this week, completing the nearly \$9 million project.

West said he expects the project to "reconnect the fabric of the neighborhood" and help "Cliff dwellers" get around to school, homes and businesses more safely by car, bike and foot.

Indeed, more people walking around these newly designed roadways gives City Hall yet another urgent reason to improve its pedestrian safety efforts. A 14-page audit just released Monday was highly critical of those efforts. It says the city has no written procedures for how to decrease pedestrian "crashes," doesn't review the effectiveness of preventative measures and has a serious backlog of 1,500 crosswalks needing repainting. As the city looks to find ways to slow traffic in urban neighborhoods and promote pedestrian activity, it must also make sure it's doing all it can to keep those pedestrians safe.

Recent second-phase work on Polk exposed the old red brick-paved roads likely dating back a century or more. That's a reminder of the rich history of this treasured neighborhood — a neighborhood that after a long wait is getting a much-needed boost from the city.

NBC DFW

Police Make Bogus Tag Bust Tied to Social Media Ads

Videos of the arrest showed an undercover constable exchanging \$75 for a fraudulent paper tag

By Scott Friedman, Eva Parks and Jose Sanchez

Law enforcement officials in Central Texas hope the arrest of a man accused of selling a fake Texas temporary license plate could lead to more information about who is behind a series of Facebook ads advertising bogus tags for sale.

The arrest comes as welcome news for a Fort Worth car dealer, whose company name has been used on fictitious tags that the dealership did not issue.

As **NBC 5 Investigates** has reported, numerous ads seen on Facebook Marketplace in recent months have offered fraudulent tags containing the name of a Fort Worth car dealer, Powerplay Motors. But the license numbers that appear on those tags were not issued by Powerplay.

Instead, authorities said, they are old numbers issued by other dealers that have already been shut down by the Texas DMV for selling fraudulent tags.

A report from the Travis County Constable's Office in Austin said in May an undercover officer responded to one of those Facebook ads for a Powerplay Motors tag and the person who answered helped arrange a meeting to deliver the tag to the buyer in a shopping center parking lot.

Travis County Constable's Office videos of the arrest showed an undercover officer exchanging \$75 for the tag, then officers positioned nearby swooped in and pulled the driver over shortly after leaving the parking lot.

Constables surrounded the suspect's truck shouting, "Hands out the window," and approached the truck with guns drawn. It's considered a high-risk felony traffic stop because selling a fictitious temporary tag is a state jail felony.

"They're taking him down at gunpoint. We don't know who he is," one of the constables said on the video as his car pulls in behind the truck.

The arrest is a relief for the owner of Powerplay Motors, Domyntyque Lopez. For months Lopez said her dealership has received calls from police across Texas and even in other states, where the bogus tags with her dealership's name have been found on vehicles stopped by police.

"I didn't make the tags, obviously, the tags are fictitious. It's unfortunate what's taking place. It's a mess of things that have taken place," Lopez told **NBC 5 Investigates**.

Lopez wants Facebook to do more to stop the ads.

Facebook told **NBC 5 Investigates** it is working with the Texas Department of Motor Vehicles and is trying to remove all the ads which violate Facebook policies that prohibit the sale of fraudulent documents.

Lopez and her attorney hope the recent arrest in Austin could help lead police to any possible network of people behind the ads.

“A single arrest being made is obviously a good sign. We would hope to see a bit more coming from that,” said Lopez’s attorney, Blerim Elmazi.

Travis County Constables said the Facebook profile advertising the tag involved in the recent arrest used a profile picture of a woman and could be connected to someone in Venezuela. So, it’s unclear if the man arrested for selling the tag was involved in posting the ads or just delivered the tag to someone else.

With social media pages and cash apps, fraudulent tag sales can be made from virtually anywhere, investigators said.

Lopez hopes the police will continue to dig and find out who is involved.

“So, the fact that I guess something is being done to resolve the matter and hopefully cease is awesome,” Lopez said.

NBC 5 Investigates attempted to reach the man arrested in the Travis County case, but those attempts were unsuccessful. He is facing a charge of unauthorized sale of temporary tags.

PREVIOUS REPORTS

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- May 18, 2022 - [TxDMV Names New Executive Director Amid Paper Tag Crisis](#)
- May 17, 2022 - [Vehicle Used in Dallas Salon Shooting Had Paper Tag](#)
- May 12, 2022 - [Ads for Fake Tags Persist, Despite Facebook, TxDMV Efforts](#)
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- May 3, 2022 - [Dallas Police Shut Down Accused Fake Paper Tag Dealer](#)
- April 26, 2022 - [Texas House Set to Hold Paper Tag Hearings](#)
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- April 13, 2022 - [TxDMV Closes Inspection Loophole That Put Unsafe Cars on Roads](#)
- April 12, 2022 - [Dallas Police Go Undercover to Fight Illegal Paper Tags](#)
- April 7, 2022 - [Police Warn of Fake Paper Tags Used to Cheat Car Buyers](#)
- April 5, 2022 - [Texas Senate Will Investigate Illegal Paper Tag Crimes, Smuggling](#)
- March 9, 2022 - [Texas Paper Tag Crime Danger Extends Nationwide](#)
- March 5, 2022 - [Texas House Will Hold Hearings on Paper Tag Mess](#)
- Feb. 28, 2022 - [License to Smuggle: Drug Cartels and Human Smugglers Use Paper Texas Tags to Evade](#)
- Feb. 15, 2022 - [Fort Worth Police Announce Special Operation Targeting Paper Tags](#)
- Feb. 14, 2022 -- [Crash Victim's Parents Want More Cops to Police Paper Tag Fraud](#)
- Feb. 13, 2022 - [More Funding Need to Fight Criminals Using Bogus Paper Tags: Police](#)
- Feb. 10, 2022 - [Police Report Drop in Fraudulent Tags But Warn Crooks Are Adapting](#)
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- Jan. 17, 2022 - [Recording Shows Police Warned TxDMV of Paper Tag Security Flaw Years Ago](#)
- Dec. 16, 2021 - [DMV Committee Recommends Fingerprinting Some Dealers to Slow Paper Tag Fraud](#)
- Dec. 14, 2021 - [Texas House Transportation Chair Vows to Stop Paper Tag Fraud](#)
- Dec. 6, 2021 - [Texas DMV Boss Deflects Blame for Paper Tag Debacle](#)
- Nov. 23, 2021 - [Illegal Paper Tags Costing Texas Taxpayers and Toll Roads Millions](#)
- Nov. 10, 2021 - [Suspected Paper Tag Peddler Shut Down Tuesday, Reopens Wednesday: Investigators](#)
- Nov. 8, 2021 - [How Texas Paper Tags Became a \\$200M Criminal Enterprise: NBC 5 Investigates](#)

<https://www.nbcdfw.com/investigations/police-make-bogus-tag-bust-tied-to-social-media-ads/2981831/>

Fort Worth Star-Telegram

City of White Settlement buys former Ridgmar Farmers Market in military crash zone

By Emily Brindley

The city of White Settlement has purchased land in the flight path of Naval Air Station Joint Reserve Base in Fort Worth to avoid future development in an area considered high risk for crashes. In September, a Navy training jet smashed into a Lake Worth neighborhood just north of the base, inside the northern crash zone, injuring the two pilots and damaging three homes.

The city on Wednesday closed the deal to buy the former Ridgmar Farmers Market and Cowtown BBQ property, under a program that aims to align properties near the airbase with federal safety recommendations.

The city used funds from the North Central Texas Council of Governments to purchase more than 4 acres. The final sale price was \$2.25 million, according to the former property owner and to the White Settlement city manager. The property, off of Alta Mere Drive just north of I-30 and directly abutting the south side of the Naval air station, had been a farmers market and barbecue joint for years. But the city and the base have raised concerns about its proximity to the runway, said White Settlement's city manager, Jeff James.

The base is home to about 40 commands with 10,000 active-duty military, Guardsmen, Reservists and civilian employees. The air station runway is also used by Lockheed Martin.

Now that the parcel is in the city's hands, it will be repurposed first as a storage area for city vehicles while the public works yard undergoes repairs, and then as a field, James said.

These new uses will decrease the number of people who are in and around the property at any given time, which also reduces the safety risks inherent to the location. "It's at the end of a runway, so you don't really want a restaurant down there, you don't really want people down there," James said.

Those uses will align more closely with recommendations by the U.S. Department of Defense.

In an effort to protect both military installations and the people living, working or shopping nearby, the Pentagon has set up crash zone designations near military runways.

The Naval Air Station Joint Reserve Base's crash zone extends in mirror images north and south of the ends of the runway. The boundaries of the zone indicate the areas where it is statistically more likely that a plane would crash, because accidents typically occur near takeoff or landing. For each crash zone, the Defense Department makes recommendations on how to most safely use the property. For instance, the properties sitting directly at the end of a runway should not be used for housing or commercial uses, the department recommends.

Slightly farther out, housing may be permissible but only if it is low-density. But these are recommendations, not requirements, meaning that many properties within the Naval air station's crash zone do not align with federal recommendations.

A Star-Telegram investigation after last year's crash found that the site had denser housing than recommended, and that there were an additional 200 homes nearby where the Defense Department recommends no housing at all.

The former farmers market and restaurant parcel sits directly south of the airstrip, placing it squarely within the area where the military recommends no housing or dense commercial uses. "Most recently it was used as a barbecue restaurant and a farmers market. So, those would be two land uses at the end of a military runway that the Department of Defense would absolutely qualify as non-compatible," said Dan Kessler, the Council of Governments' assistant director of transportation.

Kessler also said that there are additional funds to acquire other properties in the crash zone.

The Regional Transportation Board, which is part of the North Central Texas Council of Governments, has set aside \$2.7 million to acquire properties in the zone, Kessler said.

Three adjacent properties, including the former farmers market property, have been flagged for potential acquisition, according to Council of Governments' documents from an April meeting.

There is no indication that the remaining two properties will be sold in the immediate future.

Community Impact Newspaper

New bike route provides pathway between Frisco and The Colony and 2 more transportation updates

By Miranda Jaimes

Completed project

New bike route provides pathway between Frisco and The Colony

The southwest part of Frisco now boasts a new bike route.

In March, city staff completed the new route that extends for nearly 4 miles from The Colony to the western limits of the Lone Star Ranch Neighborhood.

The new bike route connects five Frisco parks, three schools and several existing off-street trails. The route uses an existing bike lane on 4th Army Drive and added a new buffered bike lane on Timber Ridge Drive. The rest of the route uses wayfinding signs and lane markings on existing roadways to indicate the path.

Ongoing projects

Legacy Drive reconstruction

Work on Legacy Drive in Frisco is running a bit behind schedule due to outstanding franchise utility conflicts, an April public works department document stated. The goal of the project is to reconstruct Legacy's existing lanes and widen the road from four to six lanes between SH 121 and Warren Parkway. The project is still in its first phase, which involves paving the main lanes. During this time, all traffic is switched to the southbound side so construction can take place to create the three new northbound lanes. This is expected to be completed in May. Following this, all traffic will switch to the newly created northbound lanes so work can begin on the three new southbound lanes.

Timeline: July 2021-spring 2023

Cost: \$18.2 million

Funding source: city of Frisco

Town and Country Boulevard reconstruction

Traffic has now switched to the newly made eastbound lanes of Town and Country Boulevard. Crews are now focused on reconstructing the westbound lanes of the road from Spring Creek Parkway to west of Legacy Drive. Drivers are advised to pay attention in the work zone, especially now that traffic has switched again. When finished, the project will have widened the road to four lanes that extend between Spring Creek and Legacy. Bike lanes are also expected to be incorporated into this project.

Timeline: April 2021-fall 2022

Cost: \$4.7 million

Funding source: city of Frisco

Dallas Morning News

Report: Texas leads the nation with most people living near active oil or gas well

Nearly 5.26 million Texans live within half a mile of an active oil or gas well, a new report says, which is linked to adverse health effects.

By Francesca D'Annunzio

Texas leads the country as the state with the most people living within half a mile of an active oil or gas well, according to a new analysis by environmental groups.

Living within half a mile of oil or gas production facilities is linked to health issues like cancer, respiratory illnesses, neurological issues and more, according to peer-reviewed research.

More than 5.26 million Texans reside within this half mile “threat radius,” according to the [new report](#) by EarthWorks and the FracTracker Alliance.

The map, which was created using government data, has a [search function](#) that allows users to see if their home, workplace or school lies within half a mile of an active gas or oil well.

Tarrant County leads the state with the most oil and gas production facilities and highest number of residents living within the threat radius, with just short of a million people living within half a mile of an active well.

Ranjana Bhandari, a resident of Tarrant County who is the executive director of [Liveable Arlington](#), said she wants to see federal policy change.

” The EPA must act with great urgency to protect them by issuing and enforcing stringent rules to drastically reduce toxic pollution from existing drilling as we rapidly transition to clean energy and end new fracking,” she said in a press release. ” This is the only way to reduce health impacts for extraction communities, and to slow down the worst climate effects of fracking.”

Out in West Texas, Ector County — home to the small-town oil giant Odessa — leads Texas with the highest percentage of residents living within half a mile of an active well. In Ector County, 87.8% of residents live within half a mile of an active oil or gas well.

Environmental advocacy groups are pushing for policies that would further regulate oil and gas companies or move away from energy reliance on those companies.

Here’s the county-by-county breakdown of how many North Texans live near active gas wells, [according to data provided by the report](#):

- Collin County: 931 people
- Dallas County: 42,081 people
- Denton County: 179,880 people
- Ellis County: 7,498 people
- Grayson County: 36,104 people
- Hunt County: 1,916 people
- Parker County: 88,808 people

- Rockwall County: 1,608 people
- Tarrant County: 999,179 people

More information about the data is available [here](#).

More environmental coverage

[Gaslit: How the volume of greenhouse gases released by the oil and gas industry far exceeds what regulators think they know](#)

[Waves of Abandonment: The Permian Basin is ground zero for a billion-dollar surge of zombie oil wells](#)

[Forgotten wells are a growing problem in West Texas](#)

[Texas gets a piece of the funding pie as billions go to states to help with orphan oil, gas wells](#)

[Arlington day care, activists, sue city, as leaders prepare to vote on fracking expansion](#)

[Arlington City Council denies gas drilling permit near daycare center](#)

[North America's most endangered ecoregion is in North Texas' backyard. Here's what you need to know](#)

NBC DFW

Are There Enough Electric Car Chargers in North Texas?

By Samantha Davies

Soaring gas prices may have some looking to buy an electric car, but what if you drive a lot — and are there enough electric chargers in North Texas?

[Are There Enough Electric Car Chargers in North Texas? – NBC 5 Dallas-Fort Worth \(nbcdfw.com\)](http://nbcdfw.com)

Irving Weekly

City Of Irving Developing A Bike Plan And Seeks Public Input At June 7 Meeting

By Irving Weekly Staff

As part of a regional alliance, the North Central Texas Council of Governments, the Texas Department of Transportation and the City of Irving are developing a citywide bicycle plan. Community feedback will be an integral part of this plan, and opportunities to comment will be available through public meetings and comment periods. The Irving Bike Plan project is expected to take 12 months to complete.

The Irving Bike Plan's goal is to identify a comprehensive on-street network for bicycle travel, featuring inclusive facilities for all ages and abilities and establish planned connections to surrounding cities. Components of the plan include designating priority corridors and determining ways to provide safe bicycle travel from existing facilities and trails to additional areas of the city.

Community input will be critical to develop a plan that connects employment, educational institutions, entertainment and recreation areas, transit stops and stations, and shopping areas to Irving's neighborhoods, as well as surrounding communities.

A public input meeting is scheduled June 7 at 6 p.m. at Irving City Hall, 825 W. Irving Blvd., in the First Floor Council Conference Room.

Dallas Morning News

County weighs merits of a government for southern Dallas' inland port

Commissioners are expected to discuss giving it its own government, potentially leading to more development and the easing of supply chain concerns.

By Josephine Peterson

One of Dallas' fastest growing economic hubs could get its own government, potentially leading to more development and the easing of supply chain concerns.

Dallas County Commissioner John Wiley Price has spearheaded discussions to give the International Inland Port of Dallas its own commission.

Everyday, thousands of trucks haul goods in and out of manufacturing and distribution centers at the inland port, which is near Interstates 20, 45 and 30. The southern Dallas inland port sprawls across 76,000 acres, and employs more than 30,000 people in distribution centers for companies such as Amazon, FedEx and Walmart.

For decades, the port's developers and distribution centers have worked independently without oversight. In 2019, the Inland Port Transportation Management Association was created. Executive Director Laura Freeland focused on adding public transit stops in and around the port.

She said no entity oversees the economic hub's businesses and operations.

[County commissioners will discuss the creation of an inland port authority on June 7](#) and vote on whether to pursue the proposal. If passed, the county will continue discussions with southern Dallas cities and draft a charter. The government charter for a "local government commission" would then go before the commissioners a final time.

A port commission of nine individually elected officials would encourage development and growth, while overseeing rail facility and road operations, according to the initial proposal. The new entity would not have the power to tax.

Price said he feels that the inland port hasn't been as successful as it could be, largely due to marketing and branding. Annual commissioner membership dues would become the basis for the port's budget for marketing and a small staff.

"I want branding on the overpasses, branding on the bridges, and let people know this is the inland port," he said. "This is saying to the business and the community, 'We are all in this together.'"

Freeland agrees, even if it puts her out of a job. She said she believes that more structure at the port would benefit the businesses and government. As a local government commission, the governing board could apply for grants and focus on marketing and branding.

She looks at the success of Fort Worth's [AllianceTexas](#) — one of the country's largest inland ports run by Hillwood Development Co. — and sees structure and effective marketing. AllianceTexas boasts an economic impact of more than \$100.6 billion with more than 63,000 jobs created, [according to its website](#).

"They started off as a distribution center, and they have grown into something impressive," she said.

Dallas City Council member Tennell Atkins sits in Dallas' southernmost seat, representing the port and surrounding neighborhoods. He said he feels that a commission would encourage tenants to transform the port into more of a business park like AllianceTexas.

"You can't just have warehouses and trucks. We want more corporate office jobs," he said.

The board could mitigate truck congestion and recent national supply chain concerns, Freeland said. One of the Dallas port's California terminals normally sees between two and three trains a day, but Freeland said input is down to one train every few days.

Supply chain concerns have backlogged distribution for nearly all goods in the last year. Most recently, a shortage of chassis, which move containers from ports terminals and rail yards, has crippled the global supply chain. Freeland said she wasn't aware of the chassis shortage until this week.

"It's not my job, but if you have this [local government commission], they would know this ahead of time, see it coming, and maybe do something," Freeland said.

Millions of dollars are on the line. Cities in the southern part of Dallas County such as Hutchins, Lancaster and Wilmer hinge economically on the port's success.

Almost half of the port is within the Hutchins city limits, and 6 million square feet of property is under construction there currently. Hutchins' economic development director Guy Brown said 88 percent of the city's property tax base and more than 2,000 jobs are tied to the port. The value of the commercial and industrial property in Hutchins exceeds \$1 billion.

Price said he wants to include collective city input in the commission.

The Commissioners Court proposal is to create a government of nine commissioners: three appointed by Dallas County, two by the City of Dallas, one joint appointment by Cedar Hill, DeSoto and Duncanville, another joint-appointment by Lancaster, Hutchins and Wilmer, and a third joint-appointment by Balch Springs, Mesquite and Seagoville. The final position will be filled by corporate sponsors of the port.

The inland port is run by a public/private partnership. According to the most recent public data in 2015, the City of Dallas provided about \$39 million in bonds for infrastructure projects. A Commissioners Court presentation in 2019 estimated that completed and planned infrastructure projects cost \$172 million.

Price wants the port to operate independently, but allow local governments to be "arms length" from decisions with more frequent data reports.

This isn't the first attempt to create an independent port authority. In 2007, the City of Dallas considered creating a government that would have the power to tax and hold eminent domain, giving the port government authority to take private property and convert it into public use. Price said the effort died before a vote was cast.

The inland port has a muddled past, garnering support from economic boards and developers, but concern from Southern Dallas neighborhoods and elected officials, including Price.

Southern Dallas residents have long complained that the “ugly, noisy, messy, polluting industrial sites” have impacted their property value and future development, according to *Dallas Morning News* reporting in 2010.

Price said that, as commissioner, he has helped alleviate some of these concerns through zoning, public transit growth and regular discussions with cities. Freeland said she believes that as a government, the port would be open to equity and environment justice grants for the communities of southern Dallas.

Following the 2008 Great Recession, much of the land remained empty, and one of the inland port’s first and largest developers, the Allen Group, filed for bankruptcy in 2010, *The News* reported. Since then, developments such as Amazon have jump-started job creation and distribution center growth.

Fort Worth Report

'This is Lancaster's time:' Revitalization project gets \$182 million green light

By Sandra Sadek

East Lancaster Avenue could benefit from a \$182 million boost to revitalize the former economic corridor, improving accessibility and mobility.

Michael Morris, director of transportation for the [North Central Texas Council of Governments](#), anticipates the projects will be fully funded by the end of the summer. Morris announced the funding June 2 at an [East Fort Worth Business Association](#) luncheon.

For Morris, the year of talking about what could be done on East Lancaster Avenue is over. Now, he said, "this is the year of doing."

"This is Lancaster's time," Morris said. "Lancaster needs attention about 'what should Lancaster be today,' compared to what it was or what it had to be."

Using new federal and state funds, East Lancaster would have access to high-speed internet and better pedestrian and bike lanes. The multimillion dollar initiative is designed to address the area's safety, economic, environmental and equity.

Beyond the additional technology and lane upgrades, the project proposal also will address stormwater usage and flood mitigation.

East Fort Worth Business Association Director Don Boren and his wife Wanda have long been involved in the revitalization of East Lancaster Avenue. This new funding, in conjunction with the I-30 proposal, will enhance connectivity in the area and make Lancaster more of a residential road rather than a highway, he said.

"Instead of 10% of the traffic being destination traffic on Lancaster, we need to kick that up to 80%, for example," Boren said.

Boren also praised the plan to add broadband to improve the thoroughfare.

"It makes absolute sense, with electronic control of lights, with the electronic control of the emergency vehicles, and using the internet connectivity of the boulevard to assist the connectivity in the community. It's something that I think is relevant in today's world," he said.

During the next few months, public meetings and town halls will be conducted in the community to determine how the money should be used.

“What do we do in the next three to six months to get all the parts of the community on board with a common vision and go totally rebuild Lancaster?” Morris said. “I don’t want to dictate to the community what it should look like. Our success is having a bottom up (approach). Have the community decide what it is.”

Reconstruction of East Lancaster Avenue — which stretches from I-35W to Green Oaks Boulevard and the eastern city limits — will be funded through several partners. This includes the federal program known as [Infrastructure For Rebuilding America grant](#). The Council of Governments has requested \$100 million from that program.

The city of Fort Worth has already set aside [\\$10 million from its 2022 bond](#) toward East Lancaster Avenue with the potential for an additional \$6.43 million in the future. The [Texas Department of Transportation](#) is allocating \$30 million and the [Regional Transportation Council](#) is allocating \$40 million. Another \$2 million is expected from the private sector.

East Lancaster Avenue to benefit from \$182 million to spur new projects

Funds from federal, state and local partners are being considered and would help revitalize the corridor.

Tarrant County is expected to reach 3 million people and an employment workforce of 2 million by 2045, according to the Council of Governments.

Moving forward, TxDOT will be working to secure an engineering and environmental firm while the city of Fort Worth continues the public involvement process. The Council of Governments and the Regional Transportation Council will continue to obtain funding, and Trinity Metro will be exploring transit technology advances.

Dallas Morning News

A major trail, better parking show Fair Park is a jewel that can shine again

Recent plans reveal that Fair Park First is fixing the basics our venerable gem lacked for a very long time.

By Sharon Grigsby

It took a long time for me to get over feeling queasy when Dallas gave a little-known nonprofit the keys to our crown jewel, Fair Park, and its trove of treasured, but disintegrating, art deco buildings.

My distrust, and that of many others, was well-earned.

Decade after decade, sleight-of-hand and broken promises were the best this National Historic Landmark and its surrounding neighbors got from folks who showed up claiming help had finally arrived.

Who would relish being that stool-pigeon columnist who buys into the latest Fair Park resurrection story only to later realize you were unwittingly helping sell the snake oil?

That's why I've proceeded with caution since Dallas handed the operation of the 277-acre landmark to nonprofit Fair Park First and its for-profit venue manager, Spectra, now OVG360, in January 2019.

But especially since April's unveiling of [plans for a top-notch Community Park](#) — far from the two acres and a swing set that skeptics had expected — I'm becoming a believer.

Every announcement provides more evidence that Fair Park First is fixing the basics this site lacked for a very long time — community trust and an achievable blueprint to give this place a real future.

Today I bring details of two new developments.

First is the Fair Park Loop Trail, which will wrap around the park's perimeter, connecting with the adjacent Santa Fe Trail on the north and with the Lagow Street bike lanes on the south.

I also got a look at designs for the parking garage complex off South Fitzhugh Avenue, which will grow the 14-acre Community Park's greenspace by another 4.5 acres.

Like the Community Park, to be created in what's now a sea of concrete near South Fitzhugh, construction of the trail and parking garage will begin next year.

As one of the scores of East Dallas runners, bikers and walkers stymied by the leg of the Santa Fe Trail that dead ends at Parry Avenue, I will count the days until this new loop is built.

The Santa Fe connection and loop trail will increase access and provide safer foot traffic all around Fair Park. It also eventually will link up with the Trinity Forest Spine Trail's northern portion.

Most importantly, it will create a softer perimeter for a space that has long been a walled fortress from its neighbors.

“What’s more obvious to putting the park back in Fair Park than having a trail as your perimeter to it rather than a fence line,” Alyssa Arnold, Fair Park First’s director of strategic initiatives, told me.

The 2.8-mile trail extension is possible because the Regional Transportation Council of the North Central Texas Council of Governments came through with \$8 million to vastly expand what was originally planned as a path on only one side of the park.

That is a significant “we believe in Fair Park” gesture by a group known to stick with the winners.

Dallas County, the City of Dallas, including District 7 council member Adam Bazaldua’s discretionary fund, Fair Park First and the State Fair of Texas also provided funding for the \$11 million project.

Planning is underway to create safety buffers to separate pedestrians from the adjacent multi-lane streets and to navigate construction around the majestic live oaks that line the Robert B. Cullum Boulevard and South Fitzhugh Avenue portions of the park.

The South Fitzhugh side is the location chosen by neighbors for the Community Park, a greenspace that makes good on a many-times-broken promise that originally was part of the city’s ugly [ploy to force hundreds of Black families from their homes](#) in the 1960s and 1970s.

It’s a tragedy this city can ill-afford to forget: After a consultant reported in 1966 that Fair Park was unpopular because of “the poor Negroes in their shacks” and that City Hall should “eliminate the problem from sight,” Dallas cheated homeowners with low-ball offers and used eminent domain to take other properties.

More than 50 years later, the Community Park is a small step toward healing for a part of our city traditionally othered by those inside Fair Park’s walls.

The planned park, a Blackland Prairie wonderland chock full of amenities, will replace Fair Park’s largest parking lot when it opens in 2024 near the Dos Equis Pavilion.

And after seeing the proposed design for the garage complex, which will provide the 2,000 or so parking spaces lost to the Community Park, I can assure you this is no boring gray blob of a structure.

Fair Park First CEO Brian Luallen describes it as a parking garage “hidden in plain sight.”

The complex is designed as an extension of the park, with berms and natural prairie landscaping. Creative paving will make Lagow feel more like a festival space than a street separating the park and garage.

The proposal includes a shaded canopy flowing over a large deck on the top of the garage and nearby viewing platform, which Gensler and Moody-Nolan designers have dubbed “the snake.”

Luallen is painfully aware that getting in and out of Fair Park by car for major events can be frustratingly difficult, and he believes the new garage will improve traffic flow.

Not counting all the enhancements, Fair Park First is looking at a \$35- to 40-million price tag for the garage, which will be privately funded.

The immediate priority is getting the necessary work at City Hall done to start construction on the basics in early January. That will provide a place to put cars for big events and allow for pavement to be broken for the Community Park.

If plans stay on track, Fair Park will be home to 22.5 acres of greenspace by 2024, which almost doubles its current total.

The most park-like setting that currently exists within Fair Park, the Leonhardt Lagoon, is also getting upgrades to enhance its natural space.

All of this, Luallen told me, is part of helping people [see Fair Park as a genuine park](#), “a natural space they want to be a part of, not just for the State Fair and special events.”

Luallen is a born salesman, so much so that I occasionally roll my eyes when he repeats phrases like “activate the park” or “user experiences” one too many times.

But he has done a herculean job leading all the good things happening here. His team and the Fair Park First board have built a lot of credibility by bringing in diverse perspectives and really, really listening to their neighbors.

This is not a “check that box and move on to the next item” group.

That said, don’t mistake my praise as anything other than an interim assessment. The Community Park and the amenities I wrote about today are still months away from breaking ground.

Even with buzzy events like Coldplay at the Cotton Bowl and *Frozen* at the Music Hall, a bustling Texas Discovery Gardens and a reimagined Children’s Aquarium, Fair Park’s expanses are still eerily empty some days.

It will take a lot more work before Dallas embraces this place as significantly more than where they grab a corny dog and gawk at Big Tex once a year.

Yet just this past weekend, thousands of people celebrated at Fair Park during the Dallas Pride Parade. New events are announced almost daily -- and we’re fast approaching June 16, when FIFA will name which [U.S. sites get a piece of World Cup 2026](#).

Imagine biking to World Cup games from the Santa Fe Trail into Fair Park or from Lagow Street and the Spine Trail. How cool would that be?

It’s looking more and more like Dallas — at long last — did the right thing when it turned over Fair Park’s keys to that then-little-known nonprofit.

Fair Park First, in turn, continues to step up on behalf of its neighbors, the entire city and our beloved crown jewel.

Dallas Morning News

A self-driving truck will soon deliver goods to 34 Sam's Club locations in D-FW

California-based Gatik will operate autonomous 26-foot box trucks seven days a week in Dallas-Fort Worth.

By Alexandra Skores

A California-based autonomous trucking company will begin making deliveries to 34 Sam's Club locations in Dallas-Fort Worth, beginning in July.

Gatik will operate autonomous 26-foot box trucks in North Texas seven days a week as part of the Georgia-Pacific and KBX Logistics transportation network. Gatik is replacing traditional tractor-trailers with non-detachable box trucks, a move it said will increase delivery route sequences and reduce costs.

The trucks will carry Georgia-Pacific brands like Quilted Northern bath tissue and Dixie products to Sam's Clubs. Gatik [opened a trucking facility in Fort Worth](#) a year ago to serve as its Texas hub. It pledged to create over 500 jobs by 2025.

Gautam Narang, CEO and co-founder of Gatik, described the partnership in a statement as a way to transform regional distribution of goods from semitruck deliveries to one "with unparalleled reliability, speed and consistency."

The number of product fulfillment runs will increase from once or twice a week to two to four times a week, said Richard Steiner, Gatik's head of policy and communications.

"We're going to help to ensure [fewer] out-of-stocks and much more availability and enhanced product flow for Georgia-Pacific's consumers," Steiner said.

Initially, Gatik trucks will operate with a safety driver aboard, but it plans to eventually remove the driver. Gatik [began testing the technology](#) with Walmart, the parent company of Sam's Club, in December 2020 on a seven-mile loop in Bentonville, Ark.

Texas is now a key state for self-driving truck experimentation. In April, California-based self-driving trucking company [Kodiak Robotics Inc.](#) partnered with carrier fleet U.S. Xpress to launch an autonomously operated cargo service between Dallas-Fort Worth and Atlanta. [TuSimple](#) and [Waymo](#) are also conducting tests in the Dallas area.

It's a large market to enter, and Gatik expects to add local staff, Steiner said. A medium-duty Gatik truck operates over 20 hours a day, seven days a week. Steiner said each truck will average three runs a day, 50 miles each way.

"It's something which is new for the space, and we're excited to be doing it first here in Texas," Steiner said.

The trucking industry has faced a driver shortage that the pandemic exacerbated. [Walmart said in April that it was raising pay](#) for its private fleet of 12,000 truck drivers, including nearly 2,000 in Texas. The company also launched a fleet development program to train the next generation of drivers at a new facility in Dallas.

Walmart truck drivers can now make up to \$110,000 in their first year with the company.

Dallas Morning News

Huge mixed-use development in southern Dallas would ‘rewrite perceptions’

The city of Dallas is considering more than \$31.4 million in incentives for the project.

By Mitchell Parton

A huge mixed-use development is planned to bring single-family homes, apartments and commercial buildings next to University of North Texas at Dallas’ campus.

Dallas-based Hoque Global said Monday it plans to acquire 270 acres of undeveloped land near the intersection of Interstate 20 and Lancaster Road for University Hills — a community of hundreds of single-family homes, 1,500 apartments, 1.5 million square feet of commercial space and more than 50 acres of open green space.

The first phase is planned to include more than 500 single-family homes, 250 apartments and almost 200,000 square feet of offices and retail.

The company said the property could be a catalyst for future growth in southern Dallas.

“A large scale, mixed-use, multi-phase development in this location will rewrite perceptions of investing in and moving to southern Dallas,” said Mike Hoque, CEO of Hoque Global, in a statement. “We hope University Hills will be the first of many community-driven and neighborhood-building developments bringing much-needed quality jobs and housing for the area to grow.”

Centurion American Development Group currently owns the property, which sits south of DART’s blue rail line. The Farmers Branch-based developer [bought the site in 2016](#) and proposed its own plans for a mixed-use development in 2017. That plan never came to fruition.

“The area needs projects that create jobs, good housing and high-quality retail,” said Bob Mong, president of the University of North Texas at Dallas, in a statement. “UNT Dallas welcomes visionary developers who can attract transit-oriented development near us. We remain very hopeful about this project.”

Site work and land acquisition for the first phase of the project is estimated to cost more than \$63 million, according to city documents. The Dallas City Council’s economic development committee reviewed a proposal Monday for up to \$31.4 million in tax increment financing for the first phase. It has yet to go to City Council for approval.

The city funding will require some units to be reserved as affordable for certain income levels and require homebuilders to encourage buyers to participate in a to-be-developed homebuyer assistance program for the community. That program is anticipated to offer financial assistance to buyers who meet designated income requirements, according to city documents.

Dallas Business Journal

Hoque Global and city of Dallas partner on 270-acre University Hills development

By Bill Hethcock

Real estate developer Hoque Global is developing a 270-acre property in Dallas' southern sector next to The University of North Texas at Dallas campus in a project that will include hundreds of urban homes.

In addition to the homes, the University Hills development will have a town center in its core, commercial buildings and green spaces throughout.

The Dallas City Council's Economic Development Committee reviewed a proposal for the project Monday, according to a news release from the company.

The Dallas-based firm is acquiring the undeveloped land near the intersection of I-20 and Lancaster Road while working with the city and other stakeholders in the community.

The project is planned to have hundreds of single-family homes, 1,500 residences in multifamily communities, 1.5 million square feet of commercial space, and over 50 acres of open green space at full build-out.

The first phase alone is slated to have over 500 single-family homes, 250 multifamily units, and nearly 200,000 square feet of commercial space, including office and retail.

Dallas-based Hoque Global focuses on investing and developing in underserved communities and has prioritized the growth trajectory in the UNT Dallas area, said [Mike Hoque](#), CEO of Hoque Global.

While the commute from Downtown Dallas to University Hills is under 20 minutes, the area has not seen the same type of development and growth that has occurred in communities on the other peripheries of downtown.

"A large scale, mixed-use, multi-phase development in this location will re-write perceptions of investing in and moving to Southern Dallas," Hoque said in a news release. "We hope University Hills will be the first of many community-driven and neighborhood-building developments bringing much-needed quality jobs and housing for the area to grow."

Hoque Global and its team have worked with community leaders and stakeholders in the area to create a vision for the neighborhood, which will be built in phases in the years to come.

With millions of square feet of industrial and warehouse space concentrated on the south side of I-20 and its proximity to UNT Dallas, there is demand for quality office space, life science facilities, and flex buildings from companies doing business in the southern sector as well as their suppliers, customers and partners, according to a news release from Hoque Global.

While development in Dallas and the broader region has predominately focused on the northern communities of DFW, the area around University Hills has largely been left out from business

relocations, new home communities, and mixed-use urban village-type developments common in other areas of North Texas.

Multiple public-sector investments have paved the way for large-scale projects like University Hills. DART's construction of the Blue Line into southern Dallas has opened the area for better access. The University of North Texas at Dallas' campus adjacent to the development site has become an integral part of the local community. The plan for University Hills calls for programming that complements the university's offerings and responds to its needs, including quality housing and employment centers.

"UNT Dallas is located near the proposed University Hills project, and as a rapidly growing force for positive educational and economic progress in southern Dallas, we encourage high-quality development," **Bob Mong**, president of UNT at Dallas, said in prepared remarks. "The area needs projects that create jobs, good housing and high-quality retail. UNT Dallas welcomes visionary developers with excellent rail and bus service who can attract transit-oriented development near us. We remain very hopeful about this project."

Page designed the plan for University Hills with Hoque Global. Page also worked with the University during their recent planning efforts.

Dallas Morning News

Work is underway on a \$223 million project to improve the Trinity floodway in Dallas

A project to improve the existing floodway is expected to be completed in 2024.

By Hojun Choi

North Texas officials on Tuesday formally broke ground on a \$223 million project to improve the Trinity River floodway in Dallas.

The Army Corp of Engineers is overseeing work to raise certain sections of the levees along the river by 2 to 6 feet and reduce the slope on some portions along the 23-mile network of barriers that hold back floodwaters. Existing pump stations will be renovated, and a pump station will be built near the western portion of the existing levee system on the south side of the river.

The new pumping station will improve drainage in the Ledbetter and Eagle Ford neighborhoods.

“Both the Corps of Engineers and the city of Dallas share a responsibility of public safety, and we are both committed to ensuring the integrity of this floodway,” said Col. Jonathan Stover, commander of the Army Corp of Engineers Fort Worth District, which covers Dallas.

Construction on the project actually began last month. The lion’s share of the [funding to improve the existing floodway](#) comes from the federal government as part of the Bipartisan Budget Act of 2018. About 35% of that will be covered by the city of Dallas.

At the groundbreaking ceremony in West Dallas, U.S. Rep. Eddie Bernice Johnson thanked Stover and the Corp for working with local government leaders to help the project come to fruition.

“Many of you will never know just how important this occasion is, but when you think of waking up and finding water up to your window line and all of your beds and couches soaked with water, versus not, then you can kind of imagine what some of this means to all of us,” Johnson said.

Others in attendance included Dallas City Council members Carolyn King Arnold, Paula Blackmon, Omar Narvaez and Gay Donnell Willis.

Raising the levee will allow for increased water flow through the floodway during major weather events. As it is now, the floodway can handle about 226,000 cubic feet per second of water flow, according to the Corps. After work to improve the levees is completed, the floodway will be able to convey 277,000 cubic feet per second of water flow — about a 22.6% increase.

Flattening the slope of existing levees will make it easier for city crews to maintain them.

No land acquisition will be required to make the improvements.

The project is expected to be completed in 2024.

Further down the road is a plan to install levees in the southern portions of the city. The extension will include a new Lamar Levee, which will be approximately 3 miles long and run north of the Trinity River, and the Cadillac Heights Levee, which will be south of the river and about 2.25 miles, said Carlos Denson, an Army Corp of Engineers program manager.

The federal government has provided \$135 million for that project.

That work could affect some residential and commercial properties, said Sarvi Ashraf, the Corp's technical lead for the Trinity River projects.

"We are working with our partners at the city of Dallas to minimize the impact as much as possible," Ashraf said.

Because the extension project is still in the early stages of design, Ashraf said she does not know whether developed land will need to be acquired for the project. The city will need to work with residents and business owners to acquire land and property that is needed for the extension.

Sarah Standifer, the assistant director over stormwater operations with the city of Dallas, said drainage improvements are projected to protect parts of the city that are along the Trinity River from major flooding for the next five to six decades.

"As these projects come online, what you will then see is the city then move into the neighborhoods to begin upsizing pipes underground to convey the water," Standifer said.

Araceli Correa, who has lived in West Dallas for about 40 years, said her house was severely impacted by flooding in 2015.

Correa, who attended the groundbreaking ceremony with her sister-in-law and nephews, said she was happy to see the start of the improvement project.

"This is good for the city and the community," Correa said in Spanish through an interpreter.

What site selection for autonomous trucking hubs portends for industrial development

By Anna Butler

Eight to 15 acres doesn't sound like a lot of land when you're talking about catalytic industrial development, but that's exactly what fits the bill for autonomous trucking hubs.

Infill parcels nestled in areas thick with potential fulfillment centers or warehouse clients at the thresholds of major cities stand out as integral sites for autonomous trucking hub users.

While there aren't a ton of those users out there, a window into decision-making helps to clarify a musing I hear frequently: Are autonomous trucking hubs favoring certain highways and interstates over others? Or, to put it as one North Texas source did, am I making a mistake if I invest along I-35, rather than U.S. 75, or vice versa?

The companies that fuel autonomous trucking's technology are looking for three things when it comes to designing these relatively small facilities: a place to house employees, such as drivers and technicians, and their needs; space to service the technology component for a vehicle's next long-haul route; and easy access not only for autonomous vehicles to take as few turns as possible, but for drivers to perform last-mile deliveries as quickly as possible.

That leaves out a critical component in the site-selection process. Not only do those eight to 15 acres need to be located near existing industrial and warehouse space for users with room for trucks to queue safely, but ideally, they provide plentiful access to vital roadways, rail transit and airports.

A prime example of this is an approximately nine-acre site in Lancaster, Texas, where Waymo, a subsidiary of Alphabet Inc. (Nasdaq: GOOGL), has set up a dedicated trucking hub for Dallas-Fort Worth.

The Waymo site sits just off of I-35 with I-20 to the north and ankle-deep in sprawling business parks owned by both local and large institutional investors rife with tenants in the fulfillment space, such as Amazon, Wayfair and Home Depot, that have last-mile needs after a long-haul trip.

Logistics real estate giant Prologis Inc. (NYSE: PLD) helped develop the hub for Waymo, in addition to serving as the landlord.

"We are proud to work with [Waymo] to help understand what/where the needs of AV will take them," a Prologis spokesperson stated in an email, noting that Waymo is a great customer of the company.

This particular trucking hub will be Waymo's primary operations center in Texas designed for commercial use with carrier partners and able to accommodate hundreds of trucks and personnel as the company scales its presence in the region – driving across I-10, I-20 and I-45 – and enable increasingly large and complex testing needs on the path to fully autonomous

operations. The hub is set to not only bolster Waymo's operations in Texas, but is well-suited to support long-haul routes across the Southwest and connect with its Phoenix operations center.

"Dallas is a great place for AV hubs, due to the combination of commerce growth and a government partner who is dedicated to innovation and advancing their local infrastructure," the Prologis spokesperson said. "At Prologis, we are hyper-focused on bringing best-in-class real estate opportunities together for our customers. Our goal is to be the best partner in this emerging space."

Something to note is that a major shift to autonomous trucking is likely years away. Think at least 2025. Its adoption, like the entirety of the Internet of Things, is likely to be a slow burn between the time it would take to transition a traditional fleet; the costs associated with that transition; the research and tweaks that would be necessary to make the technology both smarter and safer from a liability standpoint; and the basic necessity of letting everyday drivers and passengers get used to the idea that an 18-wheeler is driving itself.

When announcements related to autonomous trucking are made – typically marketed as partnerships between a tech provider and either a logistics giant, such as J.B. Hunt, or a manufacturer, such as PACCAR – there's a mention of the cities the partnership plans to traverse between, but not always highways or interstates they plan to drive along.

You can, of course, make an educated guess. For instance, there are only so many ways to get from Dallas to Houston efficiently. But I've spent the time doing some research around the hubs and nodes where these hubs actually end up.

Here's what I've found as it pertains to North Texas:

- For north to south routes, there is more autonomous trucking-related testing along I-35, than U.S. 75 – though there is still adoption along 75.
- With I-45, Dallas' relationship to Houston and its port access are key for many tech providers and their logistics counterparts.
- For east to west trips, I-20, given its access to both the Inland Empire and Atlanta, is the favorite for testing in North Texas.

Site selection gurus already know this. What's next for industrial developers is figuring out the how and when of autonomous trucking's relationship to distribution and supply chain needs within the grand scheme of traditional planes, trains and automobiles.

Dallas Morning News

Dallas adopts roadmap to eliminate all traffic deaths by 2030

National data shows Dallas roads are among the deadliest for pedestrians and drivers in the U.S.

By Everton Bailey, Jr.

Dallas has a roadmap to improve street safety that officials hope will help the city meet a goal of having [no traffic deaths by 2030](#).

The Dallas City Council on Wednesday unanimously passed the Vision Zero action plan, laying out 40 things the city will do to curtail traffic deaths. The city plans to improve road and sidewalk infrastructure, step up police traffic enforcement, increase traffic safety awareness through educational campaigns, and begin tracking yearly progress on efforts to reduce the number of fatal and serious crashes.

City officials estimate it [could cost \\$30 million](#) through a future bond to improve streets, hire more workers and make other improvements to hit their target, which also includes a 50% decrease in serious traffic injuries by 2030.

Jaime Resendez, the deputy mayor *pro tem* who represents Pleasant Grove in southeast Dallas, called the goals “ambitious” but “necessary to address severe injuries and traffic fatalities while increasing safe and equitable mobility across our city.”

With 222 fatalities, Dallas had the sixth most traffic deaths among U.S. cities in 2020, That was one less death than Memphis, Tenn., according to the latest available nationwide figures from [the National Highway Traffic Safety Administration](#).

And the city had 66 pedestrian deaths in 2020, according to the data. Only Phoenix, Houston, New York and Los Angeles had more deaths.

Dallas also has the highest rate of pedestrian deaths among the 20 largest cities in the U.S., with 4.91 pedestrian deaths per 100,000 people in 2020.

“We have a bad track record in the city of Dallas of being a city that does not value our pedestrians and our cyclists as much as we do our vehicles,” Chad West, the council’s mayor pro tem who represents the north Oak Cliff area, said at the meeting. West, Resendez, and council members Omar Narvaez and Cara Mendelsohn all spoke of their support for the plan before the vote.

Dallas’ Vision Zero plan has been in the works since 2019 and was recently pointed to by City Manager T.C. Broadnax in response to a city audit last month that concluded the [transportation department wasn’t prepared to decrease pedestrian deaths](#). The city auditor office’s review of the department found no written procedures for how to decrease the number of pedestrians hit in traffic, no analyses done to see if any preventative measures that have been put in place actually fix the risk of accidents and a backlog of 1,500 faded crosswalks that needed remarking.

Recommendations in the new action plan compiled by city transportation officials call for new speed bumps and raised crosswalks on at least four residential streets each year, new or improved pedestrian crossings at three locations a year, restriping a third of all road markings every year and putting in other road safety improvements annually at 15 intersections and five road corridors where multiple crashes have occurred.

The plan also recommends that the transportation department suggest speed limit changes to the council by the end of 2023 after a citywide analysis, and that the department update policies and standards on speed limit sign placement, pedestrian crossings, construction zones and street lighting by the end of next year.

The recommendations in Dallas' Vision Zero plan also include continuing to move forward with strategies for improvements to [address thousands of miles of missing sidewalks](#), working to add more police patrols in high-crash areas and stepping up traffic-enforcement related training, implementing road safety education campaigns aimed at drivers and their behavior, and continuing things city departments say they're already doing such as collecting and analyzing data and reports on crashes to make street improvements.

The plan doesn't call for improvements in any specific area of the city. But a [draft of the city plan](#) says 59% of severe pedestrian crashes and 59% of vehicle crashes happen on 4% of the city's streets.

A mile and a half stretch on Maple Avenue between Hudnall Street and Oak Lawn Avenue near the Medical District and a half-mile stretch along Martin Luther King Jr. Boulevard in South Dallas between Botham Jean Boulevard and S.M. Wright Freeway are among the most frequent areas for pedestrian accidents, according to the city.

A mile and a half on Buckner Boulevard in Pleasant Grove between Lake June Road and South Great Trinity Forest Way is among the highest vehicle crash areas in the city.

Several stretches along South Great Trinity Forest Way have also been identified by the city as having among the highest numbers of both serious pedestrian accidents and vehicle crashes.

The draft of the report also includes a pledge signed by Mayor Eric Johnson and the 14 other members of the City Council vowing that "the safety of the people on public roads is a top priority and we will work to eliminate traffic deaths and severe injuries caused by preventable crashes."

More than 50 U.S. cities have Vision Zero plans, including Los Angeles, New York, and Texas cities such as Austin, Houston and San Antonio. Vision Zero is an international road safety movement that originated in Sweden that mainly consists of strategies to improve how roads are designed and how traffic laws are enforced to prevent all fatal vehicle, pedestrian and bike crashes.

[New York](#), [Washington, D.C.](#), and [Austin](#) are among cities that have seen increases in traffic deaths last year despite having Vision Zero plans.

D Magazine

Is Dallas Ready to Get Into a Driverless Uber?

A partnership with Aurora Innovation and Toyota North America could mean autonomous rideshare in DFW by 2024.

By Will Maddox

You may not have realized it, but there are autonomous minivans on the Sam Rayburn Tollway. A partnership between Aurora Innovation and Toyota North America resulted in a self-driving Toyota Sienna driving a route on the tollway between the Toyota headquarters and Old Denton Road. By 2024, Aurora says it hopes to launch a driverless rideshare program in a partnership with Uber here in North Texas.

While driverless cars might seem like a scary dystopian future for many, Texas roads are becoming more dangerous and deadlier with humans at the help. Last year was the second deadliest year for Texas drivers since the Texas Department of Transportation began tracking traffic fatalities in 1940 when 4,480 people were killed on Texas roads. In 1981, 4,701 people died on Texas roads.

In Texas, fatalities were up 15 percent from 2020-to 2021. Nationwide, 20,160 people died in motor vehicle crashes in the first half of 2021, up 18.4 percent from 2020. The last day Texas roads did not see a fatality was Nov. 7, 2000.

Driverless technology is not only more rigorously tested than human drivers, but it is also safer by nearly every measure. Machines don't get tired, speed, eat or drink alcohol, and are never distracted by their phones or other passengers. When these vehicles are fully available to the public, they will likely be better and safer drivers than we are.

Aurora is working on point A to point B routes via Uber after installing their driverless technology into Toyota Sienna minivans. While the driverless technology would likely begin with safety drivers, the vehicles would eventually take on limited routes without drivers. The partnership would work like this. The automated vehicles would be programmed for specific frequent routes, like from DFW Airport to the downtown Dallas Sheraton, Texas' second-largest hotel.

When a traveler arrives at the airport and requests a ride to the Sheraton, an autonomous vehicle powered by Aurora, Toyota, and Uber will arrive to take them to their destination. "There would be specific routes that will be able to be covered by the autonomous vehicle as we start," says Jeremiah Kuntz, who is the government relations manager at Aurora. "This is developing, and more routes would eventually be had added to the options."

Choosing specific routes is easier to program for, but it is also more efficient for the business. Aurora already has technology for autonomous trucks on the highways, so Aurora wants to use that same highway technology for its rideshare vehicles and choose specific routes that leverage its comparative advantage rather than wait until the technology is ready for any and all routes through the surface streets. Aurora's autonomous Siennas have already performed just as well as their trucks after just six weeks of testing, according to a Q1 report.

Aurora already has autonomous trucking operations in Texas, but there are still questions to be answered when it comes to the rideshare side of the business. Which routes will be available?

How will passengers get in and out of a driverless vehicle? Where will they be dropped off? What about refueling?

But all of those questions are being answered on the roads and highways of North Texas, where California-based Aurora implements its operations. That is where the Siennas on Sam Rayburn come in. “They were doing a loop on that to test the technology and work on bringing it forward so we can deploy it,” Kuntz says.

North Texas is ground zero for so many of these automated vehicles for a few reasons. First, there is friendly legislation that is welcoming to AV innovators and doesn’t allow individual municipalities to supersede state laws that regulate the companies. The AllianceTexas Mobility Innovation Zone is a multimodal hub for logistics equipped to handle these new technologies’ piloting. Finally, North Texas has plenty of highways to test the technology.

2024 is going to be here before we know it, and there may be a point where the technology is ahead of what most people are comfortable with, but the future of transportation is here, and much of it is being launched here in the region. And it isn’t slowing down.

The growth of autonomous rideshare is not just a bunch of engineers seeing what they can do; there is a strong business case for the technology. “It will be driven by cost and delivery efficiencies that automated vehicles can deliver,” says Thomas Bamonte, senior program manager of automated vehicle technology of the North Central Texas Council of Governments in the technology and transportation program area. “The expectation is that they will be scaling up substantially over the next decade.”

D Magazine

Revenge of the Panther City

According to Stream Realty Partners' Clayton Kline, development in and around downtown Fort Worth has been a game-changer.

By Clayton Kline

In 1875, Dallas lawyer Robert Cowart wrote a famous article in the Dallas Daily Herald about a fictitious panther freely roaming the streets of Fort Worth without anyone noticing this wild beast—Cowart's jab at categorizing Fort Worth as a sleepy village. This, of course, sparked retaliation by the proud citizens of Fort Worth who took his criticism to heart and, in turn, adopted the panther as the city's mascot, which is still evident throughout the city today.

After a 20-year commercial real estate career in New York City, I recently returned to my hometown of Dallas. My time away gave me a new perspective and appreciation of Dallas and the metro in general. A key change I noticed is that Fort Worth isn't the Cowtown I remembered from my youth; my hope is that the city of Dallas is aware of this as well.

Since we returned, our friends who have visited us from New York all want an authentic Texas experience during their stay. They want to go to Fort Worth, to see Sundance Square and The Stockyards, and not downtown Dallas. As a proud Dallasite, I want to show them my city, but I get it.

I can't blame them; Panther City has become a true destination—who wouldn't want to stay at the Hotel Drover? The urban revitalization of Fort Worth is extremely orchestrated and accessible. What's concerning is that downtown Dallas seems to be fading out of the conversation as a destination.

Dallas needs a vibrant downtown to compete as a world-class city; it needs to become a destination. The downtown revitalization efforts by developers such as Woods Capital, Todd Interests, and Hoque Global cannot be overlooked. Successful projects such as the AT&T Discovery District, office repositioning of Trammell Crow Center, hospitality renovations at The Adolphus, The Joule, and The Statler, and the mixed-use preservation of the mid-century masterpiece at The National are all excellent examples of what can be done.

As a downtown community, we need to rally around projects like these, but there is more to be done. Nationally, eyes are on Dallas as it continues to be the preferred headquarters relocation destination. Downtown Dallas needs to be part of that conversation—not just the overall North Texas region—with coordinated efforts to create a destination-driven area that continues to attract the best and brightest workforce nationally.

To use New York as an example, post 9/11, Liberty Bonds were given to developers to revitalize lower Manhattan and increase residential development. I witnessed an office-centric district transform to a work/live/play 24/7 community with stroller-pushing families, buttoned-up office workers, and nightlife patrons. Tribeca and Battery Park City became some of the most affluent ZIP codes in the United States. Many of these buildings were obsolete offices that were repositioned as residential apartments.

This balance of office and residential was evident during the height of the COVID-19 pandemic, when areas like Midtown were completely abandoned due to the lack of full-time residents, whereas

lower Manhattan still bustled. We are seeing this type of transformation in the early stages in downtown Dallas—but we need the residential demand to follow suit.

The creation of a live/work/play community helps to ensure a vibrant environment.

In successful urban revitalization, as the residential population grows, the office vacancy rate shrinks, and more amenities are created to support those communities. Recently, we've seen interesting destination-driven developments in the Design District, and to a lesser extent in the Cedars, but similar additions to the downtown core would be beneficial as well.

Although I am thrilled to see Fort Worth thriving as a destination, downtown Dallas needs to sit up and take note. As proud Dallasites, we need to support our downtown. Doesn't the iconic image of the Dallas skyline still mean something, or is it just imagery of what once was? The last thing we want is for a panther to be wandering around downtown—and for no one to notice.

Community Impact Newspaper

Collin County Commissioner Duncan Webb elected chair of Regional Transportation Council

By Erick Pirayesh

Collin County Commissioner **Duncan Webb** has been elected chair of the Regional Transportation Council, according to a June 9 release by the North Central Texas Council of Governments.

The transportation council is an independent policy **board** made up of officials from across the metroplex and is part of the NCTCOG division that oversees the transportation planning process for the region.

Webb has served on the transportation council since 2011 and has represented Collin County as a commissioner through that same period. He served as the vice chair of the council for the past year.

The transportation body guides the development of roadway, rail, bicycle and pedestrian plans and programs across Dallas-Fort Worth. It also determines how to fund various transportation initiatives and recommends projects to the Texas Transportation Commission. The council coordinates programs with various counties and cities across the metroplex and maintains compliance with federal environmental standards.

The council helped plan and develop Dallas Area Rapid Transit's **Silver Line** project. The Silver Line is a \$1.89 billion commuter rail line being built by DART that will connect Plano to the Dallas Fort Worth International Airport with an estimated travel time of 60 minutes or less, according to figures released by the transit agency.

The council is also funding a number of **automated vehicle** projects across the metroplex that are planned to begin sometime in 2023, planning documents show. The council will spend over \$30 million on nine different projects related to automated vehicle technology in various cities across the region as part of its long-term plans, according to a presentation at the council's March 14 meeting.

The council is also putting together a **regional parking** database to help inform area officials on ways to develop more efficient parking. Using a 2018 study, the council estimates potentially 40% of the region's parking spaces are typically unused.

The council estimates in its Mobility 2045 plan, the long-term guide for the region's transportation needs, that the metroplex will grow to 11.2 million residents by 2045. The plan states this growth will put a large strain on the region's existing transportation system and that traffic congestion may increase dramatically.

More information on the council and its various projects can be found on its **website**.

Dallas Morning News

Dallas' traffic is deadlier than that of other big cities. Will this plan save us?

By Dallas Morning News Editorial

The wide-ranging agenda of Vision Zero is admirable, but it needs focus.

Driving in Dallas is treacherous, and it's getting worse. Between 2010 and 2020, Dallas traffic fatalities increased 80%. Among the 15 most populous cities in the country, Dallas has the second-worst traffic fatality rate.

On Wednesday, the Dallas City Council [approved](#) an ambitious agenda to try to stop the bleeding. The city's new Vision Zero action plan was designed to eliminate all traffic fatalities by 2030 and cut severe injuries in half.

As we welcome this step, we urge the city to make Vision Zero a true action plan – not just a wish list.

Though traffic fatalities are on the rise nationally, a city staff data analysis shows that Dallas' fatality rate is rising faster than the U.S. average, reaching 17 deaths per every 100,000 residents in 2020. The danger is especially pronounced for pedestrians, who make up a disproportionate share of traffic fatalities in the city. Only 2% of Dallas residents walk to work, yet pedestrians account for 30% of traffic deaths, the city found.

The Vision Zero plan ranges from awareness campaigns to road re-engineering. Though the city's wide-ranging agenda is admirable, it should target its most dangerous streets first for its highest-impact interventions.

Just 7% of Dallas streets are responsible for 62% of severe crashes, the city found in its [crash data analysis](#). As of now, the city's Vision Zero action plan lacks many specifics about how it will prevent fatalities and injuries on these high-risk roads.

City staff said that each year, it plans to implement low-cost safety improvements on an average of five dangerous corridors. And each quarter, it will target six dangerous corridors for conspicuous traffic-law enforcement.

The city has yet to say how it will prioritize these corridors, or when it will announce its first targets.

In an email, city spokeswoman Catherine Cuellar said Dallas will work to develop and share these plans in the coming months. But she wrote, "it would be premature to discuss rank and schedule at this time," before the city can finish its analysis.

Although eight years might sound like a short timeline to eliminate all traffic deaths in the city, it's a long time for the council to sustain focus. By laying out clear priorities and criteria, the city can stay on track. Going into budget season, the council should think about how it's consistently funding this agenda from year to year.

Vision Zero calls on policymakers to shift their thinking. Instead of seeing traffic fatalities as inevitable, Vision Zero's proponents argue, we should consider them preventable.

If the Dallas City Council is committed to saving lives, it should start where the bleeding is worst.

We welcome your thoughts in a letter to the editor. See the guidelines and [submit your letter here](#)

Denton residents speak out on fear of bus route cuts

By Michael Lozano

Public transportation has been on the minds of many Denton County residents as the Denton County Transportation Authority starts to consider the future of the current bus system.

“When bus drivers are under attack, what do we do? Stand up, fight back.” This was one of the chants shouted outside the Denton County Courthouse on Thursday afternoon, as a group known as No Bus Cuts Denton, along with labor union members and local residents, demanded the DCTA preserve bus routes.

One rally goer, Kristine Bray, runs a Twitter account called Denton Transit Posting. She uses that page to provide insight on ways to make places like Denton more bike, bus and walker friendly.

“You cannot have mass transit with carrying four people per hour,” Bray told a group of attendees.

Bray is referring to the VIA-operated ride-share service known as GoZone. The service, according to the DCTA website, costs 75 cents for a ride. It’s been an option for Denton County residents since September 2021.

People like Bray and Denton resident Eva Grecco say the GoZone service has been unreliable and feel like it’s a steppingstone to completely remove bus routes from public transit.

“Hopefully, our bus routes will come back, and VIA will go away,” Grecco stated.

Members of the rally state that solely relying on an app-driven service will isolate those in the community who may not be tech savvy or lack cellular data.

Patrick Lee, a Dallas resident, has been commuting to Denton for work for the last five years.

Spectrum News 1 spoke to Lee on Thursday afternoon, as he was preparing to board a train back home.

Lee says his routine trip to work was dealt a curveball two months ago, when DCTA announced the bus route he takes to work, after exiting the train station, was discontinued.

“They let me know it was going to stop going that way before it did, so I could make preparations to find a different way to work,” Lee said.

Now, Lee takes the extra step of ordering a Lyft to finish the last leg of his trip to work, costing him more time and money.

Lee says he spends “about \$10 more,” emphasizing that it adds up to about \$50 dollars a week.

Spectrum News 1 reached out to DCTA for comment about the rally and concerns from residents.

A DCTA spokesperson provided a statement over the phone, saying, "We're currently in the process of wrapping up a public input period. June 10 is the last day of it. We welcome the public to provide their opinions, as we're looking to make changes in the upcoming future."

Lee says, if the bus route doesn't return, he may be forced to start commuting by car, adding the cost is starting to equal what he spends through public transportation and using Lyft.

Dallas Morning News

How the impact of Dallas hosting the 2026 World Cup could go beyond just the financials

While the 2026 World Cup could create an economic boost of \$400 million, it may also drive the interest in soccer in the region.

By Shawn McFarland

In Texas — specifically, North Texas — one doesn't need to look far to watch the world's best football, baseball or basketball players at the high school, college and professional level.

So, in turn, it may be no surprise that the region's youth athletes can often develop into budding stars in their own right. Among a bevy of other factors, exposure to a sport's highest level of play can drive interest and participation.

Hosting the world's premier soccer event may have a similar impact on the region.

Dallas is one of 16 United States cities vying to host a 2026 World Cup match. FIFA plans to announce the 16 bid winners — spread across the U.S, Canada and Mexico — on Thursday.

Atlanta, Baltimore, Cincinnati, Denver, Houston, Miami, Orlando, Los Angeles, Boston, Philadelphia, Nashville, San Francisco, Seattle and New York/New Jersey are the other stateside cities with a bid, while Canada (Edmonton, Toronto and Vancouver) and Mexico (Guadalajara, Mexico City and Monterey) each have three.

"You don't become better as a player, or as a team, unless you're watching [the best]," said Bob Weir, a retired high school soccer coach whose Plano boys team won four UIL state titles in the 1990's. His team won the 1995 Class 5A championship nine months after Dallas served as a host city for the 1994 World Cup.

"When you see the world class players and teams come to this country, that's what they get."

FIFA officials who toured the Dallas area in November on a site visit noted not just the region's infrastructure — from AT&T Stadium to Toyota Stadium and the Cotton Bowl — but that the region's soccer culture stands out.

"I think what's important is also the people and the passion for our game," FIFA vice president Victor Montagliani said on a tour of AT&T Stadium. "We know the passion it has for the other football, which is very obvious, but it's also the passion for our football. Not only through FC Dallas and its academy, but also the grassroots football in the area."

According to North Texas Soccer association president Janet Campbell, the organization currently has approximately 125,000 registered members — one of the largest grassroots soccer associations in the country.

She said that membership spikes each World Cup year, whether it's the men or women playing, and regardless of which country the games are played in.

But if the World Cup *were* played in the United States and North Texas?

“I would expect, if we end up with the World Cup right here in the Dallas-Fort Worth area, it’ll be a lot more exciting,” Campbell said. “It’ll be a lot more encouragement for children to get involved.”

“I can’t think of anything more exciting than having the World Cup right here in Dallas-Fort Worth.”

FC Dallas owner Dan Hunt (also the Dallas 2026 host city chairman) partly credits the region’s soccer passion to previous World Cups — one across the pond and one in Texas.

“We are truly the best test case in America for what World Cups can do,” Hunt told *The Dallas Morning News* in November. Hunt said his father, Lamar, attended the 1966 World Cup in England and thought Dallas was ready for professional soccer. “The [1966] final brings the Dallas Tornado and professional soccer. A lot of those players stayed behind and started club systems and camps, which built one of the richest youth systems in America.”

After Dallas hosted six games — and the international broadcast center — in the 1994 World Cup, the region landed a MLS team (the Dallas Burn, which became FC Dallas) two years later.

“This is a soccer passionate community, with a very rich and unique history,” Hunt said.

Hunt, and the rest of the bid commission, hope to host a semifinal or final match in 2026, as well as the international broadcast center again. The financial jolt is well-documented, with the Dallas Sports Commission estimating a \$400 million economic impact, plus 3,000 jobs created. A semifinal or final match would bring in even more money, DSC believes.

But the World Cup’s impact is larger than just the financials. Weir saw that in 1994, and the same could happen in 2026.

“I think it stimulated the younger kids to continue with the program and see what the future was down the road,” Weir said. “It gave them some light to see something like that.”

Community Impact Newspaper

TxDOT proposes improvements to US 81/US 287 in Tarrant County

By Sara Rodia

The Texas Department of Transportation is accepting public comment through June 17 on proposed improvements to US 81/US 287 from south of Avondale-Haslet Road to I-35W in Tarrant County.

The proposed improvements will encompass about 6.9 miles. The project's goal is to improve capacity and access, and address safety issues, according to TxDOT officials.

The safety issue is that "adjacent property owners have direct driveway access to the main lanes," according to a presentation from a June 2 public hearing.

TxDOT officials stated that the project would "reconstruct the main lanes and add one inside main lane in each direction; construct new continuous one-way frontage roads; and convert existing two-way frontage roads to one-way frontage roads."

Construction will specifically affect Willow Springs Road, Heritage Trace Parkway, Wagley Robertson Road, Tarrant Parkway and Harmon Road.

This construction is proposed in two phases. Phase 1, which is about 1.3 miles, is estimated to begin in 2024 and last about three years. It is projected to cost about \$35 million.

The ultimate or final phase of construction will occur as funding becomes available, so there is no timetable, TxDOT officials said. This phase is expected to cost \$227 million.

Phase 1 of the project includes construction of frontage roads from north of Harmon Road to west of I-35W.

Also included is construction of one northbound exit ramp to North Tarrant Parkway and two southbound ramps to and from North Tarrant Parkway/Harmon Road. Bridges and intersection signals will also be constructed at Harmon Road and North Tarrant Parkway.

Detailed information on this presentation can be found online [here](#).

Comments can be submitted by clicking the "submit your comment" button on the website; by emailing saba.elhawi@txdot.gov; by mailing in comments to TxDOT Fort Worth District Office, attn. Carl L. Johnson, P.E., 2501 S.W. Loop 820, Fort Worth, TX 76133; or calling 469-389-2603.



Fort Worth Report

Fort Worth, partners to revisit Panther Island development plans

By Bob Francis

Fort Worth government, real estate and others involved in [Panther Island](#) will gather this summer to consider development plans for the area.

Officials say they want to revisit existing plans in case they need updating or tweaking, said Michael Bennett, CEO of [Bennett Partners Architecture](#), who is leading the project for the [Real Estate Council of Greater Fort Worth](#).

“The idea is not to change what’s already started or not to do a single thing that would delay anything, but to step back and say, ‘Fort Worth is a very different place today than it was 20 years ago,’ and ask if what’s on paper from 20 years ago, all the right stuff? Or, is there anything that needs to be tweaked or rethought,” he said.

Bennett noted that the real estate market has changed as recently as the past two years. “Look at the office market,” he said. “Since the pandemic many concepts about the office market have changed as work has changed. There might not make any changes, but it’s things like that we should consider as we move forward.”

The \$1.17 billion flood control project – which received major federal funding in January – will have a big economic impact on the city, opening up development or re-development of about 800 acres of property just north of downtown Fort Worth.

According to a 2014 [economic impact study](#), Panther Island expects to generate more than 29,600 full-time workers in the area. Developers anticipate building 10,000 housing units and 3 million square feet of commercial space. The study says Panther Island will contribute over \$3.7 billion in annual economic activity to the area.

The Panther Island project will see the U.S. Army Corps of Engineers dig a 1.5-mile channel to connect the ends of a U-shaped bend in the Trinity River, between downtown Fort Worth and the Stockyards. The new channel will create two islands, known collectively as Panther Island, and remove the levees along the river. The project will open up plenty of land for development, including nearly 12 miles of waterfront once the levees are taken down.

“We’ll be creating plenty of waterfront property, but we won’t know what and when that will be available until we see the timeline from the Army Corps,” said Bennett.

Some of the development in the area has already taken place. A \$55 million 300-unit multifamily property, [Encore Panther](#) Island, was completed in 2021 at the southernmost tip of the district just across the Main Street Bridge.

The Encore project is in the first phase of the project in the interior of Panther Island, away from where the Army Corps will be constructing the channel.

“When the U.S. Army Corps of Engineers completes the Fort Worth Central City project and decommissions the levee, the area for the levees on Panther Island will be able to be

developed,” said Dana Burghdoff, assistant city manager. “But the core Panther Island property away from the levees and bypass channel can be developed at any time.”

After a January announcement that Fort Worth’s Panther Island redevelopment project has received \$403 million in long-awaited federal funding, Fort Worth Mayor Mattie Parker said the area will be a differentiating factor for the city.

“To be able to develop and double the size of downtown in one of the fastest-growing cities in the country, I can’t think of another city that can say that, right now, with that amount of land that’s going to become available,” she said at a news conference following the announcement.

Casey Tounget, associate in [Transwestern's](#) Fort Worth office, which has some property listings in the project area, said the development opportunity near downtown “gives Fort Worth an unrivaled opportunity not found in any other major U.S. city.”

The largest landowner of land in the Panther Island area is the Tarrant Regional Water District, the coordinator of the Panther Island project. The water district owns over 225 acres, most of that acquired for the bridges, bypass channel and the canals planned for the development, according to the district.

A large private landowner is Houston-based Panther Acquisition Partners, a company that has acquired about 25 acres over several years.

The opportunity to locate development adjacent to a central city lake should generate substantial demand, said Chance Williams, vice president of commercial properties at [Southland Property Tax Consultants](#) in Fort Worth.

“In today’s environment, locating property near an urban green space or body of water is a huge draw, and should spur development,” he said. “Look no further than Town Lake in Austin or the Katy Trail in Dallas for examples of these public assets drawing in large-scale developers.” While those should be huge draws, Williams said, there have not been any large property sales in the area since 2017, when Encore purchased land for its project.

Land values ended 2017 in the \$9-\$15 per square foot, which was a drastic increase over prior year land values, Williams said. Since then, the values have not seen large increases, he said. That could change if a new development is announced in the area.

Panther City District

Although there has not been much movement on property in Panther Island, an area adjacent to the project is getting some renewed interest.

The Panther City District, an initiative driven by businesses in an industrial and commercial area located east of University Drive and north of White Settlement Road in west Fort Worth, launched its [website](#) June 1, to foster growth in the area.

The organization is supported by a board of directors composed of representatives from area businesses and property owners who launched the initiative. The members are longtime business leaders with investments in the area: Will Churchill of [Fort Brewery](#); Robert Lydick of [H\FW Capital Partners L.P.](#), an investment partnership; Will James of Defender Outdoors, an indoor gun range; Bryan Barrett of Keystone Group, L.P., an investment firm; and Neil Foster

of [Agency Habitat](#), a marketing agency with an on-site audio/video production facility. The organization says there are more than 60 businesses in the area.

Churchill emphasized the area is not a public improvement district or the recipient of tax increment financing.

“We want to let the business owners see value in what’s going on here,” he said, “and then decide to partake in it and then help raise up everyone.”

He sees the opportunity to be an alternative to development on Panther Island.

“Most of that development is going to be new, from the ground up,” he said. “Here, we have buildings that can be refurbished; the infrastructure is pretty much here. We can be a low-cost alternative to what happens on Panther Island. We think we’ll complement each other.”

Panther Island development information

The city of Fort Worth’s Comprehensive Plan was rezoned to provide a mixed-use district of greater density.

For more information on development plans for the area, visit the Panther Island Central City Flood Project [page](#).

Dallas Morning News

Highways? Yes. Safe streets? No. How Dallas is betrayed by bureaucrats

Architecture critic Mark Lamster on the city's dangerous streets and the plan to replace I-345.

By Mark Lamster

Sometimes life in Dallas feels like an exercise in absurdity. The latest mind-bender: Just days after being told there is not enough money to make the city's streets [safe for pedestrians](#) and cyclists, Dallasites learned that more than a billion dollars will be spent on a project that will achieve little to nothing of value: [sinking I-345](#), the elevated stretch of highway that severs Deep Ellum from downtown, into a trench.

This latest episode of cognitive dissonance began at the end of last month, with the release of a [city audit](#) that revealed the obvious: when it comes to pedestrian safety, Dallas is in a state of disaster. In 2020, Dallas ranked dead last among America's 20 largest cities in pedestrian fatality rate. The city's most recent score on Smart Growth America's Pedestrian Safety Index is 124.2, [more than double](#) the national average of 55.3.

Among the reasons why it's so dangerous to be a pedestrian here: according to the city's audit, Dallas has a backlog of more than 1,500 crosswalks that are overdue for repainting. That's more than all of the crosswalks in downtown, *combined*. The city has an annual goal of repainting 830 crosswalks. Last year, it repainted 70. At that rate, the backlog only grows, making the city even more dangerous. As the auditor's report notes, the city's performance fails to meet "best practice" markers established by both the federal government and the state.

But the problem is really much deeper than a failure to meet the most basic of goals. The city has any number of plans and programs that suggest an interest in improving conditions for pedestrians, among them: a Vision Zero plan (the vision being to end pedestrian deaths by 2030); a "complete streets" design manual; a master plan for sidewalks; and a mobility plan that specifically calls for improved safety for pedestrians and cyclists.

What it does not have are the structures necessary to implement the goals those plans so clearly demand. As the report states: "The Dallas Department of Transportation does not have formal, written, specific, measurable, and time-focused goals and performance measures and associated written procedures and work instructions for strengthening pedestrian safety." That's a lot of bureaucratic jargon to describe bureaucratic failure.

Why doesn't Dallas have the structures in place to achieve safer, more attractive streets, when all those plans and programs and manuals make it abundantly clear that Dallasites very much want those things?

The simple answer: the car. The city bureaucracy is still beholden to an [auto-centric mindset](#), nevermind the public will. As the report notes, despite the recommendation of the Federal Highway Administration, Dallas does not "prioritize pedestrian traffic over other modes of transportation."

You can have all the plans you want, and they sure look like progress, but if they don't have teeth and proper funding, they're mere window dressing.

The auditor's report illustrates just how the city fails in this regard by comparing the Chicago and Dallas "complete streets" manuals. The Chicago version stipulates that all of that city's transportation projects prioritize, in order, pedestrians, riders of mass transit, cyclists, and then — and only then — automobiles. The Dallas model, without such explicit language, allows the city bureaucracy to make its own decisions on how it will set priorities and allocate resources.

Which is precisely what has happened. The unelected officials of Dallas have refused to commit to putting pedestrian safety above automotive convenience. "We believe that given the variety of functions of our roadway system...we must prioritize safety for all variations of multimodal movement and users," wrote City Manager T.C. Broadnax, in a letter responding to the auditor's report. "While [the Transportation Department] agrees it would be ideal to align maintenance schedules for pedestrian safety with leading criteria, we will accept the risk for this recommendation due to resource challenges and uncertainty."

Last year 66 pedestrians were killed in traffic accidents in the city. This is what Dallas considers "acceptable" risk.

A compromise that isn't

The same benighted dedication to the automobile explains TxDOT's decision to trench I-345, which comes after years of foot-dragging on the road's future. The idea that I-345 should be torn down [dates back to 2013](#), when the urban planner Patrick Kennedy, noting the success of highway tear-outs in numerous other cities, proposed replacing the crumbling road with a system of streets and boulevards. The removal would have repaired the urban fabric that had been torn asunder by the imposition of the highway in the 1970s while allowing for development that would bring urgently needed jobs and housing to the doorstep of downtown. Traffic studies showed that the result would have had minimal delays for commuters.

The proposal was received with a great deal of support from those who would like to see Dallas become a more pedestrian-friendly city, and with a good deal of derision from those who preferred the status quo. An editorial in this paper called it a "crazy-town" proposal and "a time-waster and nothing more."

But the idea gradually took hold with the public, and last year TxDOT responded with a feasibility study that presented [five options for the highway's future](#): rebuilding it in its current form, slimming it down, depressing it into a trench, removing it altogether, and a final hybrid option that (theoretically) combines trenching and removal.

Of these, removal was the only option that actually achieved the goals Kennedy had set out in 2013, but TxDOT has inevitably selected the "compromise" hybrid option. And it is quite a compromise. Instead of a vibrant neighborhood of streets and boulevards, the city gets what is essentially a new 10-lane highway (not including access roads that make it even wider) in place of the old one, but now below grade instead of above it, and traversed by a confusing array of bridges.

The argument for the hybrid option is that, in future decades, it will save thousands of hours of commuting time every weekday when compared to the removal option. But crunch the numbers and this equates to something on the order of 3 minutes per driver, per day, and that's if TxDOT's rather outlandish estimates for road usage are accurate. Three minutes a day doesn't sound like too high a price for a vibrant city.

This “compromise” still leaves a giant gash between downtown and Deep Ellum, and doesn’t provide anywhere close to the space for development that would be made available by removal. TxDOT claims that the depressed road could be covered by deck parks, but provides no mechanism for paying for them; that would be the city’s problem. And then there is the immense disruption all of this construction will create for years on end, the result being what is essentially a return to the status quo. Everyone loses.

But to the highway engineers at TxDOT, it’s a win-win. “We think it’s the best compromise of multiple combined elements,” Ceason Clemens, deputy district engineer at TxDOT, told this paper.

This is why urban design problems shouldn’t be left to highway engineers, who see all problems through the lens of road construction. In a rational planning process, urban planners work with communities and their representatives to determine what is best for their needs, *and then* the road engineers are brought in to meet those requirements.

Kennedy, who generated the idea of tearing down I-345 in the first place, is unequivocal in his criticism of the hybrid solution. “It’s a billion dollar-plus widening for very minor gains that we can’t quantify,” he says. “The long-term health and well-being of the city and its citizens are once again put aside for the sake of frivolous infrastructure spending.”

The attempt at compromise with I-345 brings to mind the 2015 plan to ameliorate the proposed Trinity Toll Road by introducing “meanders” into its path. Close inspection proved [those meanders](#) were of minimal value, an attempt to assuage the public so the road builders could have their way. The city came to its senses, realizing that the only way to ameliorate the toll road was to not build it in the first place.

Here again the public is being dealt a sham bill of goods, and here again it’s up to the city’s elected representatives to stand up to the bureaucracies that are intended to meet the public’s needs, not determine them on their own.

Irving Weekly

North Texans Able To Choose Between Two Proposed Names And Logos For Regional Trail

By Irving Weekly Staff

North Texans have until June 20 to choose between two names for the long-planned bicycle-pedestrian trail running through the heart of the Dallas-Fort Worth area: DFW Discovery Trail and DFW Trinity Trail. Each name also has an associated brand identity.

Participants can have their voices heard by voting and sharing their opinions on the names and associated branding at www.FortWorthToDallasTrail.com.

An interactive map also allows input on participants' favorite trail destinations that could be included on wayfinding signage. The 60-mile-plus trail will connect downtown Fort Worth, Arlington, Grand Prairie, Irving, and downtown Dallas. These five cities have partnered with the North Central Texas Council of Governments to fund, design and construct various trail segments for almost a decade. The final 3 segments are anticipated to be complete by the end of 2023 or early 2024.

The logo accompanying each name celebrates the name's features. The DFW Trinity Trail logo includes green and blue graphics representing the flow of the Trinity River. The DFW Discovery Trail logo features different animals that might be discovered throughout the corridor. The colors and animals shown on this logo can be customized to reflect the unique nature of individual trail segments. The new name will be cobranding with existing individual trail segment names to preserve their unique nature.

Most of the trail consists of 15-foot-wide concrete multiuse paths, ideal for many types of long-distance races and community events. One of the first in the region to connect multiple cities, the trail is being designed to put the region on the map as an area that can host large, nationally competitive sports and other events.

The trail is composed of off-street segments through parks, green fields, neighborhoods, regional entertainment complexes and business parks along the Trinity River. Trail users encounter some of the most pristine nature to be found in the heart of the Dallas-Fort Worth area.

In addition to serving nearby communities and hosting regional and national events, the trail is anticipated to be used as transportation for pedestrians and cyclists, with connections at two Trinity Railway Express (TRE) train stations and hundreds of employers along the corridor.

Improved air quality is another potential benefit of this regional corridor, as 10 North Texas counties are currently in nonattainment for ozone and are working to meet the federal standard. Transportation alternatives such as this trail are among the many NCTCOG-driven regional initiatives intended to address air quality issues.

For more information about the Fort Worth to Dallas Regional Trail and the branding project, visit www.nctcog.org/FWtoDalTrail

City of Fort Worth

Fort Worth's Bivens named vice-chair of transportation body

Fort Worth Mayor Pro Tem Gyna Bivens was elected vice-chair of the Regional Transportation Council and will help lead the 44-member transportation policymaking body for the next year.

Bivens, who represents Council District 5 in Fort Worth, has served on the Regional Transportation Council since August 2021.

Collin County Commissioner Duncan Webb was elected chair. Webb takes over for Commissioner Theresa Daniel of Dallas County, who has chaired the RTC through its transition from virtual meetings to in-person gatherings during the COVID-19 pandemic. Webb will steer the RTC through the 88th Texas Legislature, which begins in January.

Dallas County Judge Clay Jenkins will be the next secretary. The new officers will serve in their positions through June 2023.

The Regional Transportation Council includes local elected or appointed officials from the Dallas-Fort Worth area and representatives from the area's transportation providers. As the transportation policymaking body for the 12-county Dallas-Fort Worth area, the RTC oversees transportation planning for the fourth-largest metropolitan area in the country, which has a population of approximately 8 million.

The RTC guides the development of roadway, rail and bicycle-pedestrian plans and programs; allocates transportation funds; and recommends projects to the Texas Transportation Commission for other programs. The policymaking body also ensures transportation services are coordinated throughout the region and the metropolitan area complies with federal air quality standards.

One of the RTC's core functions is the development of the Metropolitan Transportation Plan, a blueprint for the transportation system over a period of 20-25 years. An update to the current plan, Mobility 2045, was approved by the RTC last week. Mobility 2045: 2022 Update must now receive a transportation conformity determination by the U.S. Department of Transportation certifying that it complies with federal air quality regulations.

The region's long- and short-range transportation plans must comply with federal air quality regulations as 10 Dallas-Fort Worth area counties – Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise – are in nonattainment for ozone pollution.

The RTC has historically taken an innovative approach to meeting the region's transportation and air quality challenges, allowing the policymakers to enhance the quality of life throughout the Dallas-Fort Worth area.

Fort Worth Star-Telegram

Will AT&T Stadium host 2026 World Cup matches? What to know about FIFA's announcement

By Brayden Garcia

AT&T Stadium in Arlington is not new to hosting big events.

Super Bowl XLV was played here in 2011. The inaugural College Football Playoff National Championship game in 2015 was played in Arlington. And the stadium is home to the Dallas Cowboys. At 4 p.m. Thursday, Arlington will find out if World Cup matches are coming to town in 2026. It is one of the world's largest sporting spectacles and is put on by the Federation International Football Association.

Arlington is one of 17 U.S. cities with venues vying for the honor. The quadrennial event has traditionally been hosted by one country until 2002 when it was jointly held in Japan and South Korea. The 2026 edition will be the 23rd playing of the world's premiere soccer tournament and will be hosted jointly — for the first time — by three nations. Hosting duties will be split between the U.S., Mexico and Canada. The World Cup is the most-watched sporting event in the world.

For context: More than 3.5 billion people tuned in to the 2018 World Cup in Russia — a little over a billion watched France knock off Croatia in the final, according to fifa.com.

By comparison, roughly 112 million people watched this year's Super Bowl on television and on streaming devices, according to nfl.com. The other U.S. cities in contention are Atlanta, Boston, Cincinnati, Denver, Houston, Kansas City, Los Angeles, Miami, Nashville, New York/New Jersey, Orlando, Philadelphia, San Francisco, Seattle and Washington DC/Baltimore.

The joint bid to host the 2026 World Cup was unveiled in 2017. Qatar is hosting the tournament later this year. Only three cities are listed each for Canada and Mexico, compared to the 17 for the U.S. Edmonton, Toronto and Vancouver have more or less been selected to host matches in Canada. Guadalajara, Mexico City and Monterrey are most likely the three sites in Mexico.

If AT&T Stadium gets the nod, it would not be the first time World Cup matches were played in the Dallas area. The Cotton Bowl was one of nine venues the last time the U.S. hosted the event in 1994. The first World Cup match in Dallas featured a contentious 2-2 draw between Spain and South Korea — with the ascendant Asians finding the back of the net twice in the final four minutes. That summer more than 3.5 million fans swarmed U.S. stadiums to watch the world's best sides duke it out, according to statista.com.

FIFA officials visited potential World Cup cities in 2021, stopping by AT&T Stadium in October and meeting with Fort Worth Mayor Mattie Parker, Arlington Mayor Jim Ross and Stephen Jones, Dallas Cowboys executive vice president. At the time, Jones said FIFA hadn't offered any feedback on potential venue issues but said they would be proud to host matches at the Arlington facility. One of the biggest hang-ups with AT&T Stadium will likely be its turf field since traditionally, FIFA World Cup games are played on natural grass fields.

The stadium will have to adapt to the conditions if they are chosen as a venue. The 2026 World Cup will feature an expanded field of 48 teams, 16 more than the 32 sides that qualified for the tournament in Qatar later this year. It will also have twice as many venues (16) as the Qatar edition (8).

CBS DFW

'The real work begins now' for 2026 FIFA World Cup in North Texas

By Nick Starling

NORTH TEXAS (CBSDFW.COM) - After being selected as a host city, thousands of fans from all over the world will ascend to North Texas to watch the games.

But now the detailed planning comes into play.

AT&T Stadium will be the epicenter of where the matches will take place.

While this is in Arlington, it will be regional effort to make sure everything goes smoothly.

"The real work begins now," said Arlington Mayor Jim Ross, "We're known as the entertainment district for a reason, we are entertaining."

But to entertain thousands of fans for several days, is a massive undertaking requiring a lot of hotel rooms.

Currently under construction is a 888-room Loews hotel.

"We have a lot of hotel stock here and more on the way, we're not done building just because you see a great big one going up over there right now," added Ross.

The Hotel Association of North Texas told CBS 11 the DFW area is one of the top five areas in number of hotel rooms in the country with over 130,000 rooms.

Another issue? Transportation. The North Central Texas Council of Governments is taking on that role.

"We do plan on utilizing buses that get to AT&T Stadium and taking advantage of our manage lane along I-30 that allow buses to get in there and there might also be dedicated bus lanes, that's been talked about as well because a lot of folks travel by bus to these events and to make sure that we have our roadway available for those buses to use," said Natalie Bettger, senior program manager with the North Central Texas Council of Governments.

They'll be working with the Texas Department of Transportation along with all the cities to figure out the logistics.

"The biggest thing I think our challenge is we work with a lot of different agencies just because we have so many partners in the region," added Bettger.

A region excited to show off for the world.

"Mark my words, we will have the best world cup ever here in the Americas Cup, watch," said Ross.

The Executive Director of the Dallas Sports Commission, Monica Paul told CBS 11 she's meeting with FIFA officials in New York next week to discuss next steps.

['The real work begins now' for 2026 FIFA World Cup in North Texas - CBS DFW \(cbsnews.com\)](https://www.cbsnews.com/news/monica-paul-fifa-2026-world-cup-north-texas/)

Dallas Morning News

Is inflation driving EV prices into the luxury category?

An electric car now costs \$61,000 on average, according to researcher Edmunds.com.

By Bloomberg Wire

Electric-vehicle prices are going up at a dizzying pace these days. Tesla raised prices by as much as \$6,000 per car last week. Rivian bumped up the ask on its battery-powered R1T pickup truck in March, while Ford hiked the sticker on the Mach-E.

Add it all up and an electric car now costs \$61,000 on average, according to researcher [Edmunds.com](https://www.edmunds.com). That's a lot of money when the average new-vehicle price — across all cars — has inflated to \$46,000. And yet the buyers keep coming.

But there's an underlying problem here. New cars are already out of reach for more than half of Americans, which means EVs are affordable to a limited group of well-off buyers only. Some 30% of all new cars sold last year had a suggested retail price above \$50,000, up from just 6% ten years ago, according to Charlie Chesbrough, a senior economist at Cox Automotive.

With many buyers priced out of the new-car market, ever fewer people will be able to make the switch to electric and instead keep burning gasoline for years to come.

"It's clearly a product for the upper crust," Chesbrough said in an interview. "It's going to be a long time before electric vehicles are the majority of cars on the road."

Part of this is the natural evolution of new technology. EVs are still expensive to build. Ford, for example, is in the midst of launching the F-150 Lightning plug-in pickup and is spending \$50 billion to roll out more EVs, with plans to build 2 million annually by 2026.

Rising raw-materials costs are rendering some battery-powered models unprofitable, the carmaker's CFO John Lawler said at an investor conference this week. He added Ford is seeing an increase in auto loan delinquencies amid rising inflation and higher interest rates.

CEOs from General Motors, Ford, Toyota and Stellantis wrote to leaders in Congress this week to ask them to waive limits on the \$7,500 federal tax credits. GM and Tesla have already maxed out the 200,000-vehicle cap on that program, and Toyota is getting close. Given the growth in EV sales, other producers likely won't be far behind.

Despite the recent surge in EV sales, automakers will need to sell to middle-class buyers both to reach cost-effective scale with batteries and to make a dent in carbon emissions. That will be tough with \$61,000 average sticker prices.

GM is the first to make a move.

The company this month dropped the price of its Chevrolet Bolt and its slightly bigger cousin, the Bolt EUV, by \$6,000, in part because its credits ran out. The bigger play comes next year, when the Chevrolet Blazer and Equinox go on sale for around \$30,000.

Both cars could change the game, and the EV market.

Texas Tribune

Texas plans to place charging stations for electric cars every 50 miles on most interstates

With \$408 million in federal funds, the state wants to build enough charging stations to support 1 million electric vehicles.

By Reese Oxner

Texas is planning to add enough electric vehicle charging stations throughout the state to support 1 million electric vehicles with dozens of new stations to allow for easier long-distance travel.

In a [draft plan released this month](#), the Texas Department of Transportation broke down a five-year plan to create a network of chargers throughout the state, starting along main corridors and interstate highways before building stations in rural areas.

The plan is to have charging stations every 50 miles along most non-business interstate routes.

In most other areas in the state, there will be charging stations within 70 miles, according to the plan. Each station is designed to have multiple stalls so there will likely be one available whenever someone stops to charge.

The chargers will be high-powered at 150kW, able to bring most electric vehicles from 10% to 80% in about half an hour, according to the report.

The funding is coming from the federal Infrastructure Investment and Jobs Act passed last year, which is [estimated to allocate about \\$408 million over five years to Texas](#) for the purpose of expanding its electric vehicle charging network. No funds from the state budget will be used. Nationally, the goal is to create a network of 500,000 convenient and reliable electric vehicle chargers by 2030. In total from the infrastructure act, Texas is expected to receive about [\\$35.44 billion over five years](#) for roads, bridges, pipes, ports, broadband access and other projects.

Less than 1% of Texans' registered vehicles are electric. As of May 31, there were 129,010 electric vehicles registered in Texas, according to the report.

"However, since 2020, the total number of electric vehicles across Texas has nearly tripled as more people adopt the technology," TxDOT stated in its report. "With rapidly growing adoption rates, it is necessary to ensure Texas will be able to meet the demand of these new vehicles on the road."

The state is [gathering public comment](#) on the plan, after which it will be finalized. To receive the funds, TxDOT must submit a finalized plan by Aug. 1 to the Federal Highway Administration.

Officials plan to award contracts for construction starting in January.

During the first year of implementation, Texas plans to add around 48 new locations to satisfy the 50-mile FHWA requirement. This is in addition to 27 existing private sector locations and 26 planned locations funded by a separate grant.

The next year, the focus will turn to stations in rural counties, small urban areas and areas advised by metropolitan planning organizations.

After that, during the third through fifth year of implementation, Texas will continue building out charging infrastructure in smaller and rural areas. The report states that charging stations might be equipped with a combination of solar and battery equipment to supplement their power supplies.

Gov. [Greg Abbott](#) stressed the importance of including rural areas in TxDOT's plan in a [March 22 letter](#).

"Texas' sheer volume of roadway miles leaves ample opportunity for EV charging deployment. The plan should ensure that every Texan can access the infrastructure they need to charge an EV," Abbott wrote. "Additionally, I direct TxDOT and stakeholders to include in the plan a way for Texans to easily get from Beaumont to El Paso and Texline to Brownsville in an EV—with a focus on rural placement and connectivity."

Chandra Bhat, a University of Texas transportation engineering professor and the director of the U.S. Department of Transportation's Center on Data-Supported Transportation Operations and Planning, said the additional charging stations are a welcome upgrade to Texas transportation. Some of Bhat's research has been funded by TxDOT.

Bhat said there are several barriers to electric vehicle adoption by consumers: the upfront cost, anxiety over how far a driver can travel and the wait times for charging.

This new plan addresses range anxiety by providing many options only 50 miles apart — however, it doesn't address cost or fully address wait times, he said. Although the planned chargers will be high speed, it still takes around half an hour, he said. A driver might not know how long they may have to wait if someone else is already using the stalls.

That uncertainty can cause consumers to pass on purchasing electric vehicles altogether, he said.

Bhat said he thinks allowing drivers to reserve charging stations at specific times might help reduce that uncertainty. But still, Bhat said he is optimistic that more people will adopt electric vehicles in Texas due to the planned infrastructure upgrades. He also hopes the state will invest in putting information in front of consumers about the increased availability of chargers.

"We will see a clear uptick in the next two or three years, I believe," Bhat said. "And if we get an announcement that batteries are going to be lasting longer and are going to be less expensive, you're gonna see them bought by the droves."

Local Profile

The Future Of Transportation In Collin County

With DART expansion at a crossroads, officials seek new alternatives

By Zach Wichter

Officials across Collin County are working to figure out what the future of transportation here should look like, and especially how big a role [Dallas Area Rapid Transit \(DART\)](#) — which already serves Plano and Richardson — should play in that evolution. Problem is, not everyone is on board with DART in the county, nor have they ever been.

When DART was formed in 1983, Collin County's entire population was less than 200,000, according to the Census Bureau. But the county has since become one of the fastest-growing parts of the country. Just one of its cities, Plano, has a larger population today than the entire county did 40 years ago, and Collin County's overall population topped 1 million in the 2020 census.

That growth boosted the county economically as new businesses came in, [but it also strained the transportation network](#), which remains heavily car dependent. Driving between population centers like McKinney and Richardson may have routinely taken as little as 20 minutes a decade or two ago, but now it can take 45-plus minutes during peak travel times.

Across the board, officials told Local Profile that something has to be done to help folks get to, from and around Collin County more efficiently.

During the energy crisis of the 1970s, business leaders in the Dallas-Fort Worth area worried about the availability of fuel and pushed to make the transportation system more sustainable and redundant, according to Michael Morris, director of transportation at the [North Central Texas Council of Governments \(NCTCOG\)](#).

"The private sector pushed to have dedicated transportation that was electrically propelled in order to ensure the gross domestic product of the Dallas region," he says. "If you want to be a world-class city, you have to be in the rail business."

So, DART came together with member communities voting to enroll by referendum and pledging a penny-per-dollar sales tax to help keep it funded. DART grew to have the largest light-rail system in the country and an extensive bus network, but that tax has become one of the main barriers to expanding the system.

Not all Collin County communities need the level of service that one cent's worth of tax revenue would allow for, Morris says.

In Frisco, for example, which is not currently served by DART, there is less demand for transit than there is in Richardson, which does have DART service.

"The fact that any area or region is talking about traffic issues is a good thing because that means there's a lot of growth to the area, a lot of people coming in and growth to the economy," says Tony Felker, president and CEO of the [Frisco Chamber of Commerce](#). But Felker does not feel DART expansion makes sense for his city based on the current sales tax model because making the required contributions could affect other economic development funding in Frisco.

“When would we see the benefit of that public transportation?” Felker asks. “You have some communities that have been paying in for 30, 40 years and they’re just seeing the benefits right now. Most public leaders think there’s a better solution than joining DART.” Even officials in communities that DART currently serves agree that the one-cent model isn’t right for everyone.

John Muns, Plano’s mayor, said the current funding model allows users from northern Collin County to benefit from DART service without regularly paying their fair share, and he said he has encouraged DART to consider allowing new cities to join under a model based on how much their residents would use the service.

“We obviously know that people from the northern part of Collin County who work in downtown Dallas, they use the service,” Muns says. “That’s good. There’s nothing wrong with that. The only thing that Plano would like to see is more of a level playing field on membership or a hybrid of that, that shows their participation. For us to be the member provider, and no one else, it doesn’t make a lot of sense.”

Muns adds that DART service helped Plano grow into the population and commercial center it has become and that ridership continues to expand.

“We cannot build highways and build our way out of congestion: We’re going to continue to have to come up with alternatives,” he says.

In Plano, DART is piloting an expanded version of its [GoLink](#) service, an on-demand last-mile rideshare program that operates like (and in some cases, is operated by) Uber Pool. GoLink allows riders to travel locally free with an active DART fare pass, and the trial program in Plano provides more flexibility to travel between GoLink service areas that were previously self-contained. Because one of GoLink’s main missions is to get people connected with existing DART service, Muns says it has helped make the whole system more attractive to Plano residents.

“Once DART came out with GoLink, ridership really soared,” he says. “We feel very good that these changes have helped immensely in making DART more relevant to the City of Plano.” In Allen, Wylie and the Town of Fairview, senior citizens and residents with disabilities qualify for taxi vouchers under DART’s Collin County Rides program.

“A few years ago, Allen had a three-year grant and actually offered a bus service for that period of time. At the end of the three years, it was discontinued due to a lack of ridership,” the city’s Chamber of Commerce said in a statement. According to Sharon Mayer, CEO of the [Allen Chamber of Commerce](#), the current on-demand service meets the needs of the community at a reasonable cost. That said, Allen is open to considering other options.

Morris, from the NCTCOG, agrees that a layered approach helps facilitate transit introduction in new communities and that on-demand service is often a great first step.

“The first level we recommend is microtransit, like a Via. It’s a technology-based, on-demand service,” he says, referring to a carpool rideshare app that operates in cities in more than 20 countries. Once that sort of network is in place and people start relying on transit for more trips, Morris says it’s easier and more palatable to make the system more robust.

Future technologies like self-driving people movers may also help make mass transit feasible in some of Collin County’s more sprawling communities, many officials say.

As the population of Collin County grows, residents' and business leaders' mobility expectations are shifting. Young workers increasingly say they want to live close to their jobs and don't necessarily want to own or rely on a car, which is leading to the rise of mixed-use developments like Hall Park in Frisco and CityLine in Richardson.

"I want to create an environment where, instead of moving to far north Collin County, you'll consider living near a train station," says Richardson Mayor Paul Voelker. "If I truly believe in a walkable, bikeable environment, I have to put the infrastructure in place that makes that real."

Developers in Richardson started building higher-density neighborhoods around planned stations long before DART's light rail reached the city. That trend is repeating itself as work on the Silver Line nears completion. The new rail corridor, set to come into service in 2024, will link Plano and Richardson with Dallas/Fort Worth International Airport. As the region's transportation system continues to grow, including a planned high-speed rail line between Dallas and Houston, Voelker says Collin County could come to represent a new ideal in mixed-use development.

"We could be the model for intermodal transportation even more than the Northeast," he says, giving more people the option of a car-free daily routine if they so choose. Plano's mayor Muns agrees. "Nobody wants to take anybody's car away, but if they want to utilize them, we want to make sure there are alternatives for anyone."

Dallas Morning News

One of nation's most polluted sites is in Grand Prairie. EPA will detail plan to clean it

The Delfasco Forge property is leaking toxic chemicals that cause cancer and harm fetuses to dozens of homes.

By Sarah Bahari

The Environmental Protection Agency will detail its plan to clean an industrial site leaking cancer-causing chemicals to dozens of Grand Prairie homes.

A [public meeting](#) has been scheduled for June 30. In addition to the EPA, the Texas Commission on Environmental Quality will be on hand to answer questions.

The 1.1-acre Delfasco Forge property in Grand Prairie is on the [Superfund National Priorities List](#), which includes some of the nation's most polluted sites. [It was added to the list in 2018.](#)

Roughly 80 homes in the largely low-income Burbank Gardens neighborhood are affected by the toxic chemicals. Yet many residents have said they knew nothing of the toxic site or ongoing health threat.

At a [public meeting in February](#), residents said they were angry that city, state and federal officials have not done more to clean the site.

Over the years, tests in the neighborhood have shown that Trichloroethylene, or TCE, contaminated the soil, seeped into the groundwater then vaporized into the air.

Defense contractor Delfasco Forge — which made practice bombs for Navy and Air Force pilots and other machinery during the 1980s and 1990s at the site — used TCE, a degreaser, to clean equipment.

[In addition to causing cancer, TCE](#) can cause heart defects in developing fetuses and damage the liver, kidneys, respiratory, immune and central nervous systems in adults. Pregnant women are among the most vulnerable.

The Grand Prairie plant at 114 N.E. 28th St., closed in 1998. In 2008, Delfasco Forge filed for bankruptcy, in part because of liabilities from the contamination.

Federal and state authorities have acknowledged frustration with the slow-moving abatement process, but said it is typical with this type of toxic site.

“We understand it’s frustrating,” Ed Mekeel, who works in community outreach in the EPA’s Dallas office, said at the February meeting. “For those living around the site, it can be difficult.”

The [meeting](#) is at 6 p.m. Thursday, June 30 at the Tony Shotwell Life Center, 2750 Graham St., in Grand Prairie. A virtual option will also be available.

Dallas Innovates

‘Full-Strength Fort Worth’ Aims to Create Equitable Economic Vitality in Underserved Communities

The city of Fort Worth has launched a new framework—Full-Strength Fort Worth—to bring economic vitality to every corner of the city. The comprehensive revitalization strategy "prioritizes equity and preservation, celebrates diversity, and creates exciting communities where everyone can thrive," the city says.

Read more about the "new vision" for the Panther City, and see a map of key revitalization target areas—from Stop Six to Historic Handley to River East.

By David Seeley

The city of Fort Worth wants to “compete at full-strength on an international stage for businesses, resources, and top talent.” To do that, it needs to leverage the strength of all communities in the Panther City—including ones that have traditionally been underserved and disinvested. Now the city has launched a new framework to bring economic vitality to every corner of the city.

The project—called [Full-Strength Fort Worth](#)—is a “comprehensive revitalization strategy that prioritizes equity and preservation, celebrates diversity, and creates exciting communities where everyone can thrive,” the city announced.

The new framework will combine the expertise of local and national partners with city resources “to create a comprehensive revitalization strategy that prioritizes equity and preservation, celebrates diversity, and creates exciting communities where everyone can thrive.”

A ‘new vision’ for Fort Worth

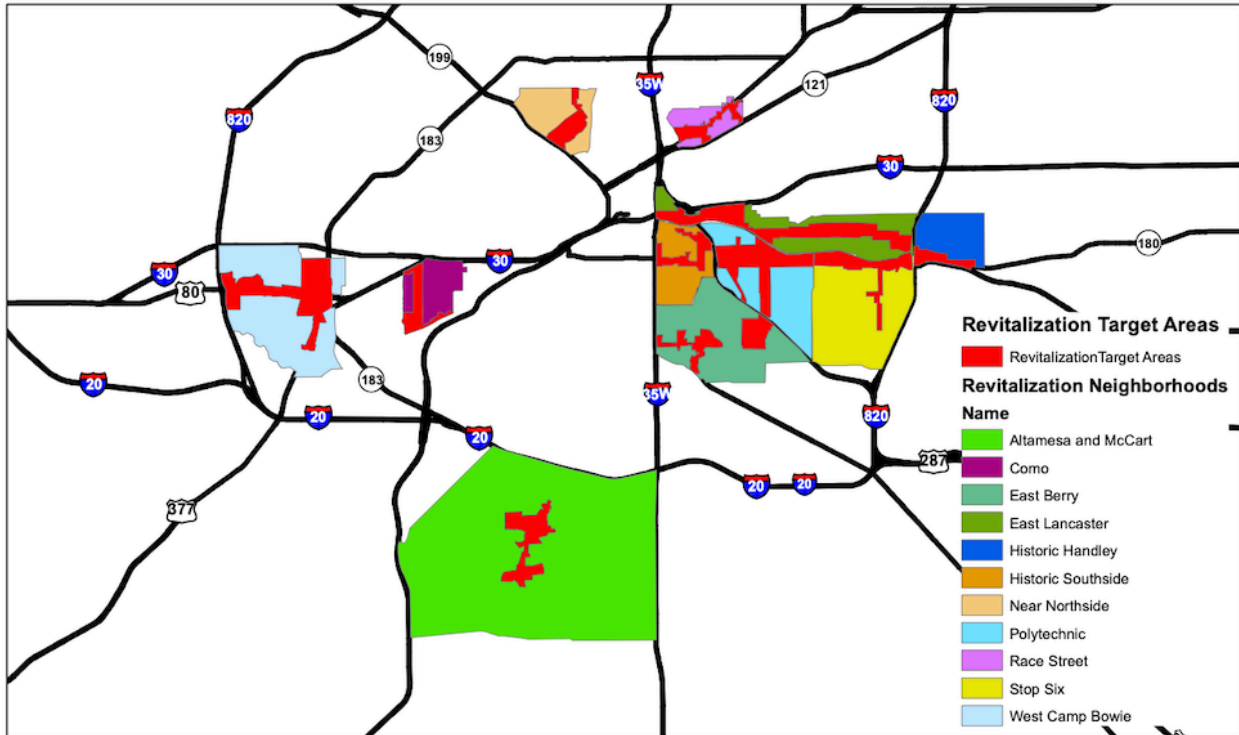
The goal of Full-Strength Fort Worth is nothing less than a “new vision” for the city, the announcement said—“a vision of Fort Worth where all of its neighborhoods are celebrated as equitable drivers of economic change, allowing the city to compete at full-strength for businesses, resources and top talent.”

The initiative is supported by a recent “refresh” of Fort Worth’s [Economic Development Strategic Plan](#), which “strongly encourages equity-focused initiatives that also strengthen the local economy.”

The ultimate goal: “to create equitable economic vitality and resiliency, while empowering the community and preserving each area’s quality of place.”



Economic Development Revitalization Target Areas



Fort Worth's economic development revitalization target areas as of June 2022. [Image copyright 2022 City of Fort Worth]

The map above shows revitalization target areas within Fort Worth. “The areas of impact are focused along key commercial corridors within the Central City that are in need of revitalization, including the preservation of historical and cultural assets, redevelopment of pre-existing sites, and business attraction and retention,” the city said. “While several of these areas include corridors in Fort Worth’s east and southeast areas, there are also additional corridors throughout the city that also require tailored, thoughtful revitalization efforts.”

The impact areas include Evans & Rosedale, Como/Horne Street, Stop Six, Near Northside, River East, Altamesa & McCart, East Lancaster, Polytech, East Berry, Historic Handley, and West Camp Bowie.

Offering a ‘customized approach’ for each community

The city notes that every Fort Worth community has “its own distinct characteristics,” so the city’s Revitalization Toolkit addresses each neighborhood’s needs, emphasizes its strengths, and considers its personality.

Overall, with efforts like the city’s [Main Street America pilot program](#), Fort Worth has several big goals for making Full-Strength Fort Worth a reality for both the city and its citizens:

- Develop high-quality, sustainable investments in underserved communities, providing them with long-term economic resiliency.

- Create equitable opportunities and quality of life across Fort Worth's various neighborhoods.
- Design quality places and vibrant communities for residents and visitors alike.
- Collaborate with communities, local partners and outside organizations to develop strong commercial corridors.
- Create new businesses and job opportunities that can be supported by surrounding neighborhoods.
- Establish more mixed-income housing opportunities citywide.
- Minimize displacement while preserving the community and character of neighborhoods.
- Provide communities with access to economic development resources, empowering them to be active in the future of their neighborhoods.
- Guide future development by considering and preserving the cultural assets of Fort Worth's historic neighborhoods.

The city's partners in Full-Strength Fort Worth include Main Street America, The Retail Coach, CDFI Friendly America, and Placer.ai.

Dallas Morning News

City Council approves \$31.4 million deal for southern Dallas mixed-use community

Council members described the project next to UNT Dallas as a 'game changer.'

By Mitchell Brown

The Dallas City Council has approved up to \$31.4 million in tax increment financing for the first phase of University Hills, a [planned 270-acre development](#) in southern Dallas next to the University of North Texas at Dallas campus.

Dallas-based Hoque Global plans to bring hundreds of single-family homes, 1,500 apartments, 1.5 million square feet of commercial space and more than 50 acres of open green space on undeveloped land near the intersection of Interstate 20 and Lancaster Road.

The first phase will include more than 500 single-family homes and townhomes, 250 apartments and almost 200,000 square feet of offices and retail, the company said.

Councilman Tennell Atkins of District 8 described the development as a "game changer" for southern Dallas.

"This is a huge step for Dallas in helping end our racial and financial segregation in the city; lots of opportunities for homeownership and building of wealth in southern Dallas," said Councilwoman Cara Mendelsohn of District 12.

The company has pitched the project as a catalyst for future growth in the area.

Centurion American Development Group owns the property, which sits south of DART's blue rail line. The Farmers Branch-based developer bought the site in 2016 and proposed its own plans for a mixed-use development in 2017. That plan never came to fruition.

Site work and land acquisition for the first phase of the project is estimated to cost more than \$63 million, according to city documents. Under the agreement, the developer must buy the land by the end of 2023 and complete site work by the end of 2025.

The city funding will require some units to be reserved as affordable for certain income levels and require homebuilders to encourage buyers to participate in a to-be-developed homebuyer assistance program for the community. That program is anticipated to offer financial assistance to buyers who meet designated income requirements, according to city documents.

District 3 councilman Casey Thomas said one of his goals when he came onto the council was that there would be a top-notch place in southern Dallas for young adults to build a family and call home, and that University Hills answers to that.

"This is going to be another legacy project," Thomas said.

North Texas Civic and Private Organizations Unite for Innovative Collaboration

The Lone Star State alliance seeks to pool resources and build a smart region.

By Adam Stone

In Texas, a regional effort is proving that innovation can be a collaborative endeavor.

The [North Texas Innovation Alliance \(NTXIA\)](#) transcends municipal borders to bring together technology-driven solutions to meet a range of civic challenges. Its projects address everything from autonomous vehicle initiatives to artificial intelligence-driven infrastructure projects and advanced metering solutions.

The formal mission of NTXIA is to create “the most connected, smart and resilient region in the country,” says co-founder and executive director Jennifer Sanders. NTXIA’s stated aim is to make North Texas a leader in integrated smart city efforts, especially those initiatives that cross geographic boundaries. “The first step is the establishment of entities that drive strategy, commitment to collaboration and execution,” Sanders says.

To that end, NTXIA brings together “best minds and best practices” to facilitate cross-jurisdictional collaboration, she says. By working collaboratively, “we bridge gaps in capacity that limit the speed of individual entities to plan, deploy and scale solutions.”

Public, private, civic and academic institutions all play critical roles in driving innovation. In bringing together these diverse regional stakeholders, “there are innumerable opportunities to find success in regional collaboration utilizing best practices in data, technology, sustainability, land use and service delivery,” Sanders says.

How Public-Private Partnerships Can Spur Innovation

NTXIA pulls together an engaged network of innovation-focused organizations, all working together to learn, share, replicate and scale projects that are successful from one jurisdiction to another.

“By uniting multiple public entities, currently numbering more than two dozen, the NTXIA hopes to better align private sector capabilities with specific demands from local jurisdictions,” Sanders says. Corporate tech leaders including [Cisco](#) participate in the alliance.

As a central resource, the organization can help to streamline civic efforts. By mapping initiatives that reach across departments or jurisdictions, it can provide civic leaders with insight into what their neighbors have done or are already doing.

The time is ripe for such an effort, as many jurisdictions have unprecedented funding available. With federal funds flowing, a collaborative network “can aid broadly in making the most strategic and impactful use of this once-in-a-generation investment,” Sanders says.

Why Regional Governments Benefit from Innovative Collaboration

In the Dallas-Fort Worth metroplex, which houses several NCTIA members, more than 30 percent of residents live and work in different counties within the metroplex. This presents a cross-jurisdictional challenge.

“When those counties operate on disparate systems — whether emergency services, traffic signals, mass transit and so many others — we all suffer,” Sanders says.

The arrival of some 360 new residents a day in the DFW area adds to the complexity. “We must address the region as a whole if we want that growth to be sustainable environmentally and operationally,” she says.

At the same time, increases in extreme weather events, traffic, infrastructure deterioration, affordable housing and income inequality are regional issues that must be tackled in a collaborative way.

“As our cities transform into smart cities, this becomes even more critical,” Sanders says.

Why Partners Seek a Smart Region

A collaborative, regional approach can help municipal leaders address several key smart city challenges.

“The most fundamental barriers that have held us back across the U.S. in scaling smart cities and infrastructure investments are policy lags, procurement and financial constraints,” Sanders says. To drive success, “these must be addressed, and they must be addressed in an innovative and streamlined manner — hence the smart region.”

The good news is that, for the first time in a generation, funding availability is an enabler and not a barrier. But the strategic use of these funds requires “a change in mindset,” Sanders says. Specifically, it demands a pivot toward collaborative regional thinking around innovation.

“There is more precedent to point to in interlocal agreements, sharing agreements and public-private partnerships, and the hope is that through these learnings, the public sector can move more quickly to deployment than has classically been possible,” she says.

How Early Success Spurred More to Join Regional Alliance

In 2021, NCTIA made rapid progress on its efforts to create “the most connected, smart and resilient region in the country,” Sanders says.

When Texas suffered a devastating [winter storm](#), for example, programs co-created among membership and tailored according to their individual and collective priorities “allowed for rapid response opportunities to discuss learnings and ways solutions can be leveraged across the region,” she says.

Early success has spurred growth in NCTIA’s membership to encompass more than three dozen organizations, two-thirds of which represent the public sector. Participating cities include Dallas, Allen, Arlington, Irving, Plano and others. Some public sector councils like the [Dallas](#)

[Fort Worth International Airport](#), the [Fort Worth Chamber of Commerce](#), the [North Central Texas Council of Governments](#) and others also participate.

Together, they have conducted six workshops with 19 subject matter experts and peer cities “to dig deeply into all aspects of digital infrastructure, data, security and economic development,” Sanders says.

The organization also launched a first-of-its-kind call for revenue-generating solutions in partnership with Marketplace.city “to understand the landscape of new and tested solutions to benefit local government,” she says. Those learnings have been shared nationally through the National Smart Coalitions Partnership, of which NTXIA is a founding member.

NTXIA also has developed a range of shared resources, including a repository of peer policy changes, public-private partnership contracts, requests for proposals and other templates. In addition, regional efforts supported by NTXIA include a four-jurisdiction partnership that resulted in a joint RFP to deploy broadband serving four adjacent smaller communities.

“This effort is being highly sought after by larger municipalities around the country,” Sanders says. “We are so proud of these communities’ role in innovating cross-jurisdictional partnerships to get the job done.”

Next Steps: Federal Grant Collaboration and Building Resilience

Looking ahead, NTXIA aims to leverage multijurisdiction collaboration to help civic leaders maximize their investments.

“Our forward-looking initiatives in 2022 include heavy support of membership in planning for [federal funding investments](#), both utilization of formula funds as well as competitive grants,” Sanders says.

The group plans to hold workshops and bring in subject matter experts to elevate best practices in shaping these grants. They’ll also be sharing insights around broadband, physical assets, mobility, resilience, data security and workforce development.

An emerging cross-disciplinary fellows’ program will facilitate partnerships by embedding teams of students at the community college or university level within public sector member organizations. Fellows will be encouraged “to take a 360-degree look at a chosen problem statement, from policy to technical to the business case,” Sanders says.

In addition, [civic innovation challenges](#) will lead to pilot opportunities, giving municipalities a chance to integrate and test new ideas, driven by community engagement.

“Finally — and this is early but promising — we have convened more than 30 organizations to explore the pursuit of a next-generation resilience hub,” she says. That effort represents the start of a regional network that will incorporate solutions addressing electrification, community resilience, workforce development, economic development and equitable access to fresh food and housing.

Innovation doesn’t have to be a solo effort. NTXIA is proving that across a range of key civic areas of concern, municipalities can work together in support of higher-level regional outcomes.

News Nation

Four cities show the high cost of commuting in 2022

By Andrew Dorn

As gas prices hit record highs across the country, the cost of driving to and from work has never been higher. In some cities, commuters driving from major suburbs to urban cores may be spending over \$400 per month on fuel alone.

And as experts note, the cost of fuel is just one part of the calculation.

“The cost of parking is going up because the demand is going up,” said [Sam Schwartz](#), former New York City Traffic Commissioner. “The other thing that’s alarming is more crashes means insurance costs will go up.”

Despite the rising costs associated with driving, Schwartz says traffic levels have returned to pre-pandemic levels and are worse in many areas. In part, that’s due to a 110% increase in truck traffic, which equates to two to three additional cars, he says.

“If people think driving is worse than ever before, they’re right,” Schwartz said. Unlike the cost of driving, many of the country’s mass transit systems have proven to be inflation-resistant, keeping prices steady, or [even lowering them](#) in some cases, in an effort to win back commuters who left during the pandemic.

But concerns about [rising crime](#), the spread of COVID-19 and an increase in people working from home has kept public transit ridership between 60% and 70% of pre-pandemic levels, Schwartz said. He thinks that number may increase if gas prices continue to rise.

So just how much more expensive is it to drive to work these days? We analyzed four cities to find out.

Note: The monthly estimated fuel costs were calculated assuming a 15-gallon tank averaging 20 miles per gallon in ideal traffic conditions. Commute costs do not include additional expenses such as parking, vehicle depreciation or other maintenance. Gas prices are calculated using [American Automobile Association \(AAA\) data](#).

CHARLOTTE

Commute: Gastonia to Charlotte, North Carolina (approximately 23 miles one-way)

Cost of gas today: \$4.56/gallon in Gaston County

Cost of gas one year ago: \$2.82/gallon in Charlotte-Gastonia-Rock Hill

Monthly fuel cost today: \$210 approximately

Increase from last year: 62% more expensive

What’s the alternative?

The quickest way to get from Gastonia to Charlotte via public transit is the Charlotte Area Transit System's (CATS) express bus. At \$176, a monthly unlimited regional express pass costs slightly less than the current monthly price for fuel.

The bus ride from Gastonia to uptown Charlotte takes about 40 minutes.

CHICAGO

Commute: Naperville, Illinois, to downtown Chicago (approx. 35 miles one-way)

Cost of gas today: \$5.71/gallon in DuPage County

Cost of gas one year ago: \$3.46/gallon in Chicago Metro

Monthly fuel cost today: \$400 approx.

Increase from last year: 65% more expensive

What's the alternative?

Those commuting to downtown Chicago from Naperville can take the Metra commuter rail system for just \$100 per month starting in July. The recently announced ["Super Saver" pass](#) costs about the same as one tank of gas, the transit system notes.

The trip from Naperville to Chicago Union Station usually takes about an hour.

DALLAS

Commute: Plano, Texas, to Downtown Dallas (approx. 20 miles one-way)

Cost of gas today: \$4.73/gallon in Collin County

Cost of gas one year ago: \$2.74/gallon in Dallas

Monthly fuel cost today: \$190 approx.

Increase from last year: 73% more expensive

What's the alternative?

Commuters from downtown Plano to downtown Dallas can take the Dallas Area Rapid Transit (DART) red line for \$96 per month.

The average red line trip from Plano to Eddie Bernice Johnson Union Station takes about 45 minutes.

SALT LAKE CITY

Commute: Ogden to Salt Lake City, Utah (approx. 39 miles one-way)

Cost of gas today: \$5.19/gallon in Weber County

Cost of gas one year ago: \$3.42/gallon in Ogden

Monthly fuel cost today: \$405 approx.

Increase from last year: 50% more expensive

What's the alternative?

Commuters from Ogden to Salt Lake City can take the Utah Transit Authority's (UTA) Frontrunner commuter rail system. A monthly premium pass, which includes unlimited access to local buses, Frontrunner commuter trains and the city's light rail system costs \$170 per month.

The average Frontrunner trip from Ogden to the Salt Lake Central Station takes about an hour.

Dallas Morning News

Texas' \$400 million plan would put EV charging stations every 50 miles

The Texas Department of Transportation is gathering public comment on the plan, which must be submitted by Aug. 1 to the Federal Highway Administration.

Texas is planning to add enough electric vehicle charging stations throughout the state to support 1 million electric vehicles with dozens of new stations to allow for easier long-distance travel.

In [a draft plan released this month](#), the Texas Department of Transportation broke down a five-year plan to create a network of chargers throughout the state, starting along main corridors and interstate highways before building stations in rural areas.

The plan is to have charging stations every 50 miles along most non-business interstate routes.

In most other areas in the state, there will be charging stations within 70 miles, according to the plan. Each station is designed to have multiple stalls so there will likely be one available whenever someone stops to charge.

The chargers will be high-powered at 150kW, able to bring most electric vehicles from 10% to 80% in about half an hour, according to the report.

The funding is coming from the federal Infrastructure Investment and Jobs Act passed last year, which is estimated to allocate [about \\$408 million over five years to Texas](#) for the purpose of expanding its electric vehicle charging network. No funds from the state budget will be used. Nationally, the goal is to create a network of 500,000 convenient and reliable electric vehicle chargers by 2030. In total from the infrastructure act, Texas is expected to receive about \$35.44 billion over five years for roads, bridges, pipes, ports, broadband access and other projects.

Less than 1% of Texans' registered vehicles are electric. As of May 31, there were 129,010 electric vehicles registered in Texas, according to the report.

"However, since 2020, the total number of electric vehicles across Texas has nearly tripled as more people adopt the technology," TxDOT stated in its report. "With rapidly growing adoption rates, it is necessary to ensure Texas will be able to meet the demand of these new vehicles on the road."

The state is gathering public comment on the plan, after which it will be finalized. To receive the funds, TxDOT must submit a finalized plan by Aug. 1 to the Federal Highway Administration.

Officials plan to award contracts for construction starting in January.

During the first year of implementation, Texas plans to add around 48 new locations to satisfy the 50-mile FHWA requirement. This is in addition to 27 existing private sector locations and 26 planned locations funded by a separate grant.

The next year, the focus will turn to stations in rural counties, small urban areas and areas advised by metropolitan planning organizations.

After that, during the third through fifth year of implementation, Texas will continue building out charging infrastructure in smaller and rural areas. The report states that charging stations might be equipped with a combination of solar and battery equipment to supplement their power supplies.

Gov. Greg Abbott stressed the importance of including rural areas in TxDOT's plan in a March 22 letter.

"Texas' sheer volume of roadway miles leaves ample opportunity for EV charging deployment. The plan should ensure that every Texan can access the infrastructure they need to charge an EV," Abbott wrote. "Additionally, I direct TxDOT and stakeholders to include in the plan a way for Texans to easily get from Beaumont to El Paso and Texline to Brownsville in an EV—with a focus on rural placement and connectivity."

Chandra Bhat, a University of Texas transportation engineering professor and the director of the U.S. Department of Transportation's Center on Data-Supported Transportation Operations and Planning, said the additional charging stations are a welcome upgrade to Texas transportation. Some of Bhat's research has been funded by TxDOT.

Bhat said there are several barriers to electric vehicle adoption by consumers: the upfront cost, anxiety over how far a driver can travel and the wait times for charging.

This new plan addresses range anxiety by providing many options only 50 miles apart — however, it doesn't address cost or fully address wait times, he said. Although the planned chargers will be high speed, it still takes around half an hour, he said. A driver might not know how long they may have to wait if someone else is already using the stalls.

That uncertainty can cause consumers to pass on purchasing electric vehicles altogether, he said.

Bhat said he thinks allowing drivers to reserve charging stations at specific times might help reduce that uncertainty. But still, Bhat said he is optimistic that more people will adopt electric vehicles in Texas due to the planned infrastructure upgrades. He also hopes the state will invest in putting information in front of consumers about the increased availability of chargers.

"We will see a clear uptick in the next two or three years, I believe," Bhat said. "And if we get an announcement that batteries are going to be lasting longer and are going to be less expensive, you're gonna see them bought by the droves."

Dallas Morning News

Take in this drone's-eye view of Collin Creek's \$1 billion makeover

Most of the old, enclosed mall was torn down to make way for a \$1 billion mixture of townhouses, apartments, retailers and restaurants.

By Paul O'Donnell

Travel south on U.S. 75 through Plano and you can't miss the towering crane and growing rock pile at what used to be Collin Creek Mall.

The city took out its drone this week to give residents [an aerial view](#) of how redevelopment of the failed mall is taking shape.

<https://youtu.be/5A-azQrvWec>

Centurion American Development Group and the city [started moving dirt in September](#) at the 100-acre site after two years of planning. The first phase of construction is a huge underground parking garage in the center of the property that the city is funding.

Most of the old enclosed mall was torn down to make way for a \$1 billion mixture of [townhouses](#), apartments, retailers and restaurants.

Fort Worth Report

Fort Worth doesn't have a budget for sidewalk maintenance. Residents face the consequences.

By Emily Wolf

Alejandrina Guzman was born and raised in Fort Worth. As a wheelchair user, she became conditioned to accessibility issues in the city, be it cracked concrete, gaps in the sidewalks or a lack of curb cuts.

Then she moved to Austin for college.

"When I was over there, for me it was a big realization that I could be pretty independent, using the sidewalks and public transportation," she said.

Guzman moved back to Fort Worth a year ago. Her newfound independence didn't follow. Instead, she was greeted with the crumbling sidewalks she'd known all her life, able to see their flaws with fresh eyes.

For many people, the first instinct when encountering such a problem is to contact the city. In the case of sidewalks, however, maintenance is the [responsibility of private homeowners](#) and businesses.

"That's so upsetting," Guzman said. "Because not only does that put the burden on people who cannot access sidewalks, it also burdens the homeowner."

Fort Worth sidewalk ordinance initially developed in the 60s

The way Fort Worth handles sidewalk maintenance is based on a code initially developed in the '60s, according to Transportation and Public Works director William Johnson. If homeowners don't maintain the sidewalk in front of their property, they can be cited for a [misdemeanor under city ordinance](#).

"The reality is that whatever the situation was back then, compared to today, it just doesn't make sense," he said.

Dallas has a similar ordinance, but provides a [cost-share program](#) for property owners so they have to pay for only 50% of the work. Austin takes ultimate responsibility for maintaining sidewalks. Houston requires property owners to maintain sidewalks, but the ordinance [doesn't have any penalties](#) for failing to repair sidewalks in disrepair.

Fort Worth's misdemeanor citations have been paused for at least the past 15 years, Johnson said, because of equity concerns.

"It's not really reasonable to think that the average person on a fixed income in an older neighborhood would be able to afford to repair it," Johnson said.

If people call to report cracked sidewalks in front of their homes, they'll be informed about the ordinance, but city workers won't issue a citation.

“Imagine someone calling and saying, ‘Hey my sidewalk is broken, my curb is broken,’ and then we serve them with a misdemeanor,” Johnson said.

City uses informal repair system for sidewalks

Although Fort Worth doesn’t issue citations, that doesn’t mean the city is taking responsibility for repairing sidewalks. Fort Worth doesn’t have a fund for sidewalk maintenance and repair, despite an estimated 103 miles of sidewalks currently in poor condition.

It comes down to a numbers game. Johnson pointed toward the high cost of filling sidewalk gaps — estimated at \$792,000 per mile, with 3,395 miles to fill. The City Council adopted the [Active Transportation Plan](#), aimed at filling those gaps, in 2019. That project alone, which includes other transportation construction, has an estimated cost of \$3.3 billion.

“Just by comparison, the entire bond for 2022, including parks and police and fire and libraries, transportation and everything all together, was \$560 million,” Johnson said. “It’s the biggest bond package that the city has ever done ... If we spent every dime just on sidewalks, it would still take multiple (bond) cycles to get to all of the costs for sidewalk gaps.”

In 2021, the transportation and public works department received 336 requests for sidewalk maintenance. Of those, only 71 were addressed because of ‘extremely poor condition.’

Alejandra Peña, a Northside resident, said she’s been waiting for sidewalk and road maintenance since 2008. Her sidewalk is pulling away from the ground, and potholes litter the streets in her neighborhood.

“I used to be able to ride my bike through there and stuff and now I’m like, ‘Wow, I remember when this used to be flat when I was in my younger years,’” Peña said.

Johnson said his department moves money from other activities, like road construction or maintenance, to fix the most severely deteriorated sidewalks.

“That’s kind of how we’ve been informally dealing with this massive problem,” he said.

The sidewalks in Peña’s neighborhood haven’t deteriorated enough to warrant city intervention, but she said they already pose a safety concern.

“We have a lot of people that have been here for many, many years,” she said. “And they’re elderly people, you know. They could trip and fall getting groceries, walking on the sidewalk. I mean, it’s not even safe for kids that ride bikes and skateboards or people with electric chairs nowadays. It’s very dangerous.”

City in the midst of sidewalk condition assessment

Every three years, the city commissions a pavement condition index assessment to determine the state of Fort Worth’s streets and what needs to be repaired. This year, sidewalks are included in the assessment.

“It’s a technical report that will give us data on the condition of the sidewalks, streets, curbs, ramps, etc.,” Johnson said. “And we’ll use that as the basis for programming future and capital projects related to those things.”

Johnson said it will likely be another six months before that assessment becomes public. While more money could be put into sidewalk repair as a result of the assessment, he said it's unlikely the ordinance placing responsibility on property owners will change.

"I know from a development and new development and redevelopment standpoint, I don't see those things changing," he said.

The Northside is one of several areas that has already seen an [influx in city funding](#) to improve sidewalks. It hasn't helped everyone. Hector Lugo, a Fort Worth resident whose mother lives on Harrington Avenue, said the city repaired all of the sidewalks in his mother's neighborhood except hers.

"A guy over at the city program said my mom's street isn't listed on the plan," Lugo said. "If I had the time, I would've gone to City Hall and spoken on it. Compared to the other streets, my mom's was the worst one. She's had the house for 42 years."

When Guzman wants to get somewhere in Fort Worth using her wheelchair, she has to navigate a maze of sidewalks — some with curb cuts and some without. Often, she'll get to the end of a sidewalk, only to realize she can't access the street with her wheelchair.

Then she has to backtrack and find a new path to her destination. Cracks in neighborhood sidewalks can pose a safety hazard, she said, and take away her ability to navigate the city on her own.

"I kind of saw Austin as the norm," she said. "Then I moved back, and I was like, 'Oh wait, this is really bad.'"

Guzman said without a designated funding program for sidewalk repairs, it's hard to believe the city cares about the issue.

"When there's a line item, that means you are valuing that specific initiative," she said. "In this case with sidewalks, if that's not part of the funding plan, then what are we doing?"

The Eagle

Bryan-College Station included in newly proposed TxDOT EV infrastructure plan

By Kyle McClenagan

A newly proposed plan from TxDOT may introduce more electric vehicle charging stations throughout the state, including Bryan-College Station as part of its third phase.

Version 0.56 of the Texas Electric Vehicle Infrastructure Plan was released for public comment June 12. The current draft is not final but does currently include three phases, year 1, year 2 and year 3+, respectively. Bryan-College Station is currently included in the third phase, which may include electric vehicle corridors throughout the state following the installation of charging stations along major interstate highways in phases one and two.

According to the TxDOT proposal in its current form, the installation of EV charging stations inside the Bryan-College Station Metropolitan Planning Organization, or MPO, would cost approximately \$1,562,464 with an estimated five-year operation cost of \$322,866.

The proposed public fast charging stations would have to be no more than one mile from interstate exits or highway intersections and support the charging of at least four cars simultaneously. These funds would possibly come from the Federal Infrastructure Investment and Jobs Act, which states that funding for charging stations would be 80% federal and 20% state funds. The estimates given for Bryan-College Station do not include the 20% state funds.

Daniel Rudge, executive director of the Bryan-College Station Metropolitan Planning Organization, said the Federal Infrastructure Investment and Jobs Act required all states to develop an electric vehicle charging plan.

“The emphasis in the federal legislation was to try to bring about charging stations along the major interstate routes,” Rudge said. “And then level three, or year three plus, is when they get down to some of the more rural areas trying to get a charging station.”

When it comes to producing and installing these new charging stations, Rudge said TxDOT would partner with the private sector.

“They’re trying to make these electric charging stations to be like gas stations where it doesn’t matter if you go to a Shell or Valero,” Rudge said. “We would like for people to be able to say, ‘Hey, there’s an electric charging station here and it works for my car because all of them work for my car.’”

Rudge said this is an important part in making electric cars more accessible to people.

“For people to be willing to give up gasoline-powered vehicles, there needs to be a specific comfort level where I can get from point A to point B using an electric vehicle,” Rudge said.

Megan Brown, public information officer for Bryan Texas Utilities, said that if the plan reaches phase three, the city is prepared to offer power.

“So we would just have to attain that power, either with another generation facility of our own, or by obtaining that through the market or our purchase power agreements,” Brown said.

Brown also said the statewide power grid should be able to support all the proposed charging stations in phase one.

“They’re [charging stations] maxed out rate would consume 605 megawatts of electricity from the grid,” Brown said. “600 megawatts is nothing to shy away from, that’s quite a great amount of electricity, but it’s also not a ton in comparison to the entire grid.”

BTU owns and operates two charging stations in Bryan, Brown said.

“We do already have some EV charges ... actually two downtown,” Brown said. “We have worked with several facilities, retailers, grocery stores, [and] hotels that choose to have that service available for their customers.”

Brown says they charge a flat rate to customers who use their charging stations.

“We bill ourselves basically for the exact same rate that we would any other customer,” Brown said.

Alice Grossman, an associate research scientist at the Texas A&M Transportation Institute, said more electric cars locally would have a positive impact on air quality.

“The air quality benefits are definitely one of the top on the list,” Grossman said. “Having cleaner air for the community by allowing there to be more electric vehicle ownership and traffic through the area ... I see that as a big win.”

Grossman said the transportation institute is currently conducting studies on the impact that electric vehicles have on air quality and public health.

“Electrifying fleets, whether that’s personal vehicles or public fleets or freights, could have a huge impact,” Grossman said. “The vehicle electrification in that area can really help improve the quality of life and health outcomes for people in Texas.”

Bailey Muller, a senior planner in the transportation department at North Central Texas Council, said Texas has a cleaner power grid compared to other states which would work in favor of electric cars.

“EVs are as clean as the grid that you run them on,” Muller said. “When you look at the lifecycle analysis of the production of fuel, the production of the vehicle and then the use of the vehicle over the vehicle’s life, electric vehicles still produce less emissions.”

However, Muller did say one of the biggest limitations of EVs is the current battery solutions, but that research is underway to make more sustainable batteries.

“When you think about some of the first EVs that came out in early 2013 to today, the battery technology that they use versus what we use today is completely different,” Muller said. “So

we're not expecting the way the batteries are made right now, and limitations of the way batteries are made right now, to go into the future.”

Community members can submit public comments to txdot_nevi@txdot.gov.

Dallas Morning News

Dallas County struggles to keep up with car title and registration demands

The Dallas County Tax Office is grappling with increased vehicle registration demands, staff shortages and frequent software outages, delaying approvals for motorists.

By Josephine Peterson

A surge in car sales paired with frequent state software outages and staffing shortages have left the Dallas County Tax Office inundated with a backlog of thousands of requests for vehicle registration and title documents.

“I don’t even have enough employees to serve all of the public,” Dallas County Tax Assessor John Ames said. “The tax office is struggling.”

Ames said office staff are doing everything possible to overcome the delays.

“I just ask the public to have patience with us,” he told *The Dallas Morning News*.

The county tax office reported more than four times the average amount – 12,000 – of title transactions in processing as of this week.

The delays are affecting motorists and dealerships, leaving Ames’ staff with tough choices.

“Do you help the public member standing right in front of you, or do you come over here and help the dealer that just dropped off 100 titles? We need to find a way to balance that,” Ames said.

Car dealerships have been busy in recent months.

The stalled car sales during the beginning of the pandemic left a [“pent-up consumer demand”](#) for vehicles, and a semiconductor shortage in vehicles has slowed new car production, creating a higher used car demand. The average used car price has been [marked up by 10 percent](#).

Comparing the first quarter of 2022 against last year, the tax office reported a 40 percent increase in processed vehicle titles with 289,405 titles.

Karen Phillips is the general counsel and executive vice president of the Texas Automobile Dealers Association. She said these title and registration delays aren’t unique to Dallas County.

Once a car dealer finalizes an agreement with a customer, it provides a 60-day paper, temporary license plates for the vehicle. Phillips said car dealerships across Texas are requesting temporary, 30-day extension paper license plates, because more time is needed to process the vehicle title and registration.

Customers are starting to feel frustrated by the wait, she said. Out-of-state car owners transferring or selling their cars feel the biggest delays, [an increasing problem driven by Dallas County’s booming growth](#).

“We are working diligently to work with tax offices, but the staffing shortage is really hurting us and making it a tremendous challenge,” Phillips said.

The Dallas County Tax Office budget funds 285 positions, 30 of which are unfilled and 12 filled with new employees now in training, Ames said. Once a month, employees volunteer to work overtime on a Saturday just to try to catch up on titles and vehicle registration.

“We have more staff allocated to us, but we can’t hire them. We are really struggling,” Ames said.

The office has prioritized recruiting efforts, attended job fairs and is now considering hourly pay increases. Ames said the office is looking for [full-time, part-time, and seasonal employees](#).

Software outages

The State of Texas requires all vehicle registration to be done through its Registration and Title System software program.

The software was originally created in the early ‘90s to register and title vehicles and update motor vehicle records across the state’s 254 county tax assessor-collector offices.

The current web-based version of RTS was implemented in 2015, but continual updates aren’t enough to overcome increased demands. System slowness and downtime have impacted users’ ability to complete transactions, the state Department of Motor Vehicles told *The News*.

“Growing demand on the system and aging technology have created challenges that require attention to ensure proper connectivity and responsiveness of the system,” DMV’s spokesperson Adam Shaivitz said in an email. “When issues are identified, they are addressed as expediently as possible.”

The tax office has “frequent” software outages that can shut down vehicle title and registration processing for a single or every office, Ames said. A single outage can cost the office hours of work.

“Not only are we short-staffed, not only are we getting more titles than we have ever seen before from dealerships, now when their system goes down, it really hampers our productivity,” Ames said.

In response to questions regarding the delays, the state DMV said that the system was available 99.7 percent of the time last year.

But Shaivitz also said the DMV recognizes that increased volume has placed a greater demand on the state’s software. Asked why the DMV is continuing to use this system, he said it must be maintained until a viable replacement can be implemented.

Ames and Phillips hope that the Legislature will fund a new system in the upcoming session.

“We need a brand new system that works,” Ames said.

“A new system would make the process more expeditious,” Phillips said.

Texas Department of Motor Vehicles staff are working to develop a replacement, and want to include input from county tax assessor-collectors and other stakeholders to ensure the future software resolves existing and future issues, Shaivitz said. Potential future costs have yet to be determined.

Until systemic problems are addressed, the county tax assessor said the public can help shorten turnaround times.

Ames asks the public to opt for online vehicle registration and property tax payments instead of visiting the offices. Online requests are quicker for staff to complete, Ames said. Cars can also be registered at [neighborhood businesses](#) like grocery stores.

“The only thing you have to do in-person is transfer a car title or pick up your disabled placard,” he said. “So please, go online.”

Dallas Morning News

Waymo opens a new self-driving trucking hub in Lancaster

The hub will hold hundreds of trucks and bring a couple hundred jobs to the area.

By Alexandra Skores

Tucked away along West Wintergreen Road in Lancaster is a 9-acre self-driving trucking facility for Waymo, a subsidiary of Google's parent company, Alphabet Inc.

Around 50 community members gathered Wednesday to see Waymo's latest gem, a central launch point for the Southwest. It is home to 10 truck bays, diesel fueling stations, six EV charging stations and 36 workstations.

Workers are spread across the trucking hub, some doing maintenance on the self-driving Waymo Via big rig technology and others cleaning the exterior or monitoring other operations. When the facility is in full operation, it will house over 100 employees and hundreds of trucks.

"This facility has been built from the ground up to support Waymo's Class 8 trucking solutions," said Rocky Garff, head of trucking operations at Waymo. "As we grow our operations, this is an investment here in Texas and across the southwestern U.S. region."

The company has about 20 trucks in the Dallas area. The big rigs are painted a deep royal blue with the Waymo logo across the side and have white trailers. The autonomous trucks are built with cameras, radar and other technology to ensure a safe drive, Garff said.

It's a \$10 million investment into the Lancaster community, too, said Michelle Peacock, global head of public policy for Waymo. And it's an investment that wouldn't be possible without the passing of [Senate Bill 2205](#) in 2017, she said. The bill created a legal foundation for the operation of automated vehicles in Texas.

"We have been testing Waymo Via, testing and driving in Texas since 2020," Peacock said. "We're excited about Lancaster."

And Lancaster is excited for Waymo. Mayor Clyde Hairston said the city has been making history in the midst of a pandemic and has "never missed a beat."

"Lancaster has golden opportunities," Hairston said. "What better time to come to Lancaster than now?"

The company is pursuing long haul routes in Texas, New Mexico and Arizona. It has also been testing commercial routes on Interstate 10, Interstate 20 and Interstate 45. The Lancaster hub allows Waymo to connect with its operations center in Phoenix, where it has fully autonomous vehicles for its ride-hailing service.

[This week](#), Waymo unveiled its latest project with retailer Wayfair, hauling furniture and other goods on a route along I-45. Beginning in July, the pilot will last over six weeks and is a partnership between J.B. Hunt and Waymo Via.

Waymo works with other companies as well. In February, it [partnered with North America's largest logistics firm, C.H. Robinson](#), on autonomous big rigs traveling between Dallas and Houston on I-45.

In addition to Texas, Waymo is testing self-driving trucks in Arizona, New Mexico and California. Other companies running autonomous vehicle tests in D-FW and Texas include [Amazon-backed self-driving vehicle firm Aurora](#), [San Diego-based company TuSimple](#) and [Kodiak Robotics](#).

In its most recent quarterly financial results, Alphabet [reported](#) a loss of \$1.15 billion for its “Other Bets” segment, which includes Waymo.

D Magazine

Accessing Funding to Support Transformational Infrastructure Projects in North Texas

AECOM's Dev Rastogi discusses the latest news in local national funding and the potential impact on important projects in the region.

By Dev Rastogi

With the passing of the Bipartisan Infrastructure Law (BIL) in November 2021, the pressure is on state and local government agencies along with their partners across the U.S. to not only determine the relevant funding opportunities out of more than 350 distinct programs across more than a dozen federal departments and agencies, but to successfully apply for these federal infrastructure dollars.

In addition to federal funding available through the BIL, we've seen the timely and exciting Dallas City Council approval of a resolution allowing for use of the Brimer Bill. With voter approval in November, Dallas will initiate a new hotel occupancy tax at a rate of 2%. The funding from the new hotel occupancy tax rate will serve as a major source of funding for the transformational expansion of the Kay Baily Hutchison Convention Center and Fair Park facilities improvements including the Automotive Building, the Centennial Building, the Band Shell, the Music Hall, the Cotton Bowl and the Coliseum and related infrastructure.

Not only that, but the Convention Center and Fair Park lie at the nexus of the city where various long-term social and climate goals can be realized. The Convention Center as proposed would literally bridge the divide across I-30 and connect Southern Dallas. Fair Park improvements deliver on long delayed investment into an under-resourced community, creating an opportunity for Dallas to lead the way on a sustainable, carbon neutral approach to urban redevelopment of a historic site.

One of the new competitive grant programs, Strengthening Mobility and Revolutionizing Transportation (SMART), is a \$500 million grant program designed to support demonstration projects focused on advanced smart city or community technologies and systems in a variety of communities to improve transportation efficiency and safety. A SMART grant may be used for projects that demonstrate advancements in at least one of the following areas: Automated Transportation, Connected Vehicles, Intelligent, Sensor-Based Infrastructure, Systems Integration, Commerce Delivery and Logistics, Innovative Aviation Technology, Smart Grid and Smart Traffic Signals.

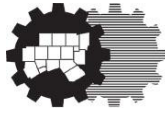
The North Central Texas Council of Governments is actively looking for projects to submit as early as the third quarter of 2022, so communities in North Texas must begin identifying projects to submit under this program. Our local AECOM teams are advising state and local agencies in our region to help understand how the BIL creates opportunities to stretch existing resources and limit raising fees by utilizing enhanced formula funding, securing discretionary grant funds, and partnering with other regions to include their projects in larger regional initiatives that may advance under the BIL.

We recently announced a first-of-its-kind digital tool, the FundNavigator which combines artificial intelligence, geospatial analytics, capital planning and stakeholder engagement with our comprehensive understanding of the federal grants process. Our technical experts are using this cloud-based solution with clients to not only provide expert guidance but to navigate the funding ecosystem, and fully conceptualize their grant and program management, capital planning, electrification assessment modeling and compliance reporting.

AECOM is at the forefront of working with agencies across Texas on projects related to Cellular Vehicle-to-Everything (CV2X) Connectivity, Emerging Technology Infrastructure, an Integrated Data Environment & Analytics and Emerging Technology Pilot Projects. AECOM recently helped the City of Richardson design a pilot project which will include infrastructure upgrades to supplement autonomous vehicles (AV) with critical data, including location information for vulnerable road users (VRU) and traffic signal status, using CV2X communication. The project will provide valuable insights to the connected AV industry for bandwidth needs and help with the standardization of the CV2X communication, as well as deliver mobility services for underserved communities.

Our local teams are also helping agencies prepare to submit competitive grant applications, including with Dallas Area Rapid Transit (DART) and five other transit agencies to develop EV Transition plans. The EVP plan will help position DART to submit for the No or Low Emissions Grant and the Bus/Bus Facilitates Grant programs at the same time. In addition, this funding will help DART advance both zero-emission and automation efforts as the agency incorporates the purchase of both electric and automated buses and associated infrastructure.

With the growth in the region and the availability of timely new funding opportunities, we must work together and act now to advance infrastructure in North Texas in a sustainable and future-focused way.



North Central Texas
Council of Governments

PRESS RELEASE

Contact: Brian Wilson
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Collin County Commissioner Duncan Webb Elected Chair of RTC

Fort Worth's Bivens, Dallas County's Jenkins also named officers

June 9, 2022 (Arlington, Texas) – Collin County Commissioner Duncan Webb was elected chair of the Regional Transportation Council on Thursday and will lead the 44-member transportation policymaking body for the next year.

Webb takes over for Commissioner Theresa Daniel of Dallas County, who has chaired the RTC through its transition from virtual meetings to in-person gatherings during the COVID-19 pandemic. Webb will steer the RTC through the 88th Texas Legislature, which begins in January.

Webb has served on the transportation policymaking body since 2011 and has represented Collin County as a commissioner since 2011. He spent the past year as vice chair of the RTC after a year as secretary.

Fort Worth Mayor Pro Tem Gyna Bivens was elected vice chair, and Dallas County Judge Clay Jenkins will be the next secretary. Bivens has represented Fort Worth on the RTC since August 2021, while Jenkins was appointed in 2011. The new officers will serve in their positions through June 2023.

The RTC includes local elected or appointed officials from the Dallas-Fort Worth area and representatives from the area's transportation providers. As the transportation policymaking body for the 12-county Dallas-Fort Worth area, the RTC oversees transportation planning for the fourth-largest metropolitan area in the country, which has a current population of approximately 8 million people.

The RTC guides the development of roadway, rail and bicycle-pedestrian plans and programs; allocates transportation funds; and recommends projects to the Texas Transportation Commission for other programs. The policymaking body also ensures transportation services are coordinated throughout the region and the metropolitan area complies with federal air quality standards.

One of the RTC's core functions is the development of the Metropolitan Transportation Plan, a blueprint for the transportation system over a period of 20-25 years. An update to the current plan, Mobility 2045, was approved by the RTC on Thursday. Mobility 2045: 2022 Update must now receive a transportation conformity determination by the U.S. Department of Transportation certifying that it complies with federal air quality regulations.

The region's long- and short-range transportation plans must comply with federal air quality regulations as 10 Dallas-Fort Worth area counties – Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise – are in nonattainment for ozone pollution.

The RTC has historically taken an innovative approach to meeting the region's transportation and air quality challenges, allowing the policymakers to enhance the quality of life of people throughout the Dallas-Fort Worth area.

About the North Central Texas Council of Governments:

NCTCOG is a voluntary association of local governments established in 1966 to assist local governments in planning for common needs, cooperating for mutual benefit and coordinating for sound regional development. NCTCOG's purpose is to strengthen both the individual and collective power of local governments and to help them recognize regional opportunities, eliminate unnecessary duplication and make joint decisions.

NCTCOG serves a 16-county region of North Central Texas, which is centered on the two urban centers of Dallas and Fort Worth. Currently, NCTCOG has 238 member governments including 16 counties, 169 cities, 22 school districts and 27 special districts. For more information on the NCTCOG Transportation Department, visit www.nctcog.org/trans.

About the Regional Transportation Council:

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

###



North Central Texas
Council of Governments

PRESS RELEASE

Contact:

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Be a Trailblazer: Choose Between Two Proposed Names and Logos for Regional Trail

North Texans asked to help brand bicycle-pedestrian corridor connecting 5 cities

June 13, 2022 (Arlington, Texas) – North Texans have until June 20 to choose between two names for the long-planned bicycle-pedestrian trail running through the heart of the Dallas-Fort Worth area: DFW Discovery Trail and DFW Trinity Trail. Each name also has an associated brand identity.

Participants can have their voices heard by voting and sharing their opinions on the names and associated branding at www.FortWorthToDallasTrail.com. An interactive map also allows input on participants' favorite trail destinations that could be included on wayfinding signage. The 60-mile-plus trail will connect downtown Fort Worth, Arlington, Grand Prairie, Irving, and downtown Dallas. These five cities have partnered with the North Central Texas Council of Governments to fund, design, and construct various trail segments for almost a decade. The final 3 segments are anticipated to be complete by the end of 2023 or early 2024.

The logo accompanying each name celebrates the name's features. The DFW Trinity Trail logo includes green and blue graphics representing the flow of the Trinity River. The DFW Discovery Trail logo features different animals that might be discovered throughout the corridor. The colors and animals shown on this logo can be customized to reflect the unique nature of individual trail segments. The new name will be cobranded with existing individual trail segment names to preserve their unique nature.

Most of the trail consists of 15-foot-wide concrete multiuse paths, ideal for many types of long-distance races and community events. One of the first in the region to connect multiple cities, the trail is being designed to put the metroplex on the map as an area that can host large, nationally-competitive sports and other events.

The trail is composed of off-street segments through parks, green fields, neighborhoods, regional entertainment complexes, and business parks along the Trinity River. Trail users encounter some of the most pristine nature to be found in the heart of the Dallas-Fort Worth area.

In addition to serving nearby communities and hosting regional and national events, the trail is anticipated to be used as transportation for pedestrians and cyclists, with connections at two Trinity Railway Express (TRE) train stations and hundreds of employers along the corridor.

Improved air quality is another potential benefit of this regional corridor, as 10 North Texas counties are currently in nonattainment for ozone and are working to meet the federal standard. Transportation alternatives such as this trail are among the many NCTCOG-driven regional initiatives intended to address air quality issues.

For more information about the Fort Worth to Dallas Regional Trail and the branding project, visit www.nctcog.org/FWtoDalTrail.

About the North Central Texas Council of Governments:

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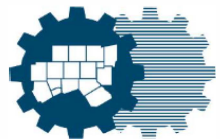
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Transportation Alternatives Set-Aside Program

2022 Call for Projects
for the North Central Texas Region

Regional Transportation Council
July 14, 2022



Eligible Project Activities

May include:

- Shared-Use Paths (Trails)
- On-Street Bikeways
- Sidewalks, Crosswalks, Curb Ramps
- Pedestrian and Bicycle Safety Countermeasures and Technology
- Protected Intersections
- Education Activities for Safe Routes to School Projects



Application Categories and Projects

Eligible Projects	Active Transportation	Safe Routes to School Must be within 2 miles of a school	Safe Routes to Rail Must be within one half-mile of a rail station	Safety and Technology
Bicycle Parking	○	○	○	-
Bicycle and/or Pedestrian Count Equipment	○	-	-	●
Crossing Safety Improvements (HAWK, RRFB, refuge islands, etc.)	○	○	○	●
Education Activities for Safe Routes to School	-	●	-	-
On-Street Bikeways (separated bike lanes, bike boxes, etc.)	●	○	○	-
Pedestrian Improvements (sidewalks, crosswalks, curb ramps, etc.)	○	●	●	●
Pedestrian Scale Lighting	○	○	○	●
Protected Intersections	○	○	○	●
Road Diets	●	○	○	○
Shared-Use Paths (Trails)	●	○	○	-

● Primary eligible project in an application

○ Supporting eligible project in an application

(-) Not Eligible



Funding Overview

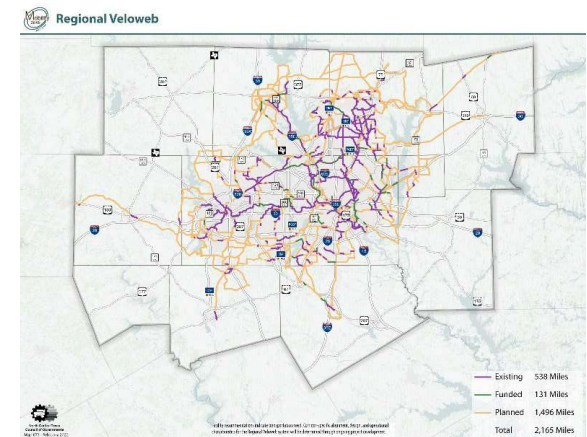
Approximately \$40+ million in federal funding is anticipated to award

<i>Project Activity</i>	<i>Minimum</i> Federal Funding Award <i>per Project</i>	<i>Maximum</i> Federal Funding Award <i>per Project</i>
Construction	\$500,000	No Limit
Safe Routes to School Education Activities	\$250,000	



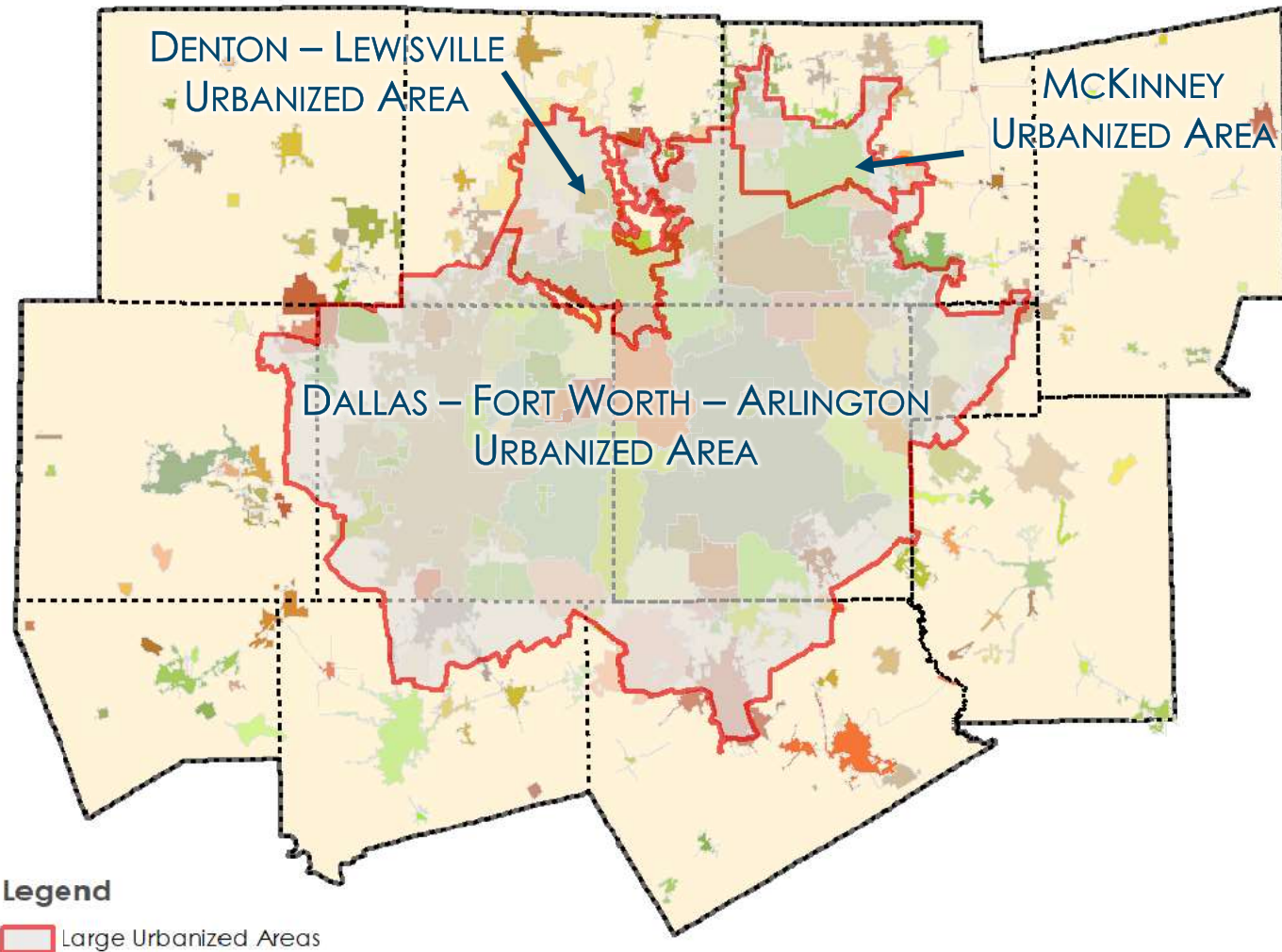
Funding Overview, cont.

- **Construction-implementation projects**
 - Engineering and Environmental Phases: **100 percent locally funded**
 - Construction Phases: **Minimum 20 percent local match**
- **Safe Routes to School education activities: Minimum 20 percent local match**
- **Local match must be cash or Transportation Development Credits (TDCs)**
 - No in-kind contributions
 - Agencies may request use of TDCs (in lieu of a local match) if qualified through the MTP Policy Bundle process, **OR**
 - Agencies may request Regional Transportation Council (RTC) TDCs (in lieu of a local match) for projects implementing the Regional Veloweb as identified in Mobility 2045 (2022 Update). Use of RTC TDCs will be limited to 2 applications per agency.



Eligible Project Areas

All proposed projects must be within one of the three urbanized areas (exceeding 200K population)



Program Rules (Required Documentation)

Funding Commitment

Confirm the availability of the local match contribution or the requested use of TDCs in lieu of local cash match

Right-of-Way/Easement

Property must be under public ownership. If easement cannot be obtained by deadline, a consent letter from the “public” property owner or utility company is required. Pending easements on private properties are not eligible.

If Applicable:

Railroad Right of Entry Letter/Agreement
(if project is in railroad right-of-way)

TxDOT District Engineer Letter of Consent
(if project is in TxDOT right-of-way)

Letter of Support from School District Superintendent or Top Administrator
(SRTS Projects Only)

Documentation of Support from Supporting Entity
(if project includes or crosses another jurisdiction)



Program Rules, cont.

- Project sponsor must execute an agreement (LPAFA) with TxDOT within **one year** of the funding award by the RTC
- Projects must advance to construction within **three years (or less)** of the funding award by the RTC or the funding may be reprogrammed
- Projects must be implemented consistent with the funding application as approved by the RTC and as included in the project agreement with TxDOT



Anticipated Schedule

Milestone	Date
Bicycle and Pedestrian Advisory Committee (BPAC) - Information	May 18, 2022
Surface Transportation Technical Committee (STTC) – Action	June 24, 2022
Regional Transportation Council (RTC) – Action	July 14, 2022
Call for Projects Opens	July 18, 2022
Call for Projects Workshop	July 19, 2022
Call for Projects Closes (Applications Due by 5PM)	Sept 9, 2022
Review of Projects/Scoring by NCTCOG Staff	Sept – Oct 2022
Public Meeting	Nov 2022
Surface Transportation Technical Committee (STTC) – Action to Recommended Project Funding Awards	Dec 2, 2022
Regional Transportation Council (RTC) – Action to Approve Project Funding Awards	Dec 8, 2022
Submittal Deadline for TIP Modifications	Jan. 27, 2023
Deadline for Project Sponsors to Execute Agreements with TxDOT	December 2023
Deadline for Project Sponsors to Open Bids and Obligate Funds	December 2026



Requested Action

Approval of Call for Projects elements related to:

eligible project areas, eligible activities, application categories, funding and local match, program rules, and schedule



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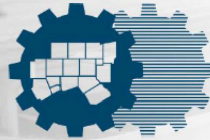
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NCTCOG Transportation

Disadvantaged Business Enterprise Program – Fiscal Year 2023-2025 Goal Update

Regional Transportation Council

July 14, 2022

Process to Update DBE Goal

- ✓ Project Potential Contract Awards (FY23-25)
- ✓ DBE Goal Development
- ✓ Initiate Public Input/Stakeholder Involvement
- ✓ Publish Goal for Public Comment/Review
- ➔ Committee Review/Consideration

Implement New DBE Goal – October 1, 2022



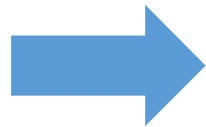
Development of DBE Goal

Step 1:

Determine Relative Availability of Ready, Willing & Able DBE Firms

- Determined by Market Area
 - DFW MSA (NCTCOG)
 - Individual Market Area Transit Subs (County)
- Includes weighting by Contract opportunities for FY23-25
 - NCTCOG & Subs
 - Funding Source

Establishes Base Figure



Step 2:

Consideration of Other DBE Data

- Historical DBE Expenditures
- DBE goals from other, similar agencies in DFW Market area
- Stakeholder comment
- Public comment

Adjustments to Base Figure



Step 1

Preliminary DBE Availability Analysis - NCTCOG & Subrecipients

Procurement Type	Potential Awards (in \$1,000s)	DBE Firms	Total Firms	DBE Goal
Construction	\$4,105	3,699	13,900	26.6%
Marketing, Advertising, and Public Outreach	\$1,991	427	1,784	23.9%
Office Supplies & Equipment (Rental & Purchase)	\$1,002	35	629	5.6%
Operational Administrative, Communications, Support Services	\$2,603	890	11,220	7.9%
Planning/Engineering	\$10,725	1,810	5,655	32.0%
Software and Ancillary Information Technology Professional Services	\$4,065	727	5,156	14.1%
Transportation Equipment	\$13,721	22	251	8.8%
Vehicle Maintenance and Operations Support	\$3,965	71	2,403	3.0%
TOTAL*	\$42,176	7,681	40,998	18.7%
Total Weighted Summary				17.0%



Step 1

Preliminary DBE Availability Analysis - *Subrecipients*

Procurement Type	Potential Awards (in \$1,000s)	DBE Firms	Total Firms	DBE Goal
Construction	\$4,105	3,699	13,900	26.6%
Marketing, Advertising, and Public Outreach	\$191	427	1,784	23.9%
Office Supplies & Equipment (Rental & Purchase)	\$429	35	629	5.6%
Operational Administrative, Communications, Support Services	\$2,603	890	11,220	7.9%
Software and Ancillary Information Technology Professional Services	\$1,060	146	3,047	4.8%
Transportation Equipment	\$721	19	109	17.4%
Vehicle Maintenance and Operations Support	\$3,965	71	2,403	3.0%
TOTAL	\$13,074	5,287	33,092	16.0%
Total Weighted Summary				12.7%



Step 2

Consideration of Other DBE Data

Items Reviewed for Potential Adjustments

- ✓ Historical DBE Achievement/Expenditures
- ✓ Similar Entity DBE Goals
- ✓ Stakeholder Comment
- ✓ Public Comment



Step 2

Historical DBE Performance

Fiscal Years ^{^*}	Total Contract Amount	DBE Goal	DBE Contract Percent	DBE Expenditure Percent
2006-2010	\$17,028,000	13%	22.00%	24.1%
2011-2013	\$7,122,596	25%	27.40%	24.5%
2014-2016	\$20,010,463	25%	27.93%	24.63%
2017-2019	\$10,657,099	25%	31.59%	33.69%
2020-2022	\$41,807,606	19.4%	19.18%	14.78%

*expenditures through April 8, 2022

[^]2006-2019 NCTCOG activity only, 2020-2022 NCTCOG & Subrecipient activities



Step 2

Similar Entity DBE Goals/Feedback

Similar Entity DBE Goals

Agency	Goal	Program Period
Trinity Metro	13%	FY2020-2022
DART	31%	FY2020-2022
DCTA	10%	FY2022-2024

Stakeholder Feedback

DBE Consultation Workshop (April 11th) – positive feedback

Public Comment Period May 13th – July 12th

No recommended adjustments



FY2023-2025 DBE Goal Update Proposed Goal

NCTCOG and Subrecipients (FTA, FHWA Funds)

CONTRACTING ENTITY	FTA	FHWA	TOTAL
NCTCOG	8.8%	26.6%	18.6%
SUBRECIPIENTS	12.7%	N/A	12.7%
TOTAL WEIGHTED GOAL*	9.8%	26.6%	17.0%

*Weighted by Contract Service Type, Contract Award Amount, and Market Area



Schedule

TASK	DATE	STATUS
STTC Meeting: Information Item on DBE Goal Update	March 25	✓
Consultation Meeting with Stakeholders	April 11	✓
Meeting: Information Item on DBE Goal Update	April 14	✓
STTC: Information Item on Proposed Goal	April 22	✓
RTC: Information Item on Proposed Goal	May 12	✓
Notice to Public of Proposed Goal (start 45-Day Public Comment Period)	May 13	✓
DBE Open House	June 6	✓
Public Meeting on DBE Goal Update Process	June 13	✓
STTC: Approval of DBE Goal	June 24	✓
End of 45-day Public Comment Period	July 12	✓
RTC: Approval of DBE Goal	July 14	
Executive Board: Approval of DBE Goal	July 28	
Submit Final Electronically to FTA	August 1	
DBE Program Update and Goal Effective	October 1	



Requested Action

Staff requests Regional Transportation Council approval of the 17% Disadvantaged Business Enterprise Participation Goal for Fiscal Years 2023-2025 for US Department of Transportation assisted contracting opportunities.



CONTACT US

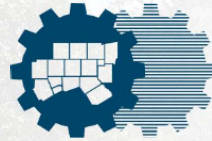


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Transportation Department

Regional Parking Garage Policy and Initial Projects

Regional Transportation Council
July 14, 2022

Image source: NCTCOG

Mobility 2045 Background

Mobility 2045 Goals

- Travel efficiency measures and system enhancements targeted at congestion reduction
- Encourages livable communities which support sustainability and economic vitality

SD02-001: Land Use-Transportation Connections Program

- *Addresses land use-transportation connections by utilizing parking management strategies and innovative parking technologies*



Previous Partnerships: Uber Funding

Request for technology company campus surrounding improvements

Became a commitment to the community for safety and technology-based solution in TxDOT surplus property

Total funding: \$10.4M

- Technology parking lots: \$4.5M
- Rideshare plaza, pedestrian and signal improvements: \$5.9M



Previous Partnerships: Northwest Highway/Preston Center Study

Parking that will significantly change the transportation/land use balance of the area and solve a transportation problem using land use solutions

Approximately \$48M estimated total cost in 2020

- \$10M Commitment from the Regional Transportation Council (RTC)
- \$10M from the City of Dallas
- \$28M to be committed from the private sector



Previous Partnerships: Collin Creek

Request from City of Plano to support redevelopment of mall into dense mixed-use district

Support transit connection to downtown Plano DART Station

February 2020 - \$55 million for garage and transit service*

- \$30 million commitment from the Regional Transportation Council
 - \$15 million to be repaid as loan
- \$25 million local funding from City of Plano

*Federal funds were ultimately not used for this project due to incompatible construction procurement methods



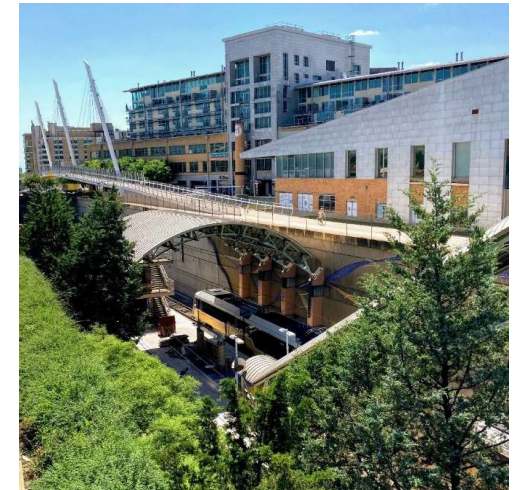
Policy



Parking Policy Purpose

Through a policy, NCTCOG seeks to support surface and structured parking for a **limited strategic purpose with guiding criteria such as:**

- Parking on public lands or that constitute a reuse of public lands
- Parking advancing safety
- Parking that supports technology solutions and/or companies
- Parking that meets a special event use or location need
- Parking that significantly changes the transportation/land use balance of an area and solves a transportation problem using land use solutions
- Parking that supports transit operation
- Parking that provides environmental, air quality, and/or equity benefits



SMU/Mockingbird Station -Image source: NCTCOG



Policy Purpose

What it will NOT do:

Create more auto trips at the expense of transit ridership

Subsidize development costs without

- a strong regional benefit and/or public interest
- being transit-supportive

What it WILL do:

- Be part of a funding partnership (gap funding)
- Create efficient use of land to accommodate regional growth and fiscal resiliency
- Increase economic impact and expanded transportation options, especially in historically disadvantaged communities
- Promote data-driven decisions and technology as a solution
- Support air quality goals



Parking Garage Funding Policy

The Regional Transportation Council directs North Central Texas Council of Governments staff to support publicly owned surface and structured parking for strategic purposes that generally meet criteria including, but not limited to:

- reuse of public lands
- advancing safety
- support of technology solutions and/or companies
- support special event use or location needs
- significantly changes the transportation/land use balance of an area and solves a transportation problem using land use solutions
- supports transit operation
- provides environmental, air quality, and/or equity benefits



Funding Requests



Current Request: Mockingbird Station

Currently 725 surface spaces exist and will be replaced with structured parking to enable:

- Mixed income, multi-family residential going into site (20% affordable housing)
- Mixed use, transit-oriented (future hotel and office tower)
- Phase 1 mixed-income residential and site infrastructure development cost is \$117.8M
- City is contributing \$29M to support phase 1 development

Underground public parking garage requested, 500 spaces, three levels

Located adjacent to Dallas Area Rapid Transit (DART) Light Rail Station at the Mockingbird Station

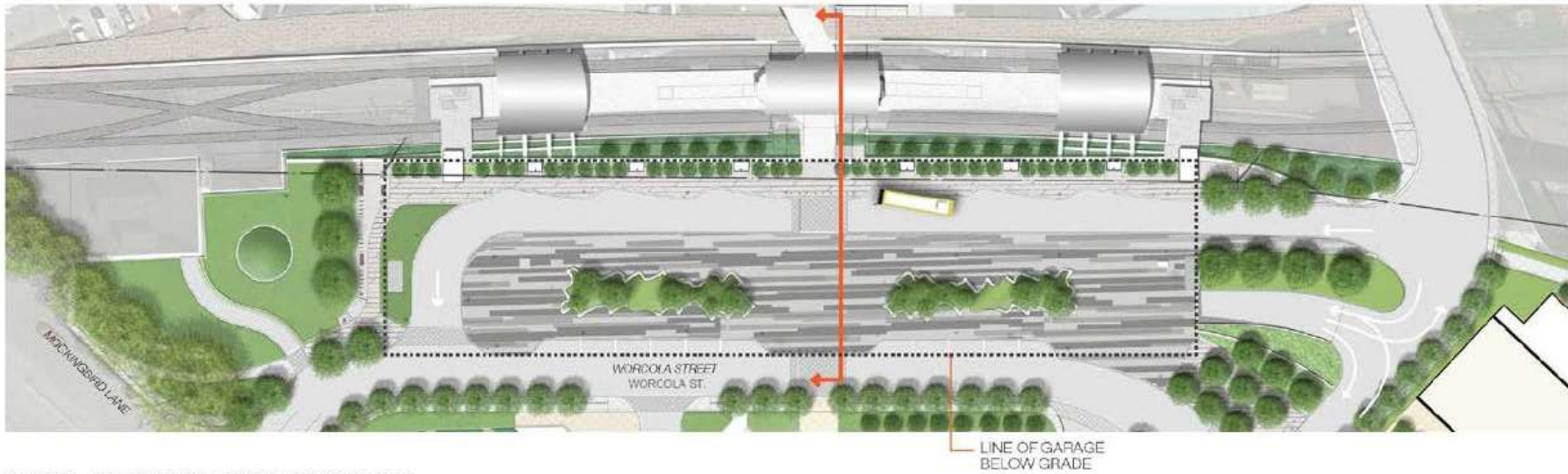
\$31.2M cost estimate for the garage

- DART has committed \$10M for garage
- City is requesting the RTC fill the gap, NCTCOG staff recommends a maximum \$20M RTC commitment (to be split with DART, details on slide 16 “DART Partnership”)
- Developer working on cost savings to reduce cost gap, will cover remaining gap

Facility will be owned and operated by DART



Mockingbird Station



PHASE 1 - BELOW GRADE PARKING STRUCTURE

TCC Mockingbird Station East
Dallas, Texas



Evaluation of Policy: Mockingbird Station Garage

Guiding Principles:

- ✓ Public Land
- X Safety
- ? Technology/Parking Management
- ✓ Special Events/Location
- ✓ Land Use/Transportation Connection
- ✓ Transit-Supportive
- X Environmental/Equity

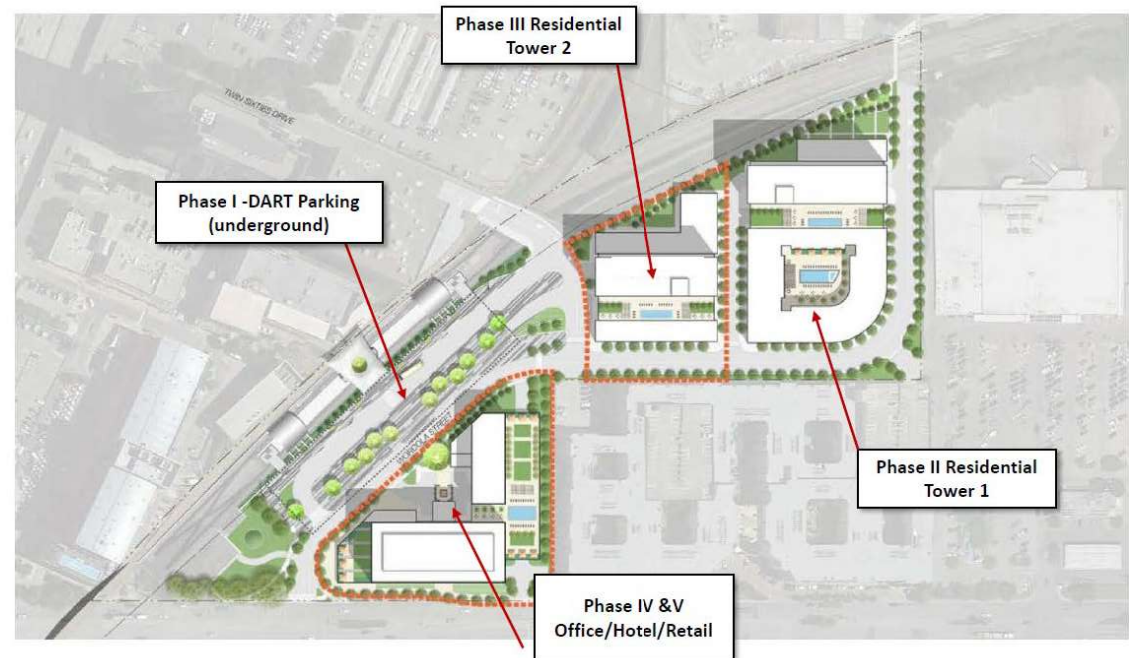


Image source: DART, 2021



Current Request: Dallas Zoo

- 811-space garage requested
- Located adjacent to DART Light Rail Station at the Dallas Zoo, provides parking for Southern Gateway Deck Plaza
- \$21.5M cost estimate
 - City of Dallas has committed \$3.5M
 - \$10M proposed with federal STBG funds from the RTC
 - \$8M to be paid by Dallas Zoological Society (private donations)
- Facility will be owned by the City of Dallas
- Discussions underway regarding potential fee structure for garage users



Evaluation of Policy: Dallas Zoo Garage

Guiding Principles:

- ✓ Public Land
- ✓ Safety
- ? Technology/Parking Management
- ✓ Special Events/Location
- X Land Use/Transportation Connection
- ✓ Transit-Supportive
- ✓ Environmental/Equity

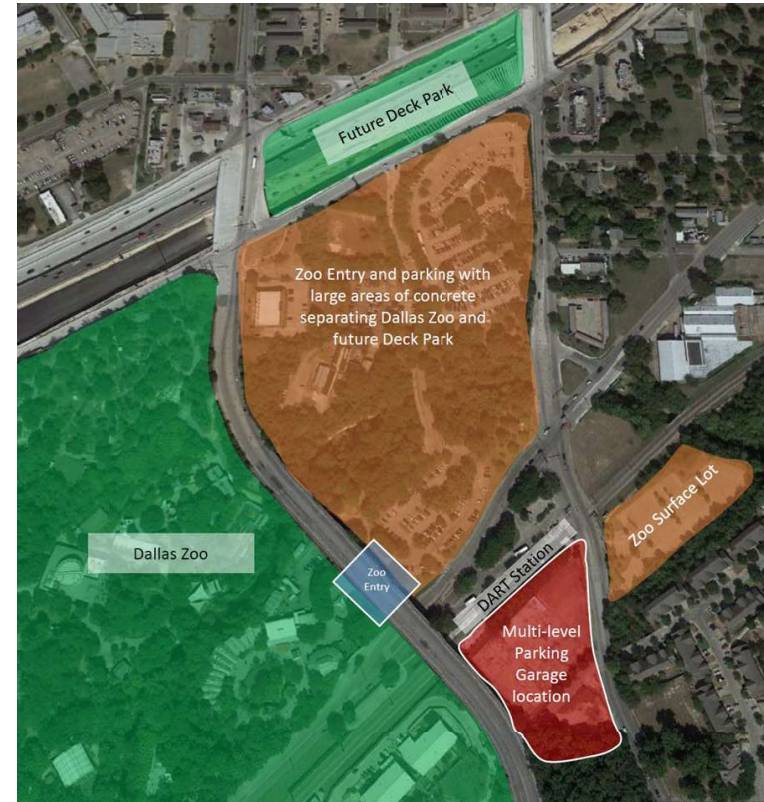


Image source: Dallas Zoo, 2021



DART Partnership

Create approximately \$100 million partnership with DART

- \$10 million trade (federal to local) for Zoo garage
- \$20 million trade (federal to local) for Mockingbird Station project
 - Some portion of \$20 million (to be determined)
- Partnership will involve request for \$10 million MPO Revolver
- Trade with DART to create additional RTC local funding capacity (amount to be determined)



Other Requests Under Development

[NOT part of today's requested action]

Existing Transit Stations

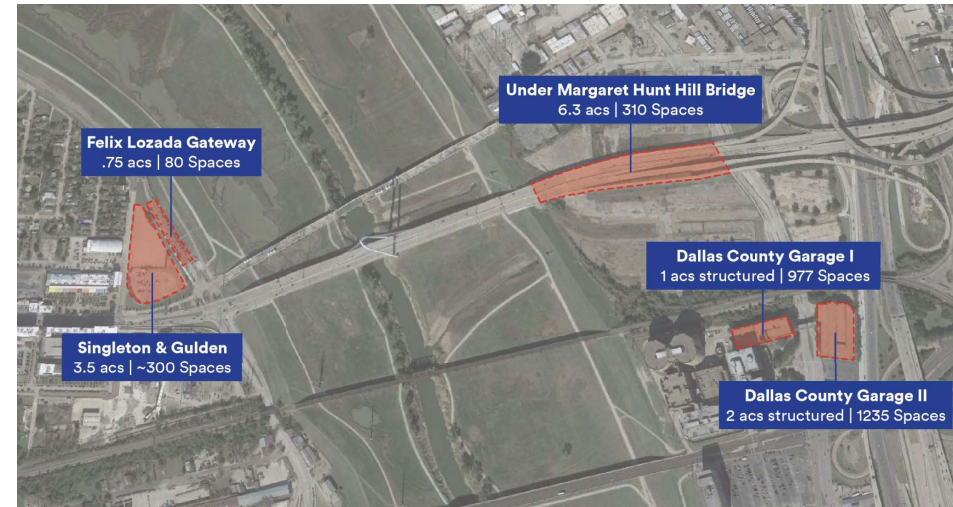
- Downtown Plano
- Addison Circle
- Downtown Farmers Branch

Future Transit Stations

- Mansfield

Regional Destination & Public Lands Reuse

- Trinity Park Conservancy



Draft parking locations for Harold Simons Park



Requested Action

- Approval of the parking policy with strategic purpose/criteria for parking funding requests.
- Fund City of Dallas request for SMU/Mockingbird Station parking garage with \$20 million in federal STBG funds to be matched by existing local funds on project.
- Fund City of Dallas Zoo parking garage request for \$10 million in federal STBG funds to be matched by local funds.
- Direct staff to pursue DART funding partnership as presented.
- Direct staff to administratively amend the Transportation Improvement Program and other planning/administrative documents to include these projects.



Staff Contacts/Questions?



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U.S. Department
of Transportation
**Federal Highway
Administration**

Office of the Administrator

1200 New Jersey Ave., SE
Washington, D.C. 20590

June 16, 2020

The Honorable John Cornyn
United States Senate
Washington, DC 20510

Dear Senator Cornyn:

Thank you for your letter dated October 7, 2019, supporting the Texas Department of Transportation's (TxDOT) request for a "pilot project proposal" on U.S. 75 in Collin and Dallas counties, Texas. Specifically, the request is "to designate U.S. 75 as a research corridor to study the benefits of converting high occupancy vehicle (HOV) lanes to single occupancy lanes during rush hour."

As you may know, these HOV lanes were constructed with Congestion Mitigation and Air Quality Improvement (CMAQ) Program funding. For facilities constructed with CMAQ funding, Section 149(c)(3) of Title 23, United States Code (U.S.C.) requires HOV operations during peak periods and does not allow the Federal Highway Administration (FHWA) to waive the requirement for research purposes. As a result, designating U.S. 75 as a research corridor would not enable TxDOT to remove the HOV restriction.

However, the statute does allow flexibility for single occupant vehicle use outside of peak travel times. Section 149(c)(3) of Title 23, U.S.C., states that "no funds may be provided under this section for a project which will result in the construction of new capacity available to single occupant vehicles unless the project consists of a high occupancy vehicle facility available to single occupant vehicles only at other than peak travel times." It is our understanding that the HOV lanes on U.S. 75 were changed in October 2019 to operate as free, general purpose lanes outside of peak travel times. The HOV-only restrictions remain for 2-hour time blocks in the southbound direction on weekday mornings, and in the northbound directions on weekday evenings.

Section 166(b)(4) of Title 23, U.S.C. allows for HOV lanes to be repurposed as high occupancy toll lanes. If TxDOT applies electronic tolling, then non-exempted single occupancy vehicles would be allowed to use the facility during HOV hours. This would not require FHWA approval.

Again, I appreciate your request and regret that the designation would not achieve the stated goals. If you have any further questions, please contact me or Mr. Alex Etchen, FHWA Associate Administrator for Highway Policy and External Affairs, by telephone at 202-366-5085, or by email to alex.etchen@dot.gov.

The Honorable John Cornyn
Page 2

A similar letter is being sent to Senator Cruz.

Sincerely,

A handwritten signature in black ink, appearing to read "n.r.n.", with a stylized, cursive script.

Nicole R. Nason
Administrator

cc:
The Honorable Ted Cruz
Mr. Achille Alonzi,
FHWA Texas Division Administrator



The Honorable Ted Cruz
United States Senate
Washington, DC 20510

Dear Senator Cruz:

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Again, I appreciate your request and regret that the designation would not achieve the stated goals. If you have any further questions, please contact me or Mr. Alex Etchen, FHWA Associate Administrator for Highway Policy and External Affairs, by telephone at 202-366-5085, or by email to alex.etchen@dot.gov.

A similar letter is being sent to Senator Cornyn.

Sincerely,

A handwritten signature in black ink, appearing to read "N. R. Nason". The signature is fluid and cursive, with a long horizontal stroke at the end.

Nicole R. Nason
Administrator

cc:
The Honorable John Cornyn
Mr. Achille Alonzi,
FHWA Texas Division Administrator



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

May 26, 2022

Refer to: HPP-TX

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

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

Dear Commissioner Dr. Daniel:

On September 23, 2021, the Federal Highway Administration and Federal Transit Administration (FHWA/FTA) provided a letter documenting the overall findings of the Dallas-Fort Worth-Arlington, Denton-Lewisville and McKinney (DFW) Transportation Management Area 2021 FHWA/FTA Certification action. Based on our 2021 review, FHWA/FTA determined the '3-C' metropolitan transportation planning process satisfies the provisions of 23 U.S.C. 134 and 49 U.S.C. 1607 and certified the DFW metropolitan transportation planning process.

Enclosed is a copy of the 2021 Certification Review report documenting the various components of the review. The report provides an overview of the metropolitan planning organization certification process including various recommendations, commendations and observations. We sincerely appreciate the time and effort spent by the MPO staff preparing for and participating in the review.

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

Sincerely yours,

DAVID EDMUND
 BARTELS

Digitally signed by DAVID
 EDMUND BARTELS
 Date: 2022.05.26 12:36:03
 -05'00'

David Bartels
 Director, Planning and Program
 Development
 Federal Transit Administration

Michael T.
 Leary

Digitally signed by Michael T.
 Leary
 Date: 2022.05.26 13:06:39
 -05'00'

Michael T. Leary
 Director, Planning and Program
 Development
 Federal Highway Administration

Enclosure

Electronic copies:

Texas Department of Transportation (Administration, Divisions, Districts)

EXD (Marc Williams)

TPP (Jessica Butler, Roger Beall, Peggy Thurin, Phillip Tindall)

PTN (Eric Gleason, Karen Burkhard)

DAL (Mo Bur, Ceason Clemens)

FTW (Carl Johnson, John Cordary)

PAR (Noel Paramanatham, Dan Perry)

North Central Texas Council of Governments (Administration, Transportation)

Administration (Mike Eastland)

Transportation (Michael Morris, Dan Kessler)

Trinity Metro (Administration, Planning)

Administration (Paul Ballard)

Planning (Chad Edwards)

Dallas Area Rapid Transit (Administration, Planning)

Administration (Nadine Lee)

Planning (Kay Shelton)

Denton County Transportation Authority (Administration, Planning)

Administration (Paul Cristina)

Planning (Whitney Trayler)

North Texas Tollway Authority (Administration, Planning)

Administration (James Hoffman)

AED of Infrastructure (Elizabeth Mow)

US Environmental Protection Agency (US EPA), Region 6

Air (Jeff Riley)

Texas Commission on Environmental Quality (TCEQ), Austin

Air (Jamie Zeck)

Federal Highway Administration (FHWA), Headquarters

HEPP-10 (Harlan Miller)

US Department of Transportation (US DOT)

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

HDA-TX (Megan Dere)

OPS (Ujval Patel, Valeria Arocho, Brett Jackson) HTA-TX (Abraham Ramirez, Millie Hayes)



U.S. Department
of Transportation

Transportation Management Area Planning Certification Review

Federal Highway
Administration

Federal Transit
Administration

Dallas-Fort Worth-Arlington, Denton-Lewisville and McKinney

Transportation Management Area



May 26, 2022

Summary Report



Table of Contents

1.0 EXECUTIVE SUMMARY 3

 1.1 Previous Findings and Disposition 3

 1.2 Summary of Current Findings 3

2.0 INTRODUCTION 8

 2.1 Background/Preface 8

3.0 SCOPE AND METHODOLOGY 9

 3.1 Review Process 9

 3.2 Documents Reviewed 10

4.0 PROGRAM REVIEW..... 10

 4.1 Metropolitan Planning Area Boundaries..... 10

 4.2 MPO Structure and Agreements..... 11

 4.3 Unified Planning Work Program 13

 4.4 Metropolitan Transportation Plan 14

 4.5 Transit Planning 16

 4.6 Transportation Improvement Program..... 17

 4.7 Public Participation..... 18

 4.8 Civil Rights (Title VI, EJ, LEP, ADA)..... 19

 4.9 Consultation and Coordination..... 21

 4.10 List of Obligated Projects 21

 4.11 Freight Planning 22

 4.12 Environmental Mitigation/Planning Environmental Linkage..... 23

4.13	Transportation Safety	24
4.14	Transportation Security Planning.....	25
4.15	Nonmotorized Planning/Livability.....	26
4.16	Integration of Land Use and Transportation	27
4.17	Travel Demand Forecasting.....	27
4.18	Air Quality	28
4.19	Congestion Management Process / Management and Operations.....	30
4.20	Performance Based Planning and Programming.....	311
APPENDIX A - PARTICIPANTS.....		377
APPENDIX B - DOCUMENTS and/or SITES REVIEWED.....		39
APPENDIX C – ELECTED OFFICIAL and PUBLIC COMMENTS.....		44
APPENDIX D - LIST OF ACRONYMS		45

1.0 EXECUTIVE SUMMARY

From June 14 to June 16, 2021, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) virtually conducted the certification review of the transportation planning process for the Dallas-Fort Worth-Arlington, Denton-Lewisville and McKinney urbanized area. FHWA and FTA are required to jointly review and evaluate the transportation planning process for each urbanized area over 200,000 in population at least every four (4) years to determine if the process meets the Federal planning requirements.

1.1 Previous Findings and Disposition

The first enhanced planning review for the Dallas-Fort Worth-Arlington, Denton-Lewisville and McKinney urbanized area was conducted in 1996. The first, second, third, etc. certification reviews were conducted in 1999, 2002, 2005, 2009, 2013 2017, respectively. The summary statement from the 2017 review is provided below:

In general, the 2017 review determined the continued existence of a '3-C' metropolitan transportation planning process that satisfies the provisions of 23 U.S.C. 134 and 49 U.S.C. 1607. Based on overall findings, FHWA/FTA hereby certify the Dallas-Fort Worth-Arlington, Denton Lewisville and McKinney TMA planning process.

1.2 Summary of Current Findings

The current review found that the metropolitan transportation planning process conducted in the Dallas-Fort Worth-Arlington, Denton-Lewisville and McKinney urbanized area meets the Federal planning requirements under [23 CFR 450](#).

Excerpt from FHWA and FTA letter dated September 23, 2021:

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

As a result of this review, FHWA and FTA are certifying the transportation planning process conducted by Texas Department of Transportation (TxDOT), Metropolitan Planning Organization (MPO) and regional transit authorities of Dallas Area Rapid Transit (DART) , Denton County Transportation Authority (DCTA) and Trinity Metro. There are also recommendations in this report that warrant attention, as well as areas that MPO is performing very well in that are to be commended. Details of the items are contained in this report.

Review Areas (4.1 to 4.20)	Citations United States Code (U.S.C.) Code of Federal Regulations (CFR)	Findings, Recommendations (2) and Commendations (12)
4.1 Metropolitan Planning Area Boundaries	23 U.S.C. 134(e) 23 CFR 450.312(a)	Finding. Meets the provisions.
4.2 MPO Structure and Agreements	23 U.S.C. 134(d) 23 CFR 450.314	Finding. Meets the provisions.
4.3 Unified Planning Work Program	23 CFR 450.308 & 420	Finding. Meets the provisions. Commendation 1. The Federal Team appreciates the MPOs funding clarity e.g., 'TPF' versus 'Other'; quality assurance/quality control (QA/QC) and timeliness of responses. The DFW area has done an exemplary job on their UPWP and especially in its participation in the Texas statewide UPWP Working Group.
4.4 Metropolitan Transportation Plan	23 U.S.C. 134(c),(h)&(i) 23 CFR 450.324	Finding. Meets the provisions. Commendation 2. The Federal Team is impressed with the MPOs visualization efforts e.g., mapping of Plan and Program; where capacity was added; and where projects originate.
4.5 Transit Planning	49 U.S.C. 5303 23 U.S.C. 134 23 CFR 450.314	Finding. Meets the provisions.
4.6 Transportation Improvement Program	23 U.S.C. 134(c),(h)&(j) 23 CFR 450.326	Finding. Meets the provisions. Commendation 3. The NCTCOG/RTC does a great job applying for and winning competitive grants that use project scoring criteria. It understands the project elements needed for a successful grant/project. See also Commendation 2. above.

<p>4.7 Public Participation</p>	<p>23 U.S.C. 134(i)(6) 23 CFR 450.316</p>	<p>Finding. Meets the provisions.</p> <p>Commendation 4. The Federal Team is impressed with public involvement with Joppa (historic African American, ‘Freedman’ town) residents. The proposed project was to ‘include better access and sidewalks at the entrance to the Joppa Neighborhood from Loop 12.’</p> <p>Commendation 5. The Federal Team is impressed with the MPOs interactive Public Involvement e.g., Map Your Experience. Per NCTCOG, this is a way to ‘gather continuous input on transportation from members of the public . . . to guide upcoming planning efforts’ including the MTP.</p>
<p>4.8 Civil Rights Equity</p>	<p>Title VI Civil Rights Act 23 U.S.C. 324, Age Discrimination Act, Sec. 504 Rehabilitation Act, Americans with Disabilities Act, Executive Order (EO) 13985, Advancing Racial Equity and Support for Underserved Communities Through the Federal Government.</p>	<p>Finding. Meets the provisions.</p> <p>Commendation 6. The Federal Team appreciates the MPOs consideration of equity in its decision making. For example, in addition to considering current trends, historical Census data, population projections, and economic factors; cultural changes (e.g., housing and transportation affordability, increases in telecommuting, preferences of the various generations, and the relationship between income and mode of travel) are considered.</p>
<p>4.9 Consultation and Coordination</p>	<p>23 U.S.C. 134(g)&(i) 23 CFR 450.316 & 450.324(g)</p>	<p>Finding. Meets the provisions.</p>
<p>4.10 List of Obligated Projects</p>	<p>23 U.S.C. 134(j)(7) 23 CFR 450.334</p>	<p>Finding. Marginally meets the provisions.</p> <p>Recommendation 1. The MPO and TxDOT Transportation Planning and Programming Division should resolve ongoing issues regarding jointly agreed upon Annual Listing of Projects consistent with 23 CFR 450.334 Annual Listing of obligated projects.</p>

4.11 Freight Planning	23 U.S.C. 134(h) 23 CFR 450.306	<p>Finding. Meets the provisions.</p> <p>Recommendation 2. The Federal Team suggests updating the 2013 Freight North Texas: The North Central Texas Regional Freight System study.</p> <p>Commendation 7. The Federal Team SME Georgi Jasenovec appreciates the NCTCOG - FHWA Freight partnership that began with Kevin Feldt and Becky Karasko then continued with Jeff Hathcock and Michael Johnson under the leadership of Dan Kessler and Dan Lamers and including the assistance of Lisa Keys.</p>
4.12 Environmental Mitigation/Planning Environmental Linkage	23 U.S.C. 134(i)(2)(D) 23 CFR 450.324(f)(10) 23 U.S.C. 168 Appx. A 23 CFR Part 450	<p>Finding. Meets the provisions.</p>
4.13 Transportation Safety	23 U.S.C. 134(h)(1)(B)&(h)(2) 23 CFR 450.306(b)(2)&(d) 23 CFR 450.324(h)	<p>Finding. Meets the provisions.</p>
4.14 Transportation Security Planning	23 U.S.C. 134(h)(1)(C) 23 CFR 450.306(b)(3) 23 CFR 450.324(h)	<p>Finding. Meets the provisions.</p>
4.15 Nonmotorized Planning/Livability	23 U.S.C. 134(h) & 217(g) 23 CFR 450.306 & 450.324(f)(2)	<p>Finding. Meets the provisions.</p> <p>Commendation 8. The Federal Team is impressed with the MPOs Land Use and Livability efforts e.g., DFW Trails Websites and Videos e.g., Regional Trail of the Month Videos, via Vimeo 2019-2020.</p>
4.16 Integration of Land Use and Transportation Resilience	23 U.S.C. 134(g)(3)&(h)(1)(E) 23 CFR 450.306(b)(5), Executive Order 13653 Preparing the United States for the Impacts of Climate Change	<p>Finding. Meets the provisions.</p> <p>Commendation 9. The Federal Team appreciates the MPOs statewide leadership in resiliency. To date, a TEMPO Resilience Working Group has been formed with NCTCOG staff (Jeff Neal) leading the effort. Well attended monthly meetings usually include remarks from subject matter experts.</p>

<p>4.17 Travel Demand Forecasting</p>	<p>23 CFR 450.324(f)(1)</p>	<p>Finding. Meets the provisions.</p> <p>Commendation 10. The Federal Team congratulates MPO staff on Transportation Analytical Forecasting Tool (TAFT) and supports routine 10-year and 5-year updates (including COVID travel trends) and the sharing (and coordination) with its partners e.g., regional toll and transit authorities and consultants.</p>
<p>4.18 Air Quality Clean Air Act (CAA)</p>	<p>42 U.S.C. 7401 40 CFR Part 93 23 CFR 450.324(m)</p>	<p>Finding. Meets the provisions.</p> <p>Commendation 11. The NCTCOG/RTC coordinated efforts for local transit agencies to take the '<i>FTA Sustainable Transit for a Healthy Planet Challenge</i>' pledge in North Texas. NCTCOG/RTC is also very proactive in leveraging FHWA/FTA '<i>flex funds</i>' such as CMAQ and STBG programs.</p>
<p>4.19 Congestion Management Process / Management and Operations</p>	<p>23 U.S.C. 134(k)(3) 23 CFR 450.322 23 CFR 450.324(f)(5)</p>	<p>Finding. Meets the provisions.</p>
<p>4.20 Performance Based Planning and Programming</p>	<p>23 U.S.C 134(h)(2) 23 CFR 450.306(d), 450.314(h),450.324(f), 450.326(d) & 450.340.</p>	<p>Finding. Meets the provisions.</p> <p>Commendation 12. The Federal Team appreciates the MPOs willingness to lead Peer2Peer Transportation Performance Management (TPM) efforts.</p>

2.0 INTRODUCTION

2.1 Background/Preface

Pursuant to 23 U.S.C. 134(k) and 49 U.S.C. 5303(k), the FHWA and the FTA must jointly certify the metropolitan transportation planning process in Transportation Management Areas (TMAs) at least every four years. A TMA is an urbanized area, as defined by the U.S. Census Bureau, with a population of over 200,000. After the 2010 Census, the Secretary of Transportation designated 183 TMAs – 179 urbanized areas over 200,000 in population plus four urbanized areas that received special designation. In general, the reviews consist of three primary activities: a site visit, a review of planning products (in advance of and during the site visit), and preparation of a Certification Review Report that summarizes the review and offers findings. The reviews focus on compliance with Federal law and regulations, challenges, successes, and experiences of the cooperative relationship between the MPO(s), the State DOT(s), and public transportation operator(s) in the conduct of the metropolitan transportation planning process. Joint FTA/FHWA Certification Review guidelines provide agency field reviewers with latitude and flexibility to tailor the review to reflect regional issues and needs. As a consequence, the scope and depth of the Certification Review reports will vary significantly.

The Certification Review process is only one of several methods used to assess the quality of a regional metropolitan transportation planning process, compliance with applicable statutes and regulations, and the level and type of technical assistance needed to enhance the effectiveness of the planning process. Other stewardship and oversight activities provide opportunities for this type of review and comment, including Unified Planning Work Program (UPWP) approval, the MTP, metropolitan and statewide TIP findings, air-quality (AQ) conformity determinations (in nonattainment and maintenance areas), as well as a range of other formal and less formal interactions provide both FHWA/FTA an opportunity to comment on the planning process. The results of these other processes are considered in the Certification Review process.

While the Certification Review report itself may not fully document those many intermediate and ongoing checkpoints, the *'findings'* of Certification Review are, in fact, based upon the cumulative findings of the entire review effort.

The review process is individually tailored to focus on topics of significance in each metropolitan planning area (MPA). Federal reviewers prepare Certification Reports to document the results of the review process. The reports and final actions are the joint responsibility of the appropriate FHWA and FTA field offices, and their content will vary to reflect the planning process reviewed, whether or not they relate explicitly to formal *'findings'* of the review.

To encourage public understanding and input, FHWA/FTA will continue to improve the clarity of the Certification Review reports.

2.2 Purpose and Objective

Since the enactment of the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991, the FHWA and FTA are required to jointly review and evaluate the transportation planning process in all urbanized areas over 200,000 population to determine if the process meets the Federal planning requirements in 23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR 450. In 2005, the Safe, Accountable, Flexible, Efficient

Transportation Equity Act: A Legacy for Users (SAFETEA-LU), extended the minimum allowable frequency of certification reviews to at least every four years.

The North Central Texas Council of Governments (NCTCOG) and the Regional Transportation Council (RTC) is the designated MPO for the Dallas-Fort Worth-Arlington, Denton-Lewisville and McKinney urbanized area. The TxDOT is the responsible State agency and DART), DCTA and Trinity Metro are the responsible public transportation operator. Current membership of the RTC consists of elected officials, officials of public agencies, public transportation representation, and state officials from the political jurisdictions in the 12-county Dallas-Fort Worth region. The study area includes Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant, and Wise counties.

Certification of the planning process is a prerequisite to the approval of Federal funding for transportation projects in such areas. The certification review is also an opportunity to provide assistance on new programs and to enhance the ability of the metropolitan transportation planning process to provide decision makers with the knowledge they need to make well-informed capital and operating investment decisions.

3.0 SCOPE AND METHODOLOGY

3.1 Review Process

The initial certification review was conducted in 1996 as an Enhanced Planning Review. Subsequent certification reviews were conducted in 1996, 1999, 2002, 2005, 2009, 2013 and 2017. In general, the 2017 review determined they continued existence of a 3-C ,metropolitan transportation planning process that satisfies the provisions of 23 U .S.C. 134 and 49 U .S.C. 1607.

This report details the 2021 review, which consisted of a virtual site visit and a public involvement opportunity, conducted in June 2021.

Participants in the review included representatives of FHWA, FTA, TxDOT, DART and NCTCOG staff. A full list of participants is included in **Appendix A**.

A desk audit of current documents and correspondence was completed prior to the site visit. In addition to the formal review, routine oversight mechanisms provide a major source of information upon which to base the certification findings.

The certification review covers the transportation planning process conducted cooperatively by the MPO, State, and public transportation operators. Background information, current status, key findings, and recommendations are summarized in the body of the report for the following subject areas selected by FHWA and FTA staff for on-site review:

- Metropolitan Planning Area Boundaries
- MPO Structure and Agreements
- Unified Planning Work Program
- Metropolitan Transportation Plan

- Transit Planning
- Transportation Improvement Program
- Public Participation
- Civil Rights (Title VI, Environmental Justice (EJ), Limited English Proficiency (LEP), and Americans with Disabilities Act (ADA))
- Consultation and Coordination
- List of Obligated Projects
- Freight Planning
- Environmental Mitigation/Planning Environmental Linkage
- Transportation Safety
- Transportation Security Planning
- Nonmotorized Planning/Livability
- Integration of Land Use and Transportation
- Travel Demand Forecasting
- Air Quality
- Congestion Management Process / Management and Operations
- Performance Based Planning and Programming (PBPP)

3.2 Documents Reviewed

Many documents were evaluated as part of this planning process review. For a complete listing see **Appendix B**.

4.0 PROGRAM REVIEW

4.1 Metropolitan Planning Area Boundaries

4.1.1 Regulatory Basis

23 U.S.C. 134(e) and 23 CFR 450.312(a) state the boundaries of a MPA shall be determined by agreement between the MPO and the Governor. At a minimum, the MPA boundaries shall encompass the entire existing urbanized area (as defined by the Bureau of the Census) plus the contiguous area expected to become urbanized within a 20-year forecast period for the MTP.

4.1.2 Current Status

MPO MPA. The MPA boundary now includes the 12 counties of Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant, and Wise. Including these counties ensures coverage of the Dallas-Fort Worth-Arlington, Denton-Lewisville and McKinney Urbanized Areas (UZA) and 2008 and 2015 nonattainment areas.

Population Served. The 2010 US Census population was 6,417,724; with an estimated population of 10.7 and 11.2 Year 2040 and Year 2045, respectively.

https://www.nctcog.org/nctcg/media/Environment-and-Development/PopProjections_PlanningArea_1.pdf

4.1.3 Findings

The FHWA and FTA review found that the metropolitan transportation planning process conducted in the DFW area meets Federal MPA boundaries requirements.

FHWA/FTA Resources:

<https://www.transit.dot.gov/regulations-and-guidance/transportation-planning/transportation-planning>
https://www.fhwa.dot.gov/planning/publications/briefing_book/

4.2 MPO Structure and Agreements

4.2.1 Regulatory Basis

23 U.S.C. 134(d) and 23 CFR 450.314(a) state the MPO, the State, and the public transportation operator shall cooperatively determine their mutual responsibilities in carrying out the metropolitan transportation planning process. These responsibilities shall be clearly identified in written agreements among the MPO, the State, and the public transportation operator serving the MPA. Further, 23 CFR 450.314(h) states that the MPO, the State, and the public transportation operator shall jointly develop specific written provisions for cooperatively developing and sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO, and the collection of data for the State asset management plans for the National Highway System.

4.2.2 Current Status

The 2018 State agreement with the MPO includes the following introductory language:

THIS AGREEMENT is made by and between the State of Texas, acting through the [Texas Department of Transportation](#), called the '*Department*,' the [Regional Transportation Council](#) as the Metropolitan Planning Organization (MPO) Policy Committee, called the '*MPO Policy Committee*,' and the [North Central Texas Council of Governments](#) which has been designated by the [Governor of the State of Texas](#) as the MPO of the Dallas-Fort Worth Arlington, Denton Lewisville, and McKinney urbanized areas', called the '*MPO*', which also serves as the Fiscal Agent for the MPO.

The [Surface Transportation Technical Committee \(STTC\)](#) is the MPO technical committee. The [2018 Bylaws and Operating Procedures](#) spells out procedures, membership, and records of each. [NCTCOG Transportation Department staff](#) are organized by functional area including, the following:

- Air Quality Management
- Automated Vehicle Technology
- Congestion Management, Innovative Project Delivery and Outreach
- Department of Defense Planning
- Fiscal Management
- Legal Services
- Model and Data Development
- Program Administration
- Streamlined Project Delivery and Data Management

Sustainable Development
Transit Management and Planning
Transportation Planning
Transportation Project Programming

Regional Transit Authorities

The regional transit authorities [DART](#), [DCTA](#) and [Trinity Metro](#) are responsible for their service areas.

Toll Operator(s)

The regional toll authorities [NTTA](#) and Collin County Toll Road Authority (CCTRA) ([January 2021](#) and [February 2021](#)) are responsible for their service areas.

There is an 11-page [2018 MOU](#) between the MPO (RTC, NCTCOG); TxDOT (Dallas (DAL), Fort Worth (FTW) and Paris (PAR) Districts); public transit operators (DART, DCTA, Trinity Metro, and the Cities of Arlington Grand Prairie, McKinney, and Mesquite); toll authorities (Collin County and NTTA); and Dallas/Fort Worth International Airport. The MOU includes agency responsibilities.

4.2.3 Findings

The FHWA and FTA review found that the metropolitan transportation planning process conducted in the DFW area meets Federal MPO Structure and Agreements requirements including multi topic, joint agency agreements.

Other. According to the 22-23 UPWP, the NCTCOG and RTC have executed Memorandums of Understanding (MOU) *'for interregional and interstate cooperation on transportation issues' (5), 'advance high-speed rail planning efforts; (1); and rail passenger service and freight rail improvement' (1)* with the following:

- East Texas Council of Governments and East Texas Corridor Council;
- the East Texas Council of Governments, East Texas Corridor Council, and the Northwest Louisiana Council of Governments;
- East Texas Council of Governments, East Texas Corridor Council, Northwest Louisiana Council of Governments, and the North Delta Regional Planning and Development District/Ouachita Council of Governments;
- Heart of Texas Council of Governments and the Waco Metropolitan Planning Organization;
- Metroplan (five-county area designated as the Metropolitan Planning Organization for the Central Arkansas Regional Transportation Study Area);
- Association of Central Oklahoma Governments, the Metropolitan Planning Organization for the Oklahoma City Metropolitan Area; and
- Lone Star Rail District.

FHWA/FTA Resources:

https://www.planning.dot.gov/documents/MPOStaffing_and_Org_Structures.pdf

4.3 Unified Planning Work Program

4.3.1 Regulatory Basis

23 CFR 450.308 and 420 set the requirement that planning activities performed under Titles 23 and 49 U.S.C. be documented in a UPWP. The MPO, in cooperation with the State and public transportation operator, shall develop a UPWP that includes a discussion of the planning priorities facing the MPA and the work proposed for the next one- or two-year period by major activity and task in sufficient detail to indicate the agency that will perform the work, the schedule for completing the work, the resulting products, the proposed funding, and sources of funds.

4.3.2 Current Status

The MPO has a two (2) year UPWP: October 1, 2019 to September 30, 2021 that was initially approved September 26, 2019 that was amended five times over the course of the two years. NCTCOG included the following the following financial language in its final amendment:

- *The formula-based FHWA PL 112 allocation to the Unified Planning Work Program for the Dallas-Fort Worth Metropolitan Area is \$8,728,069 in FY2020 and \$8,463,215 in FY2021 for a two-year total of \$17,191,284.*
- *The Federal Transit Administration 5303 funding is \$2,920,626 in FY2020 and \$3,110,814 in FY2021 for a two-year total of \$6,031,440.*
- *An estimated balance of \$4,629,455 in unexpended / unobligated FHWA PL 112 funding will be available from the FY2019 authorization.*
- *Total FHWA PL 112 and FTA 5303 funding for the FY2020 and FY2021 UPWP is estimated at \$27,852,179.*
- *Transportation Planning Funds in the amount of \$23,656,200 have been programmed and allocated to each of the UPWP subtasks . . . These programmed funds include the FTA 5303 allocation of \$6,031,440, the estimated FY2019 FHWA PL 112 fund balance of \$4,629,455, and \$12,995,305 of Fiscal Years 2020 and 2021 FHWA PL 112 funding.*
- *The remaining balance of Fiscal Years 2020 and 2021 FHWA PL 112 funds of \$4,195,979 is anticipated to be carried over to Fiscal Year 2022.*

NCTCOG arranges its UPWP subtasks consistent with Texas Department of Transportation-Transportation Planning and Programming (TxDOT-TPP) recommended five (5) task template:

- Task 1 Administration and Management
- Task 2 Transportation Data Development and Maintenance
- Task 3 Short-range Planning and Programming, and Air Quality and Transit Operations
- Task 4 Metropolitan Transportation Plan
- Task 5 Special Studies

Within the five (5) tasks are the following:

- A. Objective
- B. Expected Products
- C. Previous Work
- D. Subtasks
- E. Funding Summary

Unique to NCTCOG is the separation of Transportation Planning Funds (TPF) and Other Source funding within the UPWP. The following are the various 20-21 UPWP funding sources:

<u>TPF (11%)</u>	
PL & FTA 5303 monies	11%
<u>Other (89%)</u>	
Congestion Mitigation and Air Quality Program (CMAQ)	7%
Local	18%
Environmental Protection Agency (EPA)	4%
Department of Energy (DOE)	<1%
Surface Transportation Block Grant Program (STBG)	38%
FTA	16%
Regional Toll Revenue (RTR)	5%
Texas Commission on Environmental Quality (TCEQ)	<1%
TxDOT	1%
Other	<1%

4.3.3 Findings

Based on review of the 2020-2021 UPWP, the FHWA and FTA review found that the metropolitan transportation planning process conducted in the DFW area meets Federal Unified Planning Work Program requirements in sufficient detail to indicate priorities, leads, schedule, deliverables, as well as funding source and amount.

Commendation 1. The Federal Team appreciates the MPOs funding clarity e.g., 'TPF' vs. 'Other'; QA/QC and timeliness of responses. The DFW area has done an exemplary job on their UPWP and especially in its participation in the Texas statewide UPWP Working Group.

FHWA/FTA Resources:

<https://www.transit.dot.gov/regulations-and-guidance/transportation-planning/unified-planning-work-program-upwp>

4.4 Metropolitan Transportation Plan

4.4.1 Regulatory Basis

23 U.S.C. 134(c), (h) & (i) and 23 CFR 450.324 set forth requirements for the development and content of the MTP. Among the requirements are that the MTP address at least a 20-year planning horizon and that it include both long and short range strategies that lead to the development of an integrated and multi-modal system to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand.

The MTP is required to provide a continuing, cooperative, and comprehensive multimodal transportation planning process. The plan needs to consider all applicable issues related to the transportation system's development, land use, employment, economic development, natural environment, and housing and community development.

23 CFR 450.324(c) requires the MPO to review and update the MTP at least every 4 years in air quality nonattainment and maintenance areas, and at least every 5 years in attainment areas, to reflect current

and forecasted transportation, population, land use, employment, congestion, and economic conditions and trends.

Under 23 CFR 450.324(f), the MTP is required, at a minimum, to consider the following:

- Projected transportation demand
- Existing and proposed transportation facilities
- Operational and management strategies
- A description of the performance measures and performance targets used
- A system performance report
- Congestion management process
- Capital investment and strategies to preserve transportation infrastructure and provide for multimodal capacity
- Design concept and design scope descriptions of proposed transportation facilities
- Potential environmental mitigation activities
- Pedestrian walkway and bicycle transportation facilities
- Transportation and transit enhancements
- A financial plan

4.4.2 Current Status

The current MTP, [Mobility 2045](#), was adopted by the RTC on June 14, 2018. The Plan includes the following Chapters and Appendices:

Chapters

[1 - Introduction](#)

[2 - Financial Reality](#)

[3 - Social Considerations](#)

[4 - Environmental Considerations](#)

[5 - Operational Efficiency](#)

[6 - Mobility Options](#)

[7 - Transportation Technology](#)

[8 - Regional Performance](#)

[9 - Conclusion](#)

Appendices

[A. Financial Reality](#)

[B. Social Considerations](#)

[C. Environmental Considerations](#)

[D. Operational Efficiency](#)

[E. Mobility Options](#)

[F. Transportation Technology](#)

[G. Regional Performance](#)

[H. Policy Bundle](#)

[I. Resolutions and Letter of Conformity](#)

It is anticipated that the RTC will approve a draft Mobility 2045: 2022 Update plan June 2022. See Section 3.2 Documents Review - Visualization examples (above) for links to the examples NCTCOG staff provided in advance of this Review.

4.4.3 Findings

Based on the 2018 Conformity Determination, issued November 21, 2018, which included review of Mobility 2045, the FHWA and FTA review found that the metropolitan transportation planning process conducted in the DFW area meets Federal Metropolitan Transportation Plan requirements including a multimodal MTP that addressed a 20-year planning horizon, at adoption; long and short range strategies; the movement of people and goods; and current and future demand. The summary statement in the November 2018 was as follows:

- That the Mobility 2045 MTP and 2019-2022 TIP meet all the requirements for making a joint conformity determination under the Clean Air Act Amendments of 1990;

The letter further stated:

- This action restarts the four-year time clock associated with the update of the MTP. Accordingly, an updated MTP and corresponding transportation conformity Determination will be required by November 21, 2022;

Observation 1. The Federal Team supports the MPO MTP 2045 update efforts.

Commendation 2. The Federal Team is impressed with the MPOs visualization efforts e.g., mapping of Plan and Program; where capacity was added; and where projects originate.

FHWA/FTA Resources:

<https://www.transit.dot.gov/regulations-and-guidance/transportation-planning/metropolitan-transportation-plan-mtp>

https://www.planning.dot.gov/planning/topic_scenarioplanning.aspx

https://www.fhwa.dot.gov/planning/scenario_and_visualization/visualization_in_planning/index.cfm

4.5 Transit Planning

4.5.1 Regulatory Basis

49 U.S.C. 5303 and 23 U.S.C. 134 require the transportation planning process in metropolitan areas to consider all modes of travel in the development of their plans and programs. Federal regulations cited in 23 CFR 450.314 state that the MPO in cooperation with the State and operators of publicly owned transit services shall be responsible for carrying out the transportation planning process.

4.5.2 Current Status

See 4.4.2 above.

4.5.3 Findings

The FHWA and FTA review found that the metropolitan transportation planning process conducted in the DFW area meets Federal Transit Planning requirements including cooperation with TxDOT, DART, DCTA and Trinity Metro.

4.6 Transportation Improvement Program

4.6.1 Regulatory Basis

23 U.S.C. 134(c), (h) & (j) set forth requirements for the MPO to cooperatively develop a TIP. Under 23 CFR 450.326, the TIP must meet the following requirements:

- Must cover at least a four-year horizon and be updated at least every four years.
- Surface transportation projects funded under Title 23 U.S.C. or Title 49 U.S.C., except as noted in the regulations, are required to be included in the TIP.
- Make progress toward achieving the performance targets.
- A description of the anticipated effect of the TIP toward achieving the performance targets (to the maximum extent practicable).
- List project description, cost, funding source, and identification of the agency responsible for carrying out each project.
- Projects need to be consistent with the adopted MTP.
- Must be fiscally constrained.
- The MPO must provide all interested parties with a reasonable opportunity to comment on the proposed TIP.

4.6.2 Current Status

Consistent with the statewide efforts, the TIP is fully updated every two (2) years with revisions accomplished quarterly (February, May, August, and November). The current TIP, [21-24 TIP](#), contains projects with committed funds in FYs 21 to 24. The RTC approved the 21-24 -TIP on June 11, 2020. The 21-24 TIP was compliant with the planning regulations, as noted and approved as part of the 21-24 STIP on July 22, 2021.

The 21-24 TIP, as updated includes the following Chapters and Appendices:

[Acknowledgements](#)

[Table of Contents](#)

- I. [Introduction/Background](#)
- II. [Public Involvement](#)
- III. [Project Selection and Prioritization Process](#)
- IV. [Project Implementation/Progress from Previous Years](#)
- V. [Transportation Conformity](#)
- VI. [Public Transportation Services](#)
- VII. [Project Listings](#)
- VIII. [Financial Plan](#)
- IX. [Regional Performance](#)
- X. [Self-Certification](#)

APPENDICES

[Table of Contents](#)

- A. [MPO Designation Agreement](#)
- B. [RTC Resolution Approving the 2021-2024 Transportation Improvement Program](#)
- C. [Summary of the Metropolitan Transportation Plan for North Central Texas](#)
- D. [Environmental Clearance Projects](#)
- E. [Summary of Regional Congestion Management Process](#)
- F. [RTC Funding Commitments](#)
- G. [Federal Approval Letter](#)
- H. [Non-regional Arterials in Mobility 2045](#)
- I. [Modifications to the 2021-2024 TIP Listings](#)

[21-24 TIP Chapter 3](#). Includes information regarding the MPOs Project Selection and Prioritization Process. Per NCTCOG Exhibit III-12 outlines the selection criteria for the programs that comprise the 2017-2018 CMAQ/STBG Funding Program. Exhibit III-13 contains more details on the evaluation methodology for the Strategic Partnerships (Round 3)/Intersection Improvements/MTP Policy Bundle TDCs funding initiative. The evaluation criteria for the 2020 TA Set Aside Call for Projects are shown in Exhibit III-14. Exhibit III-15 has details on the scoring for the 2020 Traffic Incident Management Equipment Purchase Call for Projects. There is also a section devoted to '*Addressing Performance Targets.*'

4.6.3 Findings

Based on the 2018 Conformity Determination, issued November 21, 2018, which included review of the 2019-2022 TIP, the FHWA and FTA review found that the metropolitan transportation planning process conducted in the DFW area meets Federal Transportation Improvement Program requirements including a four year span as updated every two years; surface transportation projects; TPM; project design concept and scope, funding, responsible agency; as well as consistency with the adopted, conforming, fiscally constrained Plan.

Commendation 3. The NCTCOG/RTC does a great job applying for and winning competitive grants that use project scoring criteria. It understands the project elements needed for a successful grant/project.

FHWA/FTA Resources:

<https://www.transit.dot.gov/regulations-and-guidance/transportation-planning/transportation-improvement-program-tip>

4.7 Public Participation

4.7.1 Regulatory Basis

Sections 134(i)(6), 134(j)(1)(B) of Title 23 and Section 5303(i)(5) and 5303(j)(1)(B) of Title 49, United States Code, require a MPO to provide adequate opportunity for the public to participate in and comment on the products and planning processes of the MPO. The requirements for public involvement are detailed in 23 CFR 450.316, which requires the MPO to develop and use a documented participation plan that includes explicit procedures and strategies to include the public and other interested parties in the transportation planning process.

Specific requirements include giving adequate and timely notice of opportunities to participate in or comment on transportation issues and processes, employing visualization techniques to describe metropolitan transportation plans and TIPs, making public information readily available in electronically accessible formats and means such as the world wide web, holding public meetings at convenient and accessible locations and times, demonstrating explicit consideration and response to public input, and periodically reviewing the effectiveness of the participation plan.

4.7.2 Current Status

The MPOs public participation efforts are all encompassing. It currently organizes its Departmental efforts as follows:

[Input and Meetings](#)

[Disadvantage Business Enterprise \(DBE\) Program](#)

[Environmental Justice & Title VI](#)

[Legislative Affairs](#)

The [Public Participation Plan](#) (first approved November 2018; updated March 2020) outlines the region's 'principles, goals and strategies' when it comes to public involvement. Consistent with their Plan, NCTCOG staff facilitated [ONLINE](#) public involvement for this Review (June 7, 2021 to July 6, 2021.)

4.7.3 Findings

The FHWA and FTA review found that the metropolitan transportation planning process conducted in the DFW area meets Federal Public Participation requirements including a documented participation plan that provides the public with multi-formats to participate in MPO processes.

Commendation 4. The Federal Team is impressed with public involvement with Joppa (historic African American, 'Freedman' town) residents. The proposed project was to '*include better access and sidewalks at the entrance to the Joppa Neighborhood from Loop 12.*'

Commendation 5. The Federal Team is impressed with the MPOs interactive Public Involvement e.g., [Map Your Experience](#). Per NCTCOG, this is a way to '*gather continuous input on transportation from members of the public . . . to guide upcoming planning efforts*' including the MTP.

FHWA/FTA Resources:

https://www.planning.dot.gov/planning/topic_PI.aspx

https://www.fhwa.dot.gov/planning/public_involvement/

4.8 Civil Rights (Title VI, EJ, LEP, ADA)

4.8.1 Regulatory Basis

Title VI of the Civil Rights Act of 1964, prohibits discrimination based upon race, color, and national origin. Specifically, 42 U.S.C. 2000d states that '*No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.*' In addition to Title VI, there are other nondiscrimination statutes that afford legal protection. These statutes include the following: Section 162(a) of the Federal-Aid Highway Act of 1973 (23 U.S.C. 324),

the Age Discrimination Act of 1975, and Section 504 of the Rehabilitation Act of 1973/ADA of 1990. The ADA specifies that programs and activities funded with Federal dollars are prohibited from discrimination based on disability.

Executive Order #12898 (EJ) directs federal agencies to develop strategies to address disproportionately high and adverse human health or environmental effects of their programs on minority and low-income populations. In compliance with this EO, USDOT and FHWA issued orders to establish policies and procedures for addressing environmental justice in minority and low-income populations. The planning regulations, at 23 CFR 450.316(a)(1)(vii), require that the needs of those *'traditionally underserved'* by existing transportation systems, such as low-income and/or minority households, be sought out and considered.

Executive Order # 13166 (LEP) requires agencies to ensure that limited English proficiency persons are able to meaningfully access the services provided consistent with and without unduly burdening the fundamental mission of each federal agency.

4.8.2 Current Status

The NCTCOG [Title VI 2019 Update](#), as approved by the RTC on May 9, 2019 and NCTCOG Executive Board on May 23, 2019 is currently under review by FTA. NCTCOG produces the following in support of its Title VI efforts:

[Title VI Policy Statement and Assurances](#) (dated June 2019)

[Title VI Notice to the Public](#) (English, Spanish)

[Title VI Complaint Form](#) (English, Spanish)

[Fair Treatment and Meaningful Involvement in Transportation Planning Brochure](#) (English, Spanish)

While there were no findings from a desk audit of a contract by the Texas Division Civil Rights Subject Matter Expert, it is suggested that NCTCOG clearly specify the VI contact on their website. It is understood in static documents, NCTCOG's preference may be to reference a VI position to address staff changes.

4.8.3 Findings

The FHWA and FTA review found that the metropolitan transportation planning process conducted in the DFW area meets Federal Civil Rights, environment justice and limited English proficiency requirements.

Commendation 6. The Federal Team appreciates the MPOs consideration of equity in its decision making. For example, in addition to considering current trends, historical Census data, population projections, and economic factors; cultural changes (e.g., housing and transportation affordability, increases in telecommuting, preferences of the various generations, and the relationship between income and mode of travel) are considered.

FHWA/FTA Resources:

https://www.planning.dot.gov/planning/topic_transportationequity.aspx

4.9 Consultation and Coordination

4.9.1 Regulatory Basis

23 U.S.C. 134(g) & (i)(5)-(6) and 23 CFR 450.316(b)-(e) set forth requirements for consultation in developing the MTP and TIP. Consultation is also addressed specifically in connection with the MTP in 23 CFR 450.324(g)(1)-(2) and in 23 CFR 450.324(f)(10) related to environmental mitigation.

In developing the MTP and TIP, the MPO shall, to the extent practicable, develop a documented process that outlines roles, responsibilities, and key decision points for consulting with other governments and agencies as described below:

- Agencies and officials responsible for other planning activities (State, local, economic development, environmental protection, airport operations, or freight)
- Other providers of transportation services
- Indian Tribal Government(s)
- Federal land management agencies

4.9.2 Current Status

NCTCOG staff participates in and/or supports the following additional committees having a nexus to transportation:

[Air North Texas Coalition](#) – met virtually on six (6) occasions during 2021

[Air Quality Technical Committee](#) – it is unknown if it met during 2021

[Air Transportation Advisory Committee](#) – met virtually quarterly during 2021

[Bicycle and Pedestrian Advisory Committee](#) - met virtually quarterly during 2021

[Dallas-Fort Worth Clean Cities](#) – funded with DOE funds

[North Texas Clean Air Steering Committee](#) - it is unknown if it met during 2021

[Regional Freight Advisory Committee](#) – met virtually on two (2) occasions during 2021

[Regional Safety Advisory Committee](#) - met virtually quarterly during 2021

In addition to RTC and STTC, NCTCOG staff supports statewide initiatives e.g., Texas Association of Metropolitan Planning Organizations (TEMPO) and the Resiliency Work Group.

4.9.3 Findings

The FHWA and FTA review found that the metropolitan transportation planning process conducted in the DFW area meets Federal Consultation and Coordination requirements by identifying in the [2018 MOU](#), [Public Participation Plan](#) and [2018 Bylaws and Operating Procedures](#) various consultation requirements (each cited previously).

Observation 2. The Federal Team supports the MPOs coordination with Tribal Nations including but not limited to the locally funded Arkansas, Louisiana, Oklahoma, Texas Red River Navigation System Feasibility Study.

4.10 List of Obligated Projects

4.10.1 Regulatory Basis

23 U.S.C. 134(j)(7) and 23 CFR 450.334 requires that the State, the MPO, and public transportation operators cooperatively develop a listing of projects for which Federal funds under 23 U.S.C. or 49 U.S.C.

Chapter 53 have been obligated in the previous year. The listing must include all federally funded projects authorized or revised to increase obligations in the preceding program year and, at a minimum, the following for each project:

- The amount of funds requested in the TIP
- Federal funding obligated during the preceding year
- Federal funding remaining and available for subsequent years
- Sufficient description to identify the project
- Identification of the agencies responsible for carrying out the project

4.10.2 Current Status

For the last several years, TxDOT-TPP has provided MPOs statewide with the first draft of their Annual Project Listings. To date, TxDOT-TPP and NCTCOG have not come to a final agreement on YRs 2018, 2019, 2020 or 2021. TxDOT-TPP staff have expressed that its challenging due to NCTCOGs TIP structure e.g., use of the same state ID for each phase of the project: engineering, right of way acquisition, right of way utilities and construction matched with transportation development credits (TDC) and construction matched with non-TDCs. While NCTCOG maintains delays are due to first draft numbers provided by TxDOT-TPP staff and subsequent feedback regarding inaccuracies in the data. NCTCOG commits to coordinating further with TxDOT-TPP staff in the finalization of the prior Annual Project Listings.

4.10.3 Findings

The FHWA and FTA review found that the metropolitan transportation planning process conducted in the DFW area meets Federal List of Obligated Projects requirements.

Recommendation 1. The MPO and TxDOT Transportation Planning and Programming Division should resolve ongoing issues regarding jointly agreed upon Annual Listing of Projects consistent with 23 CFR 450.334 Annual Listing of obligated projects.

4.11 Freight Planning

4.11.1 Regulatory Basis

MAP-21 established in 23 U.S.C. 167 a policy to improve the condition and performance of the national freight network and achieve goals related to economic competitiveness and efficiency; congestion; productivity; safety, security, and resilience of freight movement; infrastructure condition; use of advanced technology; performance, innovation, competition, and accountability, while reducing environmental impacts.

In addition, 23 U.S.C. 134 and 23 CFR 450.306 specifically identify the need to address freight movement as part of the metropolitan transportation planning process.

4.11.2 Current Status

Freight is addressed in the MPOs [MTP: Subsection 6.2 Freight](#) and [Appendix E Mobility Options](#). Appendix E includes MPO specific policies and programs.

NCTCOG has identified [Critical Freight Corridors](#) and [Freight Safety Initiatives](#) (truck, rail). While some are dated, the following are examples of NCTCOGs freight publications:

[Freight North Texas: The North Central Texas Regional Freight System](#), 2013

[Freight Congestion and Delay Study Final Report](#), 2016

[Truck Parking Study: A Freight North Texas Study](#), 2018

Per the NCTCOG website, anticipated freight studies include:

Freight Project Prioritization;

Freight Land Use Capability; and

Economic Impact of Freight.

4.11.3 Findings

The FHWA and FTA review found that the metropolitan transportation planning process conducted in the DFW area meets Federal Freight Planning requirements.

Commendation 7. The Federal Team SME Georgi Jasenovec appreciates the NCTCOG - FHWA Freight partnership that began with Kevin Feldt and Becky Karasko then continued with Jeff Hathcock and Michael Johnson under the leadership of Dan Kessler and Dan Lamers and including the assistance of Lisa Keys.

Recommendation 2. The Federal Team suggests updating the 2013 Freight North Texas: The North Central Texas Regional Freight System study.

FHWA/FTA Resources:

https://www.planning.dot.gov/planning/topic_freight.aspx

https://www.fhwa.dot.gov/planning/freight_planning/

4.12 Environmental Mitigation/Planning Environmental Linkage

4.12.1 Regulatory Basis

23 U.S.C. 134(i)(2)(D) and 23 CFR 450.324(f)(10) requires environmental mitigation be set forth in connection with the MTP. The MTP is required to include a discussion of types of potential environmental mitigation activities for the transportation improvements and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the plan.

23 U.S.C. 168 and Appendix A to 23 CFR Part 450 provide for linking the transportation planning and the National Environmental Policy Act (NEPA) processes. A Planning and Environmental Linkages (PEL) study can incorporate the initial phases of NEPA through the consideration of natural, physical, and social effects, coordination with environmental resource agencies, and public involvement. This will allow the analysis in the PEL study to be referenced in the subsequent NEPA document once the project is initiated, saving time and money with project implementation.

4.12.2 Current Status

Environment is addressed in the MPOs [MTP: Chapter 4](#) and [Appendix C](#). Each includes the following subsections. **Appendix C** includes MPO specific policies and programs.

4.12.3 Findings

The FHWA and FTA review found that the metropolitan transportation planning process conducted in the DFW area meets Federal Environmental Mitigation / Planning Environmental Linkage MTP requirements. Within their Plan, NCTCOGs various activities are covered under the auspices of 1) healthy communities, 2) air quality, 3) natural environment, and 4) extreme weather vulnerability and resilience. Specifically, on 4), *'consider implementation of the strategies identified in the Climate Change/Extreme Weather Vulnerability and Risk Assessment for Transportation Infrastructure in Dallas and Tarrant Counties (March 2015).'*

FHWA/FTA Resources:

<https://www.fhwa.dot.gov/planning/metroplanfund.cfm>

https://www.planning.dot.gov/planning/topic_PEL.aspx

4.13 Transportation Safety

4.13.1 Regulatory Basis

23 U.S.C. 134(h)(1)(B) and (h)(2) require MPOs to consider safety as one of ten planning factors. As stated in 23 CFR 450.306(b)(2), the planning process needs to consider and implement projects, strategies, and services that will increase the safety of the transportation system for motorized and non-motorized users.

In addition, SAFETEA-LU established a core safety program called the Highway Safety Improvement Program (HSIP) (23 U.S.C. 148), which introduced a mandate for states to have Strategic Highway Safety Plans (SHSPs). 23 CFR 450.306(d) requires the metropolitan transportation planning process to be consistent with the SHSP, and other transit safety and security planning.

4.13.2 Current Status

Similar to environmental mitigation (Section 4.12.1), the [NCTCOG Safety Program](#) includes policies, programs and partnerships. In the case of safety, these *'... assist in reducing the number of crashes, serious injuries, and fatalities on our regional roadways.'* The NCTCOGs four (4) 'Es' of safety include: 1) engineering, 2) enforcement, 3) education, and 4) emergency response. The MTP includes Subsection [5.3 Transportation System Safety](#) and [Appendix D Operational Efficiency](#). Appendix D includes MPO specific policies and programs. These include policies (TSSF3-001 to TSSF3-006) and programs: TSSF2-001 Traffic Incident Management Training Program; TSSF2-002 Regional Mobility Assistance Patrol Program; TSSF2-003 Regional Safety Information System; TSSF2-004 Safety Education and Training Program; and TSSF2-005 Crash Causal Road Factors Program.

The NCTCOGs [Transportation Safety](#) provides performance measure information, including [2020 Transportation Safety Performance Measure Reports](#), as well as the following:

[CY 2020 Regional Crash Summary Fact Sheet](#)

[2020 Regional Contributing Factor Analysis Tables](#)

[Traffic Incident Management](#) including Freeway Incident Management [Resolution R08-10](#)
[Regional Crash Data](#) – Analysis of Regional Crashes, Crash Contributing Factors
[Wrong Way Driving](#) – Combating Wrong Way Driving Throughout the Region
[Mobility Assistance Patrol](#) – Roadway Safety and Congestion Reduction
[Intersection Safety](#) – Removing Crashes at Signalized Intersections
[Commercial Vehicle Enforcement](#) – Violations – Enforcement, Prosecution, and Reporting
[Statewide Safety Initiatives](#) – 2021 HSIP Call for Projects (TxDOT)
[Regional Safety Advisory Committee](#) – met virtually quarterly during 2021

4.13.3 Findings

The FHWA and FTA review found that the metropolitan transportation planning process conducted in the DFW area meets Federal Transportation Safety requirements of considering and implementing projects, strategies, and services that increase motorized and non-motorized safety. This is demonstrated by NCTCOGs use of a comprehensive safety program of four (4) ‘Es’: 1) engineering, 2) enforcement, 3) education, and 4) emergency response. See [21-24 TIP Chapter 3](#). for information regarding the MPOs Project Selection and Prioritization Process. There were no issues noted by the Texas Division Subject Matter Experts Steve Ratke and Millie Hayes.

FHWA/FTA Resources:

https://www.planning.dot.gov/planning/topic_safety.aspx

https://www.fhwa.dot.gov/planning/transportation_safety_planning/

4.14 Transportation Security Planning

4.14.1 Regulatory Basis

23 U.S.C. 134(h)(1)(C) requires MPOs to consider security as one of ten planning factors. As stated in 23 CFR 450.306(b)(3), the Metropolitan Transportation Planning process provides for consideration of security of the transportation system.

The regulations state that the degree and consideration of security should be based on the scale and complexity of many different local issues. Under 23 CFR 450.324(h), the MTP may include emergency relief and disaster preparedness plans and strategies and policies that support homeland security, as appropriate.

4.14.2 Current Status

The MTP includes Subsection [5.4 Transportation System Security](#) and [Appendix D Operational Efficiency](#). Appendix D includes MPO specific policies and programs. These include policies (TSSC3-001 to TSSC3-003) and Programs: TSSC2-001 Transportation System Security Improvements, Expansions, Management, and Operations; TSSC2-502 Transportation and Emergency Responder Uniform Communication System; TSSC2-504 Transportation Security Education and Training; and TSSC2-506 Regional Response Plan Development.

4.14.3 Findings

The FHWA and FTA review found that the metropolitan transportation planning process conducted in the DFW area meets Federal Transportation Security requirements via its security policies and programs, as noted above.

4.15 Nonmotorized Planning/Livability

4.15.1 Regulatory Basis

23 U.S.C. 217(g) states that bicyclists and pedestrians shall be given due consideration in the comprehensive transportation plans developed by each MPO under 23 U.S.C. 134. Bicycle transportation facilities and pedestrian walkways shall be considered, where appropriate, in conjunction with all new construction and reconstruction of transportation facilities.

23 CFR 450.306 sets forth the requirement that the scope of the metropolitan planning process will increase the safety for motorized and non-motorized users; increase the security of the transportation system for motorized and non-motorized users; and protect and enhance the environment, promote energy conservation, improve the quality of life. 23 CFR 450.324(f)(2) states the MTP shall include existing and proposed transportation facilities, including nonmotorized facilities, that should function as an integrated metropolitan transportation system.

4.15.2 Current Status

Information regarding NCTCOGs Bicycle – Pedestrian efforts may be found under the [Quality of Life](#) website. From this page, one finds a wealth of information spanning the following subtopics:

[Bicycle and Pedestrian Advisory Committee \(BPAC\)](#) - met virtually quarterly during 2021
[Pedestrian Safety / Action Plan](#) – as Texas is a pedestrian focus state
[Planning Projects](#) – most recently a Bicycle Parking Pilot Project; Bomber Spur Regional Veloweb Trail Preliminary Design, Midlothian-Waxahachie Shared-Use Path Preliminary Design, and Fort Worth Active Transportation Plan.
[Trails and On-Street Bikeways Network](#)
[Bicycle Opinion Survey](#) – 1,250 interviews
[Safety and Education](#)
[Safe Routes to School](#)
[Routes to Rail](#) – an update to the 2003 Access to Rail Study
[Funding Opportunities](#) – Calls for Projects
[Pedestrian & Bicycle Traffic Count Program](#)
[Crash Information](#)
[Bike to Work Month in DFW](#)
[Design Guidelines & Other Resources](#)
[Training and Workshops](#)

4.15.3 Findings

The FHWA and FTA review found that the metropolitan transportation planning process conducted in the DFW area meets Federal Nonmotorized Planning/Livability requirements as demonstrated with its many opportunities, as linked above. See [21-24 TIP Chapter 3](#). for information regarding the MPOs Project Selection and Prioritization Process.

Commendation 8. The Federal Team is impressed with the MPOs Land Use and Livability efforts e.g., [DFW Trails Websites and Videos](#) e.g., Regional Trail of the Month Videos, via Vimeo 2019-2020.

FHWA/FTA Resources:

<https://www.fhwa.dot.gov/livability/>

https://www.fhwa.dot.gov/planning/processes/pedestrian_bicycle/

4.16 Integration of Land Use and Transportation**4.16.1 Regulatory Basis**

23 U.S.C. 134(g)(3) encourages MPOs to consult with officials responsible for other types of planning activities that are affected by transportation in the area (including State and local planned growth, economic development, environmental protection, airport operations, and freight movements) or to coordinate its planning process, to the maximum extent practicable, with such planning activities.

23 U.S.C. 134 (h)(1)(E) and 23 CFR 450.306(b)(5) set forth requirements for the MPO Plan to protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.

4.16.2 Current Status

The MTP includes [Subsection 5.5 Sustainable Development](#) and [Appendix D Operational Efficiency](#). Appendix D includes MPO specific policies and programs. These include policies (SD3-001 to SD3-004) and programs: SD2-001 Land Use-Transportation Connections Program; SD2-002 Community Schools and Transportation Program; SD2-003 Transit-Oriented Development Program; and SD2-004 Sustainable Development Funding Program.

4.16.3 Findings

The FHWA and FTA review found that the metropolitan transportation planning process conducted in the DFW area meets Federal Integration of Land Use and Transportation requirements.

Commendation 9. The Federal Team appreciates the MPOs statewide leadership in resiliency. To date, a TEMPO Resilience Working Group has been formed with NCTCOG staff (Jeff Neal) leading the effort. Well attended monthly meetings usually include remarks from subject matter experts.

4.17 Travel Demand Forecasting**4.17.1 Regulatory Basis**

23 CFR 450.324(f)(1) requires that the Metropolitan Transportation Plan include the projected transportation demand of persons and goods in the MPA over the period of the transportation plan. Travel demand forecasting models are used in the planning process to identify deficiencies in future year transportation systems and evaluate the impacts of alternative transportation investments. In air quality non-attainment and maintenance areas, they are also used to estimate regional vehicle activity for use in mobile source emission models that support air quality conformity determinations.

4.17.2 Current Status

NCTCOG staff are responsible for the [Travel Demand Model](#), [data management](#) and (some) [maps](#) e.g., [transportation maps](#), [dfwmaps.com](#) and [geographic information systems](#) (GIS).

Per NCTCOG staff, the 2009 DFX travel demand model has been replaced with 2018 TAFT:

TAFT introduced in 2018

Alpha testing started in 2018

Beta testing started in 2019

Official adoption will be with mobility plan development in 2021

Version maintenance and archiving in place

Training and documentation in progress

The TAFT structure was explained as follows:

Trip-based model

- Calibration Year: 2014
- Forecast Validation Year: 2019
- Back cast Validation Year: 2010

Connected to American Community Survey (ACS), Census Transportation Planning Products Program (CTPP), and Public Use Microdata Sample (PUMS)

Enhanced Market Segmentation model

Innovation in non-home-based trip model

Mode Choice and Transit models are FTA New Starts compliant

Time-of-day models for Air Quality Conformity Analysis

Toll road, Managed Lane, and HOV modeling

Roadway model follows Highway Capacity Manual 2016

Environmental Justice analysis capabilities

Outputs compatible with visualization software

4.17.3 Findings

Based on the 2018 Conformity Determination, issued November 21, 2018, which included review of the outputs of the model, the FHWA and FTA review found that the metropolitan transportation planning process conducted in the DFW area meets Federal Travel Demand Forecasting requirements.

Commendation 10. The Federal Team congratulates MPO staff on Transportation Analytical Forecasting Tool (TAFT) and supports routine 10-year and 5-year updates (including COVID travel trends) and the sharing (and coordination) with its regional toll and transit authorities e.g., NTTA, DART, consultants.

4.18 Air Quality

4.18.1 Regulatory Basis

The air quality provisions of the Clean Air Act (42 U.S.C. 7401) and the MPO provisions of Titles 23 and 49 require a planning process that integrates air quality and metropolitan transportation planning, such that transportation investments support clean air goals. Under 23 CFR 450.324(m), a conformity determination must be made on any updated or amended transportation plan in accordance with the Clean Air Act and the EPA transportation conformity regulations of 40 CFR Part 93. A conformity determination must also be made on any updated or amended TIP, per 23 CFR 450.326(a).

4.18.2 Current Status

The TCEQ website provides an excellent summary on DFWs (2015, 2008) Ozone National Ambient Air Quality Standards (NAAQS) Nonattainment Status:

2015 Eight-Hour Ozone Standard Designations: Marginal Nonattainment, effective August 3, 2018 ([83 FR 25776](#))

On October 1, 2015, the EPA lowered the primary and secondary eight-hour ozone NAAQS to 0.070 parts per million ([80 FR 65292](#)). A nine-county DFW area including Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Tarrant, and Wise Counties was designated nonattainment and classified marginal under the 2015 eight-hour ozone NAAQS, effective August 3, 2018. The DFW nonattainment area includes nine of the ten counties that were designated nonattainment under the 2008 eight-hour ozone but does not include Rockwall County, which was designated attainment/unclassifiable. The attainment date for the DFW marginal nonattainment area was August 3, 2021 with a 2020 attainment year.

2008 Eight-Hour Ozone Standard Designations: Serious Nonattainment, effective September 23, 2019 ([84 FR 44239](#))

On March 27, 2008, the EPA lowered the primary and secondary eight-hour ozone NAAQS to 0.075 parts per million ([73 FR 16436](#)). A 10-county DFW area including Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Rockwall, Tarrant, and Wise Counties was designated nonattainment and classified moderate under the 2008 eight-hour ozone NAAQS, effective July 20, 2012. On August 23, 2019, the EPA reclassified the 10-county DFW area from moderate to serious nonattainment. The attainment date for serious nonattainment areas was July 20, 2021 with a 2020 attainment year.

In areas that do not meet a NAAQS (for ozone 2008 and 2015) transportation conformity is required (CAA Section 176(c)). Transportation conformity is a way to ensure FHWA or FTA funded/supported projects are consistent with ('conform to') the purpose of Texas' State Implementation Plan (SIP). These projects are generally found in MPOs MTP and/or TIP. While conformity determinations are made by FHWA/FTA, consultative partners include EPA, TCEQ and TxDOT. At a minimum, conformity determinations must be made every four years. The public can comment during the MPOs public involvement period. Transportation conformity is determined when projected emissions meet the requirements of the budget test.

On November 18, 2018, the USDOT found that the 2045 MTP and 2019-2022 TIP met all the requirements for making a joint conformity determination under the CAA Amendments. NCTCOG anticipates providing the consultative partners with its documentation on 2045 MTP Update and 2023-2026 TIP in August 2022. NCTCOG anticipates an October / November 2022 conformity determination letter.

4.18.3 Findings

Based on the 2018 Conformity Determination, issued November 21, 2018, which included review of transportation conformity documentation, the FHWA and FTA review found that the metropolitan transportation planning process conducted in the DFW area meets Federal Air Quality requirements.

Commendation 11. The NCTCOG/RTC coordinated efforts for local transit agencies to take the ‘FTA Sustainable Transit for a Healthy Planet Challenge’ pledge in North Texas. NCTCOG/RTC is also very proactive in leveraging FHWA/FTA ‘flex funds’ such as CMAQ and STBG programs.

4.19 Congestion Management Process / Management and Operations

4.19.1 Regulatory Basis

23 U.S.C. 134(k)(3) and 23 CFR 450.322 set forth requirements for the congestion management process (CMP) in TMAs. The CMP is a systematic approach for managing congestion through a process that provides for a safe and effective integrated management and operation of the multimodal transportation system. TMAs designated as non-attainment for ozone must also provide an analysis of the need for additional capacity for a proposed improvement over travel demand reduction, and operational management strategies.

23 CFR 450.324(f)(5) requires the MTP include Management and Operations (M&O) of the transportation network as an integrated, multimodal approach to optimize the performance of the existing transportation infrastructure. Effective M&O strategies include measurable regional operations goals and objectives and specific performance measures to optimize system performance.

4.19.2 Current Status

NCTCOGs Congestion Management Process is made up of three (3) strategies: [travel demand management \(TDM\)](#), [transportation systems management \(TSM\)](#) and [Asset Optimization](#).

Per NCTCOG asset optimization are ‘*Projects identified as Asset Optimization are those where corridor deficiencies and performance gaps can be addressed within the existing right-of-way using lower-cost operational and capital improvement strategies that are more cost-effective and quicker to implement than higher-cost capacity expansion projects.*’

4.19.3 Findings

The FHWA and FTA review found that the metropolitan transportation planning process conducted in the DFW area meets Federal Congestion Management Process / Management and Operations requirements via travel demand management, transportation system management and asset optimization. See links above.

Since the Federal Team virtual review, the MPO has posted the following:

[CMP 2021 Update](#),
[2021 workshop](#)

The CMP 2021 Update includes an overview; system identification; performance criteria; and analysis and strategy identification. As part of the Appendices there are corridor fact sheets; corridor outputs; CMP strategies and scoring system.

FHWA/FTA Resources:

https://www.fhwa.dot.gov/planning/congestion_management_process/

4.20 Performance Based Planning and Programming

4.20.1 Regulatory Basis

23 U.S.C. 150(b) identifies the following national goals for the focus of the Federal-aid highway program: Safety, Infrastructure Condition, Congestion Reduction, System Reliability, Freight Movement and Economic Vitality, Environmental Sustainability, and Reduced Project Delivery Delays. Under 23 U.S.C. 134(h)(2), the metropolitan planning process shall provide for the establishment and use of a performance-based approach to transportation decision-making to support the national goals, including the establishment of performance targets.

23 CFR 450.306(d) states that each MPO shall establish performance targets to support the national goals and track progress towards the attainment of critical outcomes. Each MPO shall coordinate with the relevant State to ensure consistency, to the maximum extent practicable, and establish performance targets not later than 180 days after the State or provider of public transportation establishes its performance targets. The selection of performance targets that address performance measures described in 49 U.S.C. 5326(c) and 49 U.S.C. 5329(d) shall be coordinated to the maximum extent practicable, with public transportation providers to ensure consistency with the performance targets that public transportation providers establish under 49 U.S.C. 5326(c) and 49 U.S.C. 5329(d). Additionally, each MPO shall integrate the goals, objectives, performance measures, and targets from other performance-based plans and programs integrated into the metropolitan transportation planning process.

23 CFR 450.314(h) states that the MPO, the State, and the public transportation operator shall jointly develop specific written provisions PBPP, which can either be documented as part of the metropolitan planning agreements or in some other means. See section 4.2 MPO Structure and Agreements for more information.

23 CFR 450.324(f) states that MTPs shall include descriptions of the performance measures and performance targets used in assessing the performance of the transportation system, a system performance report evaluating the condition and performance of the transportation system with respect to the performance targets, and progress achieved in meeting the performance targets in comparison with system performance recorded in previous reports.

23 CFR 450.326(d) states that the TIP shall include, to the maximum extent practicable, a description of the anticipated effect of the programmed investments with respect to the performance targets established in the MTP, the anticipated future performance target achievement of the programmed investments, and a written narrative linking investment priorities to those performance targets and how the other PBPP documents are being implemented to develop the program of projects.

23 CFR 450.340 states that MPOs have two years from the effective dates of the planning and performance measures rule to comply with the requirements.

4.20 Current Status

According to their website, NCTCOG currently monitors and/or reports performance via the following:

[Changing Mobility: Data Insights and Delivering Innovative Projects During COVID Recovery](#) – since ceased.

[Federal Measures](#) including Committee Action and Targets

[Roadway Safety \(PM1\)](#)

[Pavement and Bridge \(PM2\)](#)

[System Performance, Freight, and CMAQ \(PM3\)](#)

Management Transit

[Progress North Texas](#) – an annual summary report

[511DFW](#) – free traveler information service

Transportation Safety Program

Transportation Usage Measures

Federal Transit Safety – future

4.20 Findings

Based on the 2018 Conformity Determination (e.g., 2045 MTP, 19-22 TIP) and 21-24 STIP approval, the FHWA and FTA review found that the metropolitan transportation planning process conducted in the DFW area meets Federal Performance Based Planning and Programming coordination [2018 MOU MTP \(Mobility 2045 – Regional Performance chapter\)](#) and TIP ([21-24 TIP – Regional Performance chapter](#)) requirements.

Commendation 12. The Federal Team appreciates the MPOs willingness to lead Peer2Peer Transportation Performance Management (TPM) efforts.

FHWA/FTA Resources:

<https://hepgis.fhwa.dot.gov/fhwagis/ViewMap.aspx?map=MPO+Boundaries%7CMPO+Boundary>

https://www.planning.dot.gov/planning/topic_performance_based.aspx

https://www.fhwa.dot.gov/planning/performance_based_planning/

5.0 CONCLUSION AND RECOMMENDATIONS

The current review found that the metropolitan transportation planning process conducted in the Dallas-Fort Worth-Arlington, Denton-Lewisville and McKinney urbanized area meets the Federal planning requirements.

As a result of this review, FHWA and FTA are certifying the transportation planning process conducted by TxDOT, MPO and regional transit authorities of DART , DCTA and Trinity Metro. There are also recommendations in this report that warrant attention, as well as areas that MPO is performing very well in that are to be commended. Details of the items are contained in this report.

Review Areas (4.1 to 4.20)	Citations United States Code (U.S.C.) Code of Federal Regulations (CFR)	Findings, Recommendations (2) and Commendations (12)
4.1 Metropolitan Planning Area Boundaries	23 U.S.C. 134(e) 23 CFR 450.312(a)	Finding. Meets the provisions.
4.2 MPO Structure and Agreements	23 U.S.C. 134(d) 23 CFR 450.314	Finding. Meets the provisions.
4.3 Unified Planning Work Program	23 CFR 450.308 & 420	Finding. Meets the provisions. Commendation 1. The Federal Team appreciates the MPOs funding clarity e.g., 'TPF' versus 'Other'; quality assurance/quality control (QA/QC) and timeliness of responses. The DFW area has done an exemplary job on their UPWP and especially in its participation in the Texas statewide UPWP Working Group.
4.4 Metropolitan Transportation Plan	23 U.S.C. 134(c),(h)&(i) 23 CFR 450.324	Finding. Meets the provisions. Commendation 2. The Federal Team is impressed with the MPOs visualization efforts e.g., mapping of Plan and Program; where capacity was added; and where projects originate.
4.5 Transit Planning	49 U.S.C. 5303 23 U.S.C. 134 23 CFR 450.314	Finding. Meets the provisions.
4.6 Transportation Improvement Program	23 U.S.C. 134(c),(h)&(j) 23 CFR 450.326	Finding. Meets the provisions. Commendation 3. The NCTCOG/RTC does a great job applying for and winning competitive grants that use project scoring criteria. It understands the project elements needed for a successful grant/project. See also Commendation 2. above.

<p>4.7 Public Participation</p>	<p>23 U.S.C. 134(i)(6) 23 CFR 450.316</p>	<p>Finding. Meets the provisions.</p> <p>Commendation 4. The Federal Team is impressed with public involvement with Joppa (historic African American, ‘Freedman’ town) residents. The proposed project was to ‘include better access and sidewalks at the entrance to the Joppa Neighborhood from Loop 12.’</p> <p>Commendation 5. The Federal Team is impressed with the MPOs interactive Public Involvement e.g., Map Your Experience. Per NCTCOG, this is a way to ‘gather continuous input on transportation from members of the public . . . to guide upcoming planning efforts’ including the MTP.</p>
<p>4.8 Civil Rights Equity</p>	<p>Title VI Civil Rights Act 23 U.S.C. 324, Age Discrimination Act, Sec. 504 Rehabilitation Act, Americans with Disabilities Act, Executive Order (EO) 13985, Advancing Racial Equity and Support for Underserved Communities Through the Federal Government.</p>	<p>Finding. Meets the provisions.</p> <p>Commendation 6. The Federal Team appreciates the MPOs consideration of equity in its decision making. For example, in addition to considering current trends, historical Census data, population projections, and economic factors; cultural changes (e.g., housing and transportation affordability, increases in telecommuting, preferences of the various generations, and the relationship between income and mode of travel) are considered.</p>
<p>4.9 Consultation and Coordination</p>	<p>23 U.S.C. 134(g)&(i) 23 CFR 450.316 & 450.324(g)</p>	<p>Finding. Meets the provisions.</p>
<p>4.10 List of Obligated Projects</p>	<p>23 U.S.C. 134(j)(7) 23 CFR 450.334</p>	<p>Finding. Marginally meets the provisions.</p> <p>Recommendation 1. The MPO and TxDOT Transportation Planning and Programming Division should resolve ongoing issues regarding jointly agreed upon Annual Listing of Projects consistent with 23 CFR 450.334 Annual Listing of obligated projects.</p>

4.11 Freight Planning	23 U.S.C. 134(h) 23 CFR 450.306	<p>Finding. Meets the provisions.</p> <p>Recommendation 2. The Federal Team suggests updating the 2013 Freight North Texas: The North Central Texas Regional Freight System study.</p> <p>Commendation 7. The Federal Team SME Georgi Jasenovec appreciates the NCTCOG - FHWA Freight partnership that began with Kevin Feldt and Becky Karasko then continued with Jeff Hathcock and Michael Johnson under the leadership of Dan Kessler and Dan Lamers and including the assistance of Lisa Keys.</p>
4.12 Environmental Mitigation/Planning Environmental Linkage	23 U.S.C. 134(i)(2)(D) 23 CFR 450.324(f)(10) 23 U.S.C. 168 Appx. A 23 CFR Part 450	<p>Finding. Meets the provisions.</p>
4.13 Transportation Safety	23 U.S.C. 134(h)(1)(B)&(h)(2) 23 CFR 450.306(b)(2)&(d) 23 CFR 450.324(h)	<p>Finding. Meets the provisions.</p>
4.14 Transportation Security Planning	23 U.S.C. 134(h)(1)(C) 23 CFR 450.306(b)(3) 23 CFR 450.324(h)	<p>Finding. Meets the provisions.</p>
4.15 Nonmotorized Planning/Livability	23 U.S.C. 134(h) & 217(g) 23 CFR 450.306 & 450.324(f)(2)	<p>Finding. Meets the provisions.</p> <p>Commendation 8. The Federal Team is impressed with the MPOs Land Use and Livability efforts e.g., DFW Trails Websites and Videos e.g., Regional Trail of the Month Videos, via Vimeo 2019-2020.</p>
4.16 Integration of Land Use and Transportation Resilience	23 U.S.C. 134(g)(3)&(h)(1)(E) 23 CFR 450.306(b)(5), Executive Order 13653 Preparing the United States for the Impacts of Climate Change	<p>Finding. Meets the provisions.</p> <p>Commendation 9. The Federal Team appreciates the MPOs statewide leadership in resiliency. To date, a TEMPO Resilience Working Group has been formed with NCTCOG staff (Jeff Neal) leading the effort. Well attended monthly meetings usually include remarks from subject matter experts.</p>

4.17 Travel Demand Forecasting	23 CFR 450.324(f)(1)	<p>Finding. Meets the provisions.</p> <p>Commendation 10. The Federal Team congratulates MPO staff on Transportation Analytical Forecasting Tool (TAFT) and supports routine 10-year and 5-year updates (including COVID travel trends) and the sharing (and coordination) with its partners e.g., regional toll and transit authorities and consultants.</p>
4.18 Air Quality Clean Air Act (CAA)	42 U.S.C. 7401 40 CFR Part 93 23 CFR 450.324(m)	<p>Finding. Meets the provisions.</p> <p>Commendation 11. The NCTCOG/RTC coordinated efforts for local transit agencies to take the '<i>FTA Sustainable Transit for a Healthy Planet Challenge</i>' pledge in North Texas. NCTCOG/RTC is also very proactive in leveraging FHWA/FTA '<i>flex funds</i>' such as CMAQ and STBG programs.</p>
4.19 Congestion Management Process / Management and Operations	23 U.S.C. 134(k)(3) 23 CFR 450.322 23 CFR 450.324(f)(5)	<p>Finding. Meets the provisions.</p>
4.20 Performance Based Planning and Programming	23 U.S.C 134(h)(2) 23 CFR 450.306(d), 450.314(h),450.324(f), 450.326(d) & 450.340.	<p>Finding. Meets the provisions.</p> <p>Commendation 12. The Federal Team appreciates the MPOs willingness to lead Peer2Peer Transportation Performance Management (TPM) efforts.</p>

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APPENDIX B – DOCUMENTS and/or SITES REVIEWED

- Master Transportation Planning Agreement, 2018.
- Fiscal Years (FY) 2020 – 2021, Unified Planning Work Program
<https://www.nctcog.org/trans/study/unified-planning-work-program>
- Metropolitan Transportation Plan (MTP) 2045 including TPM
<https://www.nctcog.org/trans/plan/mtp>
<https://www.nctcog.org/trans/plan/mtp/2045>

Transportation System Security (see Section 5.4)

<https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Plan/MTP/5-Operational-Efficiency.pdf>

Air Quality

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

Transportation Conformity

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

Current Ozone Activity and Historical Resources

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

Emission Inventories

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

For Everyone

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

For Fleets

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

For Government

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

Funding and Resources

<https://www.nctcog.org/trans/quality/air/funding-and-resources>

Air Quality Handbook -Management and Operations Efforts

https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Quality/Air/AQ2020printer_Spring.pdf

- MPO FY-21-24 Transportation Improvement Program (TIP), Self-Certification and TPM
TIP including various Appendices: Lobbying (Appendix D), Procurement (Appendix E) , Internal Compliance Program (Appendix F)
<https://www.nctcog.org/trans/funds/tip/transportation-improvement-program/2021-2024tip>
Appendix F - MPO Self-Certification
<https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Fund/TIP/21-24TIP/Chapter-10.pdf>

TIP Frequently Asked Questions

<https://www.nctcog.org/trans/funds/tip/frequently-asked-questions-about-the-transportatio>

How Projects are Funded

<https://www.nctcog.org/trans/funds/tip/how-are-transportation-projects-funded>

TIP Funding Initiatives

<https://www.nctcog.org/trans/funds/tip/funding-initiatives-calls-for-projects>

Annual Project Listings

<https://www.nctcog.org/trans/funds/tip/annual-project-listings>

MTP-TIP Consistency Verification Tool (nctcog.org)

- Public Involvement including the Plan

www.nctcog.org/trans/involve

Plan

https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/Public/Public-Participation-Plan_2020amendment_042720-FINAL.pdf

Interactive Public Input Tool - Map Your Experience

www.nctcog.org/mapyourexperience

Environmental Justice and Title VI

<https://www.nctcog.org/trans/involve/ej>

Environmental Justice Index

<https://nctcoggis.maps.arcgis.com/apps/webappviewer/index.html?id=662cdb8023e2469387ea33c3c68bed41>

YouTube Link

www.youtube.com/nctcogtrans

Tribal Consultation

<https://www.txdot.gov/inside-txdot/division/environmental/archaeology-history/tribe-consultation.html>

- Congestion Management Process (CMP)

<https://www.nctcog.org/trans/manage/congestion-management-process>

- TPMs

<https://nctcog.org/trans/data/info/measures>

- Federal Performance Measures

www.nctcog.org/pm/fed

- COVID-19 'Changing Mobility' Metrics

www.nctcog.org/pm/covid-19

- TIP TPM Chapter

<https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Fund/TIP/21-24TIP/Chapter-9-REVISED.pdf>

Additional Links:

- Regional Transportation Council
<https://www.nctcog.org/trans/about/committees/regional-transportation-council>
- NCTCOG Executive Board
<https://www.nctcog.org/executive-director/nctcog-executive-board>
- NCTCOG Transportation Department
<https://www.nctcog.org/trans/about>
- Permittee Responsible Mitigation Database
<https://nctcog.org/trans/quality/environmental-coordination/permittee-responsible-mitigation-database>
- Economic and Environmental Benefits of Stewardship
<https://nctcog.org/trans/quality/environmental-coordination/economic-and-environmental-benefits-of-steward-1>
- Environmental Stewardship
<https://nctcog.org/trans/quality/environmental-coordination/environment>
- Regional Ecosystem Framework
<https://nctcog.org/trans/quality/environmental-coordination/regional-ecosystem-framework>
- Intelligent Transportation System (ITS)
<https://www.nctcog.org/trans/manage/its>
- Safety
<https://www.nctcog.org/trans/quality/safety>
- Freight
<https://www.nctcog.org/trans/plan/freight>

Freight North Texas
<https://www.nctcog.org/trans/plan/freight/regional-freight-system>
- Sustainable Development
This includes information on Green Infrastructure; Economic Development; Housing; Land Use and Transportation; Parking; School Siting; Transit Oriented Development (TOD); and Bicycle and Pedestrian Planning.
<https://www.nctcog.org/trans/quality/land-use>

Bicycle - Pedestrian
<https://www.nctcog.org/trans/quality/bikeped>

Transportation Usage and Fuel
<https://www.nctcog.org/trans/data/info/measures/fuel>

Inventory of Traffic Control Devices

<https://www.nctcog.org/trans/data/info/traffic-count-information-systems/inventory-of-traffic-control-devices>

Changing Mobility: Data, Insights and Delivering Innovative Projects During COVID-19

<https://www.nctcog.org/trans/data/info/asures/transportation-trends-related-to-covid-19>

Travel Survey Reports

<https://www.nctcog.org/trans/data/info/travel-surveys>

Per Arash Mirzaei, NCTCOG: *'for the (Household Survey Information) report 2009 is the last report we (NCTCOG) wrote. However, we have collected data in 2017 that we have not published a report. We were part of Texas add on data for national household travel survey project in 2017. it is a good data source for pre-pandemic condition.'*

Planning and Environmental Linkages

<https://www.nctcog.org/trans/quality/environmental-coordination/planning-and-environmental-linkages>

- Visualization examples

Example Page from RAPTS (TIP online system) with map, project profile, and after pics

<http://rtr.nctcog.org/project/detail/20275>

Changing Mobility: Data, Insights, and Delivering Innovative Projects During COVID Recovery

<https://www.nctcog.org/trans/data/info/asures/transportation-trends-related-to-covid-19>

Lowest Stemmons- microsimulations of the traffic for the build condition vs no-build

<https://www.youtube.com/watch?v=KtXwJ6s-w8A>

Northaven Bridge- Trail bridge over US 75, fly over of the trail

<https://www.youtube.com/watch?v=jXxQN9ZpxPc>

YouTube Playlist for Bicycle / Pedestrian Trail of the Month Videos

<https://youtube.com/playlist?list=PLK43E0JdDgQz3WHDbIO886WLQHvYahRk>

High-Speed Transportation Connections Study - technology fact sheet

[https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Plan/Transit/Tech-Facts-\(1\).pdf](https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Plan/Transit/Tech-Facts-(1).pdf)

Traffic Congestion in North Central Texas

<https://nctcoggis.maps.arcgis.com/apps/MapSeries/index.html?appid=97677a04f78b4a37b4692a86d673a487>

Roadway Performance (Web Map)

<https://nctcoggis.maps.arcgis.com/apps/webappviewer/index.html?id=b00ad76c20374464b518fcd2307a3cba>

Transit Accessibility Improvement Tool (TAIT)

<https://nctcoggis.maps.arcgis.com/apps/webappviewer/index.html?id=cb7420fa96a54b95a6492aeae27075aa>

Hunt County Master Thoroughfare Plan

<https://nctcoggis.maps.arcgis.com/apps/instant/media/index.html?appid=434863e59ec8421e91b41f1ff3db30dd>

IH 35 You Tube Video

<https://www.youtube.com/watch?v=yHsKy5m8Avc>

The ridership of a train along the proposed Cotton Line (MP4)

https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Data/Model/CityPhi/1_CottonLineTrain.mp4

The morning traffic around Dallas downtown

http://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Data/Model/CityPhi/4_DFWAirportTraffic.webm

Dallas vs Midtown Travel OD 8am~11pm.webm The trip purposes of daily travelers between Dallas and Midtown

https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Data/Model/CityPhi/3_DallasVsMidtownOD_8amto11pm.webm

The morning traffic near DFW Airport

https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Data/Model/CityPhi/4_DFWAirportTraffic.webm

Historical Traffic Counts Visualization

<https://trafficcounts.nctcog.org/trafficcount/>

APPENDIX C – ELECTED OFFICIAL and PUBLIC COMMENTS

Nineteen (19) RTC Members offered comments on the metropolitan transportation planning process on June 10, 2021 during the 11 am meeting or via voice message or email. During the open period, an additional two (2) RTC Members offered comments.

County (6):

Judge Roger Harmon, Johnson (Chair)
Judge Clay Jenkins, Dallas
Judge Andy Eads, Denton County - June 14, 2021
Judge Hal Richards, Kaufman

Comm. J. Duncan Webb, Collin
Comm. Gary Fickes, Tarrant

City (12):

Mayor W. Jeff Williams, Arlington
Mayor Kevin Falconer, Carrollton
Mayor Ron Jensen, Grand Prairie
Mayor George Fuller, McKinney
Mayor Paul Voelker, Richardson

Deputy Mayor Pro Tem, Adam McGough, Dallas
Mayor Pro Tem, Robert Miklos, Mesquite

Councilmember Cara Mendelsohn, Dallas
Councilmember Jeremy Tompkins, Euless
Councilmember Jungus Jordan, Fort Worth
Councilmember Rich Aubin, Garland
Councilmember Rick Grady, Plano

Dallas Fort Worth International Airport (1)

Bill Meadows - June 11, 2021

Commenters were complimentary of the process, NCTCOG leadership and NCTCOG staff.

Excerpts from the comments included:

- a vital service is provided,
- good training,
- staff works well with city staffs and TxDOT,
- big help to smaller cities,
- regional cooperation,
- professionalism, and
- a focus on solving issues.

There were no public comments received.

APPENDIX D - LIST OF ACRONYMS

ACS	American Community Survey
ADA	Americans with Disabilities Act
ALOP	Annual Listing of Projects
AQ	Air Quality
BPAC	NCTCOG Bicycle and Pedestrian Advisory Committee
CAA	Clean Air Act
CCRTA	Collin County Toll Road Authority
CFR	Code of Federal Regulations
CMAQ	Congestion Mitigation and Air Quality Program
CMP	Congestion Management Process
CTPP	Census Transportation Planning Products Program
DAL	TxDOT Dallas District
DART	Dallas Area Rapid Transit
DCTA	Denton County Transportation Authority
DOE	US Department of Energy
EJ	Environmental Justice
EO	Executive Order
EPA	US Environmental Protection Agency
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FTW	TxDOT Fort Worth District
FY	Fiscal Year
GIS	Geographic Information Systems
HSIP	Highway Safety Improvement Program
ISTEA	Intermodal Surface Transportation Efficiency Act
ITS	Intelligent Transportation Systems
LEP	Limited-English-Proficiency
M&O	Management and Operations
MOU	Memorandum of Understanding
MPA	Metropolitan Planning Area
MPO	Metropolitan Planning Organization
MTP	Metropolitan Transportation Plan
NAAQS	National Ambient Air Quality Standards
NCTCOG	North Central Texas Council of Governments
NEPA	National Environmental Policy Act
NTTA	North Texas Toll Authority
PAR	TxDOT Paris District
PBPP	Performance Based Planning and Programming
PEL	Planning and Environment Linkages
PPP	Public Participation Plan
PUMS	Public Use Microdata Sample
QA/QC	Quality Assurance/Quality Control
RTC	Regional Transportation Council

RTR	Regional Toll Revenue
SHSP	Strategic Highway Safety Plan
SIP	State Implementation Plan
STBG	Surface Transportation Block Grant Program
STTC	Surface Transportation Technical Committee
TAFT	Transportation Analytical Forecasting Tool
TAIT	Transit Accessibility Improvement Tool
TCEQ	Texas Commission on Environmental Quality
TDC	Transportation Development Credits
TEMPO	Texas Association of Metropolitan Planning Organizations
TDM	Travel Demand Management
TIP	Transportation Improvement Program
TMA	Transportation Management Area
TOD	Transit-Oriented Development
TPF	Transportation Planning Funds
TPM	Transportation Performance Management
TPP	TxDOT Transportation Planning and Programming Division
TxDOT	Texas Department of Transportation
U.S.C.	United States Code
UPWP	Unified Planning Work Program
USDOT	United States Department of Transportation
UZA	Urbanized Areas

Transportation Acts

ISTEA

1991 – Intermodal Surface Transportation Efficiency Act [PL 102-240](#)

TEA-21

1998 – Transportation Equity Act for the 21st Century [PL 105-178](#)

SAFETEA-LU

2005 – Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users [PL 109-59](#)

MAP-21

2012 – Moving Ahead for Progress in the 21st Century Act [PL 112-141](#)

FAST Act

2015 – Fixing America’s Surface Transportation Act [PL 114-94](#)

BIL Act

2021– Infrastructure Investment and Jobs Act (IIJA) [PL 117-58](#)



Report prepared by:

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Barbara C. Maley, AICP FHWA-TX

Barbara.Maley@dot.gov⁴⁷



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

September 23, 2021

Refer to: HPP-TX

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

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


Dear Commissioner Daniel:

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

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

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

Sincerely yours,

**MICHAEL T
LEARY**  Digitally signed by MICHAEL
T LEARY
Date: 2021.09.23 13:30:37
-05'00'

Michael T. Leary
Director, Planning and Program
Development
Federal Highway Administration

**DAVID EDMUND
BARTELS**  Digitally signed by DAVID
EDMUND BARTELS
Date: 2021.09.23 11:24:05
-05'00'

David Bartels
Director, Planning and Program
Development
Federal Transit Administration

Electronic copies:

Texas Department of Transportation (Administration, Divisions, Districts)

EXD (Marc Williams)

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

PTN (Eric Gleason, Karen Burkhard)

DAL (Mo Bur, Ceason Clemens)

FTW (Carl Johnson, John Cordary)

PAR (Noel Paramanatham, Dan Perry)

North Central Texas Council of Governments (Administration, Transportation)

Administration (Mike Eastland)

Transportation (Michael Morris, Dan Kessler)

Trinity Metro (Administration, Planning)

Administration (Bob Baulsir)

Planning (Steve Montgomery)

Dallas Area Rapid Transit (Administration, Planning)

Administration (Nadine Lee)

Planning (Steve Salin)

Denton County Transportation Authority (Administration, Planning)

Administration (Raymond Suarez)

Planning (Whitney Trayler)

North Texas Tollway Authority (Administration, Planning)

Administration (James Hoffman)

AED of Infrastructure (Elizabeth Mow)

US Environmental Protection Agency (US EPA), Region 6

Air (Jeff Riley)

Texas Commission on Environmental Quality (TCEQ), Austin

Air (Jamie Zeck)

Federal Highway Administration (FHWA), Headquarters

HEPP-10 (Jill Stark)

US Department of Transportation (US DOT)

VOLPE Center (Kevin McCoy)

Federal Transit Administration (FTA), Region 6

PPD (David Bartels, Lynn Hayes, Marc Oliphant)

Federal Highway Administration (FHWA), Texas Division:

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

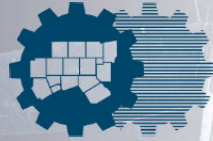
HDA-TX (Megan Dere)

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

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

FY 2022 BRIDGE INVESTMENT PROGRAM (BIP): NCTCOG REGION - FAIR CONDITION BRIDGES MOST LIKELY TO BECOME POOR IN 3 YEARS (2021 NBI DATA)

IDENTIFICATION				CLASSIFICATION						AGE & SERVICE					STRUCTURE				CONDITION						GEOMETRIC DATA								LOAD RATING		APPRAISAL		RESPONSE						
Structure Number	County Code/ Name	Feature(s) Intersected	Facility Carried	Latitude	Longitude	Highway System of Inventory	Functional Classification	Designated National Truck Network	Maintenance Responsibility	Owner	Year Built	Year Reconstructed	Type of Service (On/Under)	Lanes on Structure	Average Daily Traffic (ADT)	Average Daily Truck Traffic	Bypass Detour Length - miles	Structure Type, Main	Structure Type, Design	Deck	Superstructure	Substructure	Channel Protection	Culvert	Structure Length - feet	Sidewalk Width - feet (L)	Sidewalk Width - feet (R)	Roadway Width - feet	Deck Width - feet	Approach Roadway Width - feet	Total Horizontal Clearance - feet	Min. Vertical Clearance - Over	Min. Vertical Clearance - Under	Min. Lateral (R) Clearance - Under	Min. Lateral (L) Clearance - Under	Bridge Posting	Structure Status	Scour Critical	Inspection Date	TIP/UTP Improvement Projects (if known)	Improvement Type	Status	
DALLAS DISTRICT: Total = 39 "Fair" Condition Bridges (20 - NHS)																																											
180130004706102	085 - Collin	US 75	Ridgeview Dr	33.14408	-96.65122	0 - Non NHS	19 - Urban Local	No	State DOT	TxDOT	1957	N/A	Highway/Highway	2	1,000	10	1.2	4 - Steel Continuous	2 - Stringer/Multi-Beam or Girder	5 - Fair	5 - Fair	5 - Fair	N/A	N/A	312	0	0	25.6	29.2	25.9	25.6	N/A	16.5	13.1	12.1	5 - Equal to or above	Open	N/A	Oct-19				
180570000911192	113 - Dallas	IH 30	Cadic St	32.77353	-96.79642	0 - Non NHS	19 - Urban Local	No	State DOT	TxDOT	1965	N/A	Highway/Highway	4	5,176	N/A	1.2	4 - Steel Continuous	2 - Stringer/Multi-Beam or Girder	5 - Fair	6 - Satisfactory	6 - Satisfactory	N/A	N/A	477	5.9	5.9	44	57.4	44	44	N/A	15.5	9.8	10.4	5 - Equal to or above	Open	N/A	Apr-20				
180570000911313	113 - Dallas	IH 45 Conn C & D	IH 30 EB Conn A	32.7781	-96.78233	1 - NHS	11 - Interstate	Yes	State DOT	TxDOT	1971	N/A	3rd Level (Interchange)/Highway	1	19,270	1,542	N/A	4 - Steel Continuous	2 - Stringer/Multi-Beam or Girder	5 - Fair	5 - Fair	6 - Satisfactory	N/A	N/A	999	0	0	24.9	26.9	24.9	24.9	16.7	16.5	1	1.3	5 - Equal to or above	Open	N/A	Feb-20				
180570000911360	113 - Dallas	Malcolm X Blvd	IH 30 WB Conn B-A	32.78036	-96.77962	1 - NHS	11 - Interstate	Yes	State DOT	TxDOT	1971	N/A	1st/2nd Level (Interchange)/Highway	2	19,270	1,542	1.2	4 - Steel Continuous	2 - Stringer/Multi-Beam or Girder	5 - Fair	7 - Good	6 - Satisfactory	N/A	N/A	1054.1	0	0	38.1	40	38.1	38.1	17.8	16.8	7.9	N/A	5 - Equal to or above	Open	N/A	Apr-20				
180570000911393	113 - Dallas	Lindsay Ave	IH 30 WB	32.79112	-96.75704	1 - NHS	11 - Interstate	Yes	State DOT	TxDOT	1963	N/A	Highway/Highway	4	82,550	6,604	1.2	3 - Steel	2 - Stringer/Multi-Beam or Girder	6 - Satisfactory	5 - Fair	6 - Satisfactory	N/A	N/A	186	0	0	67.9	69.6	67.9	67.9	16.3	8.2	N/A	5 - Equal to or above	Open	N/A	May-20					
180570000911394	113 - Dallas	IH 30 EB ML/FRGT	Griffin St West	32.77348	-96.7934	0 - Non NHS	19 - Urban Local	No	State DOT	TxDOT	1965	N/A	Highway/Highway	3	9,403	N/A	1.2	2 - Concrete Continuous	4 - Tee Beam	5 - Fair	6 - Satisfactory	6 - Satisfactory	N/A	N/A	270	5.9	5.9	33.1	46.6	33.1	33.1	N/A	14.4	1.3	9.1	5 - Equal to or above	Open	N/A	May-20				
180570009106050	113 - Dallas	White Rock Creek	SH 289 (Preston Rd)	32.94624	-96.80364	1 - NHS	14 - Other Principal Art	No	State DOT	TxDOT	1978	N/A	Highway/Waterway	6	55,076	3,305	3.1	5 - Prestressed Concrete	2 - Stringer/Multi-Beam or Girder	6 - Satisfactory	6 - Satisfactory	6 - Satisfactory	5 - Poor	N/A	339.9	0	0	90.2	107.3	65.9	44.9	N/A	N/A	N/A	N/A	5 - Equal to or above	Open	8 - Foundations stable; Scour above top of footing	May-20				
180570009214197	113 - Dallas	IH 30/US 75/DART Rail	IH 345 SB	32.79278	-96.79289	1 - NHS	11 - Interstate	Yes	State DOT	TxDOT	1971	N/A	4th Level (Interchange)/Highway-Rail	3	32,545	7,485	1.2	4 - Steel Continuous	3 - Girder & Floorbeam System	5 - Fair	5 - Fair	5 - Fair	N/A	N/A	13191.9	0	0	56.1	57.7	56.1	56.1	N/A	15.4	1	0.6	5 - Equal to or above	Open	N/A	Jul-20				
180570009214198	113 - Dallas	IH 30/US 75/DART Rail	IH 345 NB	32.79298	-96.7923	1 - NHS	11 - Interstate	Yes	State DOT	TxDOT	1971	N/A	4th Level (Interchange)/Highway-Rail	3	32,545	7,485	1.2	4 - Steel Continuous	3 - Girder & Floorbeam System	5 - Fair	5 - Fair	5 - Fair	N/A	N/A	13113.8	0	0	56.1	57.7	56.1	56.1	N/A	14.5	14.1	5.5	5 - Equal to or above	Open	N/A	Jul-20				
180570009513155	113 - Dallas	E Fork Trinity River Relief 2	IH 20 EB	32.69993	-96.52444	1 - NHS	11 - Interstate	Yes	State DOT	TxDOT	1984	N/A	Highway/Waterway	3	22,606	5,199	1.2	5 - Prestressed Concrete	2 - Stringer/Multi-Beam or Girder	6 - Satisfactory	7 - Good	5 - Fair	5 - Poor	N/A	313.9	0	0	51.8	54.1	52.2	51.8	N/A	N/A	N/A	N/A	5 - Equal to or above	Open	8 - Foundations stable; Scour above top of footing	Sep-19				
180570237401064	113 - Dallas	Jupiter Rd	IH 635 WB	32.87479	-96.62827	1 - NHS	11 - Interstate	Yes	State DOT	TxDOT	1967	N/A	Highway/Highway	5	76,110	9,894	N/A	4 - Steel Continuous	2 - Stringer/Multi-Beam or Girder	5 - Fair	6 - Satisfactory	6 - Satisfactory	N/A	N/A	230	0	0	68.6	70.9	68.6	68.6	N/A	15.5	1.6	0.6	5 - Equal to or above	Open	N/A	Oct-19				
180570237402328	113 - Dallas	IH 635	US 80 WB	32.79272	-96.62466	1 - NHS	12 - Other Fwy/Expwy	Yes	State DOT	TxDOT	1971	N/A	Highway/Highway	2	42,570	3,831	3.1	4 - Steel Continuous	2 - Stringer/Multi-Beam or Girder	5 - Fair	7 - Good	7 - Good	N/A	N/A	350.1	0	0	40	42	40	40	17.3	16.2	9.2	10.1	5 - Equal to or above	Open	N/A	Jul-19				
180570237402329	113 - Dallas	IH 635	US 80 EB	32.79239	-96.62543	1 - NHS	12 - Other Fwy/Expwy	Yes	State DOT	TxDOT	1971	N/A	Highway/Highway	2	42,570	3,831	3.1	4 - Steel Continuous	2 - Stringer/Multi-Beam or Girder	5 - Fair	7 - Good	7 - Good	N/A	N/A	350.1	0	0	40	42	40	40	17.1	16.5	8.9	9.8	5 - Equal to or above	Open	N/A	Jul-19				
180570237402354	113 - Dallas	SH 78/AT&SF Rail	IH 635 WB	32.86802	-96.66737	1 - NHS	11 - Interstate	Yes	State DOT	TxDOT	1967	N/A	Highway/Highway-Rail	5	81,210	10,557	1.9	4 - Steel Continuous	2 - Stringer/Multi-Beam or Girder	5 - Fair	7 - Good	6 - Satisfactory	N/A	N/A	308.1	0	0	68.6	70.5	67.9	68.6	N/A	23.5	1	0.9	5 - Equal to or above	Open	N/A	Sep-19				
180570237403306	113 - Dallas	IH 45	IH 20 EB	32.66194	-96.72608	1 - NHS	11 - Interstate	Yes	State DOT	TxDOT	1973	N/A	Highway/Highway	4	60,114	7,815	1.2	4 - Steel Continuous	2 - Stringer/Multi-Beam or Girder	5 - Fair	6 - Satisfactory	6 - Satisfactory	N/A	N/A	330.1	0	0	67.9	69.9	67.9	67.9	16.3	17.7	9.8	7.8	5 - Equal to or above	Open	N/A	Nov-19				
180570237403307	113 - Dallas	IH 45	IH 20 WB	32.66216	-96.72635	1 - NHS	11 - Interstate	Yes	State DOT	TxDOT	1973	N/A	Highway/Highway	4	58,475	7,602	1.2	4 - Steel Continuous	2 - Stringer/Multi-Beam or Girder	5 - Fair	6 - Satisfactory	6 - Satisfactory	N/A	N/A	330.1	0	0	67.9	69.9	67.9	67.9	16.7	17.1	9.8	7.8	5 - Equal to or above	Open	N/A	Nov-19				
180570982610015	113 - Dallas	Golf Branch	Belt Line Rd	32.68623	-96.59025	1 - NHS	16 - Urban Minor Art	No	Municipal	City of Dallas	1971	N/A	Highway/Waterway	6	3,250	N/A	1.9	2 - Concrete Continuous	1 - Slab	6 - Satisfactory	6 - Satisfactory	6 - Satisfactory	6 - Fair	N/A	49.9	5.9	5.9	65.6	93.8	65.9	32.8	N/A	N/A	N/A	N/A	5 - Equal to or above	Open	5 - Foundations stable	Jan-19				
180570982610016	113 - Dallas	Newton Creek	Cedarvale Rd	32.64521	-96.75459	0 - Non NHS	19 - Urban Local	No	Municipal	City of Dallas	1978	N/A	Highway/Waterway	2	710	N/A	1.9	1 - Concrete	2 - Stringer/Multi-Beam or Girder	6 - Satisfactory	6 - Satisfactory	5 - Fair	7 - Satisfactory	N/A	120.1	5.2	5.2	40	52.8	24	40	N/A	N/A	N/A	N/A	5 - Equal to or above	Open	5 - Foundations stable	Apr-19				
180570982610017	113 - Dallas	Mountain Creek Tributary	Mountain Creek Pkwy	32.65884	-96.97136	0 - Non NHS	16 - Urban Minor Art	No	Municipal	City of Dallas	1988	N/A	Highway/Waterway	4	750	N/A	1.9	1 - Concrete	19 - Culvert	N/A	N/A	N/A	5 - Poor	5 - Mod/Major Deterioration	38.1	0	3.9	N/A	N/A	44	21.7	N/A	N/A	N/A	N/A	N/A	5 - Equal to or above	Open	4 - City street	Apr-19			
180570982610018	113 - Dallas	White Rock Creek Tributary	S 2nd Ave SB	32.75079	-96.73264	0 - Non NHS	16 - Urban Minor Art	No	Municipal	City of Dallas	1930	1981	Highway/Waterway	2	5,470	N/A	1.2	2 - Concrete Continuous	1 - Slab	5 - Fair	5 - Fair	5 - Fair	7 - Satisfactory	N/A	112.9	2.6	5.6	24	33.8	24	24	N/A	N/A	N/A	N/A	1 - 30-0-39.9% below	Open	5 - Foundations stable	Mar-19				
180710048040050	139 - Ellis	IH 35E	FM 387 (Butcher Rd)	32.45934	-96.84388	0 - Non NHS	16 - Urban Minor Art	No	State DOT	TxDOT	1958	N/A	Highway/Highway	2	5,620	337	3.1	5 - Prestressed Concrete	2 - Stringer/Multi-Beam or Girder	5 - Fair	5 - Fair	6 - Satisfactory	N/A	N/A	310	0	0	25.6	29.2	25.9	28.5	N/A	16.5	11.5	2.6	5 - Equal to or above	Open	N/A	Oct-19				
180710048040051	139 - Ellis	IH 35E	Lofland Rd	32.44518	-96.8489	0 - Non NHS	19 - Urban Local	No	State DOT	TxDOT	1958	N/A	Highway/Highway	2	1,000	N/A	N/A	5 - Prestressed Concrete	2 - Stringer/Multi-Beam or Girder	5 - Fair	5 - Fair	5 - Fair	N/A	N/A	310	0	0	25.6	29.2	25.9	25.6	N/A	16.6	10.8	4.2	5 - Equal to or above	Open	N/A	Sep-19				
180710048040052	139 - Ellis	BUS 287/UP Rail	IH 35E NB	32.40822	-96.8275	1 - NHS	11 - Interstate	Yes	State DOT	TxDOT	1958	1980	Highway/Highway-Rail	2	26,695	9,877	1.2	4 - Steel Continuous	2 - Stringer/Multi-Beam or Girder	5 - Fair	5 - Fair	5 - Fair	N/A	N/A	290	0	0	24	29.9	24	24	N/A	14.7	0.7	N/A	5 - Equal to or above	Open	N/A	Feb-20				
180710092014514	139 - Ellis	Grove Creek	IH 45 SB Frtg	32.40894	-96.65889	0 - Non NHS	17 - Urban Collector	No	State DOT	TxDOT	1957	N/A	Highway/Waterway	2	320	61	1.2	1 - Concrete	19 - Culvert	N/A	N/A	N/A	5 - Poor	5 - Mod/Major Deterioration	43	0	0	36.1	37.4	24	36.1	N/A	N/A	N/A	N/A	5 - Equal to or above	Open	8 - Foundations stable; Scour above top of footing	Dec-19				
180710092015030	139 - Ellis	Draw	IH 45 SB Frtg	32.28955	-96.55251	0 - Non NHS	17 - Urban Collector	No	State DOT	TxDOT	1935	1950	Highway/Waterway	2	270	54	1.2	1 - Concrete	19 - Culvert	N/A	N/A	N/A	6 - Fair	5 - Mod/Major Deterioration	37.1	0	0	36.4	38.7	24.9	36.4	N/A	N/A	N/A	N/A	5 - Equal to or above	Open	8 - Foundations stable; Scour above top of footing	Sep-19				
18071009212026	139 - Ellis	Draw	IH 45 BUS Loop	32.42686	-96.6647	0 - Non NHS	17 - Urban Collector	No	State DOT	TxDOT	1960	N/A	Highway/Waterway	2	2,100	336	1.9	1 - Concrete	19 - Culvert	N/A	N/A	N/A	5 - Poor	5 - Mod/Major Deterioration	23	0	0	N/A	N/A	22.6	22.6	N/A	N/A	N/A	N/A	5 - Equal to or above	Open	8 - Foundations stable; Scour above top of footing	Nov-19				
180710017211400	139 - Ellis	Irving Branch	US 287 BUS	32.41536	-96.88669	0 - Non NHS	16 - Urban Minor Art	No	State DOT	TxDOT	1955	N/A	Highway/Waterway	2	4,030	766	1.9	1 - Concrete	1 - Slab	7 - Good	7 - Good	5 - Fair	7 - Satisfactory	N/A	75.1	0	0	44	45.9	40	44	N/A	N/A	N/A	N/A	5 - Equal to or above	Open	8 - Foundations stable; Scour above top of footing	Feb-20				
180710056801022	139 - Ellis	Bardwell Reservoir	SH 34	32.28425	-96.66014	0 - Non NHS	16 - Urban Minor Art	No	State DOT	TxDOT	1967	N/A	Highway/Waterway	2	4,086	981	2.8	1 - Concrete	2 - Stringer/Multi-Beam or Girder	6 - Satisfactory	6 - Satisfactory	5 - Fair	7 - Satisfactory	N/A	5240.2	0	0	29.9	35.1	42	29.9	N/A	N/A	N/A	N/A	5 - Equal to or above	Open	8 - Foundations stable; Scour above top of footing	Dec-19				



NCTCOG PRESENTATION

BRIDGE INVESTMENT PROGRAM (BIP) – 2022

JEFFREY C. NEAL – Senior Program Manager
SURFACE TRANSPORTATION TECHNICAL COMMITTEE (STTC)
– INFORMATION ITEM

June 24, 2022

BRIDGE INVESTMENT PROGRAM (BIP) – OVERVIEW

Funding Availability

\$20 Million
Planning Grants

\$1.17 Billion
Large Bridges (> \$100M)

\$1.013 Billion
Bridge Projects (≤ \$100M)

\$40 Million
Tribal Facilities

\$117 Million
Culvert Rehab / Replacement

TOTAL FY 22 FUNDING:
\$2.36 BILLION

Minimum Award

\$2.5 Million
Bridge / Culvert Projects

\$50 Million
Large Bridges

Maximum Award

50% of Cost
Large Bridges

80% of Cost
Bridge / Culvert Projects

Federal Cost Share Limit

80% of Cost
On-System Bridges ¹

90% of Cost
Off-System Bridges

Applicant Eligibility

1. State DOT (or group of State DOTs)
2. Metropolitan Planning Organization (MPO)
3. Local Government (or consortium)
4. Political Subdivision of State / Local Government
5. Special Purpose District / Public Authority
6. Federal Land Management Agency (FLMA)
7. Tribal Government (or consortium)
8. Multi-Jurisdictional Group of Above Entities

Project Cost Eligibility / Commitments

1. Development Phase Activities:
Planning, feasibility analyses, revenue forecasting, NEPA / design
2. Bridge Construction Activities:
Preservation, rehab, removal, replacement, or reconstruction
ROW / equipment acquisition
Operational improvements related to system performance
3. Bridge Protective Measures (e.g., seismic / scour defenses)
4. Federal Credit Assistance Subsidy / Administrative Costs
5. Maintenance (Responsible entity, lifecycle costs, & funding sources)
6. Bicycle / Pedestrian Accommodation ²



1. Bridges on roadways maintained by a State DOT.
2. Federal financial participation requires safe accommodation of bicyclists / pedestrians if such operations are allowed at each bridge end, and FHWA determines safe accommodation can be provided at a reasonable cost.

BRIDGE INVESTMENT PROGRAM (BIP) – OVERVIEW *(cont.)*

▪ Project Goals:

- Reduce number of & total person-miles traveled over bridges:
 - In poor condition, or in fair condition with risk of falling into poor condition within three years
 - Not meeting current geometric design standards
 - Not meeting load & traffic requirements of the regional transportation network
- Improve safety, efficiency, & reliability of people / freight movements over bridges
- Provide financial assistance leveraging & encouraging non-Federal contributions

▪ US DOT Priority Considerations:

- Bridge(s) in poor condition or at risk of falling into poor condition, plus one or more of the following:
- Large Bridge Projects (> \$100 Million):
 - Does not meet current geometric design standards
 - Total future eligible project costs > \$1 Billion
 - Grant need > \$100 Million
 - Readiness verifies award could be distributed over 4-year period
 - FLMA bridge to be divested to a non-Federal entity
 - Next delivery stage can proceed within 12 months of NEPA completion
 - Incorporates transit, such as bus express lanes
 - Demonstrates national or regional economic significance
- Bridge Projects (≤ \$100 Million):
 - Readiness for final design within 12 months of NEPA completion
 - Final design completion within 12 months of obligation
 - Construction initiation within 12 months of obligation
 - Construction could not begin without FY 22 grant before 9/30/2025



BRIDGE INVESTMENT PROGRAM (BIP) – OVERVIEW *(cont.)*

■ Application Review:

○ Project Outcome Criteria:

- State of Good Repair
- Safety
- Mobility & Economic Competitiveness
- Climate Change, Resiliency, & the Environment
- Quality of Life
- Innovation

○ Economic (Benefit-Cost) Analysis

○ Project Readiness (Technical Assessment, Financial Completeness, & NEPA / Permitting Risk)

■ Overall Rating System:

○ Meets eligibility requirements

○ “Highly Recommended”:

- State of Good Repair / Safety – “Highly Responsive”
- Three of remaining Project Outcome Criteria – “Highly Responsive”
- BCA / Project Readiness – “Medium-High”

○ “Recommended”:

- State of Good Repair / Safety – “Highly Responsive”
- Two of remaining Project Outcome Criteria – “Highly Responsive”
- BCA / Project Readiness – “Medium”

■ Statutory Requirements:

○ **Obligation Deadline – 9/30/2025**

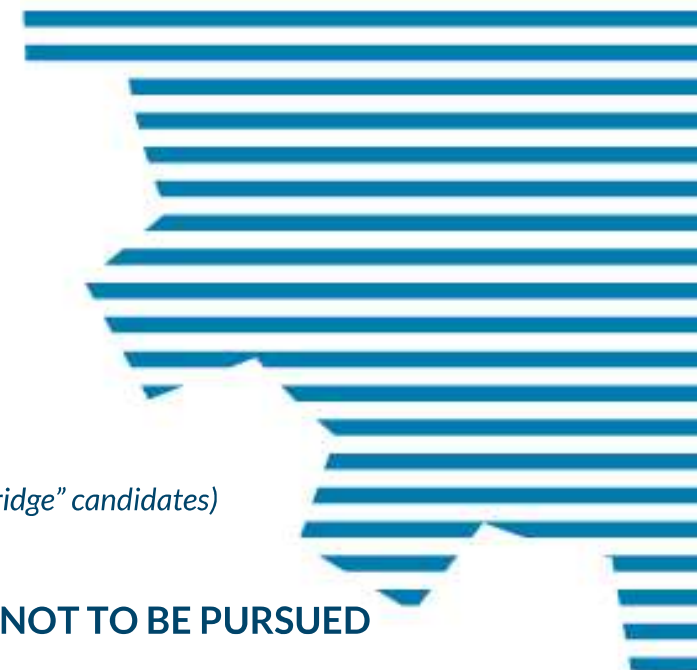
- During FY 22-26, in each State from which eligible projects are submitted, not fewer than one Large Bridge project or two Bridge projects are to be awarded

○ **Expenditure Deadline – 9/30/2030** *(General Funds only)*



BRIDGE INVESTMENT PROGRAM (BIP) – DRAFT SCHEDULE

June 10, 2022	BIP Notice of Funding Opportunity (NOFO) Released
June 24, 2022	STTC Information
July 14, 2022	RTC Information
July 15, 2022	STTC Agenda Mail-Out <i>(Scope / cost / funding details finalized for <u>potential</u> NCTCOG “Large Bridge” candidates)</i>
July 22, 2022	STTC Action – “Large Bridge”
July 25, 2022	BIP Planning Grant Application Submittal Deadline – NOT TO BE PURSUED
August 5, 2022	RTC Agenda Mail-Out <i>(Scope / cost / funding details finalized for <u>potential</u> NCTCOG “Bridge” candidates)</i>
August 9, 2022	BIP “Large Bridge” Grant Application Submittal Deadline
August 11, 2022	RTC Endorsement – “Large Bridge” / RTC Action – “Bridge”
August 26, 2022	STTC Endorsement – “Bridge”
September 8, 2022	BIP “Bridge” Grant Application Submittal Deadline
September 22, 2022	Executive Board Endorsement – “Large Bridge” / “Bridge”



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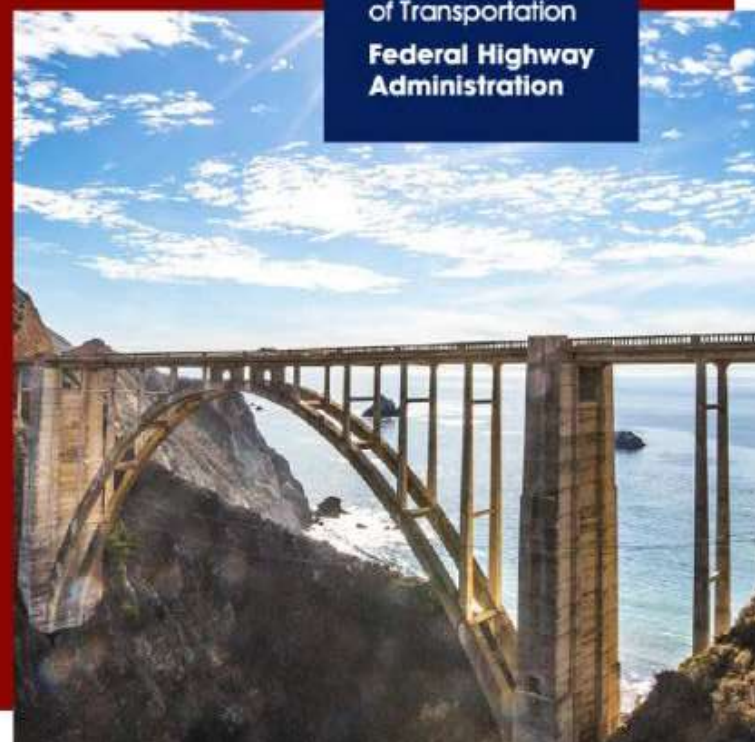
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JNeal@nctcog.org



STTC Information Item – Bridge Investment Program



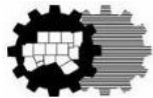
U.S. Department
of Transportation
**Federal Highway
Administration**



USDOT Bipartisan Infrastructure Law (BIL): <https://www.transportation.gov/bipartisan-infrastructure-law>
USDOT Bridge Investment Program (BIP): <https://www.fhwa.dot.gov/bridge/bip/>

2023 UNIFIED TRANSPORTATION PROGRAM (UTP) AND REGIONAL 10-YEAR PLAN UPDATE

Regional Transportation Council
July 14, 2022



North Central Texas
Council of Governments
Transportation Department

BACKGROUND

- Texas House Bill (HB) 20 requires that Metropolitan Planning Organizations (MPO) develop 10-Year Plans using performance-based planning and project selection methods.
- Includes projects funded with Category 2 (MPO selected), Category 4 (TxDOT District selected), and Category 12 (Texas Transportation Commission [TTC] selected)
- The Regional 10-Year Plan was originally approved by the Regional Transportation Council (RTC) in December 2016.
- This plan is updated annually in conjunction with the development of TxDOT's UTP.

ACTIVITIES SINCE LAST UPDATE

- TxDOT began developing the 2023 UTP.
- NCTCOG staff has coordinated with the TxDOT Districts regarding project updates (e.g., costs/funding, environmental clearance and let dates), and potential new projects.
- To satisfy a March 1, 2022 deadline set forth by TxDOT, a draft project listing was developed that included project revisions and potential new projects.
- Received feedback in early June from TxDOT Headquarters regarding the region's funding requests
 - Not all of the region's requested Category 2 funds were picked up
 - Staff coordinating with TxDOT to determine reasons and path forward

PRINCIPLES FOR THE DEVELOPMENT OF THE REGIONAL 10-YEAR PLAN

- Project should be included in Metropolitan Transportation Plan
- Focus on “system” versus new, stand-alone projects
- Fully fund existing projects before funding new projects
- Ensure equity of county allocations
- Maintain toll lanes/toll managed lanes on selected corridors
- Re-fund previously unfunded projects, when possible
- Ensure all RTC projects are approved in 2023 UTP (including “placeholders”)
- Projects must be scored and should have a score sufficient to qualify for funding

REGIONAL FUNDING ALLOCATIONS FOR 2017-2023 UTPs

Funding Category*	2017 Allocation	2018 Allocation	2019 Allocation	2020 Allocation	2021 Allocation	2022 Allocation	2023 Proposed Allocation
Category 2	\$3.784	\$3.607	\$3.832	\$3.516	\$2.913	\$2.931	\$3.205
Category 4	\$0.830	\$1.553	\$1.637	\$1.537	\$1.340	\$1.348	\$1.593
Category 12	\$0.812	\$2.130	\$1.395	\$3.041	\$3.089	\$2.601	\$3.132
Total Allocation	\$5.426	\$7.290	\$6.864	\$8.094	\$7.342	\$6.880	\$7.930

* Amounts shown in billions

PROPOSED SOUTHEAST CONNECTOR FUNDING EXCHANGE (CATEGORY 2/CATEGORY 12 FUNDS)

- The Southeast Connector project came in \$800 million over the estimate.
- The project was split into four pieces, with only the first one being fully funded
- Seeking funding for only one additional segment, which costs \$468 million
- A partnership with the TTC is being proposed to move Category 2 funds from existing projects in out-years to the Southeast Connector, with Category 12 funds replacing those Category 2 funds.
- If TxDOT and the TTC agree to this proposal, the RTC will request that an Interlocal Agreement be developed so the Category 12 funding cannot be rescinded.
- TxDOT has tentatively agreed with the proposal

PROPOSED CATEGORY 2/CATEGORY 12 FUNDING EXCHANGE (CONTINUED)

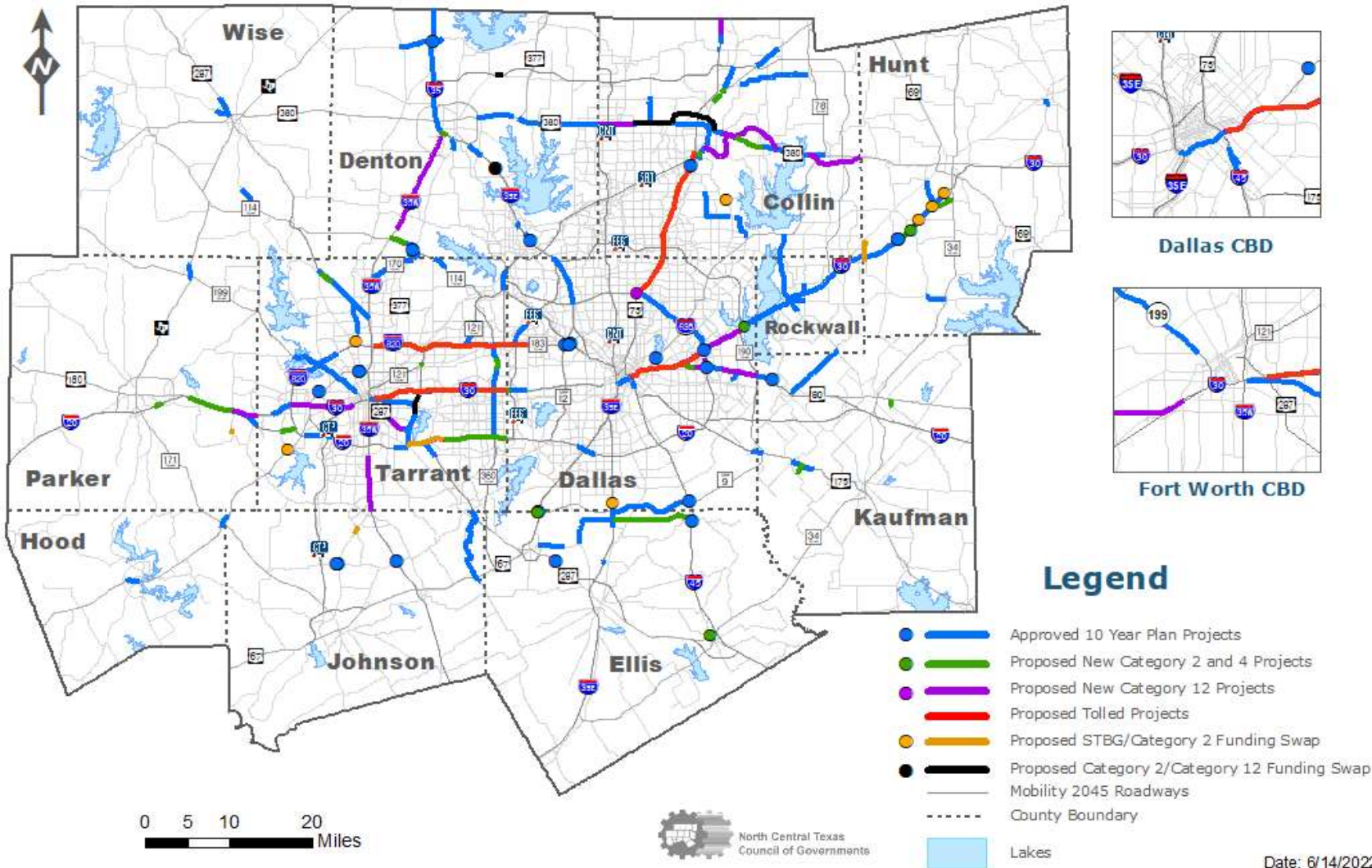
- Below are the projects with Category 2 funding (\$468 million in total) which were proposed to change to Category 12 to offset the funding being added to the Southeast Connector segment:
 - TIP 13070/CSJ 0135-15-002
 - US 380 from JCT US 380/West University (West of McKinney) to JCT US 380/East of University (East of McKinney)
 - Exchange \$283,996,800
 - TIP 13067/CSJ 0135-02-065
 - US 380 from Coit Road to JCT US 380/University Drive
 - Exchange \$120,000,000
 - TIP 13033.5/CSJ 0196-01-113
 - IH 35E at Dobbs Road
 - Exchange \$61,486,864
 - FM 428 Greenbelt
 - Exchange \$2,516,336 (after re-funding project with \$50 million)
- Instead of funding the FM 428 Greenbelt project, TxDOT is proposing to increase the amount of the swap on TIP 13070 by the same amount (to \$286,513,136).

PROPOSED SOUTHEAST CONNECTOR FUNDING EXCHANGE (CATEGORY 2/STBG FUNDS)

- Surface Transportation Block Grant (STBG) funds are not being obligated as quickly as needed, so a Category 2/STBG funding exchange is proposed.
- \$97.9 million of Category 2 funds currently on a section of the Southeast Connector project are proposed to be exchanged with STBG funds.
- Since this Southeast Connector section can go to construction in Fiscal Year 2022, the region will be able to quickly reduce the carryover balance of STBG funds and take advantage of additional STBG funding that became available to the State.
- To complete the exchange, 15 projects across the region that are currently funded with \$97.9 million of STBG funds are proposed to be funded with Category 2 funds instead (refer to comment section in Planned Project list for specific projects).

Dallas-Fort Worth Regional 10 Year Plan Projects

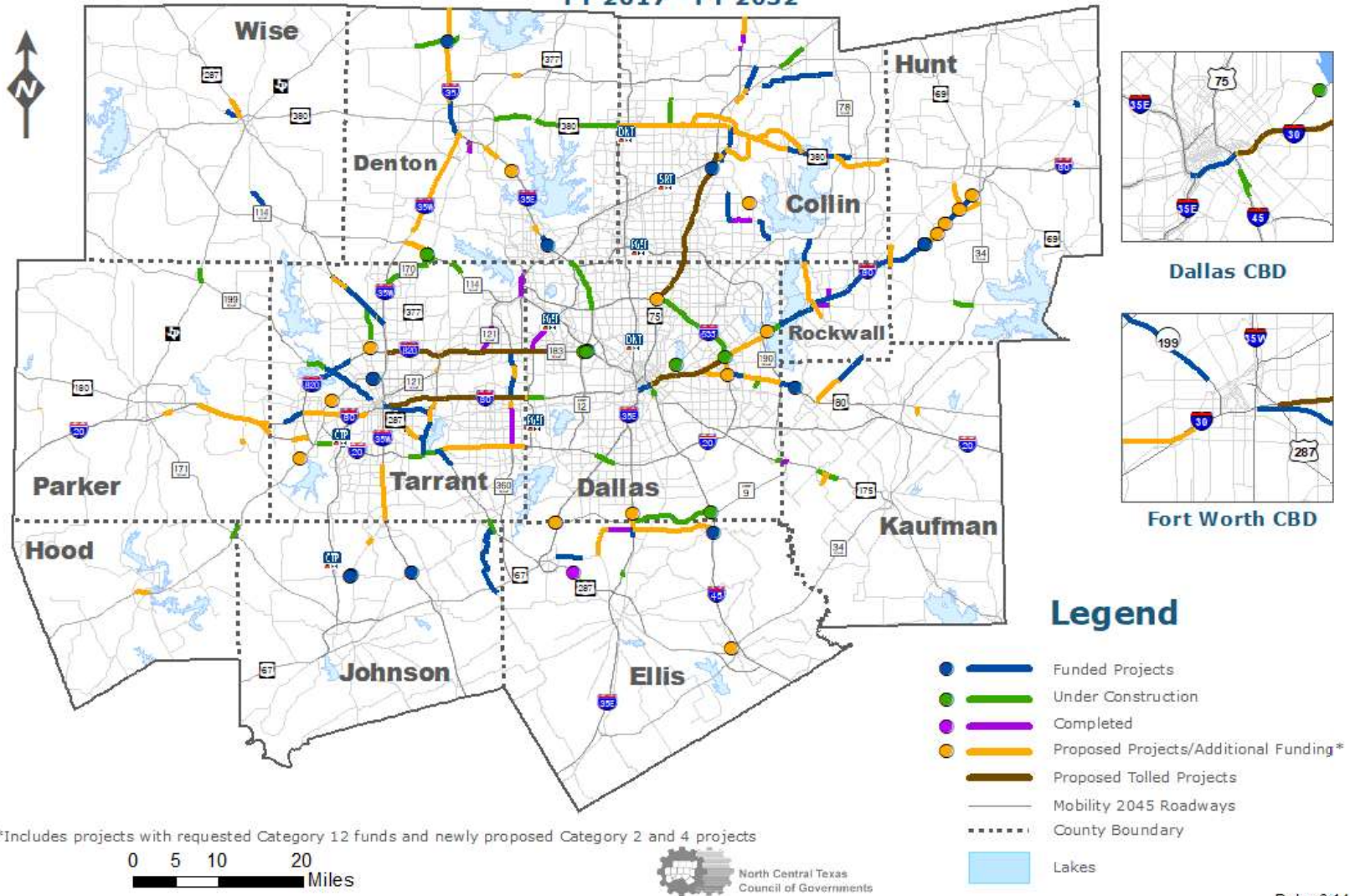
FY 2017 - FY 2032



Date: 6/14/2022

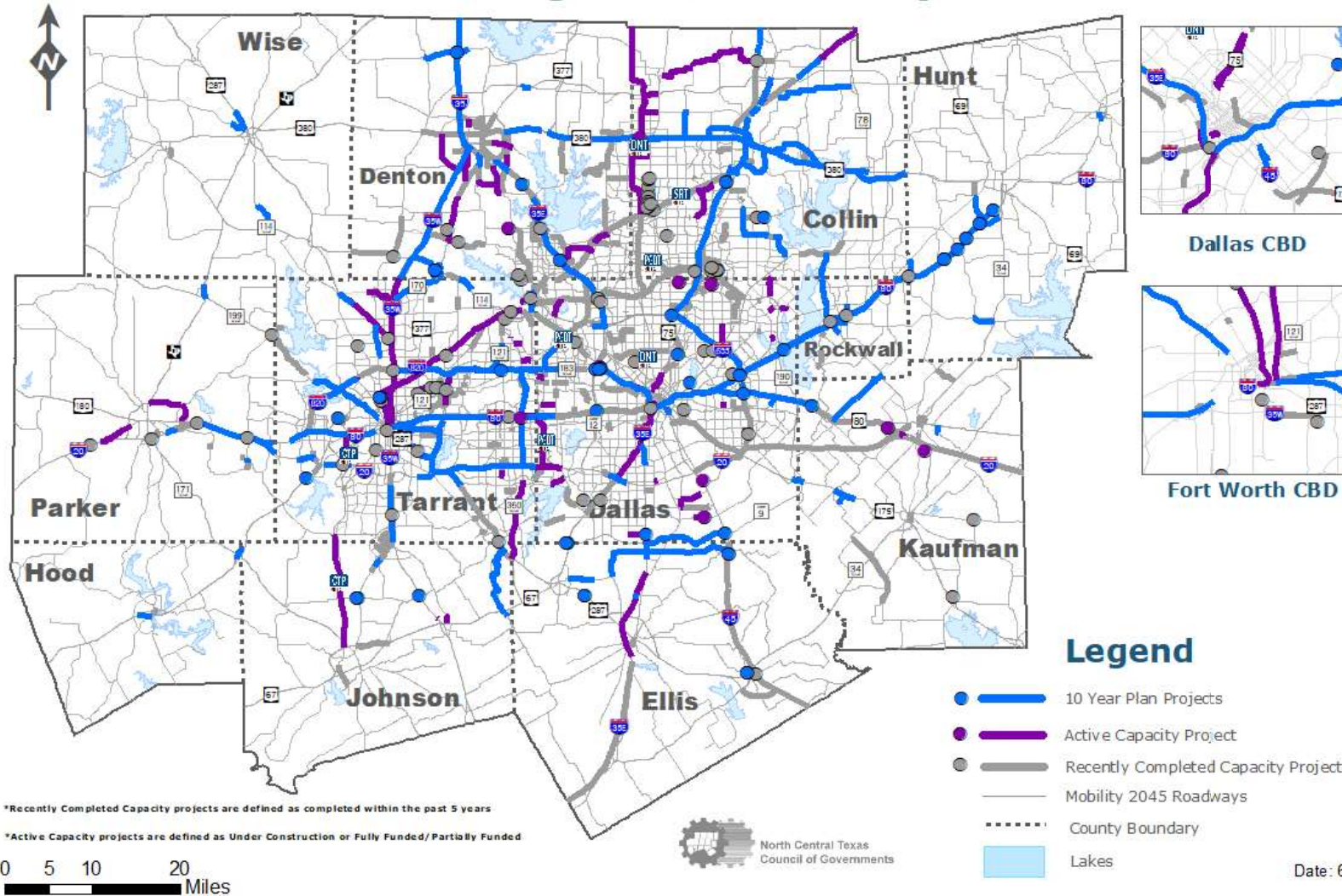
Dallas-Fort Worth Regional 10 Year Plan Project Status

FY 2017 - FY 2032



Date: 6/14/2022

Recently Completed & Active Capacity Transportation Projects including 10 Year Plan Projects



NEXT STEPS

- Finalize project selection/update efforts in coordination with TxDOT staff
- Bring back the listings for approval
- Bring back any project changes to the committees once the TTC weighs in

TIMELINE

MEETING/TASK	DATE
Funding Targets Received	February 2022
Initial draft list due to TxDOT	March 1, 2022
Public Involvement	June 2022
STTC Information	June 24, 2022
RTC Information	July 14, 2022
STTC Action	July 22, 2022
RTC Action	August 11, 2022
TxDOT Public Involvement for 2023 UTP	July 2022 and August 2022
Anticipated TTC Approval of 2023 UTP	August 2022

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**10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Planned Projects
FY 2023 - FY 2032**

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Previous Construction Cost	Revised Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY 2023 - FY 2032						MPO Project Score		
												Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed		Cat 12 Strategic Priority Approved	Cat 12 Strategic Priority Proposed
												\$1,950,486,878	\$2,043,406,932	\$916,895,477	\$1,083,560,278	\$717,123,838	\$1,060,306,786		\$1,144,033,483	\$1,742,665,442
Collin County Projects																				
14071	1392-01-044	FM 1378	FM 3286 to South of FM 3286	Construct intersection improvements (sidewalks and turn lanes)	February 2020 (Actual)	May 2023	2023	Part of the 2022 SE Connector Category 2/STBG swap; Staff proposes to swap the existing STBG funds on this project for Category 2 funds (offset by reduction of Category 2 on TIP 55043/CSJ 2374-05-066); Project also has \$2,075,000 of CMAQ funding	\$3,333,456	\$3,785,685	\$1,710,685	\$0	\$1,710,685						95.03	
83209	2056-01-042	FM 2551	FM 2514 to FM 2170	Reconstruct and widen 2 lane rural to 6 lane urban divided	November 2010 (Actual)	November 2023	2024	Project also has Category 1 funding for potential cost overruns	\$44,570,571	\$46,353,394	\$44,570,571	\$44,570,571	\$44,570,571						84.79	
14071.2	3476-02-013	FM 3286	FM 1378 to East of FM 1378	Construct intersection improvements (sidewalks and turn lanes)	February 2020 (Actual)	May 2023	2023	Part of the 2022 SE Connector Category 2/STBG swap; Staff proposes to swap the existing STBG funds on this project for Category 2 funds (offset by reduction of Category 2 on TIP 55043/CSJ 2374-05-066); Project also has \$930,000 of CMAQ funding	\$2,628,240	\$2,750,000	\$1,820,000	\$0	\$1,820,000						87.57	
13076	1012-02-030	FM 545	FM 2933 to BS-78D	Realign existing roadway to improve horizontal and vertical alignment and add shoulders	June 2019 (Actual)	September 2025	2026	Funding previously reduced and moved to CSJ 0047-04-031, which is ready to advance sooner	\$26,723,141	\$26,723,141	\$6,000,000			\$6,000,000	\$6,000,000				81.22	
TBD	TBD	North/ South Roadways	West and East of Lake Lavon			TBD	TBD	Feasibility study being done by NCTCOG; In prior years, moved \$100,000,000 of Category 12 funds to the US 380 corridor; Moved \$15,000,000 of Category 2 to TIP 13036/CSJ 0009-12-219 and \$35,000,000 of Category 2 to TIP 55221/CSJ 0009-12-215; Reduction in Category 2 funding offset by increase in Category 12 funding; Funding moved to breakout project CSJ 0135-04-036	TBD	TBD	\$0	\$0	\$0		\$0	\$0			70.56	
TBD	TBD	Regional Outer Loop	DNT to SH 121			TBD	TBD	Working on local environmental document; Collin County desires that local funds be used on Regional Outer Loop, so federal funds were moved to North/South Roadways and US 380 projects; Collin County to contribute \$111,249,684 in bond funds over next 5 years	TBD	TBD	\$0	\$0	\$0						70.00	
TBD	TBD	Regional Outer Loop	US 380 to Rockwall County Line; North/South Arterial			TBD	TBD	Collin County desires that local funds be used on Regional Outer Loop, so federal funds moved to US 380 project; Collin County to contribute \$32,400,000 in bond funds over next 5 years	TBD	TBD	\$0	\$0	\$0						70.00	
13075	0047-04-029	SH 5	South of SH 121 to South of Melissa Rd	Reconstruct and widen 2/4 lane undivided roadway to 4 lane divided urban roadway (ultimate 6)	August 2021 (Actual)	September 2025	2026	Staff proposes to add project to the 10-Year Plan	\$2,127,402	\$2,127,402	\$0	\$0	\$0	\$2,127,402					85.68	
13026.2	0047-04-030	SH 5	South of CR 275 to South of SH 121	Reconstruct and widen 2 lane undivided roadway to 4 lane divided urban roadway (ultimate 6) and realign SH 121/SH 5 interchange	August 2021 (Actual)	September 2025	2026	Staff proposes to add project to the 10-Year Plan	\$16,946,471	\$16,946,471	\$0	\$0	\$0	\$16,946,471					80.73	
13010	0047-09-034	SH 5	Indian Springs Road to Spur 399	Reconstruct and widen 2 lane undivided roadway to 4 lane divided urban roadway	July 2020 (Actual)	June 2025	2027		\$15,002,115	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000						72.39	
13026	0047-05-054	SH 5	Power House St to South of CR 275	Reconstruct and widen 2 lane undivided roadway to 4 lane divided urban roadway (ultimate 6 lanes)	July 2020 (Actual)	June 2028	2028	Category 2 funding moved to breakout project (CSJ 0047-05-057) that is the priority section for Collin County and the City of McKinney	\$125,981,920	\$125,981,920	\$0	\$0	\$0						78.69	
13073	0047-05-057	SH 5	Spur 399 to Power House Street	Reconstruct and widen 2/4 lane undivided roadway to 4/6 lane divided urban roadway	July 2020 (Actual)	June 2026	2026	Breakout project of larger SH 5 project (TIP 13026/CSJ 0047-05-054) that is the priority section for Collin County and the City of McKinney; Funding partially offset by reduction on TIP 13026/CSJ 0047-05-054)	\$86,750,627	\$86,750,627	\$86,750,627	\$86,750,627	\$86,750,627						78.69	
13055	0047-04-031	SH 5	SH 121 to North of Collin County Outer Loop	Reconstruct and widen 2 lane rural to 4 lane urban roadway	September 2018 (Actual)	November September 2022	2023		\$31,699,658	\$31,699,658	\$31,699,658			\$31,699,658	\$31,699,658				73.19	
13072	0047-05-058	SH 5	SH 5/Spur 399 to Spur 399 Extension	Reconstruct and widen 4 lane arterial to 6 lane arterial (ultimate 8 lane freeway) and construct 0 to 4/6 lane frontage roads	January 2023	January 2030	2030	Breakout of larger US 380 project; Funding offset by reduction on CSJ 0135-03-053	\$21,952,000	\$21,952,000	\$21,952,000	\$21,952,000	\$21,952,000						60.18	

ELECTRONIC ITEM 11.2

Amounts only include Cat 2, 4, 12 funds
Green text indicates changes since October 2021 RTC meeting and funding being awarded by the TTC
Red text indicates funding not being awarded by the TTC

**10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Planned Projects
FY 2023 - FY 2032**

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Previous Construction Cost	Revised Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY 2023 - FY 2032						MPO Project Score			
												Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed		Cat 12 Strategic Priority Approved	Cat 12 Strategic Priority Proposed	
												\$1,950,486,878	\$2,043,406,932	\$916,895,477	\$1,083,560,278	\$717,123,838	\$1,060,306,786		\$1,144,033,483	\$1,742,665,442	
13070	0135-15-002	US 380	JCT US 380/West McKinney (West of McKinney) to JCT US 380/East of University (East of McKinney)	Construct 0 to 8 lane freeway and 0 to 4/6 lane frontage roads	December 2022	September 2027 August 2026	2028 2026	Breakout of larger US 380 project; Category 2 funding offset by reduction on CSJ 0135-03-053; Part of the 2023 UTP Southeast Connector funding exchange and will receive Category 12 funding; TxDOT requested Category 12 Clear Lanes funding through 2023 UTP, but the full amount is not being awarded by the TTC	\$807,520,000	\$807,520,000	\$390,820,336 \$697,523,200	\$109,996,800	\$0	\$104,307,200	\$104,307,200	\$0	\$286,513,136 \$593,216,000			87.62	
55287	0047-10-002	Spur 399	SH 5 to US 380	Construct 0 to 6/8 lane freeway and construct 0 to 4/6 lane frontage roads	TBD	February 2032	2032	New US 380 breakout project; TxDOT requested Category 12 funding through 2023 UTP, but the full amount is not being awarded	\$254,240,000	\$254,240,000	\$127,120,000 \$254,240,000					\$0	\$0 \$254,240,000	\$0	\$127,120,000	50.68	
55156	0364-04-049	Spur 399	At SH 5	Construct interchange	July 2020 (Actual)	June 2026 2028	2026 2026	Project added to the 10-Year Plan via 2020 UTP; Project also has \$4,000,000 of Category 1 funding for potential cost overruns	\$34,372,146	\$36,533,536	\$36,533,536	\$19,273,554	\$36,533,536								80.91
13071	0364-04-051	Spur 399	US 75 to SH 5	Reconstruct and widen 4 lane freeway to 8 lane freeway and construct 4/8 discontinuous to 4/8 continuous lane frontage roads	January 2023	August 2027	2027	Breakout of larger US 380 project	\$9,968,000	\$9,968,000	\$9,968,000	\$9,968,000	\$9,968,000								67.27
55281	0135-02-068	US 380	East of SH 289 to West of Lakewood Drive	Reconstruct 6 lane arterial to 6 lane freeway and construct 0 to 4/6 lane frontage roads	April 2023	August 2032	2032	New US 380 breakout project; TxDOT requested Category 12 Clear Lanes funding through 2023 UTP, but the project is not being proposed for funding	\$95,536,000	\$95,536,000	\$0 \$95,536,000					\$0	\$0 \$95,536,000				72.90
55280	0135-11-024	US 380	Denton/Collin County Line to East of SH 289	Reconstruct 6 lane arterial to 6 lane freeway and construct 0 to 4/6 lane frontage roads	April 2023	August 2032	2032	New US 380 breakout project; TxDOT requested Category 12 Clear Lanes funding through 2023 UTP, but the project is not being proposed for funding	\$180,320,000	\$180,320,000	\$0 \$180,320,000					\$0	\$0 \$180,320,000				72.12
55283	0135-03-056	US 380	FM 1827 TO JCT US 380/University Drive	Construct 0 to 10 lane freeway and construct 0 to 4/6 lane frontage roads	TBD	April 2032	2032	New US 380 breakout project; TxDOT requested Category 12 Clear Lanes funding through 2023 UTP, but the project is not being proposed for funding	\$15,556,800	\$15,556,800	\$0 \$15,556,800					\$0	\$0 \$15,556,800				59.54
55284	0135-16-002	US 380	JCT US 380/University Dr (West of Princeton) to JCT US 380/University Dr (East of Princeton)	Construct 0 to 8/10 lane freeway and construct 0 to 4/6 lane frontage roads	TBD	April 2032	2032	New US 380 breakout project; TxDOT requested Category 12 Clear Lanes funding through 2023 UTP, but the project is not being proposed for funding	\$436,363,200	\$436,363,200	\$0 \$436,363,200					\$0	\$0 \$436,363,200				50.00
55285	0135-04-038	US 380	CR 560 to JCT US 380/Audie Murphy (West of Farmersville)	Reconstruct and widen 4 lane arterial to 6 lane freeway and construct 0 to 4/6 lane frontage roads	May 2023	October 2031	2032	New US 380 breakout project; TxDOT requested Category 12 Clear Lanes funding through 2023 UTP, but the project is not being proposed for funding	\$20,944,000	\$20,944,000	\$0 \$20,944,000					\$0	\$0 \$20,944,000				67.01
55282	0135-05-028	US 380	West of CR 698 (Collin/Hunt County Line) to CR 698/CR 699 (Collin/Hunt County Line)	Reconstruct 4 lane arterial to 4 lane freeway and construct 0 to 4/6 lane frontage roads	May 2023	October 2031	2032	New US 380 breakout project; TxDOT requested Category 12 Clear Lanes funding through 2023 UTP, but the project is not being proposed for funding	\$35,280,000	\$35,280,000	\$0 \$35,280,000					\$0	\$0 \$35,280,000				61.27
55286	0135-17-002	US 380	JCT US 380/Audie Murphy (West of Farmersville) to JCT US 380/Audie Murphy (East of Farmersville)	Construct 0 to 6 lane freeway and construct 0 to 4/6 lane frontage roads	May 2023	October 2031	2032	New US 380 breakout project; TxDOT requested Category 12 Clear Lanes funding through 2023 UTP, but the project is not being proposed for funding	\$506,016,000	\$506,016,000	\$0 \$506,016,000					\$0	\$0 \$506,016,000				60.92
55233	0135-03-046	US 380	West of Bridgefarmer Road to 4th Street	Widen 4 lane roadway to 6 lanes divided	January 2020 (Actual)	February 2024 January 2023	2024 2023	Project added to the 10-Year Plan via 2020 UTP; Project also has \$11,000,000 of Collin County funds	\$63,683,197	\$31,189,901	\$20,189,901	\$52,683,197	\$20,189,901								81.70
55233.1	0135-03-057	US 380	Airport Drive to West of Bridgefarmer Road	Widen 4 lane roadway to 6 lanes divided	January 2020 (Actual)	February 2024	2024	Breakout of TIP 55233/CSJ 0135-03-046; Project also has Category 1 funds for any funding gap	\$24,716,486	\$32,645,653	\$32,493,296	\$0	\$32,493,296								81.70
55234	0135-04-033	US 380	4th Street to CR 458	Widen 4 lane roadway to 6 lanes divided	January 2020 (Actual)	February 2024 January 2023	2024 2023	Project added to the 10-Year Plan via 2020 UTP; Project also has Category 1 funds that will cover the funding gap	\$5,722,380	\$5,942,471	\$5,722,380	\$5,722,380	\$5,722,380								76.46
TBD	TBD	US 380	Denton County Line to Hunt County Line		December 2021	August 2026	2026	Collin County to contribute \$316,053,616 in bond funds over next 5 years; Funding previously moved to breakout project (CSJ 0135-03-053)	\$450,000,000	\$450,000,000	\$0										72.91
13068	0135-03-053	US 380	SH 5 (New Extension of Spur 399) to FM 1827	Reconstruct 6 lane arterial to 8 lane freeway and add 0 to 4/6 lane frontage roads	October 2022	September 2027 August 2026	2028 2026	US 380 breakout project	\$16,083,200	\$16,083,200	\$16,083,200	\$16,083,200	\$16,083,200	\$0	\$0						95.51

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**10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Planned Projects
FY 2023 - FY 2032**

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Previous Construction Cost	Revised Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY 2023 - FY 2032								MPO Project Score	
												Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed	Cat 12 Strategic Priority Approved	Cat 12 Strategic Priority Proposed		
												\$1,950,486,878	\$2,043,406,932	\$916,895,477	\$1,083,560,278	\$717,123,838	\$1,060,306,786	\$1,144,033,483	\$1,742,665,442		
13069	0135-04-036	US 380	JCT US 380/Princeton Drive to CR 560	Reconstruct and widen 4 lane arterial to 8 lane freeway and construct 0 to 4/6 lane frontage roads	April 2023	September 2027 October 2024	2028 2025	US 380 breakout project; Staff previously placed Collin County North/South roadway placeholder funding on this section of US 380 as it includes a N/S roadway bridge at the lake; Project also includes \$60,000,000 of Collin County funds to complete the funding exchanges on the Panther Creek Parkway and McKinney National Airport runway projects approved by the RTC in November 2020; Project was awarded \$40,008,000 of Category 12 Strategic Priority funding via 2022 UTP	\$127,008,000	\$127,008,000	\$67,008,000	\$27,000,000	\$27,000,000			\$0	\$0	\$40,008,000	\$40,008,000	87.62	
13067	0135-02-065	US 380	Coit Road to JCT US 380/University Drive	Reconstruct 6 lane arterial to 6 lane freeway and add 0 to 4/6 lane frontage roads	December 2022	September 2027 August 2026	2028 2026	Breakout of larger US 380 project; Category 2 funding offset by reduction on CSJ 0135-03-053; Staff is proposing a funding exchange that would remove Category 2 funds from this project and replace them with Category 12 funds; Funding would be moved to a portion of the SE Connector project (TIP 55041.1/CSJ 0008-13-250) so it can be advanced prior to February 2023.	\$165,692,800	\$165,692,800	\$165,692,800	\$120,000,000	\$0	\$45,692,800	\$45,692,800		\$0	\$120,000,000		69.40	
30006	0047-06-158	US 75	Dallas County Line to Bethany Drive	Remove HOV lanes and add technology lanes	May 2022 June 2020	December August 2022	2023 2022	Funded with \$27,000,000 of STBG funding; Project included on list in order to get TTC concurrence to proceed	\$12,018,135	\$27,000,000	\$0									94.24	
30007	0047-06-163	US 75	Bethany Drive to SH 121	Add technology lanes	May 2022 June 2020	December August 2022	2023 2022	Funded with \$13,500,000 of STBG funding; Project included on list in order to get TTC concurrence to proceed	\$7,018,135	\$13,500,000	\$0									91.62	
20084	0047-14-053	US 75	North of CR 370 to CR 375 (Grayson County Line)	Reconstruct and widen from 4 lane to 6 lane freeway and reconstruct existing 4 lane to 4/6 lane frontage roads	June 2012 (Actual)	September 2024 2026	2027 2025	MPO Milestone Policy Project (Round 2); TxDOT requested Category 12 Clear Lanes funding through 2023 UTP	\$58,953,568	\$63,727,119	\$63,727,119			\$17,597,275	\$17,597,275	\$0	\$46,129,844			91.35	
											Total Proposed Funding - Collin County								\$1,139,862,109		
Dallas County Projects																					
13000	1068-04-170	IH 30	Dallas County Line to SH 161	Reconstruct and widen from 6 to 8 general purpose lanes with 2 reversible express lanes and construct 0 to 4 lane continuous frontage roads; Modifications to SH 161 connections	March 2023 December 2022	September 2026 2027	2028 2026	Project being implemented by the Fort Worth District, but using Dallas District Category 4 funding	\$11,000,000	\$16,000,000	\$16,000,000	\$0	\$5,000,000	\$11,000,000	\$11,000,000						88.54
13018	0581-02-146	IH 30	at SL 12	Construct direct connectors (Phase 1)	January 2023	August 2045	2045		\$250,000,000	\$301,896,000	\$0					\$0	\$0			76.19	
13030	0009-11-254	IH 30	IH 35E to IH 45	Reconstruct and widen 6 to 8/12 mainlanes and 0/6 lane discontinuous to 2/6 lane discontinuous frontage roads	December 2020 (Actual)	February 2025 March 2024	2025 2024	Project was awarded \$213,000,000 of Category 12 Strategic Priority funding and \$62,000,000 of S111 funding in the 2020 UTP; The RTC funded an effort that would look at design elements needed to accommodate automated and electric vehicles along this corridor (first in the country; TIP 21079/CSJ 0918-47-385); Design would be funded with \$2,000,000 STBG and \$2,000,000 of TTC funding for the entire IH 30 corridor; Project was awarded an additional \$101,538,342 of Category 12 funding in 2022 UTP; Project also has Category 1 funds to cover any funding gap	\$451,538,342	\$466,684,007	\$451,538,342	\$0	\$0		\$126,538,342	\$25,000,000 \$126,538,342	\$325,000,000	\$426,538,342 \$325,000,000		81.67	
13043.2	0009-11-259	IH 30	IH 635 to Bass Pro Drive (in Garland)	Operational improvements and bottleneck removal	March 2023 October 2023	August 2029	2029	Funding moved to breakout project (CSJ 0009-11-252); The RTC funded an effort that would look at design elements needed to accommodate automated and electric vehicles along this corridor (first in the country; TIP 21079/CSJ 0918-47-385); Design would be funded with \$2,000,000 STBG and \$2,000,000 of TTC funding for the entire IH 30 corridor; TxDOT requested Category 12 Clear Lanes funding through 2023 UTP, but the full amount is not being awarded	\$70,507,801	\$177,415,824	\$88,707,912 \$177,415,824				\$0	\$88,707,912 \$177,415,824				80.71	

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FY 2023 - FY 2032**

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Previous Construction Cost	Revised Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY 2023 - FY 2032								MPO Project Score	
												Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed	Cat 12 Strategic Priority Approved	Cat 12 Strategic Priority Proposed		
												\$1,950,486,878	\$2,043,406,932	\$916,895,477	\$1,083,560,278	\$717,123,838	\$1,060,306,786	\$1,144,033,483	\$1,742,665,442		
13043.1	0009-11-252	IH 30	IH 45 to Ferguson Rd	Reconstruct and widen from 8 to 10 general purpose lanes and reconstruct 4/6 discontinuous to 4 2/6 discontinuous frontage roads	April 2023	August 2032 March 2026	2036 2026	The RTC funded an effort that would look at design elements needed to accommodate automated and electric vehicles along this corridor (first in the country; TIP 21079/CSJ 0918-47-385); Design would be funded with \$2,000,000 STBG and \$2,000,000 of TTC funding for the entire IH 30 corridor; <u>TxDOT requested Category 12 Clear Lanes funding through 2023 UTP, but the project is not being proposed for additional funding</u>	\$1,108,449,456	\$1,049,886,905	\$25,000,000 \$1,049,886,905					\$25,000,000	\$25,000,000 \$1,049,886,905			77.40	
55253	0009-11-248	IH 30	at Bass Pro Drive	Reconstruct Interchange	September 2018 (Actual)	September 2026	2027	Staff proposes to add project to the 10-Year Plan	\$43,010,908	\$43,010,908	\$43,010,908	\$0	\$23,010,908	\$0	\$20,000,000						88.84
14032.2	0442-02-161	IH 35E	at Bear Creek Road	Construct intersection improvements, including reconstructing existing 4 to 4 lane frontage roads with the addition of a Texas U-Turn and sidewalks	April 2019 (Actual)	February 2025	2025	Part of the 2022 SE Connector Category 2/STBG swap. Staff proposes to swap the existing STBG funds on this project for Category 2 funds (offset by reduction of Category 2 on TIP 55043/CSJ 2374-05-066) Project also has \$4,110,077 of CMAQ	\$8,419,982	\$7,721,708	\$3,611,631	\$0	\$3,611,631							78.38	
54119.5	0442-02-162	IH 35E	Ellis County Line to Bear Creek Road	Construct interchange at SL 9 and IH 35E	November 2017 (Actual)	September February 2023	2023	Project also has \$583,000 of STBG funds	\$13,245,644	\$13,755,092	\$12,662,644	\$12,662,644	\$12,662,644								89.30
55061	0196-03-199	IH 35E	IH 30 to North of Oak Lawn Avenue	Reconstruct 10 to 10/11 general purpose lanes, and reconstruct 4/6 discontinuous to 2/6 lane discontinuous frontage roads and 2/4 to 2/4 collector distributor lanes	July 2005 (Actual)	August 2045	2045		\$428,320,000	\$412,374,508	\$0										72.81
55062	0196-03-266	IH 35E	North of Oak Lawn Avenue to SH 183	Reconstruct 10 to 11/12 general purpose lanes, and reconstruct existing 4/6 to 4/6 lane frontage roads	August 2021	August 2045	2045		\$636,480,000	\$556,200,000	\$0										68.59
55094	0442-02-159	IH 35E	US 67 to Ann Arbor Ave	Construct 0 to 1 reversible express lane	TBD	August 2045	2045	Funding was previously removed from this project	\$0	\$0	\$0										74.33
55163	2374-01-192	IH 635	SL 354 (Denton Drive) to BNSF RR	Construction of ultimate IH 35E/IH 635 interchange, including 8/10 to 8/12 general purpose lanes, 4 discontinuous to 4/6 continuous frontage roads, and 4 to 4 concurrent managed lanes	January 2023	August 2045 October 2025	2045 2026		\$400,000,000	\$400,000,000	\$0										77.58
55164	2374-07-075	IH 635	West of Luna Road to BNSF RR	Reconstruct and widen 10 to 12 general purpose lanes, 0 to 4 concurrent managed lanes, and 4 to 4/6 continuous frontage roads; Reconstruction of IH 35E/IH 635 interchange	January 2023	August 2045 October 2025	2045 2026		\$80,000,000	\$80,000,000	\$0										78.18
55294	2374-01-195	IH 635	at US 75	Operational improvements	June 2023	August 2028	2028	TxDOT requested Category 12 Clear Lanes funding through 2023 UTP, but the project is not being proposed for funding	\$43,680,000	\$43,680,000	\$0 \$43,680,000					\$0	\$0 \$43,680,000				79.21
53198	0094-07-044	SH 183	1 mile East of Loop 12 to West end of Elm Fork Trinity River Bridge	Reconstruct existing 8 general purpose lanes, 2 to 4 concurrent Managed Lanes, and 4/6 discontinuous to 6/8 lane continuous frontage roads (Ultimate)	TBD	August 2045	2045	Funding previously moved to TIP 11527	\$0	\$0	\$0										71.09
54072	0094-07-045	SH 183	West End of Elm Fork Trinity River Bridge to West of IH 35E	Reconstruct and widen 6/8 to 6/8 general purpose lanes, and reconstruct 4/6 lane discontinuous to 4/8 lane continuous frontage roads (Ultimate)	TBD	August 2045	2045	Funding previously moved to TIP 11527	\$0	\$0	\$0										68.99
TBD	TBD	SH 183	SH 161 to Story Road	Construct 6 to 8 general purpose lanes and 2 to 6 concurrent managed lanes	TBD	TBD	TBD	Project to be funded by the private sector	\$360,000,000	\$360,000,000	\$0										72.81
TBD	TBD	SH 183	PGBT Western Extension (SH 161) to SL 12					Funding previously moved to TIP 53003 and 11527	\$0	\$0	\$0										65.95
TBD	TBD	SH 183	SL 12 to SH 114					Funding previously moved to TIP 11527	\$0	\$0	\$0										65.95

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FY 2023 - FY 2032

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Previous Construction Cost	Revised Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY 2023 - FY 2032						MPO Project Score		
												Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed		Cat 12 Strategic Priority Approved	Cat 12 Strategic Priority Proposed
												\$1,950,486,878	\$2,043,406,932	\$916,895,477	\$1,083,560,278	\$717,123,838	\$1,060,306,786		\$1,144,033,483	\$1,742,665,442
55112	0353-05-120	SL 12	At Skillman	Reconstruct grade separation	March 2025	September 2030	2031	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project has \$1,116,185 of Category 1 funding; Funding previously moved to CSJ 0047-04-031; Discussions underway between City of Dallas, TxDOT and NCTCOG regarding project scope; Once scope discussions have concluded, funding will be re-evaluated	\$19,264,001	\$18,000,000	\$0								78.89	
55014.2	0261-02-081	US 67	At Lake Ridge Parkway	Construct interchange	February 2021 (Actual)	March 2027	2027	Project split out from TIP 55014/CSJ 0261-01-041	\$27,487,146	\$21,863,251	\$21,863,251	\$4,421,204	\$21,863,251							64.93
30005	0047-07-232	US 75	IH 635 to Collin County Line	Remove HOV lanes and add technology lanes	May 2022 June 2020	December August 2022	2023 2022	Funded with \$16,500,000 of STBG funding; Project included on list in order to get TTC concurrence to proceed	\$12,018,135	\$16,500,000	\$0									92.85
53110.2	2374-02-162	IH 635	At US 80	Reconstruct existing interchange	April 2020 (Actual)	September 2024	2027 2025	\$90,000,000 previously moved from TIP 53110/CSJ 0095-02-096 and \$10,350,386 moved from TIP 53109/CSJ 0095-02-107 to this breakout project; TxDOT requested Category 12 Clear Lanes funding through 2023 UTP (offset by decrease on TIP 53110/CSJ 0095-02-096)	\$210,426,225	\$165,723,364	\$164,173,306			\$100,350,386	\$100,350,386	\$0	\$63,822,920			74.65
53109	0095-02-107	US 80	East of Town East Blvd. to East of Belt Line Road	Reconstruct and widen 4 to 6/8 mainlanes and 2/4/6 to 4/6 lane continuous frontage roads and reconstruct IH 635 interchange	April 2020 (Actual)	September 2024	2027 2025	TxDOT and City of Mesquite discussing specific early action "breakout" projects to utilize this funding; \$10,350,386 previously moved to TIP 53110/CSJ 2374-02-162	\$94,649,614	\$94,649,614	\$94,649,614			\$94,649,614	\$94,649,614	\$0	\$0			82.45
53110	0095-02-096	US 80	East of Belt Line Road to Lawson Road	Reconstruct and widen 4 to 6 mainlanes and 4 to 4/6 lane continuous frontage roads	April 2020 (Actual)	September 2024	2028 2025	Project split out from TIP 53109; TxDOT and City of Mesquite discussing specific early action "breakout" projects to utilize this funding; Category 4 funding reduced and moved to CSJ 2374-02-162; Project awarded \$103,240,838 of Category 12 Clear Lanes funding via the 2022 UTP; \$63,822,920 of Category 12 funds to be moved to TIP 53110.2/CSJ 2472-02-162	\$206,481,677	\$213,217,788	\$213,217,788			\$10,000,000	\$173,799,870	\$103,240,838	\$39,417,918			79.95
55295	0095-02-125	US 80	East of Town East Blvd. to East of Gus Thomasson Road	Reconstruct and widen 4 to 6 mainlanes and 2/6 to 4/6 lane frontage roads	TBD	September 2028	2029	TxDOT requested Category 12 Clear Lanes funding through 2023 UTP, but the full amount is not being proposed	\$46,740,796	\$46,740,796	\$23,370,398 \$46,740,796				\$0	\$23,370,398 \$46,740,796			65.12	
53108	0095-10-033	US 80	IH 30 to East of Town East Blvd	Reconstruct and widen 4 to 6 mainlanes and 2/6 to 4/6 lane continuous frontage roads	April 2020 (Actual)	September 2024	2029 2025	Staff proposes to add project to the 10-Year Plan	\$66,972,608	\$75,833,527	\$75,833,527	\$0	\$37,916,764	\$0	\$37,916,763	\$0	\$0			75.63
												Total Proposed Funding - Dallas County						\$1,233,639,321		
Denton County Projects																				
TBD	0081-05-049	Greenbelt/ Regional Outer Loop	At FM 428	TBD	TBD	TBD	TBD	Category 2 funding previously moved to TIP 13036/CSJ 0009-12-219; Project will be funded in a future 10-Year Plan update; Staff is proposing a funding exchange that would remove \$2,516,336 of \$50,000,000 of proposed Category 2 funds and replace them with Category 12 funds; Funding would be moved to the Southeast Connector project (TIP 55041.1/CSJ 0008-13-250) so it can be advanced prior to February 2023; Category 2 funding not being picked up by TxDOT	\$50,000,000	\$50,000,000	\$0 \$47,483,664	\$0	\$0	\$0	\$0	\$0	\$0			59.61
13033.3	0195-03-090	IH 35	IH 35W to US 380	Reconstruct interchange and 4 to 4/8 lane frontage roads	January 2012 (Actual)	September 2023	2024	Project awarded Category 12 Strategic Priority funding via the 2020 UTP; \$8,812,906 of Category 12 funding previously moved to CSJ 0195-03-099; Project also has Category 1 funds to cover any funding gap	\$130,812,652	\$132,618,985	\$130,812,652							\$130,812,652	\$130,812,652	82.76
55197	0195-02-074	IH 35	US 77 (North of Denton) to South of Belz Road	Reconstruct and widen 4 to 6 lane rural freeway with ramp modifications and reconstruct and widen 4 to 4/6 lane frontage roads	November 2019 (Actual)	December 2025	2026	New project awarded Category 12 Strategic Priority funding via the 2020 UTP; Project also has \$30,664,453 of Category 11 funding; \$196,670,000 of Category 12 funds moved to TIP 55197.2/CSJ 0195-02-081 in the 2022 UTP	\$484,846,537	\$469,590,468	\$469,590,468			\$131,202,084	\$146,610,468		\$322,980,000	\$322,980,000	90.11	

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FY 2023 - FY 2032**

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Previous Construction Cost	Revised Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY 2023 - FY 2032								MPO Project Score
												Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed	Cat 12 Strategic Priority Approved	Cat 12 Strategic Priority Proposed	
												\$1,950,486,878	\$2,043,406,932	\$916,895,477	\$1,083,560,278	\$717,123,838	\$1,060,306,786	\$1,144,033,483	\$1,742,665,442	
55197.2	0195-02-081	IH 35	South of Belz Road to Cooke County Line	Reconstruct and widen 4 to 6 lane rural freeway with ramp modifications and reconstruct and widen 4 to 4/6 lane frontage roads	October 2019 (Actual)	December 2024	2025	Project split out from TIP 55197/CSJ 0105-02-074; \$196,670,000 Category 12 funds moved to this project from TIP 55197/CSJ 0195-02-074 via the 2022 UTP	\$196,670,000	\$144,618,810	\$196,670,000							\$196,670,000	\$196,670,000	90.11
55198	0195-03-087	IH 35	US 380 to US 77 North of Denton	Reconstruct and widen 4 to 6 lane rural freeway with ramp modifications and 4 to 4/6 lane frontage roads	November 2019 (Actual)	September 2023	2024	Project awarded \$79,709,425 of Category 12 Strategic Priority and \$100,000,000 of Category 12 Clear Lanes funding via the 2020 UTP	\$223,357,330	\$223,357,330	\$223,357,330			\$43,647,905	\$43,647,905	\$100,000,000	\$100,000,000	\$79,709,425	\$79,709,425	79.11
13033	0196-02-124	IH 35E	FM 407 to Dallas County Line	Reconstruct and convert 2 reversible to 4 concurrent managed lanes; Reconstruct 6 to 8 collector-distributor lanes (Dallas C/L to SH 121); Reconstruct 8 to 8 general purpose lanes (SH 121 to FM 407); Reconstruct 2/6 to 2/8 continuous frontage (FM 407 to SRT/SH 121); and reconstruct 4/6 to 2/6 continuous frontage from (SRT/SH 121 to Dallas C/L)	TBD	August 2026-2045	2026	Some funding previously moved to TIP 13033.2/CSJ 0196-02-127 and TIP 13033.4/CSJ 0196-02-126; Remaining Category 2 funding moved to IH 35E at Lake Sharon/Dobbs/Corinth project through 2020 10-Year Plan Update; Denton Priority Project #1	\$745,933,304	\$745,933,304	\$0	\$0	\$0							78.82
13033.1	0196-02-128	IH 35E	At FM 1171/Main Street	Reconstruct grade separation and existing 4 to 4 lane frontage roads	March 2013 (Actual)	January 2023	2023	Project added to the 10-Year Plan via 2020 UTP; Increased Category 2 funding offset by reduction on TIP 25033.2/CSJ 0196-02-125 (2020 10-Year Plan Update); Denton Priority Project #3	\$45,022,538	\$62,438,273	\$62,438,273	\$45,022,538	\$62,438,273							78.08
13033.2	0196-02-127	IH 35E	At Business 121	Reconstruct grade separation and existing 4 to 4 lane frontage roads	March 2013 (Actual)	January 2025	2025	Project added to the 10-Year Plan via 2020 UTP; Increased Category 2 funding offset by reduction on TIP 25033.2/CSJ 0196-02-125 (2020 10-Year Plan Update); Denton Priority Project #4	\$96,444,954	\$96,444,954	\$96,444,954	\$96,444,954	\$96,444,954							82.90
13033.4	0196-02-126	IH 35E	At Corporate Drive	Reconstruct grade separation and existing 4 to 4 lane frontage roads	March 2013 (Actual)	January 2025	2025	Project added to the 10-Year Plan via 2020 UTP; Increased Category 2 funding offset by reduction on TIP 25033.2/CSJ 0196-02-125 (2020 10-Year Plan Update); Denton Priority Project #5	\$79,809,723	\$79,809,723	\$79,809,723	\$79,809,723	\$79,809,723							81.45
13033.6	0195-03-099	IH 35E	North Texas Blvd to IH 35W	Reconstruct interchange and existing 4 to 4/6 lane frontage roads (facility transition area)	October 2019 (Actual)	September 2023	2024	Project split out from TIP 13033.3/CSJ 0195-03-090; Category 12 funding previously moved from TIP 13033.3/CSJ 0195-03-090	\$43,821,225	\$75,215,234	\$75,215,234	\$35,008,319	\$35,008,319	\$0	\$31,394,099			\$8,812,906	\$8,812,906	71.42
25033.2	0196-02-125	IH 35E	Turbeville Road to FM 407	Reconstruct existing 4 general purpose lanes (NB only); Widen and convert 2 lane reversible to 4 lane concurrent managed lanes; Widen 4/6 lane continuous to 4/8 lane continuous frontage roads	February 2019 (Actual)	May 2028	2028	Funding previously moved to TIP 13033.4/CSJ 0196-02-126 and TIP 13033.1/CSJ 0196-02-128; Remaining Category 2 funding moved to TIP 13033.1/CSJ 0196-02-128, TIP 13033.2/CSJ 0196-02-127, TIP 13033.4/CSJ 0196-02-126, TIP 25033.3/CSJ 0196-01-109, and IH 35E at Lake Sharon/Dobbs/Corinth projects through 2020 10 Year Plan Update	\$671,000,928	\$671,000,928	\$0									76.34
25033.3	0196-01-109	IH 35E	South of Mayhill Road to South of SL 288	Reconstruct grade separation and existing 4 to 4 lane frontage roads	March 2013 (Actual)	June 2025	2025	Split from TIP 25033.2/CSJ 0196-02-125; Increased Category 2 funding offset by reduction on TIP 25033.2/CSJ 0196-02-125 (2020 10-Year Plan Update)	\$72,094,705	\$95,229,619	\$95,229,619	\$72,094,705	\$95,229,619							89.53
13033.5	0196-01-113	IH 35E	at Lake Sharon Drive/Dobbs Road	Construct interchange	March 2013 (Actual)	January 2028	2028	Denton Priority Project #6; \$34,014,485 of Category 2 funding offset by reduction on TIP 25033.2/CSJ 0196-02-125 (2020 10-Year Plan Update) and TIP 13033/CSJ 0196-02-124; Category 2 funding previously decreased and moved to TIP 13033.1/CSJ 0196-02-128 and TIP 13033.2/CSJ 0196-02-127 and TIP 25033.3/CSJ 0196-01-109; Staff is proposing a funding exchange that would remove Category 2 funds from this project and replace them with Category 12 funds. Funding would be moved to a portion of the Southeast Connector project (TIP 55041.1/CSJ 0008-13-250) so it can be advanced prior to February 2023	\$65,059,297	\$61,486,864	\$61,486,864	\$3,735,754	\$0				\$0	\$61,486,864	68.29	

Amounts only include Cat 2, 4, 12 funds
Green text indicates changes since October 2021 RTC meeting and funding being awarded by the TTC
Red text indicates funding not being awarded by the TTC

**10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Planned Projects
FY 2023 - FY 2032**

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Previous Construction Cost	Revised Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY 2023 - FY 2032						MPO Project Score		
												Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed		Cat 12 Strategic Priority Approved	Cat 12 Strategic Priority Proposed
												\$1,950,486,878	\$2,043,406,932	\$916,895,477	\$1,083,560,278	\$717,123,838	\$1,060,306,786		\$1,144,033,483	\$1,742,665,442
30001	N/A	IH 35E	TBD	Phase 2 Placeholder	TBD	TBD	TBD	Part of the Loop 9 Category 2/STBG swap approved by the RTC in October 2021. Funding will be placed on a project in a future 10-Year Plan Update; Project also has \$10,574,366 of CMAQ funding	TBD	TBD	\$0 \$25,725,634	\$0	\$0 \$25,725,634					N/A		
55230	0081-13-058	IH 35W	Tarrant County Line to SH 114	Reconstruct and widen 4 lane rural to 6 lane urban freeway	June 2022	July 2024	September 2023 2035		\$90,000,000	\$90,000,000	\$0			\$0	\$0			91.84		
55242	0081-13-050	IH 35W	SH 114 to IH 35W/IH 35E Interchange	Widen and reconstruct 4 lane rural to 6 lane urban freeway	June 2022	July 2024	September 2023 2035		\$338,580,457	\$338,580,457	\$0			\$0	\$0			86.73		
55259	0081-13-065	IH 35W	Dale Earnhardt Way to South of IH 35E/IH 35W Interchange	Reconstruct 2 lane discontinuous to 4/6 lane discontinuous frontage roads	July 2020 (Actual)		September 2025 2028	TxDOT requested Category 12 Clear Lanes funding through 2023 UTP, but the full amount is not being proposed	\$376,973,505	\$376,973,505	\$188,486,753 \$376,973,505			\$0	\$0 \$376,973,505	\$0	\$188,486,753	86.76		
55235	0353-02-037	SH 114	East of IH 35W to BUS 114K	Construct 0 to 6 main lanes; Reconstruct and widen 4 to 4/6 lane frontage roads	August 2020 (Actual)		August 2025 2028	Part of the Loop 9 Category 2/STBG swap approved by the RTC in October 2021	\$84,372,179	\$64,977,102	\$64,977,102	\$30,000,000	\$64,977,102		\$0	\$0		93.14		
55260	0353-09-003	SH 114	BUS 114K to West of US 377	Construct 0 to 6 main lanes; Reconstruct and widen 4 to 4/6 lane frontage roads	August 2020 (Actual)		August 2025		\$20,467,084	\$26,284,562	\$26,284,562	\$20,467,084	\$26,284,562					93.17		
Total Proposed Funding - Denton County												\$1,770,803,624								
Ellis County Projects																				
14028	0172-12-007	BUS 287S	On BUS 287S/Ennis Ave at UP Railroad	Construct grade separation at the intersection of BUS 287/Ennis Ave and the UPRR Line	TBD		September 2024	2025	Part of the 2022 SE Connector Category 2/STBG swap. Staff proposes to swap the existing STBG funds on this project for Category 2 funds (offset by reduction of Category 2 on TIP 55043/CSJ 2374-05-066); Project also has \$2,500,000 of Category 11 funding and \$2,000,000 of local funding	\$17,000,000	\$17,000,000	\$12,500,000	\$0	\$12,500,000					67.56	
13020	1394-02-027	FM 1387	Midlothian Parkway to FM 664	Reconstruct and widen from 2 lane undivided rural to 4 lane urban divided (6 lane ultimate)	October 2023 November 2024		March 2026	2026		\$26,260,060	\$85,642,500	\$25,000,000	\$25,000,000	\$25,000,000					70.00	
13028	1051-01-052	FM 664	FM 1387 to Westmoreland Road	Reconstruct and widen 2 lane rural to 4 lane divided urban roadway (Ultimate 6 lane)	September 2020 (Actual)		July 2028	2028		\$46,661,591	\$45,151,680	\$32,145,761 \$45,151,680	\$32,145,761	\$32,145,761 \$45,151,680					82.22	
13035.1	1051-01-051	FM 664	IH 35E to West of Ferris Road	Reconstruct and widen 2/4 lane rural roadway to 6 lane divided urban	January 2020 (Actual)		September 2025 2028	2026		\$108,694,468	\$114,038,581	\$114,038,581	\$25,000,000	\$114,038,581					81.42	
13035.2	1051-03-001	FM 664	West of Ferris Road to IH 45	Realign existing 2 lane rural undivided roadway to 6 lane urban roadway	January 2020 (Actual)		September 2025	2026	Breakout of TIP 13035.1/CSJ 1051-01-051	\$46,972,575	\$48,233,671	\$48,233,671	\$10,000,000	\$48,233,671					71.72	
13034	0442-03-042	IH 35E	At FM 664	Reconstruct interchange	January 2020 (Actual)		September February 2023	2024 2023	Project also has Category 1 funds for any funding gap	\$49,432,235	\$50,853,008	\$49,432,235			\$49,432,235	\$49,432,235			78.12	
54119.6	0442-03-044	IH 35E	Reese Drive to Dallas County Line	Construct interchange at Loop 9 and IH 35E	November 2017 (Actual)		September February 2023	2024 2023	Breakout of SL 9 project originally listed in Dallas County (TIP 54119/CSJ 2964-10-005); Project also has \$6,650,000 of STBG funding; Part of the 2022 SE Connector Category 2/STBG swap; Staff proposes to swap the existing STBG funds on this project for Category 2 funds (offset by reduction of Category 2 on TIP 55043/CSJ 2374-05-066)	\$18,648,267	\$18,734,883	\$18,648,267	\$11,998,267	\$18,648,267					80.46	
13029	0092-03-053	IH 45	At FM 664	Construct interchange	January 2020 (Actual)		September 2025 2027	2026	Project was awarded Category 12 Strategic Priority funding via the 2019 UTP; Project also has \$4,486,132 of Category 1 funding	\$62,648,178	\$62,648,178	\$62,648,178	\$28,648,178	\$28,648,178			\$34,000,000	\$34,000,000	76.70	
55014	0261-01-041	US 67	At Lake Ridge Parkway	Construct interchange	February 2021 (Actual)		March 2027	2027	Project added to the 10-Year Plan via 2020 UTP	\$30,694,054	\$30,694,054	\$30,694,054	\$30,694,054	\$30,694,054					64.93	
Total Proposed Funding - Ellis County												\$393,340,747								
Kaufman County Projects																				
83284	0751-05-001	FM 148	South of FM 3039 to US 175	Realign existing 2 lane rural undivided roadway to 2 lane rural undivided roadway	June 2019 (Actual)		September 2026	2027	Staff proposes to add project to the 10-Year Plan; includes \$5,000,000 of Kaufman County funding	\$10,000,000	\$10,014,472	\$5,014,472	\$0	\$5,014,472					64.61	
13074.1	0697-03-033	FM 429	US 80 to South of US 80	Realign FM 429 with at-grade crossing in order to construct UPRR siding track nearby and to remove offset intersection of US 80 and FM 429	TBD		August 2028	2028	Part of the Loop 9 Category 2/STBG swap approved by the RTC in October 2021; Project also has local funds for any funding gap	\$5,000,000	\$5,600,000	\$5,000,000	\$0	\$5,000,000					62.29	
13074.2	1089-02-019	FM 429	US 80 to North of US 80	Realign FM 429 with at-grade crossing in order to construct UPRR siding track nearby and to remove offset intersection of US 80 and FM 429	TBD		August 2028	2028	Part of the Loop 9 Category 2/STBG swap approved by the RTC in October 2021	\$6,539,788	\$6,539,788	\$0 \$5,600,000	\$0	\$0 \$5,600,000					62.29	
55111	2588-01-017	FM 548	Windmill Farms Blvd to South of SH 205 (Rockwall County Line)	Widen and reconstruct 2 lane rural to 4 lane urban divided (6 lane ultimate)	July 2019 (Actual)		March 2026 2029	2026		\$39,613,924	\$40,810,691	\$8,448,796	\$8,448,796	\$8,448,796					80.78	

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**10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Planned Projects
FY 2023 - FY 2032**

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Previous Construction Cost	Revised Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY 2023 - FY 2032						MPO Project Score			
												Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed		Cat 12 Strategic Priority Approved	Cat 12 Strategic Priority Proposed	
												\$1,950,486,878	\$2,043,406,932	\$916,895,477	\$1,083,560,278	\$717,123,838	\$1,060,306,786		\$1,144,033,483	\$1,742,665,442	
55111.2	2588-01-022	FM 548	North of US 80 to Windmill Farms Blvd	Widen and reconstruct 2 lane rural to 6 lane urban divided	July 2019 (Actual)	March 2026	2026	Project split out from TIP 55111/CSJ 2588-01-017	\$64,419,678	\$60,525,955	\$60,525,955	\$49,551,204	\$60,525,955							80.78	
13077	0197-03-078	US 175	West of FM 148 Bypass to East of FM 148 Bypass	Construct 4 lane divided highway and 2 lane frontage road	April 2020 (Actual)	September 2026	2027	Staff proposes to add project to the 10-Year Plan	\$28,763,522	\$28,763,522	\$28,763,522	\$0	\$28,763,522							64.93	
												Total Proposed Funding - Kaufman County						\$107,752,745			
Rockwall County Projects																					
13017	2588-02-008	FM 548	S of SH 205 (Kaufman County Line) to SH 205	Widen and reconstruct 2 lane rural to 4 lane divided urban roadway (Ultimate 6)	July 2019 (Actual)	March 2026	2026	Project also has \$2,400,000 of Category 1 funding	\$8,592,968	\$8,844,467	\$6,200,000	\$6,200,000	\$6,200,000							78.71	
13036	0009-12-219	IH 30	SH 205 to West of FM 2642 (Hunt County Line)	Reconstruct & widen 4 to 6 main lanes; Reconstruct & widen 4 to 4/6 lane continuous frontage roads; Construct new & reconstruct existing interchanges; Ramp modifications; Pedestrian improvements	March 2019 (Actual)	November September 2022	2023	Project awarded Category 12 Clear Lanes funding via the 2020 UTP; Project also has \$50,000,000 of CMAQ funds	\$304,603,781	\$304,603,782	\$254,603,781	\$76,783,395	\$76,783,395			\$177,820,386	\$177,820,386			80.07	
55195	0009-12-220	IH 30	Dalrock Road to East of Horizon Road	Construct 0/4 to 4/6 lane frontage roads; Reconstruct Horizon Road interchange and ramp modifications	March 2019 (Actual)	October September 2022	2023	Split from TIP 13036/CSJ 0009-12-219; Project awarded Category 12 Clear Lanes funding via the 2020 UTP; Project also has Category 1 funds for any funding gap	\$178,424,272	\$178,959,638	\$178,424,272			\$32,000,000	\$32,000,000	\$146,424,272	\$146,424,272			81.35	
55221	0009-12-215	IH 30	Dalrock Road to SH 205	Add shoulder; Reconstruct and widen 6 to 8 mainlanes; Reconstruct 4/6 lane discontinuous to 4/6 lane continuous frontage roads; Ramp modifications and interchange at FM 740	March 2019 (Actual)	October September 2022	2023	Project awarded Category 12 Clear Lanes funding via the 2020 UTP	\$93,302,686	\$93,302,686	\$93,302,686	\$55,202,686	\$55,202,686			\$38,100,000	\$38,100,000			83.74	
13038	0451-05-003 0451-05-001	SH 205	JCT SH 205/John King (South Goliad Street) to JCT SH 205/John King (North Goliad Street)	Widen 4 to 6 lane divided urban roadway	January 2020 (Actual)	April 2026	2026	Project split out from TIP 55074	\$37,352,578	\$37,352,577	\$37,352,577	\$24,032,505	\$37,352,577							83.19	
55074	0451-04-025 0451-04-021	SH 205	JCT SH 205/John King (North Goliad Street) to North of John King (Collin County Line)	Widen 2 lane rural highway to 4 lane divided (6 lane ultimate)	January 2020 (Actual)	April 2026	2026	Project also has \$680,541 of Category 1 funding	\$6,206,000	\$6,206,000	\$6,206,000	\$5,525,459	\$6,206,000							88.75	
												Total Proposed Funding - Rockwall County						\$576,089,316			
Various County Projects																					
11618.2	0918-00-341	VA	Regional Mobility Assistance Patrol (Dallas District)	Mobility Assistance Patrol that provides assistance to stranded motorists due to vehicle problems or non-injury accidents	N/A	September 2022	2023	Additional funds would pay for a proposed expansion of this program; Includes \$4,387,500 of STBG; Project was awarded \$1,696,500 of Category 12 Strategic Priority funds in the 2022 UTP	\$6,084,000	\$6,084,000	\$1,696,500								\$1,696,500	\$1,696,500	N/A
11618.2	0918-00-342	VA	Regional Mobility Assistance Patrol (Dallas District)	Mobility Assistance Patrol that provides assistance to stranded motorists due to vehicle problems or non-injury accidents	N/A	September 2023	2024	Additional funds would pay for a proposed expansion of this program; Includes \$4,575,000 of STBG; Project was awarded \$2,013,000 of Category 12 Strategic Priority funds in the 2022 UTP	\$6,588,000	\$6,588,000	\$2,013,000								\$2,013,000	\$2,013,000	N/A
11618.2	0918-00-362	VA	Regional Mobility Assistance Patrol (Dallas District)	Mobility Assistance Patrol that provides assistance to stranded motorists due to vehicle problems or non-injury accidents	N/A	September 2024	2025	Additional funds would pay for a proposed expansion of this program; Includes \$4,725,000 of STBG; Project was awarded \$2,331,000 of Category 12 Strategic Priority funds in the 2022 UTP	\$7,056,000	\$7,056,000	\$2,331,000								\$2,331,000	\$2,331,000	N/A
												Total Proposed Funding - Various County						\$6,040,500			
Total Category 2, 4, and 12 Funding										\$13,561,384,281	\$5,227,528,362	\$1,312,897,559	\$1,478,457,861	\$677,579,157	\$946,098,273	\$717,123,838	\$1,060,306,786	\$1,144,033,483	\$1,742,665,442		
Total Amount Remaining for Programming										\$702,411,076	\$637,589,319	\$564,949,071	\$239,316,320	\$137,462,005	\$0	\$0	\$0	\$0	\$0		
Total Allocation/Authorizations										\$5,929,939,438											

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 Red text indicates funding not being awarded by the TTC

10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District) - Planned Projects
FY 2023 - FY 2032

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Previous Construction Cost	Revised Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY 2023 - FY 2032						MPO Project Score		
												Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed		Cat 12 Strategic Priority Approved	Cat 12 Strategic Priority Proposed
												\$938,000,488	\$1,025,691,618	\$431,480,225	\$509,910,719	\$50,000,000	\$150,000,000		\$33,587,500	\$33,587,500
Hood County Projects																				
54018	0080-03-049	US 377	East of Brazos River Bridge to West of FM 51	US 377: Widen 4 lane to 6 lane (with a 4 lane transitional section at end with auxiliary lanes) with 0 to 4 lane discontinuous access roads and ramps; SH 144: Widen 4 lane undivided to 4/5 divided and intersection improvements; FM 51: Widen 2 lane undivided to 4 lane undivided	October 2023 September 2022	September 2026	2027		\$35,000,000	\$45,000,000	\$25,000,000 \$45,000,000	\$25,000,000	\$25,000,000 \$45,000,000					72.76		
Total Proposed Funding - Hood County																	\$25,000,000			
Johnson County Projects																				
13040	0747-05-043	FM 157	8th Street to North of County Road 108B	Realign roadway 2 lane rural to 2 lane urban with sidewalks and turn lanes	August 2021 (Actual) May 2022	May 2024 June 2025	2024 2025	Project split out from TIP 13041/CSJ 0747-05-042; Project also has Category 1 funds for any funding gap	\$7,641,619	\$6,956,984	\$6,700,000	\$6,700,000	\$6,700,000					78.10		
13041	0747-05-042	FM 157	US 67 to 8th Street	Reconstruct from 2 lane rural to 2 lane urban with sidewalks and turn lanes	August 2021 (Actual)	May 2024 June 2025	2024 2025		\$7,459,763	\$6,800,000	\$6,800,000	\$6,800,000	\$6,800,000					87.39		
54053	0747-05-035	FM 157	BU 287P to US 67	Realign and widen roadway from 2 to 4 lanes urban divided	June 2023 February 2022	January 2027 August 2026	2027 2026		\$125,000,000	\$128,000,000	\$78,000,000	\$78,000,000	\$78,000,000					72.84		
11955.1	1181-02-033	FM 917	West of Ave F to Main Street	Construct railroad grade separation and realign FM 917	September 2023 June 2022	September 2026	2027	Project also has Category 1 funds for any funding gap	\$10,000,000	\$10,005,122	\$10,000,000	\$10,000,000	\$10,000,000					77.01		
11955.2	1181-03-036	FM 917	South Main Street to East of SH 174	Construct railroad grade separation and realign FM 917	September 2023 June 2022	September 2026	2027	Project split out from TIP 11955/CSJ 1181-02-033	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000					86.06		
13046	0014-03-088	IH 35W	Ricky Lane to US 67	Reconstruct interchange	October 2022 May 2021	May 2025 March 2026	2025 2026		\$24,600,000	\$22,000,000	\$22,000,000			\$22,000,000	\$22,000,000			84.42		
14063	0019-01-146	SH 174	North of Elk Dr to Wicker Hill Rd	Widen from 4 to 6 lane rural divided with sidewalks	March 2023	October 2023	2024	Part of the 2022 SE Connector Category 2/STBG swap; Project also has \$900,000 of CMAQ funding; Staff proposes to swap existing STBG funds on this project for Category 2 funds (offset by reduction of Category 2 on TIP 55043/CSJ 2374 05-066); Project also has Category 1 funds for any funding gap	\$7,410,000	\$7,706,400	\$6,510,000	\$0	\$6,510,000					82.15		
Total Proposed Funding - Johnson County																	\$133,010,000			
Parker County Projects																				
14042	0717-01-025	FM 113	Old Millsap Rd to North of Old Millsap Rd	Realign FM 113 (2 to 2 lanes)	March 2024	September 2025	2026	Part of the 2022 SE Connector Category 2/STBG swap; Project also has \$1,400,000 of Category 1 funding; Staff proposes to swap existing STBG funds on this project for Category 2 funds (offset by reduction of Category 2 on TIP 55043/CSJ 2374 05-066)	\$600,000	\$600,000	\$600,000	\$0	\$600,000					71.72		
14041	0008-09-037	FM 1187	Maverick St to FM 5	Reconstruct and widen from 2 lanes (with center turn lane) to 4 lane (with center turn lane) urban roadway (6 lane ultimate); Intersection improvements including a roundabout	July 2023	August 2024	2024	A part of the 2022 SE Connector Category 2/STBG swap; Project also has \$1,290,000 of CMAQ funding; Staff proposes to swap existing STBG funds on this project for Category 2 funds (offset by reduction of Category 2 on TIP 55043/CSJ 2374 05-066)	\$6,440,000	\$6,440,000	\$5,150,000	\$0	\$5,150,000					78.61		
13054	0314-07-061	IH 20	FM 2552 to Bankhead Highway	Construct 0 to 4/6 westbound and eastbound frontage roads and U-turn bridges	August 2023	May 2029 September 2025	2029 2026	\$31,000,000 of Category 12 Strategic Priority funding awarded in the 2022 UTP	\$68,700,000	\$77,000,000	\$77,000,000			\$21,000,000	\$46,000,000	\$0	\$0	\$31,000,000	\$31,000,000	75.83
13061	0008-03-094	IH 20	IH 20/IH 30 Split to Tarrant/Parker County Line	Construct interchange at Walsh Ranch Parkway including auxiliary lanes	December September 2022	May 2023 January 2025	2023 2025	Project split out from CSJ 1068-05-014; \$9,000,000 of Category 4 funds to be moved to TIP 13061.2/CSJ 0008-16-044; Project also has Category 1 funds for any funding gap	\$29,000,000	\$21,600,000	\$20,000,000			\$29,000,000	\$20,000,000				79.21	
13061.1	0008-03-133	IH 20	FM 1187/FM 3325 to IH 20/IH 30 Split	Reconstruct 2 to 2 lane frontage roads, construct continuous shared use path, construct new ramps on IH 20 between FM 1187/FM 3325 and IH 30, lower IH 20 main lanes at FM 1187/FM 3325 & westbound IH 20, lower IH 30 main lanes	December 2022	May 2023	2023	Project is a breakout of TIP 13061/CSJ 0008-03-094; TxDOT requested Category 12 Strategic Priority funding through 2023 UTP, but the project is not being proposed for Category 12 funds	\$30,000,000	\$30,000,000	\$30,000,000			\$0	\$30,000,000 \$15,000,000		\$0	\$0	\$0 \$15,000,000	79.21
21093.1	0008-03-131	IH 20	From FM 1187 to US 180	Reconstruct from 6 to 6 general purpose lanes and reconstruct and widen 4 continuous to 4/6 lane continuous frontage roads	May 2027	September 2034	2035	A part of the US 287 Category 2/STBG swap approved by the RTC on October 2021; \$588,436 of STBG to remain on the project	\$4,000,000	\$448,000,000	\$0 \$3,411,564	\$0	\$0 \$3,411,564						61.50	

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10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District) - Planned Projects
FY 2023 - FY 2032

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Previous Construction Cost	Revised Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY 2023 - FY 2032						MPO Project Score		
												Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed		Cat 12 Strategic Priority Approved	Cat 12 Strategic Priority Proposed
												\$938,000,488	\$1,025,691,618	\$431,480,225	\$509,910,719	\$50,000,000	\$150,000,000		\$33,587,500	\$33,587,500
13062	1068-05-014	IH 30	IH 20/IH 30 Split to Tarrant/Parker County Line	Lower the mainlane under Walsh Ranch Pkwy at IH 30	December September-2022	May 2023 January-2025	2023 2025	Grouped project; TxDOT requested Category 12 Strategic Priority funding through 2023 UTP; Category 4 funds to be moved to TIP 13061.2/CSI 0008-16-044	\$10,000,000	\$17,000,000	\$17,000,000	\$0	\$8,500,000	\$6,000,000	\$8,500,000 \$0	\$0	\$0 \$8,500,000	78.99		
Total Proposed Funding - Parker County														\$149,750,000						
Tarrant County Projects																				
21024	0718-02-076	FM 156	at Industrial Blvd	Construct intersection improvements including left and right turn lanes and sidewalks	May 2022 (Actual)	June 2023	2023	Part of the 2022 SE Connector Category 2/STBG swap; Staff proposes to swap the existing STBG funds on this project for Category 2 funding (offset by reduction of Category 2 on TIP 55043/CSI 2374-05-066)	\$3,364,563	\$3,364,563	\$3,364,563	\$0	\$3,364,563						88.97	
11572	0902-48-579	US 81/US 287	at FM 3479/Harmon Rd/North Tarrant Parkway	Construct North Tarrant Parkway over US 81 with turnaround on eastside; Construct Harmon Rd over US 81	August 2022	November 2023	2024	Part of the 2022 SE Connector Category 2/STBG swap; Project also includes \$1,653,702 of local funding; Staff proposes to swap the existing STBG funds on this project for Category 2 funding (offset by reduction of Category 2 on TIP 55043/CSI 2374-05-066)	\$14,474,805	\$12,821,102	\$12,821,102	\$0	\$12,821,102						100.00	
13061.2	0008-16-044	IH 20	Tarrant/Parker County Line to Markum Ranch Road	Construct new IH 20 interchange at Minor 1 (including auxiliary lanes)	December 2022	May 2023	2023	Project is a breakout of TIP 13061/CSI 0008-03-094; Project also has Category 1 funds for any funding gap	\$22,400,000	\$22,400,000	\$20,000,000	\$0	\$5,000,000	\$0	\$15,000,000				78.10	
13019	0008-16-043	IH 20	At Chisholm Trail Parkway	Add northbound and southbound direct connect ramps	January 2025	September 2027	2028		\$31,085,095	\$31,085,095	\$31,085,095	\$31,085,095	\$31,085,095						63.16	
13027.1	2374-05-084	IH 20	Park Springs Blvd. to Dallas County Line	Reconstruct freeway from 8 to 10 lanes and 4/6/8 lane to 4/6/8 lane continuous frontage roads	June 2023	August 2031	2031	Split from IH 20 from US 287 to Park Springs Blvd; Funding previously moved to TIP 13027.2/CSI 2374-05-093	\$365,000,000	\$365,000,000	\$0	\$0	\$0						76.01	
13027.2	2374-05-093	IH 20	Park Springs Blvd. to Dallas County Line	Construct continuous eastbound & westbound frontage roads on IH 20 from Park Springs to Cooper; On eastbound IH 20 exit to Bardin (frt rd) improve drainage due to commercial developments during storm events; Convert IH 20 eastbound ramps to Matlock, intersection improvements on Matlock & convert IH 20 westbound ramps to Great Southwest Parkway	October June 2023	September 2026 January-2025	2027 2025	\$50,000,000 of Category 2 funding previously offset by a reduction on TIP 13027.1/CSI 2374-05-084	\$111,607,149	\$80,000,000	\$50,000,000 \$80,000,000	\$50,000,000	\$50,000,000 \$50,000,000 \$80,000,000			\$0	\$0		76.01	
55043.1	2374-05-094	IH 20	Little Road to Park Springs	Reconstruct and widen from 8 to 10 general purpose lanes, 4/6 discontinuous lanes to 4/8 continuous frontage road lanes; Add shared-use path and sidewalks	September 2020 (Actual)	September 2031	2032	Project is a breakout of TIP 55043/CSI 2374-05-066; Project is part of the Southeast Connector project; TxDOT requested Category 12 funding through 2023 UTP	\$224,000,000	\$224,000,000	\$100,000,000				\$0	\$100,000,000			82.70	
13002	1068-01-230	IH 30	IH 820 to Chisholm Trail Parkway	Reconstruct from 6 to 8 mainlanes; Reconstruct 2/8 lane to 2/8 lane discontinuous frontage roads and convert 2 way frontage road sections to one way eastbound and westbound (1 lane to 2 lane discontinuous)	January 2024 April-2022	September 2025 2027	2028 2026	Category 2 funding moved to TIP 55045/CSI 0008-13-206; Project will be re-funded in a future 10-Year Plan update; TxDOT requested Category 12 Clear Lanes funding through 2023 UTP, but project is not being proposed for funding by the TTC	\$130,000,000	\$130,000,000	\$0 \$65,000,000	\$0	\$0		\$0	\$0 \$65,000,000			73.24	
13003	1068-01-214	IH 30	SS 580 (East of Linkcrest Drive) to IH 820	Reconstruct 4 to 6 main lanes; Reconstruct 4 lane discontinuous frontage to 4/6 lane continuous frontage roads; Reconstruct SS 580 interchange	June 2022 October-2021	March September-2024	2024 2025	\$50,000,000 of Category 12 Texas Clear Lanes funding awarded in the 2022 UTP	\$140,000,000	\$140,000,000	\$140,000,000	\$0	\$0	\$90,000,000	\$90,000,000	\$50,000,000	\$50,000,000		79.63	
TBD	1068-02-072	IH 30	East of IH 35W to Cooper Street	Widen 6 to 8/10 general purpose lanes	January 2025	September 2031 2032	2033 2032	Project will be funded in a future 10-Year Plan Update	\$1,000,000,000	\$1,000,000,000	\$0	\$0	\$0						60.78	
13001	1068-02-147	IH 30	West of Cooper Street to Dallas County Line	Reconstruct and widen 6 to 8 general purpose lanes, convert 2 concurrent managed lanes to 2/3 concurrent managed lanes, and reconstruct existing 4/6 to 4/6 discontinuous frontage road lanes	August 2022 April-2021	September 2024-2027	2028 2025	TxDOT to build safety barriers into managed lane design	\$146,300,000	\$197,820,000	\$197,820,000	\$0	\$42,180,000	\$127,820,000	\$155,640,000					80.82

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10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District) - Planned Projects
FY 2023 - FY 2032

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Previous Construction Cost	Revised Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY 2023 - FY 2032								MPO Project Score
												Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed	Cat 12 Strategic Priority Approved	Cat 12 Strategic Priority Proposed	
												\$938,000,488	\$1,025,691,618	\$431,480,225	\$509,910,719	\$50,000,000	\$150,000,000	\$33,587,500	\$33,587,500	
TBD	0014-02-055	IH 35W	North of IH 20 to South of SH 174	IH 20 Interchange operational improvements	August 2023 November-2022	September- August 2027	2028 2027	TxDOT requested Category 12 Clear Lanes funding through 2023 UTP, but project is not being proposed for funding by the TTC	\$75,000,000	\$75,000,000	\$0-\$37,500,000					\$0	\$0-\$37,500,000	\$0	\$0	83.01
55041.1	0008-13-250	IH 820	Ramey Ave to Brentwood Stair Road	Reconstruct and widen freeway from 4/8 to 8 main lanes and 4/6 discontinuous frontage road lanes to 4/6 continuous frontage road lanes, and remove 4 to 0 collector distributor lanes; Add shared-use path and sidewalks	September 2020 (Actual)	September- 2022	2023	Project is a breakout of TIP 55041/CSJ 0008-13-125. Project is part of the Southeast Connector project; Staff proposes to transfer Category 2 funds from several projects (TIP 13070/CSJ 0135-15-002, TIP 13067/CSJ 0135-02-065, TIP 13033.5/CSJ 0196-01-113, and FM 428 at Greenbelt) to this project in order to fully fund it	\$468,000,000	\$468,000,000	\$468,000,000	\$0	\$468,000,000							81.89
13005.1	0008-14-132	IH 820	Navajo Trail/Cahoba Drive to Marine Creek Parkway	Relocate ramps, realign frontage roads, add bridges	February 2026 June-2021	January 2028 August-2026	2028 2026	Project is a breakout of TIP 13005/CSJ 0171-05-068	\$20,000,000	\$20,000,000	\$20,000,000	\$20,000,000	\$20,000,000							86.84
21022	0008-13-248	IH 820	at Trinity Railway Express Line from North of Trinity Blvd to South of SH 10	Reconstruct northbound 2 to 2 general purpose lanes and approaches	January 2023	May 2023	2023	Part of the US 287 Category 2/STBG swap approved by the RTC in October 2021	\$18,000,000	\$18,000,000	\$0 \$18,000,000	\$0	\$0 \$18,000,000							90.75
13056	0008-05-029	Lancaster Avenue/ SH 180	IH 35W to Tierney Road	Reconstruct roadway 6 to 6 lanes with pedestrian improvements	January 2023	September- 2026 August-2025	2027 2025	Project has a \$5,000,000 commitment from City of Fort Worth	\$42,500,000	\$42,500,000	\$37,500,000	\$37,500,000	\$37,500,000							80.42
13057	0008-06-052	Lancaster Avenue/ SH 180	Tierney Road to IH 820	Reconstruct roadway 6 to 6 lanes with pedestrian improvements	January 2023	September- 2026 August-2025	2027 2025	Split from TIP 13056; Project has a \$5,000,000 commitment from City of Fort Worth	\$17,500,000	\$17,500,000	\$12,500,000	\$12,500,000	\$12,500,000							79.36
13064	0094-05-070	SH 183	At Pumphrey	Construct intersection improvements including turn lanes and new traffic signal	August 2024 November-2023	January 2027 September- 2025	2027 2026		\$20,740,724	\$20,025,600	\$10,000,000 \$20,025,600	\$10,000,000	\$10,000,000 \$20,025,600							61.51
13066	0094-01-032	SH 183	At UP RR & UP RR Spur	Replace railroad underpass	July 2021 (Actual)	January 2023 August-2022	2023 2022	Project also has \$12,000,000 of Category 6 funding	\$30,000,000	\$30,000,000	\$18,000,000	\$18,000,000	\$18,000,000							88.61
TBD	0008-14-059 0364-01-054	SH 183/IH 820	SH 183 from East of IH 820/SH 121 Interchange to Reliance Parkway and IH 820 from East of IH 35W to West of IH 820/SH 121 Interchange	SH 183: Widen from 4 to 6 managed lanes; IH 820: Widen from 4 to 6 general purpose lanes	April 2023	August 2023	2023	Project to be funded by the private sector as part of the North Tarrant Express CDA; NTE Segments 1 and 2	\$162,000,000	\$162,000,000	\$0									72.81
TBD	0094-02-136 0364-05-039	SH 183	Reliance Parkway to SH 161	Construct 6/8 to 8 general purpose lanes and 2/3 to 6 managed lanes	April 2023	August 2023	2023	Project to be funded by the private sector as part of the North Tarrant Express CDA	\$1,000,000,000	\$1,000,000,000	\$0									72.81
13005	0171-05-068	SH 199	Azle Ave to Roberts Cutoff	Construct 0/4 with auxiliary lanes to 4/6 main lanes (6 lane ultimate) and interchange at IH 820	February 2026 June-2021	January 2028 August-2026	2028 2026	\$20,000,000 of Category 2 funds previously moved to CSJ 0008-14-132 (part of the SH 199 improvements)	\$180,000,000	\$180,000,000	\$180,000,000	\$180,000,000	\$180,000,000							86.64
13037	0171-05-094	SH 199	West Fork of Trinity River to Roberts Cutoff	Reconstruct and widen 4 to 6 lane divided urban	February 2024 June-2021	June 2026 August-2024	2026 2024	Project also has Category 1 funding for any funding gap	\$68,661,515	\$73,943,201	\$68,661,515	\$68,661,515	\$68,661,515							78.28
13008	2266-02-148	SH 360	North of E. Randol Mill Rd. to South of E. Randol Mill Rd.	Reconstruct 6 to 8 main lanes and railroad underpass and 4/8 lane to 4/8 lane continuous frontage roads	November 2017 (Actual)	December- 2026 August-2024	2027 2025	Project is split out from TIP 51346	\$55,000,000	\$70,000,000	\$55,000,000 \$70,000,000	\$55,000,000	\$55,000,000 \$70,000,000							94.82
13058	2266-02-150	SH 360	SH 183 to IH 30	Operational improvements	June 2024	September- 2026	2027		\$103,000,000	\$103,000,000	\$20,000,000	\$20,000,000	\$20,000,000							77.49
14092	2266-02-159	SH 360	From Trinity River to Post and Paddock	Construct 0 to 2 lane southbound frontage road, bridge over Riverside Parkway, and new sidewalks	September 2025	January 2027	2027	Part of the US 287 Category 2/STBG swap approved by the RTC in October 2021; Project also has \$102,097 of CMAQ	\$12,638,436	\$12,638,436	\$0 \$12,638,436	\$0	\$0 \$12,638,436							73.82
55044.1	0172-06-105	US 287	Village Creek Road to Berry St.	Reconstruct 6 to 6 mainlanes plus auxiliary lanes with 4 discontinuous frontage road lanes to 4/6 discontinuous frontage road lanes; Add shared-use path and sidewalks	September 2020 (Actual)	September- 2031	2032	Project is a breakout of TIP 55044/CSJ 0172-06-080; Project is part of the Southeast Connector project; TxDOT requested Category 12 Strategic Priority funding through 2023 UTP, but project is not being proposed for funding by the TTC	\$156,800,000	\$156,800,000	\$0 \$78,400,000						\$0	\$0 \$78,400,000	80.36	
13063	0014-15-078	US 81/US 287	South of North Tarrant Parkway to Avondale Haslet Road	Operational improvements including ramp modifications, 0 to 2 lane frontage roads, and sidewalks	May 2022 December-2021	September- 2026	2027	Project added to the 10-Year Plan via 2020 UTP	\$71,600,010	\$122,280,000	\$122,280,000	\$5,000,000	\$79,600,000	\$8,000,000	\$42,680,000					81.86
21019	0080-07-099	US 377	at RM 2871	Construct intersection improvements	April 2024	September- 2024	2025	Part of the 2022 SE Connector Category 2/STBG swap; Staff proposes to swap the existing STBG funds on this project for Category 2 funding (offset by reduction of Category 2 on TIP 55043/CSJ 2374-05-066); Project also has Category 1 funds for any funding gap	\$5,200,000	\$5,200,000	\$5,000,000	\$0	\$5,000,000							77.66

Total Proposed Funding - Tarrant County

\$1,572,032,275

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10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District) - Planned Projects
FY 2023 - FY 2032

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Previous Construction Cost	Revised Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY 2023 - FY 2032								MPO Project Score
												Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed	Cat 12 Strategic Priority Approved	Cat 12 Strategic Priority Proposed	
												\$938,000,488	\$1,025,691,618	\$431,480,225	\$509,910,719	\$50,000,000	\$150,000,000	\$33,587,500	\$33,587,500	
Wise County Projects																				
13004.3	0013-09-012	BU 81-D	CR 1160 - Realigned FM 1810 intersection to North of CR 2090	Realignment of BU 81-D at realigned intersection of US 81/287 and FM 1810/BU 81-D	September 2023	September June-2027	2028 2027	Split from TIP 13004/CSJ 2418-01-013	\$3,600,000	\$3,600,000	\$3,600,000	\$3,600,000	\$3,600,000						67.70	
13004.1	2418-01-013	FM 1810	West of CR 1170 to CR 1160 - Realigned BU 81D intersection	Realignment of FM 1810 and grade separation & retaining walls at realigned intersection at US 81/287 & BU 81D	September 2023	September June-2027	2028 2027		\$17,000,000	\$17,000,042	\$13,300,000 \$17,000,000	\$13,300,000	\$13,300,000 \$17,000,000						67.70	
53141	0312-04-022	FM 730	Approximately 3 miles north of SH 114 to SH 114 in Boyd	Reconstruct and widen existing 2 to 2 lane roadway and replace bridge and culvert structures	N/A	May 2023 August-2022	2023 2022	Original Prop 1 project; Project not eligible for Category 4 funding, so previously changed to Category 2; Project also has Category 6 funding under CSJ 0312-04-029	\$26,000,000	\$26,000,000	\$26,000,000	\$26,000,000	\$26,000,000						72.48	
13004.2	0013-07-083	US 81	North of CR 2195 to North of US 380	Construct mainline grade separation at relocated FM 1810 and US 81D, with addition of ramps and 0 to 2 lane frontage roads	September 2023	September June-2027	2028 2027	Split from TIP 13004/CSJ 2418-01-013	\$32,700,000	\$32,700,000	\$16,700,000 \$32,700,000	\$16,700,000	\$16,700,000 \$32,700,000						68.44	
												Total Proposed Funding - Wise County						\$59,600,000		
Various County Projects																				
11619.1	0902-00-309	VA	Regional Mobility Assistance Patrol (Fort Worth District)	Mobility Assistance Patrol that provides assistance to stranded motorists due to vehicle problems or non-injury accidents	N/A	September 2022	2023	Additional funds would pay for a proposed expansion of this program; Includes \$2,567,500 of STBG; Project was awarded \$812,500 of Category 12 Strategic Priority funding via 2022 UTP	\$3,380,000	\$3,380,000	\$812,500							\$812,500	\$812,500	N/A
11619.1	0902-00-310	VA	Regional Mobility Assistance Patrol (Fort Worth District)	Mobility Assistance Patrol that provides assistance to stranded motorists due to vehicle problems or non-injury accidents	N/A	September 2023	2024	Additional funds would pay for a proposed expansion of this program; Includes \$2,905,000 of STBG; Project was awarded \$875,000 of Category 12 Strategic Priority funding via 2022 UTP	\$3,780,000	\$3,780,000	\$875,000							\$875,000	\$875,000	N/A
11619.1	0902-00-311	VA	Regional Mobility Assistance Patrol (Fort Worth District)	Mobility Assistance Patrol that provides assistance to stranded motorists due to vehicle problems or non-injury accidents	N/A	September 2024	2025	Additional funds would pay for a proposed expansion of this program; Includes \$3,132,000 of STBG; Project was awarded \$900,000 of Category 12 Strategic Priority funding via 2022 UTP	\$4,032,000	\$4,032,000	\$900,000							\$900,000	\$900,000	N/A
												Total Proposed Funding - Various County						\$2,587,500		
Total Category 2, 4, and 12 Funding										\$5,703,978,545	\$1,941,979,775	\$696,846,610	\$1,328,572,275	\$303,820,000	\$429,820,000	\$50,000,000	\$150,000,000	\$33,587,500	\$33,587,500	
Total Amount Remaining for Programming											(\$222,789,938)	\$241,153,878	(\$302,880,657)	\$127,660,225	\$80,090,719	\$0	\$0	\$0	\$0	
Total Allocation/Authorizations											\$1,719,189,837									

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**10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Paris District) - Planned Projects
FY 2023 - FY 2032**

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Previous Construction Cost	Revised Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY 2023 - FY 2032				MPO Project Score
												Cat 2 Approved	Cat 2 Proposed	Cat 12 Approved	Cat 12 Proposed	
												\$51,570,160	\$136,187,756	\$146,400,000	\$146,400,000	
Hunt County Projects																
13052	2659-01-010	FM 1570	IH 30 to SH 66	Construct 2 lane to 4 lane divided with shoulders (HMAC pavement and RR crossing) North project	June 2025	September 2026 August 2025	2027 2025	Hunt County is doing environmental clearance; Project has \$1,800,000 of Category 1 funding	\$16,800,000	\$16,800,000	\$16,800,000	\$15,000,000	\$16,800,000			82.54
13051	0692-01-020	FM 1570	SH 34 to IH 30	Widen 2 to 4 lane divided roadway (South Project)	June 2027		October 2027		\$24,640,000	\$24,640,000	\$24,640,000	\$0	\$24,640,000			90.27
13039	2658-01-013	FM 2642	FM 35 to SH 66	Widen 2 lane to 4 lane divided urban with sidewalks	June 2020 (Actual)	October September 2022	2023	Project also has \$11,485,840 of Category 7 funds; Part of the 2022 SE Connector Category 2/STBG swap; Staff proposes to swap \$11,485,840 of existing STBG funds for Category 2 funds (offset by reduction of Category 2 on TIP 55043/CSJ 2374-05-066)	\$21,056,000	\$19,552,000	\$19,552,000	\$8,066,160	\$19,552,000			82.30
13050	0009-13-167	IH 30	At FM 1570	Construct interchange	March June 2022 (Actual)	October September 2022	2023	Project was awarded Category 12 funds via 2018 UTP; Project also has \$8,000,000 of Category 7 funds; Project was awarded an additional \$1,200,000 of Category 12 Strategic Priority funds in 2022 UTP; Part of the 2022 SE Connector Category 2/STBG swap; Staff proposes to swap \$8,000,000 of existing STBG funds for Category 2 funds (offset by reduction of Category 2 on TIP 55043/CSJ 2374-05-066); Additional \$9,000,000 Category 2 to be moved from TIP 55223/CSJ 0009-13-173	\$31,200,000	\$40,200,000	\$40,200,000	\$0	\$17,000,000	\$23,200,000	\$23,200,000	75.78
55223	0009-13-173	IH 30	West of FM 1903 to East of FM 1903	Reconstruct overpass and approaches	March June 2022 (Actual)	October September 2022	2023	Project also has \$14,450,000 of Category 7 funds; Part of the 2022 SE Connector Category 2/STBG swap; Staff proposes to swap \$14,450,000 of existing STBG funds for Category 2 funds, with \$9,000,000 moved to TIP 13050/CSJ 0009-13-167	\$37,908,000	\$28,857,999	\$28,857,999	\$23,408,000	\$28,857,999			76.27
55224	0009-13-168	IH 30	South of FM 36 to North of FM 36	Reconstruct overpass	March 2022 (Actual) February 2023		May 2023	Project was awarded Category 12 funds via 2018 UTP; Project was awarded an additional \$1,000,000 of Category 12 Strategic Priority funds in 2022 UTP	\$26,000,000	\$37,824,526	\$37,824,526	\$0	\$11,824,526	\$26,000,000	\$26,000,000	77.26
55225	0009-13-169	IH 30	South of FM 1565 to North of FM 1565	Reconstruct overpass	March 2022 (Actual) February 2023		May 2023	Project was awarded Category 12 funds via the 2018 UTP; Project was awarded an additional \$1,000,000 of Category 12 Strategic Priority funds in 2022 UTP	\$26,000,000	\$27,323,788	\$27,323,788	\$0	\$1,323,788	\$26,000,000	\$26,000,000	76.40
55226	0009-13-170	IH 30	South of CR 2509 to North of CR 2509	Construct new interchange	March 2022 (Actual) February 2023		May 2023	Project was awarded Category 12 funds via 2018 UTP; Project was awarded an additional \$1,200,000 of Category 12 Strategic Priority funds in 2022 UTP	\$31,200,000	\$31,289,933	\$31,289,933	\$0	\$89,932	\$31,200,000	\$31,200,000	82.02
13065	0009-13-174	IH 30	FM 2642 to FM 1570	Widen 4 to 6 lane freeway	March 2022 (Actual) August 2025	September 2026 August 2026	2026	Project was awarded Category 12 funds via the 2020 UTP	\$44,800,000	\$155,848,000	\$40,000,000			\$40,000,000	\$40,000,000	62.27
21051	0009-13-175	IH 30	at Monty Stratton Parkway	Widen overpass from 4 lane to 6 lane; Construct eastbound to westbound U-turn	March 2022 (Actual) June 2023	October September 2022	2023	Funded with \$4,200,000 of STBG through COVID-19 Infrastructure Program (Round 3); Part of the 2022 SE Connector Category 2/STBG swap; Staff proposes to swap \$4,200,000 of existing STBG funds for Category 2 funds (offset by reduction of Category 2 on TIP 55043/CSJ 2374-05-066)	\$4,200,000	\$11,003,511	\$11,003,511	\$0	\$11,003,511			64.92
13053	0768-01-057	SH 24/ SH 11	Culver Street to Live Oak Street and SH 11 from SH 24 to Monroe Street	Construct pedestrian safety and traffic calming improvements	September 2019 (Actual)		March 2023	Move \$600,000 of Category 2 funds to TIP 13053.2/CSJ 0083-11-026 to account for control section break	\$5,096,000	\$4,496,000	\$4,496,000	\$5,096,000	\$4,496,000			65.49
<u>13053.2</u>	<u>0083-11-026</u>	<u>SH 24/ SH 11</u>	<u>Culver Street to Live Oak Street and SH 11 from SH 24 to Monroe Street</u>	<u>Construct pedestrian safety and traffic calming improvements</u>	<u>September 2019</u> (Actual)		<u>March 2023</u>	<u>Add project to account for control section break (offset by reduction on TIP 13053/CSJ 0768-01-057); Project also has Category 1 funds to cover any funding gap</u>	<u>\$600,000</u>	<u>\$624,000</u>	<u>\$600,000</u>	<u>\$0</u>	<u>\$600,000</u>			<u>65.49</u>
Total Category 2 and 12 Funding											\$282,587,756	\$51,570,160	\$136,187,756	\$146,400,000	\$146,400,000	
Total Amount Remaining for Programming											\$0	\$0	\$0	\$0	\$0	
Total Allocation/Authorizations											\$282,587,756					

Amounts only include Cat 2, 4, 12 funds
Green text indicates changes since October 2021 RTC meeting and funding being awarded by the TTC
Red text indicates funding not being awarded by the TTC

**10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Let or Completed Projects
FY2017 - FY2022**

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Revised Construction Cost	Approved Funding (Cat. 2, 4, 12)	FY2017 - FY2022			
												Cat 2 RTC Approved	Cat 4 RTC Approved	Cat 12 Clear Lanes RTC Approved	Cat 12 Strategic Priority RTC Approved
Collin County Projects															
54005	2351-01-017	FM 2478	FM 1461 to US 380	Widen 2 lane rural highway to 4 lane divided; Realign intersection at FM 1461; 6 lane ultimate	September 2017 (Actual)	September 2020 (Actual)	2021	Project also has \$97,983 of local funding; Project low bid: \$24,834,021	\$34,891,277	\$34,891,277	\$34,793,244	\$34,793,244			
54005.1	2351-02-014	FM 2478	FM 1461 to North of FM 1461	Widen 2 lane rural highway to 4 lane divided; 6 lane ultimate; Realign intersection of FM 1461	September 2017 (Actual)	September 2020 (Actual)	2021	Project split out from TIP 54005/CSJ 2351-01-017; Project low bid: \$3,219,051	\$3,985,550	\$3,985,550	\$3,985,550	\$3,985,550			
20083	2679-02-008	FM 2514	FM 2551 to West of FM 1378	Widen 2 lane rural to 4 lane (Ultimate 6 lane) urban roadway including new pedestrian improvements and left/right turn lanes	May 2014 (Actual)	May 2018 (Actual)	2018	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Remainder of construction funded with \$3,415,689 RTR and \$1,202,000 CMAQ; \$16,867,792 low bid; Project completed in April 2021	\$16,867,792	\$16,867,792	\$13,600,000	\$13,600,000			
55037	2679-03-016	FM 2514	North of Drain Drive to Brown Street	Widen facility from 2 lane to 4/6 lane urban divided	February 2019 (Actual)	July 2022	2022		\$24,107,754	\$24,107,754	\$24,107,754	\$24,107,754			
55038	2679-03-015	FM 2514	East of Lavon Parkway to North of Drain Drive	Widen facility from 2 lane to 4 lane urban divided (ultimate 6 lane divided)	February 2019 (Actual)	July 2022	2022		\$11,360,404	\$11,360,404	\$11,360,404	\$11,360,404			
35004	0816-04-101	FM 455	US 75 to CR 286	Reconstruct and widen 2 lane rural to 4 lane divided	November 2017 (Actual)	December 2015 (Actual)	2016	Funds are Proposition 1 - Category 4; Project completed in August 2020	\$2,746,785	\$2,746,785	\$2,746,785		\$2,746,785		
13015	0549-03-024	SH 121	Collin County Outer Loop to North of FM 455	Reconstruct and widen from 2 lane to 4 lane rural divided; Construct 0 to 4 lane discontinuous access road and FM 455 interchange	January 2018 (Actual)	October 2020 (Actual)	2021	Project low bid: \$38,917,859	\$54,174,694	\$54,174,694	\$54,174,694		\$54,174,694		
55073	0451-03-013	SH 205	North of John King to SH 78	Widen 2 lane rural highway to 4 lane divided (6 lane ultimate)	April 2018 (Actual)	July 2022	2022		\$38,783,754	\$38,783,754	\$38,783,754	\$38,783,754			
13025	0047-14-084	US 75	North of FM 455 to CR 370	Construct interchange	June 2012 (Actual)	June 2018 (Actual)	2018	Low bid amount of \$19,863,387; Project completed in April 2020	\$19,863,387	\$19,863,387	\$19,863,387	\$19,863,387			
13044	0047-06-161	US 75	At Ridgeview Drive	Reconstruct interchange	June 2019 (Actual)	June 2022 (Actual)	2022	Project also has \$2,500,000 of Category 1 funding and \$8,945,594 of STBG funding	\$37,600,696	\$37,600,696	\$26,155,102	\$26,155,102			
Total Approved Funding - Collin County													\$229,570,674		
Dallas County Projects															
55240	2374-04-085	IH 20	West of Cockrell Hill Road to Hampton Road	Construct 0 to 4 lane frontage road	July 2019 (Actual)	December 2021 (Actual)	2022	Commitment to Red Bird Mall area; Project low bid: \$79,838,372	\$80,581,578	\$88,035,374	\$80,581,578	\$80,581,578			
52527	1068-04-119	IH 30	SH 161 to NW 7th Street	Construct 0 to 4 lane frontage roads	December 2016 (Actual)	June 2018 (Actual)	2018	Low bid amount of \$24,549,664; Category 1 funds to be used for change orders	\$24,549,664	\$24,549,664	\$24,549,664		\$24,549,664		
54033	1068-04-149	IH 30	NW 7th Street to Belt Line Road	Construct 0 to 2/3 lane westbound frontage road and ramp modifications	December 2016 (Actual)	June 2018 (Actual)	2018	Low bid amount of \$13,291,213; Category 11 funds used to fund the remainder of the project	\$13,291,213	\$13,291,213	\$11,000,000		\$11,000,000		
55169	0009-11-241	IH 30	Bass Pro Drive to Dalrock Road	Construct 0 to 6 lane frontage roads, Bayside bridge, and ramp modifications; Reconstruct Dalrock interchange	September 2018 (Actual)	March 2021 (Actual)	2021	Project was awarded Category 4 funds via the 2019 UTP; Project also has \$15,000,000 of Category 1 funding for potential cost overruns; Project low bid: \$120,678,632	\$120,574,879	\$120,574,879	\$120,574,879		\$120,574,879		
55179	0009-11-238	IH 30	Bass Pro Drive in Garland to Dalrock Road	Widen to add shoulder	March 2019 (Actual)	March 2021 (Actual)	2021	Project was awarded Category 12 Clear Lanes funding via the 2020 UTP; Project also has \$3,500,000 of Category 1 funding for potential cost overruns; Project low bid: \$13,601,005	\$30,182,264	\$30,182,264	\$30,182,264	\$7,827,157		\$22,355,107	

ELECTRONIC ITEM 11.3

**10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Let or Completed Projects
FY2017 - FY2022**

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Revised Construction Cost	Approved Funding (Cat. 2, 4, 12)	FY2017 - FY2022			
												Cat 2 RTC Approved	Cat 4 RTC Approved	Cat 12 Clear Lanes RTC Approved	Cat 12 Strategic Priority RTC Approved
13012.2	0196-03-274	IH 35E	IH 635 to Denton County Line	Reconstruct and widen 6 to 8 general purpose lanes and reconstruct existing 2/8 discontinuous frontage roads to 2/8 discontinuous frontage roads	March 2013 (Actual)	August 2021 (Actual)	2021	Design-build project; Project was awarded \$229,655,586 of Category 12 Clear Lanes funding and \$182,098,750 of Design-Build funds by the TTC	\$614,317,018	\$614,317,018	\$432,218,268	\$202,562,682		\$229,655,586	
13012.3	0196-03-282	IH 35E	IH 635 to Denton County Line	Reconstruct existing 2 managed lanes to 2 managed lanes	March 2013 (Actual)	August 2021 (Actual)	2021	Project split out from TIP 13012.2/CSJ 0196-03-274; Category 2 funds are offset by a reduction in funding on TIP 13012.2/CSJ 0196-03-274; Project was awarded \$14,470,000 of Design-Build funds for the remainder of the project	\$93,951,732	\$93,951,732	\$79,481,732	\$79,481,732			
55067	0092-14-088	IH 45	Lenway St. to Good Latimer	Reconstruct IH 45 and SM Wright Interchange (Phase 2B)	April 2017 (Actual)	December 2019 (Actual)	2020	Project low bid: \$30,136,042	\$30,136,042	\$30,136,042	\$30,136,042	\$30,136,042			
55249	0092-02-130	IH 45	At SL 9	Reconstruct existing 2 to 2 lane southbound frontage road and ramp modifications	November 2017 (Actual)	July 2021 (Actual)	2021	Project added to the 10-Year Plan via 2020 UTP; Funding offset by reduction in funding on TIP 55094/CSJ 0442-02-159; Project also has \$395,464 of Category 1 funding; Project low bid: \$4,228,798	\$3,833,334	\$3,833,334	\$3,833,334		\$3,667,581		
54111	2374-01-171	IH 635	At Skillman/Audelia	Interchange improvements	June 2015 (Actual)	August 2019 (Actual)	2019	Project has Category 12 funds from the MPO Revolver Swap; \$7,202,000 of Design-Build funding to offset reduction in Category 2 funding	\$57,972,000	\$57,972,000	\$50,770,000	\$46,393,000			\$4,377,000
55060.1	2374-01-137	IH 635 (E)	Miller Road to West of the KCS RR (West of SH 78)	Widen 8 to 10 general purpose lanes and reconstruct 4/6 lane discontinuous to 4/6 lane continuous frontage roads	April 2017 (Actual)	August 2019 (Actual)	2019	Project also has \$63,193,281 of Design-build funding	\$246,941,214	\$246,941,214	\$183,747,933	\$30,500,000	\$132,848,147	\$20,399,786	
55060.2	2374-01-191	IH 635 (E)	Miller Road to West of the KCS RR (West of SH 78)	Reconstruct existing 2 HOV/express to 2 HOV/express lanes	April 2017 (Actual)	August 2019 (Actual)	2019	Project split out from TIP 55060.1/CSJ 2374-01-137; Project also has \$6,513,375 of Design-build funding	\$49,935,875	\$49,935,875	\$43,422,500	\$43,422,500			
55075.1	2374-02-053	IH 635 (E)	West of the KCS RR (West of SH 78) to IH 30	Widen 8 to 10 general purpose lanes and reconstruct 4/6 lane discontinuous to 4/8 lane continuous frontage roads	April 2017 (Actual)	August 2019 (Actual)	2019	Construction also funded with \$25,000,000 CMAQ, \$92,752,017 STBG, and \$7,014,863 Category 11; Project also has \$122,653,801 of Design-Build funding	\$408,845,681	\$408,845,681	\$161,425,000	\$8,430,000	\$42,151,853	\$110,843,147	
55075.2	2374-02-152	IH 635 (E)	West of the KCS RR (West of SH 78) to IH 30	Reconstruct existing 2 HOV/express to 2 HOV/express lanes	April 2017 (Actual)	August 2019 (Actual)	2019	Construction also funded with \$7,142,858 STBG; Project split out from TIP 55075.1/CSJ 2374-02-053; Project also has \$26,139,846 of Design-build funding	\$200,405,486	\$200,405,486	\$167,122,782	\$167,122,782			
55075.3	2374-02-153	IH 635 (E)	At IH 30	Reconstruct interchange	April 2017 (Actual)	August 2019 (Actual)	2019	Construction also funded with \$25,000,000 STBG; Project split out from TIP 55075.1/CSJ 2374-02-053; Project also has \$83,400,711 of Design-build funding	\$303,694,615	\$303,694,615	\$195,293,904	\$195,293,904			
55165.1	2374-01-183	IH 635 (E)	East of US 75 to Miller Road	Widen 8 to 10 general purpose lanes and reconstruct existing 4/8 lane discontinuous to 4/6 lane continuous frontage roads	April 2017 (Actual)	August 2019 (Actual)	2019	Project also has \$125,710,231 of Design-build funds	\$432,206,098	\$432,206,098	\$306,495,867			\$306,495,867	
55165.2	2374-01-190	IH 635 (E)	East of US 75 to Miller Road	Reconstruct existing 2 to 2 managed lanes	April 2017 (Actual)	August 2019 (Actual)	2019	Project split out from TIP 55165.1/CSJ 2374-01-183; Project also has \$8,509,875 of Design-build funding	\$65,242,375	\$65,242,375	\$56,732,500	\$56,732,500			
54069	2964-01-048	SH 161	South of SH 183 to North of Belt Line Road	Widen and reconstruct 4 (6 lanes during peak period) to 8 general purpose lanes	January 2018 (Actual)	June 2018 (Actual)	2018	Project let in June 2018 for \$20,927,948; Category 1 funds to be used for any change orders; Project completed in April 2021	\$20,927,948	\$20,927,948	\$20,927,948		\$20,927,948		
55065	0092-01-059	SH 310/ SM Wright Interchange	Pennsylvania Avenue to North of Al Lipscomb Way	Reconstruct IH 45 and SM Wright Interchange (Phase 2B)	April 2017 (Actual)	December 2019 (Actual)	2020	Related to TIP 55067/CSJ 0092-14-088 and TIP 20062/CSJ 0092-01-052; Project low bid: \$11,916,518	\$11,916,518	\$11,916,518	\$11,916,518	\$11,916,518			

**10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Let or Completed Projects
FY2017 - FY2022**

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Revised Construction Cost	Approved Funding (Cat. 2, 4, 12)	FY2017 - FY2022			
												Cat 2 RTC Approved	Cat 4 RTC Approved	Cat 12 Clear Lanes RTC Approved	Cat 12 Strategic Priority RTC Approved
35000	0430-01-057	SH 352	North of Kearney Street to US 80 EB Frontage Road	Reconstruct 4 lane undivided rural to 4 lane divided urban roadway with intersection and sidewalk improvements	December 2016 (Actual)	March 2020 (Actual)	2020	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Remainder of construction funded with \$701,700 CMAQ and \$1,070,725 Category 11; Category 12 funds are part of MPO Revolver Swap; Category 11 funding to cover cost overruns; Project low bid: \$11,599,215	\$11,687,425	\$11,687,425	\$9,915,000	\$7,900,000			\$2,015,000
13032	0009-02-067	SH 78	At Gaston Ave	Reconfigure intersection with sidewalk improvements	December 2018 (Actual)	May 2021 (Actual)	2021	August 2017 RTC Proposition 1 Adjustment; Remainder of project funded with \$4,500,000 of CMAQ funds; Project low bid: \$6,336,367	\$5,500,000	\$5,500,000	\$1,000,000	\$1,000,000			
11527	0581-02-124	SL 12	At SH 183	Reconstruct interchange (Phase 2)	April 2014 (Actual)	May 2020 (Actual)	2020	Project was awarded Category 12 Clear Lanes funding via the 2019 UTP; Project also has \$2,000,000 of Category 1 funding for potential cost overruns; Project low bid: \$194,356,319	\$194,356,319	\$210,000,000	\$210,000,000			\$210,000,000	
54119.1	2964-10-008	SL 9	IH 35E to Dallas/Ellis County Line	Construct 0 to 2 lane frontage roads (ultimate 6) including turn lanes	November 2017 (Actual)	July 2021 (Actual)	2021	Project split out from TIP 54119/CSJ 2964-10-005; Project also has \$432,000 of CMAQ funding, \$3,788,000 of RTR funding, and \$3,589,488 of STBG funding; Category 2 funding removed and replaced with STBG funding as part of a funding swap to reduce the region's STBG carryover balance; Project low bid: \$24,307,399	\$24,307,399	\$43,045,357	\$0	\$0			
54119.2	2964-10-009	SL 9	Ellis/Dallas County Line to IH 45	Construct 0 to 2 lane frontage roads (ultimate 6) including turn lanes	November 2017 (Actual)	July 2021 (Actual)	2021	Project split out from TIP 54119/CSJ 2964-10-005; Project also has \$408,000 of CMAQ funding and \$13,722,970 of STBG funding; Category 2 funding removed and replaced with STBG funding as part of a funding swap to reduce the region's STBG carryover balance; Project low bid: \$54,463,351	\$54,463,351	\$78,608,697	\$0	\$0			
53003	0094-03-060	SS 482	At SH 114 and SH 183	Reconstruct interchange (Phase 2)	April 2014 (Actual)	May 2020 (Actual)	2020	Project was awarded Category 12 Clear Lanes funding via the 2019 UTP; Project low bid: \$91,202,288	\$91,202,288	\$210,000,000	\$210,000,000			\$210,000,000	
55120	0197-02-124	US 175	East of East Malloy Bridge Rd. to Kaufman County Line	Ramp modifications, mill and inlay existing frontage roads	July 2020 (Actual)	October 2020 (Actual)	2021	Project low bid: \$907,339	\$2,163,200	\$2,163,200	\$2,163,200	\$2,163,200			
Total Approved Funding - Dallas County															\$2,443,325,160
Denton County Projects															
83255	0816-02-072	FM 455	West of FM 2450 to East of Marion Road	Reconstruct and widen 2 lane rural highway to 4 lane divided urban	February 2018 (Actual)	July 2022	2022	Project also has \$5,000,000 of Category 1 funding for potential cost overruns	\$44,660,582	\$48,894,405	\$44,660,582	\$44,660,582			
55177	0353-09-002	SH 114	West of US 377 to East of US 377	Construct 0 to 6 lane grade separation over US 377	November 2018 (Actual)	June 2021 (Actual)	2021	Project low bid: \$32,367,838	\$52,218,506	\$52,218,505	\$52,218,506	\$26,109,253	\$26,109,253		
51060	0353-02-053	BS 114K	At UP RR Underpass in Roanoke DOT No 795 342V	Replace railroad underpass and improve BS 114-K drainage	August 2015 (Actual)	November 2019 (Actual)	2020	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project also has \$3,000,000 of bridge funds and \$552,921 of CMAQ; Project low bid: \$11,088,528	\$11,052,921	\$10,123,776	\$7,500,000	\$7,500,000			
55250	0195-02-076	IH 35	At FM 455	Reconstruct and widen 4 to 6 mainlanes and reconstruct existing 4 to 4 lane frontage roads	October 2019 (Actual)	August 2022	2022	Project awarded Category 12 Strategic Priority funding via the 2020 UTP	\$27,745,863	\$27,745,863	\$27,745,863		\$883,567	\$26,862,296	

**10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Let or Completed Projects
FY2017 - FY2022**

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Revised Construction Cost	Approved Funding (Cat. 2, 4, 12)	FY2017 - FY2022			
												Cat 2 RTC Approved	Cat 4 RTC Approved	Cat 12 Clear Lanes RTC Approved	Cat 12 Strategic Priority RTC Approved
20118	0081-04-025	US 377	IH 35E to South of FM 1830	Widen 2 lane to 6 lane urban divided section with sidewalk improvements	January 2018 (Actual)	July 2018 (Actual)	2018	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project also has \$9,237,129 2MP1, \$12,465,854 4P1, & \$2,901,189 CMAQ; Project low bid: \$18,441,508; Project completed in May 2021	\$25,702,983	\$24,604,172	\$1,098,811	\$1,098,811			
20120	0081-03-048	US 377	Henrietta Creek Rd. to North of BS 114K	Reconstruct and widen 2/4 to 4 lane divided urban	August 2015 (Actual)	November 2019 (Actual)	2020	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project also has \$2,847,689 of Category 1 & \$1,922,275 of CMAQ; Project low bid: \$18,803,011; Project completed in May 2021	\$18,214,077	\$18,214,077	\$13,444,113	\$13,444,113			
20215	0081-04-035	US 377	At UP RR Overpass (0.4 miles South of IH 35E)	Replace with 6 lane overpass (2 to 6 Lanes)	January 2018 (Actual)	July 2018 (Actual)	2018	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project also has \$2,269,248 2MP1, \$4,019,642 of 4P1, and \$4,690,906 of Category 1 funds; Project low bid: \$10,207,204	\$12,479,796	\$7,788,890	\$1,500,000	\$1,500,000			
55104	0135-10-057	US 377/380	SL 288 to US 377/US 380 Intersection	Add raised median with left turn lanes, add right turn lanes and re-stripe for shared use	June 2018 (Actual)	June 2020 (Actual)	2020	Also has \$95,000 local and \$665,000 CMAQ; Local funding is the money required to pay for additional bicycle/ pedestrian scope items that TxDOT will not fund; Project low bid: \$20,616,737	\$18,599,014	\$18,599,014	\$17,839,014	\$17,839,014			
20096	0135-10-050	US 380	US 377 to West of CR 26 (Collin County Line)	Widen 4 to 6 lanes divided urban with new grade separations at FM 423, FM 720, Navo Rd., Teel Pkwy, and Legacy Drive with sidewalk improvements	June 2018 (Actual)	July 2021 (Actual)	2021	Construction also funded with \$56,200,000 CMAQ and \$22,277,120 STBG; Project low bid: \$132,896,797	\$140,844,543	\$140,844,543	\$62,367,423	\$62,367,423			
Total Approved Funding - Denton County												\$228,374,312			
Ellis County Projects															
11751	1051-01-037	FM 664	(On Ovilla Road) from Westmoreland Road to IH 35E	Widen 2 lanes to 6 lanes urban divided including intersection improvements along Ovilla Road/FM 664 with sidewalk improvements	June 2015 (Actual)	May 2018 (Actual)	2018	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project also has \$3,433,608 CMAQ & \$15,173,331 STBG; Low bid in 5/2018 was \$28,247,127, leaving funds in for change orders; Project completed in June 2021	\$35,706,939	\$30,000,000	\$17,100,000	\$17,100,000			
13042	0048-04-094	IH 35E	At FM 387 (Butcher Road)	Reconstruct interchange; Reconstruct and widen 4 to 4/6 lane frontage roads	June 2019 (Actual)	January 2022 (Actual)	2022	Funding from TIP 55092/CSJ 0048-04-090; Project low bid: \$45,984,067	\$42,000,000	\$42,472,310	\$42,000,000		\$42,000,000		
54119.3	2964-12-001	SL 9	From IH 35E to Dallas County Line	Construct 0 to 2 lane frontage roads (ultimate 6) including turn lanes	November 2017 (Actual)	July 2021 (Actual)	2021	Breakout of SL 9 project originally listed in Dallas County (TIP 54119/CSJ 2964-10-005); Project also has \$734,000 of CMAQ funding and \$1,500,000 of Category 1 funding; Category 2 funding removed and replaced with STBG funding as part of a funding swap to reduce the region's STBG carryover balance; Project low bid: \$4,690,541	\$4,690,541	\$11,004,170	\$0	\$0			
54119.4	2964-12-002	SL 9	Dallas/Ellis County Line to Ellis/Dallas County Line	Construct 0 to 2 lane frontage roads (ultimate 6) including turn lanes	November 2017 (Actual)	July 2021 (Actual)	2021	Breakout of SL 9 project originally listed in Dallas County (TIP 54119/CSJ 2964-10-005); Project also has \$96,000 of CMAQ funding and \$1,500,000 of Category 1 funding; Category 2 funding removed and replaced with STBG funding as part of a funding swap to reduce the region's STBG carryover balance; Project low bid: \$5,034,801	\$5,034,801	\$11,893,729	\$0	\$0			
35001	0172-05-115	US 287	At Walnut Grove Road	Construct interchange	April 2017 (Actual)	April 2019 (Actual)	2019	Project also has \$976,621 of Category 11 funding; Project low bid: \$27,616,577; Project completed in December 2021	\$27,676,261	\$27,676,261	\$26,700,000		\$26,700,000		

**10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Let or Completed Projects
FY2017 - FY2022**

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Revised Construction Cost	Approved Funding (Cat. 2, 4, 12)	FY2017 - FY2022			
												Cat 2 RTC Approved	Cat 4 RTC Approved	Cat 12 Clear Lanes RTC Approved	Cat 12 Strategic Priority RTC Approved
Total Approved Funding - Ellis County												\$85,800,000			
Kaufman County Projects															
TBD	0095-03-085	FM 460	at US 80	Replace bridge and approaches	April 2020 (Actual)	August 2023 <u>June 2022</u>	2022 <u>2023</u>	Project awarded INFRA grant funding; Category 4 funding was committed as well as part of grant application; Project also has \$1,882,263 of Category 6 funding and \$3,944,904 of Category 10 funding	\$12,270,755	\$8,538,882	\$6,443,588		\$6,443,588		
53086	0095-03-080	US 80	Lawson Rd. (Dallas/Kaufman C/L) to FM 460	Reconstruct and widen 4 to 6 mainlanes and reconstruct and widen 2/4 lane discontinuous frontage roads to 4/6 lane continuous frontage roads	April 2020 (Actual)	August 2023 <u>June 2022</u>	2022 <u>2023</u>	Project also has \$1,000,000 of Category 11 funding	\$134,003,816	\$111,530,306	\$133,000,000		\$133,000,000		
51460	0197-03-054	US 175	FM 148 to CR 4106 in Crandall	Construct new 2 lane frontage roads; Convert existing frontage road from 2 lane, 2-way to 2 lane, 1-way frontage road and ramp modifications	February 2019 (Actual)	October 2020 (Actual)	2021	Project low bid: \$12,972,961	\$12,925,618	\$12,925,618	\$12,925,618	\$12,925,618			
55134	0197-03-074	US 175	Dallas County Line to West of FM 1389	Ramp modifications, mill and inlay existing frontage roads	July 2020 (Actual)	October 2020 (Actual)	2021	Project also has \$1,000,000 of Category 1 funding for potential cost overruns; Project low bid: \$1,238,789; <u>Project completed in December 2021</u>	\$3,163,200	\$3,163,200	\$2,163,200	\$2,163,200			
Total Approved Funding - Kaufman County												\$154,532,406			
Rockwall County Projects															
83222	1015-01-023	FM 3549	IH 30 to North of SH 66	Widen from 2 lane rural to 4 lane urban divided section with sidewalk improvements	March 2016 (Actual)	May 2018 (Actual)	2018	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project also has \$859,000 of CMAQ & \$733,798 Category 11; Project low bid: \$9,250,063; Project was completed in August 2021	\$9,917,861	\$9,917,861	\$8,325,063	\$8,325,063			
55222	0009-12-221	IH 30	Dalrock Road (Rockwall County Line) to East of Dalrock Road	Transition from Dalrock Interchange including reconstruction of existing 4 to 4 lane frontage roads and ramps	September 2018 (Actual)	March 2021 (Actual)	2021	Project split out from TIP 55169/CSJ 0009-11-241; Project was awarded Category 4 funds via the 2019 UTP; Project also has \$1,000,000 of Category 1 funding for potential cost overruns; Project low bid: \$8,124,858	\$8,000,000	\$8,000,000	\$7,000,000		\$7,000,000		
2998	1290-02-017	SH 276	SH 205 to FM 549	Reconstruct and widen 2 lane rural to 4 lane divided urban (Ultimate 6)	February 2016 (Actual)	April 2018 (Actual)	2018	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project let 4/18; Project also has \$1,658,000 of CMAQ and \$699,442 of Category 1; Project low bid: \$16,957,442; <u>Project was completed in February 2021</u>	\$17,257,442	\$17,257,442	\$14,900,000	\$14,900,000			
55096	1290-03-027	SH 276	FM 549 to East of FM 549	Reconstruct and widen 2 lane rural to 4 lane divided urban (Ultimate 6)	February 2016 (Actual)	April 2018 (Actual)	2018	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Category 1 funds will be used to cover overruns; Project low bid: \$719,165; <u>Project was completed in February 2021</u>	\$719,165	\$719,165	\$719,165	\$719,165			
Total Approved Funding - Rockwall County												\$30,944,228			
Total Category 2, 4, and 12 Funding										\$3,971,878,628	\$2,962,453,261	\$1,374,765,032	\$515,334,371	\$1,109,749,493	\$33,254,296

Project Lettings			
	Category 2	Category 4	Category 12
2016	\$0	\$2,746,785	\$0
2018	\$77,106,426	\$56,477,612	\$0
2019	\$547,894,686	\$201,700,000	\$442,115,800
2020	\$88,735,687	\$0	\$422,015,000
2021	\$435,379,059	\$211,526,407	\$252,010,693
2022	\$225,649,174	\$42,883,567	\$26,862,296
Total	\$1,374,765,032	\$515,334,371	\$1,143,003,789

Amounts only include Category 2, 4, 12 funding.
Green text and strikethroughs indicate changes since October 2021 RTC meeting

**10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District) - Let or Completed Projects
FY2017 - FY2022**

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Approved Funding (Cat. 2, 4, 12)	FY2017 - FY2022			
											Cat 2 FTW RTC Approved	Cat 4 FTW RTC Approved	Cat 12 Clear Lanes FTW RTC Approved	Cat 12 Strategic Priority FTW RTC Approved
Denton County Projects														
54068	3559-01-004	SH 170	Denton County Line to SH 114 Interchange	Restripe 2 to 4 mainlanes and ramp modifications	May 2020 (Actual)	June 2020 (Actual)	2020	Project is a breakout of TIP 54088/CSJ 3559-02-007; Implemented by TxDOT Fort Worth District	\$1,000,000	\$1,000,000				\$1,000,000
Total Approved Funding - Denton County											\$1,000,000			
Hood County Projects														
54114	0080-11-001	US 377	Johnson/Hood County Line to South of SH 171	Construct 0 to 4 lane divided roadway with interchange at US 377 and BU 377; Grade separation at FWWR and SH 171	September 2017 (Actual)	August 2018 (Actual)	2018	Category 2 funds for this project have been swapped for Category 7 due to increased cash flow capacity at the federal level; Project also has \$11,800,000 in local funding from Hood County; Project low bid: \$46,969,449	\$41,000,000	\$0	\$0			
Total Approved Funding - Hood County											\$0			
Johnson County Projects														
13060	0172-10-013	US 287	Tarrant County Line to Lone Star Road/FM 157	Construct freeway auxiliary lanes, new 0 to 2 lane frontage roads, ramps, Texas U-turn at Lone Star Bridge and widen from 2 to 3 lanes, Lone Star Road widen 2 to 3 lanes, shared use path, intersection improvements at US 287 and Lone Star Road/FM 157, retaining wall, drainage structure, sidewalks and signals	August 2021 (Actual)	August 2021 (Actual)	2021	Project added to the 10-Year Plan via 2020 UTP; Staff proposed to remove Category 2 funding and replace with STBG funding to help reduce regional carryover balance; Project low bid: \$17,554,206	\$22,800,000	\$0	\$0			
54125	0080-12-001	US 377	North of SH 171 to Johnson/Hood County Line	Construct 0 to 4 lane divided roadway with an interchange at US 377 and BU 377	September 2017 (Actual)	August 2018 (Actual)	2018	Project split out from TIP 54114/CSJ 0080-11-001 in Hood County; Project also has \$10,750,000 of Category 12 (425) funds; Project low bid: \$13,744,381	\$14,700,000	\$3,950,000	\$3,950,000			
Total Approved Funding - Johnson County											\$3,950,000			
Parker County Projects														
14012	0313-02-057	FM 51	North of Cottondale Road to Texas Drive	Widen 2 lane roadway to 3 lanes urban; intersection improvements including turn lanes and new signal improvements	March 2019 (Actual)	May 2019 (Actual)	2019	Flooding issue; Project also has \$3,650,000 of Category 5 and \$900,000 of Category 7 funds; Project low bid: \$21,057,907; Cost overruns being covered with Category 1 funds	\$21,800,000	\$12,000,000	\$12,000,000			
14012.1	0171-03-070	SH 199	North of Ash Street to North of Old Springtown Road	Reconstruct roadway and intersection improvements	March 2019 (Actual)	May 2019 (Actual)	2019	Project split out from TIP 14012/CSJ 0313-02-057; Grouped project; Fully funded with Category 1 funds; Project low bid: \$2,303,163	\$0	\$0	\$0			
Total Approved Funding - Parker County											\$12,000,000			

Amounts only include Category 2,4, 12 funding.
Green text and strikethroughs indicate changes since October 2021 RTC meeting

**10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District) - Let or Completed Projects
FY2017 - FY2022**

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Approved Funding (Cat. 2, 4, 12)	FY2017 - FY2022			
											Cat 2 FTW RTC Approved	Cat 4 FTW RTC Approved	Cat 12 Clear Lanes FTW RTC Approved	Cat 12 Strategic Priority FTW RTC Approved
Tarrant County Projects														
11244.1	0718-02-045	FM 156	US 81/287 to Watauga Rd. (McElroy)	Reconstruct and widen 2 lane to 4 lane divided	July 2018 (Actual)	August 2018 (Actual)	2018	Category 2 funds for this project were swapped for Category 7 due to increased cash flow capacity at the federal level; Project already had \$13,109,245 of Category 7 before this change; Low bid of \$48.6M; TxDOT wants to keep remainder for potential change orders	\$53,350,916	\$0	\$0			
55182	0008-16-042	IH 20	Bryant Irvin Road to Winscott Road	Construct 1 auxiliary lane in each direction and ramp modification	April 2019 (Actual)	April 2020 (Actual)	2020	Project low bid: \$20,961,182	\$23,000,000	\$23,000,000		\$23,000,000		
13006	0353-03-100	SH 114	FM 1938 to Dove Road	Construct 0 to 2 lane eastbound frontage road from FM 1938 to Solana/Kirkwood with the addition of auxiliary lanes & construct 0 to 2 lane westbound & 0 to 2 lane eastbound frontage roads from Solana/ Kirkwood to Dove with the addition of auxiliary lanes & ramp modifications	June 2020 (Actual)	July 2020 (Actual)	2020	Local contribution of \$3,000,000 by the City of Southlake; Project low bid: \$31,413,964	\$36,000,000	\$33,000,000	\$33,000,000			
13007	0364-01-147	SH 121	Stars and Stripes Blvd to South of IH 635	Construct IH 635 and FM 2499 deferred connections	April 2009 (Actual)	March 2018 (Actual)	2018	Design-build; Project also has \$1,600,000 of Category 1 funding; Project completed in August 2021	\$371,600,000	\$370,000,000			\$370,000,000	
13049	0364-01-148	SH 121	Glade Road to SH 183	Interim operational bottleneck improvement, ITS, and illumination	August 2018 (Actual)	September 2018 (Actual)	2019	Also has \$1.6M of STBG funds & \$1.8M of Category 1 funds; Cat 2 funds replaced with \$25,000,000 of Cat 7 funds; Project low bid: \$16,964,773; Project completed in December 2020	\$28,400,000	\$0	\$0			
54088	3559-02-007	SH 170	IH 35W to Denton County Line	Construct 0 to 4 mainlanes for the following segments only (IH 35W to Westport Parkway; Park Vista Blvd. to Independence Parkway; UPRR to Denton County Line)	May 2020 (Actual)	June 2020 (Actual)	2020	Project awarded \$154,000,000 of Category 12 Strategic Priority funding in the 2020 UTP; Project low bid: \$98,999,997	\$154,000,000	\$154,000,000				\$154,000,000
55173	0171-05-097	SH 199	South end of Lake Worth Bridge to Azle Avenue	Construct 0 to 6 lane freeway, construct bridges over SH 199	April 2020 (Actual)	June 2020 (Actual)	2020	Project low bid: \$5,929,113	\$22,000,000	\$22,000,000		\$22,000,000		
55176	0171-04-050	SH 199	North of FM 1886 to South end of Lake Worth Bridge	Reconstruct & widen 4 lane arterial to 6 lane freeway; Reconstruct & widen 4 lane to 4 lane frontage roads; Construct bridges over Lake Worth & traffic management system	April 2020 (Actual)	June 2020 (Actual)	2020	Project low bid: \$97,837,881	\$113,999,400	\$113,999,400	\$45,006,400	\$68,993,000		
51346	2266-02-086	SH 360	North of E. Abram Street to IH 20 Interchange	Reconstruct and widen from 6 to 8 lanes	November 2017 (Actual)	February 2018 (Actual)	2018	Project low bid: \$53,391,000; Project completed in April 2021	\$62,000,000	\$62,000,000	\$62,000,000			

**10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District) - Let or Completed Projects
FY2017 - FY2022**

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Approved Funding (Cat. 2, 4, 12)	FY2017 - FY2022			
											Cat 2 FTW RTC Approved	Cat 4 FTW RTC Approved	Cat 12 Clear Lanes FTW RTC Approved	Cat 12 Strategic Priority FTW RTC Approved
13059	0172-09-037	US 287	Union Pacific Railroad to Johnson County Line	Construct freeway auxiliary lanes, construct 0/4 to 4 frontage road lanes, Texas U-turn, retaining walls, drainage structures, sidewalks, and signalization	August 2021 (Actual)	August 2021 (Actual)	2021	Project added to the 10-Year Plan via 2020 UTP; Staff proposed to remove Category 2 funding and replace with STBG funding to help reduce regional carryover balance; Project low bid: \$12,193,894	\$11,250,000	\$0	\$0			
<u>55041</u>	<u>0008-13-125</u>	<u>IH 820 (SE)</u>	<u>IH 20 to Ramey Ave</u>	<u>Reconstruct and widen freeway from 4/8 to 8/14 main lanes and 4/6 discontinuous frontage road lanes to 4/8 continuous frontage road lanes; Add shared-use path and sidewalks</u>	<u>September 2020 (Actual)</u>	<u>February August 2022 (Actual)</u>	<u>2022</u>	<u>Project is part of the Southeast Connector; Design-build project; Project awarded \$340,202,000 of Category 12 Clear Lanes funding via the 2019 UTP and an additional \$89,400,000 via the 2020 UTP; Project also awarded \$350,000,000 of Design-Build funding</u>	<u>\$819,422,670</u>	<u>\$469,422,670</u>	<u>\$39,820,670</u>	<u>\$429,602,000</u>		
<u>55042</u>	<u>0172-09-028</u>	<u>US 287</u>	<u>IH 20 Interchange to Sublett Road</u>	<u>Reconstruct and widen 4 to 6 general purpose lanes and 4/6 discontinuous frontage road lanes, and add shared-use path and sidewalks</u>	<u>September 2020 (Actual)</u>	<u>February August 2022 (Actual)</u>	<u>2022</u>	<u>Project is part of the Southeast Connector; Design-build project</u>	<u>\$30,000,000</u>	<u>\$30,000,000</u>		<u>\$30,000,000</u>		
<u>55044</u>	<u>0172-06-080</u>	<u>US 287</u>	<u>IH 820 to Village Creek Road</u>	<u>Reconstruct 6 to 6 mainlanes plus 0 to 2 auxiliary lanes with 4 discontinuous frontage road lanes to 4/6 discontinuous frontage road lanes; Add shared-use path and sidewalks</u>	<u>September 2020 (Actual)</u>	<u>February August 2022 (Actual)</u>	<u>2022</u>	<u>Project is part of the Southeast Connector; Design-build project</u>	<u>\$89,874,140</u>	<u>\$89,874,140</u>	<u>\$49,874,140</u>	<u>\$40,000,000</u>		
<u>55043</u>	<u>2374-05-066</u>	<u>IH 20</u>	<u>IH 820 to Little Road</u>	<u>Reconstruct & widen 8/10 to 10 general purpose lanes, 4/6 discontinuous frontage road lanes to 4/8 discontinuous frontage road lanes, & 0 to 8 CD lanes (from IH 820 to US 287) and add shared-use path and sidewalks</u>	<u>September 2020 (Actual)</u>	<u>February August 2022 (Actual)</u>	<u>2022</u>	<u>Split from IH 20 from US 287 to Park Springs Blvd; Project is part of the Southeast Connector project; Project a part of the 2022 Category 2/STBG swap; Project also includes \$97,873,821 of STBG funding</u>	<u>\$536,545,645</u>	<u>\$438,671,824</u>	<u>\$330,215,646</u>	<u>\$153,000,000</u>	<u>\$53,330,000</u>	
<u>55045</u>	<u>0008-13-206</u>	<u>IH 20</u>	<u>IH 20/IH 820 Interchange to Forest Hill Drive</u>	<u>Reconstruct and widen 8 to 12 mainlanes and 4/6 discontinuous frontage road lanes and add shared-use path and sidewalks</u>	<u>September 2020 (Actual)</u>	<u>February August 2022 (Actual)</u>	<u>2022</u>	<u>Project is part of the Southeast Connector</u>	<u>\$115,402,715</u>	<u>\$115,402,715</u>	<u>\$115,402,715</u>			
Total Category 2, 4, and 12 Funding										\$1,938,320,749	\$691,269,571	\$336,993,000	\$799,602,000	\$208,330,000
Total Approved Funding - Tarrant County														\$2,019,244,571

Project Lettings			
	Category 2	Category 4	Category 12
2017	\$0	\$0	\$0
2018	\$65,950,000	\$0	\$370,000,000
2019	\$12,000,000	\$0	\$0
2020	\$78,006,400	\$113,993,000	\$155,000,000
2021	\$0	\$0	\$0
2022	\$535,313,171	\$223,000,000	\$482,932,000
Total	\$691,269,571	\$336,993,000	\$1,007,932,000

Amounts only include Category 2,4, 12 funding.
Green text and strikethroughs indicate changes since October 2021 RTC meeting

10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Paris District) - Let or Completed Projects

FY2017 - FY2022

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Approved Funding (Cat. 2, 4, 12)	FY2017 - FY2022	
											Cat 2 Hunt RTC Approved	Cat 12 Hunt RTC Approved
Hunt County Projects												
55152	1290-07-001	SH 276	West of FM 36 to SH 34	Construct 4 lane facility on new location (Quinlan Bypass) with a continuous left turn lane	November 2018 (Actual)	October 2020 (Actual)	2021	Project low bid: \$14,191,647	\$16,400,000	\$16,400,000	\$16,400,000	
											Total Approved Funding	\$16,400,000
Total Category 2 and 12 Funding										\$16,400,000	\$16,400,000	\$0

Project Lettings		
	Category 2	Category 12
2017	\$0	\$0
2018	\$0	\$0
2019	\$0	\$0
2020	\$0	\$0
2021	\$16,400,000	\$0
2022	\$0	\$0
Total	\$16,400,000	\$0

**REGIONAL TRANSPORTATION COUNCIL MILESTONE POLICY ROUND 2
STATUS UPDATE**

TIP CODE	CSJ	PROJECT SPONSOR	CITY	LIMITS	PROJECT DESCRIPTION	TOTAL FUNDING	FUNDING CATEGORY	PRIOR EST. START DATE	NEW EST. / ACTUAL START DATE	FEBRUARY 2021 RECOMMENDATION	FEBRUARY 2022 COMMENTS	FEBRUARY 2022 RISK RATING	JULY 2022 COMMENTS	JULY 2022 RISK RATING
PROJECTS LOCAL AGENCIES COMMITTED TO IMPLEMENT IN FY 2022														
11237.2	0918-45-812	IRVING	IRVING	CONFLANS RD FROM SH 161 TO VALLEY VIEW LANE	CONSTRUCT 0 TO 4 LANE DIVIDED FACILITY WITH NEW SIDEWALKS AND SHARED USE PATH	\$24,529,721	STBG, LOCAL CONTRIBUTION	03/2022	08/2022 06/2022 03/2022	CONFIRM EXISTING FUNDING IN FY 2022; CITY IS REQUESTING THAT THE RTC COVER THE FUNDING GAP; A FUNDING INCREASE WILL BE BROUGHT BACK TO THE RTC FOR CONSIDERATION IN THE NEXT TIP MODIFICATION CYCLE	CONDEMNATION PROCEEDINGS HAVE CONCLUDED; TRANSPORTATION DIRECTOR TO CONTINUE TO ENGAGE ON THIS PROJECT TO ENSURE TIMELY IMPLEMENTATION	MEDIUM RISK	CONDEMNATION PROCEEDINGS HAVE CONCLUDED; TRANSPORTATION DIRECTOR TO CONTINUE TO ENGAGE ON THIS PROJECT TO ENSURE TIMELY IMPLEMENTATION; PLANS AND AFA AMENDMENT ARE BEING FINALIZED	HIGH RISK
11726.4	0918-47-168	DALLAS COUNTY	DALLAS	RIVERFRONT BLVD FROM CADIZ STREET TO UNION PACIFIC RAILROAD	RECONSTRUCT 6/8 LANE TO 6 LANE WITH BIKE/PEDESTRIAN IMPROVEMENTS AND INTERSECTION IMPROVEMENTS	\$49,400,000	RTR, LOCAL CONTRIBUTION	06/2022	09/2022 08/2022	CONFIRM FUNDING IN FY 2022	AGREEMENT WITH AND ACQUIRING EASEMENT FROM UNION PACIFIC RAILROAD POSES POTENTIAL ISSUES; TRANSPORTATION DIRECTOR TO ENGAGE ON THIS PROJECT TO ENSURE TIMELY IMPLEMENTATION	HIGH RISK	AGREEMENT WITH AND ACQUIRING EASEMENT FROM UNION PACIFIC RAILROAD IS A CONTINUED ISSUE; DESIGN ISSUES WITH UNION PACIFIC NEED TO BE RESOLVED AS WELL; TRANSPORTATION DIRECTOR ENGAGED ON THIS PROJECT TO ENSURE TIMELY IMPLEMENTATION; PROJECT WILL LIKELY NOT LET ON TIME	HIGH RISK
PROJECTS LOCAL AGENCIES COMMITTED TO IMPLEMENT IN FY 2023														
11572	0902-48-579	TXDOT FORT WORTH	VARIOUS	US 81/US 287 AT FM 3479/HARMON ROAD/NORTH TARRANT PARKWAY	CONSTRUCT NORTH TARRANT PARKWAY OVER US 81 WITH TURNAROUND ON EASTSIDE; CONSTRUCT HARMON RD OVER US 287	\$15,101,054	STBG, LOCAL CONTRIBUTION	01/2023	10/2023 4/2023	RTC APPROVAL TO COVER COST OVERRUN AMOUNT VIA TIP MODIFICATION HAS BEEN RECEIVED; CONFIRM FUNDING IN FY 2023		LOW RISK	CURRENT LET DATE IS PAST THE ESTABLISHED DEADLINE FOR THE PROJECT; LETTING HAS BEEN PUSHED OUT DUE TO DELAYS IN GETTING ENVIRONMENTAL CLEARANCE, WHICH HAS DELAYED ANTICIPATED RIGHT-OF-WAY ACQUISITION AND UTILITY RELOCATION TIMEFRAMES	MEDIUM RISK
53029	0014-15-033	TXDOT FORT WORTH	FORT WORTH	US 81 FROM NORTH OF HARMON ROAD TO NORTH OF IH 35W	RECONSTRUCT 2 TO 2 LANE NORTHBOUND FRONTAGE ROAD	\$8,228,000	SW PE, SW ROW, CAT 2M, STBG	01/2023	10/2023 4/2023	RTC APPROVAL TO COVER COST OVERRUN AMOUNT VIA TIP MODIFICATION HAS BEEN RECEIVED; CONFIRM FUNDING IN FY 2023		LOW RISK	CURRENT LET DATE IS PAST THE ESTABLISHED DEADLINE FOR THE PROJECT; LETTING HAS BEEN PUSHED OUT DUE TO DELAYS IN GETTING ENVIRONMENTAL CLEARANCE, WHICH HAS DELAYED ANTICIPATED RIGHT-OF-WAY ACQUISITION AND UTILITY RELOCATION TIMEFRAMES	MEDIUM RISK
53030	0014-15-034	TXDOT FORT WORTH	FORT WORTH	US 81 FROM NORTH OF HARMON ROAD TO NORTH OF IH 35W	RECONSTRUCT 2 TO 2 LANE EXISTING SOUTHBOUND FRONTAGE ROAD	\$10,008,000	SW PE, SW ROW, CAT 2M, STBG	01/2023	10/2023 4/2023	RTC APPROVAL TO COVER COST OVERRUN AMOUNT VIA TIP MODIFICATION HAS BEEN RECEIVED; CONFIRM FUNDING IN FY 2023		LOW RISK	CURRENT LET DATE IS PAST THE ESTABLISHED DEADLINE FOR THE PROJECT; LETTING HAS BEEN PUSHED OUT DUE TO DELAYS IN GETTING ENVIRONMENTAL CLEARANCE, WHICH HAS DELAYED ANTICIPATED RIGHT-OF-WAY ACQUISITION AND UTILITY RELOCATION TIMEFRAMES	MEDIUM RISK
53031	0014-15-035	TXDOT FORT WORTH	FORT WORTH	US 81 FROM NORTH OF HARMON ROAD TO NORTH OF IH 35W	RECONSTRUCT NB AND SB EXIT RAMP TO HARMON ROAD/NORTH TARRANT PARKWAY AND SB ENTRANCE RAMP FROM HARMON ROAD	\$2,038,179	SW PE, CAT 2M	01/2023	10/2023 4/2023	CONFIRM FUNDING IN FY 2023		LOW RISK	CURRENT LET DATE IS PAST THE ESTABLISHED DEADLINE FOR THE PROJECT; LETTING HAS BEEN PUSHED OUT DUE TO DELAYS IN GETTING ENVIRONMENTAL CLEARANCE, WHICH HAS DELAYED ANTICIPATED RIGHT-OF-WAY ACQUISITION AND UTILITY RELOCATION TIMEFRAMES	MEDIUM RISK
53032	0014-15-036	TXDOT FORT WORTH	FORT WORTH	US 81 FROM NORTH OF FM 3479 TO NORTH OF IH 35W INTERCHANGE	CONSTRUCT AUXILIARY LANE FROM NORTHBOUND EXIT TO NORTH TARRANT PARKWAY; AUXILIARY LANE FOR SOUTHBOUND ENTRANCE FROM NORTH TARRANT PKWY	\$2,056,479	SW PE, CAT 2M	01/2023	10/2023 4/2023	CONFIRM FUNDING IN FY 2023		LOW RISK	CURRENT LET DATE IS PAST THE ESTABLISHED DEADLINE FOR THE PROJECT; LETTING HAS BEEN PUSHED OUT DUE TO DELAYS IN GETTING ENVIRONMENTAL CLEARANCE, WHICH HAS DELAYED ANTICIPATED RIGHT-OF-WAY ACQUISITION AND UTILITY RELOCATION TIMEFRAMES	MEDIUM RISK
20108	0918-46-238	LEWISVILLE	LEWISVILLE	CORPORATE DR FROM HOLFORD'S PRAIRIE RD TO ELM FORK TRINITY RIVER BRIDGE	CONSTRUCT FOUR LANE DIVIDED ROADWAY; SEGMENT 4	\$15,502,609	RTR, LOCAL CONTRIBUTION	12/2022	01/2023 12/2022	CONFIRM FUNDING IN FY 2023		LOW RISK		LOW RISK

ELECTRONIC ITEM 12.1

**REGIONAL TRANSPORTATION COUNCIL MILESTONE POLICY ROUND 2
STATUS UPDATE**

TIP CODE	CSJ	PROJECT SPONSOR	CITY	LIMITS	PROJECT DESCRIPTION	TOTAL FUNDING	FUNDING CATEGORY	PRIOR EST. START DATE	NEW EST./ ACTUAL START DATE	FEBRUARY 2021 RECOMMENDATION	FEBRUARY 2022 COMMENTS	FEBRUARY 2022 RISK RATING	JULY 2022 COMMENTS	JULY 2022 RISK RATING
20111	0918-46-239	LEWISVILLE	LEWISVILLE	CORPORATE DR FROM HOLFORD'S PRAIRIE RD TO FM 2281	CONSTRUCT FOUR LANE DIVIDED ROADWAY; SEGMENT 5	\$6,843,921	RTR, LOCAL CONTRIBUTION	05/2022	01/2023 12/2022 05/2022	CONFIRM FUNDING IN FY 2023	CURRENT ESTIMATED LET DATE IS PAST THE ESTABLISHED DEADLINE FOR THE PROJECT; CITY IS NO LONGER ANTICIPATING CONDEMNATION PROCEEDINGS; TXDOT REQUIRES CITY TO GET NEW RTR AGREEMENT THAT WILL COMBINE THIS PROJECT WITH OTHER CORPORATE DRIVE PROJECTS ON THIS LIST; PROJECT MOVED TO FY 2023 AS APPROVED BY THE RTC IN FEBRUARY 2022	HIGH RISK		LOW RISK
20131	0918-46-236	LEWISVILLE	LEWISVILLE	CORPORATE DRIVE FROM ELM FORK TRINITY RIVER BRIDGE TO DGNO RR	CONSTRUCT FOUR LANE DIVIDED ROADWAY; SEGMENT 2	\$11,812,679	RTR, LOCAL CONTRIBUTION	12/2022	09/2022 05/2022 12/2022	CONFIRM FUNDING IN FY 2023		LOW RISK		LOW RISK
20152	0918-46-237	LEWISVILLE	LEWISVILLE	CORPORATE DRIVE AT ELM FORK TRINITY RIVER BRIDGE	CONSTRUCT FOUR LANE DIVIDED ROADWAY; SEGMENT 3	\$21,844,715	RTR; LOCAL CONTRIBUTION	12/2022	09/2022 05/2022 12/2022	CONFIRM FUNDING IN FY 2023		LOW RISK		LOW RISK
PROJECTS LOCAL AGENCIES COMMITTED TO IMPLEMENT IN FY 2024 OR BEYOND														
11734	0902-90-034	DFW AIRPORT	VARIOUS	EAST-WEST CONNECTOR FROM SH 360 TO RENTAL CAR DRIVE	CONSTRUCTION OF EAST-WEST CONNECTOR FROM 0 TO 2 LANES UNDIVIDED URBAN WITH INTERSECTIONS AT SH 360, 20TH AVE, AND RENTAL CAR DRIVE (ULTIMATE BUILD OUT 2 TO 4 LANES DIVIDED)	\$40,384,886	STBG, LOCAL CONTRIBUTION	12/2023	11/2022 06/2022 12/2022 05/2022	CONFIRM FUNDING IN FY 2024	ROADWAY WILL HAVE TO BE RE-ADDED TO THE FEDERAL FUNCTIONAL CLASSIFICATION SYSTEM (FFCS) IN ORDER FOR THE PROJECT TO PROCEED; COORDINATION BETWEEN NCTCOG, TXDOT, AND FEDERAL HIGHWAY ADMINISTRATION ONGOING	LOW RISK	ROADWAY IS BEING RE-ADDED TO THE FEDERAL FUNCTIONAL CLASSIFICATION SYSTEM (FFCS); AWAITING FHWA APPROVAL TO PROCEED; COORDINATION BETWEEN NCTCOG, TXDOT, AND FEDERAL HIGHWAY ADMINISTRATION ONGOING	LOW RISK
20084	0047-14-053	TXDOT DALLAS	VARIOUS	US 75 FROM NORTH OF CR 370 TO CR 375 (GRAYSON COUNTY LINE)	RECONSTRUCT AND WIDEN FROM 4 LANE TO 6 LANE FREEWAY AND RECONSTRUCT EXISTING 4 LANE TO 4/6 LANE FRONTAGE ROADS	\$38,347,275	SW PE, S102, 4	09/2023	09/2023	CONTINUE MONITORING PROJECT PROGRESS AND CONTINUE TO REQUEST TTC APPROVAL OF CATEGORY 12 FUNDS FOR THIS PROJECT	PROJECT IS NOT FULLY FUNDED; TXDOT TO CONTINUE REQUESTING CATEGORY 12 FUNDING FOR THE PROJECT FROM THE TEXAS TRANSPORTATION COMMISSION	MEDIUM RISK	PROJECT IS NOT FULLY FUNDED; TXDOT TO CONTINUE REQUESTING CATEGORY 12 FUNDING FOR THE PROJECT FROM THE TEXAS TRANSPORTATION COMMISSION	MEDIUM RISK
20115	0081-03-047	TXDOT DALLAS	ARGYLE	US 377 FROM SOUTH OF FM 1171 TO CRAWFORD ROAD	RECONSTRUCT AND WIDEN ROADWAY FROM 2 LANE RURAL TO 4 LANE DIVIDED URBAN	\$52,007,246	RTR, SW PE, SW ROW, LOCAL CONTRIBUTION	09/2024	12/2023 09/2024	KEEP PROJECT IN APPENDIX D (ENVIRONMENTAL CLEARANCE SECTION OF TIP) UNTIL FUNDING IS SECURED	PROJECT IS NOT FULLY FUNDED; RIGHT-OF-WAY PURCHASES ARE CONTINUING WITH A READY TO LET DATE OF 09/2022 ONCE FUNDING IS SECURED; CONTINUE PURSUING FUNDING FOR THE PROJECT	MEDIUM RISK	PROJECT IS NOT FULLY FUNDED; RIGHT-OF-WAY PURCHASES ARE CONTINUING WITH A READY TO LET DATE OF 12/2023 09/2022; CONTINUE PURSUING FUNDING FOR THE PROJECT	MEDIUM RISK
TOTAL FUNDING						\$298,104,764								

**REGIONAL TRANSPORTATION COUNCIL MILESTONE POLICY (ROUND 2)
STATUS UPDATE - PROJECTS UNDER CONSTRUCTION**

TIP CODE	CSJ	PROJECT SPONSOR	CITY	LIMITS	PROJECT DESCRIPTION	TOTAL FUNDING	FUNDING CATEGORY	PRIOR EST. START DATE	NEW EST./ ACTUAL START DATE	FEBRUARY 2021 RECOMMENDATION	JULY 2022 COMMENTS	JULY 2022 RISK RATING
20066	2374-03-074	TXDOT DALLAS	DALLAS	IH 20 AT BONNIE VIEW RD	IMPROVE APPROACH, WIDEN BRIDGE TO ADD TURN LANES, AND REPLACE TRAFFIC SIGNAL SYSTEM	\$2,988,645	STBG, LOCAL CONTRIBUTION	05/2021	05/2021 (ACTUAL)	CONFIRM FUNDING IN FY 2021		<u>N/A (PROJECT HAS LET)</u>
20060	0918-24-154	PLANO	PLANO	LEGACY DRIVE FROM INDEPENDENCE PARKWAY TO K AVENUE	ADD RIGHT TURN LANES AND DUAL LEFT TURN LANES	\$2,015,500	RTR, LOCAL CONTRIBUTION	05/2021	07/2021 (ACTUAL)	CONFIRM FUNDING IN FY 2021		<u>N/A (PROJECT HAS LET)</u>
20261.2	0918-47-297	MESQUITE	MESQUITE	MGR TRAIL AT MESQUITE CITY LIMITS NEAR DUCK CREEK TO MESQUITE HERITAGE TRAIL NEAR NORTHWEST DR	CONSTRUCT NEW HIKE/BIKE TRAIL FROM MESQUITE HERITAGE TRAIL TO CONNECTING MGR TRAIL IN GARLAND; CONNECTS ACROSS IH 30 AND DUCK CREEK	\$827,115	RTR, LOCAL CONTRIBUTION	09/2021	07/2021 (ACTUAL)	CONFIRM FUNDING IN FY 2022		<u>N/A (PROJECT HAS LET)</u>
20113	0918-46-240	LEWISVILLE	LEWISVILLE	CORPORATE DRIVE FROM FM 544 TO JOSEY LANE	CONSTRUCT FOUR LANE DIVIDED ROADWAY; SEGMENT 6	\$19,164,449	RTR	12/2022	12/2021 (ACTUAL) 10/2021-07/2021	CONFIRM FUNDING IN FY 2023		<u>N/A (PROJECT HAS LET)</u>
20213	0918-47-051	DALLAS COUNTY	GRAND PRAIRIE	WILDLIFE PARKWAY FROM SH 161 TO BELT LINE RD	CONSTRUCT 0/2 LANE RURAL TO 2/4 LANE DIVIDED INCLUDING BRIDGE OVER TRINITY RIVER	\$44,510,339	RTR, LOCAL CONTRIBUTION	06/2022	01/2022 (ACTUAL) 11/2021-08/2022	CONFIRM FUNDING IN FY 2022		<u>N/A (PROJECT HAS LET)</u>
20240	0918-47-027	DALLAS	DALLAS	COLLECTIVE MIXED USE DEVELOPMENT	BICYCLE LANES, SIDEWALKS, PEDESTRIAN AND INTERSECTION IMPROVEMENTS BOUNDED BY FORT WORTH AVE, BAHAMA DR, IH 30, AND PLYMOUTH ROAD; AND CONNECTION TO COOMBS CREEK TRAIL ALONG PLYMOUTH RD	\$2,482,813	RTR	06/2021	01/2022 (ACTUAL) 12/2021-09/2021	CONFIRM FUNDING IN FY 2021		<u>N/A (PROJECT HAS LET)</u>
TOTAL FUNDING						\$71,988,861						

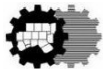
**REGIONAL TRANSPORTATION COUNCIL MILESTONE POLICY (ROUND 2)
STATUS UPDATE - CANCELLED PROJECTS**

TIP CODE	CSJ	PROJECT SPONSOR	CITY	LIMITS	PROJECT DESCRIPTION	TOTAL FUNDING	FUNDING CATEGORY	COMMENTS
83129.1	0000-18-030	FLOWER MOUND	FLOWER MOUND	DENTON CREEK BLVD AT GRAHAM BRANCH	BUILD NEW LOCATION 0 TO 4 LANE BRIDGE	\$7,000,000 \$0	LOCAL CONTRIBUTION	PROJECT REMOVED FROM THE TIP THROUGH 2023-2026 TIP DEVELOPMENT AT THE REQUEST OF THE TOWN OF FLOWER MOUND
82384	0000-18-019	FLOWER MOUND	FLOWER MOUND	KIRKPATRICK LN (PHASE III) FROM FM 1171 TO BELLAIRE BLVD	CONSTRUCT 0 TO 4 LANE ROADWAY	\$9,500,000 \$0	LOCAL CONTRIBUTION	PROJECT REMOVED FROM THE TIP THROUGH 2023-2026 TIP DEVELOPMENT AT THE REQUEST OF THE TOWN OF FLOWER MOUND
53079	0902-50-104	BURLESON	BURLESON	ALSBURY FROM HULEN ST TO CR 1020 (APPROXIMATELY 0.2 MILES)	CONSTRUCTION OF A 4 LANE EXTENSION OF ALSBURY BOULEVARD	\$1,287,880 \$0	CAT 10 (CONGRESSIONAL EARMARK), LOCAL CONTRIBUTION	EARMARK FUNDS WERE REMOVED FROM THE PROJECT DURING 2023-2026 TIP DEVELOPMENT

METROPOLITAN PLANNING ORGANIZATION (MPO) MILESTONE POLICY ROUND 2: STATUS UPDATE

Regional Transportation Council

July 14, 2022



North Central Texas
Council of Governments
Transportation Department

BACKGROUND

- The objective of the MPO Milestone Policy is to ensure that projects which have been funded for at least 10 years and have not gone to construction are being implemented in a timely manner.
- In February 2021, the RTC approved the second round Milestone Policy, including:
 - Establishing deadlines by which projects must go to construction
 - A revamped project tracking process

RTC APPROVED MILESTONE POLICY TRACKING PROCESS

- Periodic status reports are required on all projects on the Milestone Policy list until they go to letting.
- Reports must detail what steps the project sponsor is taking to advance the project (e.g., executing funding or railroad agreements, engaging property owners or utility companies, etc.)
- NCTCOG staff evaluates the reports and “rates” the projects based on how well the project sponsor is implementing the project(s) and a review of risk factors. The rating system is as follows:
 - Green – Low risk of project delays
 - Yellow – Medium risk of project delays
 - Red – High risk of project delays
- If the committed schedule is not met and the project has consistently been graded as red/high risk, the project will likely be recommended for cancellation.

SUMMARY OF PROJECTS THAT HAVE NOT GONE TO CONSTRUCTION (JULY 2022)¹

PROJECT CATEGORIES	NUMBER OF PROJECTS	TOTAL FUNDING OF PROJECTS
Scheduled Letting FY2022	2	\$73,929,721
Scheduled Letting FY2023	9	\$93,435,636
Scheduled Letting FY2024 or Beyond	3	\$130,739,407
Total	14	\$298,104,764

1: To date, six projects have let by their established deadlines and three have been removed from the TIP at the request of the implementing agency.

SUMMARY OF PROJECT RISK

PROJECT RATING	NUMBER OF PROJECTS	TOTAL FUNDING OF PROJECTS
Green (Low Risk of Delay)	5	\$96,388,810
Yellow (Medium Risk of Delay)	7	\$127,786,233
Red (High Risk of Delay)	2	\$73,929,721
Total	14	\$298,104,764

PROJECT RISK BY FISCAL YEAR

PROJECT CATEGORY	PROJECT RATING		
	Green (Low Risk of Delay)	Yellow (Medium Risk of Delay)	Red (High Risk of Delay)
Scheduled Letting FY2022	0	0	2
Scheduled Letting FY2023	4	5	0
Scheduled Letting FY2024 or Beyond	1	2	0
TOTAL	5	7	2

QUESTIONS/COMMENTS?

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CMAQ FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2022

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	FACILITY	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
55207	0095-04-069	TXDOT-DALLAS	DALLAS	C	US 80	AT SH 205/FM 148		CONSTRUCT INTERSECTION IMPROVEMENTS (SIDEWALKS AND TURN LANES)	\$7,479,959	\$1,869,990	\$0	\$9,349,949	\$13,638,582	03/2022 (ACTUAL)	OBLIGATED (2022)	FUNDING OBLIGATED FEBRUARY 2022
14018	0918-47-281	DALLAS	DALLAS	E	CS	BOUNDED BY US 75 TO THE WEST, GREENVILLE AVE TO THE EAST,	LOVERS LN TO THE NORTH, AND MOCKINGBIRD LN TO THE SOUTH	PEDESTRIAN IMPROVEMENTS INCLUDING TRAFFIC SIGNALS, SIDEWALKS, CROSSWALKS, LIGHTING, AND INTERSECTION IMPROVEMENTS	\$281,897	\$0	\$70,474	\$352,371	\$281,897	03/2022 (ACTUAL) 10/2022	OBLIGATED (2022)	FUNDING OBLIGATED FEBRUARY 2022
21047.1	0197-03-080	TXDOT-DALLAS	DALLAS	C	US 175	DALLAS COUNTY LINE	EAST OF FM 1390	INSTALLATION OF CCTV, DMS AND VEHICLE DETECTION UNITS	\$720,000	\$180,000	\$0	\$900,000	\$858,047	05/2022 (ACTUAL) 06/2022	OBLIGATED (2022)	FUNDING OBLIGATED APRIL 2022
21047.2	0197-02-133	TXDOT-DALLAS	DALLAS	C	US 175	IH 635	KAUFMAN COUNTY LINE	INSTALLATION OF CCTV, DMS AND VEHICLE DETECTION UNITS	\$700,000	\$175,000	\$0	\$875,000	\$1,015,458	05/2022 (ACTUAL) 06/2022	OBLIGATED (2022)	FUNDING OBLIGATED APRIL 2022
21047.3	0197-04-083	TXDOT-DALLAS	DALLAS	C	US 175	EAST OF FM 1390	SH 34	INSTALLATION OF CCTV, DMS AND VEHICLE DETECTION UNITS	\$660,000	\$165,000	\$0	\$825,000	\$694,106	05/2022 (ACTUAL) 06/2022	OBLIGATED (2022)	FUNDING OBLIGATED APRIL 2022
14069	0619-03-061	TXDOT-DALLAS	DALLAS	C	FM 544	AT FM 1378 (COUNTRY CLUB ROAD)		CONSTRUCT INTERSECTION IMPROVEMENTS INCLUDING LEFT AND RIGHT TURN LANES	\$2,949,938	\$737,485	\$0	\$3,687,423	\$3,329,526	05/2022 (ACTUAL)	OBLIGATED (2022)	PROJECT ADVANCED FROM FY2023; FUNDING OBLIGATED APRIL 2022
14013.2	0918-48-004	DART	DALLAS	C	VA	COTTON BELT VELOWEB TRAIL FROM DFW AIRPORT NORTH COTTON BELT STATION	SHILOH COTTON BELT STATION	DESIGN FOR COTTON BELT VELOWEB TRAIL (26 MILES) AND CONSTRUCTION OF MULTIPLE SECTIONS OF THE TRAIL CORRIDOR (IN COPPELL, CARROLLTON, ADDISON, DALLAS, PLANO, AND RICHARDSON)	\$8,401,592	\$0	\$2,100,398	\$10,501,990	\$8,401,592	07/2022-08/2022	OBLIGATED (2022)	FUNDING OBLIGATED DECEMBER 2021
14044	0008-13-234	TXDOT-FORT WORTH	FORT WORTH	C	IH 20	IH 35W	CAMPUS DRIVE	RELOCATE EXISTING WESTBOUND ENTRANCE RAMP TO REDUCE CIRCUITOUS TRAVEL AND ITS IMPROVEMENTS	\$320,000	\$80,000	\$0	\$400,000	\$0	07/2020 (ACTUAL)	EXPECTED TO OBLIGATE IN FY2022	ADDITIONAL FUNDING FOR PROJECT ALREADY UNDER CONSTRUCTION
14052	0902-90-147	COLLEYVILLE	FORT WORTH	C	CS	GLADE ROAD AT BLUEBONNET DRIVE		LOWER INTERSECTION TO ELIMINATE A 3-WAY STOP	\$311,222	\$0	\$77,805	\$389,027	\$0	10/2021 (ACTUAL)	EXPECTED TO OBLIGATE IN FY2022	ADDITIONAL FUNDING FOR PROJECT ALREADY UNDER CONSTRUCTION
11657.1	0918-00-298	NCTCOG	DALLAS	I	VA	M&O - AIR QUALITY PUBLIC EDUCATION AND OUTREACH PROGRAM	IMPLEMENT STRATEGIC COMMUNICATION EFFORTS TO EDUCATE AND INFORM THE REGION ON TRANSPORTATION AND AIR QUALITY RELATED	ISSUES, INCLUDING STRATEGIES FOR IMPROVEMENT, FUNDING OPPORTUNITIES, TRAINING INITIATIVES, AND NEW PROGRAMS/POLICIES; MAJOR EFFORTS WILL FOCUS ON TRANSPORTATION AND AIR QUALITY, PUBLIC OUTREACH, EDUCATION, AND ENGAGEMENT PROGRAMS	\$1,560,000	\$0	\$0	\$1,560,000	\$0	07/2022 06/2022	EXPECTED TO OBLIGATE IN FY2022	
11630.7	2964-01-052	GRAND PRAIRIE	DALLAS	E	SH 161	ON FRONTAGE ROADS FROM IH 20	IH 30	INSTALL 6 NEW DMS AND 2 NEW CCTV CAMERAS ALONG SH 161 NB AND SB FRONTAGE ROADS INCLUDING SH 180 AND JEFFERSON	\$84,017	\$21,004	\$0	\$105,021	\$0	08/2022-02/2022	EXPECTED TO OBLIGATE IN FY2022	
25093.3	0918-47-361	DART	DALLAS	T	VA	DEEP ELLUM RIDESHARE PLAZA; NORTHEAST CORNER OF N. GOOD LATIMER	AT MONUMENT STREET	CONSTRUCT DEEP ELLUM RIDESHARE PLAZA TO PROVIDE OFF-STREET PASSENGER PICK-UP/DROP-OFF AREA FOR TRANSPORTATION NETWORK COMPANIES IN ORDER TO IMPROVE TRAFFIC FLOW IN DEEP ELLUM	\$320,000	\$0	\$80,000	\$400,000	\$0	08/2022 06/2022	EXPECTED TO OBLIGATE IN FY2022	TRANSIT TRANSFER REQUEST HAS BEEN SUBMITTED AND IS PENDING
21015.3	0918-47-373	DART	DALLAS	T	VA	COVID-19 TRANSIT EDUCATION CAMPAIGN PROGRAM		PROGRAM WILL FOCUS ON EDUCATION AND OUTREACH TO HELP WITH CONSUMER CONFIDENCE AND PROVIDING INCENTIVES TO INCREASE RIDERSHIP	\$300,000	\$0	\$0	\$300,000	\$0	08/2022 04/2022	EXPECTED TO OBLIGATE IN FY2022	PROJECT HAS NOT BEEN APPROVED BY FHWA, PENDING ELIGIBILITY DETERMINATION

ELECTRONIC ITEM 13.1

CMAQ FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2022

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	FACILITY	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
14090.1	0902-00-297	FWTA	FORT WORTH	T	IH 35W	DR. DENNIS DUNCANS TRANSFER CENTER	ALLIANCE	IMPLEMENT HIGH-INTENSITY BUS SERVICE ALONG THE IH 35W CORRIDOR	\$14,000,000	\$0	\$3,500,000	\$17,500,000	\$0	12/2022 04/2022	EXPECTED TO OBLIGATE IN FY2022	TRANSIT TRANSFER REQUEST HAS BEEN SUBMITTED AND IS PENDING
25072	0918-00-390	DART	DALLAS	T	VA	ON THE TRE FROM NOBLE BRANCH	WEST OF MEDICAL DISTRICT DRIVE	ADD TRACK TO CREATE A DOUBLE TRACKED SECTION OF THE TRE RESULTING IN FASTER SPEEDS AND REDUCED DELAY FOR PASSENGERS	\$750,000	\$0	\$187,500	\$937,500	\$0	12/2022 01/2022	EXPECTED TO OBLIGATE IN FY2022	TRANSIT TRANSFER REQUEST HAS BEEN SUBMITTED AND IS PENDING
25072.1	0918-00-367	NCTCOG	DALLAS	I	VA	NORTH TEXAS MOVES EASTERN SUBREGION TRE PROJECT FROM IH 35E TO MEDICAL MARKET CENTER STATION	DOUBLE TRACK MEDICAL MARKET CENTER TO STEMMONS FRWY TO BEGINNING OF EXISTING DOUBLE-TRACKED SECTION W OF MEDICAL MARKET CENTER STATION	REHAB EXISTING BRIDGE OVER INWOOD ROAD AND ADD ADJACENT BRIDGE FOR NEW SECOND TRACK; ADD NEW BRIDGE AT KNIGHTS BRANCH FOR A NEW SECOND TRACK; REPLACE CURRENT NOBLE BRANCH BRIDGE AND ADD ADJACENT BRIDGE FOR SECOND TRACK	\$1,250,000	\$0	\$312,500	\$1,562,500	\$0	01/2023	EXPECTED TO OBLIGATE IN FY2022	PART OF NORTH TEXAS MOVES BUILD GRANT; FUNDING MUST OBLIGATE BY THE END OF SEPTEMBER 2022
14013.2	0918-00-337	DART	DALLAS	C	VA	COTTON BELT VELOWEB TRAIL FROM DFW AIRPORT NORTH COTTON BELT STATION	SHILOH COTTON BELT STATION	DESIGN FOR COTTON BELT VELOWEB TRAIL (26 MILES) AND CONSTRUCTION OF MULTIPLE SECTIONS OF THE TRAIL CORRIDOR (IN COPPELL, CARROLLTON, ADDISON, DALLAS, PLANO, AND RICHARDSON)	\$14,786,590	\$0	\$0	\$14,786,590	\$0	07/2022-08/2022	NOT EXPECTED TO OBLIGATE IN FY2022	FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT
25022	0902-90-050	FORT WORTH	FORT WORTH	C	VA	CENTERPOINT TRAIL FROM TRINITY BLVD/SKYVIEW DR	TRINITY RAILWAY EXPRESS (TRE) CENTREPORT RAIL STATION	CONSTRUCT SHARED-USE PATH (TRAIL) FROM THE INTERSECTION OF TRINITY BLVD/SKYVIEW DR TO CENTREPORT RAIL STATION; PRELIMINARY ENGINEERING FOR CONNECTION TO MIKE LEWIS TRAIL	\$3,930,734	\$0	\$982,683	\$4,913,417	\$0	07/2022	NOT EXPECTED TO OBLIGATE IN FY2022	FUNDING MOVED TO FY2023 DUE TO DELAYS WITH GETTING ENVIRONMENTAL CLEARANCE
11186.6	0918-00-348	NCTCOG	DALLAS	I	VA	FREEWAY/TRAFFIC INCIDENT MANAGEMENT PROGRAM	INCLUDES TRAINING FOR AGENCY EXECUTIVES AND FIRST RESPONDERS, QUICK	CLEARANCE CRASH RECONSTRUCTION TRAINING, OTHER TRAINING AND EDUCATION TO PROMOTE STRATEGIES TO MITIGATE TRAFFIC INCIDENTS; INCLUDES NCTCOG STAFF TIME AND CONSULTANT ASSISTANCE	\$245,460	\$0	\$0	\$245,460	\$0	08/2022	NOT EXPECTED TO OBLIGATE IN FY2022	FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT
21015.7	0918-00-369	NCTCOG	DALLAS	E	VA	COVID-19 REGIONAL TRANSIT EDUCATION CAMPAIGN PROGRAM		PROGRAM WILL FOCUS ON EDUCATION AND OUTREACH TO HELP WITH CONSUMER CONFIDENCE AND PROVIDING INCENTIVES TO INCREASE RIDERSHIP	\$250,000	\$0	\$0	\$250,000	\$0	08/2022	NOT EXPECTED TO OBLIGATE IN FY2022	PROJECT HAS NOT BEEN APPROVED BY FHWA, PENDING ELIGIBILITY DETERMINATION
11630.6	0008-08-077	GRAND PRAIRIE	DALLAS	C	SH 180	EAST OF HENSLEY	GREAT SOUTHWEST PKWY	INSTALLATION OF 4 NEW CCTV CAMERAS AND 5 NEW DMS ALONG SH 180 TO FACILITATE TRAFFIC MANAGEMENT BY VIEWING TRAFFIC CONDITIONS VIA CCTV AND ADJUSTING SIGNAL TIMING AND PROVIDING FEEDBACK TO MOTORING PUBLIC VIA DMS	\$400,000	\$100,000	\$0	\$500,000	\$0	09/2022-11/2022	NOT EXPECTED TO OBLIGATE IN FY2022	PROJECT IS ASSOCIATED WITH ANOTHER PROJECT ALONG MAIN STREET AND IS BEING DELAYED TO FOLLOW THE SAME SCHEDULE; STAFF WILL CONFIRM THE ESTIMATED START DATE AND COORDINATE WITH TXDOT TO MOVE THE PROJECT TO THE APPROPRIATE YEAR FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT
11651.5	0902-90-199	KENNEDALE	FORT WORTH	ENV	VA	ARTHUR INTERMEDIATE AND DELANEY ELEM SAFE ROUTES TO SCHOOL, BOUNDED BY ARTHUR DR TO THE N	W KENNEDALE PARKWAY TO THE S, RUTH DR TO THE E, CORY A EDWARDS DR TO THE W	CONSTRUCT NEW AND RECONSTRUCT EXISTING SIDEWALKS, CROSSWALKS, AND CROSSING SAFETY IMPROVEMENTS; CONSTRUCT NEW SIGNAGE, TRAFFIC CALMING TREATMENTS, AND LIGHTING	\$24,000	\$0	\$6,000	\$30,000	\$0	09/2022-06/2022	NOT EXPECTED TO OBLIGATE IN FY2022	PROJECT DELAYED DUE TO INACTIVITY; UNABLE TO ESTABLISH CONTACT WITH CITY OF KENNEDALE
11651.5	0902-90-199	KENNEDALE	FORT WORTH	E	VA	ARTHUR INTERMEDIATE AND DELANEY ELEM SAFE ROUTES TO SCHOOL, BOUNDED BY ARTHUR DR TO THE N	W KENNEDALE PARKWAY TO THE S, RUTH DR TO THE E, CORY A EDWARDS DR TO THE W	CONSTRUCT NEW AND RECONSTRUCT EXISTING SIDEWALKS, CROSSWALKS, AND CROSSING SAFETY IMPROVEMENTS; CONSTRUCT NEW SIGNAGE, TRAFFIC CALMING TREATMENTS, AND LIGHTING	\$91,273	\$0	\$22,818	\$114,091	\$0	09/2022-06/2022	NOT EXPECTED TO OBLIGATE IN FY2022	PROJECT DELAYED DUE TO INACTIVITY; UNABLE TO ESTABLISH CONTACT WITH CITY OF KENNEDALE
19005	0918-24-251	PLANO	DALLAS	C	VA	PLANO CITYWIDE CCTV CAMERA EXPANSION		INSTALL NEW CCTV CAMERAS CITYWIDE	\$1,867,000	\$0	\$0	\$1,867,000	\$0	10/2022 12/2021	NOT EXPECTED TO OBLIGATE IN FY2022	FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT
21057	0918-24-269	PLANO	DALLAS	E	VA	BRECKENRIDGE TRAIL FROM BRADSHAW DR	FUTURE SHILOH RD SILVER LINE DART STATION	CONSTRUCT NEW SHARED-USE PATH	\$1,000,000	\$0	\$0	\$1,000,000	\$0	10/2022-06/2022	NOT EXPECTED TO OBLIGATE IN FY2022	FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT
14013.3	0902-00-235	FORT WORTH	FORT WORTH	R	CS	CENTREPORT TRAIL FROM CENTREPORT STATION	CITY LIMITS	CONSTRUCT 12' WIDE SHARED-USE PATH	\$165,200	\$0	\$0	\$165,200	\$0	11/2022	NOT EXPECTED TO OBLIGATE IN FY2022	STAFF WILL CONFIRM THE ESTIMATED START DATE AND COORDINATE WITH TXDOT TO MOVE THE PROJECT TO THE APPROPRIATE YEAR PROJECT PHASE DELAYED TO FY2023 THROUGH FEBRUARY 2022 TIP MODIFICATION CYCLE

CMAQ FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2022

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	FACILITY	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
14046	0918-47-286	DALLAS	DALLAS	C	VA	UPTOWN MCKINNEY/COLE COUPLET: ON ALLEN ST FROM CARLISLE ST TO MCKINNEY AVE; ON CARLISLE ST FROM COLE AVE TO ALLEN ST;	ON COLE AVE FROM HARVARD AVE TO CARLISLE ST; ON MCKINNEY AVE FROM HARVARD AVE TO ALLEN ST	CONVERSION OF 3 LN ONE-WAY RDWYS TO TWO-WAY RDWYS; INTERSECTION, SIGNAL, SIGNAGE, PEDESTRIAN, LIGHTING, LANDSCAPING, AND ASSOCIATED IMPROVEMENTS INCLUDING TROLLEY RELOCATION	\$6,700,000	\$0	\$1,675,000	\$8,375,000	\$0	12/2022	NOT EXPECTED TO OBLIGATE IN FY2022	STAFF WILL CONFIRM THE ESTIMATED START DATE AND COORDINATE WITH TXDOT TO MOVE THE PROJECT TO THE APPROPRIATE YEAR; PROJECT IS BEING RE-ADVERTISED TO SOLICIT MORE BIDDERS AND IS ANTICIPATED TO BEGIN IN FY2023
14058	0902-90-153	FORT WORTH	FORT WORTH	E	CS	TRINITY TRAIL FROM TRINITY BLVD.	TRINITY LAKES STATION	CONSTRUCT SHARED USE PATH	\$40,267	\$0	\$0	\$40,267	\$0	12/2022-12/2022	NOT EXPECTED TO OBLIGATE IN FY2022	FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT
25066.1	0918-47-310	DALLAS	DALLAS	R	CS	ON LINFIELD RD OVER UPRR RAIL YARD FROM SH 310 TO CARBONDALE ST	AND ON CARBONDALE ST FROM LINFIELD RD TO SL 12	CONSTRUCT BICYCLE AND PEDESTRIAN BRIDGE ON LINFIELD ROAD OVER THE UPRR RAIL YARD; ADD LANDSCAPING TO THE PROJECT AREA INCLUDING ALONG CARBONDALE STREET	\$350,000	\$0	\$0	\$350,000	\$0	12/2022	NOT EXPECTED TO OBLIGATE IN FY2022	STAFF WILL CONFIRM THE ESTIMATED START DATE AND COORDINATE WITH TXDOT TO MOVE THE PROJECT TO THE APPROPRIATE YEAR FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT
21063	0918-47-368	DALLAS	DALLAS	E	CS	CAMP WISDOM RD FROM US 67	WESTMORELAND RD	RECONSTRUCT AND WIDEN SIDEWALKS, INSTALL PEDESTRIAN LIGHTING, AND RECONSTRUCT/UPGRADE CROSSWALKS AND ASSOCIATED TRAFFIC SIGNAL INFRASTRUCTURE	\$400,000	\$0	\$100,000	\$500,000	\$0	01/2023-08/2022	NOT EXPECTED TO OBLIGATE IN FY2022	FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT
14080	0902-90-163	GRAND PRAIRIE	FORT WORTH	R	VA	REGIONAL VELOWEB TRAIL FROM TERMINATION OF FORT WORTH TRAIL AT CITY LIMITS	MIKE LEWIS PARK AT EXISTING TRAIL NEAR ROY ORR BLVD	CONSTRUCT SHARED-USE PATH	\$508,880	\$0	\$127,220	\$636,100	\$0	03/2023-11/2022	NOT EXPECTED TO OBLIGATE IN FY2022	STAFF WILL CONFIRM THE ESTIMATED START DATE AND COORDINATE WITH TXDOT TO MOVE THE PROJECT TO THE APPROPRIATE YEAR FUNDING DELAYED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT; RIGHT-OF-WAY ACQUISITION CANNOT BEGIN UNTIL ENVIRONMENTAL CLEARANCE IS RECEIVED
14080	0902-90-163	GRAND PRAIRIE	FORT WORTH	U	VA	REGIONAL VELOWEB TRAIL FROM TERMINATION OF FORT WORTH TRAIL AT CITY LIMITS	MIKE LEWIS PARK AT EXISTING TRAIL NEAR ROY ORR BLVD	CONSTRUCT SHARED-USE PATH	\$60,000	\$0	\$15,000	\$75,000	\$0	03/2023-06/2022	NOT EXPECTED TO OBLIGATE IN FY2022	FUNDING DELAYED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT; UTILITY RELOCATIONS CANNOT BEGIN UNTIL ENVIRONMENTAL CLEARANCE IS RECEIVED
14013	0918-47-236	DALLAS CO	DALLAS	C	VA	TRAIL CONNECTIONS TO FUTURE CYPRESS WATERS COTTON BELT RAIL STATION; FROM SOUTH OF CYPRESS WATERS COTTON BELT STATION	TO EXISTING TRAIL NORTH OF OLYMPUS BLVD	CONSTRUCT SHARED USE PATH AND RELATED PEDESTRIAN AND BICYCLE IMPROVEMENTS (PEDESTRIAN CROSSWALKS, SIGNAGE, LIGHTING, AND SIGNALS) IN PROXIMITY OF THE FUTURE CYPRESS WATERS COTTON BELT RAIL STATION	\$1,834,068	\$0	\$458,517	\$2,292,585	\$0	05/2023	NOT EXPECTED TO OBLIGATE IN FY2022	PROJECT IMPACTED BY CONSTRUCTION OF HUNTINGTON ROAD IN THE CYPRESS WATERS DEVELOPMENT; STAFF WILL CONFIRM THE ESTIMATED START DATE AND COORDINATE WITH TXDOT TO MOVE THE PROJECT TO THE APPROPRIATE YEAR FUNDING MOVED TO FY2023 THROUGH MAY 2022 TIP MOD CYCLE
25093	0918-47-362	DALLAS	DALLAS	E	VA	DEEP ELLUM AREA PEDESTRIAN AND TRAFFIC SIGNAL IMPROVEMENTS, BOUNDED BY LIVE OAK ST TO THE NORTH,	HALL ST TO THE EAST, IH 30 TO THE SOUTH, AND CESAR CHAVEZ BLVD TO THE WEST	CONSTRUCT NEW SIDEWALKS, ADA RAMPS, CURB EXTENSIONS, PEDESTRIAN LIGHTING, AND UPGRADES TO TRAFFIC SIGNALS IN THE DEEP ELLUM AREA	\$400,000	\$0	\$0	\$400,000	\$0	05/2023-08/2022	NOT EXPECTED TO OBLIGATE IN FY2022	FUNDING MOVED TO FY2024 THROUGH 2023-2026 TIP DEVELOPMENT
21053	0918-47-372	DALLAS	DALLAS	E	CS	ALONG PINE ST FROM US 175 TO MALCOLM X BLVD	ALONG ELSIE FAYE HEGGINS ST (PREVIOUSLY HATCHER RD) FROM US 175 TO 2ND AVE	CONSTRUCT SIDEWALKS	\$120,000	\$0	\$30,000	\$150,000	\$0	06/2023-08/2022	NOT EXPECTED TO OBLIGATE IN FY2022	FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT
11614.5	0918-46-267	DENTON	DALLAS	C	VA	CITY OF DENTON SCHOOL CONNECTION SIDEWALKS		CONSTRUCT NEW SIDEWALK SEGMENTS NEAR SCHOOL SITES AT PECAN CREEK ELEMENTARY SCHOOL AND NETTE SHULTZ ELEMENTARY SCHOOL (FORMERLY NAMED WOODROW WILSON ELEMENTARY) IN THE CITY OF DENTON	\$325,280	\$0	\$81,320	\$406,600	\$0	09/2023-03/2022	NOT EXPECTED TO OBLIGATE IN FY2022	
14058	0902-90-153	FORT WORTH	FORT WORTH	C	CS	TRINITY TRAIL FROM TRINITY BLVD.	TRINITY LAKES STATION	CONSTRUCT SHARED USE PATH	\$372,467	\$0	\$0	\$372,467	\$0	12/2023	NOT EXPECTED TO OBLIGATE IN FY2022	DELAY ON THE START OF DESIGN HAS PUSHED THE REST OF THE SCHEDULE OUT; STAFF WILL CONFIRM THE ESTIMATED START DATE AND COORDINATE WITH TXDOT TO MOVE THE PROJECT TO THE APPROPRIATE YEAR FUNDING MOVED TO FY2024 THROUGH 2023-2026 TIP DEVELOPMENT
25066.2	0581-01-157	DALLAS	DALLAS	U	SL 12	AT CARBONDALE		CONSTRUCT INTERSECTION IMPROVEMENTS INCLUDING REGRADING, REPAVING, AND SIDEWALKS	\$40,000	\$10,000	\$0	\$50,000	\$0	01/2024	NOT EXPECTED TO OBLIGATE IN FY2022	STAFF WILL CONFIRM THE ESTIMATED START DATE AND COORDINATE WITH TXDOT TO MOVE THE PROJECT TO THE APPROPRIATE YEAR FUNDING MOVED TO FY2024 THROUGH 2023-2026 TIP DEVELOPMENT
21020	0902-90-219	FOREST HILL	FORT WORTH	C	CS	FOREST HILL DR AT FOREST HILL CIRCLE		CONSTRUCT SIGNAL AND INTERSECTION IMPROVEMENTS, INCLUDING SIGNAL RETIMING	\$500,000	\$0	\$0	\$500,000	\$0	03/2024-06/2022	NOT EXPECTED TO OBLIGATE IN FY2022	

CMAQ FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2022

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	FACILITY	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
14037	0902-90-137	FORT WORTH	FORT WORTH	U	BUS 287	BUS 287/NORTH MAIN STREET AT NORTH AIRPORT ENTRANCE		ADD RIGHT TURN LANE FOR SOUTHBOUND TRAFFIC INTO NORTHERN AIRPORT ENTRANCE (MAIN ENTRANCE FOR JET FUEL TRUCKS)	\$45,000	\$0	\$0	\$45,000	\$0	08/2024	NOT EXPECTED TO OBLIGATE IN FY2022	STAFF WILL CONFIRM THE ESTIMATED START DATE AND COORDINATE WITH TXDOT TO MOVE THE PROJECT TO THE APPROPRIATE YEAR. <u>FUNDING MOVED TO FY2024 THROUGH THE MAY 2022 TIP MODIFICATION CYCLE</u>
11614.5	0918-46-267	DENTON	DALLAS	R	VA	CITY OF DENTON SCHOOL CONNECTION SIDEWALKS		CONSTRUCT NEW SIDEWALK SEGMENTS NEAR SCHOOL SITES AT PECAN CREEK ELEMENTARY SCHOOL AND NETTE SHULTZ ELEMENTARY SCHOOL (FORMERLY NAMED WOODROW WILSON ELEMENTARY) IN THE CITY OF DENTON	\$0	\$0	\$0	\$0	\$0	N/A 04/2022	NOT EXPECTED TO OBLIGATE IN FY2022	<u>FUNDING MOVED TO THE CONSTRUCTION PHASE AT THE REQUEST OF THE CITY OF DENTON</u>
14036	0902-90-139	FORT WORTH	FORT WORTH	E	BUS 287	BUS 287/NORTH MAIN STREET AT NORTH HANGAR ENTRANCE		ADD RIGHT TURN LANES FOR SOUTHBOUND TRAFFIC	\$0	\$0	\$0	\$0	\$0	N/A 12/2021	NOT EXPECTED TO OBLIGATE IN FY2022	CITY HAS OPTED TO CANCEL PROJECT; <u>PROJECT CANCELED AND FUNDING MOVED TO TIP 14037/CSJ 0902-90-137</u>
14036	0902-90-139	FORT WORTH	FORT WORTH	U	BUS 287	BUS 287/NORTH MAIN STREET AT NORTH HANGAR ENTRANCE		ADD RIGHT TURN LANES FOR SOUTHBOUND TRAFFIC	\$0	\$0	\$0	\$0	\$0	N/A 08/2022	NOT EXPECTED TO OBLIGATE IN FY2022	CITY HAS OPTED TO CANCEL PROJECT; <u>PROJECT CANCELED AND FUNDING MOVED TO TIP 14037/CSJ 0902-90-137</u>
14037	0902-90-137	FORT WORTH	FORT WORTH	E	BUS 287	BUS 287/NORTH MAIN STREET AT NORTH AIRPORT ENTRANCE		ADD RIGHT TURN LANE FOR SOUTHBOUND TRAFFIC INTO AIRPORT'S NORTHERN ENTRANCE (MAIN ENTRANCE FOR JET FUEL TRUCKS)	\$0	\$0	\$0	\$0	\$0	N/A 02/2023	NOT EXPECTED TO OBLIGATE IN FY2022	STAFF WILL CONFIRM THE ESTIMATED START DATE AND COORDINATE WITH TXDOT TO MOVE THE PROJECT TO THE APPROPRIATE YEAR; <u>ENGINEERING BEING FUNDED BY THE CITY OF FORT WORTH</u>
14073	0918-47-965	RICHARDSON	DALLAS	E	US 75	US 75 NORTHBOUND FRONTAGE ROAD FROM RENNER ROAD	W CITY LINE DRIVE	WIDEN US 75 NB FRONTAGE ROAD BRIDGE OVER SPRING CREEK TO CONSTRUCT SHARED-USE PATH	\$0	\$0	\$0	\$0	\$0	N/A 09/2021	NOT EXPECTED TO OBLIGATE IN FY2022	<u>FUNDING IS BEING TRANSFERRED TO ANOTHER PROJECT THAT WILL CONSTRUCT A SECTION OF THE COTTON BELT TRAIL TO THE EAST OF THE ORIGINAL PROJECT AT THE REQUEST OF THE CITY OF RICHARDSON</u>
19007	0918-24-253	PLANO	DALLAS	C	SH 121 FRTG RD	CUSTER	SPRING CREEK PKWY	SIGNAL CONTROLLER AND SOFTWARE UPGRADES	\$0	\$0	\$0	\$0	\$0	N/A 07/2022	NOT EXPECTED TO OBLIGATE IN FY2022	<u>SPLIT INTO TWO PROJECTS (TIP 19007.1/CSJ 0364-04-052 AND 19007.2/CSJ 0364-03-106) THAT WILL OBLIGATE IN FY2023</u>
25022	0902-90-050	FORT WORTH	FORT WORTH	R	VA	CENTERPOINT TRAIL FROM TRINITY BLVD/SKYVIEW DR	TRINITY RAILWAY EXPRESS (TRE) CENTREPORT RAIL STATION	CONSTRUCT SHARED-USE PATH (TRAIL) FROM THE INTERSECTION OF TRINITY BLVD/SKYVIEW DR TO CENTREPORT RAIL STATION; PRELIMINARY ENGINEERING FOR CONNECTION TO MIKE LEWIS TRAIL	\$0	\$0	\$0	\$0	\$0	N/A 11/2022	NOT EXPECTED TO OBLIGATE IN FY2022	<u>STAFF WILL CONFIRM THE ESTIMATED START DATE AND COORDINATE WITH TXDOT TO MOVE THE PROJECT TO THE APPROPRIATE YEAR; FUNDING MOVED TO CONSTRUCTION PHASE (RIGHT-OF-WAY DONATED)</u>
25022	0902-90-050	FORT WORTH	FORT WORTH	U	VA	CENTERPOINT TRAIL FROM TRINITY BLVD/SKYVIEW DR	TRINITY RAILWAY EXPRESS (TRE) CENTREPORT RAIL STATION	CONSTRUCT SHARED-USE PATH (TRAIL) FROM THE INTERSECTION OF TRINITY BLVD/SKYVIEW DR TO CENTREPORT RAIL STATION; PRELIMINARY ENGINEERING FOR CONNECTION TO MIKE LEWIS TRAIL	\$0	\$0	\$0	\$0	\$0	N/A 11/2022	NOT EXPECTED TO OBLIGATE IN FY2022	<u>STAFF WILL CONFIRM THE ESTIMATED START DATE AND COORDINATE WITH TXDOT TO MOVE THE PROJECT TO THE APPROPRIATE YEAR; FUNDING MOVED TO CONSTRUCTION PHASE (NO UTILITY RELOCATIONS REQUIRED)</u>
TOTAL									\$66,782,988	\$1,468,489	\$9,756,761	\$78,008,238	\$28,219,208			

TOTAL CLOSEOUTS/WITHDRAWALS	(\$613,760)
TOTAL PROJECT ADJUSTMENTS	\$527,657
TOTAL OBLIGATED IN FY2022	\$28,219,208
TOTAL EXPECTED TO OBLIGATE	\$18,895,239
TOTAL NOT EXPECTED TO OBLIGATED	\$15,738,895

STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2022

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	FACILITY	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
14032	0918-47-246	TXDOT-DALLAS	DALLAS	E	CS	ON EAST BEAR CREEK ROAD FROM HAMPTON ROAD	IH 35E	RECONSTRUCT AND WIDEN FROM 2 LANES RURAL UNDIVIDED TO 4 LANES URBAN DIVIDED WITH BICYCLE/PEDESTRIAN ACCOMMODATIONS AND INTERSECTION IMPROVEMENTS	\$800,000	\$0	\$200,000	\$1,000,000	\$800,000	10/2021 <u>(ACTUAL)</u>	OBLIGATED (2022)	FUNDING OBLIGATED OCTOBER 2021 (ADVANCE CONSTRUCTION)
52553	0171-05-081	TXDOT-FORT WORTH	FORT WORTH	C	SH 199	AT BYPASS CHANNEL (ON HENDERSON)	NEAR FW CBD & TRINITY RIVER	CONSTRUCT 4 LANE BRIDGE AT NEW LOCATION OF PROPOSED BYPASS CHANNEL	\$22,858,937	\$5,714,734	\$0	\$28,573,671	\$22,858,937	12/2021 <u>(ACTUAL)</u> 08/2021	OBLIGATED (2022)	FUNDING OBLIGATED DECEMBER 2021; UPDATE ON THE STATUS OF THE PROJECT FROM TXDOT PENDING
11618.1	0918-00-346	TXDOT-DALLAS	DALLAS	I	VA	REGIONAL MOBILITY ASSISTANCE PATROL (DALLAS DISTRICT)		MOBILITY ASSISTANCE PATROL THAT PROVIDES ASSISTANCE TO STRANDED MOTORISTS DUE TO VEHICLE PROBLEMS OR NON-INJURY ACCIDENTS	\$3,450,000	\$862,500	\$0	\$4,312,500	\$3,450,000	12/2021 <u>(ACTUAL)</u> 11/2021	OBLIGATED (2022)	FUNDING OBLIGATED DECEMBER 2021
11649	0918-00-343	NCTCOG	DALLAS	I	VA	DART VANPOOL PROGRAM		OPERATE A VANPOOL SUBSIDY INITIATIVE FOR COMMUTERS TRAVELING LONG DISTANCES AND IN AREAS WITH LITTLE OR NO FIXED ROUTE SERVICE; SUBSIDIZE A PORTION OF THE COST FOR STAFFING, VEHICLE LEASE COSTS, VANPOOL VEHICLE WRAPPINGS, AND EMERGENCY RIDE HOME SERVICES	\$2,146,000	\$0	\$536,500	\$2,682,500	\$2,146,000	12/2021 <u>(ACTUAL)</u> 11/2021	OBLIGATED (2022)	FUNDING OBLIGATED DECEMBER 2021
11559	0902-48-799	FWTA	FORT WORTH	T	CS	TRE CROSSING	AT CALLOWAY CEMETERY	UPGRADE TO QUAD GATES AND RESURFACE CROSSING	\$504,186	\$0	\$126,047	\$630,233	\$100,000	02/2020 <u>(ACTUAL)</u>	OBLIGATED (2022)	FUNDING OBLIGATED DECEMBER 2021; ADDITIONAL FUNDING FOR PROJECT ALREADY UNDER CONSTRUCTION; TRANSIT TRANSFER REQUEST HAS BEEN SUBMITTED AND IS PENDING
11612.2	0902-00-234	NCTCOG	FORT WORTH	I	VARIOUS	REGION-WIDE EMPLOYER TRIP REDUCTION PROGRAM (ETR)	TRACK AND IMPLEMENT ETR STRATEGIES THROUGH COMMUTER/EMPLOYER OUTREACH; MANAGEMENT/OVERSIGHT OF TRYPARKINGIT.COM	PERFORMANCE MONITORING/REPORTING; MAINTAIN/UPDATE THE TDM TOOLKIT, TRIP REDUCTION MANUAL FOR EMPLOYERS, OUTREACH MATERIALS; MANAGED LANE REIMBURSEMENT; INCLUDES NCTCOG STAFF TIME AND CONSULTANT ASSISTANCE	\$875,000	\$0	\$0	\$875,000	\$875,000	01/2022 <u>(ACTUAL)</u> 06/2022	OBLIGATED (2022)	FUNDING OBLIGATED JANUARY 2022
25061	0918-47-294	NCTCOG	DALLAS	E	VA	IRVING BICYCLE MASTER PLAN; CITYWIDE		DEVELOP A CITYWIDE BICYCLE MASTER PLAN TO IDENTIFY CORRIDORS AND METHODOLOGIES FOR PROVIDING BICYCLE CONNECTIVITY FROM EXISTING FACILITIES AND TRAILS TO ADDITIONAL AREAS OF THE CITY; INCLUDES NCTCOG STAFF TIME AND CONSULTANT ASSISTANCE	\$400,000	\$0	\$0	\$400,000	\$400,000	03/2022 <u>(ACTUAL)</u> 11/2021	OBLIGATED (2022)	FUNDING OBLIGATED FEBRUARY 2022
55205	1310-01-043	TXDOT-DALLAS	DALLAS	C	FM 407	GULF AVE	WEST OF SAGE DRIVE	REALIGN EXISTING 2 TO 2 LANE ROADWAY TO ADDRESS LANE SAFETY ISSUE	\$1,292,175	\$323,043	\$0	\$1,615,218	\$1,692,803	03/2022 <u>(ACTUAL)</u> 01/2022	OBLIGATED (2022)	FUNDING OBLIGATED FEBRUARY 2022
25080.1	0902-00-303	NCTCOG	FORT WORTH	E	VA	INTEGRATED TRANSPORTATION STORMWATER MGMT PROJECT; APPROX 2,816 SQ MI STUDY AREA WITHIN CLEAR, ELM, & WEST FORK TRINITY;	INCLUDES WISE CO & PORTIONS OF DALLAS, DENTON, ELLIS, HOOD, JOHNSON, PARKER & TARRANT CO; ASSESS CURRENT & FUTURE FLOOD	RISK VULNERABILITY FOR TRANS INFRASTRUCTURE & DEVELOPED LAND TO MINIMIZE & MITIGATE IMPACTS OF TRANS PROJECTS & DETERMINE ADAPTIVE & SUSTAINABLE STRATEGIES TO ACCOMMODATE URBAN GROWTH WHILE ALSO INTEGRATING STORMWATER NEEDS & ENVIR STEWARDSHIP	\$3,000,000	\$0	\$0	\$3,000,000	\$3,000,000	02/2022 <u>(ACTUAL)</u> 11/2021	OBLIGATED (2022)	FUNDING OBLIGATED FEBRUARY 2022 (ADVANCE CONSTRUCTION)
11696.2	0902-00-301	NCTCOG	FORT WORTH	I	VA	REGIONWIDE OPTIMIZED FREIGHT MOVEMENT PROJECT; INCLUDES RESEARCH, DEPLOYMENT,	& MONITORING OF TRANSPORTATION INNOVATIONS AND TECHNOLOGY TO IMPROVE FLOW OF FREIGHT VEHICLES	THROUGH INTERSECTIONS IN DALLAS-FORT WORTH IN PARTNERSHIP WITH INDUSTRY AND GOVERNMENTS; INCLUDES NCTCOG STAFF TIME	\$4,800,000	\$0	\$0	\$4,800,000	\$4,800,000	02/2022 <u>(ACTUAL)</u> 11/2021	OBLIGATED (2022)	FUNDING OBLIGATED FEBRUARY 2022
55043	2374-05-066	TXDOT-FORT WORTH	FORT WORTH	C	IH 20	IH 820	LITTLE ROAD	RECONSTRUCT AND WIDEN FROM 8/10 TO 10 GENERAL PURPOSE LANES, 4/6 DISCONTINUOUS FRONTAGE ROAD LANES TO 4/8 DISCONTINUOUS FRONTAGE ROAD LANES, 0 TO 8 COLLECTOR DISTRIBUTOR LANES (FROM IH 820 TO US 287), AND ADD SHARED-USE PATH AND SIDEWALKS	\$78,299,057	\$19,574,764	\$0	\$97,873,821	\$78,299,057	02/2022 <u>(ACTUAL)</u>	OBLIGATED (2022)	FUNDING OBLIGATED FEBRUARY 2022; PROJECT IS PART OF A FUNDING SWAP BEING IMPLEMENTED AS PART OF THE REGIONAL 10-YEAR PLAN UPDATE. CATEGORY 7 FUNDS PLACED ON THIS PROJECT
14085.2	0918-47-307	NCTCOG	DALLAS	E	VA	OAK FARMS REG CORR CONCEPTUAL ENG STUDY; ALONG JEFFERSON BLVD VIADUCT FROM YOUNG TO EWING; ALONG HOUSTON ST VIADUCT FRM	YOUNG TO GREENBRIAR LN; ON GREENBRIAR LN FRM JEFFERSON BLVD TO BECKLEY AVE; ON EADS AVE FRM COLORADO TO HUTCHINS	CONCEPTUAL ENGINEERING STUDY TO RECONST ROADWAYS TO IMPLEMENT COMPLETE STREETS, INCLUDING: ON-STREET PARKING, SIDEWALKS, BIKE LANES/PATHS, CONVERT TO 2-WAY OPERATIONS, REMOVE RAMPS, IMPROVE ACCESSIBILITY BY STREETCAR, ADD TRAFFIC CALMING	\$3,405,000	\$0	\$0	\$3,405,000	\$3,405,000	03/2022 <u>(ACTUAL)</u> 11/2021	OBLIGATED (2022)	FUNDING OBLIGATED MARCH 2022
14024	0918-47-240	SACHSE	DALLAS	R	CS	ON MERRITT RD/WOODBRIDGE PKWY FROM PLEASANT VALLEY ROAD	NORTH OF SACHSE ROAD	RECONSTRUCT AND WIDEN 2 TO 4 LANE DIVIDED URBAN; INTERSECTION, SIGNAL, AND SHARED-USE PATH IMPROVEMENTS ALONG MERRITT ROAD, INCLUDING ILLUMINATION AND MEDIAN LANDSCAPE	\$800,000	\$0	\$200,000	\$1,000,000	\$810,800	04/2022 <u>(ACTUAL)</u> 11/2021	OBLIGATED (2022)	ROW CSJ 0918-47-304; FUNDING OBLIGATED APRIL 2022
14038.1	0902-00-250	NCTCOG	FORT WORTH	I	VA	DFW REGION; MANAGEMENT & OVERSIGHT OF NEW REGIONAL SAFETY PROJECT FUNDING PROGRAM; INCLUDES DEVELOPMENT OF A REGIONAL	TRANSPORTATION SAFETY PLAN; GENERAL SAFETY PLANNING/IMPLEMENTATION ACTIVITIES; CONDUCTING REGIONAL & FEDERAL SAFETY	PERFORMANCE TRACKING/REPORTING REQUIREMENTS; ANALYSIS OF WRONG-WAY DRIVING AND INTERSECTION SAFETY IMPLEMENTATION PLAN COUNTERMEASURE EFFECTIVENESS; COLLECTING/ANALYZING CRASH DATA & INCIDENT PERFORMANCE MEASURES	\$362,000	\$0	\$0	\$362,000	\$362,000	05/2022 <u>(ACTUAL)</u> 03/2022	OBLIGATED (2022)	FUNDING OBLIGATED MAY 2022
13044	0047-06-161	TXDOT-DALLAS	DALLAS	C	US 75	AT RIDGEVIEW DRIVE		RECONSTRUCT INTERCHANGE	\$7,156,475	\$1,789,119	\$0	\$8,945,594	\$7,156,475	06/2022 <u>(ACTUAL)</u>	OBLIGATED (2022)	FUNDING OBLIGATED MAY 2022

STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2022

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	FACILITY	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
25068	0196-02-131	TXDOT-DALLAS	DALLAS	C	IH 35E	GARDEN RIDGE BLVD	LAKE LEWISVILLE BRIDGE	CONSTRUCT NB ENTRANCE RAMP FOR HIGHLAND VILLAGE RD TO NB IH 35E	\$2,400,000	\$600,000	\$0	\$3,000,000	\$2,543,950	07/2022 03/2022	OBLIGATED (2022)	FUNDING OBLIGATED MAY 2022
14082	0902-90-164	HALTOM CITY	FORT WORTH	E	CS	BROADWAY AVE FROM US 377	SH 26	RECONSTRUCT AND WIDEN FROM 2 TO 3 LANES WITH INTERSECTION, SIDEWALK AND SIGNAL IMPROVEMENTS	\$659,190	\$0	\$0	\$659,190	\$0	08/2022 06/2022	EXPECTED TO OBLIGATE IN FY2022	
11647.1	0918-00-311	NCTCOG	DALLAS	I	VA	LAND USE/TRANSPORTATION AND BIKE/PEDESTRIAN INITIATIVES INCLUDES BICYCLE/PEDESTRIAN PLANNING,	TRANSIT ORIENTED DEVELOPMENT, REGIONAL PEDESTRIAN SAFETY PROGRAM, IMPLEMENTATION OF SUSTAINABLE DEVELOPMENT INITIATIVES;	INCLUDES NCTCOG STAFF TIME AND POSSIBLE CONSULTANT ASSISTANCE TO DEVELOP AND IMPLEMENT FUNDING PROGRAMS, COLLECT AND ANALYZE DATA; SCHOOL SITING/LAND USE CONNECTIONS, SAFE ROUTES TO SCHOOL, SAFETY AND EDUCATION	\$1,524,000	\$0	\$0	\$1,524,000	\$0	08/2022 01/2022	EXPECTED TO OBLIGATE IN FY2022	
11650	0902-00-263	NCTCOG	FORT WORTH	I	VA	CORRIDOR STUDIES AND CAPITAL ASSET MANAGEMENT	IDENTIFY STRATEGIES TO EXTEND OPERATIONAL LIFE OF TRANSPORTATION FACILITIES BY PROMOTING USE OF STRATEGIC MAINTENANCE,	REPAIR, AND EXPANSION; INCLUDES CONTINUED DEVELOPMENT, MONITORING, AND TECHNICAL ASSISTANCE TO REGIONAL PARTNERS TO BALANCE PRESERVATION VS. UPGRADE OF ASSETS	\$292,000	\$0	\$0	\$292,000	\$0	08/2022 01/2022	EXPECTED TO OBLIGATE IN FY2022	
11621.1	0902-00-267	NCTCOG	FORT WORTH	I	VA	PLANNING STUDIES AND STREAMLINED PROJECT DELIVERY (REGIONAL)		PROVIDE MPO PLANNING SUPPORT AND TECHNICAL ASSISTANCE FOR SURFACE TRANSPORTATION PROJECTS WITHIN THE METROPOLITAN PLANNING AREA INCLUDING PLANNING STUDIES AND EXPEDITE ENVIRONMENTAL REVIEW PROCESS	\$1,248,000	\$0	\$0	\$1,248,000	\$0	08/2022 06/2022	EXPECTED TO OBLIGATE IN FY2022	
11622.3	0918-00-314	NCTCOG	DALLAS	I	VA	TRAVEL SURVEY & DATA COLLECTION PROGRAM; TO PROVIDE TRAVEL INFORMATION USED TO CREATE ANALYTICAL TOOLS FOR ALL PLANNING,	AIR QUALITY, AND MANAGEMENT PROJECTS IN THE MPA; ANALYSIS OF TRANSIT PERFORMANCE IN REAL-TIME AND	FORECAST FUTURE RIDERSHIP AMONGST THE THREE MAJOR TRANSIT AGENCIES; INCLUSION OF NON-MOTORIZED TRIPS IN THE REGIONAL TRAVEL MODEL; DEVELOPMENT OF DYNAMIC TRAFFIC ASSIGNMENT MODEL FOR ROADWAY NETWORK ANALYSIS	\$1,695,000	\$0	\$0	\$1,695,000	\$0	08/2022 06/2022	EXPECTED TO OBLIGATE IN FY2022	
11694	0918-00-318	NCTCOG	DALLAS	I	VA	REGIONAL AIR QUALITY INITIATIVES	IDENTIFY AND IMPLEMENT POLICIES/BEST PRACTICES TO IMPROVE AIR QUALITY AND ENSURE COMPLIANCE WITH FEDERAL STANDARDS;	INCLUDING STRATEGIES TO REDUCE EMISSIONS FROM COMMERCIAL AND CONSUMER VEHICLES, IMPLEMENTATION OF NEW VEHICLE TECHNOLOGIES, AND ASSIST LOCAL GOVERNMENTS AND BUSINESS WITH THE DEPLOYMENT OF LOW-EMISSION TECHNOLOGIES	\$2,594,000	\$0	\$0	\$2,594,000	\$0	08/2022 06/2022	EXPECTED TO OBLIGATE IN FY2022	
21013	0902-90-224	NCTCOG	FORT WORTH	E	CS	FOREST HILL DRIVE FROM LON STEPHENSON ROAD	SHELBY ROAD	PLANNING STUDY OF TRANSPORTATION, LAND USE, AND FLOODING; ENGINEERING TO RECONSTRUCT AND WIDEN FROM 2 LANES TO 4 LANES WITH SIGNAL RETIMING AND INTERSECTION IMPROVEMENTS	\$500,000	\$0	\$0	\$500,000	\$0	08/2022 06/2022	EXPECTED TO OBLIGATE IN FY2022	
21016.1	0918-00-371	NCTCOG	DALLAS	E	VA	REGIONAL DATA HUB - DFW MPO BOUNDARY	DEPLOYMENT AND ADAPTATION OF THE CALTRANS TRANSPORTATION SYSTEM MANAGEMENT AND OPERATIONS DATA ENGINE	TO IMPROVE OPERATIONAL EFFICIENCY ON THE REGION'S ROADWAYS BY INTEGRATING DATA SOURCES, INCLUDING REGIONAL 511 AND OTHER TRAFFIC MANAGEMENT AND TRAVELER INFORMATION SYSTEMS, AND FACILITATING DATA SHARING WITHIN THE REGION; INCLUDES NCTCOG STAFF TIME	\$600,000	\$0	\$0	\$600,000	\$0	08/2022 06/2022	EXPECTED TO OBLIGATE IN FY2022	
11237.2	0918-45-812	IRVING	DALLAS	C	CS	ON CONFLANS RD FROM SH 161	VALLEY VIEW LANE	CONSTRUCT 0 TO 4 LANE DIVIDED FACILITY WITH NEW SIDEWALKS AND SHARED USE PATH	\$13,500,000	\$0	\$3,375,000	\$16,875,000	\$0	08/2022	EXPECTED TO OBLIGATE IN FY2022	PROJECT ADVANCED TO FY2022; PART OF MPO MILESTONE POLICY ROUND 2 AND HAS A LETTING DEADLINE OF THE END OF FY2022
11237.2	0918-45-812	IRVING	DALLAS	CE	CS	ON CONFLANS RD FROM SH 161	VALLEY VIEW LANE	CONSTRUCT 0 TO 4 LANE DIVIDED FACILITY WITH NEW SIDEWALKS AND SHARED USE PATH	\$625,000	\$0	\$156,250	\$781,250	\$0	08/2022	EXPECTED TO OBLIGATE IN FY2022	PROJECT ADVANCED TO FY2022; PART OF MPO MILESTONE POLICY ROUND 2 AND HAS A LETTING DEADLINE OF THE END OF FY2022
11613.2	0902-00-273	NCTCOG	FORT WORTH	I	VARIOUS	REGIONAL GOODS MOVEMENT/CORRIDOR STUDIES; CONDUCT GENERAL CORRIDOR STUDIES & PLANNING ACTIVITIES IN SUPPORT OF THE	REGION'S GOOD MOVMT INCL; NCTCOG STAFF TIME & CONSULTANT ASSISTANCE TO ASSESS IMPACT OF TRUCK, RAIL, & OTHER FREIGHT	MOVMT, DATA COLLECTION & ANALYSIS, SAFETY, COORD WITH PRIVATE SECTOR PARTNERS IN FREIGHT BUSINESS; MONITORING TRUCK LANE CORRIDORS, HAZMAT, ECON ANALYSIS, LAND USE COMPATIBILITY, PASSENGER & FREIGHT RAIL INTEGRATION, PUBLIC OUTREACH/EDUCATION	\$674,000	\$0	\$0	\$674,000	\$0	08/2022	EXPECTED TO OBLIGATE IN FY2022	
14013.6	0918-47-329	DART	DALLAS	I	VA	REGIONAL COTTON BELT VELOWEB TRAIL - DART SILVER LINE PROJECT		CONSTRUCT SAFETY WALLS IN RAIL CORRIDOR NEAR FAIRHILL SCHOOL AND IVY MONTESSORI ACADEMY	\$245,000	\$0	\$0	\$245,000	\$0	08/2022	EXPECTED TO OBLIGATE IN FY2022	PROJECT ADVANCED FROM FY2023; TRANSIT TRANSFER REQUEST HAS BEEN MADE TO TXDOT
21015.4	0918-00-374	DCTA	DALLAS	T	VA	TRANSIT PREVENTIVE MAINTENANCE		ACTIVITIES TO PRESERVE AND EXTEND THE FUNCTIONALITY AND SERVICEABILITY OF CAPITAL ASSETS	\$200,000	\$0	\$0	\$200,000	\$0	08/2022 04/2022	EXPECTED TO OBLIGATE IN FY2022	TRANSIT TRANSFER REQUEST HAS BEEN MADE TO TXDOT

STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2022

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	FACILITY	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
21015.5	0902-90-231	FWTA	FORT WORTH	T	VA	TRANSIT PREVENTIVE MAINTENANCE		ACTIVITIES TO PRESERVE AND EXTEND THE FUNCTIONALITY AND SERVICEABILITY OF CAPITAL ASSETS	\$250,000	\$0	\$0	\$250,000	\$0	08/2022 04/2022	EXPECTED TO OBLIGATE IN FY2022	TRANSIT TRANSFER REQUEST HAS BEEN MADE TO TXDOT
21015.6	0918-24-270	DART	DALLAS	E	VA	ON SILVER LINE FROM DFW AIRPORT	SHILOH ROAD	EXPEDITE DESIGN REVIEW BY CLASS I AND SHORT LINE FREIGHT RAILROADS FOR THE SILVERLINE RAIL AND TRAIL PROJECT	\$800,000	\$0	\$0	\$800,000	\$0	08/2022 04/2022	EXPECTED TO OBLIGATE IN FY2022	PROJECT HAS NOT BEEN APPROVED BY FHWA, PENDING ELIGIBILITY DETERMINATION
21015.8	0902-90-233	FWTA	FORT WORTH	T	VA	CONSTRUCT NEW STOPS ACCOMODATIONS IN THE TRINITY METRO SERVICE AREA		IDENTIFY AND CONSTRUCT BUS STOPS LACKING CONCRETE PADS AND OVERHEAD SHELTERS	\$1,000,000	\$0	\$0	\$1,000,000	\$0	08/2022 04/2022	EXPECTED TO OBLIGATE IN FY2022	TRANSIT TRANSFER REQUEST HAS BEEN MADE TO TXDOT
21017	0918-00-370	NCTCOG	DALLAS	E	VA	PAVEMENT CONDITION ON RTC-FOCUSED (NHS) OFF SYSTEM ROADWAYS	REGIONWIDE	REVIEW PAVEMENT SCORES AND PERFORM ENGINEERING TO IDENTIFY IMPROVEMENTS TO BE MADE (RESPONSE TO FEDERAL PERFORMANCE MEASURES)	\$1,000,000	\$0	\$0	\$1,000,000	\$0	08/2022 06/2022	EXPECTED TO OBLIGATE IN FY2022	
11639.1	0918-46-313	DCTA	DALLAS	T	VA	DCTA VANPOOL PROGRAM		OPERATE A VANPOOL SUBSIDY INITIATIVE FOR COMMUTERS TRAVELING LONG DISTANCES AND IN AREAS WITH LITTLE OR NO FIXED ROUTE SERVICE	\$327,600	\$0	\$81,900	\$409,500	\$0	09/2022 01/2024	EXPECTED TO OBLIGATE IN FY2022	FUNDS ARE NOT ANTICIPATED TO BE NEEDED UNTIL 2024 DUE TO REDUCED EXPENSES IN RECENT YEARS; STAFF WILL CONFIRM THE ESTIMATED START DATE AND COORDINATE WITH TXDOT TO MOVE THE PROJECT TO THE APPROPRIATE YEAR; DCTA HAS RECEIVED NEW PRICING FOR VANPOOLS AND WILL NEED THIS FUNDING SOONER THAN ANTICIPATED
14032	0918-47-246	TXDOT-DALLAS	DALLAS	R	CS	ON EAST BEAR CREEK ROAD FROM HAMPTON ROAD	IH 35E	RECONSTRUCT AND WIDEN FROM 2 LANES RURAL UNDIVIDED TO 4 LANES URBAN DIVIDED WITH BICYCLE/PEDESTRIAN ACCOMMODATIONS AND INTERSECTION IMPROVEMENTS	\$2,000,000	\$0	\$500,000	\$2,500,000	\$0	02/2022 01/2022	NOT EXPECTED TO OBLIGATE IN FY2022	RIGHT-OF-WAY CSJ 0918-47-317; FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT
21092	0422-05-011	TXDOT-FORT WORTH	FORT WORTH	E	VA	ON NOLAN RIVER ROAD FROM NORTH OF US 67 FRONTAGE ROAD	SOUTH OF US 67 FRONTAGE ROAD	RECONSTRUCT AND WIDEN FROM 2 TO 4 LANES INCLUDING BRIDGE AT US 67	\$800,000	\$200,000	\$0	\$1,000,000	\$0	06/2022 03/2022	NOT EXPECTED TO OBLIGATE IN FY2022	FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT
25078	0918-47-313	BALCH SPRINGS	DALLAS	E	CS	ON HICKORY TREE ROAD FROM ELAM ROAD	LAKE JUNE ROAD	RECONSTRUCT FROM 2 TO 3 LANES WITH PEDESTRIAN IMPROVEMENTS, INCLUDING SIDEWALKS AND SHARED-USE PATH	\$1,300,000	\$0	\$0	\$1,300,000	\$0	06/2022	NOT EXPECTED TO OBLIGATE IN FY2022	FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT; AFA IS BEING DRAFTED
25013	0902-90-172	FORT WORTH	FORT WORTH	R	CS	MEANDERING ROAD FROM SH 183 TO ANAHUAC AVE	LTJG BARNETT FROM MEANDERING ROAD TO NASIRB EAST GATE	RECONSTRUCT MEANDERING ROAD FROM 4 TO 3 LANES, REALIGN INTERSECTION AT ROBERTS CUT OFF, CONSTRUCT INTERSECTION IMPROVEMENTS AT YALE ST AND LTJG BARNETT, ADD SIDEWALKS AND SIDEPATHS WITHIN PROJECT LIMITS AND BIKE LANES ON LT JG BARNETT	\$800,000	\$0	\$0	\$800,000	\$0	07/2022 04/2022	NOT EXPECTED TO OBLIGATE IN FY2022	FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT; ENVIRONMENTAL CLEARANCE IS STILL PENDING AND RIGHT-OF-WAY ACQUISITION CANNOT BEGIN UNTIL CLEARANCE IS RECEIVED
11678	0918-00-324	NCTCOG	DALLAS	I	VA	DFW AUTOMATED VEHICLE PROVING GROUNDS PROJECT (REGION-WIDE)		ADVANCE HIGH-SPEED AUTOMATED VEHICLE PROGRAM THROUGH SHARED-USE MOBILITY COLLABORATIONS AND OTHER AV-RELATED TECHNOLOGIES AND PARTNERSHIPS	\$250,000	\$0	\$0	\$250,000	\$0	08/2022 11/2021	NOT EXPECTED TO OBLIGATE IN FY2022	FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT; PROJECT HAS NOT BEEN APPROVED BY FHWA, PENDING ELIGIBILITY DETERMINATION
21015.1	0918-00-375	NCTCOG	DALLAS	E	VA	ENGINEERING FOR PASSENGER RAIL/ROADWAY INTERFACES	REGIONWIDE	ESTABLISH ENGINEERING AGREEMENTS WITH FREIGHT AND PASSENGER RAILROADS, ALLOWING FOR STREAMLINED DESIGN AND REVIEW OF DESIGN PLANS FOR REGIONALLY SIGNIFICANT TRANSPORTATION PROJECTS	\$3,100,000	\$0	\$0	\$3,100,000	\$0	08/2022	NOT EXPECTED TO OBLIGATE IN FY2022	FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT; PROJECT HAS NOT BEEN APPROVED BY FHWA, PENDING ELIGIBILITY DETERMINATION
21016.2	0918-00-364	TXDOT-DALLAS	DALLAS	I	VA	REGIONAL DATA HUB - DFW MPO BOUNDARY	DEPLOYMENT AND ADAPTION OF THE CALTRANS TRANSPORTATION SYSTEM MANAGEMENT AND OPERATIONS DATA ENGINE	TO IMPROVE OPERATIONAL EFFICIENCY ON THE REGION'S ROADWAYS BY INTEGRATING DATA SOURCES, INCLUDING REGIONAL 511 AND OTHER TRAFFIC MANAGEMENT AND TRAVELER INFORMATION SYSTEMS, AND FACILITATING DATA SHARING WITHIN THE REGION	\$1,000,000	\$0	\$0	\$1,000,000	\$0	08/2022 06/2022	NOT EXPECTED TO OBLIGATE IN FY2022	FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT
21027	0918-47-392	DALLAS	DALLAS	E	VA	DALLAS TRAFFIC SIGNAL PROJECT AREA BOUNDED BY IH 35 ON THE W, IH 635 ON THE E & N, AND NORTHWEST HWY TO THE S	ALONG HAMPTON ROAD FROM LEATH STREET TO CAMP WISDOM; ALONG LANCASTER ROAD FROM ELMORE AVENUE TO SHELLHORSE DRIVE	DESIGN AND CONSTRUCT 22 SIGNALS IN AREA DAMAGED BY 2019 TORNADO; 9 SIGNALS ALONG HAMPTON ROAD; AND 13 SIGNALS ALONG LANCASTER RD; ALL SIGNAL WORK INCLUDES SIGNAL RETIMING	\$2,350,000	\$0	\$587,500	\$2,937,500	\$0	08/2022	NOT EXPECTED TO OBLIGATE IN FY2022	FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT; AFA IS BEING DRAFTED
21033	0902-90-223	FORT WORTH	FORT WORTH	E	VA	EAST ROSEDALE BOUNDED BY ROSEDALE ON THE NORTH, LIBERTY STREET ON THE EAST,	POLLARD-SMITH ON THE SOUTH, AND AMANDA AVENUE ON THE WEST	CONDUCT PLANNING STUDY TO DETERMINE PARCEL LOCATION AND TRANSIT DEMAND; DESIGN AND CONSTRUCT TRANSIT BUS CENTER NEAR NEW ENVISION CENTER AND STOP SIX	\$200,000	\$0	\$0	\$200,000	\$0	08/2022 06/2022	NOT EXPECTED TO OBLIGATE IN FY2022	FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT; PROJECT DELAYED DUE TO DELAYED FHWA APPROVAL

STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2022

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	FACILITY	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
25092	0918-47-363	DALLAS	DALLAS	E	VA	DEEP ELLUM PARKING IMPROVEMENTS; FROM ELM ST	IH 30	CONSTRUCT NEW PARKING FACILITIES IN THE VACANT LAND UNDER IH 345 AND CONSTRUCT IMPROVEMENTS TO THE EXISTING PARKING LOTS UNDER IH 345, INCLUDING ELECTRIC VEHICLES CHARGING TECHNOLOGY, PARKING METERS, WAYFINDING, AND OTHER INNOVATIVE IMPROVEMENTS	\$500,000	\$0	\$0	\$500,000	\$0	08/2022	NOT EXPECTED TO OBLIGATE IN FY2022	FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT; PROJECT HAS NOT BEEN APPROVED BY FHWA, PENDING ELIGIBILITY DETERMINATION
11663.2	0902-00-220	TXDOT-FORT WORTH	FORT WORTH	i	VA	REGIONAL MANAGED LANE SYSTEM		DEVELOP, TEST, & IMPLEMENT TECHNOLOGY TO DETECT & VERIFY AUTO OCCUPANCY ON REGIONAL MANAGED LANE SYSTEM INCLUDING PUBLIC OUTREACH, EDUCATION, & INTEGRATION INTO EXISTING TOLLING SOFTWARE/HARDWARE; PROJECT INVOLVES CONSULTANT ASSISTANCE	\$279,610	\$69,902	\$0	\$349,512	\$0	09/2022 09/2021	NOT EXPECTED TO OBLIGATE IN FY2022	
11663.2	0902-00-220	TXDOT-FORT WORTH	FORT WORTH	I	VA	REGIONAL MANAGED LANE SYSTEM		DEVELOP, TEST, & IMPLEMENT TECHNOLOGY TO DETECT & VERIFY AUTO OCCUPANCY ON REGIONAL MANAGED LANE SYSTEM INCLUDING PUBLIC OUTREACH, EDUCATION, & INTEGRATION INTO EXISTING TOLLING SOFTWARE/HARDWARE; PROJECT INVOLVES CONSULTANT ASSISTANCE	\$287,821	\$71,955	\$0	\$359,776	\$0	09/2022	NOT EXPECTED TO OBLIGATE IN FY2022	
11684.5	0918-47-389	RICHARDSON	DALLAS	E	VA	CITY OF RICHARDSON CONNECTED & AUTOMATED VEHICLE (AV) TEST BED & COMMUNITY CONNECTOR; TRAFFIC DETECTION & COMMS UPGRADES	INCLUDE CELLULAR VEHICLE-TO-EVERYTHING/LTE-TO-EVERYTHING ROADSIDE & ON-BOARD UNITS; RAPID FLASHING BEACONS AT	GREENVILLE/ARAPAHO STATION; RECTANGLE RAPID FLASHING BEACONS XING; SYSTEMS ENG FOR CONNNECTED VEHICLE-TO-EVERYTHING IMP; ON-DEMAND AV SERVICES CONNECTING POINTS-OF-INTEREST AROUND ARAPAHO STATION, INCL NETWORK OF NEIGHBORHOODS AND COMMUNITY CENTERS	\$277,868	\$0	\$0	\$277,868	\$0	09/2022 08/2022	NOT EXPECTED TO OBLIGATE IN FY2022	FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT
20304.3	0918-47-330	TXDOT-DALLAS	DALLAS	I	VA	HIGHWAY INCIDENT REPORTING SOFTWARE & EQUIPMENT		PURCHASE OF HIGHWAY INCIDENT REPORTING SOFTWARE & EQUIPMENT TO MITIGATE CRASH RISK BY IMPROVING EFFICIENCY AND MINIMIZING TIME REQUIRED PER INCIDENT	\$66,540	\$0	\$0	\$66,540	\$0	09/2022	NOT EXPECTED TO OBLIGATE IN FY2022	FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT
21062	0902-50-142	ALVARADO	FORT WORTH	E	CS	ON CUMMINGS DRIVE FROM US 67	NORTH OF CR 508	RECONSTRUCT 2 TO 3 LANE ROADWAY WITH NEW SIDEWALKS AND INTERSECTION IMPROVEMENTS INCLUDING TURNING LANES AND SIGNALIZATION AT US 67 AND CUMMINGS	\$1,200,000	\$0	\$300,000	\$1,500,000	\$0	09/2022 06/2022	NOT EXPECTED TO OBLIGATE IN FY2022	FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT; AFA IS BEING DRAFTED
21086	0047-05-059	MCKINNEY	DALLAS	E	SH 5	LOUISIANA STREET	VIRGINIA STREET	CONCEPTUAL ENGINEERING TO IDENTIFY IMPROVEMENTS TO CONNECT ADJACENT NEIGHBORHOODS IN ORDER TO REKNIT THE COMMUNITY	\$1,600,000	\$0	\$0	\$1,600,000	\$0	09/2022 01/2022	NOT EXPECTED TO OBLIGATE IN FY2022	FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT
21094	0902-20-232	TXDOT-FORT WORTH	FORT WORTH	E	CR 4668	AT BOBO'S CROSSING		RECONSTRUCT BRIDGE TO ELEVATE OUT FLOOD PLAIN FOR SAFETY	\$3,000,000	\$0	\$0	\$3,000,000	\$0	09/2022 03/2022	NOT EXPECTED TO OBLIGATE IN FY2022	FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT; COORDINATION TO DETERMINE IMPLEMENTING AGENCY IS ONGOING
21079	0918-47-385	NCTCOG	DALLAS	E	VA	ON IH 30 FROM DALLAS/TARRANT COUNTY LINE	IH 635	PLANNING STUDY TO REVIEW DESIGN ELEMENTS NEEDED TO ACCOMMODATE AUTOMATED AND ELECTRIC VEHICLES, INCLUDING DYNAMIC INDUCTIVE CHARGING TECHNOLOGY USABLE BY ALL VEHICLE TYPES	\$3,200,000	\$800,000	\$0	\$4,000,000	\$0	10/2022 06/2022	NOT EXPECTED TO OBLIGATE IN FY2022	FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT
21080	1068-02-156	NCTCOG	FORT WORTH	E	IH 30	IH 35W	DALLAS/TARRANT COUNTY LINE	PLANNING STUDY TO REVIEW DESIGN ELEMENTS NEEDED TO ACCOMMODATE AUTOMATED AND ELECTRIC VEHICLES, INCLUDING DYNAMIC INDUCTIVE CHARGING TECHNOLOGY USABLE BY ALL VEHICLE TYPES	\$800,000	\$200,000	\$0	\$1,000,000	\$0	10/2022 06/2022	NOT EXPECTED TO OBLIGATE IN FY2022	FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT
14085.1	0918-47-277	DALLAS	DALLAS	E	VA	DALLAS CENTRAL BUSINESS DISTRICT (HIGH SPEED RAIL STATION AREA) BOUNDED BY MEMORIAL DR. ON THE NORTH	CADIZ ST. ON THE SOUTH, RIVERFRONT BLVD ON THE WEST, S. LAMAR ST. ON THE EAST	CONCEPTUAL STUDY TO SUPPORT DEVELOPMENT AND ROADWAY INFRASTRUCTURE FOR NEW MULTIMODAL FACILITY IN AND AROUND DOWNTOWN DALLAS; FACILITY WILL INTERFACE WITH HIGH SPEED RAIL, BUS, RAIL, AND OTHER MODES	\$2,800,000	\$0	\$700,000	\$3,500,000	\$0	11/2022	NOT EXPECTED TO OBLIGATE IN FY2022	STAFF WILL CONFIRM THE ESTIMATED START DATE AND COORDINATE WITH TXDOT TO MOVE THE PROJECT TO THE APPROPRIATE YEAR; PROJECT IS ON HOLD
14091.1	0902-90-229	FORT WORTH	FORT WORTH	E	VA	BUTLER HOUSING PROJECT BOUNDED BY IH 35W, IH 30, AND US 287		PLANNING STUDY TO CONDUCT AN ANALYSIS OF ALTERNATIVES TO IMPROVE ROADWAY ACCESSIBILITY TO FORMER BUTLER PLACE HISTORIC DISTRICT THAT WILL ASSESS ECONOMIC AND SOCIAL OPPORTUNITIES, INCLUDING TRAFFIC STUDY OF THE E LANCASTER AVE INTERSECTIONS OF JONES ST	\$2,000,000	\$0	\$500,000	\$2,500,000	\$0	11/2022 06/2022	NOT EXPECTED TO OBLIGATE IN FY2022	FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT; PROJECT DELAYED DUE TO DELAYED FHWA APPROVAL
14046	0918-47-286	DALLAS	DALLAS	C	VA	UPTOWN MCKINNEY/COLE COUPLET: ON ALLEN ST FROM CARLISLE ST TO MCKINNEY AVE; ON CARLISLE ST FROM COLE AVE TO ALLEN ST;	ON COLE AVE FROM HARVARD AVE TO CARLISLE ST; ON MCKINNEY AVE FROM HARVARD AVE TO ALLEN ST	CONVERSION OF 3 LN ONE-WAY RDWYS TO TWO-WAY RDWYS; INTERSECTION, SIGNAL, SIGNAGE, PEDESTRIAN, LIGHTING, LANDSCAPING, AND ASSOCIATED IMPROVEMENTS INCLUDING TROLLEY RELOCATION	\$6,700,000	\$0	\$1,675,000	\$8,375,000	\$0	12/2022	NOT EXPECTED TO OBLIGATE IN FY2022	STAFF WILL CONFIRM THE ESTIMATED START DATE AND COORDINATE WITH TXDOT TO MOVE THE PROJECT TO THE APPROPRIATE YEAR; FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT; PROJECT IS BEING RE-ADVERTISED TO SOLICIT MORE BIDDERS AND IS ANTICIPATED TO BEGIN IN FY2023

STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2022

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	FACILITY	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
11684.2	0081-12-053	FORT WORTH	FORT WORTH	ENV	VA	IH 35W AUTOMATED VEHICLE (AV) TRUCKPORT; ALLIANCE - SOUTHEAST CORNER OF SH 170 AND IH 35W		PILOT PROJECT TO DEVELOP AND BUILD AUTOMATED FREIGHT FACILITY TO COLLECT/DISTRIBUTE FREIGHT AND TEST AUTOMATED TRUCK TECHNOLOGY TO IMPROVE AV USES IN FREIGHT/SUPPLY CHAIN/LOGISTICS	\$100,000	\$0	\$0	\$100,000	\$0	01/2023 06/2022	NOT EXPECTED TO OBLIGATE IN FY2022	FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT; PROJECT HAS NOT BEEN APPROVED BY FHWA, PENDING ELIGIBILITY DETERMINATION
11684.2	0081-12-053	FORT WORTH	FORT WORTH	E	VA	IH 35W AUTOMATED VEHICLE (AV) TRUCKPORT; ALLIANCE - SOUTHEAST CORNER OF SH 170 AND IH 35W		PILOT PROJECT TO DEVELOP AND BUILD AUTOMATED FREIGHT FACILITY TO COLLECT/DISTRIBUTE FREIGHT AND TEST AUTOMATED TRUCK TECHNOLOGY TO IMPROVE AV USES IN FREIGHT/SUPPLY CHAIN/LOGISTICS	\$758,953	\$0	\$0	\$758,953	\$0	01/2023 06/2022	NOT EXPECTED TO OBLIGATE IN FY2022	FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT; PROJECT HAS NOT BEEN APPROVED BY FHWA, PENDING ELIGIBILITY DETERMINATION
21029	0918-47-370	DALLAS	DALLAS	E	VA	PEDESTRIAN ROUTES TO RAIL STATIONS AT DALLAS ZOO DART STATION		CONSTRUCT SIDEWALKS AND OTHER PEDESTRIAN IMPROVEMENTS AT AND AROUND THE DALLAS ZOO DART STATION/SOUTHERN GATEWAY PUBLIC GREEN AND MAKE SYSTEM CONNECTIONS TO THE PEROT MUSEUM/KLYDE WARREN PARK	\$400,000	\$0	\$0	\$400,000	\$0	01/2023 08/2022	NOT EXPECTED TO OBLIGATE IN FY2022	FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT
54119.5	0442-02-162	TXDOT-DALLAS	DALLAS	C	IH 35E	ELLIS COUNTY LINE	BEAR CREEK ROAD	CONSTRUCT INTERCHANGE AT LOOP 9 AND IH 35E	\$466,400	\$116,600	\$0	\$583,000	\$0	02/2023	NOT EXPECTED TO OBLIGATE IN FY2022	PROJECT TO BE DELAYED TO FY2023; STAFF WILL CONFIRM THE ESTIMATED START DATE AND COORDINATE WITH TXDOT TO MOVE THE PROJECT TO THE APPROPRIATE YEAR; PROJECT MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT
21022	0008-13-248	TXDOT-FORT WORTH	FORT WORTH	C	IH 820	AT TRINITY RAILWAY EXPRESS (TRE) LINE FROM NORTH OF TRINITY BLVD	SOUTH OF SH 10	RECONSTRUCT NORTHBOUND 2 TO 2 GENERAL PURPOSE LANES AND APPROACHES	\$14,400,000	\$3,600,000	\$0	\$18,000,000	\$0	05/2023 11/2022	NOT EXPECTED TO OBLIGATE IN FY2022	STAFF WILL CONFIRM THE ESTIMATED START DATE AND COORDINATE WITH TXDOT TO MOVE THE PROJECT TO THE APPROPRIATE YEAR; FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT
21044	0918-47-380	NCTCOG	DALLAS	E	VA	MIDTOWN PEOPLE MOVER BOUNDED BY IH 635 TO THE SOUTH, DALLAS NORTH TOLLWAY	TO THE WEST, PRESTON ROAD TO THE EAST, AND SPRING VALLEY ROAD TO THE NORTH	ENGINEERING, TESTING, AND CONSTRUCTION OF AN AUTOMATED PEOPLEMOVER SYSTEM IN THE DALLAS MIDTOWN DISTRICT	\$2,000,000	\$0	\$0	\$2,000,000	\$0	06/2023 06/2022	NOT EXPECTED TO OBLIGATE IN FY2022	FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT
11554.1	0902-00-270	NCTCOG	FORT WORTH	E	VA	PEOPLE MOVER TEST TRACK		INCLUDING ANALYSIS OF VARIOUS TECHNOLOGIES AND ALIGNMENT OPTIONS FOR WARRANTED PEOPLE MOVER LOCATIONS IN THE DFW REGION AND CONNECT THOSE LOCATIONS TO EXISTING REGIONAL TRANSPORTATION NETWORKS	\$382,000	\$0	\$0	\$382,000	\$0	08/2023 08/2022	NOT EXPECTED TO OBLIGATE IN FY2022	FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT
11655.1	0902-00-241	NCTCOG	FORT WORTH	I	VA	REVENUE AND PROJECT TRACKING SYSTEM (RAPTS)		TRACK, MONITOR, AND ASSESS REGIONAL TRANSPORTATION AND AIR QUALITY PROJECTS THROUGH THE RAPTS WEBSITE; INCLUDES SOFTWARE DEVELOPMENT AND NCTCOG STAFF TIME	\$790,400	\$0	\$0	\$790,400	\$0	08/2023 06/2022	NOT EXPECTED TO OBLIGATE IN FY2022	FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT
11649.2	0918-00-363	NCTCOG	DALLAS	I	VA	REGIONAL VANPOOL PROGRAM		SUPPORT REGIONAL VANPOOL PROGRAM ACTIVITIES INCLUDING COORDINATION WITH TRANSIT PARTNERS, EDUCATION AND OUTREACH INITIATIVES, STAFF TIME, AND CONSULTANT ASSISTANCE FOR VANPOOL UTILIZATION STUDY TO IMPROVE OVERALL EFFECTIVENESS	\$1,197,000	\$0	\$0	\$1,197,000	\$0	09/2023 06/2022	NOT EXPECTED TO OBLIGATE IN FY2022	FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT
14002	0918-47-208	DALLAS CO	DALLAS	R	CS	ON WINTERGREEN RD FROM JEFFERSON STREET	WEST OF CARPENTER ROAD	RECONSTRUCT AND WIDEN 2 LANE UNDIVIDED RURAL TO 4 LANE DIVIDED URBAN	\$560,000	\$0	\$140,000	\$700,000	\$0	09/2023 01/2023	NOT EXPECTED TO OBLIGATE IN FY2022	DESIGN IS NOT EXPECTED TO START UNTIL SPRING 2022, WHICH WILL DELAY THE START OF RIGHT-OF-WAY ACQUISITION; STAFF WILL CONFIRM THE ESTIMATED START DATE AND COORDINATE WITH TXDOT TO MOVE THE PROJECT TO THE APPROPRIATE YEAR; FUNDING MOVED TO FY2024 THROUGH 2023-2026 TIP DEVELOPMENT
14003	0918-47-239	DALLAS CO	DALLAS	R	CS	JEFFERSON ST FROM WINTERGREEN RD TO PLEASANT RUN RD AND PLEASANT RUN RD FROM JEFFERSON ST	LANCASTER-HUTCHINS RD	WIDEN AND RECONSTRUCT 2 LANE UNDIVIDED RURAL TO 4 LANE DIVIDED URBAN	\$329,152	\$0	\$82,288	\$411,440	\$0	09/2023 01/2023	NOT EXPECTED TO OBLIGATE IN FY2022	DESIGN IS NOT EXPECTED TO START UNTIL SPRING 2022, WHICH WILL DELAY THE START OF RIGHT-OF-WAY ACQUISITION; STAFF WILL CONFIRM THE ESTIMATED START DATE AND COORDINATE WITH TXDOT TO MOVE THE PROJECT TO THE APPROPRIATE YEAR; FUNDING MOVED TO FY2024 THROUGH 2023-2026 TIP DEVELOPMENT
21033	0902-90-223	FORT WORTH	FORT WORTH	C	VA	EAST ROSEDALE BOUNDED BY ROSEDALE ON THE NORTH, LIBERTY STREET ON THE EAST,	POLLARD-SMITH ON THE SOUTH, AND AMANDA AVENUE ON THE WEST	CONDUCT PLANNING STUDY TO DETERMINE PARCEL LOCATION AND TRANSIT DEMAND; DESIGN AND CONSTRUCT TRANSIT BUS CENTER NEAR NEW ENVISION CENTER AND STOP SIX	\$800,000	\$0	\$0	\$800,000	\$0	09/2023 08/2023	NOT EXPECTED TO OBLIGATE IN FY2022	STAFF WILL CONFIRM THE ESTIMATED START DATE AND COORDINATE WITH TXDOT TO MOVE THE PROJECT TO THE APPROPRIATE YEAR; FUNDING MOVED TO FY2024 THROUGH 2023-2026 TIP DEVELOPMENT

STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2022

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	FACILITY	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
14082	0902-90-164	HALTOM CITY	FORT WORTH	R	CS	BROADWAY AVE FROM US 377	SH 26	RECONSTRUCT AND WIDEN FROM 2 TO 3 LANES WITH INTERSECTION, SIDEWALK AND SIGNAL IMPROVEMENTS	\$42,500	\$0	\$0	\$42,500	\$0	01/2024	NOT EXPECTED TO OBLIGATE IN FY2022	RIGHT-OF-WAY PHASE TO BE DELAYED TO FY2024 DUE TO DELAYS IN GETTING AGREEMENT EXECUTED AND ENGINEERING STARTED; STAFF WILL CONFIRM THE ESTIMATED START DATE AND COORDINATE WITH TXDOT TO MOVE THE PROJECT TO THE APPROPRIATE YEAR; FUNDING MOVED TO FY2024 THROUGH 2023-2026 TIP DEVELOPMENT
14070	0196-07-034	TXDOT-DALLAS	DALLAS	C	SS 366	WEST OF AKARD ST	SAINT PAUL ST	CONSTRUCT EXTENSION OF EXISTING KLYDE WARREN PARK DECK PLAZA; STRUCTURE ONLY	\$36,800,000	\$0	\$9,200,000	\$46,000,000	\$0	01/2024 03/2022	NOT EXPECTED TO OBLIGATE IN FY2022	PROJECT TO BE DELAYED DUE TO THE NEED TO CONDUCT A VALUE ENGINEERING ASSESSMENT AFTER BIDS CAME IN OVER AVAILABLE FUNDING
14042	0717-01-025	TXDOT-FORT WORTH	FORT WORTH	C	FM 113	OLD MILLSAP ROAD	NORTH OF OLD MILLSAP ROAD	REALIGN FM 113 (2 TO 2 LANES)	\$480,000	\$120,000	\$0	\$600,000	\$0	09/2025	NOT EXPECTED TO OBLIGATE IN FY2022	PROJECT IS EXPERIENCING DELAYS DUE TO ISSUES WITH ENVIRONMENTAL CLEARANCE AND RAILROAD COORDINATION; STAFF WILL CONFIRM THE ESTIMATED START DATE AND COORDINATE WITH TXDOT TO MOVE THE PROJECT TO THE APPROPRIATE YEAR FUNDING MOVED TO FY2026 THROUGH 2023-2026 TIP DEVELOPMENT
11176.8	0902-90-157	FWTA	FORT WORTH	T	VA	FWTA VANPOOL PROGRAM		OPERATE VANPOOL SUBSIDY INITIATIVE FOR COMMUTERS TRAVELING LONG DISTANCES AND IN AREAS WITH LITTLE OR NO FIXED ROUTE SERVICE; INCLUDES COST OF VEHICLE LEASING AND PART OF ADMINISTRATIVE COSTS, BALANCE OF COST ARE 100% LOCAL	\$635,000	\$0	\$159,000	\$794,000	\$0	01/2027	NOT EXPECTED TO OBLIGATE IN FY2022	BASED ON PROJECTED EXPENDITURES FOR THE VANPOOL PROGRAM, THIS FUNDING WILL NOT BE NEEDED IN FY2022 AS THERE ARE SUFFICIENT FUNDS ALREADY OBLIGATED
21009.1	0918-47-328	NCTCOG	DALLAS	E	VA	BACHMAN LAKE AREA PLANNING STUDY; BOUNDED BY MOCKINGBIRD LANE TO THE SOUTH, IH 35E TO THE WEST,	INWOOD ROAD TO THE EAST, AND ROYAL LANE TO THE NORTH	CONDUCT PLANNING STUDY TO IDENTIFY SAFE PEDESTRIAN ACCESS/FACILITIES ALONG MAJOR ROADWAYS TO CREATE CONNECTIONS TO NEARBY TRAILS AND THE DART BACHMAN STATION, AND EVALUATE LOVE FIELD ACCESS; INCLUDES NCTCOG STAFF TIME & CONSULTANT ASSISTANCE	\$0	\$0	\$0	\$0	\$0	N/A	NOT EXPECTED TO OBLIGATE IN FY2022	STBG FUNDING IS NO LONGER NEEDED FOR THIS STUDY; WORK WILL BE COMPLETED WITH RTC LOCAL FUNDS
14026.1	0902-38-141	WEATHERFORD	FORT WORTH	E	VA	ON WACO ST/WEST COLUMBIA ST FROM US 180	FM 51/FM 171	RECONSTRUCT AND WIDEN 2 LANE ROADWAY TO 4 LANE ROADWAY INCLUDING BICYCLE FACILITIES, SIDEWALKS, LIGHTING AND LANDSCAPING	\$0	\$0	\$0	\$0	\$0	N/A 04/2022	NOT EXPECTED TO OBLIGATE IN FY2022	PROJECT HAS BEEN CANCELLED AT THE REQUEST OF THE CITY OF WEATHERFORD
14026.2	0902-38-139	WEATHERFORD	FORT WORTH	R	VA	NEW BYPASS ROUTE FROM FM 2552/US 180 NORTHWEST TO FM 51/MAIN ST	FM 51/MAIN ST SOUTHWEST TO US 180/WACO ST	RECONSTRUCT 2/4 LANE ROADWAY TO 4 LANE BYPASS INCLUDING NEW BICYCLE LANES AND SIDEWALKS	\$0	\$0	\$0	\$0	\$0	N/A 01/2024	NOT EXPECTED TO OBLIGATE IN FY2022	STAFF WILL CONFIRM THE ESTIMATED START DATE AND COORDINATE WITH TXDOT TO MOVE THE PROJECT TO THE APPROPRIATE YEAR; PROJECT HAS BEEN CANCELLED AT THE REQUEST OF THE CITY OF WEATHERFORD
14026.5	0365-01-052	WEATHERFORD	FORT WORTH	E	FM 51/FM 171	SOUTH OF INTERSECTION OF FM 51/FM 171 AND W COLUMBIA STREET	NORTH OF INTERSECTION OF FM 51/FM 171 AND W COLUMBIA STREET	INTERSECTION IMPROVEMENTS AT FM 51/FM 171 FOR NEW 4 LANE BYPASS	\$0	\$0	\$0	\$0	\$0	N/A 04/2022	NOT EXPECTED TO OBLIGATE IN FY2022	PROJECT HAS BEEN CANCELLED AT THE REQUEST OF THE CITY OF WEATHERFORD
21088	0918-00-372	NCTCOG	DALLAS	I	VA	NATIONAL PARK SERVICE PARTNERSHIP (PHASE 2); REGION WIDE	SUPPORT TRINITY RIVER NATIONAL WATER TRAIL COMMITTEE BY COORDINATING WITH LOCAL AGENCIES TO INSTALL NCTCOG -	OWNED MOBILE COUNT EQUIPMENT, DEVELOP DOCUMENTATION AND BEST PRACTICE GUIDES ON THE IMPACT OF WATER TRAIL ACCESS POINTS ON TRAIL USAGE, AND THE ECO-TOURISM BENEFITS OF WATER TRAIL ACCESS POINTS AS IT RELATES TO THE FORT WORTH AND DALLAS REGIONAL TRAIL	\$0	\$0	\$0	\$0	\$0	N/A 06/2022	NOT EXPECTED TO OBLIGATE IN FY2022	PROJECT HAS BEEN CANCELLED AS IT IS NOT ELIGIBLE FOR STBG FUNDS
21015.2	0918-00-376	NCTCOG	DALLAS	I	VA	INSURANCE FOR PASSENGER RAIL INTEGRATION	REGIONAL	PURCHASE INSURANCE FOR PASSENGER RAIL OPERATIONS	\$0	\$0	\$0	\$0	\$0	N/A 09/2022	NOT EXPECTED TO OBLIGATE IN FY2022	PROJECT CANCELLED THROUGH 2023-2026 TIP DEVELOPMENT DUE TO ELIGIBILITY ISSUES
11893.5	0902-00-260	NCTCOG	FORT WORTH	I	VA	511 TRAVELER INFORMATION SYSTEM (ITS)		DEVELOP AND IMPLEMENT TRAVELER INFORMATION SYSTEM IN REGION	\$1,380,000	\$345,000	\$0	\$1,725,000	\$0	08/2022	OBLIGATED (2021)	FUNDING OBLIGATED IN FY2021; FUNDS MOVED TO FY2021 THROUGH 2023-2026 TIP DEVELOPMENT
TOTAL									\$256,315,864	\$34,387,617	\$18,519,485	\$309,222,966	\$132,700,022			

TOTAL CLOSEOUTS/WITHDRAWALS	(\$2,087,014)
TOTAL PROJECT ADJUSTMENTS	\$15,315,198
TOTAL OBLIGATED IN FY2022	\$132,700,022
TOTAL EXPECTED TO OBLIGATE	\$27,733,790
TOTAL NOT EXPECTED TO OBLIGATE	\$94,653,244

TRANSPORTATION ALTERNATIVES SET ASIDE FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2022

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	FACILITY	PHASE	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
40043	0918-47-210	DALLAS	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	\$554,682	05/2022 (ACTUAL) 04/2022	OBLIGATED (2022)	FUNDING OBLIGATED NOVEMBER 2021
40043	0918-47-210	DALLAS	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	\$55,468	05/2022 (ACTUAL) 04/2022	OBLIGATED (2022)	FUNDING OBLIGATED NOVEMBER 2021
14013.5	0918-24-263	DART	DALLAS	VA	I	COTTON BELT BRIDGE FROM NORTH OF EAST PLANO PARKWAY	SOUTH OF EAST PLANO PARKWAY	CONSTRUCT NEW SHARED-USE PATH BRIDGE AT EAST PLANO PARKWAY	\$2,911,792	\$0	\$727,948	\$3,852,740	\$2,911,792	02/2023	OBLIGATED (2022)	PROJECT ADVANCED FROM FY2023; FUNDING OBLIGATED NOVEMBER 2021
40047	0918-47-204	DALLAS	DALLAS	VA	C	UNIVERSITY CROSSING TRAIL LIGHTING; ELLSWORTH AVE	SKILLMAN ST	ADD PEDESTRIAN LIGHTING ALONG UNIVERSITY CROSSING TRAIL FROM GLENCOE PARK IN THE SOUTH TO SKILLMAN IN THE EAST, AND CONNECTING WITH PREEXISTING LIGHTING SOUTH OF SMU BLVD	\$656,040	\$0	\$164,010	\$820,050	\$0	06/2022 03/2022	EXPECTED TO OBLIGATE IN FY2022	
40047	0918-47-204	DALLAS	DALLAS	VA	CE	UNIVERSITY CROSSING TRAIL LIGHTING; ELLSWORTH AVE	SKILLMAN ST	ADD PEDESTRIAN LIGHTING ALONG UNIVERSITY CROSSING TRAIL FROM GLENCOE PARK IN THE SOUTH TO SKILLMAN IN THE EAST, AND CONNECTING WITH PREEXISTING LIGHTING SOUTH OF SMU BLVD	\$31,240	\$0	\$7,810	\$39,050	\$0	06/2022 03/2022	EXPECTED TO OBLIGATE IN FY2022	
40069	0902-38-138	HUDSON OAKS	FORT WORTH	VA	C	HUDSON OAKS MULTIMODAL TRAIL; ON OAKRIDGE DRIVE FROM SOUTH OF SONORA CANYON ROAD TO INSPIRATION DRIVE AND	ON INSPIRATION DRIVE FROM OAKRIDGE ROAD TO HUDSON OAKS DRIVE	CONSTRUCT SHARED USE PATH	\$1,937,647	\$0	\$484,411	\$2,422,058	\$0	08/2022 04/2022	EXPECTED TO OBLIGATE IN FY2022	PROJECT MUST LET BY AUGUST APRIL 2022 PER STATE TASA RULES
40069	0902-38-138	HUDSON OAKS	FORT WORTH	VA	CE	HUDSON OAKS MULTIMODAL TRAIL; ON OAKRIDGE DRIVE FROM SOUTH OF SONORA CANYON ROAD TO INSPIRATION DRIVE AND	ON INSPIRATION DRIVE FROM OAKRIDGE ROAD TO HUDSON OAKS DRIVE	CONSTRUCT SHARED USE PATH	\$114,394	\$0	\$28,599	\$142,993	\$0	08/2022 04/2022	EXPECTED TO OBLIGATE IN FY2022	PROJECT MUST LET BY AUGUST APRIL 2022 PER STATE TASA RULES
54062	0008-13-221	TXDOT-FORT WORTH	FORT WORTH	IH 820	C	SH 121/SH 183 INTERCHANGE	RANDOL MILL ROAD	INTERIM PROJECT TO CNST IH 820/SH 121 DIRECT CONNECTORS; FROM RANDOL MILL RD TO TRINITY BLVD: RECNST FROM 4 TO 6 LNS PLUS 2 AUX LNS; FROM TRINITY BLVD TO N INT WITH SH 121/SH 183: WDN FROM 9 TO 11 LNS & 4/6 LN DISC FR RDS TO 2/6 LN DISC FR RDS (INTERIM)	\$102,362	\$25,591	\$0	\$127,953	\$0	08/2022 11/2021	EXPECTED TO OBLIGATE IN FY2022	FUNDING WILL BE OBLIGATED VIA A CHANGE ORDER
14013.2	0918-00-337	DART	DALLAS	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)	\$4,648,925	\$0	\$0	\$4,648,925	\$0	08/2022	NOT EXPECTED TO OBLIGATE IN FY2022	FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT
14013.2	0918-00-350	DART	DALLAS	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)	\$2,161,569	\$0	\$540,392	\$2,701,961	\$0	08/2022	NOT EXPECTED TO OBLIGATE IN FY2022	FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT
40067	0918-47-298	DALLAS CO	DALLAS	VA	C	ON HARRY HINES BLVD FROM WEBB CHAPEL EXT	MANANA DR	CONSTRUCT NEW SHARED-USE PATH AND SIDEWALKS WITH GREEN BUFFERS FOR PEDESTRIANS AND BICYCLISTS	\$2,399,747	\$0	\$599,937	\$2,999,684	\$0	08/2022	NOT EXPECTED TO OBLIGATE IN FY2022	FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT
40024.2	0918-47-324	DALLAS	DALLAS	VA	C	ROSEMONT SRTS IMPROVEMENTS BOUNDED BY MARY CLIFF ST (WEST), STEWART ST (NORTH),	TYLER ST (EAST), AND JEFFERSON BLVD (SOUTH)	CONSTRUCT NEW SIDEWALKS, BIKE LANE, AND TRAFFIC CALMING DEVICES TO CONNECT THE ROSEMONT SCHOOL CAMPUSES AND THE SURROUNDING NEIGHBORHOODS; TRAFFIC CALMING DEVICES INCLUDING ITEMS SUCH AS SPEED BUMPS, SIGNS, AND MARKINGS	\$689,410	\$0	\$0	\$689,410	\$0	11/2022-09/2022	NOT EXPECTED TO OBLIGATE IN FY2022	FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT; ADVANCE FUNDING AGREEMENT PENDING EXECUTION

TRANSPORTATION ALTERNATIVES SET ASIDE FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2022

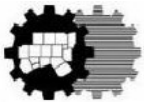
TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	FACILITY	PHASE	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
40024.2	0918-47-324	DALLAS	DALLAS	VA	CE	ROSEMONT SRTS IMPROVEMENTS BOUNDED BY MARY CLIFF ST (WEST), STEWART ST (NORTH),	TYLER ST (EAST), AND JEFFERSON BLVD (SOUTH)	CONSTRUCT NEW SIDEWALKS, BIKE LANE, AND TRAFFIC CALMING DEVICES TO CONNECT THE ROSEMONT SCHOOL CAMPUSES AND THE SURROUNDING NEIGHBORHOODS; TRAFFIC CALMING DEVICES INCLUDING ITEMS SUCH AS SPEED BUMPS, SIGNS, AND MARKINGS	\$68,941	\$0	\$0	\$68,941	\$0	11/2022-09/2022	NOT EXPECTED TO OBLIGATE IN FY2022	FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT; ADVANCE FUNDING AGREEMENT PENDING EXECUTION
40068	0918-47-311	BALCH SPRINGS	DALLAS	CS	C	ON SHEILAH, MANON, HICKORY, AND QUAIL DR	BETWEEN LAKE JUNE RD AND GLENSHIRE	FLOYD ELEMENTARY SAFE ROUTES TO SCHOOL; CONSTRUCT NEW SIDEWALK, REMOVE/REPLACE EXISTING SIDEWALK AND ADA RAMPS, RELOCATION OF SCHOOL FLASHER AND SIGNAGE	\$718,797	\$0	\$0	\$718,797	\$0	05/2023	NOT EXPECTED TO OBLIGATE IN FY2022	STAFF WILL CONFIRM THE ESTIMATED START DATE AND COORDINATE WITH TXDOT TO MOVE THE PROJECT TO THE APPROPRIATE YEAR; FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT
40068	0918-47-311	BALCH SPRINGS	DALLAS	CS	CE	ON SHEILAH, MANON, HICKORY, AND QUAIL DR	BETWEEN LAKE JUNE RD AND GLENSHIRE	FLOYD ELEMENTARY SAFE ROUTES TO SCHOOL; CONSTRUCT NEW SIDEWALK, REMOVE/REPLACE EXISTING SIDEWALK AND ADA RAMPS, RELOCATION OF SCHOOL FLASHER AND SIGNAGE	\$9,891	\$0	\$0	\$9,891	\$0	05/2023	NOT EXPECTED TO OBLIGATE IN FY2022	STAFF WILL CONFIRM THE ESTIMATED START DATE AND COORDINATE WITH TXDOT TO MOVE THE PROJECT TO THE APPROPRIATE YEAR; FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT
40066	0902-90-171	GRAPEVINE	FORT WORTH	VA	C	COTTON BELT TRAIL (SEGMENT 1) FROM TEXAN TRAIL ROADWAY	FUTURE DFW STATION	CONSTRUCT SHARED-USE PATH	\$777,936	\$0	\$194,484	\$972,420	\$0	06/2023-02/2023	NOT EXPECTED TO OBLIGATE IN FY2022	DESIGN HAS BEEN PAUSED UNTIL DART DETERMINES THE EXACT LOCATION OF THE STATION TO BE CONSTRUCTED NEAR THIS PROJECT; STAFF WILL CONFIRM THE ESTIMATED START DATE AND COORDINATE WITH TXDOT TO MOVE THE PROJECT TO THE APPROPRIATE YEAR; FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT
14013.4	0902-90-177	DART	FORT WORTH	VA	T	COTTON BELT VELOWEB TRAIL FROM FUTURE DFW THROUGH STATION	GRAPEVINE EASTERN CITY LIMITS	CONSTRUCT GRAPEVINE SECTION OF THE COTTON BELT TRAIL CORRIDOR	\$1,923,024	\$0	\$480,756	\$2,403,780	\$0	08/2023-04/2022	NOT EXPECTED TO OBLIGATE IN FY2022	FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT
40040	0918-46-306	DENTON	DALLAS	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	12/2023-06/2022	NOT EXPECTED TO OBLIGATE IN FY2022	FUNDING MOVED TO FY2024 THROUGH 2023-2026 TIP DEVELOPMENT
40040	0918-46-306	DENTON	DALLAS	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	12/2023-06/2022	NOT EXPECTED TO OBLIGATE IN FY2022	FUNDING MOVED TO FY2024 THROUGH 2023-2026 TIP DEVELOPMENT
TOTAL									\$20,268,222	\$25,591	\$3,507,474	\$24,014,287	\$3,521,942			

TOTAL CLOSEOUTS/WITHDRAWALS	(\$13,918)
TOTAL PROJECT ADJUSTMENTS	(\$250,168)
TOTAL OBLIGATED IN FY2022	\$3,521,942
TOTAL EXPECTED TO OBLIGATE	\$2,841,683
TOTAL NOT EXPECTED TO OBLIGATE	\$13,904,597

FISCAL YEAR 2022 PROJECT TRACKING

Regional Transportation Council

July 14, 2022



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 performs a robust project tracking effort in order to highlight potential problems and prevent 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 regular basis.
- This will provide opportunities for sponsors to raise issues that may be hindering project progress and help ensure funds are being obligated in a more timely manner.

SUMMARY OF TIP FY2022 PROJECT FUNDING - CMAQ

	OCTOBER 2021	JUNE 2022
Total Federal Funding Programmed ¹	\$70,669,684	\$40,004,608
Federal Funding Obligated (2022) ^{2, 3}	\$0	\$28,133,105
FY2022 Project Phases ⁴	44	15
Project Phases Obligated to Date	0	7
Project Phases Past Their Original Estimated Start Date ⁵	4	14

1: Programmed funding is comprised of what is included in the TIP as well as transactions that have not formally been made in the TIP (e.g., early obligations)

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

3: Obligation amounts as of 07/01/2022

4: 29 project phases have been delayed to future years through TIP actions or were canceled

5: Includes projects that were initially in FY2022 and have been delayed to a later year

43% of federal funds delayed to future FY

70% obligated (only 40% of initial amount)

SUMMARY OF TIP FY2022 PROJECT FUNDING - STBG

	OCTOBER 2021	JUNE 2022
Total Federal Funding Programmed ¹	\$178,455,967	\$154,729,664
Federal Funding Obligated (2022) ^{2, 3}	\$0	\$145,928,206
FY2022 Project Phases ⁴	77	26
Project Phases Obligated to Date	0	16
Project Phases Past Their Original Estimated Start Date ⁵	3	34

1: Programmed funding is comprised of what is included in the TIP as well as transactions that have not formally been made in the TIP (e.g., early obligations)

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

3: Obligation amounts as of 07/01/2022

4: 51 project phases have been delayed to future years through TIP actions or were canceled

5: Includes projects that were initially in FY2022 and have been delayed to a later year

13% of federal funds delayed to future FY

94% obligated (only 38% w/o Cat. 2/7 funding swap)

SUMMARY OF TIP FY2022 PROJECT FUNDING – TRANSPORTATION ALTERNATIVES SET ASIDE

	OCTOBER 2021	JUNE 2022
Total Federal Funding Programmed ¹	\$17,356,430	\$5,676,345
Federal Funding Obligated (2022) ^{2,3}	\$0	\$3,257,856
FY2022 Project Phases ⁴	18	7
Project Phases Obligated to Date	0	3
Project Phases Past Their Original Estimated Start Date ⁵	0	8

1: Programmed funding is comprised of what is included in the TIP as well as transactions that have not formally been made in the TIP (e.g., early obligations)

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

3: Obligation amounts as of 07/01/2022

4: 11 project phases have been delayed to future years in the TIP

5: Includes projects that were initially in FY2022 and have been delayed to a later year

67% of federal funds delayed to future FY

57% obligated (only 19% of initial amount)

SUMMARY OF FY2022 PROGRESS

- As of July 2022, we are ten months into the fiscal year, which means the year is 83 percent complete.
- To date:
 - 70 percent of CMAQ funds have been obligated
 - 94 percent of STBG funds have been obligated
 - 57 percent of TA-Set Aside funds have been obligated

NEXT STEPS

- Continue monitoring project progress
- Work with project sponsors and TxDOT to resolve issues that may be causing delays in project implementation
- Bring an update to the committees at the end of the fiscal year

QUESTIONS?

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North Texas Sidewalk Data Purchase by County and City, 2022

*Purchase cost was provided through the NCTCOG Spatial Data Cooperative Program consultant. Factors in consultant pricing included elements such as size of city area, approximate density, and availability of existing data.

Collin County

City Name	Last Update	Included in NCTCOG 2022 Purchase?	Total Cost*	Match Request
Allen	2013	Yes	\$ 2,113.85	\$ 1,056.92
Anna	0	Yes	\$ 1,965.54	\$ 982.77
Celina	2021	No		
Fairview	0	Yes	\$ 1,121.72	\$ 560.86
Farmersville	0	Yes	\$ 529.52	\$ 264.76
Frisco	2021	No		
Josephine	0	Yes	\$ 244.54	\$ 122.27
Lavon	0	Yes	\$ 604.39	\$ 302.19
Lowry Crossing	0	Yes	\$ 322.24	\$ 161.12
Lucas	0	Yes	\$ 1,970.13	\$ 985.06
McKinney	2021	No		
Melissa	0	Yes	\$ 1,481.76	\$ 740.88
Murphy	0	Yes	\$ 1,461.18	\$ 730.59
Parker	0	Yes	\$ 990.14	\$ 495.07
Plano	2019	No		
Princeton	0	Yes	\$ 1,219.53	\$ 609.77
Prosper	0	Yes	\$ 3,198.66	\$ 1,599.33
St. Paul	0	Yes	\$ 176.21	\$ 88.10
Wylie	0	Yes	\$ 7,416.68	\$ 3,708.34

Dallas County

City Name	Last Update	Included in NCTCOG 2022 Purchase?	Total Cost*	Match Request
Addison	2021	No		
Balch Springs	2020	No		
Cedar Hill	2007	Yes	\$ 2,115.18	\$ 1,057.59
Cockrell Hill	2007	Yes	\$ 62.36	\$ 31.18
Coppell	2019	No		
Dallas	2020	No		
DeSoto	2007	Yes	\$ 1,271.64	\$ 635.82
Duncanville	2007	Yes	\$ 896.97	\$ 448.49
Farmers Branch	2021	No		
Garland	0	Yes	\$ 18,316.51	\$ 9,158.25
Glenn Heights	0	Yes	\$ 1,461.75	\$ 730.87
Grand Prairie	2013	Yes	\$ 4,794.24	\$ 2,397.12
Highland Park	2007	Yes	\$ 179.13	\$ 89.56
Hutchins	0	Yes	\$ 1,183.69	\$ 591.85
Irving	2020	No		

North Texas Sidewalk Data Purchase by County and City, 2022

Lancaster	2013	Yes	\$ 1,258.97	\$ 629.48
Mesquite	2007	Yes	\$ 3,778.80	\$ 1,889.40
Richardson	2017	Yes	\$ 2,291.06	\$ 1,145.53
Rowlett	2021	No		
Sachse	0	Yes	\$ 1,972.76	\$ 986.38
Seagoville	0	Yes	\$ 2,395.08	\$ 1,197.54
Sunnyvale	0	Yes	\$ 2,114.10	\$ 1,057.05
University Park	2007	Yes	\$ 395.75	\$ 197.87
Wilmer	0	Yes	\$ 1,024.58	\$ 512.29

Denton County

City Name	Last Update	Included in NCTCOG 2022 Purchase?	Total Cost*	Match Request
Argyle	0	Yes	\$ 1,456.64	\$ 728.32
Aubrey	0	Yes	\$ 575.09	\$ 287.54
Bartonville	0	Yes	\$ 849.68	\$ 424.84
Carrollton	2021	No		
Copper Canyon	0	Yes	\$ 570.91	\$ 285.46
Corinth	2021	No		
Cross Roads	0	Yes	\$ 845.65	\$ 422.83
Denton	2021	No		
Double Oak	0	Yes	\$ 306.50	\$ 153.25
Flower Mound	2017	Yes	\$ 2,654.16	\$ 1,327.08
Hickory Creek	0	Yes	\$ 531.52	\$ 265.76
Highland Village	2007	Yes	\$ 1,279.62	\$ 639.81
Justin	2007	Yes	\$ 189.86	\$ 94.93
Krugerville	0	Yes	\$ 265.40	\$ 132.70
Krum	0	Yes	\$ 488.94	\$ 244.47
Lake Dallas	0	Yes	\$ 690.82	\$ 345.41
Lewisville	2016	Yes	\$ 2,525.35	\$ 1,262.68
Little Elm	2011	Yes	\$ 1,319.16	\$ 659.58
Northlake	0	Yes	\$ 1,072.94	\$ 536.47
Oak Point	0	Yes	\$ 689.12	\$ 344.56
Pilot Point	0	Yes	\$ 514.41	\$ 257.20
Ponder	0	Yes	\$ 392.60	\$ 196.30
Providence Village	0	Yes	\$ 152.20	\$ 76.10
Roanoke	2007	Yes	\$ 261.57	\$ 130.79
Sanger	2021	No		
Shady Shores	0	Yes	\$ 390.26	\$ 195.13
The Colony	2019	No		
Trophy Club	2021	No		

Ellis County

North Texas Sidewalk Data Purchase by County and City, 2022

City Name	Last Update	Included in NCTCOG 2022 Purchase?	Total Cost*	Match Request
Ennis	0	Yes	\$ 4,123.37	\$ 2,061.69
Ferris	0	Yes	\$ 521.95	\$ 260.98
Italy	0	Yes	\$ 247.30	\$ 123.65
Midlothian	2007	Yes	\$ 2,441.79	\$ 1,220.89
Oak Leaf	0	Yes	\$ 308.43	\$ 154.22
Ovilla	0	Yes	\$ 734.42	\$ 367.21
Palmer	0	Yes	\$ 371.35	\$ 185.67
Red Oak	0	Yes	\$ 1,833.73	\$ 916.87
Waxahachie	2007	Yes	\$ 1,932.49	\$ 966.24

Ellis County

City Name	Last Update	Included in NCTCOG 2022 Purchase?	Total Cost*	Match Request
DeCordova	0	Yes	\$ 166.68	\$ 83.34
Granbury	0	Yes	\$ 2,123.29	\$ 1,061.64

Hunt County

City Name	Last Update	Included in NCTCOG 2022 Purchase?	Total Cost*	Match Request
Caddo Mills	0	Yes	\$ 617.95	\$ 308.98
Commerce	0	Yes	\$ 1,056.03	\$ 528.01
Greenville	0	Yes	\$ 4,158.91	\$ 2,079.46
Quinlan	0	Yes	\$ 163.83	\$ 81.91
West Tawakoni	0	Yes	\$ 362.78	\$ 181.39
Wolfe City	0	Yes	\$ 141.63	\$ 70.81

Johnson County

City Name	Last Update	Included in NCTCOG 2022 Purchase?	Total Cost*	Match Request
Alvarado	0	Yes	\$ 656.60	\$ 328.30
Burleson	2013	Yes	\$ 1,672.20	\$ 836.10
Cleburne	0	Yes	\$ 4,421.97	\$ 2,210.99
Godley	0	Yes	\$ 254.46	\$ 127.23
Grandview	0	Yes	\$ 212.58	\$ 106.29
Joshua	0	Yes	\$ 1,136.24	\$ 568.12
Keene	0	Yes	\$ 661.99	\$ 331.00
Venus	0	Yes	\$ 554.41	\$ 277.21

Kaufman County

North Texas Sidewalk Data Purchase by County and City, 2022

City Name	Last Update	Included in NCTCOG 2022 Purchase?	Total Cost*	Match Request
Combine	0	Yes	\$ 958.44	\$ 479.22
Crandall	0	Yes	\$ 502.08	\$ 251.04
Forney	2007	Yes	\$ 880.61	\$ 440.30
Kaufman	2007	Yes	\$ 346.85	\$ 173.42
Kemp	0	Yes	\$ 250.60	\$ 125.30
Talty	0	Yes	\$ 392.17	\$ 196.08
Terrell	2007	Yes	\$ 957.61	\$ 478.81

Ellis County

City Name	Last Update	Included in NCTCOG 2022 Purchase?	Total Cost*	Match Request
Aledo	0	Yes	\$ 508.20	\$ 254.10
Annetta	0	Yes	\$ 462.59	\$ 231.29
Hudson Oaks	0	Yes	\$ 389.48	\$ 194.74
Reno	0	Yes	\$ 1,638.08	\$ 819.04
Springtown	0	Yes	\$ 382.28	\$ 191.14
Weatherford	0	Yes	\$ 3,633.00	\$ 1,816.50
Willow Park	0	Yes	\$ 827.71	\$ 413.86

Rockwall County

City Name	Last Update	Included in NCTCOG 2022 Purchase?	Total Cost*	Match Request
Fate	0	Yes	\$ 1,512.41	\$ 756.20
Heath	2007	Yes	\$ 472.27	\$ 236.14
McLendon-Chisholm	0	Yes	\$ 794.79	\$ 397.40
Rockwall	2012	Yes	\$ 1,769.34	\$ 884.67
Royse City	0	Yes	\$ 2,313.45	\$ 1,156.73

Tarrant County

City Name	Last Update	Included in NCTCOG 2022 Purchase?	Total Cost*	Match Request
Arlington	2013	Yes	\$ 7,937.86	\$ 3,968.93
Azle	2007	Yes	\$ 525.13	\$ 262.57
Bedford	2007	Yes	\$ 1,067.24	\$ 533.62
Benbrook	2013	Yes	\$ 653.14	\$ 326.57
Blue Mound	2007	Yes	\$ 18.93	\$ 9.46
Colleyville	2021	No		
Crowley	2007	Yes	\$ 446.66	\$ 223.33
Dalworthington Gardens	2007	Yes	\$ 108.78	\$ 54.39
Edgecliff Village	2007	Yes	\$ 46.00	\$ 23.00

North Texas Sidewalk Data Purchase by County and City, 2022

Euless	2007	Yes	\$ 1,296.18	\$ 648.09
Everman	0	Yes	\$ 450.92	\$ 225.46
Forest Hill	2013	Yes	\$ 335.52	\$ 167.76
Fort Worth	2019	No		
Grapevine	2007	Yes	\$ 2,118.63	\$ 1,059.32
Haltom City	2012	Yes	\$ 993.22	\$ 496.61
Haslet	0	Yes	\$ 663.15	\$ 331.58
Hurst	2007	Yes	\$ 799.05	\$ 399.52
Keller	2017	Yes	\$ 1,090.02	\$ 545.01
Kennedale	2007	Yes	\$ 250.38	\$ 125.19
Lake Worth	2007	Yes	\$ 146.15	\$ 73.07
Lakeside	0	Yes	\$ 208.04	\$ 104.02
Mansfield	2007	Yes	\$ 2,161.44	\$ 1,080.72
North Richland Hills	2013	Yes	\$ 1,461.12	\$ 730.56
Pantego	2007	Yes	\$ 61.38	\$ 30.69
Pelican Bay	0	Yes	\$ 98.25	\$ 49.13
Richland Hills	2007	Yes	\$ 248.41	\$ 124.21
River Oaks	2007	Yes	\$ 161.96	\$ 80.98
Saginaw	2007	Yes	\$ 619.22	\$ 309.61
Sansom Park	2007	Yes	\$ 96.70	\$ 48.35
Southlake	2013	Yes	\$ 1,321.88	\$ 660.94
Watauga	2007	Yes	\$ 442.51	\$ 221.26
Westlake	2007	Yes	\$ 141.43	\$ 70.71
Westworth Village	2007	Yes	\$ 122.21	\$ 61.10
White Settlement	2007	Yes	\$ 189.59	\$ 94.79

Wise County

City Name	Last Update	Included in NCTCOG 2022 Purchase?	Total Cost*	Match Request
Alvord	2007	Yes	\$ 58.38	\$ 29.19
Aurora	0	Yes	\$ 475.09	\$ 237.55
Boyd	0	Yes	\$ 517.97	\$ 258.98
Bridgeport	2007	Yes	\$ 294.09	\$ 147.04
Chico	0	Yes	\$ 192.24	\$ 96.12
Decatur	2021	No		
New Fairview	0	Yes	\$ 1,985.14	\$ 992.57
Newark	0	Yes	\$ 101.14	\$ 50.57
Rhome	2007	Yes	\$ 203.13	\$ 101.56
Runaway Bay	0	Yes	\$ 905.85	\$ 452.93



North Central Texas Council of Governments

Regional Sidewalk Data Layer Purchase

Regional Transportation Council | 7.14.2022

Karla Windsor, AICP

BACKGROUND

GOAL: Regional data resource for planning and analysis of sidewalk needs and impacts

- ✘ Currently lacking consistent & updated data comparable to other modes of travel

COORDINATION: February 2022 - NCTCOG sent a survey to 159 cities asking about sidewalk data availability and interest (multiple emails sent)



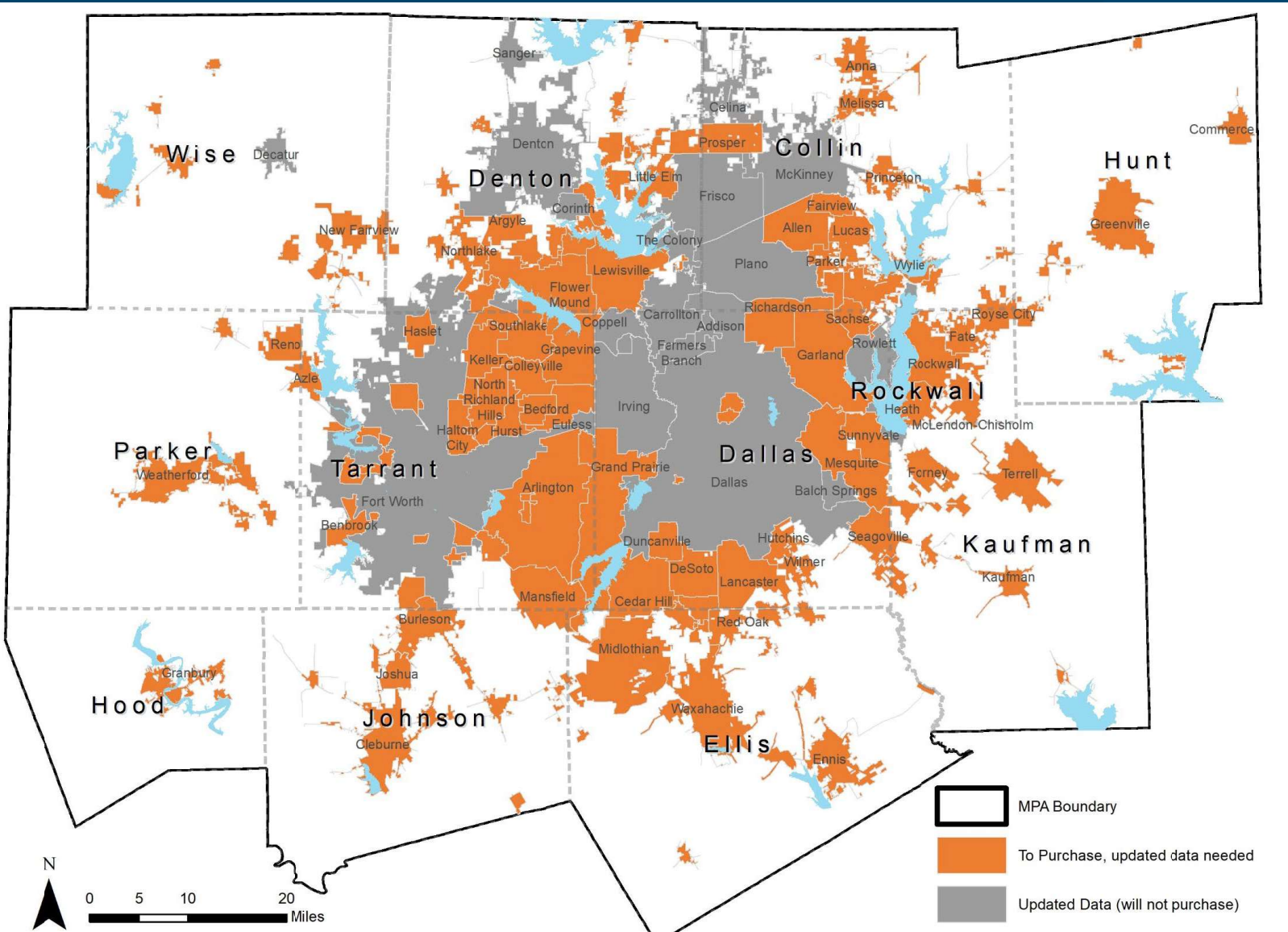
SCOPE OF PROJECT

159 Cities: Population over 1,000 in the Metropolitan Planning Area
(12 counties)

~20 Cities: NCTCOG already received sidewalk Geographic
Information Systems (GIS) data (2019 or later)

~139 Cities: New and updated sidewalk GIS data to be purchased
by NCTCOG





NEXT STEPS

Data Purchase: Summer 2022

Transportation Department to purchase initial data layer digitized from aerial imagery via NCTCOG's Regional Information Services (RIS) SDCP

Longer Term: 2022 and Beyond

- Refine and enhance regional sidewalk data layer as needed (attributes)
- Update with city input and support
- Streamline various sources into consolidated regional layer



NEXT STEPS

Total Purchase Cost: \$169,233.51

Voluntary Match Contribution

- Cities over population of 5,000 and over \$1,000 purchase cost to be asked for 50 percent match
- Communication was sent out to qualifying cities requesting partnership
- Cities participating will be prioritized for data clean up and updates

Availability of data for all jurisdictions to be announced later in 2022.

Deadline to respond: Friday, July 29, 2022.



Regional Sidewalk Data Layer Purchase



Questions?

CONTACT



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**Regional Transportation Council Attendance Roster
July 2021 - June 2022**

RTC MEMBER	Entity	7/8/21	8/12/21	9/9/21	10/14/21	11/11/21	12/9/21	1/13/22	2/10/22	3/10/22	4/14/2022	5/12/2022	6/14/2022
Daniel Alemán Jr (01/22)	Mesquite	--	--	--	--	--	--	P	P	P	P	P	P
Richard E. Aubin (06/18)	Garland	A	P	P	P	P	P	P	P	A	P	P	P
Steve Babick (06/22)	Carrollton	--	--	--	--	--	--	--	--	--	--	--	P
Dennis Bailey (02/21)	Rockwall County	P	P	A	P	A	P	P	E(R)	P	P	P	E(R)
Adam Bazaldua (09/21)	Dallas	--	--	E	P	E(R)	P	P	P	P	P	E	P
Elizabeth M. Beck (08/21)	Fort Worth	--	P	P	P	P	P	P	A	P	P	E	P
Gyna Bivens (08/21)	Fort Worth	--	P	P	P	P	P	P	P	E	P	E	P
Mohamed Bur (06/18)	TxDOT, Dallas	P	P	P	P	P	E(R)	P	P	P	E(R)	P	E(R)
Dianne Costa (10/19)	DCTA	P	P	P	P	P	P	P	P	P	P	P	P
Michael Crain (06/22)	Fort Worth	--	--	--	--	--	--	--	--	--	--	--	E(R)
Theresa Daniel (11/18)	Dallas County	P	P	P	P	P	P	P	P	P	P	P	P
Jeff Davis (11/19)	Trinity Metro	P	P	A	P	P	P	P	P	P	P	P	P
Pat Deen (08/19)	Parker County	A	P	P	P	A	P	A	A	P	P	P	P
Janet DePuy (09/21)	Richardson	--	--	P	P	P	P	P	P	P	P	P	P
Andy Eads (1/09)	Denton County	E	P	P	P	P	P	P	P	P	P	E	P
Gary Fickes (12/10)	Tarrant County	E	P	P	P	P	P	P	A	P	P	P	P
George Fuller (07/17)	McKinney	P	P	P	E(R)	P	A	P	P	P	E(R)	E	P
Raul H. Gonzalez (09/21)	Arlington	--	--	P	E	P	P	P	P	P	P	P	P
Barry L. Gordon (12/20)	Duncanville	P	P	P	P	E	P	E(R)	P	E(R)	P	E	A
Rick Grady (09/18)	Plano	P	P	P	P	P	P	P	P	P	P	P	P
Lane Grayson (01/19)	Ellis County	P	P	P	P	P	P	P	P	E	P	P	A
Mojoy Haddad (10/14)	NTTA	A	P	P	P	A	P	P	E	E	A	P	P
Roger Harmon (1/02)	Johnson County	A	P	P	E(R)	P	P	P	P	P	P	P	P
Clay Lewis Jenkins (04/11)	Dallas County	P	P	P	E(R)	P	E(R)	P	P	P	P	P	P
Ron Jensen (06/13)	Grand Prairie	P	P	P	P	P	P	P	P	E(R)	P	P	P
Carl L. Johnson (09/20)	TxDOT, FW	A	P	P	P	P	P	E(R)	P	P	E(R)	P	P
Brandon Jones (05/21)	Lewisville	P	P	P	P	P	P	P	P	P	P	A	P
John Keating (12/19)	Frisco	P	E(R)	P	A	E	E(R)	A	A	A	P	A	A
Mike Leyman (09/19)	Mansfield	P	P	P	P	P	P	P	E(R)	P	P	P	P
Alison Maguire (07/21)	Denton	P	P	P	P	P	P	P	P	P	P	P	P
B. Adam McGough (07/20)	Dallas	P	P	P	P	P	P	P	P	P	P	P	P
William Meadows (02/17)	DFW Airport	E(R)	E(R)	P	P	A	P	A	P	A	P	E	E
Allen E. Meagher (12/20)	Irving	P	P	P	E	P	P	P	E(R)	E	P	E	A
Cara Mendelsohn (07/20)	Dallas	P	P	E	P	P	P	P	P	P	P	P	P
Omar Narvaez (09/21)	Dallas	--	--	E	P	P	P	P	P	P	E(R)	P	P
Philip J. Ritter (07/20)	Dallas	P	P	P	E	P	P	P	P	P	P	P	P

P= Present
A= Absent
R=Represented by Alternate
--= Not yet appointed

E= Excused Absence (personal illness, family emergency,
jury duty, business necessity, or fulfillment
of obligation arising out of elected service)

**Regional Transportation Council Attendance Roster
July 2021 - June 2022**

RTC MEMBER	Entity	7/8/21	8/12/21	9/9/21	10/14/21	11/11/21	12/9/21	1/13/22	2/10/22	3/10/22	4/14/2022	5/12/2022	6/14/2022
Jim R. Ross (07/21)	Arlington	P	E(R)	P	P	P	P	P	P	P	P	P	E(R)
Chris Schulmeister (07/20)	Allen	P	P	P	P	P	P	P	P	P	P	E(R)	P
Jeremy Tompkins (10/19)	Eules	P	P	P	P	P	E	P	P	P	P	P	P
T. Oscar Trevino Jr. (6/02)	Nrth Rch Hills	P	P	P	E(R)	P	E	P	P	P	P	E(R)	P
William Tsao (3/17)	Dallas	P	P	P	P	P	P	P	P	P	P	P	P
Duncan Webb (6/11)	Collin County	P	P	P	P	P	P	P	P	P	E	P	P
B. Glen Whitley (2/97)	Tarrant County	E	P	E	E(R)	P	E	P	P	E	P	E(R)	E(R)
Michele Wong Krause	DART	--	--	--	--	E(R)	P	P	P	P	P	P	E(R)

Note: Date in parenthesis indicates when member was
1st eligible to attend RTC meetings

P= Present
A= Absent
R=Represented by Alternate
--= Not yet appointed

E= Excused Absence (personal illness, family emergency,
jury duty, business necessity, or fulfillment
of obligation arising out of elected service)

Surface Transportation Technical Committee Attendance Roster

May 2021 - June 2022

STTC MEMBERS	Entity	5/28/21	6/25/21	8/27/21	9/24/21	10/22/21	12/3/21	1/28/22	2/25/22	03/25/22	04/22/22	05/27/22	6/24/2022
Joe Atwood	Hood County	*	*	*	*	*	*	*	*	*	*	*	*
Melissa Baker	Irving	*	*	*	*	*	*	*	*	*	*	*	*
Micah Baker	Dallas County	*	*	*	*	*	*	*	*	*	*	*	*
Bryan Beck	Grapevine	*	*	*	*	*	*	*	*	*	*	*	*
Marc Bentley	Farmers Branch	*	*	*	*	*	*	*	*	*	*	*	*
David Boski	Mansfield	*	*	*	*	*	*	*	*	*	*	*	*
Keith Brooks	Arlington	*	*	*	*	*	*	*	*	*	*	*	*
Shon Brooks	Waxahachie	*	*	*	*	*	*	*	*	*	*	*	*
Tanya Brooks	Fort Worth	*	*	*	*	*	*	*	*	*	*	*	*
Robert Caskey	Frisco	--	--	--	*	*	*	*	*	*	*	*	*
Ceason Clemens	TxDOT Dallas	*	*	*	*	*	*	*	*	*	*	*	*
Robert Cohen	Southlake	*	*	*	*	*	*	*	*	*	*	*	*
Kent Collins	Coppell	*	*	*	*	*	*	*	*	*	*	*	*
John Cordary, Jr.	TxDOT FW	*	*	*	*	*	*	*	*	*	*	*	*
Hal Cranor	Eules	*	*	*	*	*	*	*	*	*	*	*	*
Jackie Culton	Duncanville	--	--	--	--	--	--	--	--	--	--	--	*
Clarence Daugherty	Collin County	*	*	*	*	*	*	*	*	*	*	*	*
Chad Davis	Wise County	*	*	*	*	*	*	*	*	*	*	*	*
Arturo Del Castillo	Dallas	*	*	*	*	*	*	*	*	*	*	*	*
Caryl DeVries	Grand Prairie	*	*	*	*	*	*	*	*	*	*	*	*
Greg Dickens	Hurst	*	*	*	*	*	*	*	*	*	*	*	*
David Disheroon	Johnson County	*	*	*	*	*	*	*	*	*	*	*	*
Phil Dupler	FWTA	*	*	*	*	*	*	*	*	*	*	*	*
Rebecca Diviney	Denton	--	--	*	*	*	*	*	*	*	*	*	*
Chad Edwards	Trinity Metro	--	--	--	--	*	*	*	*	*	*	*	*
Claud Elsom	Rockwall County	*	*	*	*	*	*	*	*	*	*	*	*
Eric Fladager	Fort Worth	*	*	*	*	*	*	*	*	*	*	*	*
Chris Flanigan	Allen	*	*	*	*	*	*	*	*	*	*	*	*
Ann Foss	Arlington	*	*	*	*	*	*	*	*	*	*	*	*
Mike Galizio	Tarrant County	*	*	*	*	*	*	*	*	*	*	*	*
Eric Galt	Mesquite	--	--	--	--	--	--	--	--	--	--	*	*
Ricardo Gonzalez	TxDOT FW	*	*	*	*	*	*	*	*	*	*	*	*
Gary Graham	McKinney	*	*	*	*	*	*	*	*	*	*	*	*
Tom Hammons	Carrollton	*	*	*	*	*	*	*	*	*	*	*	*
Ron Hartline	The Colony	*	*	*	*	*	*	*	*	*	*	*	*
Shannon Hicks	Addison	*	*	*	*	*	*	*	*	*	*	*	*
Matthew Hotelling	Flower Mound	*	*	*	*	*	*	*	*	*	*	*	*
John Hudspeth	TxDOT Dallas	*	*	*	*	*	*	*	*	*	*	*	*
Jeremy Hutt	Cleburne	*	*	*	*	*	*	*	*	*	*	*	*
Thuan Huynh	McKinney	*	*	*	*	*	*	*	*	*	*	*	*
Joel James	NTTA	--	--	--	--	--	--	--	*	*	*	*	*

P=Present A=Absent R=Represented E=Excused (personal illness, family emergency, jury duty, business necessity)

-- =Not yet eligible to attend *Meeting held by vido/audio conference. Individual attendance not taken.

Surface Transportation Technical Committee Attendance Roster

May 2021 - June 2022

STTC MEMBERS	Entity	5/28/21	6/25/21	8/27/21	9/24/21	10/22/21	12/3/21	1/28/22	2/25/22	03/25/22	04/22/22	05/27/22	6/24/2022
Kelly Johnson	NTTA	*	*	*	*	*	*	*	*	*	*	*	*
William Johnson	Fort Worth	*	*	*	*	*	*	*	*	*	*	*	*
Gus Khankarli	Dallas	*	*	*	*	*	*	*	*	*	*	*	*
Alonzo Liñán	Keller	*	*	*	*	*	*	*	*	*	*	*	*
Eron Linn	DART	*	*	*	*	*	*	*	*	*	*	*	*
Clay Lipscomb	Plano	*	*	*	*	*	*	*	*	*	*	*	*
Paul Luedtke	Garland	*	*	*	*	*	*	*	*	*	*	*	*
Stanford Lynch	Hunt County	*	*	*	*	*	*	*	*	*	*	*	*
Chad Marbut	Weatherford	--	--	--	--	--	--	--	--	--	*	*	*
Alberto Mares	Ellis County	*	*	*	*	*	*	*	*	*	*	*	*
Wes McClure	Mesquite	*	*	*	*	*	*	*	*	*	*	*	*
Brian Moen	Frisco	*	*	*	*	*	*	*	*	*	*	*	*
Mark Nelson	Richardson	*	*	*	*	*	*	*	*	*	*	*	*
Jim O'Connor	Irving	*	*	*	*	*	*	*	*	*	*	*	*
Kenneth Overstreet	Bedford	*	*	*	*	*	*	*	*	*	*	*	*
Kevin Overton	Dallas	*	*	*	*	*	*	*	*	*	*	*	*
Tim Palermo	DCTA	*	*	*	*	*	*	*	*	*	*	*	*
Dipak Patel	Lancaster	*	*	*	*	*	*	*	*	*	*	*	*
Shawn Poe	Richardson	*	*	*	*	*	*	*	*	*	*	*	*
John Polster	Denton County	*	*	*	*	*	*	*	*	*	*	*	*
Kelly Porter	Fort Worth	*	*	*	*	*	*	*	*	*	*	*	*
Tim Porter	Wylie	*	*	*	*	*	*	*	*	*	*	*	*
Greg Royster	DFW Int. Airport	*	*	*	*	*	*	*	*	*	*	*	*
Kathryn Rush	Dallas	*	*	*	*	*	*	*	*	*	*	*	*
Moosa Saghian	Kaufman County	*	*	*	*	*	*	*	*	*	*	*	*
David Salmon	Lewisville	*	*	*	*	*	*	*	*	*	*	*	*
Kay Shelton	DART	--	--	--	--	--	--	--	--	--	--	--	*
Brian Shewski	Plano	*	*	*	*	*	*	*	*	*	*	*	*
Walter Shumac, III	Grand Prairie	*	*	*	*	*	*	*	*	*	*	*	*
Ray Silva-Reyes	Colleyville	*	*	*	*	*	*	*	*	*	*	*	*
Randy Skinner	Tarrant County	*	*	*	*	*	*	*	*	*	*	*	*
Caleb Thornhill	Plano	*	*	*	*	*	*	*	*	*	*	*	*
Dave Timbrell	Garland	*	*	*	*	*	*	*	*	*	*	*	*
Press Tompkins	Greenville	*	*	*	*	*	*	*	*	*	*	*	*
Logan Tucker	Duncanville	--	--	--	--	--	--	--	--	--	--	*	*
Gregory Van	Haltom City	*	*	*	*	*	*	*	*	*	*	*	*
Daniel Vedral	Irving	*	*	*	*	*	*	*	*	*	*	*	*
Caroline Waggoner	North Richland Hills	*	*	*	*	*	*	*	*	*	*	*	*
Robert Woodbury	Cedar Hill	*	*	*	*	*	*	*	*	*	*	*	*
Jamie Zech	TCEQ	*	*	*	*	*	*	*	*	*	*	*	*

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