

## AGENDA

### SURFACE TRANSPORTATION TECHNICAL COMMITTEE Friday, September 25, 2020 North Central Texas Council of Governments

**1:30 pm Full STTC Business Agenda (Meeting Will be Held as a Videoconference)**

**1:30 – 1:35**      1. **Approval of August 28, 2020, Minutes**  
 Action             Possible Action     Information            Minutes:      5  
Presenter:          Brian Moen, STTC Chair  
Item Summary:      Approval of the August 28, 2020, meeting minutes contained  
                                 in [Electronic Item 1](#) will be requested.  
Background:        N/A

**1:35 – 1:40**      2. **Consent Agenda**  
 Action             Possible Action     Information            Minutes:      5

2.1. **Fiscal Year 2021 Education Campaigns for Transportation Initiatives: Phase 1**  
Presenter:          Mindy Mize, NCTCOG  
Item Summary:      Staff will seek the Committee's support for the Regional Transportation Council (RTC) to recommend North Central Texas Council of Governments (NCTCOG) Executive Board approval of up to \$215,000 in funding for education campaigns for transportation initiatives that will initiate in Fiscal Year (FY) 2021.  
Background:        Since 2014, the NCTCOG Executive Board has been authorizing annual large-scale advertising purchase and placement initiatives for the Transportation Department. Unfortunately, due to making sure we are sensitive in our messaging during the COVID-19 pandemic as well as experiencing impacts related to funding agreement availability, FY2021 campaigns will be approved in phases when deemed appropriate. [Electronic Item 2.1.1](#) explains the benefits of this initiative and showcases cost savings obtained from bulk education campaign purchasing for the Transportation Department, primarily from FY2019 since we do not have much data from FY2020. [Electronic Item 2.1.2](#) provides more information on Phase 1 FY2021 education campaign costs along with examples of past education campaigns. Education campaigns in Phase 1 will support high-speed transportation, notifications of opportunities for public input/public meetings, and a flexible category for possible unanticipated costs that may arise, such as a specialized public meeting series that may need notifications posted.

Performance Measure(s) Addressed:

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

## 2.2. **Transportation Improvement Program Modifications**

Presenters: Rylea Roderick and Brian Dell, NCTCOG

Item Summary: A recommendation for Regional Transportation Council (RTC) approval of revisions to the 2021-2024 Transportation Improvement Program (TIP) will be requested, along with the ability to amend the Unified Planning Work Program (UPWP) and other planning documents with TIP-related changes.

Background: Since approval of the 2021-2024 TIP listings by the RTC on June 11, 2020, staff worked to finalize the project listings for submittal to the Texas Department of Transportation (TxDOT) for inclusion in the Statewide TIP (STIP). During that process, a subset of technical corrections or changes was identified and made by staff to ensure that the listings were consistent with the Metropolitan Transportation Plan (MTP) and met all federal requirements, such as financial constraint. The list of revisions is provided in [Electronic Item 2.2.1](#) and consists of a list of changes that require RTC approval per the TIP Modification Policy (e.g., substantive limits and/or scope changes, funding revisions, and delaying projects by more than one fiscal year). [Electronic Item 2.2.2](#) is a list of administrative changes to the TIP (e.g., changes to TxDOT Control-Section-Job (CSJ) numbers and non-substantive clarifications of limits and/or scopes). Additional details on the TIP development process can be found in [Electronic Item 2.2.3](#).

In addition to these technical corrections made prior to the submittal of the TIP to TxDOT, quarterly modifications to the TIP are underway. November 2020 revisions to the 2021-2024 TIP are provided as [Electronic Item 2.2.4](#) for the Committee's consideration. These modifications have been reviewed for consistency with the mobility plan, the air quality conformity determination and financial constraint of the TIP.

Performance Measure(s) Addressed:

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

1:40 – 1:50

## 3. **2021 Unified Transportation Program and Regional 10-Year Plan Update**

Action       Possible Action       Information      Minutes: 10

Presenter: Brian Dell, NCTCOG

Item Summary: Staff will brief the Committee on the projects funded by the Texas Transportation Commission (TTC) in the 2021 Unified Transportation Program (UTP), and a recommendation for Regional Transportation Council (RTC) approval of the final project listings will be requested.

Background: In the summer of 2020, the Committee and the RTC approved updates to the Regional 10-Year Plan. The TTC approved the final 2021 UTP at its August 2020 meeting. Staff will discuss which projects were approved for funding in the UTP and provide a preview of the upcoming schedule for the development of the next 10-Year Plan and UTP. These details are provided in [Electronic Item 3.1](#). [Electronic Item 3.2](#) contains the revised 10-Year Plan listings.

Performance Measure(s) Addressed:

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

1:50 – 2:00

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

Action                       Possible Action     Information                      Minutes: 10

Presenter: Jason Brown, NCTCOG

Item Summary: Staff will request a recommendation for Regional Transportation Council approval to open three new, competitive calls for projects (CFP) to subaward funds through the Clean Fleets North Texas 2020 CFP and award rebates through the North Texas Emissions Reduction Project 2020 CFP and North Texas Freight Terminal Electrification 2020 CFP.

Background: Over the past few years, the North Central Texas Council of Governments (NCTCOG) has been successful in receiving grant funding for multiple proposals submitted to the Environmental Protection Agency (EPA) under the National Clean Diesel Funding Assistance Program authorized by the Diesel Emissions Reduction Act. Consistent with the awards and original proposals, NCTCOG is to conduct open, competitive CFPs to distribute funds. CFPs have been prepared for three different initiatives, under three separate EPA awards:

Clean Fleets North Texas 2020 CFP, awarded based upon a proposal submitted in June 2018 which provides funding to subaward projects to replace older, high-emitting diesel-powered vehicles and equipment owned by public or private fleets contracted to local governments in the ten-county ozone nonattainment area.

North Texas Emissions Reduction Project 2020 CFP, awarded based upon a proposal submitted in February 2019 which provides funding to award rebates to replace older, high-emitting diesel-powered vehicles and equipment owned by private fleets in the ten-county ozone nonattainment area along with Navarro and Hood counties.

North Texas Freight Terminal Electrification 2020 CFP, awarded based upon a proposal submitted in June 2018 which provides funding to award rebates for installation of EPA-verified electrified parking spaces and related infrastructure including electric capable kits and power

monitoring equipment at freight terminals and distribution centers that primarily receive heavy-duty trucks with Transport Refrigeration Units within the ten-county ozone nonattainment area.

A schedule and project selection criteria for these CFPs will be presented. These initiatives are an extension of clean vehicle and technology efforts listed as Weight-of-Evidence in the current State Implementation Plan. [Electronic Item 4](#) provides additional details.

Performance Measure(s) Addressed:

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

**2:00 – 2:10**

**5. Computer Equipment and Hardware**

Action               Possible Action       Information              Minutes: 10

Presenter: Michael Morris, NCTCOG

Item Summary: Staff will request a recommendation for Regional Transportation Council (RTC) approval to use RTC Local funds for the purchase of computer hardware, software, and equipment.

Background: Computer resources are a fixture in today's workplace providing an asset needed to accomplish daily activities. This is especially true with employees working at home in a COVID-19 environment. Each fiscal year, the Unified Planning Work Program includes attrition of existing computer equipment, computer equipment for new staff, and necessary software with associated licensing. Historically, federal planning funds have been the source of revenue for purchasing. As these items contain components sourced from outside the United States, federal Buy America provisions prevent the use of federal funds to buy these items. In addition, for staff to stay productive and the Department maintain services to the region during the COVID-19 pandemic, additional equipment is necessary to comply with use of workplace supplied computers and necessary hardware in a dual office situation. This dual office situation allows an employee to work remotely from the office while experiencing high quality network connectivity to workplace functions. [Electronic Item 5](#) provides additional details that include \$650,000 in RTC Local funds.

Performance Measure(s) Addressed:

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

**2:10 – 2:20**

**6. High-Speed Rail Status Report and Contingency Action**

Action               Possible Action       Information              Minutes: 10

Presenter: Michael Morris, NCTCOG

Item Summary: Staff will provide a status report on federal high-speed rail approvals between Dallas and Houston. In addition, high-speed rail between Dallas and Fort Worth is underway. A

contingency action will be requested for approximately \$1.5 million in funds for engineering purposes.

Background: By the Committee meeting, staff will be able to summarize federal actions regarding high-speed rail between Dallas and Houston. North Central Texas Council of Governments staff, with consultant assistance, is undergoing a Tier II environmental on high-speed transportation between Dallas and Fort Worth. The next public meetings (virtual) on this project are September 23 and September 24.

Staff will request a contingency action for approximately \$1.5 million to loan to Texas Central Partners in order to advance the engineering on the City of Dallas Floodway Extension in partnership with United States Army Corps of Engineers.

Performance Measure(s) Addressed:

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

**2:20 – 2:30**

**7. Strategic Traffic Signal Program**

Action                       Possible Action     Information                      Minutes: 10

Presenter: Marian Thompson, NCTCOG

Item Summary: Staff will provide an overview of a strategic traffic signal program and request feedback from the Committee.

Background: In 2002, the North Central Texas Council of Governments (NCTCOG) began the Regional Traffic Signal Retiming Program in partnership with local governments. The program has focused on the implementation of traffic signal retiming to maximize the capacity of the existing roadway system by improving traffic operations. Staff is proposing a new approach for the evaluation of traffic signals and the implementation of traffic signal improvements as part of this program. [Electronic Item 7](#) includes an overview of the proposed program.

Performance Measure(s) Addressed:

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

**2:30 – 2:40**

**8. Clear Path™ Technology Program**

Action                       Possible Action     Information                      Minutes: 10

Presenter: Jeff Hathcock, NCTCOG

Item Summary: Staff will brief the Surface Transportation Technical Committee on the Clear Path™ Technology Program.

Background: North Central Texas Council of Governments staff has been coordinating with each of the freight and transit rail agencies in the North Central Texas region to identify the benefits associated with implementation of the Clear Path™ technology system. As outlined in the Metropolitan Transportation Plan, Mobility 2045, passenger rail service is anticipated to increase with the planned implementation of new and expanded service

on existing freight rail corridors throughout the region. Increasing the rail networks' operational efficiency is key to expanding passenger service on existing corridors.

The Clear Path™ system is a technology solution that monitors and forecasts train traffic conditions in critical transportation gateways, such as Chicago, to help reduce train congestion. Clear Path™ is enabled by continuous real-time feeds of railroad train dispatching and infrastructure status data used to maximize the efficiency of the freight and passenger rail network. Clear Path™ technology will increase capacity of the Dallas-Fort Worth (DFW) rail network and allow DFW metroplex rail system agencies to exchange timely, accurate, and actionable information on train movements throughout the region by facilitating inter-carrier operations. Implementation of Clear Path™ technology would advance transit operation opportunities as designated in Mobility 2045.

Performance Measure(s) Addressed:

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

**2:40 – 2:50**

**9. Changing Mobility: Data, Insights, and Delivering Innovative Projects During COVID Recovery and State Legislative Items**

Action       Possible Action       Information      Minutes: 10

Presenter: Michael Morris, NCTCOG

Item Summary: Staff will provide an update on performance metrics to help understand the impacts of COVID-19 to the transportation system. An update on State legislative items will also be provided.

Background: Four performance metrics have been developed that will be tracked through the COVID-19 pandemic and recovery process: 1) travel behavior response to COVID-19, 2) financial implications to traditional revenue sources, 3) benefits of travel behavior responses to areas of RTC responsibility, and 4) prioritization of infrastructure improvements that offset unemployment increases. More information is provided in [Electronic Item 9](#). In response to data, meetings are being held with transit agencies to help improve their ridership. In addition, the Regional Transportation Council (RTC) has communicated four letters to the Texas House Committee on Transportation and an RTC Legislative Workshop will be held at 11:30 am on October 8, 2020.

Performance Measure(s) Addressed:

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

2:50 – 3:00

10. **North Texas Center for Mobility Technologies: Research Project Funding Standards**

Action       Possible Action       Information      Minutes: 10

Presenter: Thomas Bamonte, NCTCOG

Item Summary: Staff will discuss an effort to establish selection criteria and a process for providing funding for sponsored research projects on mobility technologies proposed by the North Texas Center for Mobility Technologies (NTCMT).

Background: In February 2020, as part of the North Central Texas Council of Governments' (NCTCOG) proposal to host the Virgin Hyperloop One Certification Center, the Regional Transportation Council (RTC) approved \$2.5 million in seed money to help fund sponsored research in mobility technologies. With the assistance of the Texas Research Alliance, the four major research universities in the region (UTA, UNT, UTD, SMU) have organized themselves into the NTCMT. Through the NTCMT, the universities will function as a Research and Development network for sponsored research. The NTCMT is intended to strengthen the capabilities of these universities in the transportation sector and attract mobility technology companies to the region and will recommend certain research projects for NCTCOG funding. The purpose of this item is to establish standards and a process through which NCTCOG identifies which research projects to fund out of the seed money approved by the RTC. These standards and process are described in [Electronic Item 10](#).

Performance Measure(s) Addressed:

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

3:00 – 3:05

11. **National Drive Electric Week: Virtual Event and Local Successes**

Action       Possible Action       Information      Minutes: 5

Presenter: Bethany Hyatt, NCTCOG

Item Summary: Staff will give a brief overview of this years' Dallas-Fort Worth (DFW) National Drive Electric Week event as well as provide updates on electric vehicle (EV) trends and local electric vehicle successes.

Background: National Drive Electric Week is an opportunity to educate Texans about the benefits of EVs, including the important role they play in improving our region's air quality. The DFW National Drive Electric Event has been the largest gathering of EVs in Texas and second largest in the United States since 2018. The North Central Texas Council of Governments (NCTCOG) has been collaborating with local and national stakeholders to produce a virtual DFW National Drive Electric Week Event, which will be held "live" on September 26, 2020. Other events in celebration of National Drive Electric Week will include workshops for local governments about fleet electrification and planning for EV charging infrastructure. Details and registration are available through

[www.driveelectricdfw.org](http://www.driveelectricdfw.org). Staff will also provide updates on local EV trends and will highlight successful projects. [Electronic Item 11.1](#) provides additional details, and a case study highlighting a local municipality EV fleet is available in [Electronic Item 11.2](#).

Performance Measure(s) Addressed:

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

**3:05 – 3:15**

12. **Curb Management Regional Planning Guide**

Action               Possible Action       Information              Minutes: 10

Presenter: Shawn Conrad, NCTCOG

Item Summary: Staff will provide on update on the *Curb Management Regional Planning Guide* produced by the North Central Texas Council of Governments (NCTCOG) as a resource for municipalities.

Background: Competition for curbside space continues to increase and change with the evolution of competing modes of transportation and new technologies. In response to this increased need, the *Curb Management Regional Planning Guide* was completed by NCTCOG in the Spring of 2020. The goal of the guide is to provide municipalities in the metroplex with the knowledge and tools to plan enhanced curbside management that most effectively balances the curb's many potential uses. The guide includes best practices for balancing tradeoffs among uses and tools to assist with curbside planning, whether just beginning curb management efforts or enhancing already well-established curb zones. The *Curb Management Regional Planning Guide* is available online at [www.nctcog.org/parking](http://www.nctcog.org/parking).

Performance Measure(s) Addressed:

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

**3:15 – 3:15**

13. **Fast Facts**

Action               Possible Action       Information              Minutes: 0

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

1. Air Quality Funding Opportunities for Vehicles  
(<https://www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle>)
2. Dallas-Fort Worth Clean Cities Upcoming Events  
(<https://www.dfwcleancities.org/dfw-clean-cities-meetings>)
3. Status Report on Ozone ([Electronic Item 13.1](#))
4. High-Occupancy Vehicle Quarterly Subsidy Report ([Electronic Item 13.2](#))
5. August Online Input Opportunity Minutes ([Electronic Item 13.3](#))
6. October Online Input Opportunity Notice ([Electronic Item 13.4](#))
7. Public Comments Report ([Electronic Item 13.5](#))



8. Written Progress Reports:

- Local Motion ([Electronic Item 13.6](#))
- Partner Progress Reports ([Electronic Item 13.7](#))

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

15. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for ***1:30 pm on October 23, 2020.***

## MINUTES

### **SURFACE TRANSPORTATION TECHNICAL COMMITTEE August 28, 2020**

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, August 28, 2020, at 1:30 pm, by videoconference. The Regional Transportation Council Bylaws establish that the Technical Committee approved membership in attendance at a meeting shall constitute a quorum for action to be taken, therefore individual attendance was not taken for committee members or other participants.

1. **Approval of July 24, 2020, Minutes:** The minutes of the July 24, 2020, meeting were approved as submitted in Electronic Item 1. Stanford Lynch (M); Wes McClure (S). The motion passed unanimously.
2. **Consent Agenda:** The following item was included on the Consent Agenda.
  - 2.1. **Endorsement of Regional Transportation Council Approval of State of Good Repair Grant Application Submitted on behalf of Dallas Area Rapid Transit, Trinity Railway Express, and Trinity Metro:** Endorsement of Regional Transportation Council (RTC) approval for the grant application to the Federal Railroad Administration for the Federal-State Partnership for the State of Good Repair (SOGR) Program submitted on behalf of Trinity Railway Express, Dallas Area Rapid Transit (DART) and Trinity Metro was requested. The total grant budget requests approximately \$58 million (\$28 million in federal SOGR funds, \$2 million in federal funds from the RTC, and \$28 million in local match) with Burlington Northern Santa Fe Railway, DART, and Trinity Metro providing the required local match. Additional information was provided in Electronic Item 2.1.
  - 2.2. **Endorsement of Regional Transportation Council Approval of Application for Advanced Transportation and Congestion Management Technologies Deployment Initiative Grant Program:** Endorsement of Regional Transportation Council (RTC) approval to support and provide funding for the City of Dallas application for the 2020 Advanced Transportation and Congestion Management Technologies Deployment Initiative Grant Program was requested. Additional information regarding the \$60 million grant program for Fiscal Year 2020, as well as the City of Dallas' application, was provided in Electronic Item 2.2.

A motion was made to approve the items on the Consent Agenda. Greg Dickens (M); Jim O'Connor (S). The motion passed unanimously.

3. **Federal Highway Administration Measure Target Reaffirmation or Revisions:** James McLane presented a recommendation for proposed adjustments to 2022 regional targets for Federally required performance measures. As the Metropolitan Planning Organization (MPO) for the region, the North Central Texas Council of Governments (NCTCOG) is required to track and adopt targets for these performance measures, but NCTCOG engages in a variety of additional performance measure activities including recent collection/presentation of COVID-19 data trends and the annual state of the region report, Progress North Texas. Federally required performance measures include Safety (PM1); Transit Asset Management (TAM); Transit Safety (PTASP); Pavement and Bridge (PM2); and System Performance, Freight, and CMAQ (PM3). PM3 contains a series of seven measures related to various aspects of the transportation system: reliability, congestion,

mode choice, and emissions. On November 8, 2018, the Regional Transportation Council (RTC) adopted 2020 and 2022 regional targets for all seven measures as part of a four-year performance period. 2020 marks the mid-point of this performance period and rulemaking allows 2022 targets to be revisited at this time. Updated PM3 targets are due to the Federal Highway Administration (FHWA) via the Texas Department of Transportation (TxDOT) on October 1, 2020. The seven measures, desired trend, current targets, and updated forecast/trend for each measure was detailed in Electronic Item 3. For interstate reliability, non-interstate reliability, peak hour excessive delay, and non-single occupancy vehicle travel targets, staff recommended that the current 2022 targets be reaffirmed. Truck travel time reliability is an index representing the reliability of travel for freight movement in the transportation system. Decreasing trends indicate better reliability and more predictable travel times. According to updated forecasts and trends for 2020 and 2022, this measure is worsening, and staff proposed that the 2022 target be revised upward from 1.66 to 1.90 to meet the updated 2022 trend but with an aspirational goal to hold the 2020 observed value steady at 1.83 through 2022. This aspirational target is in response to feedback received last month from the Committee. Staff also recommended revision of targets for the emission reductions for nitrogen oxides and volatile organic compounds. The increase of reductions is the desired trend. 2020 and 2022 trends are significantly increased over original targets, and staff proposed that 2022 targets for nitrogen oxides be revised to 7,402.95 and for volatile organic compounds to 1,814.02. Mr. McLane noted that staff will be actively addressing worsening freight reliability with programs, policies, and projects to support freight movement on the transportation system. Examples of existing efforts include incident detection and response through the staging of tow trucks and techniques encouraging truck travel during off-peak periods. Efforts will also include support of alternative transportation options. In addition, staff will continue to assess COVID-19 impacts on the performance measures and address the measures as part of the planning process through the Congestion Management Process update, upcoming mobility plans, the Unified Transportation Program/Regional 10-Year Plan, and the 2021-2024 Transportation Improvement Program. The schedule for this effort was reviewed. He noted action on PM2 targets was expected in late 2020/early 2021 and on PM1, TAM, PTASP targets in early 2021. Chad Edwards asked what unit of measurement is used for NOx and VOC and how the emissions compare to the conformity analysis for the Metropolitan Transportation Plan. Mr. McLane noted that the measurement is kilograms of emissions reductions per day. Chris Klaus added that the annual Congestion Mitigation and Air Quality Improvement Program (CMAQ) report requires that all reductions associated with projects included in the mobility plan and funded with CMAQ be inventoried, which goes into the conformity analysis. Mr. Edwards asked if this was measured differently. Mr. Klaus noted that the projects in conformity are measured by tons per day versus the kilograms per day of reduction identified in this target. Committee Chair Brian Moen asked why the peak hour of excessive delay has improved but truck travel reliability has worsened. Mr. McLane noted peak hour excessive delay is a measure of the recurring congestion due to the demand on the system and that truck travel time reliability is a measure of the variability of congestion and how reliable or predictable it is. In addition, truck travel looks only at freight movement which is denser in some areas than others throughout the region and the measurement could be highlighting reliability issues in the denser areas of freight movement. A motion was made to recommend Regional Transportation Council reaffirmation of existing 2022 regional targets for Interstate Reliability, Non-Interstate Reliability, Peak Hour Excessive Delay, and Non-SOV Travel (detailed in Electronic Item 3) and to adopt new 2020 regional targets for Truck Travel Time Reliability (1.90 with an aspirational goal of 1.83), Emissions Reductions of NOx-7,403.95 and Emissions Reductions of VOC-1,814.02. John Polster (M); Chad Edwards (S). The motion passed unanimously.

4. **Metropolitan Transportation Plan Policy Bundle Round Four:** Amy Johnson presented results from the fourth round of the Metropolitan Transportation Plan Policy Bundle survey, including the plan to distribute available Transportation Development Credits (TDCs). The MTP Policy Bundle is a list of 20 policies from Mobility 2045. Entities that adopt a minimum of 50 percent of the policies may receive TDCs to offset local funds for federal transportation projects. The application submittal and review process were highlighted. Policies are focused on quality of life goals in the Mobility Plan and include sustainable development items, access to schools, idling restrictions, freight policies and others. In Round 4, four new agencies applied, and 21 total agencies participated. Details of the successful applicants, including the proposed TDCs recommended for each was provided in Electronic Item 4. Through the fourth round of the MTP Policy Bundle, staff proposed approximately 33 million TDCs be awarded to the qualifying agencies. The schedule for this effort was reviewed. Successful applicants are expected to receive formal notification pending RTC approval at its September 10, 2020, meeting. Committee Chair Brian Moen asked for clarification of the difference in this round of the MTP Policy Bundle. Ms. Johnson noted that the MTP Policy Bundle program is a two-year program for Round 4 and TDCs have been increased to be commensurate with the longer period. A motion was made to recommend Regional Transportation Council approval of the recommended Transportation Development Credit distribution for successful policy bundle participants as outlined in Electronic Item 4. Mark Nelson (M); Daniel Vedral (S). The motion passed unanimously.
  
5. **Optimized Freight Movement Project:** Thomas Bamonte presented a recommendation for Regional Transportation Council (RTC) approval of a project to improve goods movement from freight hubs in the region and related technologies by optimizing truck traffic through intersections. The DFW region is rich with freight hubs and facilities and there are two elements of the transportation system concerning freight: 1) expressways for long-distance travel and 2) local road linkages between freight hubs and expressways. The proposed project focuses on the local links/connections and the opportunity to optimize the flow of freight vehicles from hubs to expressways, which supports the truck travel time reliability performance measure. The Texas Department of Transportation (TxDOT) is focused on optimizing the operation of the expressways primarily through its Connected Freight Corridors project. North Central Texas Council of Governments (NCTCOG) staff have been working closely with TxDOT and have secured the inclusion of IH 30 between Dallas and Fort Worth in this effort. TxDOT has enlisted the assistance of multiple private-sector freight companies in this connected corridor project. TxDOT's industry surveys identified optimization of travel from hubs to expressways as one of its top priorities. While TxDOT is focused on the Tier 1 priorities, it is not focused on the hub to expressway component that is a priority of the industry. The intent of the proposed project is to fill the gap. Optimization is important to the industry because one minute of delay costs over \$1. There is an opportunity to find solutions to cut into the delay, even in relatively small increments, in intersections where there is significant truck traffic. The proposed Optimized Freight Movement Project will find, ultimately through a procurement process, a technology to optimize the flow of trucks from hubs to expressways. A benefit-cost analysis will be performed to identify the type of investment and technology that will do the most good and will include truck travel time savings, improved traffic flow, public health, any adverse impacts such as cross-traffic delay. Coordination with local agencies and the freight industry will be important to identify locations where the preferred technology will best be utilized. This project is a multidisciplinary effort of the Transportation Department and will include the expertise of freight, ITS, and air quality staffs. The project will include ongoing monitoring of the technology in the field to identify potential incremental improvements to maximize the value of the investment. Michael Morris noted that this project was originally part of the Advanced Transportation and Congestion Management Technologies Deployment Initiative Grant

Program application for which TxDOT decided not to compete. Mr. Bamonte added TxDOT is supportive of the project but was not able to take it on as a primary responsibility. Committee Chair Brian Moen asked what type of federal funds will be used for the project. Mr. Morris noted that the federal funds will likely be Congestion Mitigation and Air Quality Improvement Program funds, or possibly Surface Transportation Block Grant Program funds. Chair Moen also noted the presentation mentioned a process to bring on partners and asked if it would be like a transportation system integrator. Mr. Bamonte noted NCTCOG staff anticipates working with a group from the Committee to review and vet technology solutions that make the best sense. Based on that assessment, NCTCOG would go to the market for an integrator, technology supplier, or both. Staff does not have a specific technology in mind. Mr. Morris noted part of the homework assignment will be where in the region to use this project and are leaning towards intermodal hubs but it could be major warehouse areas. Staff will reach out to areas of the region that be most apt for these applications and situations. Depending on the locations, members will be asked to be part of the team that will evaluate these advances. Stanford Lynch asked if there was interest with respect to the private sector and how that group would fit into the effort. Mr. Bamonte noted that the private sector is interested both locally and the industry has identified this as a top priority. Staff would explore interest to provide funding through this effort directly and through local partners. A motion was made to recommend Regional Transportation Council approval of \$5 million for the Optimized Freight Movement Project (including \$200,000 RTC Local, with the remainder in federal funds and RTC Transportation Development Credits). Action also included a recommendation of approval for staff to administratively amend the Transportation Improvement Program/Statewide Transportation Improvement Program and other planning documents as required to effectuate the project. Stanford Lunch (M); Jim O'Connor (S). The motion passed unanimously.

6. **Transportation Alternatives Program Call for Projects Project Selection:** Daniel Snyder presented information on the applications received and projects proposed for funding through the Transportation Alternatives Program Call for Projects, which opened on March 2 and closed May 15, 2020. Since May, North Central Texas Council of Government staff have completed the review and evaluation of projects. Eligible projects included those dedicated to improving bicycling and walking and included trails, bike lanes, sidewalks, and other safety-related traffic measures. The call was focused on construction, with a requirement that engineering and environmental must be funded 100 percent locally. All projects required a minimum of 20 percent local match for construction and eligible agencies could request the use of Transportation Development Credits (TDCs) in lieu of a local match. Funding available for this program include fiscal years 2021, 2022, and 2023 with a total of over \$19.8 million in federal funding available. Mr. Snyder reminded members that in the 2019 Transportation Alternatives Call for Projects, there were a large number of high-scoring projects in the east subregion and as a result, the Regional Transportation Council (RTC) approved approximately \$3.9 million of the FY2021 funds to be awarded to projects in the east subregion which has been deducted from the total available funds for this current call. This leaves approximately \$11.7 million in funding for the east subregion and \$8 million for the west subregion. In addition, he noted that no projects were received for Hunt County so all projects in the east subregion are located within the Texas Department of Transportation Dallas District. There were two application project categories consisting of active transportation or Safe Routes to School projects that will substantially improve safety and provide opportunities to walk and bicycle. Each category had a unique scoring criterion that furthered the goals outlined in Mobility 2045. The active transportation category emphasized regional connectivity, access to transit, safety, equity, among several others. Due to federal legislation requirement that Transportation Alternatives funding be obligated within three years, project readiness was a significant factor during the review process. The

Safe Routes to School category emphasized addressing known barriers to children being able to safely walk and bike to school. Strong projects in this category included those that have completed planning to document those safety issues and have identified those targeted improvements such as sidewalks, crosswalks, and pedestrian signals. A total of 38 applications were received requesting nearly \$68 million in federal funding. The requested funding exceeded the funding available by more than \$48 million. The 26 applications in the eastern subregion account for nearly three fourths of the total funding requested for nearly \$49 million. Mr. Snyder reviewed the funding recommendations for each subregion and noted Electronic Item 6.2 contains the scoring and ranking of all projects based on the evaluation criteria. In the western subregion, four projects were recommended for a funding total of over \$6.2 million in federal funds. Recommendations included three Safe Routes to School projects in the City of Arlington and one protected bike lane and safety improvement project in the City of Fort Worth. All entities in the western subregion requested use of TDCs in lieu of local match. Eight projects were recommended for funding in the eastern subregion totaling over \$17.2 million. Recommendations included three Safe Routes to School improvement projects in the City of Dallas, a shared use path project in the City of Dallas, a trail bridge project for the Cotton Belt Trail in Plano by Dallas Area Rapid Transit, two projects led by Dallas County for a trail extension in Dallas and multimodal bike and pedestrian project in Garland, and a multimodal bicycle/pedestrian improvement project in the City of Richardson. The Cities of Dallas and Richardson requested the use of TDCs in lieu of local match. Details were provided in Electronic Item 6.1. Recommended funding from all sources were highlighted for both the eastern and western subregions. Approximately \$23.5 million in federal funds is recommended and local projects sponsors would match the federal funds with nearly \$3.6 million and utilize approximately 2.9 million in TDCs. Mr. Snyder noted the recommended \$17.2 million in federal funding for the eastern subregion exceeds the amount available. In addition, the \$6.2 million recommended in the western subregion is approximately \$1.8 million less than the amount of federal funding available for that subregion. Since the eastern subregion had a high number of strong applications that far exceeded available funding, and the western subregion had fewer project applications than the funding recommended the \$1.8 million difference was recommended for award to projects in the east since TA funds are subject to congressional rescissions and must be programmed and obligated in a timely manner. As a result, an equal amount of Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Surface Transportation Block Program (STBG) funds will be made available to other transportation projects in the western subregion to offset the balance transfer to the eastern subregion. This adjustment will be reflected in the quarterly East/West Equity tracking report. In addition to the balance transfer from the west, staff also recommended approximately \$3.6 million additional funds available in the eastern subregion to be awarded to this call for projects from the estimated FY2024 allocation. The timeline for this Call for Projects was reviewed and it was noted that no public comments have been received to date. Pending Committee and RTC action, project sponsors that are awarded funds can submit modifications to the TIP for the October 23, 2020, deadline. Chad Edwards asked if the \$3.6 million in FY2024 eastern subregion funds comes out of the share for the FY2024 eastern subregion, meaning it will have less available in the future. Mr. Snyder noted that is correct. A motion was made to recommend Regional Transportation Council approval of the list of projects to fund through the 2020 Transportation Alternatives Call for Projects as provided in Electronic Item 6.2 and to also recommend approval for staff to administratively amend the Transportation Improvement Program/Statewide Transportation Improvement Program and other planning/administrative documents to incorporate the changes. Also included in the action, per program rules, the project sponsor must execute an Advanced Funding Agreement with TxDOT within one year of project selection, projects must advance to construction within three years from selection or the funding may be reprogrammed, and

cost overruns are the sole responsibility of the Project Sponsor. In addition, action included a request for approval to transfer \$1.8 million from the western subregion allocation of Transportation Alternative funding to the eastern subregion, with the same amount of CMAQ or STBG funds to be transferred back to the western subregion. East/West Equity tracking reports will reflect adjustments for funding in the western subregion to offset the balance transfer to the eastern subregion with this call for projects. Chad Edwards (M); Mark Nelson (S). The motion passed unanimously.

7. **Regional Cotton Belt Veloweb Trail: Action Plan:** Karla Weaver presented a funding request for the Cotton Belt Regional Veloweb Trail. In 2018, the Regional Transportation Council (RTC) approved funding for the design and construction of Cotton Belt trail “critical” sections. The proposed trail design and construction costs as part of the Silver Line rail design/build process provided by the rail contractor are higher than anticipated and sufficient funding for the full design of the trail and construction of the “critical” sections is not available. North Central Texas Council of Governments (NCTCOG) staff have met with local governments on a potentially phased approach and since that time Dallas Area Rapid Transit (DART) has proposed a new approach to minimize the current high costs and proposed to expedite the construction with two contractors. NCTCOG staff proposed to increase the RTC funding for the project in order to complete 100 percent of the design, which will minimize risk by allowing one designer for all parts of the rail and trail. Staff also proposed to proceed with construction of strategic critical sections with the current DART contractor (Archer Western Herzog ) for the crossing of the Dallas North Tollway since there will be impacts to the retaining walls and structural framework of the roadway. Additional construction of strategic critical sections will be made using a second contractor. The second contractor will have experience as a trail contractor which will provide cost savings and allow public funding to go further. DART will procure the second contractor within 6-9 months. The contractor will build in various constrained locations before the trains are operable. A map of the Cotton Belt Regional Veloweb Trail from the Dallas Fort Worth International Airport to Plano was highlighted. In addition to the increase in funding for design, construction funding is needed to be added to the existing rail project to ensure adequate safety walls in the rail corridor near Fairhill School and Ivy Montessori School. Mark Nelson thanked NCTCOG and DART staffs for their efforts to advance the important piece of infrastructure for the communities. He expressed concern that due to funding shortfalls, grade-separated crossings may be redesigned as at-grade crossings. Michael Morris noted that the design includes all grade separations, which will not be changed. He added staff could include a statement in the presentation to make it clear that 100 percent of the original design will be implemented. Mr. Morris also complimented DART for recognizing that the rail contractor may not be the best option for construction of bicycle/pedestrian facilities and is willing to be a partner to find a solution. Todd Plesko added DART believes the competition will provide for lower costs and the information in the bid will have no options for at-grade crossings. Shawn Poe asked if there were contractual provisions with Archer Western to allow for two contractors. Ms. Weaver noted that NCTCOG staff have met with Gary Thomas and Tim McKay who proposed the solution and discussed the contractual elements that allow for this to occur. Gus Khankarli also thanked staff for its leadership and diligent work to move the project forward. Committee Chair Brian Moen asked if the entire project will be constructed or just the critical sections. Ms. Weaver noted that at a minimum, the strategic critical sections will be built. NCTCOG staff believes it may be possible to build additional sections and noted an inventory of locations will be assembled to help determine additional sections to be built. In addition, some communities may have Transportation Alternative Program funds that could be used. A motion was made to recommend Regional Transportation Council approval of an increase of the RTC award by \$6.7 million (from \$8.2 million to \$14.9 million) to design 100 percent of the trail and an increase of regional

Transportation Development Credits to 3 million in lieu of local match. Construction of strategic critical trail sections will be done with two Dallas Area Rapid Transit contractors. Also included in the action was a recommendation for approval of \$245,000 in Surface Transportation Block Grant Program funds for additional safety walls near school locations with regional Transportation Development Credits used for match. An inventory of locations for the second DART contractor will be development in partnership with local governments. Also included was a recommendation for approval of staff to administratively amend the Transportation Improvement Program/Statewide Transportation Improvement Program and other planning/administrative documents to incorporate the changes. Bryan Beck (M); Tanya Brooks (S). The motion passed unanimously.

8. **Director of Transportation Report Items and Overview of Changing Mobility: Data, Insights, and Delivering Innovative Projects During COVID Recovery:** Michael Morris provided an overview of current transportation items. He noted the Denton County Transportation Authority has withdrawn its request for assistance to conduct a transit survey. He also noted that the North Central Texas Council of Governments has not been selected to compete in the third round of the competition for the hyperloop certification center. Also discussed was the Regional Transportation Council's (RTC) interest for the North Texas Tollway Authority (NTTA) to proceed with the SH 360/SH 161 Connector project. Staff has engaged with NTTA who has indicated that if the NTTA proceeds with SH 360 it should also advance the George Bush Extension South of IH 30. Elizabeth Mow will ask the NTTA Board if it is interested in borrowing funds to advance the engineering of the projects, to be repaid to the RTC. He noted a recent presentation to the United States Soccer Federation regarding the 2026 World Cup application and the potential use of electric vehicles. He also congratulated Natalie Bettger and Dan Lamers for their work on the GoCarma technology. The International Bridge, Tunnel and Turnpike Association recently awarded a Certificate of Merit to NCTCOG for the Automated Occupancy Detection and Verification Project. Mr. Morris also provided an update on performance metrics to help understand the impacts of COVID-19 to the transportation system. Four performance metrics have been developed that will be tracked through the COVID-19 pandemic and recovery process: 1) travel behavior response to COVID-19, 2) financial implications to traditional revenue sources, 3) benefits of travel behavior responses to areas of RTC responsibility, and 4) prioritization of infrastructure improvements that offset unemployment increases. Related to travel behavior response, freeway volumes have rebounded, and activity is only 10 percent lower than before COVID-19 restrictions. Average freeway speeds were also highlighted through July, as well as crash and fatality trends. Fatalities have once again increased, and staff will review data to determine options to intervene. GoCarma transactions continue to remain low and staff has postponed all marketing initiatives until the current environment improves. Transit ridership remains at an over 50 percent decrease in comparison to June 2019 and suggested that a roundtable meeting with transit agencies be held to brainstorm on ideas to grow ridership. Bicycle/pedestrian activity remains 22 percent higher than pre COVID-19, but activity is decreasing. Like transit ridership, airport passenger trends remain decreased as of May, but improvements are expected in the June/July timeframe. Data related to financial implications, the second metric, was highlighted. Sales tax allocated for transit are increasing. Other funding has also recovered such as the motor fuel tax and others related to Proposition 7. Also highlighted was the oil and gas severance tax related to Proposition 1 which continues to be negatively impacted. Toll transactions are 27 percent lower as of June, and the North Texas Tollway Authority will continue to monitor revenue as it plans for future projects. Impacts to IH 35E TEXpress Lane transactions were also highlighted and improvements are expected for the July timeframe. Policy metric three is the benefits of travel behavior responses. Staff continues to determine appropriate efforts to take advantage of behaviors that have had positive impacts in the region. Improvements have



been seen regarding the number of exceedances for the 2020 ozone season, but the region has experienced more exceedances than expected despite the significant decrease in freeway volumes. Staff will continue to review air quality data and provide a report to the RTC in the future. Mr. Morris also recognized transportation authorities for their efforts to provide essentials supplies and meals those in need during the COVID-19 crisis. The final metric is how the RTC can use innovation to advance projects and create needed employment opportunities. Every \$1 billion in transportation investment produces approximately 12,000-15,000 jobs. Staff continues to advance projects within the region to have a positive impact on the economy. Efforts include high-speed rail and autonomous transit, freeway induction loops, SH 183, the IH 820/IH 20 Y Connector, as well as additional projects included in the COVID-19 #00X Program. Members were encouraged to use the data provided in presentations by their respective entities.

9. **Fast Facts:** Staff presentations were not given. Information was provided to members electronically for the following items.
  1. Environmental Matchmaking Tools: Identify Your Best Stewardship Options and Mitigation Locations (Electronic Item 9.1)
  2. 2020 TxDOT Highway Safety Improvement Program Call for Projects – Submittal Deadline for Applications Due to District Offices October 1, 2020 (<https://www.nctcog.org/trans/quality/safety/transportation-safety/statewide-safety-initiatives>)
  3. Electric Vehicle Infrastructure Funding from Volkswagen Settlement (Electronic Item 9.2)
  4. Air Quality Funding Opportunities for Vehicles (<https://www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle>)
  5. Dallas-Fort Worth Clean Cities Upcoming Events (<https://www.dfwcleancities.org/dfw-clean-cities-meetings>)
  6. Status Report on Ozone (Electronic Item 9.3)
  7. September Online Input Opportunity Notice (Electronic Item 9.4)
  8. Air North Texas Clean Air Action Day Results (Electronic Item 9.5)
  9. Public Comments Report (Electronic Item 9.6)
  10. Written Progress Reports:
    - Local Motion (Electronic Item 9.7)
    - Partner Progress Reports (Electronic Item 9.8)
10. **Other Business (Old and New):** There was no discussion on this item.
11. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on September 25, 2020.

The meeting adjourned at 3:00 pm.

## **Benefits of Transportation Education Campaign Initiatives**

By working with media vendors over a number of years, developing relationships, and executing strategic education campaigns, the North Central Texas Council of Governments (NCTCOG) Transportation Department programs calculated the following cost savings in added value in Fiscal Year (FY) 2019 and/or FY 2020:

In FY 2019, the Regional Smoking Vehicle Program continued education campaigns on regional transit lines and bus stations where NCTCOG staff saw 27 percent in savings by keeping existing artwork, extending media contracts, and planning for long-term campaigns. Similarly, 511DFW, Air North Texas and National Drive Electric Week advertising procured radio spots to receive a combined 19 percent in added value.

In FY 2019, the Air North Texas campaign gained 15 percent added value in Weather App spots. Air North Texas and Public Meetings saved a combined 31 percent advertising in local print publications. Other Public Meetings advertising brought in 9 percent added value from Vietnamese advertising print publications in both FY 2019 and FY 2020.

In addition to lower advertising rates, other benefits have been obtained in this effort, such as:

- Allow NCTCOG to utilize more outlets and increase the frequency of the ads which, in turn, has reached a broader audience;
- Increased website traffic;
- Greater public participation in transportation department programs and projects;
- Cross communication for campaigns, such as when advertising has been purchased;
- Improved efficiencies with media outlets, such as improved staff coordination and increased timeliness.

# Fiscal Year 2021 Education Campaigns for Transportation Initiatives: Phase 1

## Surface Transportation Technical Committee

Mindy Mize

Transportation Education and Outreach

September 25, 2020



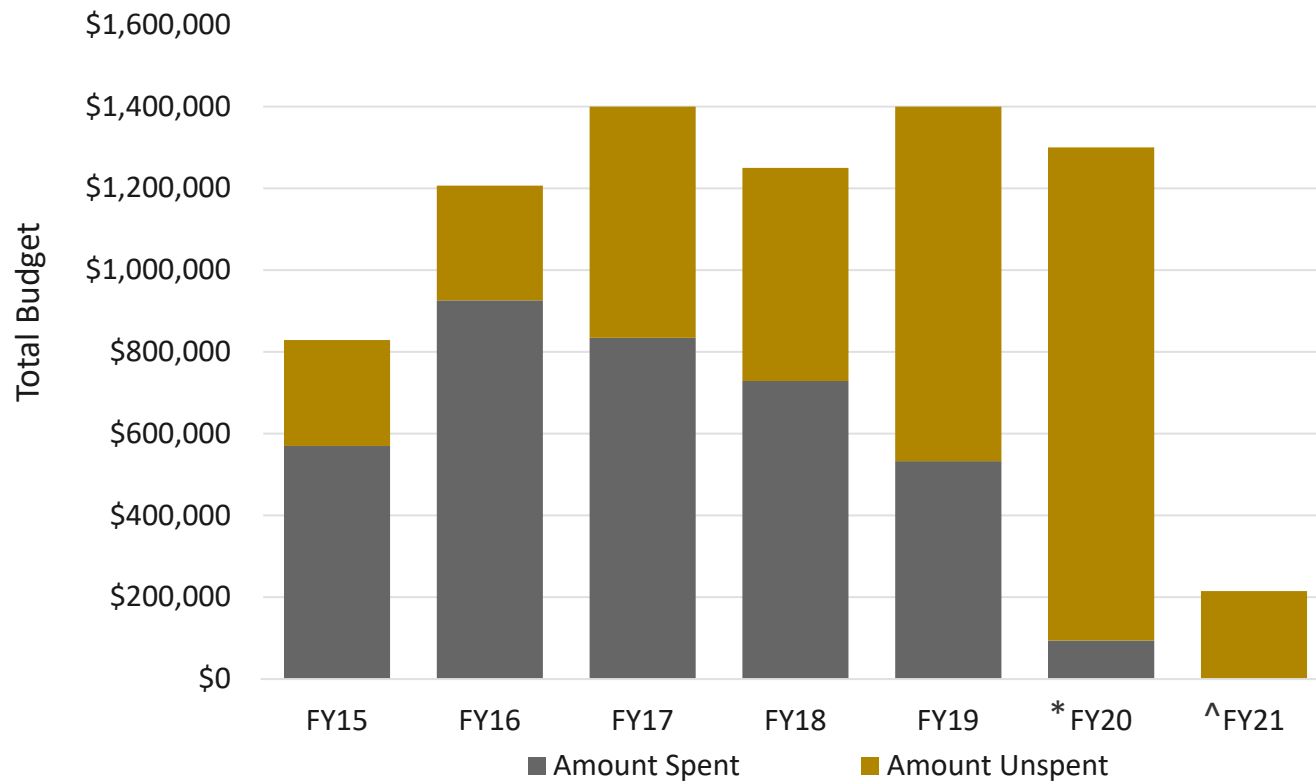
# The Three E's for Education Campaigns

**Engineer - Develop initiative**

**Educate - Inform the audience on initiative**

**Enforce - Make sure initiative is being implemented**

# Education Campaign Budget Overview



■ Amount Spent      ■ Amount Unspent  
*\*Large amount unspent is due to impact of COVID-19 pandemic and funding availability for campaigns.  
^Fiscal Year 2021 funding will go in phases based on campaigns needed.*

# Education Campaigns Overview

**Education campaigns for Transportation Initiatives allows for:**

- **Lower Media Buy Rates**
- **Increased and Targeted Audience Reach**
- **Increased Website Traffic and Engagement**
- **Greater Public Participation**
- **Cross Communication for Campaigns**
- **Improved Efficiencies with Media Outlets**

# Education Campaigns Performance Measures

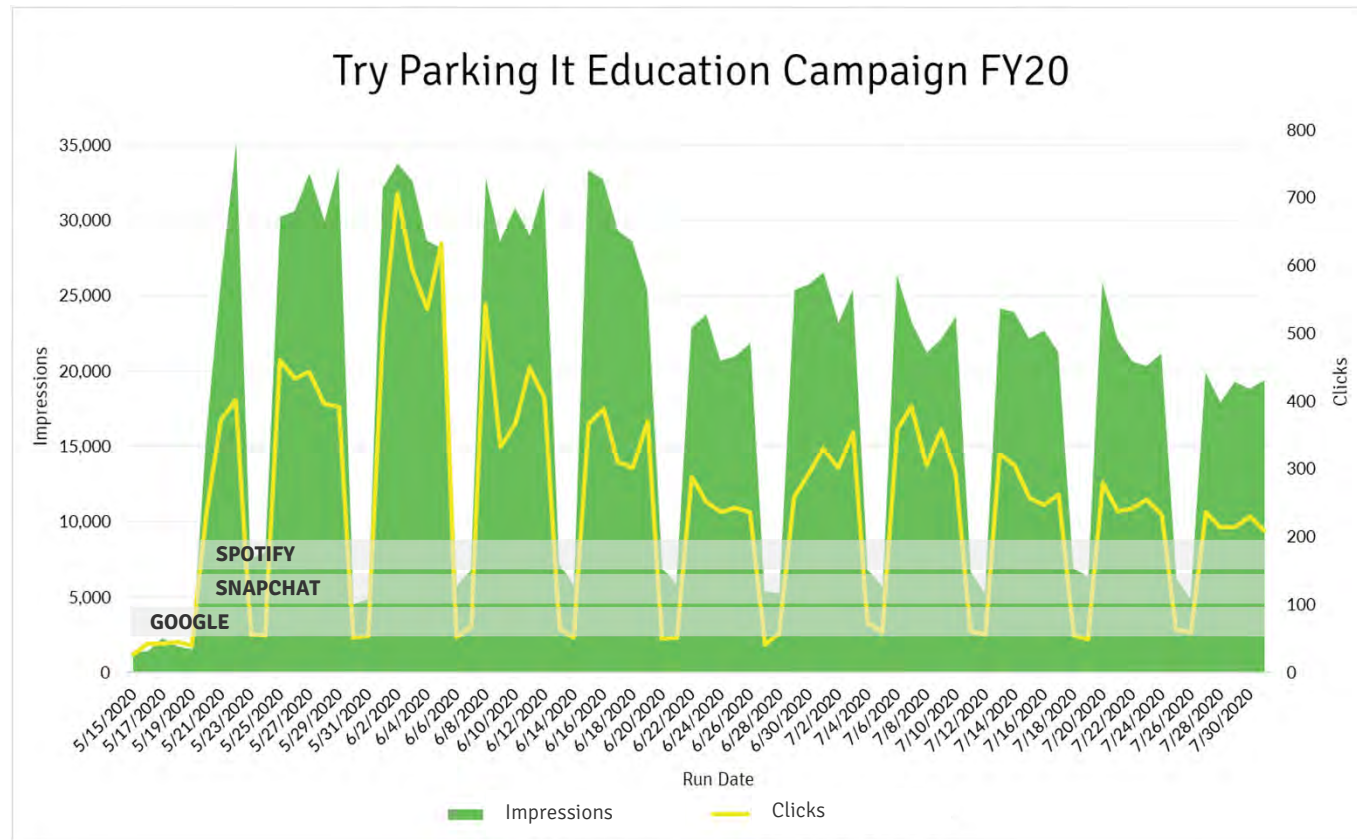
## Targeted Audience Examples:

- **General Public**
- **Commuters**
- **Motorists and Transit Users**
- **Bicyclists and Pedestrians**

## Key Performance Indicator Examples:

- **Clicks, Impressions, and Reach**
- **Website Visits and Actions Taken**
- **Number of Event Registrants and Participants**
- **Number of App Downloads**

# Example of Education Campaign Performance Metrics





# Transportation Education Campaign Overview

FY2021 Educational Campaign for Transportation Initiatives: Phase 1 are a part of the FY2020 and FY2021 UPWP that was approved by the RTC and Executive Board in August 2019, with periodic modifications and approvals, with the latest in July 2020.

<b>Purchase and Placement of Education Campaigns for Transportation Initiatives for FY2021</b>					
<b>Program Name</b>	<b>Funding Source</b>	<b>Funding Amount</b>	<b>Match Source*</b>	<b>Match Amount</b>	<b>Total</b>
High-Speed Transportation	RTR	\$50,000	N/A	N/A	\$ 50,000
Notifications of Opportunities for Public Input/Public Meetings	TPF	\$65,000	N/A	N/A	\$ 65,000
Flexible Category	TBD	\$100,000	TBD	TBD	\$ 100,000
<b>Total</b>		<b>\$115,000</b>			<b>\$ 215,000</b>

**Total up to \$215,000 to cover education campaign expenses for approval.**

# Transportation Advertising Examples

## BILLBOARD



## PUBLICATIONS



## ONLINE & SOCIAL MEDIA



## RADIO



# Transportation Advertising Examples



## TRANSIT & DISPLAY



## MOBILE



## TV & SCREEN



# Proposed Schedule

<b>Event</b>	<b>Anticipated Time</b>
STTC, RTC, and Executive Board Action on Recommended FY2020 and FY2021 UPWP	Summer 2019
STTC, RTC, and Executive Board Latest Action on Recommended Modifications for FY 2020 and FY2021 UPWP	Summer 2020
STTC Action on Education Campaigns for Transportation Initiatives FY2021	September 25, 2020
RTC Action on Education Campaigns for Transportation Initiatives FY2021	October 8, 2020
Executive Board Authorization of Education Campaigns for Transportation Initiatives FY2021	October 22, 2020

# Proposed Action

**Support an RTC Recommendation to NCTCOG Executive Board to Approve Funding up to \$215,000 for Education Campaigns for Transportation Initiatives that will initiate in FY21, such as:**

- **High-Speed Transportation**
- **Notifications of Opportunities for Public Input/Public Meetings**
- **Flexible Category – Funds to be used for campaigns and meeting notifications that may arise and are undetermined at this time**

# Contact Information

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Revisions to the 2021-2024 Transportation Improvement Program  
RTC Action Items

TIP CODE	CSJ	PROJECT SPONSOR	CITY	FACILITY	LIMITS FROM	LIMITS TO	PROJECT DESCRIPTION	TIP FY	PHASE	CATEGORY	FEDERAL	REGIONAL	STATE	LOCAL	LOCAL CONTRIBUTION	TOTAL FUNDING	COMMENTS
<b>SCOPE AND LIMIT CHANGES</b>																	
25078	<del>0918-47-313</del> 0000-18-119	NCTCOG	BALCH SPRINGS	CS	ON HICKORY TREE ROAD; FROM ELAM ROAD	LAKE JUNE ROAD	<del>PLANNING STUDY TO</del> RECONSTRUCT AND WIDEN 2 TO 3 LANE ROADWAY WITH PEDESTRIAN IMPROVEMENTS	2021	E	3TDC (MPO)	\$0	100,000	\$0	\$0	\$0	\$0	ADD 100,000 OF REGIONAL TDCs IN LIEU OF LOCAL MATCH; REVISE SCOPE TO ENSURE CONSISTENCY WITH THE MTP; REVISE CSJ
								2021	E	STBG	\$500,000	\$0	\$0	<del>\$0</del> \$125,000	\$0	\$500,000	REMOVE LOCAL MATCH AND ADD REGIONAL TDCs; REVISE SCOPE TO ENSURE CONSISTENCY WITH THE MTP; REVISE CSJ
55014	0261-01-041	TXDOT-DALLAS	CEDAR HILL	US 67	AT LAKE RIDGE PARKWAY	<del>CONSTRUCT GRADE SEPARATION.</del> <del>PHASE 1 CONSTRUCT INTERCHANGE</del>	2009	E	10_ERMRK	\$2,804,130	\$0	\$701,033	\$0	\$0	\$3,505,163	REGIONAL 10-YEAR PLAN PROJECT; REVISE SCOPE TO ENSURE CONSISTENCY WITH THE MTP	
							2021	E	SW PE	\$0	\$0	\$100,000	\$0	\$0	\$100,000	REGIONAL 10-YEAR PLAN PROJECT; REVISE SCOPE TO ENSURE CONSISTENCY WITH THE MTP	
							2021	R	SW ROW	\$7,280,000	\$0	\$910,000	\$910,000	\$0	\$9,100,000	REGIONAL 10-YEAR PLAN PROJECT; REVISE SCOPE TO ENSURE CONSISTENCY WITH THE MTP	
							2025	C	2M	\$22,400,000	\$0	\$5,600,000	\$0	\$0	\$28,000,000	REGIONAL 10-YEAR PLAN PROJECT; REVISE SCOPE TO ENSURE CONSISTENCY WITH THE MTP	
55265	2588-01-020	TXDOT-DALLAS	FORNEY	FM 548	US 80	FM 1641	<del>WIDEN AND</del> RECONSTRUCT 2 4 LANE TO 4 LANE URBAN DIVIDED	2021	E	SW PE	\$0	\$0	\$70,000	\$0	\$0	\$70,000	REVISE SCOPE TO MATCH THE MTP
								2021	R	SW ROW	\$400,000	\$0	\$50,000	\$50,000	\$0	\$500,000	REVISE SCOPE TO MATCH THE MTP
13063	0014-15-078	TXDOT-FORT WORTH	FORT WORTH	US 81	IH 35W	AVONDALE HASLET ROAD	CONSTRUCT <del>2 LANE CONTINUOUS</del> FRONTAGE ROADS <del>IN EACH DIRECTION</del> AND INTERSECTION IMPROVEMENTS	2023	C	2M	\$4,000,000	\$0	\$1,000,000	\$0	\$0	\$5,000,000	REGIONAL 10-YEAR PLAN PROJECT; REVISE SCOPE TO ENSURE CONSISTENCY WITH THE MTP
20299.2	0000-18-106	NTTA	VARIOUS	DNT	FM 428	<del>CR 60 CR-61</del>	CONSTRUCT 0 TO 6 LANE TOLL ROAD AND RECONSTRUCT AND WIDEN 2 TO 6 LANE NORTH/SOUTH FRONTAGE ROADS	2021	E	3LC	\$0	\$0	\$0	\$0	\$36,273,324	\$36,273,324	LOCAL CONTRIBUTION BY NTTA; REVISE LIMITS TO MATCH THE MTP
54119.2	2964-10-009	TXDOT-DALLAS	VARIOUS	SL 9	ELLIS/DALLAS COUNTY LINE	IH 45	CONSTRUCT 0 TO 2 LANE FRONTAGE ROADS (ULTIMATE 6) INCLUDING <del>ITS AND</del> TURN LANES	2013	E	SBPE	\$0	\$0	\$2,000,000	\$0	\$0	\$2,000,000	10-YR PLAN PROJECT; REVISE SCOPE TO MATCH SCOPE OF OTHER SL 9 PROJECTS
								2018	R	S102	\$12,400,000	\$0	\$1,550,000	\$1,550,000	\$0	\$15,500,000	10-YR PLAN PROJECT; REVISE SCOPE TO MATCH SCOPE OF OTHER SL 9 PROJECTS
								2021	C	1	\$4,800,000	\$0	\$1,200,000	\$0	\$0	\$6,000,000	10-YR PLAN PROJECT; REVISE SCOPE TO MATCH SCOPE OF OTHER SL 9 PROJECTS
								2021	C	2M	\$42,484,566	\$0	\$10,621,142	\$0	\$0	\$53,105,708	10-YR PLAN PROJECT; REVISE SCOPE TO MATCH SCOPE OF OTHER SL 9 PROJECTS
								2021	C	5	\$326,400	\$0	\$81,600	\$0	\$0	\$408,000	10-YR PLAN PROJECT; REVISE SCOPE TO MATCH SCOPE OF OTHER SL 9 PROJECTS
								2021	C	STBG	\$10,978,376	\$0	\$2,744,594	\$0	\$0	\$13,722,970	10-YR PLAN PROJECT; REVISE SCOPE TO MATCH SCOPE OF OTHER SL 9 PROJECTS
								2023	C	12	\$0	\$0	\$0	\$0	\$0	\$0	10-YR PLAN PROJECT; REVISE SCOPE TO MATCH SCOPE OF OTHER SL 9 PROJECTS

**Revisions to the 2021-2024 Transportation Improvement Program  
RTC Action Items**

TIP CODE	CSJ	PROJECT SPONSOR	CITY	FACILITY	LIMITS FROM	LIMITS TO	PROJECT DESCRIPTION	TIP FY	PHASE	CATEGORY	FEDERAL	REGIONAL	STATE	LOCAL	LOCAL CONTRIBUTION	TOTAL FUNDING	COMMENTS
<b>FISCAL YEAR CHANGES</b>																	
13061	0008-03-094	TXDOT-FORT WORTH	ALEDO	IH 20	FM 1187/3325	TARRANT/PARKER COUNTY LINE	CONSTRUCT INTERCHANGE AT WALSH RANCH PARKWAY AND EASTBOUND ENTRANCE RAMP, WESTBOUND EXIT RAMP, AND U-TURN AT FM 1187	2019	E	SBPE	\$944,000	\$0	\$236,000	\$0	\$0	\$1,180,000	REGIONAL 10-YEAR PLAN PROJECT
								<del>2021</del> <b>2025</b>	C	4	\$19,620,000	\$0	\$2,180,000	\$0	\$0	\$21,800,000	REGIONAL 10-YEAR PLAN PROJECT; <b>REVISE FISCAL YEAR (MOVE TO OUT YEAR, AS PROJECT IS NOT FULLY FUNDED)</b>
13044	0047-06-161	TXDOT-DALLAS	ALLEN	US 75	AT RIDGEVIEW DRIVE		RECONSTRUCT INTERCHANGE	2021	E	SW PE	\$0	\$0	\$1,500,000	\$0	\$0	\$1,500,000	REGIONAL 10-YEAR PLAN PROJECT
								2021	R	SW ROW	\$4,000,000	\$0	\$500,000	\$500,000	\$0	\$5,000,000	REGIONAL 10-YEAR PLAN PROJECT
								<del>2022</del> <b>2025</b>	C	1	\$2,000,000	\$0	\$500,000	\$0	\$0	\$2,500,000	REGIONAL 10-YEAR PLAN PROJECT; <b>MOVE CONSTRUCTION TO FY 2025 DUE TO FINANCIAL CONSTRAINTS</b>
								<del>2022</del> <b>2025</b>	C	2M	\$20,924,082	\$0	\$5,231,020	\$0	\$0	\$26,155,102	REGIONAL 10-YEAR PLAN PROJECT; <b>MOVE CONSTRUCTION TO FY 2025 DUE TO FINANCIAL CONSTRAINTS</b>
13001	1068-02-147	TXDOT-FORT WORTH	ARLINGTON	IH 30	COOPER ST	DALLAS COUNTY LINE	RECONSTRUCT AND WIDEN 6 TO 8 GENERAL PURPOSE LANES, CONVERT 2 CONCURRENT EXPRESS LANES TO 2/3 CONCURRENT EXPRESS LANES, AND RECONSTRUCT EXISTING 4/6 TO 4/6 DISCONTINUOUS FRONTAGE ROAD LANES	2021	E	SW PE	\$0	\$0	\$3,950,000	\$0	\$0	\$3,950,000	REGIONAL 10-YEAR PLAN PROJECT; RELATED TO TIP 55097/CSJ 1068-02-127
								2021	R	SW ROW	\$8,800,000	\$0	\$2,200,000	\$0	\$0	\$11,000,000	REGIONAL 10-YEAR PLAN PROJECT; RELATED TO TIP 55097/CSJ 1068-02-127
								2021	U	SW ROW	\$11,600,000	\$0	\$2,900,000	\$0	\$0	\$14,500,000	REGIONAL 10-YEAR PLAN PROJECT; RELATED TO TIP 55097/CSJ 1068-02-127
								<del>2023</del> <b>2025</b>	C	4	\$83,056,000	\$0	\$20,764,000	\$0	\$0	\$103,820,000	<b>DELAY CONSTRUCTION TO FY 2025 DUE TO FINANCIAL CONSTRAINTS</b>
13008	2266-02-148	TXDOT-FORT WORTH	ARLINGTON	SH 360	NORTH OF E RANDOL MILL RD	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	2021	E	SW PE	\$0	\$0	\$2,465,000	\$0	\$0	\$2,465,000	REGIONAL 10-YEAR PLAN PROJECT
								2021	R	SW ROW	\$2,400,000	\$0	\$600,000	\$0	\$0	\$3,000,000	REGIONAL 10-YEAR PLAN PROJECT
								2021	U	SW ROW	\$80,000	\$0	\$20,000	\$0	\$0	\$100,000	REGIONAL 10-YEAR PLAN PROJECT
								<del>2023</del> <b>2025</b>	C	2M	\$40,000,000	\$0	\$10,000,000	\$0	\$0	\$50,000,000	REGIONAL 10-YEAR PLAN PROJECT; <b>DELAY PROJECT TO FY 2025 DUE TO FINANCIAL CONSTRAINTS</b>
13033.4	0196-02-126	TXDOT-DALLAS	DENTON	IH 35E	AT CORPORATE DRIVE		RECONSTRUCT GRADE SEPARATION AND EXISTING 4 TO 4 LANE FRONTAGE ROADS	2021	E	SW PE	\$0	\$0	\$3,400,945	\$0	\$0	\$3,400,945	REGIONAL 10 YEAR PLAN PROJECT; DENTON PRIORITY PROJECT #5
								2022	R	S102	\$0	\$0	\$0	\$0	\$0	\$0	REGIONAL 10 YEAR PLAN PROJECT; DENTON PRIORITY PROJECT #5
								<del>2023</del> <b>2025</b>	C	2M	\$47,314,864	\$0	\$11,828,716	\$0	\$0	\$59,143,580	REGIONAL 10 YEAR PLAN PROJECT; DENTON PRIORITY PROJECT #5; <b>DELAY CONSTRUCTION TO FY 2025 DUE TO FINANCIAL CONSTRAINTS</b>
55111.2	2588-01-022	TXDOT-DALLAS	FORNEY	FM 548	NORTH OF US 80	WINDMILL FARMS BLVD	WIDEN AND RECONSTRUCT 2 LANE RURAL TO 6 LANE DIVIDED URBAN	2021	E	SW PE	\$0	\$0	\$2,500,000	\$0	\$0	\$2,500,000	REGIONAL 10-YEAR PLAN PROJECT; RELATED TO TIP 55111/CSJ 2588-01-017
								2021	R	SW ROW	\$8,000,000	\$0	\$1,000,000	\$1,000,000	\$0	\$10,000,000	REGIONAL 10-YEAR PLAN PROJECT; RELATED TO TIP 55111/CSJ 2588-01-017
								<del>2023</del> <b>2025</b>	C	2M	\$39,640,963	\$0	\$9,910,241	\$0	\$0	\$49,551,204	REGIONAL 10-YEAR PLAN PROJECT; <b>DELAY CONSTRUCTION TO FY 2025 DUE TO FINANCIAL CONSTRAINTS</b>



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13003	1068-01-214	TXDOT-FORT WORTH	FORT WORTH	IH 30	SS 580 (E OF LINKCREST DR)	IH 820	RECONSTRUCT 4 TO 6 MAIN LANES; RECONSTRUCT 4 LANE DISCONTINUOUS FRONTAGE ROADS TO 4/6 LANE CONTINUOUS FRONTAGE ROADS; RECONSTRUCT SS 580 INTERCHANGE	2021	E	SW PE	\$3,760,000	\$0	\$940,000	\$0	\$0	\$4,700,000	REGIONAL 10-YEAR PLAN PROJECT
								2021	R	SW ROW	\$450,000	\$0	\$50,000	\$0	\$0	\$500,000	REGIONAL 10-YEAR PLAN PROJECT
								2022	U	SW ROW	\$450,000	\$0	\$50,000	\$0	\$0	\$500,000	REGIONAL 10-YEAR PLAN PROJECT
								<del>2025</del> <del>2023</del>	C	4	\$72,000,000	\$0	\$18,000,000	\$0	\$0	\$90,000,000	REGIONAL 10-YEAR PLAN PROJECT; <b>DELAY CONSTRUCTION TO FY 2025 DUE TO FINANCIAL CONSTRAINTS</b>
13062	1068-05-014	TXDOT-FORT WORTH	FORT WORTH	IH 30	IH 20	TARRANT/PARK ER COUNTY LINE	CONSTRUCT WESTBOUND RAMPS TO FM 1187, CONSTRUCT EASTBOUND RAMPS TO IH 30 AND IH 20	<del>2025</del> <del>2021</del>	C	4	\$4,800,000	\$0	\$1,200,000	\$0	\$0	\$6,000,000	GROUPED PROJECT; <b>MOVE CONSTRUCTION PHASE TO OUT YEAR AS PROJECT IS NOT FULLY FUNDED</b>
13000	1068-04-170	TXDOT-FORT WORTH	GRAND PRAIRIE	IH 30	DALLAS COUNTY LINE	SH 161	RECONSTRUCT AND WIDEN FROM 6 TO 8 GENERAL PURPOSE LANES WITH 2 REVERSIBLE EXPRESS LANE AND CONSTRUCT 0 TO 4 LANE CONTINUOUS FRONTAGE ROADS; MODIFICATIONS TO SH 161 CONNECTIONS	2021	E	SW PE	\$0	\$0	\$530,000	\$0	\$0	\$530,000	REGIONAL 10-YEAR PLAN PROJECT; RELATED TO TIP 13001/CSJ 1068-02-147
								2021	R	SW ROW	\$7,128,000	\$0	\$1,782,000	\$0	\$0	\$8,910,000	REGIONAL 10-YEAR PLAN PROJECT; RELATED TO TIP 13001/CSJ 1068-02-147
								<del>2025</del> <del>2023</del>	C	4	\$7,200,000	\$0	\$1,800,000	\$0	\$0	\$9,000,000	REGIONAL 10-YEAR PLAN PROJECT; RELATED TO TIP 13001/CSJ 1068-02-147; <b>MOVE CONSTRUCTION TO FY 2025 DUE TO FINANCIAL CONSTRAINTS</b>
13033.1	0196-02-128	TXDOT-DALLAS	LEWISVILLE	IH 35E	AT FM 1171 AND MAIN STREET		RECONSTRUCT GRADE SEPARATION AND EXISTING 4 TO 4 LANE FRONTAGE ROADS	2021	E	SW PE	\$0	\$0	\$2,385,617	\$0	\$0	\$2,385,617	REGIONAL 10-YEAR PLAN PROJECT; DENTON PRIORITY PROJECT #3
								2021	R	S102	\$0	\$0	\$0	\$0	\$0	\$0	REGIONAL 10-YEAR PLAN PROJECT; DENTON PRIORITY PROJECT #3
								<del>2025</del> <del>2023</del>	C	2M	\$35,044,638	\$0	\$8,761,159	\$0	\$0	\$43,805,797	REGIONAL 10-YEAR PLAN PROJECT; DENTON PRIORITY PROJECT #3; <b>MOVE CONSTRUCTION TO FY 2025 DUE TO FINANCIAL CONSTRAINTS</b>
55156	0364-04-049	TXDOT-DALLAS	MCKINNEY	SS 399	AT SH 5		CONSTRUCT INTERCHANGE	2021	E	SW PE	\$0	\$0	\$2,000,000	\$0	\$0	\$2,000,000	REGIONAL 10-YEAR PLAN PROJECT
								2021	R	SW ROW	\$2,496,000	\$0	\$312,000	\$312,000	\$0	\$3,120,000	REGIONAL 10-YEAR PLAN PROJECT
								<del>2025</del> <del>2023</del>	C	1	\$3,200,000	\$0	\$800,000	\$0	\$0	\$4,000,000	REGIONAL 10-YEAR PLAN PROJECT; REVISE FISCAL YEAR
								<del>2025</del> <del>2023</del>	C	2M	\$12,884,055	\$0	\$3,221,014	\$0	\$0	\$16,105,069	REGIONAL 10-YEAR PLAN PROJECT; <b>MOVE CONSTRUCTION TO FY 2025 DUE TO FINANCIAL CONSTRAINTS</b>

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83209	2056-01-042	TXDOT-DALLAS	MURPHY	FM 2551	FM 2514	FM 2170	RECONSTRUCT AND WIDEN 2 LANE RURAL TO 6 LANE URBAN DIVIDED	2013	E	SBPE	\$0	\$0	\$1,200,000	\$0	\$0	\$1,200,000	REGIONAL 10-YEAR PLAN PROJECT
								2017	R	3RTR121 - CC2	\$0	\$0	\$0	\$0	\$0	\$0	REGIONAL 10-YEAR PLAN PROJECT
								2017	R	S102	\$6,721,490	\$0	\$840,187	\$840,186	\$0	\$8,401,863	REGIONAL 10-YEAR PLAN PROJECT
								2019	U	3RTR121 - CC2	\$0	\$0	\$0	\$0	\$0	\$0	REGIONAL 10-YEAR PLAN PROJECT
								2019	U	S102	\$1,600,000	\$0	\$200,000	\$200,000	\$0	\$2,000,000	REGIONAL 10-YEAR PLAN PROJECT
								<del>2024</del> 2022	C	1	\$3,600,000	\$0	\$900,000	\$0	\$0	\$4,500,000	REGIONAL 10-YEAR PLAN PROJECT; <b>REVISE FISCAL YEAR SO THAT ALL CONSTRUCTION FUNDS ARE IN THE SAME FISCAL YEAR</b>
								2024	C	2M	\$35,656,457	\$0	\$8,914,114	\$0	\$0	\$44,570,571	REGIONAL 10-YEAR PLAN PROJECT
55074	0451-04-021	TXDOT-DALLAS	ROCKWALL	SH 205	JCT SH 205/ JOHN KING (N. GOLIAD ST)	NORTH OF JOHN KING (COLLIN COUNTY LINE)	WIDEN 2 LANE RURAL HIGHWAY TO 4 LANE DIVIDED (6 LANE ULTIMATE)	2021	E	SW PE	\$0	\$0	\$1,200,000	\$0	\$0	\$1,200,000	REGIONAL 10-YEAR PLAN PROJECT
								2021	R	SW ROW	\$800,000	\$0	\$100,000	\$100,000	\$0	\$1,000,000	REGIONAL 10-YEAR PLAN PROJECT
								<del>2025</del> 2023	C	2M	\$2,161,607	\$0	\$540,402	\$0	\$0	\$2,702,009	REGIONAL 10-YEAR PLAN PROJECT; <b>MOVE PROJECT TO OUT YEAR, AS IT IS NOT FULLY FUNDED</b>
13033.2	0196-02-127	TXDOT-DALLAS	VARIOUS	IH 35E	AT BS 121		RECONSTRUCT GRADE SEPARATION AND EXISTING 4 TO 4 LANE FRONTAGE ROADS	2021	E	SW PE	\$0	\$0	\$3,738,198	\$0	\$0	\$3,738,198	REGIONAL 10-YEAR PLAN PROJECT; DENTON PRIORITY PROJECT #4
								2021	R	S102	\$0	\$0	\$0	\$0	\$0	\$0	REGIONAL 10-YEAR PLAN PROJECT; DENTON PRIORITY PROJECT #4
								<del>2025</del> 2023	C	2M	\$52,006,806	\$0	\$13,001,702	\$0	\$0	\$65,008,508	REGIONAL 10-YEAR PLAN PROJECT; DENTON PRIORITY PROJECT #4; <b>MOVE CONSTRUCTION TO FY 2025 DUE TO FINANCIAL CONSTRAINTS</b>
13037	0171-05-094	TXDOT-FORT WORTH	VARIOUS	SH 199	IH 820	WEST FORK OF TRINITY RIVER	RECONSTRUCT AND WIDEN 4/6 TO 4/6 LANE DIVIDED URBAN	2021	E	SW PE	\$8,000,000	\$0	\$2,000,000	\$0	\$0	\$10,000,000	REGIONAL 10-YEAR PLAN PROJECT
								2021	R	SW ROW	\$400,000	\$0	\$100,000	\$0	\$0	\$500,000	REGIONAL 10-YEAR PLAN PROJECT
								2022	U	SW ROW	\$400,000	\$0	\$100,000	\$0	\$0	\$500,000	REGIONAL 10-YEAR PLAN PROJECT
								<del>2025</del> 2023	C	2M	<del>\$54,929,212</del> <del>\$80,000,000</del>	\$0	<del>\$13,732,303</del> <del>\$20,000,000</del>	\$0	\$0	<del>\$68,661,515</del> <del>\$100,000,000</del>	REGIONAL 10-YEAR PLAN PROJECT; <b>MOVE CONSTRUCTION TO FY 2025 DUE TO FINANCIAL CONSTRAINTS AND REDUCE FUNDING AS APPROVED IN THE REGIONAL 10-YEAR PLAN</b>

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<b>FUNDING AND OTHER CHANGES</b>																	
14012	0313-02-057	TXDOT-FORT WORTH	SPRINGTOWN	FM 51	NORTH OF COTTONDALE ROAD	TEXAS DRIVE	WIDEN 2 LANE ROADWAY TO 3 LANES URBAN; INTERSECTION IMPROVEMENTS INCLUDING TURN LANES AND NEW SIGNAL IMPROVEMENTS	2017	E	3LC	\$0	\$0	\$0	\$0	\$812,400	\$812,400	LOCAL CONTRIBUTION BY PARKER COUNTY; REGIONAL 10-YEAR PLAN PROJECT
								<del>2018</del>	<del>R</del>	<del>SW ROW</del>	<del>\$0</del>	<del>\$0</del>	<del>\$900,000</del>	<del>\$100,000</del>	<del>\$0</del>	<del>\$1,000,000</del>	REGIONAL 10-YEAR PLAN PROJECT; ADD ROW PHASE WITH SW ROW FUNDING
								2018	U	3LC	\$0	\$0	\$0	\$0	\$1,500,000	\$1,500,000	LOCAL CONTRIBUTION BY PARKER COUNTY; REGIONAL 10-YEAR PLAN PROJECT
								2019	C	2M	\$9,600,000	\$0	\$2,400,000	\$0	\$0	\$12,000,000	REGIONAL 10-YEAR PLAN PROJECT
								2019	C	5	\$2,920,000	\$0	\$730,000	\$0	\$0	\$3,650,000	CMAQ FOR INTERSECTION & SIGNAL IMPROVEMENTS ONLY; REGIONAL 10-YEAR PLAN PROJECT
								2019	C	STBG	\$720,000	\$0	\$180,000	\$0	\$0	\$900,000	REGIONAL 10-YEAR PLAN PROJECT
84159	0000-18-114	COLLIN CO	VARIOUS	MH	ON COLLIN COUNTY OUTERLOOP FROM SH 289	FM 2478	CONSTRUCT 0 TO 2 LANE SERVICE ROAD (PHASE 1)	2021	E	3LC	\$0	\$0	\$0	\$0	<del>\$900,000</del> \$900,000	<del>\$900,000</del> \$900,000	LOCAL CONTRIBUTION BY COLLIN COUNTY; CORRECT FUNDING (ENG AND ROW WERE FLIPPED)
								2021	R	3LC	\$0	\$0	\$0	\$0	<del>\$18,000,000</del> \$18,000,000	<del>\$18,000,000</del> \$18,000,000	LOCAL CONTRIBUTION BY COLLIN COUNTY; CORRECT FUNDING (ENG AND ROW WERE FLIPPED)
								2021	C	3LC	\$0	\$0	\$0	\$0	\$12,000,000	\$12,000,000	LOCAL CONTRIBUTION BY COLLIN COUNTY

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<b>CSJ CHANGES</b>																	
14077	<del>0918-24-249</del> <del>0918-24-255</del>	ANNA	ANNA	CS	FERGUSON PKWY FROM ELM STREET	THE COLLIN COUNTY OUTER LOOP	CONSTRUCT 0/2 TO 4 LANE URBAN DIVIDED (6 LANES ULTIMATE), INCLUDING NEW SIDEWALKS AND 0 TO 6 LANE BRIDGE OVER SLAYTER CREEK	2021	E	7	\$1,072,481	\$0	\$0	\$268,120	\$0	\$1,340,601	FUNDING IS FOR PS&E; <b>REVISE CSJ</b>
25075	<del>0918-46-321</del> <del>0900-18-116</del>	LITTLE ELM	LITTLE ELM	CS	UNION PLACE FROM UNION PARK ACCESS #3 TO GAZEBO STREET; ON PROMENADE LANE FROM US 380 TO UNION PLACE	ON US 380 AT PROMENADE LANE	UNION PLACE: CONSTRUCT 0 TO 3 LANE ROADWAY; PROMENADE LANE: CONSTRUCT 0 TO 2 LANE ROADWAY; US 380: CONSTRUCT RIGHT TURN LANE	2021	U	3RTR121 - DE2	\$0	\$610,063	\$0	\$152,516	\$0	\$762,579	<b>REVISE CSJ</b>
								2022	C	3RTR121 - DE2	\$0	\$659,296	\$0	\$164,824	\$0	\$824,120	<b>REVISE CSJ</b>
14033	<del>0918-46-316</del> <del>0918-46-952</del>	DENTON CO	SHADY SHORES	CS	ON SOUTH SHADY SHORES ROAD FROM WEST SHADY SHORES ROAD	SWISHER ROAD	RECONSTRUCT ROAD FROM 2 TO 2 LANES TO ELEVATE OUT OF FLOOD PLAIN WITH DRAINAGE IMPROVEMENTS	2021	E	3LC	\$0	\$0	\$0	\$0	\$1,400,000	\$1,400,000	LOCAL CONTRIBUTION PAID BY DENTON COUNTY, LAKE DALLAS, AND SHADY SHORES; <b>REVISE CSJ</b>
								2022	U	3LC	\$0	\$0	\$0	\$0	\$2,800,000	\$2,800,000	LOCAL CONTRIBUTION PAID BY DENTON COUNTY; <b>REVISE CSJ</b>
								2024	C	3LC	\$0	\$0	\$0	\$0	\$1,500,000	\$1,500,000	LOCAL CONTRIBUTION PAID BY DENTON COUNTY; <b>REVISE CSJ</b>
								2024	C	7	\$10,000,000	\$0	\$0	\$2,500,000	\$0	\$12,500,000	<b>REVISE CSJ</b>
25076	<del>0918-47-315</del> <del>0900-18-117</del>	SUNNYVALE	SUNNYVALE	CS	ON COLLINS ROAD; FROM TRIPP ROAD	TOWN EAST BLVD	RECONSTRUCT AND WIDEN 2 TO 4 LANE DIVIDED URBAN ROADWAY	2021	E	3RTR121 - DA2	\$0	\$450,000	\$0	\$112,500	\$0	\$562,500	<b>REVISE CSJ</b>
25077	<del>0918-47-314</del> <del>0900-18-118</del>	SUNNYVALE	SUNNYVALE	CS	ON TRIPP ROAD; FROM THE FALLS DRIVE	BELT LINE ROAD	RECONSTRUCT 2 TO 2 LANE RURAL ROADWAY	2021	C	3RTR121 - DA2	\$0	\$800,000	\$0	\$200,000	\$0	\$1,000,000	<b>REVISE CSJ</b>
11618.1	0918-00-323	TXDOT-DALLAS	VARIOUS	VA	REGIONAL MOBILITY ASSISTANCE PATROL (DALLAS DISTRICT)		MOBILITY ASSISTANCE PATROL THAT PROVIDES ASSISTANCE TO STRANDED MOTORISTS DUE TO VEHICLE PROBLEMS OR NON-INJURY ACCIDENTS	2020	I	7	\$3,645,000	\$0	\$911,250	\$0	\$0	\$4,556,250	PLANNING CSJ 0918-00-916
	<del>0918-00-345</del> <del>0918-00-324</del>							2021	I	7	\$3,400,000	\$0	\$850,000	\$0	\$0	\$4,250,000	PLANNING CSJ 0918-00-917; <b>REVISE CSJ</b>
	<del>0918-00-346</del> <del>0918-00-325</del>							2022	I	7	\$3,450,000	\$0	\$862,500	\$0	\$0	\$4,312,500	PLANNING CSJ 0918-00-918; <b>REVISE CSJ</b>

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11693	<del>0918-00-312</del> <del>0918-00-927</del>	NCTCOG	VARIOUS	VA	SMART TRANSIT CORRIDORS AND WALKABLE PLACES		DEVELOP AND IMPLEMENT MULTIMODAL STRATEGIES TO INCREASE NON-SINGLE OCCUPANT VEHICLE TRANSPORTATION OPTIONS THROUGH COORDINATED LAND USE AND TRANSPORTATION PLANNING IN PRIORITY TRANSIT CORRIDORS AND WALKABLE NEIGHBORHOODS	2020	I	3TDC (MPO)	\$0	62,400	\$0	\$0	\$0	62,400	REVISE CSJ
	<del>0918-00-312</del> <del>0918-00-927</del>							2020	I	7	\$312,000	\$0	\$0	\$0	\$0	\$312,000	REVISE CSJ
	<del>0918-00-312</del> <del>0918-00-928</del>							2021	I	3TDC (MPO)	\$0	72,800	\$0	\$0	\$0	72,800	REVISE CSJ
	<del>0918-00-312</del> <del>0918-00-928</del>							2021	I	7	\$364,000	\$0	\$0	\$0	\$0	\$364,000	REVISE CSJ
	<del>0918-00-312</del> <del>0918-00-929</del>							2022	I	3TDC (MPO)	\$0	93,600	\$0	\$0	\$0	93,600	REVISE CSJ
	<del>0918-00-312</del> <del>0918-00-929</del>							2022	I	7	\$468,000	\$0	\$0	\$0	\$0	\$468,000	REVISE CSJ
11694	<del>0918-00-316</del> <del>0918-00-935</del>	NCTCOG	VARIOUS	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	2020	I	3TDC (MPO)	\$0	291,200	\$0	\$0	\$0	291,200	REVISE CSJ
	<del>0918-00-316</del> <del>0918-00-935</del>							2020	I	7	\$1,456,000	\$0	\$0	\$0	\$1,456,000	REVISE CSJ	
	<del>0918-00-317</del> <del>0918-00-936</del>							2021	I	3TDC (MPO)	\$0	508,600	\$0	\$0	\$0	508,600	REVISE CSJ
	<del>0918-00-317</del> <del>0918-00-936</del>							2021	I	7	\$2,543,000	\$0	\$0	\$0	\$0	\$2,543,000	REVISE CSJ
	<del>0918-00-318</del> <del>0918-00-937</del>							2022	I	3TDC (MPO)	\$0	518,800	\$0	\$0	\$0	518,800	REVISE CSJ
	<del>0918-00-318</del> <del>0918-00-937</del>							2022	I	7	\$2,594,000	\$0	\$0	\$0	\$0	\$2,594,000	REVISE CSJ
14090.1	<del>0902-00-297</del> <del>0000-02-054</del>	FWTA	VARIOUS	IH 35W	FORT WORTH CENTRAL STATION	TEXAS HEALTH PRESBYTERIAN HOSPITAL PARK AND RIDE LOT IN DENTON	IMPLEMENT HIGH-INTENSITY BUS SERVICE ALONG THE IH 35W CORRIDOR	2022	T	3TDC (MPO)	\$0	980,000	\$0	\$0	\$0	980,000	REVISE CSJ
								2022	T	5	\$4,900,000	\$0	\$0	\$0	\$0	\$4,900,000	REVISE CSJ
14090.3	<del>0918-47-316</del> <del>0000-18-112</del>	DART	VARIOUS	IH 635	SOUTH GARLAND TRANSIT CENTER	DFW AIRPORT	IMPLEMENT HIGH-INTENSITY BUS SERVICE	2024	T	5	\$7,000,000	\$0	\$0	\$1,750,000	\$0	\$8,750,000	REVISE CSJ
<b>SCOPE AND LIMIT CHANGES</b>																	
55097	1068-02-127	TXDOT-FORT WORTH	ARLINGTON	IH 30	COOPER ST	DALLAS COUNTY LINE	RECONSTRUCT AND WIDEN 6 TO 8 GENERAL PURPOSE LANES, CONVERT 2 CONCURRENT EXPRESS LANES TO 2/3 CONCURRENT EXPRESS LANES, AND RECONSTRUCT EXISTING 4/6 TO 4/6 <del>CONSTRUCT</del> DISCONTINUOUS FRONTAGE ROAD LANES	2023	E	SW PE	\$336,000	\$0	\$84,000	\$0	\$0	\$420,000	CORRECT SCOPE (REMOVED MISPLACED WORD)
								2028	C	3LC	\$0	\$0	\$0	\$0	\$0	\$0	\$0

**Administrative Changes to the 2021-2024 Transportation Improvement Program**

TIP CODE	CSJ	PROJECT SPONSOR	CITY	FACILITY	LIMITS FROM	LIMITS TO	PROJECT DESCRIPTION	TIP FY	PHASE	CATEGORY	FEDERAL	REGIONAL	STATE	LOCAL	LOCAL CONTRIBUTION	TOTAL FUNDING	COMMENTS	
14085.2	0918-47-307	NCTCOG	DALLAS	VA	OAK FARMS <del>REGIONAL-CORRIDORS REG CORR</del> CONCEPTUAL ENG STUDY; ALONG JEFFERSON BLVD VIADUCT FROM YOUNG TO EWING; ALONG HOUSTON ST VIADUCT FRM <del>YOUNG-TO-GREENBRIAR LN</del> ;	<del>YOUNG TO GREENBRIAR LN</del> ; 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	2021	E	3TDC (MPO)	\$0	681,000	\$0	\$0	\$0	\$0	681,000	SHORTENED LIMITS TO MEET CHARACTER LIMITS OF TXDOT'S STIP PORTAL
								2021	E	STBG	\$3,405,000	\$0	\$0	\$0	\$0	\$3,405,000	SHORTENED LIMITS TO MEET CHARACTER LIMITS OF TXDOT'S STIP PORTAL	
14085.3	0918-47-306	DALLAS	DALLAS	VA	OAK FARMS LOCAL CORRIDORS CONCEPTUAL ENG STUDY; BOUNDED BY IH 30 TO THE NORTH; TRINITY RIVER TO THE NORTHEAST;	BECKLEY AVE, ELSBETH ST, & ZANG BLVD TO THE WEST; CUMBERLAND ST & MARSALIS AVE TO THE <del>SW SOUTHWEST</del> ; & THE DART RED LINE TO THE <del>SE SOUTHEAST</del>	RECONSTRUCT ROADWAYS TO IMPLEMENT COMPLETE STREETS, INCLUDING CONSTRUCTING SIDEWALK, TRANSIT STOP, BIKE LANE, ON STREET PARKING AND STREETSCAPE IMPROVEMENTS; CONSTRUCT CORRIDOR CONNECTIONS; AND TRAFFIC CALMING	2021	E	3TDC (MPO)	\$0	239,000	\$0	\$0	\$0	\$0	239,000	SHORTENED LIMITS TO MEET CHARACTER LIMITS OF TXDOT'S STIP PORTAL
								2021	E	STBG	\$1,195,000	\$0	\$0	\$0	\$0	\$1,195,000	SHORTENED LIMITS TO MEET CHARACTER LIMITS OF TXDOT'S STIP PORTAL	
55061	0196-03-199	TXDOT-DALLAS	DALLAS	IH 35E	IH 30	NORTH OF OAK LAWN AVE	RECONSTRUCT 10 TO 10 GENERAL PURPOSE LANES AND RECONSTRUCT <del>AND ADD</del> 2/6 DISCONTINUOUS TO 2/6 LANE DISCONTINUOUS FRONTAGE ROADS	2028	E	SW PE	\$0	\$0	\$3,000,000	\$0	\$0	\$3,000,000	LOWEST STEMMONS PHASE 2; CLARIFY SCOPE	
40063	0902-90-083	FORT WORTH	FORT WORTH	VA	D MCRAE ELEM BOUNDED BY AVE J TO THE N, S AYERS AVE TO THE E, LITTLEJOHN AVE TO THE S, THRALL ST TO THE W; DAGGETT ELEM	BOUNDED BY WILLING/FAIRMOUNT AVE TO THE W, W RICHMOND AVE TO THE N, HEMPHILL ST TO THE E, CANTEY ST TO THE <del>S</del>	CONSTRUCT NEW AND RECONSTRUCT EXISTING SIDEWALKS, DRIVEWAYS, CROSSWALKS, SIGNS, AND PEDESTRIAN SIGNALS (SAFE ROUTES TO SCHOOLS FOR 2 SCHOOLS IN SOUTH DISTRICT)	2018	E	3LC	\$0	\$0	\$0	\$0	\$325,000	\$325,000	CLARIFY LIMITS (CUT OFF IN JUNE 2020 DOUBLE ENTRY)	
								2019	R	3LC	\$0	\$0	\$0	\$0	\$50,000	\$50,000	CLARIFY LIMITS (CUT OFF IN JUNE 2020 DOUBLE ENTRY)	
								2021	C	3LC	\$0	\$0	\$0	\$0	\$2,040,663	\$2,040,663	CLARIFY LIMITS (CUT OFF IN JUNE 2020 DOUBLE ENTRY)	
								2021	C	5	\$406,255	\$0	\$0	\$101,564	\$0	\$507,819	CLARIFY LIMITS (CUT OFF IN JUNE 2020 DOUBLE ENTRY)	
								2021	C	9TA Set Aside	\$369,540	\$0	\$0	\$92,385	\$0	\$461,925	CLARIFY LIMITS (CUT OFF IN JUNE 2020 DOUBLE ENTRY)	
								2021	CE	9TA Set Aside	\$36,714	\$0	\$0	\$9,179	\$0	\$45,893	CLARIFY LIMITS (CUT OFF IN JUNE 2020 DOUBLE ENTRY)	
53032	0014-15-036	TXDOT-FORT WORTH	FORT WORTH	US 287	ON US 81/US 287 FROM NORTH OF FM 3479	NORTH OF IH 35W INTERCHANGE	CONSTRUCT AUXILIARY LANE FROM NORTHBOUND ENTRANCE FROM FM 3479 AND IH 35W TO NORTH TARRANT PARKWAY; AUXILIARY LANE FOR SOUTHBOUND EXIT TO FM 3479 AND ENTRANCE FROM NORTH TARRANT <del>PKWY</del>	2021	E	SW PE	\$400,000	\$0	\$100,000	\$0	\$0	\$500,000	CLARIFY SCOPE (CUT OFF IN JUNE 2020 DOUBLE ENTRY)	
								2023	C	2M	\$1,245,183	\$0	\$311,296	\$0	\$0	\$1,556,479	CLARIFY SCOPE (CUT OFF IN JUNE 2020 DOUBLE ENTRY)	

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TIP CODE	CSJ	PROJECT SPONSOR	CITY	FACILITY	LIMITS FROM	LIMITS TO	PROJECT DESCRIPTION	TIP FY	PHASE	CATEGORY	FEDERAL	REGIONAL	STATE	LOCAL	LOCAL CONTRIBUTION	TOTAL FUNDING	COMMENTS	
83277	0522-01-023	TXDOT-DALLAS	KAUFMAN	SH 244	AT FM 2515 AND FM 2727		<b>CONSTRUCT</b> INTERSECTION IMPROVEMENT	2021	E	SW PE	\$0	\$0	\$50,000	\$0	\$0	\$50,000	CLARIFY SCOPE	
								2021	C	3LC	\$0	\$0	\$0	\$0	\$1,271,679	\$1,271,679	CLARIFY SCOPE	
19010	0135-02-067	MCKINNEY	MCKINNEY	CS	ON US 380/WEST UNIVERSITY DRIVE AT COMMUNITY AVE		<b>CONSTRUCT</b> INTERSECTION IMPROVEMENTS INCLUDING DUAL LEFT TURN LANES AND RIGHT TURN LANES	2021	E	3TDC (MPO)	\$0	24,000	\$0	\$0	\$0	\$0	24,000	CLARIFY SCOPE
								2021	E	3LC	\$0	\$0	\$0	\$0	\$130,000	\$130,000	CLARIFY SCOPE	
								2021	E	5	\$120,000	\$0	\$0	\$0	\$0	\$120,000	CLARIFY SCOPE	
								2022	R	3LC	\$0	\$0	\$0	\$0	\$50,000	\$50,000	CLARIFY SCOPE	
								2024	C	3TDC (MPO)	\$0	108,941	\$0	\$0	\$0	\$0	108,941	CLARIFY SCOPE
								2024	C	3LC	\$0	\$0	\$0	\$0	\$655,294	\$655,294	CLARIFY SCOPE	
2024	C	5	\$544,706	\$0	\$0	\$0	\$0	\$544,706	CLARIFY SCOPE									
14075	0902-90-154	NORTH RICHLAND HILLS	NORTH RICHLAND HILLS	VARIOUS	ON CARDINAL LN FRM TEXRAIL STATION TO FM 1938 & ON CENTER ST FRM MAIN TO RR TRACKS & ON SNIDER ST FRM MAIN TO RR TRACKS	CONSTRUCT 2 LN ROADWAY W/ON-STREET PARKING AND SIDEWALKS; ON MAIN ST FRM SMITHFIELD TO FM 1938: RECONST FRM 2 TO 2 LNS	W/ON-ST PARKING & SIDEWALKS; FM 1938 AT NORTHEAST PKWY: INSTALL TRAFFIC SIGNAL; ON FM 1938 FROM MAIN TO ODELL & ALONG DART ROW: CONSTRUCT SIDEWALK ON WEST SIDE OF DAVIS BLVD; ON SMITHFIELD RD FROM RR TRACKS TO ARTHUR: CONSTRUCT 0 TO 3 LANE ROADWAY ON FM 1938 FROM MAIN ST TO ODELL ST & ALONG DART ROW: CONSTRUCT SIDEWALK ON WEST SIDE OF DAVIS BLVD; ON SMITHFIELD RD FROM RR TRACKS TO ARTHUR: CONSTRUCT 0 TO 3 LANE ROADWAY	2021	E	3RTR121 - TC2	\$0	\$311,852	\$0	\$77,963	\$0	\$389,815	CLARIFY LIMITS AND SCOPE (SHORTENED TO MEET CHARACTER LIMITS OF TXDOT'S STIP PORTAL)	
								2021	R	3RTR121 - TC2	\$0	\$374,222	\$0	\$93,555	\$0	\$467,777	CLARIFY LIMITS AND SCOPE (SHORTENED TO MEET CHARACTER LIMITS OF TXDOT'S STIP PORTAL)	
								2022	C	3RTR121 - TC2	\$0	\$3,118,516	\$0	\$779,629	\$0	\$3,898,145	CLARIFY LIMITS AND SCOPE (SHORTENED TO MEET CHARACTER LIMITS OF TXDOT'S STIP PORTAL)	
25067	0902-90-180	DFW AIRPORT	VARIOUS	VA	ELECTRIC BUSES FOR DFW INTERNATIONAL AIRPORT TERMINAL GATE EXPANSION		PURCHASE OF 4 NEW ELECTRIC TRANSIT BUSES (INCREMENTAL COST); FOUR QUICK CHARGING UNITS, EQUIPMENT, AND SUPPORTING INFRASTRUCTURE; TEMPORARY LEASE OF 2 DIESEL BUSES FOR USE DURING SUMMER 2020; FOR EXPANSION OF TERMINAL/GATE CAPACITY	2021	I	3RTR121 - DA2	\$0	\$3,500,000	\$0	\$875,000	\$0	\$4,375,000	CLARIFY SCOPE (CUT OFF IN JUNE 2020 DOUBLE ENTRY)	
								2021	I	3LC	\$0	\$0	\$0	\$0	\$1,094,776	\$1,094,776	CLARIFY SCOPE (CUT OFF IN JUNE 2020 DOUBLE ENTRY)	

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11615.3	0902-00-279	NCTCOG	VARIOUS	VA	REGIONAL AERIAL PHOTOGRAPHY: DATA COLLECTION/PLANNING		COOPERATIVE DIGITAL AERIAL PHOTOGRAPHY DATA COLLECTION TO IMPROVE TRAVEL DEMAND MODEL, OUTER LOOP PLANNING, AND CORRIDOR ALIGNMENT PLANNING, AND TRACK POPULATION/EMPLOYMENT <b>CHANGES</b>	2021	I	STBG	\$800,000	\$0	\$200,000	\$0	\$0	\$1,000,000	CLARIFY SCOPE (CUT OFF IN JUNE 2020 DOUBLE ENTRY)
14011	0008-03-119	PARKER CO	WEATHERFORD	US 180	AT EAST LOOP		<b>CONSTRUCTION OF</b> INTERSECTION IMPROVEMENTS INCLUDING NEW TRAFFIC SIGNALS AND CONSTRUCTION OF DEDICATED TURN LANES	2017	E	3LC	\$0	\$0	\$0	\$0	\$250,000	\$250,000	CLARIFY SCOPE
								2021	C	3LC	\$0	\$0	\$0	\$0	\$155,000	\$155,000	CLARIFY SCOPE
								2021	C	5	\$980,000	\$0	\$245,000	\$0	\$0	\$1,225,000	CLARIFY SCOPE
<b>FISCAL YEAR CHANGES</b>																	
13027.2	2374-05-093	TXDOT-FORT WORTH	ARLINGTON	IH 20	PARK SPRINGS BLVD	DALLAS COUNTY LINE	OPERATIONAL IMPROVEMENTS	2021	E	SW PE	\$4,500,000	\$0	\$500,000	\$0	\$0	\$5,000,000	MOVE TO FY 2025 AS PROJECT IS NOT FULLY FUNDED
								<del>2025</del> 2024	C	2M	\$40,000,000	\$0	\$10,000,000	\$0	\$0	\$50,000,000	MOVE TO FY 2025 AS PROJECT IS NOT FULLY FUNDED
13004.1	2418-01-013	TXDOT-FORT WORTH	DECATUR	FM 1810	WEST OF CR 1170	INTERSECTION OF US 81/287 AT FM 1810	REALIGNMENT OF FM 1810 AND GRADE SEPARATION AND RETAINING WALLS AT REALIGNED INTERSECTION AT US 81/287 & BU 81D	2021	E	SW PE	\$3,680,000	\$0	\$920,000	\$0	\$0	\$4,600,000	REGIONAL 10-YEAR PLAN PROJECT
								2021	R	SW ROW	\$4,000,000	\$0	\$1,000,000	\$0	\$0	\$5,000,000	REGIONAL 10-YEAR PLAN PROJECT
								2021	U	SW ROW	\$1,200,000	\$0	\$300,000	\$0	\$0	\$1,500,000	REGIONAL 10-YEAR PLAN PROJECT
								<del>2025</del> 2024	C	2M	\$5,120,000	\$0	\$1,280,000	\$0	\$0	\$6,400,000	REGIONAL 10-YEAR PLAN PROJECT; MOVE CONSTRUCTION TO FY 2025 DUE TO FINANCIAL CONSTRAINTS
13004.3	0013-09-012	TXDOT-FORT WORTH	DECATUR	BU 81-D	CR 1160 - REALIGNED FM 1810 INTERSECTION	NORTH OF CR 2090	REALIGNMENT OF BU 81-D AT REALIGNED INTERSECTION OF US 81/287 & FM 1810/BU 81-D	2021	E	SW PE	\$80,000	\$0	\$20,000	\$0	\$0	\$100,000	REGIONAL 10-YEAR PLAN PROJECT
								2021	R	SW ROW	\$400,000	\$0	\$100,000	\$0	\$0	\$500,000	REGIONAL 10-YEAR PLAN PROJECT
								2021	U	SW ROW	\$400,000	\$0	\$100,000	\$0	\$0	\$500,000	REGIONAL 10-YEAR PLAN PROJECT
								<del>2025</del> 2024	C	2M	\$2,240,000	\$0	\$560,000	\$0	\$0	\$2,800,000	REGIONAL 10-YEAR PLAN PROJECT; MOVE CONSTRUCTION TO FY 2025 DUE TO FINANCIAL CONSTRAINTS
14044	0008-13-234	TXDOT-FORT WORTH	FORT WORTH	IH 20	IH 35W	CAMPUS DRIVE	RELOCATE EXISTING WESTBOUND ENTRANCE RAMP TO REDUCE CIRCUITOUS TRAVEL AND ITS IMPROVEMENTS	2017	E	SW PE	\$40,000	\$0	\$10,000	\$0	\$0	\$50,000	
								<del>2020</del> 2021	C	5	\$1,120,000	\$0	\$280,000	\$0	\$0	\$1,400,000	ADVANCE PROJECT TO FY 2020 (PROJECT LET IN FY 2020)



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13010	0047-09-034	TXDOT-DALLAS	MCKINNEY	SH 5	SOUTH OF FM 1378	SPUR 399	RECONSTRUCT AND WIDEN 2 LANE UNDIVIDED ROADWAY TO 4 LANE DIVIDED URBAN ROADWAY (ULTIMATE 6 LANES)	2021	E	SW PE	\$0	\$0	\$1,500,000	\$0	\$0	\$1,500,000	REGIONAL 10-YEAR PLAN PROJECT
								2021	R	SW ROW	\$2,000,000	\$0	\$250,000	\$250,000	\$0	\$2,500,000	REGIONAL 10-YEAR PLAN PROJECT
								<del>2021</del> 2025	C	2M	\$8,000,000	\$0	\$2,000,000	\$0	\$0	\$10,000,000	REGIONAL 10-YEAR PLAN PROJECT; <b>MOVE CONSTRUCTION TO FY 2025 DUE TO FINANCIAL CONSTRAINTS</b>
13026	0047-05-054	TXDOT-DALLAS	MCKINNEY	SH 5	SPUR 399	SOUTH OF CR 275	RECONSTRUCT AND WIDEN 2/4 LANE UNDIVIDED ROADWAY TO 4/6 LANE DIVIDED URBAN ROADWAY	2021	E	SW PE	\$0	\$0	\$4,300,000	\$0	\$0	\$4,300,000	REGIONAL 10-YEAR PLAN PROJECT
								2021	R	SW ROW	\$11,200,000	\$0	\$1,400,000	\$1,400,000	\$0	\$14,000,000	REGIONAL 10-YEAR PLAN PROJECT
								<del>2021</del> 2025	C	1	\$2,474,103	\$0	\$618,526	\$0	\$0	\$3,092,629	REGIONAL 10-YEAR PLAN PROJECT; <b>MOVE CONSTRUCTION PHASE TO FY 2025 DUE TO FINANCIAL CONSTRAINTS</b>
								<del>2021</del> 2025	C	2M	\$61,852,578	\$0	\$15,463,145	\$0	\$0	\$77,315,723	REGIONAL 10-YEAR PLAN PROJECT; <b>MOVE CONSTRUCTION PHASE TO FY 2025 DUE TO FINANCIAL CONSTRAINTS</b>
13028	1051-01-052	TXDOT-DALLAS	MIDLOTHIAN	FM 664	FM 1387	WESTMORELAND ROAD	RECONSTRUCT AND WIDEN 2 LANE RURAL TO 4 LANE DIVIDED URBAN ROADWAY (ULTIMATE 6 LANE)	2021	E	SW PE	\$0	\$0	\$1,500,000	\$0	\$0	\$1,500,000	REGIONAL 10-YEAR PLAN PROJECT
								2021	R	SW ROW	\$5,200,000	\$0	\$650,000	\$650,000	\$0	\$6,500,000	REGIONAL 10-YEAR PLAN PROJECT
								2024	C	2M	<del>\$8,000,000</del> \$0	\$0	<del>\$2,000,000</del> \$0	\$0	\$0	<del>\$10,000,000</del> \$0	REGIONAL 10-YEAR PLAN PROJECT; <b>COMBINE FY 2024 FUNDING INTO FY 2025 DUE TO FINANCIAL CONSTRAINTS</b>
								2025	C	2M	<del>\$17,716,609</del> \$25,716,609	\$0	<del>\$4,429,152</del> \$6,429,152	\$0	<del>\$22,145,761</del> \$32,145,761	REGIONAL 10-YEAR PLAN PROJECT; <b>COMBINE FY 2024 FUNDING INTO FY 2025 DUE TO FINANCIAL CONSTRAINTS</b>	
40042	0918-24-241	PLANO	PLANO	VA	LEGACY DRIVE/DALLAS PARKWAY PEDESTRIAN/BICYCLE CROSSING	LEGACY DR BRIDGE AT DALLAS NORTH TOLLWAY	CONSTRUCT BICYCLE AND PEDESTRIAN WALKWAY AND IMPROVEMENTS INCLUDING CROSSWALKS, BICYCLE/PEDESTRIAN SIGNALS, AND SIGNAGE	2018	E	3LC	\$0	\$0	\$0	\$0	\$20,215	\$20,215	LOCAL CONTRIBUTION PAID BY CITY OF PLANO
								<del>2020</del> 2021	C	9TA Set Aside	\$339,612	\$0	\$0	\$84,903	\$0	\$424,515	<b>ADVANCE PROJECT TO FY 2020 AS IT OBLIGATED IN FY 2020</b>
								<del>2020</del> 2021	CE	9TA Set Aside	\$16,172	\$0	\$0	\$4,043	\$0	\$20,215	<b>ADVANCE PROJECT TO FY 2020 AS IT OBLIGATED IN FY 2020</b>

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40046	0918-11-099	TERRELL	TERRELL	VA	DR. BRUCE WOOD ELEMENTARY SCHOOL CONNECTION EXTENSIONS; SAFE ROUTES TO SCHOOL	ALONG ROCKWALL AVE, BAKER ST, PACIFIC AVE, AND GRIFFITH AVE	SAFE ROUTES TO SCHOOL PEDESTRIAN IMPROVEMENTS IN PROXIMITY TO ELEMENTARY SCHOOL INCLUDING CONSTRUCT AND RECONSTRUCT SIDEWALKS, BICYCLE/PEDESTRIAN SIGNALS, SIGNAGE, AND CROSSWALKS	2019	E	3LC	\$0	\$0	\$0	\$0	\$130,699	\$130,699	FUNDING SHARES ARE 70% FEDERAL/30% LOCAL
								<del>2021</del> <del>2020</del>	C	3LC	\$0	\$0	\$0	\$0	\$95,425	\$95,425	FUNDING SHARES ARE 70% FEDERAL/30% LOCAL; <b>REVISE FISCAL YEAR SO ALL CONSTRUCTION FUNDING IS LISTED IN THE NEW STIP</b>
								2021	C	9TA Set Aside	\$507,662	\$0	\$0	\$126,915	\$0	\$634,577	FUNDING SHARES ARE 70% FEDERAL/30% LOCAL
								2021	CE	9TA Set Aside	\$26,718	\$0	\$0	\$6,680	\$0	\$33,398	FUNDING SHARES ARE 70% FEDERAL/30% LOCAL
13005.1	0008-14-132	TXDOT-FORT WORTH	VARIOUS	IH 820	NAVAHO TRAIL/CAHOBA DRIVE	MARINE CREEK PARKWAY	RELOCATE RAMPS, REALIGN FRONTAGE ROADS, AND ADD BRIDGES	<del>2025</del> <del>2024</del>	C	2M	\$16,000,000	\$0	\$4,000,000	\$0	\$0	\$20,000,000	REGIONAL 10-YEAR PLAN PROJECT; <b>MOVE TO FY 2025 DUE TO FINANCIAL CONSTRAINTS</b>
13006	0353-03-100	TXDOT-FORT WORTH	VARIOUS	SH 114	FM 1938	DOVE RD	CONSTRUCT 0 TO 2 LANE EB FRONTAGE ROADS FROM FM 1938 TO SOLANA/KIRKWOOD WITH THE ADDITION OF AUX LANES AND CONSTRUCT 0 TO 2 LANE WB AND 0 TO 2 LANE EB FRONTAGE ROADS FROM SOLANA/KIRKWOOD TO DOVE RD WITH THE ADDITION OF AUX LANES AND RAMP MODIFICATIONS	2017	E	SBPE	\$0	\$0	\$2,000,000	\$0	\$0	\$2,000,000	REGIONAL 10-YEAR PLAN PROJECT
								<del>2018</del> <del>2021</del>	R	SW ROW	\$400,000	\$0	\$100,000	\$0	\$0	\$500,000	REGIONAL 10-YEAR PLAN PROJECT; <b>REVISE FISCAL YEAR</b>
								<del>2019</del> <del>2021</del>	U	SW ROW	\$1,600,000	\$0	\$400,000	\$0	\$0	\$2,000,000	REGIONAL 10-YEAR PLAN PROJECT; <b>REVISE FISCAL YEAR</b>
								<del>2020</del> <del>2021</del>	C	2M	\$26,400,000	\$0	\$6,600,000	\$0	\$0	\$33,000,000	REGIONAL 10-YEAR PLAN PROJECT; <b>REVISE FISCAL YEAR (PROJECT LET IN FY 2020)</b>
								<del>2020</del> <del>2021</del>	C	3LC	\$0	\$0	\$0	\$0	\$3,000,000	\$3,000,000	REGIONAL 10-YEAR PLAN PROJECT; LOCAL CONTRIBUTION PAID BY CITY OF SOUTHLAKE; <b>REVISE FISCAL YEAR (PROJECT LET IN FY 2020)</b>
54068	3559-01-004	TXDOT-FORT WORTH	VARIOUS	SH 170	TARRANT COUNTY LINE	SH 114 INTERCHANGE	RESTRIPE 2 TO 4 MAINLANES AND RAMP MODIFICATIONS	2019	E	SW PE	\$800,000	\$0	\$200,000	\$0	\$0	\$1,000,000	REGIONAL 10-YEAR PLAN PROJECT; <b>REVISE FISCAL YEAR</b>
								<del>2020</del> <del>2021</del>	C	12	\$800,000	\$0	\$200,000	\$0	\$0	\$1,000,000	REGIONAL 10-YEAR PLAN PROJECT; <b>REVISE FISCAL YEAR (PROJECT LET IN FY 2020)</b>
54119.3	2964-12-001	TXDOT-DALLAS	VARIOUS	SL 9	IH 35E	DALLAS COUNTY LINE	CONSTRUCT 0 TO 2 LANE FRONTAGE ROADS (ULTIMATE 6) INCLUDING TURN LANES	2013	E	SBPE	\$0	\$0	\$500,000	\$0	\$0	\$500,000	10-YR PLAN PROECT
								2018	R	S102	\$3,200,000	\$0	\$400,000	\$400,000	\$0	\$4,000,000	10-YR PLAN PROECT
								<del>2023</del> <del>2025</del>	C	1	\$1,200,000	\$0	\$300,000	\$0	\$0	\$1,500,000	10-YR PLAN PROECT; <b>REVISE FISCAL YEAR</b>
								<del>2023</del> <del>2025</del>	C	2M	\$7,016,136	\$0	\$1,754,034	\$0	\$0	\$8,770,170	10-YR PLAN PROECT; <b>REVISE FISCAL YEAR</b>
								<del>2023</del> <del>2025</del>	C	5	\$587,200	\$0	\$146,800	\$0	\$0	\$734,000	10-YR PLAN PROECT; <b>REVISE FISCAL YEAR</b>
								2023	C	12	\$0	\$0	\$0	\$0	\$0	\$0	10-YR PLAN PROECT

**Administrative Changes to the 2021-2024 Transportation Improvement Program**

TIP CODE	CSJ	PROJECT SPONSOR	CITY	FACILITY	LIMITS FROM	LIMITS TO	PROJECT DESCRIPTION	TIP FY	PHASE	CATEGORY	FEDERAL	REGIONAL	STATE	LOCAL	LOCAL CONTRIBUTION	TOTAL FUNDING	COMMENTS
54119.4	2964-12-002	TXDOT-DALLAS	VARIOUS	SL 9	DALLAS/ELLIS COUNTY LINE	ELLIS/DALLAS COUNTY LINE	CONSTRUCT 0 TO 2 LANE FRONTAGE ROADS (ULTIMATE 6) INCLUDING TURN LANES	2013	E	SBPE	\$0	\$0	\$1,000,000	\$0	\$0	\$1,000,000	10-YR PLAN PROECT
								2018	R	S102	\$12,400,000	\$0	\$1,550,000	\$1,550,000	\$0	\$15,500,000	10-YR PLAN PROECT
								2023	C	12	\$0	\$0	\$0	\$0	\$0	\$0	10-YR PLAN PROECT
								<del>2024</del> <del>2025</del>	C	1	\$1,200,000	\$0	\$300,000	\$0	\$0	\$1,500,000	10-YR PLAN PROECT; REVISE FISCAL YEAR
								<del>2024</del> <del>2025</del>	C	2M	\$8,238,183	\$0	\$2,059,546	\$0	\$0	\$10,297,729	10-YR PLAN PROECT; REVISE FISCAL YEAR
								<del>2024</del> <del>2025</del>	C	5	\$76,800	\$0	\$19,200	\$0	\$0	\$96,000	10-YR PLAN PROECT; REVISE FISCAL YEAR
55073	0451-03-013	TXDOT-DALLAS	VARIOUS	SH 205	NORTH OF JOHN KING	SH 78	WIDEN 2 LANE RURAL HIGHWAY TO 4 LANE DIVIDED (6 LANE ULTIMATE)	2018	E	SBPE	\$0	\$0	\$1,722,000	\$0	\$0	\$1,722,000	REGIONAL 10-YEAR PLAN PROJECT
								2019	R	S102	\$4,000,000	\$0	\$500,000	\$500,000	\$0	\$5,000,000	REGIONAL 10-YEAR PLAN PROJECT
								2020	U	S102	\$0	\$0	\$0	\$0	\$0	\$0	REGIONAL 10-YEAR PLAN PROJECT
								<del>2022</del> <del>2021</del>	C	1	\$4,000,000	\$0	\$1,000,000	\$0	\$0	\$5,000,000	REGIONAL 10-YEAR PLAN PROJECT; REVISE FISCAL YEAR
								2022	C	2M	\$9,232,817	\$0	\$2,308,204	\$0	\$0	\$11,541,021	REGIONAL 10-YEAR PLAN PROJECT
								2024	C	2M	\$18,887,183	\$0	\$4,721,796	\$0	\$0	\$23,608,979	REGIONAL 10-YEAR PLAN PROJECT
13054	0314-07-061	TXDOT-FORT WORTH	WEATHERFORD	IH 20	FM 2552	BANKHEAD HIGHWAY	CONSTRUCT 0 TO 4/6 WESTBOUND AND EASTBOUND FRONTAGE ROADS AND U-TURN BRIDGES	2019	E	SBPE	\$1,200,000	\$0	\$300,000	\$0	\$0	\$1,500,000	REGIONAL 10-YEAR PLAN PROJECT
								2020	R	S102	\$0	\$0	\$0	\$0	\$0	\$0	REGIONAL 10-YEAR PLAN PROJECT
								2020	U	SW ROW	\$600,000	\$0	\$150,000	\$0	\$0	\$750,000	REGIONAL 10-YEAR PLAN PROJECT
								<del>2025</del> <del>2024</del>	C	4	\$18,900,000	\$0	\$2,100,000	\$0	\$0	\$21,000,000	REGIONAL 10-YEAR PLAN PROJECT; MOVE TO FY 2025 DUE TO FINANCIAL CONSTRAINTS
<b>FUNDING AND OTHER CHANGES</b>																	
13004.2	0013-07-083	TXDOT-FORT WORTH	DECATUR	US 81	NORTH OF CR 2195	NORTH OF US 380	CONSTRUCT MAINLANE GRADE SEPARATION AT RELOCATED FM 1810 AND US 81D WITH ADDITION OF RAMPS AND 0 TO 2 LANE FRONTAGE ROADS	2021	E	SW PE	\$840,000	\$0	\$210,000	\$0	\$0	\$1,050,000	REGIONAL 10-YEAR PLAN PROJECT
								2021	R	SW ROW	\$2,000,000	\$0	\$500,000	\$0	\$0	\$2,500,000	REGIONAL 10-YEAR PLAN PROJECT
								2021	U	SW ROW	\$400,000	\$0	\$100,000	\$0	\$0	\$500,000	REGIONAL 10-YEAR PLAN PROJECT
								<del>2025</del> <del>2024</del>	C	2M	<del>\$13,360,000</del> <del>\$17,760,000</del>	\$0	<del>\$3,340,000</del> <del>\$4,440,000</del>	\$0	\$0	<del>\$16,700,000</del> <del>\$22,200,000</del>	REGIONAL 10-YEAR PLAN PROJECT; REVISE FISCAL YEAR TO 2025 FOR FINANCIAL CONSTRAINT PURPOSES; DECREASE FUNDING TO MATCH 2020 REGIONAL 10-YEAR PLAN

**Administrative Changes to the 2021-2024 Transportation Improvement Program**

TIP CODE	CSJ	PROJECT SPONSOR	CITY	FACILITY	LIMITS FROM	LIMITS TO	PROJECT DESCRIPTION	TIP FY	PHASE	CATEGORY	FEDERAL	REGIONAL	STATE	LOCAL	LOCAL CONTRIBUTION	TOTAL FUNDING	COMMENTS
11559	0902-48-807	FWTA	FORT WORTH	CS	TRE CROSSING	AT CALLOWAY CEMETERY	UPGRADE TO QUAD GATES AND RESURFACE CROSSING	2011	E	7	\$40,000	\$0	\$0	\$10,000	\$0	\$50,000	MPO MILESTONE POLICY (ROUND 2) PROJECT
								2013	C	7	\$506,400	\$0	\$0	\$126,600	\$0	\$633,000	MPO MILESTONE POLICY (ROUND 2) PROJECT
								2021	<del>I</del> C	7	\$504,186	\$0	\$0	\$126,047	\$0	\$630,233	MPO MILESTONE POLICY (ROUND 2) PROJECT; <b>CLARIFY PHASE AS A TRANSIT TRANSFER</b>
52553	0171-05-081	TXDOT-FORT WORTH	FORT WORTH	SH 199	AT BYPASS CHANNEL (ON HENDERSON)	NEAR FW CBD & TRINITY RIVER	CONSTRUCT 4 LANE BRIDGE AT NEW LOCATION OF PROPOSED BYPASS CHANNEL	2012	R	3LC	\$0	\$0	\$0	\$0	\$5,160,000	\$5,160,000	LOCAL CONTRIBUTION PAID BY TRINITY RIVER VISION AUTHORITY
								2013	E	3LC	\$0	\$0	\$0	\$0	\$3,093,448	\$3,093,448	LOCAL CONTRIBUTION PAID BY TRINITY RIVER VISION AUTHORITY
								2014	C	3RTR121 - TC1	\$0	\$0	\$0	\$0	\$0	\$0	
								2014	C	10_ERMRK	\$14,124,013	\$0	\$1,602,360	\$0	\$0	\$15,726,373	SAFETEA-LU TX298
								2020	C	7	\$0	\$0	\$0	\$0	\$0	\$0	
								2021	C	7	\$22,858,937	\$0	\$5,714,734	\$0	\$0	\$28,573,671 <del>\$28,573,672</del>	CITY OF FORT WORTH AND LOCAL PARTNERS WILL PAY BACK \$5M OF \$20M COST OVERRUN OVER 10 YEARS; <b>CORRECT FUNDING TOTAL</b>
11898.3	0902-90-141	TXDOT-FORT WORTH	HASLET	CS	ON AVONDALE-HASLET FROM INTERMODAL PARKWAY TO WEST OF HASLET COUNTY LINE ROAD;	HASLET PARKWAY/INTERMODAL PARKWAY CONNECTOR FROM IH 35W/SH 170 TO TRANSPORT DRIVE	ON AVONDALE-HASLET: CONST NEW 0 LN TO 4 LN AND RECONST AND WIDEN EXISTING 2 LN TO 4 LN DIVIDED URBAN ROADWAY AND NEW SIDEWALKS; ON HASLET PKWY/INTERMODAL PKWY: CONST 0 TO 4 LN DIVIDED URBAN WITH NEW SIDEWALKS	2021	R	3LC	\$0	\$0	\$0	\$0	\$9,000,000	\$9,000,000	
								2021	U	3LC	\$0	\$0	\$0	\$0	\$3,000,000	\$3,000,000	
								2021	U	7	\$800,000	\$0	\$0	\$200,000	\$0	\$1,000,000	
								2021	C	3LC	\$0	\$0	\$0	\$0	\$3,700,000	\$3,700,000	
								2021	C	5	\$320,000	\$0	\$0	\$80,000	\$0	\$400,000	
								2021	C	7	\$14,160,000	\$0	\$0	\$3,540,000	\$0	\$17,700,000	
								2021	C	3BUILDGRANT	\$20,000,000	\$0	\$0	\$0	\$0	\$20,000,000	
								2021	C	<del>3RTR121 - West</del> <b>Set Aside 2</b> <del>3RTR121 - West</del> <b>Set Aside 1</b>	\$0	\$500,000	\$0	\$0	\$0	\$500,000	RTR FUNDS ARE CONTINGENCY ONLY TO BE USED IF NEEDED; <b>REVISE RTR FUNDING CATEGORY</b>

**Administrative Changes to the 2021-2024 Transportation Improvement Program**

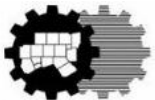
TIP CODE	CSJ	PROJECT SPONSOR	CITY	FACILITY	LIMITS FROM	LIMITS TO	PROJECT DESCRIPTION	TIP FY	PHASE	CATEGORY	FEDERAL	REGIONAL	STATE	LOCAL	LOCAL CONTRIBUTION	TOTAL FUNDING	COMMENTS
25061	0918-47-294	NCTCOG	IRVING	VA	IRVING BICYCLE MASTER PLAN; CITYWIDE		DEVELOP A CITYWIDE BICYCLE MASTER PLAN TO IDENTIFY CORRIDORS AND METHODOLOGIES FOR PROVIDING BICYCLE CONNECTIVITY FROM EXISTING FACILITIES AND TRAILS TO ADDITIONAL AREAS OF THE CITY; INCLUDES NCTCOG STAFF TIME AND CONSULTANT	2021	E	3TDC (MPO)	\$0	\$80,000	\$0	\$0	\$0	\$80,000	80,000 MPO TDCs USED IN LIEU OF LOCAL MATCH ( <del>REGIONAL-IRVING POLICY BUNDLE</del> TDCs)
								2021	E	STBG	\$400,000	\$0	\$0	\$0	\$0	\$400,000	
14013.2	0918-48-003	DART	VARIOUS	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)	2021	T	3TDC (MPO)	\$0	\$30,000	\$0	\$0	\$0	\$30,000	
	0918-48-003							<del>2021</del> 2022	T	3TDC (MPO)	\$0	<del>929,785</del> 0	\$0	\$0	\$0	<del>929,785</del> 0	REVISE FISCAL YEAR; SPLIT TDCS FROM FY 2022 ENTRY; REVISE PHASE
	0918-48-003							2021	T	3TDC (MPO)	\$0	1,640,000	\$0	\$0	\$0	1,640,000	
	0918-48-003							2021	T	5	\$150,000	\$0	\$0	\$0	\$150,000		
	0918-48-003							2021	T	5	\$8,200,000	\$0	\$0	\$0	\$8,200,000		
	0918-48-003							2021	T	9TA Set Aside	\$4,648,925	\$0	\$0	\$0	\$4,648,925		
	0918-48-004							2021	T	5	\$8,401,592	\$0	\$0	\$2,100,398	\$10,501,990		
	0918-48-003							2022	T	3TDC (MPO)	\$0	<del>2,943,318</del> <del>3,873,103</del>	\$0	\$0	<del>2,943,318</del> <del>3,873,103</del>	REVISE PHASE; DECREASE TDCS & MOVE TO FY 2021	
	0918-48-003							2022	T	3LC	\$0	\$0	\$0	\$0	\$4,860,326	\$4,860,326	
	0918-48-003							2022	T	5	\$14,716,590	\$0	\$0	\$0	\$14,716,590		
	0918-48-004							2023	T	9TA Set Aside	\$2,161,569	\$0	\$0	\$540,392	\$2,701,961		
11679	0918-47-211	NCTCOG	VARIOUS	VA	PLANNING SUPPORT & TECHNICAL EXPERTISE FOR IMPLEMENTATION OF PASSENGER RAIL IN REGIONAL RAIL CORRIDORS		METROPOLITAN PLANNING ORGANIZATION (MPO) PLANNING SUPPORT AND TECHNICAL EXPERTISE WILL BE UTILIZED TO UPDATE, ADVANCE, AND STREAMLINE PROJECT DELIVERY OF REGIONAL PASSENGER RAIL CORRIDORS	2019	I	3RTR121 - DA1	\$0	<del>\$1,100,000</del> <del>\$1,110,000</del>	\$0	\$0	\$0	<del>\$1,100,000</del> <del>\$1,110,000</del>	REDUCE FUNDING TO MATCH AGREEMENT
								2019	I	3RTR121 - East Set Aside 2	\$0	\$405,000	\$0	\$0	\$0	\$405,000	
								2022	I	3RTR121 - East Set Aside 2	\$0	\$0	\$0	\$0	\$0	\$0	

# **TECHNICAL CORRECTIONS/CHANGES TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM LISTINGS**

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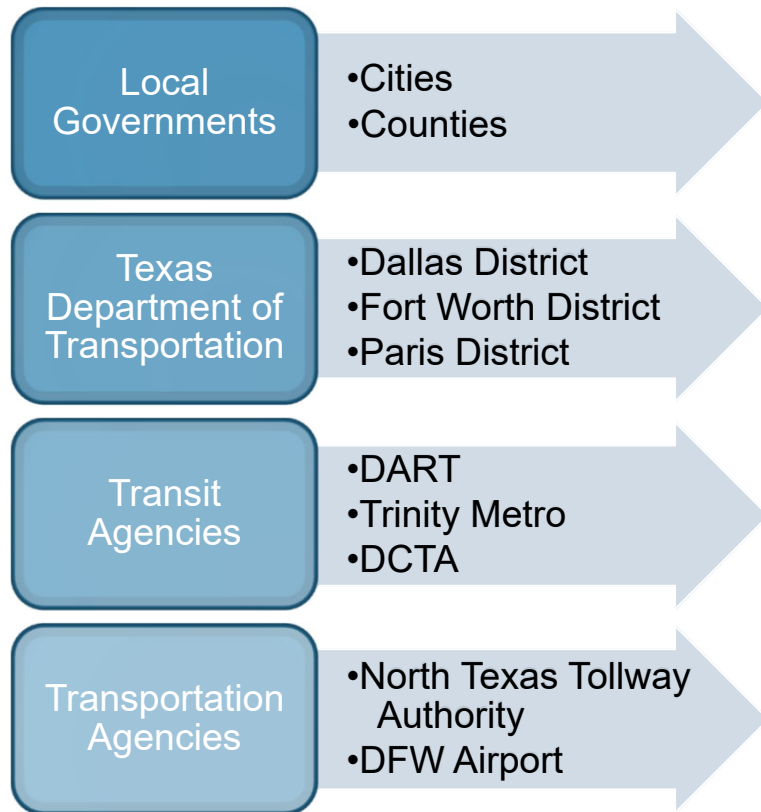
Surface Transportation Technical Committee

September 25, 2020



North Central Texas  
Council of Governments  
Transportation Department

# TRANSPORTATION FUNDING AND PROJECT IMPLEMENTATION: A COOPERATIVE EFFORT



**2021-2024  
Transportation  
Improvement  
Program**  
for North Central Texas

North Central Texas  
Council of Governments

# DEVELOPMENT PROCESS

- Review existing projects and gather information on additional locally funded projects
- Make needed revisions to existing project schedules, funding, and/or scope
- Develop revised project listings
- Financially constrain project programming based on estimated future revenues
- Conduct Mobility Plan and Air Quality conformity review
- Solicit public and Committee/Council input
- **Finalize project listings and submit to the Texas Department of Transportation (TxDOT) and Federal Highway Administration (FHWA)**



# TECHNICAL CORRECTIONS/UPDATES IDENTIFIED

- While reviewing the RTC approved project listings against the final STIP report, certain changes were identified as necessary prior to submission to TxDOT Austin.
- Staff elected to go ahead and make the corrections and seek RTC action afterward in order to avoid project delays or a delay in submitting our STIP listings to the State.
- Changes impact 68 (23 RTC Actions and 45 Administrative Changes) out of 962 projects in the double entry TIP listings the RTC approved in June 2020

# TYPES OF CHANGES

- Revisions:
  - Delaying projects more than one fiscal year
  - Changing project limits and/or scopes to ensure consistency with the Metropolitan Transportation Plan
  - Corrections/updates to funding amounts
  - Other changes made due to new or updated information after RTC action
- Administrative changes:
  - CSJ revisions
  - Non-substantive changes to project scopes and/or limits
  - Advancing projects
  - Reflecting FY 2020 funding obligations that occurred late in the fiscal year

## **REQUESTED ACTION**

- Recommend RTC approval of:
  - The changes to projects requiring RTC action
  - Amending the Unified Planning Work Program (UPWP) and other planning/administrative documents, as appropriate

## **DELAYS TO APPROVAL OF THE NEW TIP/STIP**

- The approval of the 2021-2024 STIP is currently delayed due to issues balancing project programming to available revenues statewide.
- Until this issue can be resolved, the 2019-2022 TIP/STIP will remain in effect.
- This will primarily impact projects that were newly added or changed substantially in the 2021-2024 TIP, as funding agreements or new federal/State actions for these projects will not be able to be executed until it is approved.

# QUESTIONS/COMMENTS

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

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

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

### CURRENTLY APPROVED:

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

### REVISION REQUESTED:

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

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

# PROPOSED NOVEMBER 2020 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 11980.3    **Facility:** VA    **Location/Limits From:** VARIOUS LOCATIONS WITHIN THE DCTA SERVICE AREA    **Modification #:** 2021-0003  
**Impementing Agency:** DCTA  
**County:** VARIOUS    **CSJ:** N/A  
**City:** VARIOUS    **Desc:** PURCHASE OF TRANSIT VEHICLES (BUSES) TO EXPAND SERVICE  
**Request:** ADD PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP); CHANGE SCOPE TO COLLIN CREEK DEVELOPMENT CIRCULATOR ELECTRIC BUSES AND CHARGING STATIONS FOR NEW/EXPANDED TRANSIT SERVICE; CHANGE IMPLEMENTING AGENCY TO DART  
**Comment:** 322,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3- TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

**CURRENTLY APPROVED:**

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

**REVISION REQUESTED:**

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

**TIP Code:** 11887    **Facility:** VA    **Location/Limits From:** ON PLEASANT RUN RD; EAST OF SUNRISE RD    **Modification #:** 2021-0004  
**Impementing Agency:** TXDOT-DALLAS    **Location/Limits To:** WEST OF IH 45  
**County:** DALLAS    **CSJ:** 0918-45-844  
**City:** WILMER    **Desc:** WIDEN FROM 2 TO 4 LANE DIVIDED ROADWAY (ULTIMATE 6) WITH GRADE SEPARATION AND CONNECTORS AT MILLERS FERRY AND UPRR IN CITY OF WILMER  
**Request:** DECREASE ENGINEERING FUNDING IN FY2010, ROW FUNDING IN FY2010, UTILITY FUNDING IN FY2013; AND CONSTRUCTION FUNDING IN FY2013



## PROPOSED NOVEMBER 2020 TIP MODIFICATIONS FOR STTC CONSIDERATION

### CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2010	ENG	0918-45-844	Cat 10:	\$647,200	\$0	\$0	\$0	\$0	\$647,200
2010	ENG	0918-45-844	Cat 3 - RTC/Local:	\$0	\$0	\$161,800	\$0	\$0	\$161,800
<b>Phase Subtotal:</b>				<b>\$647,200</b>	<b>\$0</b>	<b>\$161,800</b>	<b>\$0</b>	<b>\$0</b>	<b>\$809,000</b>
2010	ROW	0918-45-844	Cat 10:	\$444,000	\$0	\$0	\$0	\$0	\$444,000
2010	ROW	0918-45-844	Cat 3 - RTC/Local:	\$0	\$0	\$111,000	\$0	\$0	\$111,000
<b>Phase Subtotal:</b>				<b>\$444,000</b>	<b>\$0</b>	<b>\$111,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$555,000</b>
2013	UTIL	0918-45-844	Cat 10:	\$1,204,000	\$0	\$0	\$0	\$0	\$1,204,000
2013	UTIL	0918-45-844	Cat 3 - RTC/Local:	\$0	\$0	\$301,000	\$0	\$0	\$301,000
<b>Phase Subtotal:</b>				<b>\$1,204,000</b>	<b>\$0</b>	<b>\$301,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,505,000</b>
2013	CON	0918-45-844	Cat 10:	\$4,274,776	\$0	\$0	\$0	\$0	\$4,274,776
2013	CON	0918-45-844	Cat 3 - RTC/Local:	\$0	\$0	\$1,528,589	\$0	\$0	\$1,528,589
2013	CON	0918-45-844	Cat 7:	\$3,019,266	\$0	\$0	\$294,921	\$0	\$3,314,187
<b>Phase Subtotal:</b>				<b>\$7,294,042</b>	<b>\$0</b>	<b>\$1,528,589</b>	<b>\$294,921</b>	<b>\$0</b>	<b>\$9,117,552</b>
<b>Grand Total:</b>				<b>\$9,589,242</b>	<b>\$0</b>	<b>\$2,102,389</b>	<b>\$294,921</b>	<b>\$0</b>	<b>\$11,986,552</b>

### REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2010	ENG	0918-45-844	Cat 10:	\$635,147	\$0	\$0	\$0	\$0	\$635,147
2010	ENG	0918-45-844	Cat 3 - RTC/Local:	\$0	\$0	\$158,787	\$0	\$0	\$158,787
<b>Phase Subtotal:</b>				<b>\$635,147</b>	<b>\$0</b>	<b>\$158,787</b>	<b>\$0</b>	<b>\$0</b>	<b>\$793,934</b>
2010	ROW	0918-45-844	Cat 10:	\$137,145	\$0	\$0	\$0	\$0	\$137,145
2010	ROW	0918-45-844	Cat 3 - RTC/Local:	\$0	\$0	\$34,286	\$0	\$0	\$34,286
<b>Phase Subtotal:</b>				<b>\$137,145</b>	<b>\$0</b>	<b>\$34,286</b>	<b>\$0</b>	<b>\$0</b>	<b>\$171,431</b>
2013	UTIL	0918-45-844	Cat 10:	\$1,043,524	\$0	\$0	\$0	\$0	\$1,043,524
2013	UTIL	0918-45-844	Cat 3 - RTC/Local:	\$0	\$0	\$260,881	\$0	\$0	\$260,881
<b>Phase Subtotal:</b>				<b>\$1,043,524</b>	<b>\$0</b>	<b>\$260,881</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,304,405</b>
2013	CON	0918-45-844	Cat 10:	\$1,777,098	\$0	\$0	\$0	\$0	\$1,777,098
2013	CON	0918-45-844	Cat 3 - RTC/Local:	\$0	\$0	\$804,412	\$0	\$0	\$804,412
2013	CON	0918-45-844	Cat 7:	\$4,355,123	\$0	\$0	\$728,669	\$0	\$5,083,792
<b>Phase Subtotal:</b>				<b>\$6,132,221</b>	<b>\$0</b>	<b>\$804,412</b>	<b>\$728,669</b>	<b>\$0</b>	<b>\$7,665,302</b>
<b>Grand Total:</b>				<b>\$7,948,037</b>	<b>\$0</b>	<b>\$1,258,366</b>	<b>\$728,669</b>	<b>\$0</b>	<b>\$9,935,072</b>

## PROPOSED NOVEMBER 2020 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 14046      **Facility:** VA      **Location/Limits From:** UPTOWN MCKINNEY/COLE COUPLET: ON ALLEN ST FROM CARLISLE ST TO MCKINNEY AVE; ON CARLISLE ST FROM COLE AVE TO ALLEN ST;      **Modification #:** 2021-0006  
**Impementing Agency:** DALLAS      **Location/Limits To:** ON COLE AVE FROM HARVARD AVE TO CARLISLE ST; ON MCKINNEY AVE FROM HARVARD AVE TO ALLEN ST  
**County:** DALLAS      **CSJ:** 0918-47-286  
**City:** DALLAS      **Desc:** ON ALLEN/CARLISLE: CONVERSION OF 4 LN ONE-WAY RDWY TO 4 LN TWO-WAY RDWY; ON COLE: CONVERSION OF 4 LN ONE-WAY RDWY TO TWO-WAY RDWY; ON MCKINNEY: CONVERSION OF 3 LN ONE-WAY RDWY TO TWO-WAY RDWY; INTERSECTION, SIGNAL, AND PEDESTRIAN IMPROVEMENTS  
**Request:** REVISE SCOPE TO CONVERSION OF 3 LN ONE-WAY RDWYS TO TWO-WAY RDWYS; INTERSECTION, SIGNAL, SIGNAGE, PEDESTRIAN, LIGHTING, LANDSCAPING, AND ASSOCIATED IMPROVEMENTS INCLUDING TROLLEY RELOCATION  
**Comment:** LOCAL CONTRIBUTION PAID BY CITY OF DALLAS; DESIGN-BUILD PROJECT; CMAQ FUNDS FOR INTERSECTION, SIGNAL, AND PEDESTRIAN IMPROVEMENTS ONLY; CONTINGENT ON KEEPING HISTORIC STREET CAR OPERATIONAL AT LEAST ON THE WEEKEND; CONTINGENT UPON \$1M FOR STATE OF THE ART SIGNAL TIMING/PEDESTRIAN TIMING

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2020	ENG	0918-47-286	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$2,010,000	\$2,010,000
2022	CON	0918-47-286	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,340,000	\$1,340,000
2022	CON	0918-47-286	Cat 5:	\$6,700,000	\$0	\$0	\$1,675,000	\$0	\$8,375,000
2022	CON	0918-47-286	STBG:	\$6,700,000	\$0	\$0	\$1,675,000	\$0	\$8,375,000
<b>Phase Subtotal:</b>				<b>\$13,400,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,350,000</b>	<b>\$1,340,000</b>	<b>\$18,090,000</b>
<b>Grand Total:</b>				<b>\$13,400,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,350,000</b>	<b>\$3,350,000</b>	<b>\$20,100,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2020	ENG	0918-47-286	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$2,010,000	\$2,010,000
2022	CON	0918-47-286	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,340,000	\$1,340,000
2022	CON	0918-47-286	Cat 5:	\$6,700,000	\$0	\$0	\$1,675,000	\$0	\$8,375,000
2022	CON	0918-47-286	STBG:	\$6,700,000	\$0	\$0	\$1,675,000	\$0	\$8,375,000
<b>Phase Subtotal:</b>				<b>\$13,400,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,350,000</b>	<b>\$1,340,000</b>	<b>\$18,090,000</b>
<b>Grand Total:</b>				<b>\$13,400,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,350,000</b>	<b>\$3,350,000</b>	<b>\$20,100,000</b>

# PROPOSED NOVEMBER 2020 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 25084      **Facility:** VA      **Location/Limits From:** LAPTOPS, ACCESSORIES, AND TVS      **Modification #:** 2021-0007  
**Impementing Agency:** NCTCOG  
**County:** TARRANT      **CSJ:** N/A  
**City:** ARLINGTON      **Desc:** PURCHASE OF LAPTOPS FOR NCTCOG TRANSPORTATION STAFF, AND TVS AND ACCESSORIES FOR TRANSPORTATION MEETING ROOMS  
**Request:** ADD PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	IMP	N/A	Cat 3 - RTC/Local:	\$0	\$0	\$37,000	\$0	\$0	\$37,000
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$37,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$37,000</b>

**TIP Code:** 11979.9      **Facility:** VA      **Location/Limits From:** REGIONAL AIR QUALITY INITIATIVES      **Modification #:** 2021-0008  
**Impementing Agency:** NCTCOG      **Location/Limits To:** INCLUDES STAFF TIME  
**County:** VARIOUS      **CSJ:** N/A  
**City:** VARIOUS      **Desc:** ADMINISTER & IMPLEMENT INITIATIVES TO IMPROVE AIR QUALITY THROUGH AIR QUALITY PLANNING, CONTROL STRATEGY DEVELOPMENT, TECHNOLOGY/FUEL EVALUATION, DATA AND FEASIBILITY ANALYSES, POLICY & BEST PRACTICE DEVELOPMENT/DISSEMINATION & STAKEHOLDER COLLABORATION  
**Request:** ADD PROJECT TO THE TRANSPORTATION IMPROVEMENT PROGRAM (TIP); RELATED TO TIP 11979.3

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2020	IMP	N/A	Cat 3 - RTC/Local:	\$0	\$0	\$300,000	\$0	\$0	\$300,000
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$300,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$300,000</b>

**TIP Code:** 25066.1      **Facility:** CS      **Location/Limits From:** ON LINFIELD OVER UPRR RAIL YARD      **Modification #:** 2021-0010  
**Impementing Agency:** DALLAS  
**County:** DALLAS      **CSJ:** 0918-47-309, 0918-47-310  
**City:** DALLAS      **Desc:** CONSTRUCT BICYCLE AND PEDESTRIAN BRIDGE ON LINFIELD ROAD OVER THE UPRR RAIL YARD  
**Request:** REVISE LIMITS AS ON LINFIELD RD OVER UPRR RAIL YARD FROM SH 310 TO CARBONDALE ST AND ON CARBONDALE ST FROM LINFIELD RD TO SL 12; REVISE SCOPE TO CONSTRUCT BICYCLE AND PEDESTRIAN BRIDGE ON LINFIELD ROAD OVER THE UPRR RAIL YARD; ADD LANDSCAPING TO THE PROJECT AREA INCLUDING ALONG CARBONDALE STREET; INCREASE FEDERAL FUNDING BY \$500,000; DELAY ROW TO FY2022  
**Comment:** 700,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3-TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; DALLAS POLICY BUNDLE TDCS; JOPPA NEIGHBORHOOD IMPROVEMENT; INCREASE IN CMAQ FUNDING IS A PART OF FUNDING EXCHANGE FOR ON-DEMAND SERVICE IN JOPPA NEIGHBORHOOD

## PROPOSED NOVEMBER 2020 TIP MODIFICATIONS FOR STTC CONSIDERATION

### CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0918-47-310	Cat 3 - TDC (MPO):	\$0	\$0	\$180,000	\$0	\$0	\$0
2021	ENG	0918-47-310	Cat 5:	\$900,000	\$0	\$0	\$0	\$0	\$900,000
<b>Phase Subtotal:</b>				<b>\$900,000</b>	<b>\$0</b>	<b>\$180,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$900,000</b>
2021	ROW	0918-47-310	Cat 3 - TDC (MPO):	\$0	\$0	\$70,000	\$0	\$0	\$0
2021	ROW	0918-47-310	Cat 5:	\$350,000	\$0	\$0	\$0	\$0	\$350,000
<b>Phase Subtotal:</b>				<b>\$350,000</b>	<b>\$0</b>	<b>\$70,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$350,000</b>
2022	UTIL	0918-47-310	Cat 3 - TDC (MPO):	\$0	\$0	\$10,000	\$0	\$0	\$0
2022	UTIL	0918-47-310	Cat 5:	\$50,000	\$0	\$0	\$0	\$0	\$50,000
<b>Phase Subtotal:</b>				<b>\$50,000</b>	<b>\$0</b>	<b>\$10,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$50,000</b>
2022	CON	0918-47-309	Cat 5:	\$4,000,000	\$0	\$0	\$1,000,000	\$0	\$5,000,000
2022	CON	0918-47-310	Cat 3 - TDC (MPO):	\$0	\$0	\$340,000	\$0	\$0	\$0
2022	CON	0918-47-310	Cat 5:	\$1,700,000	\$0	\$0	\$0	\$0	\$1,700,000
<b>Phase Subtotal:</b>				<b>\$5,700,000</b>	<b>\$0</b>	<b>\$340,000</b>	<b>\$1,000,000</b>	<b>\$0</b>	<b>\$6,700,000</b>
<b>Grand Total:</b>				<b>\$7,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,000,000</b>	<b>\$0</b>	<b>\$8,000,000</b>

### REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0918-47-310	Cat 3 - TDC (MPO):	\$0	\$0	\$180,000	\$0	\$0	\$0
2021	ENG	0918-47-310	Cat 5:	\$900,000	\$0	\$0	\$0	\$0	\$900,000
<b>Phase Subtotal:</b>				<b>\$900,000</b>	<b>\$0</b>	<b>\$180,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$900,000</b>
2022	ROW	0918-47-310	Cat 3 - TDC (MPO):	\$0	\$0	\$70,000	\$0	\$0	\$0
2022	ROW	0918-47-310	Cat 5:	\$350,000	\$0	\$0	\$0	\$0	\$350,000
<b>Phase Subtotal:</b>				<b>\$350,000</b>	<b>\$0</b>	<b>\$70,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$350,000</b>
2022	UTIL	0918-47-310	Cat 3 - TDC (MPO):	\$0	\$0	\$10,000	\$0	\$0	\$0
2022	UTIL	0918-47-310	Cat 5:	\$50,000	\$0	\$0	\$0	\$0	\$50,000
<b>Phase Subtotal:</b>				<b>\$50,000</b>	<b>\$0</b>	<b>\$10,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$50,000</b>
2022	CON	0918-47-309	Cat 5:	\$4,000,000	\$0	\$0	\$1,000,000	\$0	\$5,000,000
2022	CON	0918-47-310	Cat 3 - TDC (MPO):	\$0	\$0	\$440,000	\$0	\$0	\$0
2022	CON	0918-47-310	Cat 5:	\$2,200,000	\$0	\$0	\$0	\$0	\$2,200,000
<b>Phase Subtotal:</b>				<b>\$6,200,000</b>	<b>\$0</b>	<b>\$440,000</b>	<b>\$1,000,000</b>	<b>\$0</b>	<b>\$7,200,000</b>
<b>Grand Total:</b>				<b>\$7,500,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,000,000</b>	<b>\$0</b>	<b>\$8,500,000</b>

## PROPOSED NOVEMBER 2020 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 25066.3    **Facility:** NA    **Location/Limits From:** BOUNDED BY CARBONDALE ST ON THE WEST, LINDALE RD ON THE NORTH,    **Modification #:** 2021-0011  
**Impementing Agency:** DALLAS    **Location/Limits To:** TRINITY RIVER ON THE EAST, AND SL 12 ON THE SOUTH  
**County:** DALLAS    **CSJ:** N/A  
**City:** DALLAS    **Desc:** IMPLEMENT ON DEMAND TRANSPORTATION SERVICE FOR THE JOPPA NEIGHBORHOOD UNTIL THE LINFIELD RD PEDESTRIAN CROSSING IS SUBSTANTIALLY COMPLETE  
**Request:** ADD PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)  
**Comment:** JOPPA NEIGHBORHOOD IMPROVEMENT; PART OF FUNDING EXCHANGE WITH TIP 25066.1/CSJ 0918-47-309, 0918-47-310 TO IMPLEMENT ON-DEMAND SERVICE WITH NON-FEDERAL FUNDS

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	IMP	N/A	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$500,000	\$500,000
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$500,000</b>	<b>\$500,000</b>

**TIP Code:** 11258.9    **Facility:** CS    **Location/Limits From:** 8 INTERSECTIONS AT KCS RR IN DALLAS AT E DALLAS/KCS RR CROSSINGS - PEAVY RD, GUS THOMASSON RD,    **Modification #:** 2021-0013  
**Impementing Agency:** DALLAS    **Location/Limits To:** BARNES BRIDGE RD, CENTERVILLE RD, LAKELAND DR, HIGHLAND DR, SANTA ANNA AVE, & ST FRANCIS AVE AT KCS RR  
**County:** DALLAS    **CSJ:** 0918-47-072  
**City:** DALLAS    **Desc:** UPGRADE GATES AND INSTALL MEDIANS AT ALL LOCATIONS; INSTALL SIGNAGE AT PEAVY, GUS THOMASSON, LAKELAND, HIGHLAND, & ST FRANCIS; RESURFACE AT LAKELAND & ST FRANCIS  
**Request:** REVISE SCOPE TO UPGRADE GATES AND INSTALL MEDIANS, SIGNAGE, PAVEMENT MARKINGS & PEDESTRIAN ACCESS AT ALL NINE LOCATIONS; RESURFACE AT LAKELAND, ST FRANCIS, & MARIPOSA; CHANGE LIMITS TO ADD MARIPOSA TO LIST OF LOCATIONS  
**Comment:** MPO MILESTONE POLICY PROJECT, CANNOT BE DELAYED BEYOND DECEMBER 2020; LOCAL CONTRIBUTION PAID BY THE CITY OF DALLAS

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	ENG	0918-47-072	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$149,654	\$149,654
2021	CON	0918-47-072	STBG:	\$1,828,070	\$0	\$0	\$457,017	\$0	\$2,285,087
<b>Grand Total:</b>				<b>\$1,828,070</b>	<b>\$0</b>	<b>\$0</b>	<b>\$457,017</b>	<b>\$149,654</b>	<b>\$2,434,741</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	ENG	0918-47-072	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$149,654	\$149,654
2021	CON	0918-47-072	STBG:	\$1,828,070	\$0	\$0	\$457,017	\$0	\$2,285,087
<b>Grand Total:</b>				<b>\$1,828,070</b>	<b>\$0</b>	<b>\$0</b>	<b>\$457,017</b>	<b>\$149,654</b>	<b>\$2,434,741</b>

# PROPOSED NOVEMBER 2020 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 14068      **Facility:** SH 34      **Location/Limits From:** AT KINGS CREEK DRIVE      **Modification #:** 2021-0024  
**Impementing Agency:** TXDOT-DALLAS  
**County:** KAUFMAN      **CSJ:** 0173-04-058  
**City:** KAUFMAN      **Desc:** CONSTRUCT LEFT AND RIGHT TURN LANES  
**Request:** DECREASE CONSTRUCTION FUNDING IN FY2023; REVISE SCOPE TO CONSTRUCT LEFT TURN

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0173-04-058	SW PE:	\$0	\$50,000	\$0	\$0	\$0	\$50,000
2021	ROW	0173-04-058	SW ROW:	\$80,000	\$10,000	\$0	\$10,000	\$0	\$100,000
2023	CON	0173-04-058	Cat 5:	\$1,000,000	\$250,000	\$0	\$0	\$0	\$1,250,000
<b>Grand Total:</b>				<b>\$1,080,000</b>	<b>\$310,000</b>	<b>\$0</b>	<b>\$10,000</b>	<b>\$0</b>	<b>\$1,400,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0173-04-058	SW PE:	\$0	\$50,000	\$0	\$0	\$0	\$50,000
2021	ROW	0173-04-058	SW ROW:	\$80,000	\$10,000	\$0	\$10,000	\$0	\$100,000
2023	CON	0173-04-058	Cat 5:	\$720,000	\$180,000	\$0	\$0	\$0	\$900,000
<b>Grand Total:</b>				<b>\$800,000</b>	<b>\$240,000</b>	<b>\$0</b>	<b>\$10,000</b>	<b>\$0</b>	<b>\$1,050,000</b>

## PROPOSED NOVEMBER 2020 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 14013      **Facility:** VA      **Location/Limits From:** TRAIL CONNECTIONS TO FUTURE CYPRESS WATERS COTTON BELT RAIL STATION; FROM SOUTH OF CYPRESS WATERS COTTON BELT STATION      **Modification #:** 2021-0028  
**Impementing Agency:** DALLAS CO      **Location/Limits To:** TO EXISTING TRAIL NORTH OF OLYMPUS BLVD  
**County:** DALLAS      **CSJ:** 0918-47-236  
**City:** VARIOUS      **Desc:** 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  
**Request:** DECREASE ENVIRONMENTAL FUNDING AND DELAY TO FY2019; INCREASE ENGINEERING FUNDING IN FY2019 AND CONSTRUCTION FUNDING IN FY2021  
**Comment:** LOCAL CONTRIBUTION PAID BY DALLAS COUNTY

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	ENV	0918-47-236	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$100,000	\$100,000
2019	ENG	0918-47-236	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$450,000	\$450,000
2021	CON	0918-47-236	Cat 5:	\$1,834,068	\$0	\$0	\$458,517	\$0	\$2,292,585
<b>Grand Total:</b>				<b>\$1,834,068</b>	<b>\$0</b>	<b>\$0</b>	<b>\$458,517</b>	<b>\$550,000</b>	<b>\$2,842,585</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENV	0918-47-236	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$67,375	\$67,375
2019	ENG	0918-47-236	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$499,125	\$499,125
2021	CON	0918-47-236	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$127,449	\$127,449
2021	CON	0918-47-236	Cat 5:	\$1,834,068	\$0	\$0	\$458,517	\$0	\$2,292,585
<b>Phase Subtotal:</b>				<b>\$1,834,068</b>	<b>\$0</b>	<b>\$0</b>	<b>\$458,517</b>	<b>\$127,449</b>	<b>\$2,420,034</b>
<b>Grand Total:</b>				<b>\$1,834,068</b>	<b>\$0</b>	<b>\$0</b>	<b>\$458,517</b>	<b>\$693,949</b>	<b>\$2,986,534</b>

**TIP Code:** 55273      **Facility:** FM 1385      **Location/Limits From:** US 380      **Modification #:** 2021-0031  
**Impementing Agency:** TXDOT-DALLAS      **Location/Limits To:** FM 455  
**County:** DENTON      **CSJ:** 1315-01-030  
**City:** VARIOUS      **Desc:** WIDEN FROM 2 LANE RURAL UNDIVIDED TO 6 LANE URBAN DIVIDED  
**Request:** ADD PROJECT 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	ENG	1315-01-030	SW PE:	\$0	\$6,500,000	\$0	\$0	\$0	\$6,500,000
2022	ROW	1315-01-030	SW ROW:	\$21,600,000	\$2,700,000	\$0	\$2,700,000	\$0	\$27,000,000
<b>Grand Total:</b>				<b>\$21,600,000</b>	<b>\$9,200,000</b>	<b>\$0</b>	<b>\$2,700,000</b>	<b>\$0</b>	<b>\$33,500,000</b>

## PROPOSED NOVEMBER 2020 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 55274      **Facility:** FM 2931      **Location/Limits From:** US 380      **Modification #:** 2021-0032  
**Impementing Agency:** TXDOT-DALLAS      **Location/Limits To:** FM 428  
**County:** DENTON      **CSJ:** 2979-01-011  
**City:** VARIOUS      **Desc:** RECONSTRUCT FROM 2 LANE RURAL TO 4/6 LANE URBAN DIVIDED  
**Request:** ADD PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	ENG	2979-01-011	SW PE:	\$0	\$3,500,000	\$0	\$0	\$0	\$3,500,000
2022	ROW	2979-01-011	SW ROW:	\$11,200,000	\$1,400,000	\$0	\$1,400,000	\$0	\$14,000,000
<b>Grand Total:</b>				<b>\$11,200,000</b>	<b>\$4,900,000</b>	<b>\$0</b>	<b>\$1,400,000</b>	<b>\$0</b>	<b>\$17,500,000</b>

**TIP Code:** 55230      **Facility:** IH 35W      **Location/Limits From:** TARRANT COUNTY LINE      **Modification #:** 2021-0036  
**Impementing Agency:** TXDOT-DALLAS      **Location/Limits To:** SH 114  
**County:** DENTON      **CSJ:** 0081-13-058  
**City:** VARIOUS      **Desc:** RECONSTRUCT AND WIDEN 4 LANE RURAL TO 6 LANE URBAN FREEWAY AND CONSTRUCT 4 TO 4/6 LANE FRONTAGE ROADS  
**Request:** REVISE SCOPE TO RECONSTRUCT AND WIDEN 4 LANE RURAL TO 6 LANE URBAN FREEWAY  
**Comment:** REGIONAL 10 YEAR PLAN PROJECT

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2045	ENG	0081-13-058	SBPE:	\$0	\$10,000,000	\$0	\$0	\$0	\$10,000,000
2045	ROW	0081-13-058	S102:	\$27,000,000	\$3,000,000	\$0	\$0	\$0	\$30,000,000
<b>Grand Total:</b>				<b>\$27,000,000</b>	<b>\$13,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$40,000,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	ENG	0081-13-058	SW PE:	\$0	\$10,000,000	\$0	\$0	\$0	\$10,000,000
2022	ROW	0081-13-058	SW ROW:	\$27,000,000	\$3,000,000	\$0	\$0	\$0	\$30,000,000
<b>Grand Total:</b>				<b>\$27,000,000</b>	<b>\$13,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$40,000,000</b>



## PROPOSED NOVEMBER 2020 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 55275      **Facility:** BUS 121H      **Location/Limits From:** NORTH OF IH 35E      **Modification #:** 2021-0037  
**Impementing Agency:** TXDOT-DALLAS      **Location/Limits To:** NORTH OF NORTHWOOD MOBILE HOME PARK  
**County:** DENTON      **CSJ:** 0364-03-101  
**City:** LEWISVILLE      **Desc:** CONSTRUCT INTERSECTION IMPROVEMENTS  
**Request:** ADD PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	ENG	0364-03-101	SW PE:	\$0	\$300,000	\$0	\$0	\$0	\$300,000
2022	ROW	0364-03-101	SW ROW:	\$10,400,000	\$0	\$0	\$2,600,000	\$0	\$13,000,000
<b>Grand Total:</b>				<b>\$10,400,000</b>	<b>\$300,000</b>	<b>\$0</b>	<b>\$2,600,000</b>	<b>\$0</b>	<b>\$13,300,000</b>

**TIP Code:** 11721      **Facility:** US 287      **Location/Limits From:** BUS US 287      **Modification #:** 2021-0038  
**Impementing Agency:** TXDOT-DALLAS      **Location/Limits To:** SH 34  
**County:** ELLIS      **CSJ:** 0172-08-050, 0172-08-054  
**City:** ENNIS      **Desc:** WIDEN 2-LANE UNDIVIDED HIGHWAY TO 4-LANE DIVIDED HIGHWAY WITH GRADE SEPARATED INTERCHANGES AND CONTROL OF ACCESS  
**Request:** ADD RTR 121-ESA1 FUNDING FOR COST OVERRUNS IN FY2009; REMOVE \$6,960 OF RTR 121-EC2 AND REPLACE WITH RTR 121-ESA2 FOR ROW PHASE IN FY2009

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2009	ROW	0172-08-054	Cat 3 - RTR 121 - EC2:	\$0	\$0	\$3,700,000	\$0	\$0	\$3,700,000
2009	CON	0172-08-050	Cat 10 - Cong Earmark:	\$8,013,934	\$1,382,501	\$0	\$0	\$0	\$9,396,435
2009	CON	0172-08-050	Cat 3 - RTR 121 - EC1:	\$0	\$0	\$24,100,000	\$0	\$0	\$24,100,000
<b>Phase Subtotal:</b>				<b>\$8,013,934</b>	<b>\$1,382,501</b>	<b>\$24,100,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$33,496,435</b>
<b>Grand Total:</b>				<b>\$8,013,934</b>	<b>\$1,382,501</b>	<b>\$27,800,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$37,196,435</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2009	ROW	0172-08-050	Cat 3 - RTR 121 - East Set Aside 2:	\$0	\$0	\$6,960	\$0	\$0	\$6,960
2009	ROW	0172-08-054	Cat 3 - RTR 121 - EC2:	\$0	\$0	\$3,693,040	\$0	\$0	\$3,693,040
<b>Phase Subtotal:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$3,700,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,700,000</b>
2009	CON	0172-08-050	Cat 3 - RTR 121 - East Set Aside 1:	\$0	\$0	\$751,580	\$0	\$0	\$751,580
2009	CON	0172-08-050	Cat 3 - RTR 121 - EC1:	\$0	\$0	\$24,100,000	\$0	\$0	\$24,100,000
2009	CON	0172-08-054	Cat 10 - Cong Earmark:	\$8,013,934	\$1,382,501	\$0	\$0	\$0	\$9,396,435
<b>Phase Subtotal:</b>				<b>\$8,013,934</b>	<b>\$1,382,501</b>	<b>\$24,851,580</b>	<b>\$0</b>	<b>\$0</b>	<b>\$34,248,015</b>
<b>Grand Total:</b>				<b>\$8,013,934</b>	<b>\$1,382,501</b>	<b>\$28,551,580</b>	<b>\$0</b>	<b>\$0</b>	<b>\$37,948,015</b>

## PROPOSED NOVEMBER 2020 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 14028     **Facility:** BUS 287     **Location/Limits From:** ON BUS 287/ENNIS AVE AT UP RAILROAD     **Modification #:** 2021-0039  
**Impementing Agency:** TXDOT-DALLAS  
**County:** ELLIS     **CSJ:** 0172-12-007  
**City:** ENNIS     **Desc:** CONSTRUCT GRADE SEPARATION AT THE INTERSECTION OF BUS 287/ENNIS AVE AND THE UPRR LINE  
**Request:** ADD ROW PHASE TO FY2021; ADVANCE ENGINEERING PHASE TO FY2019 AND CONSTRUCTION PHASE TO FY2022  
**Comment:** LOCAL CONTRIBUTION PAID BY ENNIS AND UNION PACIFIC

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	0172-12-007	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$4,000,000	\$4,000,000
2024	CON	0172-12-007	Cat 11:	\$2,000,000	\$500,000	\$0	\$0	\$0	\$2,500,000
2024	CON	0172-12-007	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$2,000,000	\$2,000,000
2024	CON	0172-12-007	STBG:	\$10,000,000	\$2,500,000	\$0	\$0	\$0	\$12,500,000
<b>Phase Subtotal:</b>				<b>\$12,000,000</b>	<b>\$3,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,000,000</b>	<b>\$17,000,000</b>
<b>Grand Total:</b>				<b>\$12,000,000</b>	<b>\$3,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$6,000,000</b>	<b>\$21,000,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	0172-12-007	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$4,000,000	\$4,000,000
2024	ROW	0172-12-007	SW ROW:	\$1,200,000	\$0	\$0	\$300,000	\$0	\$1,500,000
2024	CON	0172-12-007	Cat 11:	\$2,000,000	\$500,000	\$0	\$0	\$0	\$2,500,000
2024	CON	0172-12-007	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$2,000,000	\$2,000,000
2024	CON	0172-12-007	STBG:	\$10,000,000	\$2,500,000	\$0	\$0	\$0	\$12,500,000
<b>Phase Subtotal:</b>				<b>\$12,000,000</b>	<b>\$3,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,000,000</b>	<b>\$17,000,000</b>
<b>Grand Total:</b>				<b>\$13,200,000</b>	<b>\$3,000,000</b>	<b>\$0</b>	<b>\$300,000</b>	<b>\$6,000,000</b>	<b>\$22,500,000</b>

## PROPOSED NOVEMBER 2020 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 55268      **Facility:** FM 1173      **Location/Limits From:** MASCH BRANCH ROAD      **Modification #:** 2021-0041  
**Impementing Agency:** TXDOT-DALLAS      **Location/Limits To:** IH 35  
**County:** DENTON      **CSJ:** 1059-02-002  
**City:** VARIOUS      **Desc:** RECONSTRUCT AND WIDEN FROM 2 LANE RURAL UNDIVIDED TO 6 LANE URBAN DIVIDED ROADWAY  
**Request:** REVISE SCOPE TO REALIGN FROM 2 LANE RURAL UNDIVIDED TO 6 LANE URBAN DIVIDED ROADWAY

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	1059-02-002	SW PE:	\$0	\$1,500,000	\$0	\$0	\$0	\$1,500,000
2022	ROW	1059-02-002	SW ROW:	\$4,000,000	\$500,000	\$0	\$500,000	\$0	\$5,000,000
<b>Grand Total:</b>				<b>\$4,000,000</b>	<b>\$2,000,000</b>	<b>\$0</b>	<b>\$500,000</b>	<b>\$0</b>	<b>\$6,500,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	1059-02-002	SW PE:	\$0	\$1,500,000	\$0	\$0	\$0	\$1,500,000
2022	ROW	1059-02-002	SW ROW:	\$4,000,000	\$500,000	\$0	\$500,000	\$0	\$5,000,000
<b>Grand Total:</b>				<b>\$4,000,000</b>	<b>\$2,000,000</b>	<b>\$0</b>	<b>\$500,000</b>	<b>\$0</b>	<b>\$6,500,000</b>

**TIP Code:** 55267      **Facility:** FM 1173      **Location/Limits From:** FM 156      **Modification #:** 2021-0042  
**Impementing Agency:** TXDOT-DALLAS      **Location/Limits To:** MASCH BRANCH ROAD  
**County:** DENTON      **CSJ:** 1059-01-047  
**City:** KRUM      **Desc:** WIDEN AND RECONSTRUCT FROM 2 LANE RURAL TO 4/6 LANE URBAN DIVIDED ROADWAY  
**Request:** INCREASE ROW FUNDING IN FY2022

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	1059-01-047	SW PE:	\$0	\$2,500,000	\$0	\$0	\$0	\$2,500,000
2022	ROW	1059-01-047	SW ROW:	\$8,000,000	\$1,000,000	\$0	\$1,000,000	\$0	\$10,000,000
<b>Grand Total:</b>				<b>\$8,000,000</b>	<b>\$3,500,000</b>	<b>\$0</b>	<b>\$1,000,000</b>	<b>\$0</b>	<b>\$12,500,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	1059-01-047	SW PE:	\$0	\$2,500,000	\$0	\$0	\$0	\$2,500,000
2022	ROW	1059-01-047	SW ROW:	\$32,000,000	\$4,000,000	\$0	\$4,000,000	\$0	\$40,000,000
<b>Grand Total:</b>				<b>\$32,000,000</b>	<b>\$6,500,000</b>	<b>\$0</b>	<b>\$4,000,000</b>	<b>\$0</b>	<b>\$42,500,000</b>

## PROPOSED NOVEMBER 2020 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 55229      **Facility:** US 377      **Location/Limits From:** US 380      **Modification #:** 2021-0043  
**Impementing Agency:** TXDOT-DALLAS      **Location/Limits To:** NORTH OF BUS 377E  
**County:** DENTON      **CSJ:** 0081-06-040  
**City:** VARIOUS      **Desc:** RECONSTRUCT AND WIDEN 2 LANE UNDIVIDED ROADWAY TO 4 LANE DIVIDED FACILITY (ULTIMATE SIX LANE)  
**Request:** INCREASE ROW FUNDING IN FY2022

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	ENG	0081-06-040	SW PE:	\$0	\$10,000,000	\$0	\$0	\$0	\$10,000,000
2022	ROW	0081-06-040	SW ROW:	\$24,000,000	\$3,000,000	\$0	\$3,000,000	\$0	\$30,000,000
<b>Grand Total:</b>				<b>\$24,000,000</b>	<b>\$13,000,000</b>	<b>\$0</b>	<b>\$3,000,000</b>	<b>\$0</b>	<b>\$40,000,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	ENG	0081-06-040	SW PE:	\$0	\$10,000,000	\$0	\$0	\$0	\$10,000,000
2022	ROW	0081-06-040	SW ROW:	\$41,600,000	\$5,200,000	\$0	\$5,200,000	\$0	\$52,000,000
<b>Grand Total:</b>				<b>\$41,600,000</b>	<b>\$15,200,000</b>	<b>\$0</b>	<b>\$5,200,000</b>	<b>\$0</b>	<b>\$62,000,000</b>

**TIP Code:** 55265      **Facility:** FM 548      **Location/Limits From:** US 80      **Modification #:** 2021-0044  
**Impementing Agency:** TXDOT-DALLAS      **Location/Limits To:** FM 1641  
**County:** KAUFMAN      **CSJ:** 2588-01-020  
**City:** FORNEY      **Desc:** WIDEN AND RECONSTRUCT 2 LANE TO 4 LANE URBAN DIVIDED  
**Request:** INCREASE ROW FUNDING IN FY2021

**CURRENTLY APPROVED:**

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

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	2588-01-020	SW PE:	\$0	\$70,000	\$0	\$0	\$0	\$70,000
2021	ROW	2588-01-020	SW ROW:	\$8,800,000	\$1,100,000	\$0	\$1,100,000	\$0	\$11,000,000
<b>Grand Total:</b>				<b>\$8,800,000</b>	<b>\$1,170,000</b>	<b>\$0</b>	<b>\$1,100,000</b>	<b>\$0</b>	<b>\$11,070,000</b>

## PROPOSED NOVEMBER 2020 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 55072      **Facility:** SH 205      **Location/Limits From:** SOUTH OF FM 548      **Modification #:** 2021-0047  
**Impementing Agency:** TXDOT-DALLAS      **Location/Limits To:** US 80  
**County:** KAUFMAN      **CSJ:** 0451-02-028  
**City:** TERRELL      **Desc:** WIDEN 2 LANE RURAL HIGHWAY TO 4 LANE DIVIDED (6 LANE ULTIMATE)  
**Request:** REVISE SCOPE TO WIDEN 2 LANE RURAL HIGHWAY TO 4 LANE DIVIDED WITH RAISED MEDIAN AND CONTINUOUS LEFT TURN LANE (6 LANE ULTIMATE)

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2045	ENG	0451-02-028	SBPE:	\$0	\$2,000,000	\$0	\$0	\$0	\$2,000,000
2045	ROW	0451-02-028	SW ROW:	\$11,200,000	\$1,400,000	\$0	\$1,400,000	\$0	\$14,000,000
<b>Grand Total:</b>				<b>\$11,200,000</b>	<b>\$3,400,000</b>	<b>\$0</b>	<b>\$1,400,000</b>	<b>\$0</b>	<b>\$16,000,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2045	ENG	0451-02-028	SBPE:	\$0	\$2,000,000	\$0	\$0	\$0	\$2,000,000
2045	ROW	0451-02-028	SW ROW:	\$11,200,000	\$1,400,000	\$0	\$1,400,000	\$0	\$14,000,000
<b>Grand Total:</b>				<b>\$11,200,000</b>	<b>\$3,400,000</b>	<b>\$0</b>	<b>\$1,400,000</b>	<b>\$0</b>	<b>\$16,000,000</b>

## PROPOSED NOVEMBER 2020 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 20198      **Facility:** US 75      **Location/Limits From:** NORTH OF MELISSA ROAD      **Modification #:** 2021-0049  
**Impementing Agency:** TXDOT-DALLAS      **Location/Limits To:** SOUTH OF FM 455 INTERCHANGE  
**County:** COLLIN      **CSJ:** 0047-14-069, 0047-14-072  
**City:** MELISSA      **Desc:** RECONSTRUCT AND WIDEN 4 TO 6 GENERAL PURPOSE LANES AND CONVERT TWO-WAY FRONTAGE ROADS TO ONE-WAY FRONTAGE ROADS WITH TWO LANES IN EACH DIRECTION  
**Request:** ADD CONSTRUCTION FUNDING TO FY2021 FOR CURRENT AND ANTICIPATED CHANGE ORDERS

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2010	ENG	0047-14-069	Cat 3 - RTR 121 - CC2:	\$0	\$0	\$572,362	\$0	\$0	\$572,362
2010	ENG	0047-14-069	SBPE:	\$0	\$2,000,000	\$0	\$0	\$0	\$2,000,000
<b>Phase Subtotal:</b>				<b>\$0</b>	<b>\$2,000,000</b>	<b>\$572,362</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,572,362</b>
2015	ROW	0047-14-072	S102:	\$12,420,000	\$1,380,000	\$0	\$0	\$0	\$13,800,000
2015	UTIL	0047-14-069	S102:	\$180,000	\$20,000	\$0	\$0	\$0	\$200,000
2016	CON	0047-14-069	Cat 2M - Prop 1:	\$0	\$38,144,196	\$0	\$0	\$0	\$38,144,196
2016	CON	0047-14-069	Cat 4 - Prop 1:	\$0	\$11,589,149	\$0	\$0	\$0	\$11,589,149
<b>Phase Subtotal:</b>				<b>\$0</b>	<b>\$49,733,345</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$49,733,345</b>
<b>Grand Total:</b>				<b>\$12,600,000</b>	<b>\$53,133,345</b>	<b>\$572,362</b>	<b>\$0</b>	<b>\$0</b>	<b>\$66,305,707</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2010	ENG	0047-14-069	Cat 3 - RTR 121 - CC2:	\$0	\$0	\$572,362	\$0	\$0	\$572,362
2010	ENG	0047-14-069	SBPE:	\$0	\$2,000,000	\$0	\$0	\$0	\$2,000,000
<b>Phase Subtotal:</b>				<b>\$0</b>	<b>\$2,000,000</b>	<b>\$572,362</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,572,362</b>
2015	ROW	0047-14-072	S102:	\$12,420,000	\$1,380,000	\$0	\$0	\$0	\$13,800,000
2015	UTIL	0047-14-069	S102:	\$180,000	\$20,000	\$0	\$0	\$0	\$200,000
2016	CON	0047-14-069	Cat 1 - Prop 1:	\$0	\$2,663,460	\$0	\$0	\$0	\$2,663,460
2016	CON	0047-14-069	Cat 2M - Prop 1:	\$0	\$38,068,171	\$0	\$0	\$0	\$38,068,171
2016	CON	0047-14-069	Cat 2M:	\$400,000	\$100,000	\$0	\$0	\$0	\$500,000
2016	CON	0047-14-069	Cat 4 - Prop 1:	\$0	\$11,589,149	\$0	\$0	\$0	\$11,589,149
<b>Phase Subtotal:</b>				<b>\$400,000</b>	<b>\$52,420,780</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$52,820,780</b>
2021	CON	0047-14-069	Cat 2M:	\$2,200,000	\$550,000	\$0	\$0	\$0	\$2,750,000
<b>Grand Total:</b>				<b>\$15,200,000</b>	<b>\$56,370,780</b>	<b>\$572,362</b>	<b>\$0</b>	<b>\$0</b>	<b>\$72,143,142</b>

## PROPOSED NOVEMBER 2020 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 25083      **Facility:** VA      **Location/Limits From:** NORTH TEXAS CENTER FOR MOBILITY TECHNOLOGIES REGION-WIDE      **Modification #:** 2021-0053  
**Impementing Agency:** NCTCOG      **Location/Limits To:** COORDINATE RESEARCH, TESTING, & DEPLOYMENT OF TRANSPORTATION INNOVATIONS THROUGH RESEARCH & DEVELOPMENT,  
**County:** VARIOUS      **CSJ:** N/A  
**City:** VARIOUS      **Desc:** & PURSUING GRANT OPPORTUNITIES, AT UNIVERSITIES & OTHER EDUCATIONAL INSTITUTIONS IN DALLAS-FORT WORTH IN PARTNERSHIP WITH PRIVATE INDUSTRY, CHAMBERS OF COMMERCE, & OTHER PERTINENT PARTIES; INCLUDES NCTCOG STAFF ACTIVITIES  
**Request:** ADD PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	IMP	N/A	Cat 3 - RTC/Local:	\$0	\$0	\$2,500,000	\$0	\$0	\$2,500,000
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$2,500,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,500,000</b>

**TIP Code:** 20131      **Facility:** CS      **Location/Limits From:** ON CORPORATE DRIVE FROM ELM FORK TRINITY RIVER BRIDGE      **Modification #:** 2021-0057  
**Impementing Agency:** LEWISVILLE      **Location/Limits To:** DGNO RR  
**County:** DENTON      **CSJ:** 0918-46-236  
**City:** LEWISVILLE      **Desc:** CONSTRUCT FOUR LANE DIVIDED ROADWAY; SEGMENT 2  
**Request:** INCREASE RTR FUNDING AND ADD LOCAL CONTRIBUTION TO CONSTRUCTION PHASE IN FY2021 DUE TO COST OVERRUNS  
**Comment:** RTC MILESTONE PROJECT ROUND 2; LOCAL CONTRIBUTION PAID BY CITY OF LEWISVILLE

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	ENG	0918-46-236	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$410,143	\$102,536	\$0	\$512,679
2022	CON	0918-46-236	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$4,969,199	\$1,242,300	\$0	\$6,211,499
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$5,379,342</b>	<b>\$1,344,836</b>	<b>\$0</b>	<b>\$6,724,178</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	ENG	0918-46-236	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$410,143	\$102,536	\$0	\$512,679
2019	CON	0918-46-236	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$4,969,199	\$1,242,300	\$0	\$6,211,499
2021	CON	0918-46-236	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$2,588,501	\$2,588,501
2021	CON	0918-46-236	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$2,000,000	\$500,000	\$0	\$2,500,000
<b>Phase Subtotal:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$2,000,000</b>	<b>\$500,000</b>	<b>\$2,588,501</b>	<b>\$5,088,501</b>
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$7,379,342</b>	<b>\$1,844,836</b>	<b>\$2,588,501</b>	<b>\$11,812,679</b>

## PROPOSED NOVEMBER 2020 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 20152      **Facility:** CS      **Location/Limits From:** ON CORPORATE DRIVE      **Modification #:** 2021-0058  
**Impementing Agency:** LEWISVILLE      **Location/Limits To:** AT ELM FORK TRINITY RIVER BRIDGE  
**County:** DENTON      **CSJ:** 0918-46-237  
**City:** LEWISVILLE      **Desc:** CONSTRUCT FOUR LANE DIVIDED ROADWAY SEGMENT 3  
**Request:** ADD RTR FUNDING AND LOCAL CONTRIBUTION TO CONSTRUCTION PHASE TO FY2021 DUE TO COST OVERRUNS; ADD ROW PHASE AND FUNDING TO FY2019  
**Comment:** LOCAL MATCH TO REGIONAL RTR FUNDS WILL BE FULFILLED THROUGH RELATED PROJECT TIP 20110/CSJ 0918-46-241; MPO MILESTONE POLICY PROJECT (ROUND 2); LOCAL CONTRIBUTION PAID BY THE CITY OF LEWISVILLE

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	ENG	0918-46-237	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$530,071	\$132,518	\$0	\$662,589
2021	CON	0918-46-237	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$4,202,093	\$2,080,142	\$0	\$6,282,235
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$4,732,164</b>	<b>\$2,212,660</b>	<b>\$0</b>	<b>\$6,944,824</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	ENG	0918-46-237	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$530,071	\$132,518	\$0	\$662,589
2019	ROW	0918-46-237	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$459,394	\$114,848	\$0	\$574,242
2021	CON	0918-46-237	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$10,355,268	\$10,355,268
2021	CON	0918-46-237	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$8,202,093	\$2,050,523	\$0	\$10,252,616
<b>Phase Subtotal:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$8,202,093</b>	<b>\$2,050,523</b>	<b>\$10,355,268</b>	<b>\$20,607,884</b>
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$9,191,558</b>	<b>\$2,297,889</b>	<b>\$10,355,268</b>	<b>\$21,844,715</b>



## PROPOSED NOVEMBER 2020 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 20108      **Facility:** CS      **Location/Limits From:** ON CORPORATE DRIVE FROM HOLFORD'S PRAIRIE RD      **Modification #:** 2021-0059  
**Impementing Agency:** LEWISVILLE      **Location/Limits To:** ELM FORK TRINITY RIVER BRIDGE  
**County:** DENTON      **CSJ:** 0918-46-238  
**City:** LEWISVILLE      **Desc:** CONSTRUCT FOUR LANE DIVIDED ROADWAY; SEGMENT 4  
**Request:** ADD RTR AND LOCAL CONTRIBUTION FUNDING TO CONSTRUCTION PHASE IN FY2021  
**Comment:** MPO MILESTONE POLICY ROUND 2 PROJECT; LOCAL CONTRIBUTION PAID BY CITY OF LEWISVILLE

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	ENG	0918-46-238	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$513,111	\$128,278	\$0	\$641,389
2019	ROW	0918-46-238	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$1,024,976	\$256,244	\$0	\$1,281,220
2021	CON	0918-46-238	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$6,627,951	\$1,656,988	\$0	\$8,284,939
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$8,166,038</b>	<b>\$2,041,510</b>	<b>\$0</b>	<b>\$10,207,548</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	ENG	0918-46-238	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$513,111	\$128,278	\$0	\$641,389
2019	ROW	0918-46-238	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$1,024,976	\$256,244	\$0	\$1,281,220
2021	CON	0918-46-238	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$2,895,061	\$2,895,061
2021	CON	0918-46-238	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$8,547,951	\$2,136,988	\$0	\$10,684,939
<b>Phase Subtotal:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$8,547,951</b>	<b>\$2,136,988</b>	<b>\$2,895,061</b>	<b>\$13,580,000</b>
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$10,086,038</b>	<b>\$2,521,510</b>	<b>\$2,895,061</b>	<b>\$15,502,609</b>

## PROPOSED NOVEMBER 2020 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 20111      **Facility:** CS      **Location/Limits From:** ON CORPORATE DRIVE FROM HOLFORD'S PRAIRIE RD      **Modification #:** 2021-0060  
**Impementing Agency:** LEWISVILLE      **Location/Limits To:** FM 2281  
**County:** DENTON      **CSJ:** 0918-46-239  
**City:** LEWISVILLE      **Desc:** CONSTRUCT FOUR LANE DIVIDED ROADWAY SEGMENT 5  
**Request:** INCREASE CONSTRUCTION FUNDING IN FY2021; INCREASE PARTIALLY OFFSET BY A DECREASE ON TIP 20113/CSJ 0918-46-240  
**Comment:** MPO MILESTONE POLICY ROUND 2; LOCAL CONTRIBUTION PAID BY CITY OF LEWISVILLE

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	ENG	0918-46-239	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$275,159	\$68,790	\$0	\$343,949
2021	CON	0918-46-239	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$194,203	\$194,203
2021	CON	0918-46-239	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$3,444,615	\$861,154	\$0	\$4,305,769
<b>Phase Subtotal:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$3,444,615</b>	<b>\$861,154</b>	<b>\$194,203</b>	<b>\$4,499,972</b>
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$3,719,774</b>	<b>\$929,944</b>	<b>\$194,203</b>	<b>\$4,843,921</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	ENG	0918-46-239	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$275,159	\$68,790	\$0	\$343,949
2021	CON	0918-46-239	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$194,203	\$194,203
2021	CON	0918-46-239	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$5,044,615	\$1,261,154	\$0	\$6,305,769
<b>Phase Subtotal:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$5,044,615</b>	<b>\$1,261,154</b>	<b>\$194,203</b>	<b>\$6,499,972</b>
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$5,319,774</b>	<b>\$1,329,944</b>	<b>\$194,203</b>	<b>\$6,843,921</b>

## PROPOSED NOVEMBER 2020 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 20113      **Facility:** CS      **Location/Limits From:** ON CORPORATE DRIVE FROM FM 544      **Modification #:** 2021-0061  
**Impementing Agency:** LEWISVILLE      **Location/Limits To:** JOSEY LANE  
**County:** DENTON      **CSJ:** 0918-46-240  
**City:** LEWISVILLE      **Desc:** CONSTRUCT FOUR LANE DIVIDED ROADWAY SEGMENT 6  
**Request:** DECREASE CONSTRUCTION FUNDING IN FY2018; OFFSETS AN INCREASE ON TIP 20111/CSJ 0918-46-239  
**Comment:** LOCAL MATCH TO REGIONAL RTR FUNDS WILL BE FULFILLED THROUGH RELATED TIP 20110/ CSJ 0918-46-270; MPO MILESTONE POLICY PROJECT (ROUND 2)

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2014	ENG	0918-46-240	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$855,762	\$213,940	\$0	\$1,069,702
2015	ROW	0918-46-240	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$100,000	\$0	\$0	\$100,000
2016	UTIL	0918-46-240	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$1,900,000	\$0	\$0	\$1,900,000
2021	CON	0918-46-240	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$14,475,798	\$3,352,778	\$0	\$17,828,576
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$17,331,560</b>	<b>\$3,566,718</b>	<b>\$0</b>	<b>\$20,898,278</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2014	ENG	0918-46-240	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$855,762	\$213,940	\$0	\$1,069,702
2015	ROW	0918-46-240	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$100,000	\$0	\$0	\$100,000
2016	UTIL	0918-46-240	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$1,900,000	\$0	\$0	\$1,900,000
2021	CON	0918-46-240	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$12,875,798	\$3,218,949	\$0	\$16,094,747
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$15,731,560</b>	<b>\$3,432,889</b>	<b>\$0</b>	<b>\$19,164,449</b>

## PROPOSED NOVEMBER 2020 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 40046      **Facility:** VA      **Location/Limits From:** DR. BRUCE WOOD ELEMENTARY SCHOOL CONNECTION EXTENSIONS; SAFE ROUTES TO SCHOOL      **Modification #:** 2021-0063  
**Impementing Agency:** TERRELL      **Location/Limits To:** ALONG ROCKWALL AVE, BAKER ST, PACIFIC AVE, AND GRIFFITH AVE  
**County:** KAUFMAN      **CSJ:** 0918-11-099  
**City:** TERRELL      **Desc:** SAFE ROUTES TO SCHOOL PEDESTRIAN IMPROVEMENTS IN PROXIMITY TO ELEMENTARY SCHOOL INCLUDING CONSTRUCT AND RECONSTRUCT SIDEWALKS, BICYCLE/PEDESTRIAN SIGNALS, SIGNAGE, AND CROSSWALKS  
**Request:** CLARIFY LIMITS AS DR. BRUCE WOOD ELEMENTARY SCHOOL CONNECTION EXTENSIONS; SAFE ROUTES TO SCHOOL; ALONG ROCKWALL AVENUE TO SOUTH OF KENNEDY, AND ALONG DRAINAGE EASEMENT NORTH OF BAKER FROM ROCKWALL TO FRANCES; ADVANCE CONSTRUCTION AND CONSTRUCTION ENGINEERING TO FY2020  
**Comment:** LOCAL CONTRIBUTION PAID BY THE CITY OF TERRELL; FUNDING SHARES ARE 70% FEDERAL/30% LOCAL

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0918-11-099	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$130,699	\$130,699
2020	CON	0918-11-099	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$95,425	\$95,425
2021	CON	0918-11-099	Cat 9 TA Set Aside:	\$507,662	\$0	\$0	\$126,915	\$0	\$634,577
2021	CONENG	0918-11-099	Cat 9 TA Set Aside:	\$26,718	\$0	\$0	\$6,680	\$0	\$33,398
<b>Grand Total:</b>				<b>\$534,380</b>	<b>\$0</b>	<b>\$0</b>	<b>\$133,595</b>	<b>\$226,124</b>	<b>\$894,099</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0918-11-099	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$130,699	\$130,699
2020	CON	0918-11-099	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$95,425	\$95,425
2020	CON	0918-11-099	Cat 9 TA Set Aside:	\$507,662	\$0	\$0	\$126,915	\$0	\$634,577
<b>Phase Subtotal:</b>				<b>\$507,662</b>	<b>\$0</b>	<b>\$0</b>	<b>\$126,915</b>	<b>\$95,425</b>	<b>\$730,002</b>
2020	CONENG	0918-11-099	Cat 9 TA Set Aside:	\$26,718	\$0	\$0	\$6,680	\$0	\$33,398
<b>Grand Total:</b>				<b>\$534,380</b>	<b>\$0</b>	<b>\$0</b>	<b>\$133,595</b>	<b>\$226,124</b>	<b>\$894,099</b>

## PROPOSED NOVEMBER 2020 TIP MODIFICATIONS FOR STTC CONSIDERATION

<b>TIP Code:</b> 53075	<b>Facility:</b> SL 288	<b>Location/Limits From:</b> US 380 WEST OF DENTON	<b>Modification #:</b> 2021-0064
<b>Impementing Agency:</b> TXDOT-DALLAS		<b>Location/Limits To:</b> IH 35W SOUTH OF DENTON	
<b>County:</b> DENTON	<b>CSJ:</b> 2250-02-014		
<b>City:</b> DENTON	<b>Desc:</b> CONSTRUCT 0 TO 2 LANE FRONTAGE ROADS (ULTIMATE 4 LANES)		
	<b>Request:</b> INCREASE ROW FUNDING IN FY2021		
	<b>Comment:</b> REGIONAL 10 YEAR PLAN PROJECT; LOCAL CONTRIBUTION PAID BY THE CITY OF DENTON		

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2006	ENG	2250-02-014	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,532,590	\$1,532,590
2021	ENG	2250-02-014	SW PE:	\$0	\$614,906	\$0	\$0	\$0	\$614,906
2021	ROW	2250-02-014	SW ROW:	\$800,000	\$100,000	\$0	\$100,000	\$0	\$1,000,000
2027	CON	2250-02-014	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$3,000,000	\$3,000,000
<b>Grand Total:</b>				<b>\$800,000</b>	<b>\$714,906</b>	<b>\$0</b>	<b>\$100,000</b>	<b>\$4,532,590</b>	<b>\$6,147,496</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2006	ENG	2250-02-014	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,532,590	\$1,532,590
2021	ENG	2250-02-014	SW PE:	\$0	\$614,906	\$0	\$0	\$0	\$614,906
2021	ROW	2250-02-014	SW ROW:	\$69,600,000	\$8,700,000	\$0	\$8,700,000	\$0	\$87,000,000
2027	CON	2250-02-014	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$3,000,000	\$3,000,000
<b>Grand Total:</b>				<b>\$69,600,000</b>	<b>\$9,314,906</b>	<b>\$0</b>	<b>\$8,700,000</b>	<b>\$4,532,590</b>	<b>\$92,147,496</b>

<b>TIP Code:</b> 55166.2	<b>Facility:</b> IH 35E	<b>Location/Limits From:</b> SOUTH OF MARSALIS AVENUE, OVER IH 35	<b>Modification #:</b> 2021-0066
<b>Impementing Agency:</b> TXDOT-DALLAS		<b>Location/Limits To:</b> NORTH OF EWING AVENUE	
<b>County:</b> DALLAS	<b>CSJ:</b> 0442-02-165		
<b>City:</b> DALLAS	<b>Desc:</b> CONSTRUCT LOCAL ENHANCEMENTS		
	<b>Request:</b> ADD PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) TO COVER CHANGE ORDER ON SOUTHERN GATEWAY DECK PLAZA		
	<b>Comment:</b> 2,597,561 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3-TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; REGIONAL TDCS		

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	CON	0442-02-165	Cat 3 - TDC (MPO):	\$0	\$0	\$2,597,561	\$0	\$0	\$0
2021	CON	0442-02-165	STBG:	\$12,987,805	\$0	\$0	\$0	\$0	\$12,987,805
<b>Phase Subtotal:</b>				<b>\$12,987,805</b>	<b>\$0</b>	<b>\$2,597,561</b>	<b>\$0</b>	<b>\$0</b>	<b>\$12,987,805</b>
<b>Grand Total:</b>				<b>\$12,987,805</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$12,987,805</b>

## PROPOSED NOVEMBER 2020 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 14075      **Facility:** VARIOUS      **Location/Limits From:** ON CARDINAL LN FRM TEXRAIL STATION TO FM 1938 & ON CENTER ST FRM MAIN TO RR TRACKS & ON SNIDER ST FRM MAIN TO RR TRACKS      **Modification #:** 2021-0071  
**Impementing Agency:** NORTH RICHLAND HILLS      **Location/Limits To:** CONSTRUCT 2 LN ROADWAY W/ON-STREET PARKING AND SIDEWALKS; ON MAIN ST FRM SMITHFIELD TO FM 1938: RECONST FRM 2 TO 2 LNS  
**County:** TARRANT      **CSJ:** 0902-90-154  
**City:** NORTH RICHLAND HILLS      **Desc:** W/ON-ST PARKING & SIDEWALKS; FM 1938 AT NORTHEAST PKWY: INSTALL TRAFFIC SIGNAL; ON FM 1938 FROM MAIN TO ODELL & ALONG DART ROW: CONSTRUCT SIDEWALK ON WEST SIDE OF DAVIS BLVD; ON SMITHFIELD RD FROM RR TRACKS TO ARTHUR: CONSTRUCT 0 TO 3 LANE ROADWAY  
**Request:** CHANGE SCOPE TO REMOVE CONSTRUCTION OF NEW ROADWAYS ON SMITHFIELD ROAD AND ON CARDINAL LANE FROM THE PROJECT DUE TO LOCAL BUDGET REDUCTION; DECREASE CONSTRUCTION FUNDING IN FY2022

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0902-90-154	Cat 3 - RTR 121 - TC2:	\$0	\$0	\$311,852	\$77,963	\$0	\$389,815
2021	ROW	0902-90-154	Cat 3 - RTR 121 - TC2:	\$0	\$0	\$374,222	\$93,555	\$0	\$467,777
2022	CON	0902-90-154	Cat 3 - RTR 121 - TC2:	\$0	\$0	\$3,118,516	\$779,629	\$0	\$3,898,145
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$3,804,590</b>	<b>\$951,147</b>	<b>\$0</b>	<b>\$4,755,737</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0902-90-154	Cat 3 - RTR 121 - TC2:	\$0	\$0	\$308,877	\$77,219	\$0	\$386,096
2021	ROW	0902-90-154	Cat 3 - RTR 121 - TC2:	\$0	\$0	\$129,837	\$32,459	\$0	\$162,296
2022	CON	0902-90-154	Cat 3 - RTR 121 - TC2:	\$0	\$0	\$1,784,386	\$446,096	\$0	\$2,230,482
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$2,223,100</b>	<b>\$555,774</b>	<b>\$0</b>	<b>\$2,778,874</b>

## PROPOSED NOVEMBER 2020 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 21011      **Facility:** CS      **Location/Limits From:** ON BELT LINE ROAD FROM FERRIS RD      **Modification #:** 2021-0074  
**Impementing Agency:** DALLAS CO      **Location/Limits To:** SUNRISE RD  
**County:** DALLAS      **CSJ:** 0000-08-121  
**City:** LANCASTER, WILMER      **Desc:** RECONSTRUCT AND WIDEN EXISTING 2 LANE ASPHALT SECTION INTO 4 LANE DIVIDED ROADWAY SECTION AND REALIGN OFFSET INTERSECTION AT SUNRISE  
**Request:** ADD PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
**Comment:** LOCAL CONTRIBUTION PAID BY DALLAS COUNTY

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENV	0000-08-121	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$300,000	\$300,000
2021	ENG	0000-08-121	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,500,000	\$1,500,000
2022	ROW	0000-08-121	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$420,000	\$420,000
2023	UTIL	0000-08-121	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$80,000	\$80,000
<b>Grand Total:</b>				<b><u>\$0</u></b>	<b><u>\$0</u></b>	<b><u>\$0</u></b>	<b><u>\$0</u></b>	<b><u>\$2,300,000</u></b>	<b><u>\$2,300,000</u></b>

## PROPOSED NOVEMBER 2020 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 20213      **Facility:** CS      **Location/Limits From:** WILDLIFE PARKWAY FROM SH 161      **Modification #:** 2021-0075  
**Impementing Agency:** DALLAS CO      **Location/Limits To:** BELT LINE RD  
**County:** DALLAS      **CSJ:** 0918-47-051  
**City:** GRAND PRAIRIE      **Desc:** CONSTRUCT 0/2 LANE RURAL TO 2/4 LANE DIVIDED INCLUDING BRIDGE OVER TRINITY RIVER  
**Request:** INCREASE CONSTRUCTION FUNDING IN FY2021; REMOVE LOCAL CONTRIBUTION FUNDING FROM ENGINEERING PHASE IN FY2012, ENVIRONMENTAL PHASE IN FY2013, AND ROW PHASE IN FY2016  
**Comment:** LOCAL CONTRIBUTION BY GRAND PRAIRIE/DALLAS COUNTY; MPO MILESTONE POLICY (ROUND 2) PROJECT

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2012	ENG	0918-47-051	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,015,000	\$1,015,000
2012	ENG	0918-47-051	Cat 3 - RTR 121 - DA1:	\$0	\$0	\$2,000,000	\$500,000	\$0	\$2,500,000
<b>Phase Subtotal:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$2,000,000</b>	<b>\$500,000</b>	<b>\$1,015,000</b>	<b>\$3,515,000</b>
2013	ENV	0918-47-051	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$156,000	\$156,000
2016	ROW	0918-47-051	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,750,000	\$1,750,000
2021	CON	0918-47-051	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$11,700,000	\$11,700,000
2021	CON	0918-47-051	Cat 3 - RTR 121 - DA1:	\$0	\$0	\$18,000,000	\$0	\$0	\$18,000,000
<b>Phase Subtotal:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$18,000,000</b>	<b>\$0</b>	<b>\$11,700,000</b>	<b>\$29,700,000</b>
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$20,000,000</b>	<b>\$500,000</b>	<b>\$14,621,000</b>	<b>\$35,121,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2012	ENG	0918-47-051	Cat 3 - RTR 121 - DA1:	\$0	\$0	\$2,000,000	\$500,000	\$0	\$2,500,000
2021	CON	0918-47-051	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$9,750,000	\$9,750,000
2021	CON	0918-47-051	Cat 3 - RTR 121 - DA1:	\$0	\$0	\$23,000,000	\$5,750,000	\$0	\$28,750,000
<b>Phase Subtotal:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$23,000,000</b>	<b>\$5,750,000</b>	<b>\$9,750,000</b>	<b>\$38,500,000</b>
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$25,000,000</b>	<b>\$6,250,000</b>	<b>\$9,750,000</b>	<b>\$41,000,000</b>



# PROPOSED NOVEMBER 2020 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 20006      **Facility:** IH 35E      **Location/Limits From:** AT BELT LINE ROAD      **Modification #:** 2021-0080  
**Impementing Agency:** TXDOT-DALLAS  
**County:** DALLAS      **CSJ:** 0196-03-240  
**City:** CARROLLTON      **Desc:** GRADE SEPARATION OF BELT LINE ROAD, FRONTAGE ROADS AND RAIL LINES (PART OF THE PHASED IMPLEMENTATION OF THE IH 35E CORRIDOR)  
**Request:** INCREASE RTR FUNDING IN CONSTRUCTION PHASE IN FY2013 TO MATCH ACTUAL EXPENDITURES  
**Comment:** CAT 12 FUNDS FROM TXDOT \$2B FUNDING INITIATIVE, IH 30 PTF REPAYMENT FUND, AND TTC CONNECTIVITY FUNDS; LOCAL CONTRIBUTION PAID BY THE CITY OF CARROLLTON AND DALLAS COUNTY

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2013	ROW	0196-03-240	Cat 3 - RTR 121 - DA1:	\$0	\$0	\$646,340	\$0	\$0	\$646,340
2013	CON	0196-03-240	Cat 10 - Cong Earmark:	\$5,608,260	\$1,402,065	\$0	\$0	\$0	\$7,010,325
2013	CON	0196-03-240	Cat 12:	\$5,546,672	\$0	\$0	\$0	\$0	\$5,546,672
2013	CON	0196-03-240	Cat 12:	\$22,962,272	\$0	\$0	\$0	\$0	\$22,962,272
2013	CON	0196-03-240	Cat 12:	\$24,488,000	\$6,122,000	\$0	\$0	\$0	\$30,610,000
2013	CON	0196-03-240	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$9,500,000	\$9,500,000
2013	CON	0196-03-240	Cat 3 - Prop 12 V1:	\$0	\$3,000,000	\$0	\$0	\$0	\$3,000,000
2013	CON	0196-03-240	Cat 3 - Prop 12 V2:	\$0	\$4,369,816	\$0	\$0	\$0	\$4,369,816
2013	CON	0196-03-240	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$3,239,515	\$0	\$0	\$3,239,515
2013	CON	0196-03-240	Cat 5:	\$3,820,720	\$955,180	\$0	\$0	\$0	\$4,775,900
<b>Phase Subtotal:</b>				<b>\$62,425,924</b>	<b>\$15,849,061</b>	<b>\$3,239,515</b>	<b>\$0</b>	<b>\$9,500,000</b>	<b>\$91,014,500</b>
<b>Grand Total:</b>				<b>\$62,425,924</b>	<b>\$15,849,061</b>	<b>\$3,885,855</b>	<b>\$0</b>	<b>\$9,500,000</b>	<b>\$91,660,840</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2013	ROW	0196-03-240	Cat 3 - RTR 121 - DA1:	\$0	\$0	\$646,340	\$0	\$0	\$646,340
2013	CON	0196-03-240	Cat 10 - Cong Earmark:	\$5,608,260	\$1,402,065	\$0	\$0	\$0	\$7,010,325
2013	CON	0196-03-240	Cat 12:	\$5,546,672	\$0	\$0	\$0	\$0	\$5,546,672
2013	CON	0196-03-240	Cat 12:	\$22,962,272	\$0	\$0	\$0	\$0	\$22,962,272
2013	CON	0196-03-240	Cat 12:	\$24,488,000	\$6,122,000	\$0	\$0	\$0	\$30,610,000
2013	CON	0196-03-240	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$9,500,000	\$9,500,000
2013	CON	0196-03-240	Cat 3 - Prop 12 V1:	\$0	\$3,000,000	\$0	\$0	\$0	\$3,000,000
2013	CON	0196-03-240	Cat 3 - Prop 12 V2:	\$0	\$4,369,816	\$0	\$0	\$0	\$4,369,816
2013	CON	0196-03-240	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$4,157,127	\$0	\$0	\$4,157,127
2013	CON	0196-03-240	Cat 5:	\$3,820,720	\$955,180	\$0	\$0	\$0	\$4,775,900
<b>Phase Subtotal:</b>				<b>\$62,425,924</b>	<b>\$15,849,061</b>	<b>\$4,157,127</b>	<b>\$0</b>	<b>\$9,500,000</b>	<b>\$91,932,112</b>
<b>Grand Total:</b>				<b>\$62,425,924</b>	<b>\$15,849,061</b>	<b>\$4,803,467</b>	<b>\$0</b>	<b>\$9,500,000</b>	<b>\$92,578,452</b>

## PROPOSED NOVEMBER 2020 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 53104      **Facility:** SH 121      **Location/Limits From:** IH 820 IN HURST, E.      **Modification #:** 2021-0082  
**Impementing Agency:** TXDOT-FORT WORTH      **Location/Limits To:** SH 183 IN BEDFORD  
**County:** TARRANT      **CSJ:** 0364-01-054  
**City:** HURST      **Desc:** RECONSTRUCT FREEWAY 6 TO 6 MAIN LANES WITH AUXILIARY LANES, 0 TO 4 CONCURRENT HOV/MANAGED LANES, 2/6 TO 4/8 FRONTAGE ROADS (SEGMENT 1/2W)  
**Request:** REVISE SCOPE TO RECONSTRUCT FREEWAY 6 TO 6 MAIN LANES WITH MORE LANES, 4 TO 6 CONCURRENT HOV/MANAGED LANES, 2/6 TO 4/8 FRONTAGE ROADS (SEGMENT 1/2W); ADD NEW ENGINEERING PHASE TO FY2021 AND NEW CONSTRUCTION PHASE TO FY2023  
**Comment:** LOCAL CONTRIBUTION PAID BY CDA PARTNER

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2009	ENG	0364-01-054	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$37,341,115	\$37,341,115
2009	CON	0364-01-054	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$762,063,570	\$762,063,570
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$799,404,685</b>	<b>\$799,404,685</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2009	ENG	0364-01-054	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$37,341,115	\$37,341,115
2009	CON	0364-01-054	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$762,063,570	\$762,063,570
2021	ENG	0364-01-054	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$2,000,000	\$2,000,000
2023	CON	0364-01-054	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$81,000,000	\$81,000,000
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$882,404,685</b>	<b>\$882,404,685</b>

**TIP Code:** 55279      **Facility:** FM 3325      **Location/Limits From:** FM 1886      **Modification #:** 2021-0083  
**Impementing Agency:** TXDOT-FORT WORTH      **Location/Limits To:** IH 20  
**County:** PARKER      **CSJ:** 3516-01-017  
**City:** WILLOW PARK      **Desc:** WIDEN 2 LANE RURAL TO 4/6 LANE URBAN DIVIDED  
**Request:** ADD PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2020	ENG	3516-01-017	SW PE:	\$800,000	\$200,000	\$0	\$0	\$0	\$1,000,000
2023	ROW	3516-01-017	SW ROW:	\$8,000,000	\$2,000,000	\$0	\$0	\$0	\$10,000,000
<b>Grand Total:</b>				<b>\$8,800,000</b>	<b>\$2,200,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$11,000,000</b>

## PROPOSED NOVEMBER 2020 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 13060.2    **Facility:** US 287    **Location/Limits From:** LONE STAR RD.    **Modification #:** 2021-0096  
**Impementing Agency:** TXDOT-FORT WORTH    **Location/Limits To:** US 287 ENTRANCE RAMP  
**County:** JOHNSON    **CSJ:** 0171-10-017  
**City:** MANSFIELD    **Desc:** CONSTRUCT NEW 0 TO 4 LANE SOUTHBOUND FRONTAGE ROADS  
**Request:** ADD NEW PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2020	ENG	0171-10-017	SW PE:	\$120,000	\$30,000	\$0	\$0	\$0	\$150,000
2021	CON	0171-10-017	STBG:	\$1,200,000	\$300,000	\$0	\$0	\$0	\$1,500,000
<b>Grand Total:</b>				<b>\$1,320,000</b>	<b>\$330,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,650,000</b>

**TIP Code:** 55247    **Facility:** FM 1886    **Location/Limits From:** FM 3325    **Modification #:** 2021-0097  
**Impementing Agency:** TXDOT-FORT WORTH    **Location/Limits To:** TARRANT COUNTY LINE  
**County:** PARKER    **CSJ:** 1605-01-015  
**City:** AZLE    **Desc:** WIDEN 2 LANE RURAL TO 4 LANE URBAN DIVIDED (ULTIMATE 6 LANES)  
**Request:** REVISE LIMITS FROM FM 1886 TO FM 730 TO TARRANT COUNTY LINE; INCREASE FUNDING

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	1605-01-015	SW PE:	\$0	\$3,100,000	\$0	\$0	\$0	\$3,100,000
2021	ROW	1605-01-015	SW ROW:	\$0	\$1,500,000	\$0	\$0	\$0	\$1,500,000
2021	UTIL	1605-01-015	SW ROW:	\$40,000	\$10,000	\$0	\$0	\$0	\$50,000
<b>Grand Total:</b>				<b>\$40,000</b>	<b>\$4,610,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,650,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	1605-01-015	SW PE:	\$0	\$5,000,000	\$0	\$0	\$0	\$5,000,000
2021	ROW	1605-01-015	SW ROW:	\$0	\$3,000,000	\$0	\$0	\$0	\$3,000,000
2021	UTIL	1605-01-015	SW ROW:	\$80,000	\$20,000	\$0	\$0	\$0	\$100,000
<b>Grand Total:</b>				<b>\$80,000</b>	<b>\$8,020,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$8,100,000</b>

## PROPOSED NOVEMBER 2020 TIP MODIFICATIONS FOR STTC CONSIDERATION

**TIP Code:** 84161      **Facility:** CS      **Location/Limits From:** ON SUNRISE/FERRIS RD FROM LOOP 9 INTERCHANGE      **Modification #:** 2021-0099  
**Impementing Agency:** DALLAS CO      **Location/Limits To:** SOUTH OF BELT LINE RD  
**County:** DALLAS      **CSJ:** 0000-08-122  
**City:** LANCASTER, WILMER, FERRIS      **Desc:** RECONSTRUCT AND WIDEN 2 LANE TO 4 LANE DIVIDED CONCRETE SECTION WITH DRAINAGE AND REPLACE BRIDGE OVER TEN MILE CREEK  
**Request:** ADD PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
**Comment:** LOCAL CONTRIBUTION PAID BY DALLAS COUNTY

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENV	0000-08-122	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$500,000	\$500,000
2021	ENG	0000-08-122	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$2,200,000	\$2,200,000
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,700,000</b>	<b>\$2,700,000</b>

**TIP Code:** 11630.6      **Facility:** SH 180      **Location/Limits From:** EAST OF HENSLEY      **Modification #:** 2021-0101  
**Impementing Agency:** GRAND PRAIRIE      **Location/Limits To:** GREAT SOUTHWEST PKWY  
**County:** VARIOUS      **CSJ:** 0008-08-077, 0918-47-069  
**City:** GRAND PRAIRIE      **Desc:** 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  
**Request:** REVISE FUNDING

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0008-08-077	Cat 5:	\$40,000	\$10,000	\$0	\$0	\$0	\$50,000
2021	CON	0008-08-077	Cat 5:	\$400,000	\$100,000	\$0	\$0	\$0	\$500,000
<b>Grand Total:</b>				<b>\$440,000</b>	<b>\$110,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$550,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0008-08-077	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$25,000	\$25,000
2021	ENG	0008-08-077	Cat 5:	\$38,400	\$9,600	\$0	\$0	\$0	\$48,000
<b>Phase Subtotal:</b>				<b>\$38,400</b>	<b>\$9,600</b>	<b>\$0</b>	<b>\$0</b>	<b>\$25,000</b>	<b>\$73,000</b>
2021	CON	0008-08-077	Cat 5:	\$388,000	\$97,000	\$0	\$0	\$0	\$485,000
<b>Grand Total:</b>				<b>\$426,400</b>	<b>\$106,600</b>	<b>\$0</b>	<b>\$0</b>	<b>\$25,000</b>	<b>\$558,000</b>

# How to Read the Project Modification Listings – Transit Section

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

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

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

**Request:** REFINE FY2015 PROGRAM OF PROJECTS

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

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

**Funding Source:** TRANSIT SECTION 5310 FUNDS

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

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

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

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

Sample

# PROPOSED NOVEMBER 2020 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

**Implementing Agency:** COMMUNITY TRANSIT SERVICES

**Apportionment Year:** FY2018 PROGRAM OF PROJECTS

**Modification #:** 2021-0104

**Request:** REFINE FY2018 PROGRAM OF PROJECTS AND ADD PROJECTS TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

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

**Comment:** 12,382 TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

**Funding Source:** TRANSIT SECTION 5307 FUNDS

<b>Revision Requested:</b>			<b>FUNDING TABLE:</b>							<b>REVISION REQUESTED</b>	
<b>TIP Code</b>	<b>DESCRIPTION</b>	<b>FY</b>	<b>PROJECT TYPE</b>	<b>FEDERAL</b>	<b>STATE</b>	<b>REGIONAL</b>	<b>LOCAL</b>	<b>TDC</b>	<b>TOTAL</b>	<b>BY PROJECT</b>	
12786.18	PREVENTIVE MAINTENANCE	2021	CAPITAL	\$36,000	\$0	\$0	\$0	7,200	\$36,000	ADD PROJECT (MPO TDCs)	
12827.18	OPERATING ASSISTANCE	2021	OPERATING	\$37,180	\$37,180	\$0	\$0	0	\$74,360	DELAY TO FY2021 AND ADD TO TIP/STIP	
12861.18	MOBILITY MANAGEMENT	2021	CAPITAL	\$25,909	\$0	\$0	\$0	5,182	\$25,909	DECREASE FUNDING	
<b>TOTAL:</b>				<b>\$99,089</b>	<b>\$37,180</b>	<b>\$0</b>	<b>\$0</b>	<b>12,382</b>	<b>\$136,269</b>		

**Implementing Agency:** CITY OF ARLINGTON

**Apportionment Year:** FY2020 PROGRAM OF PROJECTS

**Modification #:** 2021-0105

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

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

**Comment:** 133,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 6 - TDC) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

**Funding Source:** TRANSIT SECTION 5307 FUNDS

<b>Revision Requested:</b>			<b>FUNDING TABLE:</b>							<b>REVISION REQUESTED</b>	
<b>TIP Code</b>	<b>DESCRIPTION</b>	<b>FY</b>	<b>PROJECT TYPE</b>	<b>FEDERAL</b>	<b>STATE</b>	<b>REGIONAL</b>	<b>LOCAL</b>	<b>TDC</b>	<b>TOTAL</b>	<b>BY PROJECT</b>	
12037.20	OPERATING ASSISTANCE	2021	OPERATING	\$1,087,777	\$0	\$0	\$1,087,777	0	\$2,175,554	ADD PROJECT	
12904.20	CAPITAL COST OF CONTRACTING-VIA	2021	CAPITAL	\$2,000,000	\$0	\$0	\$500,000	0	\$2,500,000	ADD PROJECT	
12906.20	CAPITAL COST OF CONTRACTING-HANDITRAN	2021	CAPITAL	\$480,000	\$0	\$0	\$0	96,000	\$480,000	ADD PROJECT (MPO TDCs)	
12907.20	PREVENTIVE MAINTENANCE	2021	CAPITAL	\$185,000	\$0	\$0	\$0	37,000	\$185,000	ADD PROJECT (MPO TDCs)	
<b>TOTAL:</b>				<b>\$3,752,777</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,587,777</b>	<b>133,000</b>	<b>\$5,340,554</b>		

**Implementing Agency:** DALLAS AREA RAPID TRANSIT

**Apportionment Year:** FY2020 PROGRAM OF PROJECTS

**Modification #:** 2021-0106

**Request:** REFINE FY2020 PROGRAM OF PROJECTS AND ADD PROJECTS TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

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

**Funding Source:** TRANSIT SECTION 5307 FUNDS

<b>Revision Requested:</b>			<b>FUNDING TABLE:</b>							<b>REVISION REQUESTED</b>	
<b>TIP Code</b>	<b>DESCRIPTION</b>	<b>FY</b>	<b>PROJECT TYPE</b>	<b>FEDERAL</b>	<b>STATE</b>	<b>REGIONAL</b>	<b>LOCAL</b>	<b>TDC</b>	<b>TOTAL</b>	<b>BY PROJECT</b>	
12028.20	SYSTEM PREVENTIVE MAINTENANCE	2021	CAPITAL	\$50,782,285	\$0	\$0	\$12,695,572	0	\$63,477,857	INCREASE FUNDING	
12515.20	ACQUISITION OF SECURITY EQUIPMENT	2021	CAPITAL	\$592,774	\$0	\$0	\$148,194	0	\$740,968	DELAY TO FY2021 AND ADD TO TIP/STIP	
<b>TOTAL:</b>				<b>\$51,375,059</b>	<b>\$0</b>	<b>\$0</b>	<b>\$12,843,766</b>	<b>0</b>	<b>\$64,218,825</b>		

# PROPOSED NOVEMBER 2020 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

**Implementing Agency:** FORT WORTH TRANSPORTATION AUTHORITY

**Apportionment Year:** FY2018 PROGRAM OF PROJECTS

**Modification #:** 2021-0109

**Request:** REFINE FY2018 PROGRAM OF PROJECTS AND ADD PROJECTS TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

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

**Funding Source:** TRANSIT SECTION 5307 FUNDS

<b>Revision Requested:</b>			<b>FUNDING TABLE:</b>							<b>REVISION REQUESTED</b>	
<b>TIP Code</b>	<b>DESCRIPTION</b>	<b>FY</b>	<b>PROJECT TYPE</b>	<b>FEDERAL</b>	<b>STATE</b>	<b>REGIONAL</b>	<b>LOCAL</b>	<b>TDC</b>	<b>TOTAL</b>	<b>BY PROJECT</b>	
12038.18	SYSTEM PREVENTIVE MAINTENANCE	2021	CAPITAL	\$10,270,644	\$0	\$0	\$2,567,662	0	\$12,838,306	DECREASE FUNDING AND ADD TO TIP/STIP	
12390.18	PURCHASE REPLACEMENT VEHICLES	2021	CAPITAL	\$3,000,000	\$0	\$0	\$529,412	0	\$3,529,412	ADD PROJECT	
12549.18	ADA PARATRANSIT SERVICE	2021	CAPITAL	\$1,200,000	\$0	\$0	\$300,000	0	\$1,500,000	DELAY TO FY2021 AND ADD TO TIP/STIP	
12732.18	ACQUISITION OF SURVEILLANCE/SECURITY EQUIPMENT	2021	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT	
12869.18	ASSOCIATED TRANSIT IMPROVEMENTS	2021	CAPITAL	\$182,935	\$0	\$0	\$45,734	0	\$228,669	DELAY TO FY2021 AND ADD TO TIP/STIP	
<b>TOTAL:</b>				<b>\$14,653,579</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,442,808</b>	<b>0</b>	<b>\$18,096,387</b>		

**Implementing Agency:** FORT WORTH TRANSPORTATION AUTHORITY

**Apportionment Year:** FY2020 PROGRAM OF PROJECTS

**Modification #:** 2021-0110

**Request:** REFINE FY2020 PROGRAM OF PROJECTS AND ADD PROJECTS TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

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

**Funding Source:** TRANSIT SECTION 5307 FUNDS

<b>Revision Requested:</b>			<b>FUNDING TABLE:</b>							<b>REVISION REQUESTED</b>	
<b>TIP Code</b>	<b>DESCRIPTION</b>	<b>FY</b>	<b>PROJECT TYPE</b>	<b>FEDERAL</b>	<b>STATE</b>	<b>REGIONAL</b>	<b>LOCAL</b>	<b>TDC</b>	<b>TOTAL</b>	<b>BY PROJECT</b>	
12038.20	SYSTEM PREVENTIVE MAINTENANCE	2021	CAPITAL	\$12,629,709	\$0	\$0	\$3,157,427	0	\$15,787,136	DECREASE FUNDING	
12068.20	ACQUISITION OF PASSENGER SHELTERS	2021	CAPITAL	\$267,536	\$0	\$0	\$66,884	0	\$334,420	ADD PROJECT	
12390.20	PURCHASE REPLACEMENT VEHICLES	2021	CAPITAL	\$2,975,000	\$0	\$0	\$525,000	0	\$3,500,000	ADD PROJECT	
12549.20	ADA PARATRANSIT SERVICE	2021	CAPITAL	\$1,920,000	\$0	\$0	\$480,000	0	\$2,400,000	DECREASE FUNDING	
12732.20	ACQUISITION OF SURVEILLANCE/SECURITY EQUIPMENT	2021	CAPITAL	\$264,008	\$0	\$0	\$66,002	0	\$330,010	DECREASE FUNDING	
12913.20	ACQUISITION OF HARDWARE	2021	CAPITAL	\$1,000,000	\$0	\$0	\$250,000	0	\$1,250,000	ADD PROJECT	
12930.20	SYSTEM TRANSIT ENHANCEMENTS	2021	CAPITAL	\$320,000	\$0	\$0	\$80,000	0	\$400,000	ADD PROJECT	
12931.20	CAPITAL IMPROVEMENTS	2021	CAPITAL	\$2,000,000	\$0	\$0	\$500,000	0	\$2,500,000	ADD PROJECT	
<b>TOTAL:</b>				<b>\$21,376,253</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,125,313</b>	<b>0</b>	<b>\$26,501,566</b>		



# PROPOSED NOVEMBER 2020 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

**Implementing Agency:** CITY OF GRAND PRAIRIE

**Apportionment Year:** FY2020 PROGRAM OF PROJECTS

**Modification #:** 2021-0111

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

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

**Comment:** 85,750 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

**Funding Source:** TRANSIT SECTION 5307 FUNDS

<b>Revision Requested:</b>			<b>FUNDING TABLE:</b>							<b>REVISION REQUESTED</b>	
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>	
12003.20	PURCHASE REPLACEMENT VEHICLES	2021	CAPITAL	\$245,000	\$0	\$0	\$0	36,750	\$245,000	ADD PROJECT (MPO TDCs)	
12006.20	PREVENTIVE MAINTENANCE	2021	CAPITAL	\$245,000	\$0	\$0	\$0	49,000	\$245,000	ADD PROJECT (MPO TDCs)	
<b>TOTAL:</b>				<b>\$490,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>85,750</b>	<b>\$490,000</b>		

**Implementing Agency:** CITY OF MESQUITE

**Apportionment Year:** FY2020 PROGRAM OF PROJECTS

**Modification #:** 2021-0112

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

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

**Funding Source:** TRANSIT SECTION 5307 FUNDS

<b>Revision Requested:</b>			<b>FUNDING TABLE:</b>							<b>REVISION REQUESTED</b>	
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>	
12013.20	OPERATING ASSISTANCE - JARC	2021	OPERATING	\$300,000	\$0	\$0	\$300,000	0	\$600,000	ADD PROJECT	
<b>TOTAL:</b>				<b>\$300,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$300,000</b>	<b>0</b>	<b>\$600,000</b>		

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

**Apportionment Year:** FY2020 PROGRAM OF PROJECTS

**Modification #:** 2021-0113

**Request:** REFINE FY2020 PROGRAM OF PROJECTS AND ADD PROJECTS TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

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

**Comment:** 185,006 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

**Funding Source:** TRANSIT SECTION 5307 FUNDS

<b>Revision Requested:</b>			<b>FUNDING TABLE:</b>							<b>REVISION REQUESTED</b>	
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>	
12206.20	PROJECT ADMINISTRATION	2021	CAPITAL	\$412,511	\$0	\$0	\$0	82,503	\$412,511	ADD PROJECT (MPO TDCs)	
12813.20	GENERAL PLANNING	2021	PLANNING	\$100,000	\$0	\$0	\$0	20,000	\$100,000	ADD PROJECT (MPO TDCs)	
12870.20	MOBILITY MANAGEMENT	2021	CAPITAL	\$412,511	\$0	\$0	\$0	82,503	\$412,511	ADD PROJECT (MPO TDCs)	
12900.20	TRANSIT MAINTENANCE, VEHICLES, AND OTHER CAPITAL PROJECTS	2021	CAPITAL	\$1,650,047	\$0	\$0	\$412,512	0	\$2,062,559	DECREASE FUNDING	
<b>TOTAL:</b>				<b>\$2,575,069</b>	<b>\$0</b>	<b>\$0</b>	<b>\$412,512</b>	<b>185,006</b>	<b>\$2,987,581</b>		

# PROPOSED NOVEMBER 2020 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

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

**Apportionment Year:** FY2020 PROGRAM OF PROJECTS

**Modification #:** 2021-0114

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

**UZA:** DENTON-LEWISVILLE

**Funding Source:** TRANSIT SECTION 5307 FUNDS

<b>Revision Requested:</b>			<b>FUNDING TABLE:</b>							<b>REVISION REQUESTED</b>	
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>	
12916.20	SUPPORT URBANIZED AREA TRANSIT SERVICE	2021	CAPITAL	\$126,366	\$0	\$0	\$31,592	0	\$157,958	ADD PROJECT	
<b>TOTAL:</b>				<b>\$126,366</b>	<b>\$0</b>	<b>\$0</b>	<b>\$31,592</b>	<b>0</b>	<b>\$157,958</b>		

**Implementing Agency:** NORTHEAST TRANSPORTATION SERVICES

**Apportionment Year:** FY2020 PROGRAM OF PROJECTS

**Modification #:** 2021-0115

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

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

**Comment:** 64,000 TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

**Funding Source:** TRANSIT SECTION 5307 FUNDS

<b>Revision Requested:</b>			<b>FUNDING TABLE:</b>							<b>REVISION REQUESTED</b>	
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>	
12600.20	CAPITAL COST OF CONTRACTING	2021	CAPITAL	\$320,000	\$0	\$0	\$0	64,000	\$320,000	ADD PROJECT (MPO TDCs)	
<b>TOTAL:</b>				<b>\$320,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>64,000</b>	<b>\$320,000</b>		

**Implementing Agency:** PUBLIC TRANSIT SERVICES

**Apportionment Year:** FY2020 PROGRAM OF PROJECTS

**Modification #:** 2021-0116

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

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

**Comment:** 16,894 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

**Funding Source:** TRANSIT SECTION 5307 FUNDS

<b>Revision Requested:</b>			<b>FUNDING TABLE:</b>							<b>REVISION REQUESTED</b>	
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>	
12246.20	OPERATING ASSISTANCE	2021	OPERATING	\$75,224	\$0	\$0	\$75,224	0	\$150,448	ADD PROJECT	
12666.20	MOBILITY MANAGEMENT	2021	CAPITAL	\$63,468	\$0	\$0	\$0	12,694	\$63,468	ADD PROJECT (MPO TDCs)	
12932.20	PROJECT ADMINISTRATION	2021	CAPITAL	\$21,000	\$0	\$0	\$0	4,200	\$21,000	ADD PROJECT (MPO TDCs)	
<b>TOTAL:</b>				<b>\$159,692</b>	<b>\$0</b>	<b>\$0</b>	<b>\$75,224</b>	<b>16,894</b>	<b>\$234,916</b>		

# PROPOSED NOVEMBER 2020 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

**Implementing Agency:** SPAN, INC.

**Apportionment Year:** FY2020 PROGRAM OF PROJECTS

**Modification #:** 2021-0117

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

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

**Comment:** 41,712 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

**Funding Source:** TRANSIT SECTION 5307 FUNDS

<b>Revision Requested:</b>			<b>FUNDING TABLE:</b>							<b>REVISION REQUESTED</b>	
<b>TIP Code</b>	<b>DESCRIPTION</b>	<b>FY</b>	<b>PROJECT TYPE</b>	<b>FEDERAL</b>	<b>STATE</b>	<b>REGIONAL</b>	<b>LOCAL</b>	<b>TDC</b>	<b>TOTAL</b>	<b>BY PROJECT</b>	
12150.20	OPERATING ASSISTANCE	2021	OPERATING	\$241,821	\$0	\$0	\$241,821	0	\$483,642	ADD PROJECT	
12711.20	MOBILITY MANAGEMENT	2021	CAPITAL	\$53,056	\$0	\$0	\$0	10,612	\$53,056	ADD PROJECT (MPO TDCs)	
12713.20	PREVENTIVE MAINTENANCE	2021	CAPITAL	\$155,497	\$0	\$0	\$0	31,100	\$155,497	ADD PROJECT (MPO TDCs)	
<b>TOTAL:</b>				<b>\$450,374</b>	<b>\$0</b>	<b>\$0</b>	<b>\$241,821</b>	<b>41,712</b>	<b>\$692,195</b>		

**Implementing Agency:** STAR TRANSIT

**Apportionment Year:** FY2020 PROGRAM OF PROJECTS

**Modification #:** 2021-0118

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

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

**Comment:** 111,800 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

**Funding Source:** TRANSIT SECTION 5307 FUNDS

<b>Revision Requested:</b>			<b>FUNDING TABLE:</b>							<b>REVISION REQUESTED</b>	
<b>TIP Code</b>	<b>DESCRIPTION</b>	<b>FY</b>	<b>PROJECT TYPE</b>	<b>FEDERAL</b>	<b>STATE</b>	<b>REGIONAL</b>	<b>LOCAL</b>	<b>TDC</b>	<b>TOTAL</b>	<b>BY PROJECT</b>	
12151.20	OPERATING ASSISTANCE	2021	OPERATING	\$1,144,100	\$0	\$0	\$1,144,100	0	\$2,288,200	ADD PROJECT	
12627.20	PREVENTIVE MAINTENANCE	2021	CAPITAL	\$116,000	\$0	\$0	\$0	23,200	\$116,000	ADD PROJECT (MPO TDC)	
12717.20	MOBILITY MANAGEMENT	2021	CAPITAL	\$443,000	\$0	\$0	\$0	88,600	\$443,000	ADD PROJECT (MPO TDCs)	
<b>TOTAL:</b>				<b>\$1,703,100</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,144,100</b>	<b>111,800</b>	<b>\$2,847,200</b>		

**Implementing Agency:** FORT WORTH TRANSPORTATION AUTHORITY

**Apportionment Year:** FY2020 PROGRAM OF PROJECTS

**Modification #:** 2021-0119

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

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

**Comment:** 40,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

**Funding Source:** TRANSIT SECTION 5310 FUNDS

<b>Revision Requested:</b>			<b>FUNDING TABLE:</b>							<b>REVISION REQUESTED</b>	
<b>TIP Code</b>	<b>DESCRIPTION</b>	<b>FY</b>	<b>PROJECT TYPE</b>	<b>FEDERAL</b>	<b>STATE</b>	<b>REGIONAL</b>	<b>LOCAL</b>	<b>TDC</b>	<b>TOTAL</b>	<b>BY PROJECT</b>	
12649.20	PURCHASE OF SERVICE	2021	CAPITAL	\$200,000	\$0	\$0	\$0	40,000	\$200,000	ADD PROJECT (MPO TDCs)	
<b>TOTAL:</b>				<b>\$200,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>40,000</b>	<b>\$200,000</b>		

# PROPOSED NOVEMBER 2020 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

**Implementing Agency:** CITY OF GRAND PRAIRIE

**Apportionment Year:** FY2020 PROGRAM OF PROJECTS

**Modification #:** 2021-0120

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

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

**Funding Source:** TRANSIT SECTION 5310 FUNDS

<b>Revision Requested:</b>			<b>FUNDING TABLE:</b>							<b>REVISION REQUESTED</b>
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
12650.20	OPERATING ASSISTANCE	2021	OPERATING	\$262,000	\$170,584	\$0	\$91,416	0	\$524,000	ADD PROJECT
<b>TOTAL:</b>			<b>\$262,000</b>	<b>\$170,584</b>	<b>\$0</b>	<b>\$91,416</b>	<b>0</b>	<b>\$524,000</b>		

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

**Apportionment Year:** FY2020 PROGRAM OF PROJECTS

**Modification #:** 2021-0122

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

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

**Funding Source:** TRANSIT SECTION 5310 FUNDS

<b>Revision Requested:</b>			<b>FUNDING TABLE:</b>							<b>REVISION REQUESTED</b>
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
12678.20	PROGRAM ADMINISTRATION	2021	CAPITAL	\$381,093	\$0	\$0	\$0	0	\$389,093	ADD PROJECT
<b>TOTAL:</b>			<b>\$381,093</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>0</b>	<b>\$389,093</b>	

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

**Apportionment Year:** FY2020 PROGRAM OF PROJECTS

**Modification #:** 2021-0123

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

**UZA:** DENTON-LEWISVILLE

**Funding Source:** TRANSIT SECTION 5310 FUNDS

<b>Revision Requested:</b>			<b>FUNDING TABLE:</b>							<b>REVISION REQUESTED</b>
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
12677.20	PROGRAM ADMINISTRATION	2021	CAPITAL	\$24,170	\$0	\$0	\$0	0	\$24,170	ADD PROJECT
<b>TOTAL:</b>			<b>\$24,170</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>0</b>	<b>\$24,170</b>	

**Implementing Agency:** NORTHEAST TRANSPORTATION SERVICES

**Apportionment Year:** FY2020 PROGRAM OF PROJECTS

**Modification #:** 2021-0124

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

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

**Comment:** 83,200 TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

**Funding Source:** TRANSIT SECTION 5310 FUNDS

<b>Revision Requested:</b>			<b>FUNDING TABLE:</b>							<b>REVISION REQUESTED</b>
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
12653.20	PURCHASE OF SERVICE	2021	CAPITAL	\$416,000	\$0	\$0	\$0	83,200	\$416,000	ADD PROJECT (MPO TDCs)
<b>TOTAL:</b>			<b>\$416,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>83,200</b>	<b>\$416,000</b>	

# PROPOSED NOVEMBER 2020 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

**Implementing Agency:** SPAN, INC.

**Apportionment Year:** FY2017 PROGRAM OF PROJECTS

**Modification #:** 2021-0125

**Request:** ADD PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); FUNDING IS OFFSETS A DECREASE ON TIP 12752.17

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

**Comment:** 135,400 TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

**Funding Source:** TRANSIT SECTION 5310 FUNDS

<b>Revision Requested:</b>			<b>FUNDING TABLE:</b>							<b>REVISION REQUESTED</b>	
<b>TIP Code</b>	<b>DESCRIPTION</b>	<b>FY</b>	<b>PROJECT TYPE</b>	<b>FEDERAL</b>	<b>STATE</b>	<b>REGIONAL</b>	<b>LOCAL</b>	<b>TDC</b>	<b>TOTAL</b>	<b>BY PROJECT</b>	
12929.17	PURCHASE OF SERVICE	2021	CAPITAL	\$677,000	\$0	\$0	\$0	135,400	\$677,000	ADD PROJECT (TDC MPO); FROM TIP CODE 12752.17	
<b>TOTAL:</b>				<b>\$677,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>135,400</b>	<b>\$677,000</b>		

**Implementing Agency:** SPAN, INC.

**Apportionment Year:** FY2020 PROGRAM OF PROJECTS

**Modification #:** 2021-0126

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

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

**Comment:** 13,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

**Funding Source:** TRANSIT SECTION 5310 FUNDS

<b>Revision Requested:</b>			<b>FUNDING TABLE:</b>							<b>REVISION REQUESTED</b>	
<b>TIP Code</b>	<b>DESCRIPTION</b>	<b>FY</b>	<b>PROJECT TYPE</b>	<b>FEDERAL</b>	<b>STATE</b>	<b>REGIONAL</b>	<b>LOCAL</b>	<b>TDC</b>	<b>TOTAL</b>	<b>BY PROJECT</b>	
12919.20	PURCHASE OF SERVICE - THE COLONY	2021	CAPITAL	\$30,000	\$0	\$0	\$0	6,000	\$30,000	ADD PROJECT (MPO TDCs)	
12920.20	PURCHASE OF SERVICE - LITTLE ELM	2021	CAPITAL	\$35,000	\$0	\$0	\$0	7,000	\$35,000	ADD PROJECT (MPO TDCs)	
<b>TOTAL:</b>				<b>\$65,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>13,000</b>	<b>\$65,000</b>		

**Implementing Agency:** STAR TRANSIT

**Apportionment Year:** FY2020 PROGRAM OF PROJECTS

**Modification #:** 2021-0127

**Request:** ADD PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); FUNDING IS OFFSETS A DECREASE ON TIP 12752.17

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

**Funding Source:** TRANSIT SECTION 5310 FUNDS

<b>Revision Requested:</b>			<b>FUNDING TABLE:</b>							<b>REVISION REQUESTED</b>	
<b>TIP Code</b>	<b>DESCRIPTION</b>	<b>FY</b>	<b>PROJECT TYPE</b>	<b>FEDERAL</b>	<b>STATE</b>	<b>REGIONAL</b>	<b>LOCAL</b>	<b>TDC</b>	<b>TOTAL</b>	<b>BY PROJECT</b>	
12704.20	PURCHASE OF SERVICE	2021	CAPITAL	\$485,072	\$0	\$0	\$121,268	0	\$606,340	ADD PROJECT	
<b>TOTAL:</b>				<b>\$485,072</b>	<b>\$0</b>	<b>\$0</b>	<b>\$121,268</b>	<b>0</b>	<b>\$606,340</b>		

**Implementing Agency:** DALLAS AREA RAPID TRANSIT

**Apportionment Year:** FY2019 PROGRAM OF PROJECTS

**Modification #:** 2021-0128

**Request:** ADD PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); FUNDING IS OFFSETS A DECREASE ON TIP 12752.17

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

**Funding Source:** TRANSIT SECTION 5312 FUNDS

<b>Revision Requested:</b>			<b>FUNDING TABLE:</b>							<b>REVISION REQUESTED</b>		
<b>TIP Code</b>	<b>DESCRIPTION</b>	<b>FY</b>	<b>PROJECT TYPE</b>	<b>FEDERAL</b>	<b>STATE</b>	<b>REGIONAL</b>	<b>LOCAL</b>	<b>TDC</b>	<b>TOTAL</b>	<b>BY PROJECT</b>		
12937.19	HUMAN TRAFFICKING AWARENESS PROGRAM	2021	CAPITAL	\$49,600	\$0	\$0	\$12,400	0	\$62,000	ADD PROJECT		
<b>TOTAL:</b>				<b>\$49,600</b>	<b>40 of 4</b>	<b>\$0</b>	<b>\$0</b>	<b>\$12,400</b>	<b>0</b>	<b>\$62,000</b>	STTC Action	

Source: NCTCOG

# PROPOSED NOVEMBER 2020 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

**Implementing Agency:** DALLAS AREA RAPID TRANSIT

**Apportionment Year:** FY2020 PROGRAM OF PROJECTS

**Modification #:** 2021-0129

**Request:** INCREASE FUNDING BY \$1,565,928 SECTION 5339 (\$1,252,742 FEDERAL AND \$313,186 LOCAL) FOR A REVISED FUNDING AMOUNT OF \$5,940,928 SECTION 5339 (\$4,752,742 FEDERAL AND \$1,188,186 LOCAL) IN FY2021

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

**Funding Source:** TRANSIT SECTION 5339 FUNDS

<b>Revision Requested:</b>				<b>FUNDING TABLE:</b>						<b>REVISION REQUESTED</b>	
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>	
12928.20	COMPREHENSIVE PAYMENT SYSTEM	2021	CAPITAL	\$4,752,742	\$0	\$0	\$1,188,186	0	\$5,940,928	INCREASE FUNDING	
<b>TOTAL:</b>				<b>\$4,752,742</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,188,186</b>	<b>0</b>	<b>\$5,940,928</b>		

**Implementing Agency:** DENTON COUNTY TRANSPORTATION AUTHORITY

**Apportionment Year:** FY2020 PROGRAM OF PROJECTS

**Modification #:** 2021-0130

**Request:** ADD PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); FUNDING IS OFFSETS A DECREASE ON TIP 12752.17

**UZA:** DENTON-LEWISVILLE

**Funding Source:** TRANSIT SECTION 5339 FUNDS

<b>Revision Requested:</b>				<b>FUNDING TABLE:</b>						<b>REVISION REQUESTED</b>	
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>	
12726.20	PURCHASE REPLACEMENT VEHICLES	2021	CAPITAL	\$538,298	\$0	\$0	\$94,994	0	\$633,292	ADD PROJECT	
<b>TOTAL:</b>				<b>\$538,298</b>	<b>\$0</b>	<b>\$0</b>	<b>\$94,994</b>	<b>0</b>	<b>\$633,292</b>		

**Implementing Agency:** FORT WORTH TRANSPORTATION AUTHORITY

**Apportionment Year:** FY2020 PROGRAM OF PROJECTS

**Modification #:** 2021-0131

**Request:** FUNDING INCREASED BY \$1,545,730 SECTION 5339 (\$1,236,584 FEDERAL AND \$309,146 LOCAL) FOR A REVISED FUNDING AMOUNT OF \$2,795,730 SECTION 5339 (\$2,236,584 FEDERAL AND \$559,146 LOCAL)

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

**Funding Source:** TRANSIT SECTION 5339 FUNDS

<b>Revision Requested:</b>				<b>FUNDING TABLE:</b>						<b>REVISION REQUESTED</b>	
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>	
12728.20	PURCHASE REPLACEMENT VEHICLES	2021	CAPITAL	\$2,236,584	\$0	\$0	\$559,146	0	\$2,795,730	INCREASE FUNDING	
<b>TOTAL:</b>				<b>\$2,236,584</b>	<b>\$0</b>	<b>\$0</b>	<b>\$559,146</b>	<b>0</b>	<b>\$2,795,730</b>		

**Implementing Agency:** CITY OF MCKINNEY

**Apportionment Year:** FY2018 PROGRAM OF PROJECTS

**Modification #:** 2021-0132

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

**UZA:** MCKINNEY

**Comment:** 11,125 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

**Funding Source:** TRANSIT SECTION 5339 FUNDS

<b>Revision Requested:</b>				<b>FUNDING TABLE:</b>						<b>REVISION REQUESTED</b>	
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>	
12938.18	PURCHASE EXPANSION VEHICLES	2021	CAPITAL	\$55,610	\$0	\$0	\$0	11,125	\$55,610	ADD PROJECT; TDCs AWARDED BY TXDOT	
<b>TOTAL:</b>				<b>\$55,610</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>11,125</b>	<b>\$55,610</b>		

# PROPOSED NOVEMBER 2020 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

**Implementing Agency:** CITY OF MCKINNEY

**Apportionment Year:** FY2020 PROGRAM OF PROJECTS

**Modification #:** 2021-0133

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

**UZA:** MCKINNEY

**Comment:** 9,503 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

**Funding Source:** TRANSIT SECTION 5339 FUNDS

<b>Revision Requested:</b>			<b>FUNDING TABLE:</b>							<b>REVISION REQUESTED</b>
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
12938.20	PURCHASE EXPANSION VEHICLES	2021	CAPITAL	\$47,511	\$0	\$0	\$0	9,503	\$47,511	ADD PROJECT (MPO TDC)
			<b>TOTAL:</b>	<b>\$47,511</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>9,503</b>	<b>\$47,511</b>	

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

**Apportionment Year:** FY2020 PROGRAM OF PROJECTS

**Modification #:** 2021-0134

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

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

**Comment:** 135,404 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

**Funding Source:** TRANSIT SECTION 5339 FUNDS

<b>Revision Requested:</b>			<b>FUNDING TABLE:</b>							<b>REVISION REQUESTED</b>
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
12736.20	PURCHASE REPLACEMENT VEHICLES	2021	CAPITAL	\$600,355	\$0	\$0	\$0	120,071	\$600,355	ADD PROJECT (MPO TDCs)
12793.20	PROJECT ADMINISTRATION	2021	CAPITAL	\$76,663	\$0	\$0	\$0	15,333	\$76,663	ADD PROJECT (MPO TDCs)
			<b>TOTAL:</b>	<b>\$677,018</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>135,404</b>	<b>\$677,018</b>	

**Implementing Agency:** FORT WORTH TRANSPORTATION AUTHORITY

**Apportionment Year:** FY2020 PROGRAM OF PROJECTS

**Modification #:** 2021-0135

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

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

**Funding Source:** TRANSIT SECTION CARES ACT 5307 FUNDS

<b>Revision Requested:</b>			<b>FUNDING TABLE:</b>							<b>REVISION REQUESTED</b>
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
12939.20	OPERATING ASSISTANCE	2021	OPERATING	\$53,671,126	\$0	\$0	\$0	0	\$53,671,126	ADD PROJECT
12940.20	PURCHASE EXPANSION VEHICLES	2021	CAPITAL	\$1,489,308	\$0	\$0	\$0	0	\$1,489,308	ADD PROJECT
			<b>TOTAL:</b>	<b>\$55,160,434</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>0</b>	<b>\$55,161,034</b>	

# PROPOSED NOVEMBER 2020 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

**Implementing Agency:** CITY OF ARLINGTON

**Apportionment Year:** FY2020 PROGRAM OF PROJECTS

**Modification #:** 2021-0136

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

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

**Funding Source:** TRANSIT SECTION CARES ACT 5307 FUNDS

<b>Revision Requested:</b>		<b>FUNDING TABLE:</b>								<b>REVISION REQUESTED</b>
<b>TIP Code</b>	<b>DESCRIPTION</b>	<b>FY</b>	<b>PROJECT TYPE</b>	<b>FEDERAL</b>	<b>STATE</b>	<b>REGIONAL</b>	<b>LOCAL</b>	<b>TDC</b>	<b>TOTAL</b>	<b>BY PROJECT</b>
12941.20	OPERATING ASSISTANCE - VIA EXPANSION	2021	OPERATING	\$3,460,818	\$0	\$0	\$0	0	\$3,460,818	ADD PROJECT
12942.20	OPERATING ASSISTANCE - VIA	2021	OPERATING	\$3,460,818	\$0	\$0	\$0	0	\$3,460,818	ADD PROJECT
12943.20	OPERATING ASSISTANCE - HANDITRAN	2021	OPERATING	\$3,652,929	\$0	\$0	\$0	0	\$3,652,929	ADD PROJECT
12944.20	PREVENTIVE MAINTENANCE - HANDITRAN	2021	CAPITAL	\$155,015	\$0	\$0	\$0	0	\$155,015	ADD PROJECT
12945.20	PURCHASE REPLACEMENT VEHICLES - HANDITRAN	2021	CAPITAL	\$226,114	\$0	\$0	\$0	0	\$226,114	ADD PROJECT
<b>TOTAL:</b>				<b>\$10,955,694</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>0</b>	<b>\$10,955,694</b>	

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

**Apportionment Year:** FY2020 PROGRAM OF PROJECTS

**Modification #:** 2021-0137

**Request:** CHANGE PROJECT LISTING TO ALL RTC LOCAL; REMOVE LOCAL CONTRIBUTION FROM PROJECT LISTING

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

**Comment:** FEDERAL PORTION WAS AWARDED THROUGH FTA COMPETITIVE GRANT (LOCAL CONTRIBUTION IS IN-KIND FROM COMMUNITY COUNCIL OF GREATER DALLAS)

**Funding Source:** TRANSIT SECTION OTHER FTA FUNDS

<b>Revision Requested:</b>		<b>FUNDING TABLE:</b>								<b>REVISION REQUESTED</b>
<b>TIP Code</b>	<b>DESCRIPTION</b>	<b>FY</b>	<b>PROJECT TYPE</b>	<b>FEDERAL</b>	<b>STATE</b>	<b>REGIONAL</b>	<b>LOCAL</b>	<b>TDC</b>	<b>TOTAL</b>	<b>BY PROJECT</b>
12921.20	FTA ACCESS AND MOBILITY GRANT: VARIOUS LOCATIONS IN 16-COUNTY REGION; REGIONAL MOBILITY MANAGEMENT PROGRAM TO IMPROVE COORDINATION OF TRANSPORTATION SERVICES AND MEDICAL SERVICES ACROSS THE REGION	2021	PLANNING	\$511,106	\$0	\$127,777	\$0	0	\$638,883	REVISE PROJECT LISTING TO ALL RTC LOCAL; REMOVE LOCAL CONTRIBUTION FROM PROJECT LISTING
<b>TOTAL:</b>				<b>\$511,106</b>	<b>\$0</b>	<b>\$127,777</b>	<b>\$0</b>	<b>0</b>	<b>\$638,883</b>	

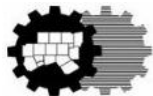


# 2021 UNIFIED TRANSPORTATION PROGRAM (UTP) AND REGIONAL 10-YEAR PLAN UPDATE

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Surface Transportation Technical Committee

September 25, 2020



North Central Texas  
Council of Governments  
Transportation Department

# BACKGROUND

- The updated Regional 10-Year Plan project listing was approved by the Regional Transportation Council (RTC) on June 11, 2020.
- Approved changes included addressing cost overruns on existing projects with Category 2 and/or 4 funds and requesting Category 12 funds from the Texas Transportation Commission (TTC).
- The TTC approved the 2021 UTP at its August meeting.
- In the 2021 UTP, all Category 2 and 4 requests were funded, but only \$112M of new Category 12 funding was awarded to the region for the IH 30 Canyon project (From IH 35E to IH 45).

# FUNDING CHANGES MADE SINCE RTC APPROVAL

## ▪ New Projects

- FM 545 from FM 2933 to BS-78D (Collin County) – Project funded with \$22,859,947 of Category 4 in the UTP

## ▪ Category 2 Funding Changes

- US 380 from SH 5 to FM 75 (Collin County) – Funding decreased from \$320,000,000 to \$278,000,000
- FM 2642 from FM 35 to SH 66 (Hunt County) – Funding increased from \$5,500,000 to \$7,314,160
- FM 157 from 8<sup>th</sup> Street to South of CR 109 (Johnson County) – Funding increased from \$3,227,157 to \$4,500,000
- FM 157 from US 67 to 8<sup>th</sup> Street (Johnson County) – Funding increased from \$4,124,338 to \$6,800,000

# FUNDING CHANGES MADE SINCE RTC APPROVAL (CONT'D)

## ▪ Funding Changes

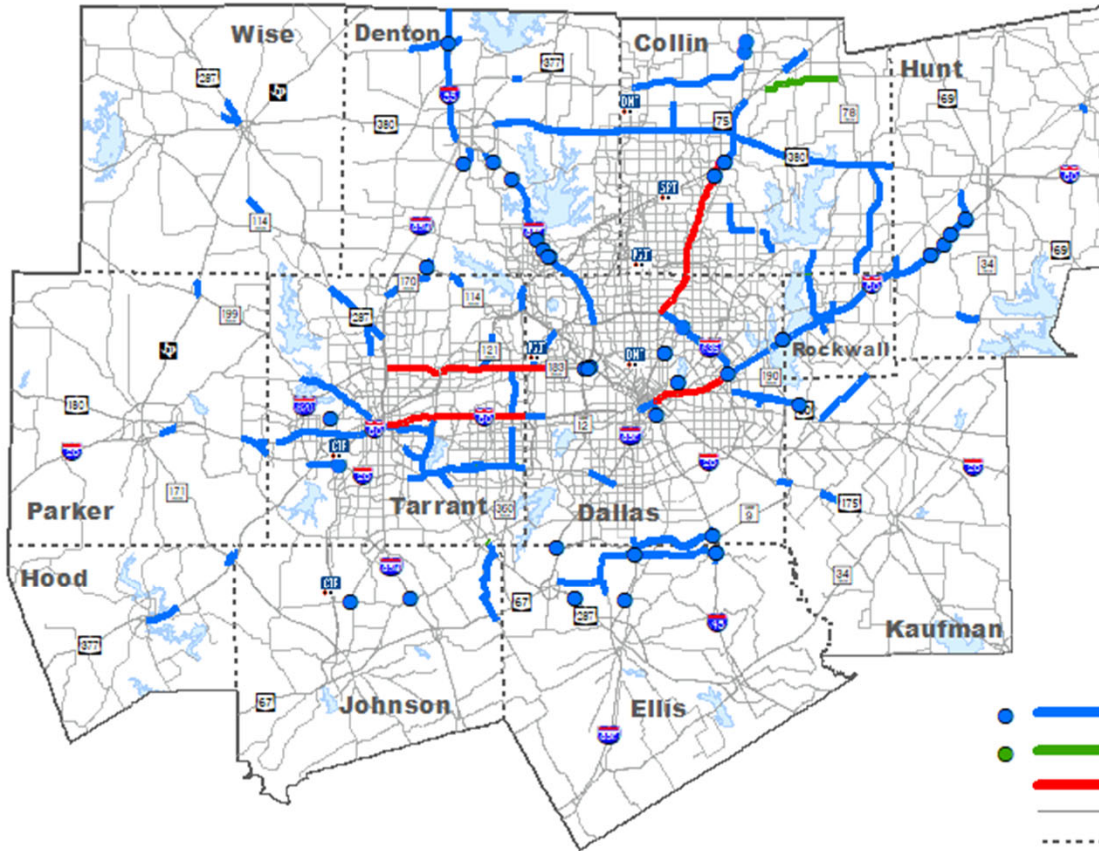
- IH 20 from FM 1187/FM 3325 to Tarrant/Parker County Line (Parker County) – Category 4 funding increased from \$7,200,000 to \$29,000,000
- SH 199 from West Fork of Trinity River to IH 820 (Tarrant County) – Funding increased from \$68,661,515 to \$100,000,000 (will be reduced next UTP cycle due to lower than anticipated construction cost)
- BU81-D from North of CR 1160 to North of CR 2090 (Wise County) – Funding increased from \$3,000,000 to \$3,600,000

## ▪ Projects with Funding Category Changes

- US 80 from Lawson Road to FM 460 (Kaufman County) – Category 12 request funded with Category 11 funding instead

# Dallas-Fort Worth Regional 10 Year Plan Projects

FY 2017 - FY 2030



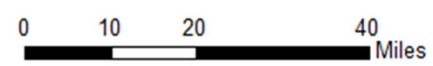
Dallas CBD



Fort Worth CBD

## Legend

- Approved 10 Year Plan Projects
- Approved New Category 4 Projects
- Proposed Tolled Projects
- Mobility 2045 Roadways
- County Boundary
- Lakes



Date: 9/16/2020

# NEXT STEPS

- TxDOT recently initiated discussions regarding development of the next UTP for FY 2022
- NCTCOG will continue to coordinate with TxDOT on the next round of 10-Year Plan changes, including continuing efforts to re-fund projects that had funding removed in previous 10-Year Plans
  - Anticipate very few new projects
  - Funding targets will likely not be available until after a draft project list is due to TxDOT Austin

# PROPOSED 2022 UTP SCHEDULE

MEETING/TASK	DATE
TxDOT Funding Analysis	Oct. 2020-Feb. 2021
Initial Draft List Due to TxDOT	January 2021
Anticipated Receipt of Funding Targets	February 2021
NCTCOG Public Meeting	April-May 2021
STTC Action	April-May 2021
RTC Action	May-June 2021
TxDOT Public Meetings for 2022 UTP	June-August 2021
Anticipated TTC Approval of 2022 UTP	August 2021

# REQUESTED ACTION

- Recommend RTC approval of:
  - The updated 2020 Regional 10-Year Plan project listing
  - Administratively amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP and amending other planning/administrative documents to incorporate these changes.



# CONTACT/QUESTIONS?

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**10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District)  
FY 2017 - FY 2030**

County	TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Approved Funding (Cat. 2, 4, 12)	FY 2017 - FY 2030						MPO Project Score		
												Cat 2 DAL RTC Approved	Cat 2 DAL TTC Approved	Cat 4 DAL RTC Approved	Cat 4 DAL TTC Approved	Cat 12 Clear Lanes DAL RTC Approved	Cat 12 Clear Lanes DAL TTC Approved		Cat 12 Strategic Priority DAL RTC Approved	Cat 12 Strategic Priority DAL TTC Approved
												\$2,619,914,466	\$2,619,914,466	\$1,223,659,249	\$1,223,659,249	\$5,747,625,106	\$1,622,094,151		\$1,019,239,279	\$1,131,239,279
Collin	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	2021	Project also has \$97,983 of local funding	\$34,891,277 \$34,793,244	\$34,793,244	\$34,793,244	\$34,793,244						89.25	
Collin	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	2021	Project split out from TIP 54005/CSJ 2351-01-017	\$3,985,550	\$3,985,550	\$3,985,550	\$3,985,550						89.82	
Collin	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 \$2,000,000-\$3,415,689 RTR and \$1,202,000 CMAQ; \$16,867,792 low bid	\$16,867,792	\$13,600,000	\$13,600,000	\$13,600,000						N/A	
Collin	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)	January 2022	2022	Project also has \$2,500,000 of Category 1 funding for potential cost overruns	\$20,179,763	\$20,179,763	\$20,179,763	\$20,179,763						85.74	
Collin	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)	January 2022	2022		\$11,167,795	\$11,167,795	\$11,167,795	\$11,167,795						84.96	
Collin	83209	2056-01-042	FM 2551	FM 2514 to FM 2170	Reconstruct and widen 2 lane rural to 6 lane urban divided	November 2010 (Actual)	July 2022	2022	Project also has \$4,500,000 of Category 1 funding for potential cost overruns	\$44,570,571	\$44,570,571	\$44,570,571	\$44,570,571						84.79	
Collin	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	\$2,746,785	\$2,746,785		\$2,746,785	\$2,746,785					81.78	
Collin	TBD	1012-02-030	FM 545	FM 2933 to BS-78D	Realign existing roadway to improve horizontal and vertical alignment and add shoulders	June 2019 (Actual)	August 2022	2022	Project funded in UTP	\$22,859,947	\$22,859,947		\$0	\$22,859,947					81.22	
Collin	TBD	TBD	North/South Roadways	West and East of Lake Lavon			August 2025	2025	Feasibility study being done by NCTCOG; Moved \$100,000,000 of Category 12 funds to the US 380 corridor; Moved \$15,000,000 of Category 2 to TIP 13036/CSJ 0009-12-219 and \$35,000,000 of Category 2 to TIP 55221/CSJ 0009-12-215; Reduction in Category 2 funding offset by increase in Category 12 funding; Funding moved to breakout project CSJ 0135-04-036	TBD	\$0	\$0	\$0		\$0	\$0			70.56	
Collin	TBD	TBD	Regional Outer Loop	DNT to SH 121					Working on local environmental document; Collin County desires that local funds be used on Regional Outer Loop, so federal funds were moved to North/South Roadways and US 380 projects; Collin County to contribute \$111,249,684 in bond funds over next 5 years	TBD	\$0	\$0	\$0						70.00	
Collin	TBD	TBD	Regional Outer Loop	US 380 to Rockwall County Line; North/South Arterial					Collin County desires that local funds be used on Regional Outer Loop, so federal funds moved to US 380 project; Collin County to contribute \$32,400,000 in bond funds over next 5 years	TBD	\$0	\$0	\$0						70.00	
Collin	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)	June October 2020	2021 2020		\$54,174,694	\$54,174,694		\$54,174,694	\$54,174,694					84.75	
Collin	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)	December 2020	2021	Project also has \$5,000,000 of Category 1 funding for potential cost overruns	\$35,150,000	\$35,150,000	\$35,150,000	\$35,150,000						87.89	
Collin	13010	0047-09-034	SH 5	South of FM 1378 to Spur 399	Reconstruct and widen 2 lane undivided roadway to 4 lane divided urban roadway (ultimate 6 lanes)	July 2020 (Actual)	February 2023	2025 2023		\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000						72.39	
Collin	13026	0047-05-054	SH 5	Spur 399 to South of CR 275	Reconstruct and widen 2/4 lane undivided roadway to 4/6 lane divided urban roadway	July 2020 (Actual)	December 2022	2025 2023	Project also has \$3,092,629 of Category 1 funding	\$80,408,352	\$77,315,723	\$77,315,723	\$77,315,723						78.69	
Collin	55156	0364-04-049	Spur 399	At SH 5	Construct interchange	April July 2020 (Actual)	March 2023	2025 2023	Project added to the 10-Year Plan via 2020 UTP; Project also has \$4,000,000 of Category 1 funding for potential cost overruns	\$19,273,554	\$19,273,554	\$19,273,554	\$19,273,554						80.91	
Collin	55233	0135-03-046	US 380	Airport Drive to 4th Street	Widen 4 lane roadway to 6 lanes divided	January 2020 (Actual)	January 2023	2023	Project added to the 10-Year Plan via 2020 UTP	\$41,097,161	\$41,097,161	\$41,097,161	\$41,097,161						81.70	
Collin	55234	0135-04-033	US 380	4th Street to CR 458	Widen 4 lane roadway to 6 lanes divided	January 2020 (Actual)	January 2023	2023	Project added to the 10-Year Plan via 2020 UTP	\$4,521,469	\$4,521,469	\$4,521,469	\$4,521,469						76.46	

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**10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District)  
FY 2017 - FY 2030**

County	TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Approved Funding (Cat. 2, 4, 12)	FY 2017 - FY 2030						MPO Project Score		
												Cat 2 DAL RTC Approved	Cat 2 DAL TTC Approved	Cat 4 DAL RTC Approved	Cat 4 DAL TTC Approved	Cat 12 Clear Lanes DAL RTC Approved	Cat 12 Clear Lanes DAL TTC Approved		Cat 12 Strategic Priority DAL RTC Approved	Cat 12 Strategic Priority DAL TTC Approved
												\$2,619,914,466	\$2,619,914,466	\$1,223,659,249	\$1,223,659,249	\$5,747,625,106	\$1,622,094,151		\$1,019,239,279	\$1,131,239,279
Collin	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 moved to breakout project (CSJ 0135-03-053)	\$450,000,000	\$0	\$0	\$0	\$0	\$0	\$0			72.91	
Collin	TBD	0135-03-053	US 380	SH 5 to FM 75	Reconstruct 6 lane arterial to 6 lane freeway and add 4 lane frontage roads	October 2022	July 2026	2026	US 380 breakout project; <b>Project was not awarded Category 12 funding; Category 2 funding was approved at a lesser amount due to limited available revenues</b>	<del>\$538,000,000</del> \$662,000,000	<del>\$428,000,000</del> \$602,000,000	\$320,000,000	<del>\$278,000,000</del>	\$150,000,000	\$150,000,000	\$132,000,000	\$0			95.51
Collin	TBD	0135-04-036	US 380	FM 75 to East of SH 78	Reconstruct 6 lane arterial to 6 lane freeway and add 4 lane frontage roads	December 2022	January 2025	2025	US 380 breakout project; Staff 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; <b>Project was not awarded Category 12 funding</b>	\$565,000,000	<del>\$87,000,000</del> \$137,000,000	\$87,000,000	\$87,000,000		\$50,000,000	\$0			87.62	
Collin	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; <b>Project completed</b>	\$19,863,387	\$19,863,387	\$19,863,387	\$19,863,387							N/A
Collin	13044	0047-06-161	US 75	At Ridgeview Drive	Reconstruct interchange	June 2019 (Actual)	December 2021	<del>2025</del> 2022	Project also has \$2,500,000 of Category 1 funding	\$28,655,102	\$26,155,102	\$26,155,102	\$26,155,102							79.42
Collin	30006	0047-06-158	US 75	Dallas County Line to Bethany Drive	Remove HOV lanes and add peak hour travel lanes	June 2020	August 2022	2022	Funded with \$15,000,000 of STBG funding; Project included on list in order to get TTC concurrence to proceed	\$15,000,000	\$0									94.24
Collin	30007	0047-06-163	US 75	Bethany Drive to SH 121	Add peak hour travel lanes	June 2020	August 2022	2022	Funded with \$10,000,000 of STBG funding; Project included on list in order to get TTC concurrence to proceed	\$10,000,000	\$0									91.62
Collin	20084	0047-14-053	US 75	North of CR 370 to CR 375 (Grayson CL)	Reconstruct and widen 4 to 6 lane freeway; Reconstruct 4 to 4/6 frontage roads	June 2012 (Actual)	September 2023	2024	<b>Project was not awarded Category 12 funding</b>	\$107,000,000	<del>\$0</del> \$107,000,000				\$107,000,000	\$0				91.35
<b>Total Funding - Collin County</b>											<b>\$956,454,745</b>									
Dallas	55240	2374-04-085	IH 20	West of Cockrell Hill Road to Hampton Road	Construct 0 to 4 lane frontage road	July 2019 (Actual)	December 2021	2022	Commitment to Red Bird Mall area	\$71,368,576	\$71,368,576	\$71,368,576	\$71,368,576							75.69
Dallas	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	<del>December 2021</del> August 2020	April 2023	<del>2025</del> 2023	Project being implemented by the Fort Worth District, but using Dallas District Category 4 funding	\$11,000,000	\$11,000,000			\$11,000,000	\$11,000,000					88.54
Dallas	13018	0581-02-146	IH 30	at SL 12	Construct direct connectors (Phase 1)	December 2020	August 2024	2024	<b>Project was not awarded Category 12 funding</b>	\$250,000,000	<del>\$0</del> \$250,000,000				\$250,000,000	\$0				76.19
Dallas	13030	0009-11-254	IH 30	IH 35E to IH 45	Reconstruct and widen 6 to 12 mainlanes and 0/6 lane discontinuous to 2/8 lane discontinuous frontage roads	June 2020	August 2022	2022	Project was awarded \$213,000,000 of Category 12 Strategic Priority funding and \$62,000,000 of S111 funding; 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); Design would be funded with \$2,000,000 STBG and \$2,000,000 of TTC funding for the entire IH 30 corridor; <b>Strategic Priority funding increased and Clear Lanes funding decreased in UTP; Project also funded with \$15,989,529 of Category 3 funding</b>	\$365,989,529	\$350,000,000			\$137,000,000	<del>\$25,000,000</del>	\$213,000,000	<del>\$325,000,000</del>			81.67
Dallas	13043	0009-11-129	IH 30	IH 635 to Bass Pro Drive	Reconstruct and widen 8 to 10 general purpose lanes and reconstruct 4/6/8 lane discontinuous to 4/6 lane continuous frontage roads	June 2020	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); Design would be funded with \$2,000,000 STBG and \$2,000,000 of TTC funding for the entire IH 30 corridor; Reduce limits and break out TIP 13043.1 from this project	\$250,000,000	\$0									80.71

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**10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District)**

**FY 2017 - FY 2030**

County	TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Approved Funding (Cat. 2, 4, 12)	FY 2017 - FY 2030						MPO Project Score		
												Cat 2 DAL RTC Approved	Cat 2 DAL TTC Approved	Cat 4 DAL RTC Approved	Cat 4 DAL TTC Approved	Cat 12 Clear Lanes DAL RTC Approved	Cat 12 Clear Lanes DAL TTC Approved		Cat 12 Strategic Priority DAL RTC Approved	Cat 12 Strategic Priority DAL TTC Approved
												\$2,619,914,466	\$2,619,914,466	\$1,223,659,249	\$1,223,659,249	\$5,747,625,106	\$1,622,094,151		\$1,019,239,279	\$1,131,239,279
Dallas	52527	1068-04-119	IH 30	SH 161 to NW 7th Street	Construct 0 to 4 lane frontage roads	December 2016 (Actual)	June 2018 (Actual)	2018	Low bid amount of \$24,549,664; Category 1 funds to be used for change orders	\$24,549,664	\$24,549,664			\$24,549,664	\$24,549,664					N/A
Dallas	54033	1068-04-149	IH 30	NW 7th Street to Belt Line Road	Construct 0 to 2/3 lane westbound frontage road and ramp modifications	December 2016 (Actual)	June 2018 (Actual)	2018	Low bid amount of \$13,291,213; Category 11 funds used to fund the remainder of the project	\$13,291,213	\$11,000,000			\$11,000,000	\$11,000,000					N/A
Dallas	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	2021	Project was awarded Category 4 funds via the 2019 UTP; <u>Project also has \$15,000,000 of Category 1 funding for potential cost overruns</u>	\$120,574,879	\$120,574,879			\$120,574,879	\$120,574,879					86.81
Dallas	55179	0009-11-238	IH 30	Bass Pro Drive in Garland to Dalrock Road	Widen to add shoulder	March 2019 (Actual)	March 2021	2021	Project was awarded Category 12 Clear Lanes funding via the 2020 UTP; <u>Project also has \$3,500,000 of Category 1 funding for potential cost overruns</u>	\$30,182,264	\$30,182,264	\$7,827,157	\$7,827,157		\$22,355,107	\$22,355,107				85.20
Dallas	13043.1	0009-11-252	IH 30	IH 45 to IH 635	Reconstruct and widen from 6/8 to 10 general purpose lanes and reconstruct 4/6/8 discontinuous to 4/6 <del>continuous</del> <u>discontinuous</u> frontage roads	April 2023	September 2023	2024	Project was awarded Category 12 Clear Lanes funding via the 2020 UTP, but was not fully funded; 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); Design would be funded with \$2,000,000 STBG and \$2,000,000 of TTC funding for the entire IH 30 corridor; <u>Category 12 funding amount remains at \$25,000,000 in the UTP</u>	\$1,108,449,456	<del>\$940,549,456</del> <u>\$25,000,000</u>				\$940,549,456	<u>\$25,000,000</u>				77.40
Dallas	13012.2	0196-03-274	IH 35E	IH 635 to Denton County Line	Reconstruct and widen 6 to 6/8 general purpose lanes and reconstruct existing 2/8 discontinuous frontage roads to 2/8 discontinuous frontage roads	March 2013 (Actual)	August 2021	2021	Design-build project; Project was awarded \$229,655,586 of Category 12 Clear Lanes funding and <del>\$105,220,000</del> <u>\$182,098,750</u> of <del>\$111</del> <u>Design-Build</u> funds by the TTC	<del>\$537,438,268</del> <u>\$614,317,018</u>	\$432,218,268	\$202,562,682	\$202,562,682		\$229,655,586	\$229,655,586				77.05
Dallas	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	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 <del>\$111</del> <u>Design-Build</u> funds for the remainder of the project	\$93,951,732	\$79,481,732	\$79,481,732	\$79,481,732							77.05
Dallas	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)	June 2022	<del>2022</del> 2021	Project also has \$583,000 of STBG funds	\$13,245,644	\$12,662,644	\$12,662,644	\$12,662,644							89.30
Dallas	55061	0196-03-199	IH 35E	IH 30 to North of Oak Lawn Avenue	Reconstruct 10 to 10 general purpose lanes, and reconstruct 0/2/6 discontinuous to 2/6 lane discontinuous frontage roads	July 2005 (Actual)	August 2027	2027	<u>Project was not awarded Category 12 funding</u>	\$428,320,000	<del>\$364,000,000</del> <u>\$0</u>				\$364,000,000	<u>\$0</u>				72.81
Dallas	55062	0196-03-266	IH 35E	North of Oak Lawn Avenue to SH 183	Reconstruct 10 to 10 general purpose lanes, and reconstruct 4/6 to 4/6 lane frontage roads	August 2021	August 2027	2027	<u>Project was not awarded Category 12 funding</u>	\$636,480,000	<del>\$540,000,000</del> <u>\$0</u>				\$540,000,000	<u>\$0</u>				68.59
Dallas	55094	0442-02-159	IH 35E	US 67 to Laureland Drive	Construct 0 to 1 reversible express lane		August 2027	2027	Funding was previously removed from this project	\$0	\$0									74.33
Dallas	55163	2374-01-192	IH 635	SL 354 (Denton Drive) to BNSF RR	Construction of IH 35E/IH 635 interchange, including 4 concurrent managed lanes, 10 general purpose lanes, and 4 discontinuous frontage roads	January 2023	January 2025	2025	<u>Project was not awarded Category 12 funding</u>	\$400,000,000	<del>\$400,000,000</del> <u>\$0</u>				\$400,000,000	<u>\$0</u>				77.58
Dallas	55164	2374-07-075	IH 635	West of Luna Road to BNSF RR	Construction of IH 35E/IH 635 interchange, including 0 to 4 concurrent managed lanes, 10 to 10 general purpose lanes, and 4 to 4/6 continuous frontage roads	January 2023	January 2025	2025	<u>Project was not awarded Category 12 funding</u>	\$80,000,000	<del>\$80,000,000</del> <u>\$0</u>				\$80,000,000	<u>\$0</u>				78.18
Dallas	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		\$30,136,042	\$30,136,042	\$30,136,042	\$30,136,042							93.22
Dallas	55249	0092-02-130	IH 45	At SL 9	Reconstruct existing 2 to 2 lane southbound frontage road and ramp modifications	November 2017 (Actual)	September 2022	2023	Project added to the 10-Year Plan via 2020 UTP; Funding offset by reduction in funding on TIP 55094/CSJ 0442-02-159	\$3,667,581	\$3,667,581			\$3,667,581	\$3,667,581					83.30
Dallas	54111	2374-01-171	IH 635	At Skillman/Audelia	Interchange improvements	June 2015 (Actual)	August 2019 (Actual)	2019	Project has Category 12 funds from the MPO Revolver Swap; \$7,202,000 of Design-Build funding to offset reduction in Category 2 funding	\$57,972,000	\$50,770,000	\$46,393,000	\$46,393,000				\$4,377,000	\$4,377,000		93.14

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**10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District)**  
**FY 2017 - FY 2030**

County	TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Approved Funding (Cat. 2, 4, 12)	FY 2017 - FY 2030								MPO Project Score
												Cat 2 DAL RTC Approved	Cat 2 DAL TTC Approved	Cat 4 DAL RTC Approved	Cat 4 DAL TTC Approved	Cat 12 Clear Lanes DAL RTC Approved	Cat 12 Clear Lanes DAL TTC Approved	Cat 12 Strategic Priority DAL RTC Approved	Cat 12 Strategic Priority DAL TTC Approved	
												\$2,619,914,466	\$2,619,914,466	\$1,223,659,249	\$1,223,659,249	\$5,747,625,106	\$1,622,094,151	\$1,019,239,279	\$1,131,239,279	
Dallas	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	<del>\$246,941,214</del> <del>\$216,441,214</del>	<del>\$183,747,933</del> <del>\$153,247,933</del>	\$0	<del>\$30,500,000</del>	\$132,848,147	\$132,848,147	\$20,399,786	\$20,399,786			90.44
Dallas	55060.2	2374-01-191	IH 635 (E)	Miller Road to West of the KCS RR (West of SH 78)	Reconstruct existing 2 HOV/express to 2 HOV/express lanes	April 2017 (Actual)	August 2019 (Actual)	2019	Project split out from TIP 55060.1/CSJ 2374-01-137; Project also has \$6,513,375 of Design-build funding	\$49,935,875	\$43,422,500	\$43,422,500	\$43,422,500							83.25
Dallas	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	<del>\$408,845,681</del> <del>\$408,845,661</del>	\$161,425,000	\$8,430,000	\$8,430,000	\$42,151,853	\$42,151,853	\$110,843,147	\$110,843,147			87.35
Dallas	55075.2	2374-02-152	IH 635 (E)	West of the KCS RR (West of SH 78) to IH 30	Reconstruct existing 2 HOV/express to 2 HOV/express lanes	April 2017 (Actual)	August 2019 (Actual)	2019	Construction also funded with \$7,142,858 STBG; Project split out from TIP 55075.1/CSJ 2374-02-053; Project also has \$26,139,846 of Design-build funding	\$200,405,486	\$167,122,782	\$167,122,782	\$167,122,782							81.07
Dallas	55075.3	2374-02-153	IH 635 (E)	At IH 30	Reconstruct interchange	April 2017 (Actual)	August 2019 (Actual)	2019	Construction also funded with \$25,000,000 STBG; Project split out from TIP 55075.1/CSJ 2374-02-053; Project also has \$83,400,711 of Design-build funding	\$303,694,615	\$195,293,904	\$195,293,904	\$195,293,904							85.92
Dallas	55165.1	2374-01-183	IH 635 (E)	East of US 75 to Miller Road	Widen 8 to 10 general purpose lanes and reconstruct existing 4/8 lane discontinuous to 4/6 lane continuous frontage roads	April 2017 (Actual)	August 2019 (Actual)	2019	Project also has \$125,710,231 of Design-build funds	\$432,206,098	\$306,495,867				\$306,495,867	\$306,495,867				90.08
Dallas	55165.2	2374-01-190	IH 635 (E)	East of US 75 to Miller Road	Reconstruct existing 2 to 2 managed lanes	April 2017 (Actual)	August 2019 (Actual)	2019	Project split out from TIP 55165.1/CSJ 2374-01-183; Project also has \$8,509,875 of Design-build funding	\$65,242,375	\$56,732,500	\$56,732,500	\$56,732,500							82.89
Dallas	54069	2964-01-048	SH 161	South of SH 183 to North of Belt Line Road	Widen and reconstruct 4 (6 lanes during peak period) to 8 general purpose lanes	January 2018 (Actual)	June 2018 (Actual)	2018	Project let in June 2018 for \$20,927,948; Category 1 funds to be used for any change orders	\$20,927,948	\$20,927,948			\$20,927,948	\$20,927,948					N/A
Dallas	53198	0094-07-044	SH 183	1 mile East of Loop 12 to West end of Elm Fork Trinity River Bridge	Reconstruct existing 8 general purpose lanes, 2 to 6 concurrent Managed Lanes, and 4/6 discontinuous to 6/8 lane continuous frontage roads (Ultimate)		August 2045	2045	Funding previously moved to TIP 11527	\$0	\$0	\$0	\$0							71.09
Dallas	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, <del>2 to 2/6 Managed Lanes</del> and reconstruct 4/6 lane discontinuous to 4/8 lane continuous frontage roads (Ultimate)		August 2045	2045	Funding previously moved to TIP 11527	\$0	\$0	\$0	\$0							68.99
Dallas	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	\$270,000,000	\$0	\$0	\$0							72.81
Dallas	TBD	TBD	SH 183	PGBT Western Extension (SH 161) to SL 12					Funding previously moved to TIP 53003 and 11527	\$0	\$0	\$0	\$0							65.95
Dallas	TBD	TBD	SH 183	SL 12 to SH 114					Funding previously moved to TIP 11527	\$0	\$0	\$0	\$0							65.95
Dallas	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	\$11,916,518	\$11,916,518	\$11,916,518	\$11,916,518							96.67
Dallas	35000	0430-01-057	SH 352	North of Kearney Street to US 80 EB Frontage Road	Reconstruct 4 lane undivided rural to 4 lane divided urban roadway with intersection and sidewalk improvements	December 2016 (Actual)	March 2020 (Actual)	2020	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Remainder of construction funded with \$701,700 CMAQ and \$400,000 Category 11; Category 12 funds are part of MPO Revolver Swap; Category 1 or 11 funding to cover cost overruns	\$11,687,425	\$9,915,000	\$7,900,000	\$7,900,000			\$2,015,000	\$2,015,000			85.16
Dallas	13032	0009-02-067	SH 78	At Gaston Ave	Reconfigure intersection with sidewalk improvements	December 2018 (Actual)	November 2020	2021	August 2017 RTC Proposition 1 Adjustment; Remainder of project funded with \$4,500,000 of CMAQ funds	\$5,500,000	\$1,000,000	\$1,000,000	\$1,000,000							84.62
Dallas	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; <del>Project also has \$2,000,000 of Category 1 funding for potential cost overruns</del>	\$210,000,000	\$210,000,000				\$210,000,000	\$210,000,000				83.94
Dallas	55112	0353-05-120	SL 12	At Skillman	Reconstruct grade separation	March 2025	September 2027	2028	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Discussions underway between City of Dallas, TxDOT and NCTCOG regarding project scope; <del>Project also has \$1,116,185 of Category 1 funding</del>	\$17,200,000	\$17,200,000			\$17,200,000	\$17,200,000					78.89

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**10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District)  
FY 2017 - FY 2030**

County	TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Approved Funding (Cat. 2, 4, 12)	FY 2017 - FY 2030						MPO Project Score			
												Cat 2 DAL RTC Approved	Cat 2 DAL TTC Approved	Cat 4 DAL RTC Approved	Cat 4 DAL TTC Approved	Cat 12 Clear Lanes DAL RTC Approved	Cat 12 Clear Lanes DAL TTC Approved		Cat 12 Strategic Priority DAL RTC Approved	Cat 12 Strategic Priority DAL TTC Approved	
												\$2,619,914,466	\$2,619,914,466	\$1,223,659,249	\$1,223,659,249	\$5,747,625,106	\$1,622,094,151		\$1,019,239,279	\$1,131,239,279	
Dallas	54119.1	2964-10-008	SL 9	IH 35E to Dallas/Ellis County Line	Construct 0 to 2 lane frontage roads (ultimate 6) including ITS and turn lanes	November 2017 (Actual)	March 2021	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 <b>\$3,589,488 of STBG funding</b>	\$43,045,357	\$35,235,869	\$35,235,869	\$35,235,869							79.83	
Dallas	54119.2	2964-10-009	SL 9	Ellis/Dallas County Line to IH 45	Construct 0 to 2 lane frontage roads (ultimate 6) including ITS and turn lanes	November 2017 (Actual)	March 2021	2021	Project split out from TIP 54119/CSJ 2964-10-005; Project also has \$408,000 of CMAQ funding and <b>\$13,722,970 of STBG funding</b>	\$67,236,678	\$53,105,708	\$53,105,708	\$53,105,708							77.62	
Dallas	53003	0094-03-060	SS 482	At SH 114 and SH 183	Reconstruct interchange (Phase 2)	April 2014 (Actual)	September-May 2020 (Actual)	<del>2020</del> 2021	Project was awarded Category 12 Clear Lanes funding via the 2019 UTP	\$210,000,000	\$210,000,000			\$210,000,000	\$210,000,000					83.89	
Dallas	30005	0047-07-232	US 75	IH 635 to Collin County Line	Remove HOV lanes and add peak hour travel lanes	June 2020	August 2022	2022	Funded with \$15,000,000 of STBG funding; Project included on list in order to get TTC concurrence to proceed	\$15,000,000	\$0									92.85	
Dallas	53109	0095-02-107	US 80	East of Town East Blvd. to 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 2023	2025	TxDOT and City of Mesquite discussing specific early action "breakout" projects to utilize this funding; <b>Project was not awarded Category 12 funding</b>	\$305,005,199	<del>\$305,005,199</del> <b>\$105,000,000</b>		\$105,000,000	\$105,000,000	\$200,005,199	\$0				82.45	
Dallas	53110	0095-02-096	US 80	Belt Line Road to Lawson Road	Reconstruct and widen 4 to 6 mainlanes and 2/4 to 4/6 lane continuous frontage roads	April 2020 (Actual)	September 2023	2025	Project split out from TIP 53109; TxDOT and City of Mesquite discussing specific early action "breakout" projects to utilize this funding; <b>Project was not awarded Category 12 funding</b>	\$192,096,816	<del>\$192,096,816</del> <b>\$100,000,000</b>		\$100,000,000	\$100,000,000	\$92,096,816	\$0				79.95	
Dallas	53108	0095-10-033	US 80	IH 30 to East of Town East Blvd	Reconstruct and widen 4 to 6 mainlanes and 2/6 to 4/6 lane frontage roads	April 2020 (Actual)	September 2023	2025	<b>Project was not awarded Category 12 funding</b>	\$58,015,042	<del>\$58,015,042</del> <b>\$0</b>			\$58,015,042	\$0					75.63	
Dallas	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	2021	<b>Project also has \$1,000,000 of Category 1 funding for potential cost overruns</b>	\$2,163,200	\$2,163,200	\$2,163,200	\$2,163,200							79.24	
<b>Total Funding - Dallas County</b>																				<b>\$3,143,316,379</b>	
Denton	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)	January 2022	2022	<b>Project also has \$5,000,000 of Category 1 funding for potential cost overruns</b>	\$42,817,890	\$42,817,890	\$42,817,890	\$42,817,890							91.11	
Denton	TBD	0081-05-049	Greenbelt/Regional Outer Loop	At FM 428	TBD	TBD	TBD	TBD	Category 2 funding previously moved to TIP 13036/CSJ 0009-12-219; Project will be funded in a future 10-Year Plan update	\$50,000,000	\$0	\$0	\$0							59.61	
Denton	13033.3	0195-03-090	IH 35	IH 35W to US 380	Reconstruct interchange and 4 to 4/8 lane frontage roads	December 2020	January 2023	2023	Project awarded Category 12 Strategic Priority funding via the 2020 UTP	\$139,625,558	\$139,625,558						\$139,625,558	\$139,625,558		82.76	
Denton	55197	0195-02-074	IH 35	US 77 North of Denton to Cooke County Line	Reconstruct and widen 4 to 6 lane rural freeway with ramp modifications and reconstruct 4 to 4/6 lane frontage roads	November 2019 (Actual)	September 2022	2023	New project awarded Category 12 Strategic Priority funding via the 2020 UTP; <b>Project also has \$29,050,000 of Category 11 funding</b>	<del>\$602,790,000</del> <b>\$573,740,000</b>	\$573,740,000		\$54,090,000	\$54,090,000			\$519,650,000	\$519,650,000		90.11	
Denton	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 2022	2023	Project awarded \$79,709,425 of Category 12 Strategic Priority and \$100,000,000 of Category 12 Clear Lanes funding via the 2020 UTP	\$196,070,000	\$196,070,000		\$16,360,575	\$16,360,575	\$100,000,000	\$100,000,000	\$79,709,425	\$79,709,425		79.11	
Denton	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	\$27,231,547	\$27,231,547		\$369,251	\$369,251			\$26,862,296	\$26,862,296		87.58	
Denton	13033	0196-02-124	IH 35E	FM 407 to Dallas County Line	Reconstruct and convert 2 reversible to 4 concurrent managed lanes; Reconstruct 6 to 6/8 collector-distributor lanes (Dallas C/L to SH 121); Reconstruct 8 to 8 general purpose lanes (SH 121 to FM 407); Reconstruct 2/6 to 2/8 continuous frontage (FM 407 to SRT/SH 121); and reconstruct 4/6 to 2/6 continuous frontage from (SRT/SH 121 to Dallas C/L)		August 2026	2026	Some funding previously moved to TIP 13033.2/CSJ 0196-02-127 and TIP 13033.4/CSJ 0196-02-126; Reduce Category 2 funding on placeholder project and move to IH 35E at Lake Sharon/Dobbs/Corinth project	\$745,933,304	\$0	\$0	\$0							78.82	
Denton	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	<del>2025</del> 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	\$43,805,797	\$43,805,797	\$43,805,797	\$43,805,797							78.08	
Denton	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 2023	<del>2025</del> 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	\$82,179,822	\$82,179,822	\$82,179,822	\$82,179,822							82.90	

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FY 2017 - FY 2030**

County	TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Approved Funding (Cat. 2, 4, 12)	FY 2017 - FY 2030						MPO Project Score				
												Cat 2 DAL RTC Approved	Cat 2 DAL TTC Approved	Cat 4 DAL RTC Approved	Cat 4 DAL TTC Approved	Cat 12 Clear Lanes DAL RTC Approved	Cat 12 Clear Lanes DAL TTC Approved		Cat 12 Strategic Priority DAL RTC Approved	Cat 12 Strategic Priority DAL TTC Approved		
												\$2,619,914,466	\$2,619,914,466	\$1,223,659,249	\$1,223,659,249	\$5,747,625,106	\$1,622,094,151		\$1,019,239,279	\$1,131,239,279		
Denton	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 2023	<del>2025</del> 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	\$72,883,443	\$72,883,443	\$72,883,443	\$72,883,443						81.45			
Denton	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		May 2028	2028	Funding previously moved to TIP 13033.4/CSJ 0196-02-126 and TIP 13033.1/CSJ 0196-02-128; Reduce Category 2 funding on placeholder project and move to TIP 13033.1/CSJ 0196-02-128, TIP 13033.2/CSJ 0196-02-127, TIP 13033.4/CSJ 0196-02-126, TIP 23033.3/CSJ 0196-01-109, and IH 35E at Lake Sharon/Dobbs/Corinth projects	\$671,000,928	\$0	\$0	\$0						76.34			
Denton	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)	April 2022	2022	Split from TIP 25033.2/CSJ 0196-02-125; Increased Category 2 funding offset by reduction on TIP 25033.2/CSJ 0196-02-125	\$62,176,453	\$62,176,453	\$62,176,453	\$62,176,453						89.53			
Denton	TBD	0196-01-113	IH 35E	at Lake Sharon Drive/Dobbs Road/Corinth	Construct interchange	March 2013 (Actual)	January 2026	2026	Denton Priority Project #6; Category 2 funding offset by reduction on TIP 25033.2/CSJ 0196-02-125 and TIP 13033/CSJ 0196-02-124	\$45,000,000	\$34,014,485	\$34,014,485	\$34,014,485						68.29			
Denton	55230	0081-13-058	IH 35W	Tarrant County Line to SH 114	Reconstruct and widen 4 lane rural to 6 lane urban freeway and construct 4 to 4/6 lane frontage roads	October 2020	July 2021	2021	Project was not awarded Category 12 funding	\$90,000,000	<del>\$0</del> \$90,000,000			\$90,000,000	\$0				91.84			
Denton	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 and reconstruct 2/4 to 4/6 lane frontage roads	October 2020	July 2021	2021	Project was not awarded Category 12 funding	\$338,580,457	<del>\$0</del> \$338,580,457			\$338,580,457	\$0				86.73			
Denton	55259	0081-13-065	IH 35W	Dale Earnhardt Way to South of IH 35E/IH 35W Interchange	Reconstruct 2 to 4/6 lane discontinuous frontage roads	July 2020 (Actual)	January 2024	2024	Project was not awarded Category 12 funding	\$310,692,449	<del>\$0</del> \$310,692,449			\$310,692,449	\$0				86.76			
Denton	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 September 2020	2021		\$52,218,505	\$52,218,505	\$26,109,253	\$26,109,253	\$26,109,253	\$26,109,253				100.00			
Denton	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	September-August 2020 (Actual)	March 2022	2022	Project was not awarded Category 12 funding	\$62,964,313	<del>\$0</del> \$62,964,313			\$62,964,313	\$0				93.14			
Denton	55260	0353-09-003	SH 114	BUS 114K to West of US 377	Construct 0 to 6 main lanes; Reconstruct and widen 4 to 4/6 frontage roads	September-August 2020 (Actual)	March 2022	2022	Project was not awarded Category 12 funding	\$15,605,530	<del>\$0</del> \$15,605,530			\$15,605,530	\$0				93.17			
Denton	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	\$10,123,776	\$7,500,000	\$7,500,000	\$7,500,000						89.06			
Denton	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 <del>\$12,156,936</del> \$9,237,129 2MP1, \$10,471,047 <del>\$12,465,854</del> 4P1, & \$2,901,189 CMAQ	<del>\$24,604,172</del> \$26,627,983	\$1,098,811	\$1,098,811	\$1,098,811						N/A			
Denton	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 <del>\$863,844</del> \$2,847,689 of Category 1 & \$1,922,275 of CMAQ	<del>\$18,214,077</del> \$16,230,232	\$13,444,113	\$13,444,113	\$13,444,113						93.81			
Denton	20215	0081-04-035	US 377	At UP RR Overpass (0.4 miles South of IH 35E)	Replace with 6 lane overpass (2 to 6 Lanes)	January 2018 (Actual)	July 2018 (Actual)	2018	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project also has \$2,269,248 2MP1, \$4,019,642 of 4P1, and \$2,418,313 of Category 1 funds	\$7,788,890	\$1,500,000	\$1,500,000	\$1,500,000						N/A			
Denton	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	<del>\$18,599,014</del> \$18,448,040	\$17,839,014	\$17,839,014	\$17,839,014						91.90			
Denton	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)	May 2021	2021	Construction also funded with \$56,200,000 CMAQ and \$22,277,120 STBG	\$140,844,543	\$62,367,423	\$62,367,423	\$62,367,423						87.93			
<b>Total Funding - Denton County</b>																					<b>\$1,430,512,862</b>	

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												Cat 2 DAL RTC Approved	Cat 2 DAL TTC Approved	Cat 4 DAL RTC Approved	Cat 4 DAL TTC Approved	Cat 12 Clear Lanes DAL RTC Approved	Cat 12 Clear Lanes DAL TTC Approved		Cat 12 Strategic Priority DAL RTC Approved	Cat 12 Strategic Priority DAL TTC Approved
												\$2,619,914,466	\$2,619,914,466	\$1,223,659,249	\$1,223,659,249	\$5,747,625,106	\$1,622,094,151		\$1,019,239,279	\$1,131,239,279
Ellis	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)	<del>November 2021</del> September 2020	September 2025	2026		\$50,718,644	\$25,000,000	\$25,000,000	\$25,000,000						70.00	
Ellis	11751	1051-01-037	FM 664	(On Ovilla Road) from Westmoreland Road to IH 35E	Widen 2 lanes to 6 lanes urban divided including intersection improvements along Ovilla Road/FM 664 with sidewalk improvements	June 2015 (Actual)	May 2018 (Actual)	2018	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project also has \$3,433,608 CMAQ & \$15,713,331 STBG; Low bid in 5/2018 was \$28,247,127, leaving funds in for change orders	\$30,000,000	\$17,100,000	\$17,100,000	\$17,100,000						N/A	
Ellis	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)	<del>August-September 2020</del> Actual	July 2023	2023		\$39,017,716	\$32,145,761	\$32,145,761	\$32,145,761						82.22	
Ellis	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 2023	2025		\$93,073,891	\$25,000,000	\$25,000,000	\$25,000,000						81.42	
Ellis	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 2023	2025	Breakout of TIP 13035.1/CSJ 1051-01-051	\$39,673,559	\$10,000,000	\$10,000,000	\$10,000,000						71.72	
Ellis	13034	0442-03-042	IH 35E	At FM 664	Reconstruct interchange	January 2020 (Actual)	<del>June-September 2022</del> 2022	2022		\$41,970,617	\$41,970,617			\$41,970,617	\$41,970,617				78.12	
Ellis	13042	0048-04-094	IH 35E	At FM 387 (Butcher Road)	Reconstruct interchange; Reconstruct and widen 4 to 4/6 lane frontage roads	June 2019 (Actual)	August 2022	2022	Funding from TIP 55092/CSJ 0048-04-090	\$42,000,000	\$42,000,000			\$42,000,000	\$42,000,000				90.84	
Ellis	54119.6	0442-03-044	IH 35E	Reese Drive to Dallas County Line	Construct interchange at Loop 9 and IH 35E	November 2017 (Actual)	June 2022	2022	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	\$15,684,914	\$9,034,914	\$9,034,914	\$9,034,914						80.46	
Ellis	13029	0092-03-053	IH 45	At FM 664	Construct interchange	January 2020 (Actual)	August 2022	2022	Project was awarded Category 12 Strategic Priority funding via the 2019 UTP; Project also has \$4,486,132 of Category 1 funding	<del>\$44,709,469</del> \$40,223,337	\$40,223,337	\$6,223,337	\$6,223,337			\$34,000,000	\$34,000,000		76.70	
Ellis	54119.3	2964-12-001	SL 9	From IH 35E to Dallas County Line	Construct 0 to 2 lane frontage roads (Ultimate 6) including <del>ITS</del> and turn lanes	November 2017 (Actual)	March 2021	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	<del>\$11,004,170</del> \$9,513,170	\$8,770,170	\$8,770,170	\$8,770,170						83.87	
Ellis	54119.4	2964-12-002	SL 9	Dallas/Ellis County Line to Ellis/Dallas County Line	Construct 0 to 2 lane frontage roads (Ultimate 6) including <del>ITS</del> and turn lanes	November 2017 (Actual)	March 2021	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	<del>\$11,893,729</del> \$10,393,729	\$10,297,729	\$10,297,729	\$10,297,729						77.58	
Ellis	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	<del>\$27,676,261</del> \$26,700,000	\$26,700,000	\$26,700,000	\$26,700,000						86.84	
Ellis	55014	0261-01-041	US 67	At Lake Ridge Parkway	Construct interchange <u>grade separation (Phase 1)</u>	February 2021	October 2023	2024	Project added to the 10-Year Plan via 2020 UTP; <u>\$10,000,000 of Category 1 funding added to UTP</u>	\$45,115,258	\$35,115,258	\$35,115,258	\$35,115,258						64.93	
											<b>Total Funding - Ellis County</b>							<b>\$323,357,786</b>		
Kaufman	TBD	0095-03-085	FM 460	at US 80	Replace bridge and approaches	<del>March</del> April 2020 (Actual)	June 2022	2022	Project awarded INFRA grant funding; Category 4 funding was committed as well as part of grant application; <u>Project also has \$1,003,816 of Category 1 funding and \$1,882,263 of Category 6 funding</u>	<del>\$9,239,667</del> \$6,443,588	\$6,443,588			\$6,443,588	\$6,443,588				87.33	
Kaufman	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 2023	2023		<del>\$27,221,220</del> \$8,448,796	\$8,448,796	\$8,448,796	\$8,448,796						80.78	
Kaufman	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 2023	<del>2025</del> 2023	Project split out from TIP 55111/CSJ 2588-01-017	\$49,551,204	\$49,551,204	\$49,551,204	\$49,551,204						80.78	
Kaufman	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)	<del>August-October 2020</del> 2021	2021		\$12,925,618	\$12,925,618	\$12,925,618	\$12,925,618						79.23	
Kaufman	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	2021	Project also has \$1,000,000 of Category 1 funding for potential cost overruns	<del>\$3,163,200</del> \$2,163,200	\$2,163,200	\$2,163,200	\$2,163,200						78.16	
Kaufman	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	<del>March</del> April 2020 (Actual)	June 2022	2022	Funding shortfall made up with Category 11 instead of Category 12	\$140,021,693	<del>\$133,000,000</del> \$140,021,693			\$133,000,000	\$133,000,000	\$7,021,693	\$0		87.15	
											<b>Total Funding - Kaufman County</b>							<b>\$212,532,406</b>		

Amounts only include Category 2/4/12 funding.  
Red text and strikethroughs indicate changes since June 2020 RTC meeting  
Carryover funds from previous years are not accounted for



**10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District)  
FY 2017 - FY 2030**

County	TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Approved Funding (Cat. 2, 4, 12)	FY 2017 - FY 2030						MPO Project Score		
												Cat 2 DAL RTC Approved	Cat 2 DAL TTC Approved	Cat 4 DAL RTC Approved	Cat 4 DAL TTC Approved	Cat 12 Clear Lanes DAL RTC Approved	Cat 12 Clear Lanes DAL TTC Approved		Cat 12 Strategic Priority DAL RTC Approved	Cat 12 Strategic Priority DAL TTC Approved
												\$2,619,914,466	\$2,619,914,466	\$1,223,659,249	\$1,223,659,249	\$5,747,625,106	\$1,622,094,151		\$1,019,239,279	\$1,131,239,279
Rockwall	83222	1015-01-023	FM 3549	IH 30 to North of SH 66	Widen from 2 lane rural to 4 lane urban divided section with sidewalk improvements	March 2016 (Actual)	May 2018 (Actual)	2018	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project let 4/18; Project also has \$859,000 of CMAQ & \$733,798 Category 11	\$9,917,861 <del>\$9,250,063</del>	\$8,325,063	\$8,325,063	\$8,325,063						N/A	
Rockwall	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 2023	2023		\$6,200,000	\$6,200,000	\$6,200,000	\$6,200,000						78.71	
Rockwall	13036	0009-12-219	IH 30	SH 205 to West of FM 2642 (Hunt County Line)	Reconstruct & widen 4 to 6 main lanes; Reconstruct & widen 4 to 4/6 lane frontage roads; Construct new & reconstruct existing interchanges; Ramp modifications; Pedestrian improvements	March 2019 (Actual)	September 2022	2023	Project awarded Category 12 Clear Lanes funding via the 2020 UTP; Project also has \$50,000,000 of CMAQ funds	\$260,984,096	\$210,984,096	\$68,764,518	\$68,764,518	\$142,219,578	\$142,219,578				80.07	
Rockwall	55195	0009-12-220	IH 30	Dalrock Road to East of Horizon Road	Construct 0/4 to 4/6 lane frontage roads; Reconstruct Horizon Road interchange and ramp modifications	March 2019 (Actual)	September 2022	2023	Split from TIP 13036/CSJ 0009-12-219; Project awarded Category 12 Clear Lanes funding via the 2020 UTP	\$214,025,080	\$214,025,080		\$32,000,000	\$32,000,000	\$182,025,080	\$182,025,080			81.35	
Rockwall	55221	0009-12-215	IH 30	Dalrock Road to SH 205 (Horizon Rd.)	Add shoulder; Reconstruct and widen 6 to 8 mainlanes; Reconstruct 4/6 lane discontinuous to 4/6 lane continuous frontage roads across Lake Ray Hubbard; Ramp modifications	March 2019 (Actual)	September 2022	2023	Project awarded Category 12 Clear Lanes funding via the 2020 UTP	\$107,211,136	\$107,211,136	\$69,111,136	\$69,111,136	\$38,100,000	\$38,100,000				83.74	
Rockwall	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	2021	Project split out from TIP 55169/CSJ 0009-11-241; Project was awarded Category 4 funds via the 2019 UTP; <b>Project also has \$1,000,000 of Category 1 funding for potential cost overruns</b>	\$8,000,000 <del>\$7,000,000</del>	\$7,000,000		\$7,000,000	\$7,000,000					96.33	
Rockwall	13038	0451-05-001	SH 205	JCT SH 205/John King (South Goliad Street) to JCT SH 205/John King (North Goliad Street)	Widen 4 to 6 lane divided urban roadway	January 2020 (Actual)	February 2023	<del>2025</del> 2023	Project split out from TIP 55074	\$61,219,472	\$24,032,505	\$24,032,505	\$24,032,505						83.19	
Rockwall	55074	0451-04-021	SH 205	JCT SH 205/John King (North Goliad Street) to North of John King (Collin County Line)	Widen 2 lane rural highway to 4 lane divided (6 lane ultimate)	January 2020 (Actual)	April 2023	2023		\$5,525,459	\$5,525,459	\$5,525,459	\$5,525,459						88.75	
Rockwall	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 <del>\$399,142-\$699,442</del> of Category 1	\$17,257,442 <del>\$16,957,142</del>	\$14,900,000	\$14,900,000	\$14,900,000						N/A	
Rockwall	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	\$719,165	\$719,165	\$719,165	\$719,165						N/A	
<b>Total Funding - Rockwall County</b>											\$6,665,096,682	\$2,718,518,470	\$2,707,018,470	\$1,181,884,835	\$1,204,744,782	\$5,747,625,106	\$1,622,094,151	\$1,019,239,279	\$1,131,239,279	<b>\$598,922,504</b>
<b>Total Category 2, 4, and 12 Funding</b>											\$6,665,096,682	\$2,718,518,470	\$2,707,018,470	\$1,181,884,835	\$1,204,744,782	\$5,747,625,106	\$1,622,094,151	\$1,019,239,279	\$1,131,239,279	
<b>Total Amount Remaining for Programming</b>											<del>(\$68,189,537)</del>	<del>(\$98,604,004)</del>	<del>(\$87,104,004)</del>	\$41,774,414	\$18,914,467	\$0	\$0	\$0	\$0	
<b>Total Allocation/Authorizations</b>											\$6,596,907,145									

Project Lettings (Includes Approved Funding for FY 2021-FY 2029)			
	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
2021-2029	\$1,993,281,671	\$943,820,385	\$1,889,202,630
<b>Total</b>	<b>\$2,707,018,470</b>	<b>\$1,204,744,782</b>	<b>\$2,753,333,430</b>

Amounts only include Category 2/4/12 funding.  
Red text and strikethroughs indicate changes since June 2020 RTC meeting  
Carryover funds from previous years are not accounted for

**10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District)  
FY 2017 - FY 2030**

County	TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Approved Funding (Cat. 2, 4, 12)	FY 2017 - FY 2030								MPO Project Score
												Cat 2 FTW RTC Approved	Cat 2 FTW TTC Approved	Cat 4 FTW RTC Approved	Cat 4 FTW TTC Approved	Cat 12 Clear Lanes FTW RTC Approved	Cat 12 Clear Lanes FTW TTC Approved	Cat 12 Strategic Priority FTW RTC Approved	Cat 12 Strategic Priority FTW TTC Approved	
												\$1,088,239,717	\$1,088,239,717	\$542,843,326	\$542,843,326	\$799,602,000	\$799,602,000	\$423,330,000	\$208,330,000	
Denton	54068	3559-01-004	SH 170	Denton County Line to SH 114 Interchange	Restripe 2 to 4 mainlanes and ramp modifications	May 2020 (Actual)	June 2020 (Actual)	2020	Project is a breakout of TIP 54088/CSJ 3559-02-007; Implemented by TxDOT Fort Worth District	\$1,000,000	\$1,000,000							\$1,000,000	\$1,000,000	63.12
<b>Total Funding - Denton County</b>																			\$1,000,000	
Hood	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	\$41,000,000	\$0	\$0	\$0							N/A
Hood	54019	0080-03-049 0080-04-081	US 377	East of Old Acton Highway to Brazos River Bridge	Widen 4 lane continuous two-way left turn lane to 6 lane divided with interchange at BU 377H	September 2022	April 2026	2026		\$35,000,000	\$25,000,000	\$25,000,000	\$25,000,000							72.76
<b>Total Funding - Hood County</b>																			\$25,000,000	
Johnson	13040	0747-05-043	FM 157	8th Street to South of CR 109	Realign roadway 2 lane rural to 2 lane urban with sidewalks and turn lanes	<del>September 2020</del> December 2021	August 2023	2023	Project split out from TIP 13041/CSJ 0747-05-042	<del>\$3,227,157</del> \$4,500,000	<del>\$3,227,157</del> \$4,500,000	\$3,227,157	\$4,500,000							78.10
Johnson	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	<del>September 2020</del> December 2021	August 2023	2023		<del>\$4,124,338</del> \$6,800,000	<del>\$4,124,338</del> \$6,800,000	\$4,124,338	\$6,800,000							87.39
Johnson	54053	0747-05-035	FM 157	BU 287P to US 67	Realign and widen roadway and widen 2 to 4 lanes rural divided	October 2021	August 2026	2026		\$78,000,000	\$78,000,000	\$78,000,000	\$78,000,000							72.84
Johnson	11955.1	1181-02-033	FM 917	Eddy Avenue to South Main Street	Construct railroad grade separation and realign FM 917	December 2021	February 2023	2023		\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000							77.01
Johnson	11955.2	1181-03-036	FM 917	South Main Street to SH 174	Construct railroad grade separation and realign FM 917	December 2021	February 2023	2023	Project split out from TIP 11955/CSJ 1181-02-033	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000							86.06
Johnson	13046	0014-03-088	IH 35W	At FM 917	Reconstruct interchange	<del>June 2020</del> April 2022	January 2023	2023		\$15,000,000	\$15,000,000			\$15,000,000	\$15,000,000					84.42
Johnson	13060	0172-10-013	US 287	Tarrant County Line to Lone Star Road/FM 157	Construct 0 to 4 lane frontage roads and intersection improvements at US 287 and Lone Star Road/FM 157	October 2020	June 2021	2021	Project added to the 10-Year Plan via 2020 UTP	\$22,800,000	\$22,800,000	\$22,800,000	\$22,800,000							78.96
Johnson	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	\$14,700,000	\$3,950,000	\$3,950,000	\$3,950,000							N/A
<b>Total Funding - Johnson County</b>																			\$144,050,000	
Parker	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	<del>\$16,354,000</del> \$16,550,000	\$12,000,000	\$12,000,000	\$12,000,000							85.32
Parker	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	October 2023	<del>2025</del> 2024	\$11,000,000 of Category 1 funded in UTP	<del>\$21,000,000</del> \$32,000,000	\$21,000,000			\$21,000,000	\$21,000,000					75.83
Parker	13061	0008-03-094	IH 20	FM 1187/3325 to Tarrant/Parker County Line	Construct interchange at Walsh Ranch Parkway and eastbound entrance ramp, westbound exit ramp, and U-turn at FM 1187	<del>September 2020</del> 2022	<del>July 2021</del> January 2025	<del>2025</del> 2021	Project split out from CSJ 1068-05-014	\$30,000,000	<del>\$7,200,000</del> \$29,000,000			\$7,200,000	\$29,000,000					79.21
Parker	13062	1068-05-014	IH 30	IH 20 to Tarrant/Parker County Line	Construct westbound ramps to FM 1187, construct eastbound ramps to IH 30 and IH 20	<del>September 2020</del> 2022	<del>July 2021</del> January 2025	<del>2025</del> 2021	Grouped project	\$10,000,000	\$6,000,000			\$6,000,000	\$6,000,000					78.99
Parker	14012.1	0171-03-070	SH 199	North of Ash Street to North of Old Springtown Road	Reconstruct roadway and intersection improvements	March 2019 (Actual)	May 2019 (Actual)	2019	Project split out from TIP 14012/CSJ 0313-02-057; Grouped project; Fully funded with Category 1 funds, so remove Category 2 funds	\$0	\$0	\$0								76.15
<b>Total Funding - Parker County</b>																			\$68,000,000	
Tarrant	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	<del>\$53,000,000</del> \$53,109,245	\$0	\$0								N/A

Amounts only include Category 2/4/12 funding.  
Red text and strikethroughs indicate changes since June 2020 RTC meeting  
Carryover funds from previous years are not accounted for.

**10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District)  
FY 2017 - FY 2030**

County	TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Approved Funding (Cat. 2, 4, 12)	FY 2017 - FY 2030								MPO Project Score
												Cat 2 FTW RTC Approved	Cat 2 FTW TTC Approved	Cat 4 FTW RTC Approved	Cat 4 FTW TTC Approved	Cat 12 Clear Lanes FTW RTC Approved	Cat 12 Clear Lanes FTW TTC Approved	Cat 12 Strategic Priority FTW RTC Approved	Cat 12 Strategic Priority FTW TTC Approved	
												\$1,088,239,717	\$1,088,239,717	\$542,843,326	\$542,843,326	\$799,602,000	\$799,602,000	\$423,330,000	\$208,330,000	
Tarrant	13019	0008-16-043	IH 20	At Chisholm Trail Parkway	Add northbound and southbound direct connect ramps	January 2025	September 2027	2028		\$31,085,095	\$31,085,095	\$31,085,095	\$31,085,095							63.16
Tarrant	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	January 2024	2024	Split from IH 20 from US 287 to Park Springs Blvd; Funding moved to TIP 13027.2/CSJ 2374-05-093	\$300,000,000	\$0	\$0	\$0							76.01
Tarrant	13027.2	2374-05-093	IH 20	Park Springs Blvd. to Dallas County Line	Operational improvements	June 2023	January 2024	<del>2025</del> 2024	Category 2 funding offset by a reduction on TIP 13027.1/CSJ 2374-05-084; <b>Project was not awarded Category 12 funding</b>	\$300,000,000	<del>\$50,000,000</del> \$125,000,000	\$50,000,000	\$50,000,000				\$75,000,000	\$0	76.01	
Tarrant	55043	2374-05-066	IH 20	IH 820 to Park Springs	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	<del>June</del> <b>September 2020 (Actual)</b>	June 2021	2021	Split from IH 20 from US 287 to Park Springs Blvd; Project is part of the Southeast Connector project	\$536,545,645	\$536,545,645	\$330,215,646	\$330,215,646	\$153,000,000	\$153,000,000		\$53,330,000	\$53,330,000	82.70	
Tarrant	55045	0008-13-206	IH 20	IH 20/IH 820 Interchange to Forest Hill Drive	Reconstruct and widen 8 to 12 mainlanes and 4/6 discontinuous frontage road lanes to 4/8 continuous frontage road lanes and add shared-use path and sidewalks	<del>June</del> <b>September 2020 (Actual)</b>	June 2021	2021	Project is part of the Southeast Connector	\$115,402,715	\$115,402,715	\$115,402,715	\$115,402,715						85.40	
Tarrant	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		\$23,000,000	\$23,000,000			\$23,000,000	\$23,000,000				77.27	
Tarrant	13002	1068-01-230	IH 30	IH 820 to Chisholm Trail Parkway	Reconstruct from 6 to 8 mainlanes; Reconstruct 2/8 lane to 2/8 lane discontinuous frontage roads and convert 2 way frontage road sections to one way eastbound and westbound (1 lane to 2 lane discontinuous)	April 2022	March 2025	2025	Category 2 funding moved to TIP 55045/CSJ 0008-13-206; Project will be re-funded in a future 10-Year Plan update	\$637,144,167	\$0	\$0	\$0						73.24	
Tarrant	13003	1068-01-214	IH 30	SS 580 (East of Linkcrest Drive) to IH 820	Reconstruct 4 to 6 main lanes; Reconstruct 4 lane discontinuous frontage to 4/6 lane continuous frontage roads; Reconstruct SS 580 interchange	October 2020	March 2023	<del>2025</del> 2023		\$90,000,000	\$90,000,000			\$90,000,000	\$90,000,000				79.63	
Tarrant	TBD	1068-02-072	IH 30	US 287 to Cooper Street	Widen 6 to 8/10 general purpose lanes	January 2025	August 2027	2027		\$500,000,000	\$10,000,000	\$10,000,000	\$10,000,000						60.78	
Tarrant	13001	1068-02-147	IH 30	West of Cooper Street to Dallas County Line	Reconstruct and widen 6 to 8 general purpose lanes, convert 2 concurrent express lanes to 2/3 concurrent express lanes, and reconstruct existing 4/6 to 4/6 discontinuous frontage road lanes	<del>December 2021</del> <del>September 2020</del>	April 2023	<del>2025</del> 2023	TxDOT to build safety barriers into managed lane design	\$103,820,000	\$103,820,000			\$103,820,000	\$103,820,000				80.82	
Tarrant	TBD	0014-02-055	IH 35W	North of IH 20 to South of SH 174	IH 20 Interchange operational improvements	November 2022	August 2027	2027	<b>Project was not awarded Category 12 funding</b>	\$75,000,000	<del>\$0</del> <del>\$75,000,000</del>						\$75,000,000	\$0	83.01	
Tarrant	55041	0008-13-125	IH 820 (SE)	IH 20 to Brentwood Stair Road	Reconstruct and widen freeway from 4/8 to 8/14 main lanes and 4/6 discontinuous frontage road lanes to 4/8 continuous frontage road lanes and remove 4 to 0 CD lanes; Add shared-use path and sidewalks	<del>June</del> <b>September 2020 (Actual)</b>	June 2021	2021	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 <del>\$111</del> <b>Design-Build</b> funding	\$819,422,670	\$469,422,670	\$39,820,670	\$39,820,670		\$429,602,000	\$429,602,000			81.89	
Tarrant	13005.1	0008-14-132	IH 820	Navajo Trail/Cahoba Drive to Marine Creek Parkway	Relocate ramps, realign frontage roads, add bridges	June 2021	February 2024	<del>2025</del> 2024	Project is a breakout of TIP 13005/CSJ 0171-05-068	\$20,000,000	\$20,000,000	\$20,000,000	\$20,000,000						86.84	
Tarrant	13056	0008-05-029	Lancaster Avenue/SH 180	IH 35W to Tierney Road	Reconstruct roadway 6 to 6 lanes with pedestrian improvements	January 2023	<del>August</del> <del>September 2025</del>	<del>2026</del> 2025	Project has a \$5,000,000 commitment from City of Fort Worth	\$42,500,000	\$37,500,000	\$37,500,000	\$37,500,000						80.42	
Tarrant	13057	0008-06-052	Lancaster Avenue/SH 180	Tierney Road to IH 820	Reconstruct roadway 6 to 6 lanes with pedestrian improvements	January 2023	<del>August</del> <del>September 2025</del>	<del>2026</del> 2025	Split from TIP 13056; Project has a \$5,000,000 commitment from City of Fort Worth	\$17,500,000	\$12,500,000	\$12,500,000	\$12,500,000						79.36	

Amounts only include Category 2/4/12 funding.  
Red text and strikethroughs indicate changes since June 2020 RTC meeting  
Carryover funds from previous years are not accounted for.

**10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District)  
FY 2017 - FY 2030**

County	TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Approved Funding (Cat. 2, 4, 12)	FY 2017 - FY 2030								MPO Project Score
												Cat 2 FTW RTC Approved	Cat 2 FTW TTC Approved	Cat 4 FTW RTC Approved	Cat 4 FTW TTC Approved	Cat 12 Clear Lanes FTW RTC Approved	Cat 12 Clear Lanes FTW TTC Approved	Cat 12 Strategic Priority FTW RTC Approved	Cat 12 Strategic Priority FTW TTC Approved	
												\$1,088,239,717	\$1,088,239,717	\$542,843,326	\$542,843,326	\$799,602,000	\$799,602,000	\$423,330,000	\$208,330,000	
Tarrant	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	\$36,000,000	\$33,000,000	\$33,000,000	\$33,000,000							80.68
Tarrant	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	\$371,600,000	\$370,000,000				\$370,000,000	\$370,000,000				N/A
Tarrant	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	<del>\$28,400,000</del> \$0	\$0	\$0	\$0							N/A
Tarrant	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	\$154,000,000	\$154,000,000						\$154,000,000	\$154,000,000		63.12
Tarrant	13064	0094-05-070	SH 183	At Pumphrey	Construct intersection improvements including turn lanes and new traffic signal	TBD	January 2022 TBD	2025 TBD		\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000							61.51
Tarrant	TBD	<a href="#">0008-14-059</a> <a href="#">0364-01-054</a>	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 TBD	August 2023 TBD	2023 TBD	Project to be funded by the private sector as part of the North Tarrant Express CDA; NTE Segments 1 and 2	\$162,000,000	\$0									72.81
Tarrant	TBD	<a href="#">0094-02-136</a> <a href="#">0364-05-039</a>	SH 183	Reliance Parkway to SH 161	Construct 6/8 to 8 general purpose lanes and 2/3 to 6 managed lanes	April 2023 TBD	August 2023 TBD	2023 TBD	Project to be funded by the private sector as part of the North Tarrant Express CDA	\$862,000,000	\$0									72.81
Tarrant	13005	0171-05-068	SH 199	Azle Avenue to IH 820	Construct 0 to 6 main lanes and interchange at IH 820	June 2021	February 2024	2024	\$20,000,000 of Category 2 funds previously moved to CSJ 0008-14-132 (part of the SH 199 improvements)	\$180,000,000	\$180,000,000	\$180,000,000	\$180,000,000							86.64
Tarrant	13037	0171-05-094	SH 199	West Fork of Trinity River to IH 820	Reconstruct and widen 4/6 to 4/6 lane divided urban	June 2021	August 2023	2025 <del>2023</del>	Funding being increased to match the 2021 UTP, but will be amended in the next 10-Year Plan/UTP to reflect updated cost estimate	\$68,661,515	<del>\$100,000,000</del> <del>\$68,661,515</del>	\$68,661,515	\$100,000,000							78.28
Tarrant	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		\$22,000,000	\$22,000,000			\$22,000,000	\$22,000,000					90.50
Tarrant	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		\$113,999,400	\$113,999,400	\$45,006,400	\$45,006,400	\$68,993,000	\$68,993,000					89.09
Tarrant	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)	October 2022	2025 <del>2023</del>	Project is split out from TIP 51346	\$55,000,000	\$55,000,000	\$55,000,000	\$55,000,000							94.82
Tarrant	13058	2266-02-150	SH 360	SH 183 to IH 30	Operational improvements	June 2024	August 2024	2024		\$22,718,955	\$20,000,000	\$20,000,000	\$20,000,000							77.49
Tarrant	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		\$62,000,000	\$62,000,000	\$62,000,000	\$62,000,000							N/A
Tarrant	13059	0172-09-037	US 287	Heritage Parkway to Johnson County Line	Construct 0/4 to 4 lane frontage roads	October 2020	June 2021	2021	Project added to the 10-Year Plan via 2020 UTP	\$11,250,000	\$11,250,000	\$11,250,000	\$11,250,000							76.90

Amounts only include Category 2/4/12 funding.  
Red text and strikethroughs indicate changes since June 2020 RTC meeting  
Carryover funds from previous years are not accounted for.

**10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District)  
FY 2017 - FY 2030**

County	TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Approved Funding (Cat. 2, 4, 12)	FY 2017 - FY 2030								MPO Project Score		
												Cat 2 FTW RTC Approved	Cat 2 FTW TTC Approved	Cat 4 FTW RTC Approved	Cat 4 FTW TTC Approved	Cat 12 Clear Lanes FTW RTC Approved	Cat 12 Clear Lanes FTW TTC Approved	Cat 12 Strategic Priority FTW RTC Approved	Cat 12 Strategic Priority FTW TTC Approved			
												\$1,088,239,717	\$1,088,239,717	\$542,843,326	\$542,843,326	\$799,602,000	\$799,602,000	\$423,330,000	\$208,330,000			
Tarrant	55042	0172-09-028	US 287	IH 20 Interchange to Sublett Road	Reconstruct and widen 4 to 6 general purpose lanes and 4/6 discontinuous frontage road lanes to 4/6 discontinuous frontage road lanes, and add shared-use path and sidewalks	June <del>September</del> 2020 <i>(Actual)</i>	June 2021	2021	Project is part of the Southeast Connector; Design-build project	\$30,000,000	\$30,000,000			\$30,000,000	\$30,000,000						80.36	
Tarrant	55044	0172-06-080	US 287	IH 820 to Berry Street	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	June <del>September</del> 2020 <i>(Actual)</i>	June 2021	2021	Project is part of the Southeast Connector; Design-build project	\$89,874,140	\$89,874,140	\$49,874,140	\$49,874,140	\$40,000,000	\$40,000,000						80.20	
Tarrant	13063	0014-15-078	US 81/US 287	IH 35W to Avondale Haslet Road	Construct frontage roads and intersection improvements	January 2021	August 2023	2023	Project added to the 10-Year Plan via 2020 UTP; <i>Project was not awarded. Category 12 funding</i>	\$70,000,000	<del>\$70,000,000</del> \$5,000,000	\$5,000,000	\$5,000,000					\$65,000,000	<del>\$0</del> \$0	81.86		
<b>Total Funding - Tarrant County</b>																					<b>\$2,755,399,666</b>	
Wise	13004.3	0013-09-012	BU 81-D	North of CR 1160 to North of CR 2090	Realignment of BU 81-D at realigned intersection of US 81/287 and FM 1810/BU 81-D	July 2021	January 2024	<del>2025</del> 2024	Split from TIP 13004/CSJ 2418-01-013	<del>\$3,600,000</del> \$3,600,000	<del>\$3,600,000</del> \$3,600,000	\$3,000,000	<del>\$3,600,000</del> \$3,600,000								67.70	
Wise	13004.1	2418-01-013	FM 1810	West of CR 1170 to intersection of US 81/287 at FM 1810	Realignment of FM 1810 and grade separation & retaining walls at realigned intersection at US 81/287 & BU 81D	July 2021	January 2024	<del>2025</del> 2024		\$13,300,000	\$13,300,000	\$13,300,000	\$13,300,000								67.70	
Wise	53141	0312-04-022	FM 730	Approximately 3 miles north of SH 114 to SH 114	Widen and reconstruct from 2 lane urban for shoulders and safety, add turn lanes	N/A	February 2022	2022	Original Prop 1 project; Project not eligible for Category 4 funding, so changed to Category 2	\$14,000,000	\$14,000,000	\$14,000,000	\$14,000,000								72.48	
Wise	13004.2	0013-07-083	US 81	North of CR 2195 to North of US 380	Construct mainlane grade separation at relocated FM 1810 and US 81D, with addition of ramps and 0 to 2 lane frontage roads	July 2021	January 2024	<del>2025</del> 2024	Split from TIP 13004/CSJ 2418-01-013; <i>Project also has \$8,000,000 of Category 1 funding</i>	<del>\$24,700,000</del> \$16,700,000	\$16,700,000	\$16,700,000	\$16,700,000								68.44	
<b>Total Funding - Wise County</b>																					<b>\$47,600,000</b>	
<b>Total Category 2, 4, and 12 Funding</b>											\$3,041,049,666	\$1,395,417,676	\$1,431,304,666	\$580,013,000	\$601,813,000	\$799,602,000	\$799,602,000	\$423,330,000	\$208,330,000			
<b>Total Amount Remaining for Programming</b>											<del>(\$402,034,623)</del>	<del>(\$307,177,959)</del>	<del>(\$343,064,949)</del>	<del>(\$37,169,674)</del>	<del>(\$58,969,674)</del>	\$0	\$0	\$0	\$0			
<b>Total Allocation/Authorizations</b>											\$2,639,015,043											

Project Lettings (Includes Approved Funding for FY 2021-FY 2030)			
	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
2021-2029	\$1,275,348,266	\$487,820,000	\$482,932,000
<b>Total</b>	<b>\$1,431,304,666</b>	<b>\$601,813,000</b>	<b>\$1,007,932,000</b>

Amounts only include Category 2/4/12 funding.  
Red text and strikethroughs indicate changes since June 2020 RTC meeting  
Carryover funds from previous years are not accounted for.

**10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Paris District)  
FY 2017 - FY 2030**

County	TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Approved Funding (Cat. 2, 4, 12)	FY 2017 - FY 2030				MPO Project Score
												Cat 2 Hunt RTC Approved	Cat 2 Hunt TTC Approved	Cat 12 Hunt RTC Approved	Cat 12 Hunt TTC Approved	
												\$57,350,000	\$57,350,000	\$182,650,000	\$142,000,000	
Hunt	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	January 2021	May 2024	2025	Hunt County is doing environmental clearance	\$15,000,000	\$15,000,000	\$15,000,000	\$15,000,000			82.54
Hunt	13051	0692-01-020	FM 1570	SH 34 to IH 30	Widen 2 to 4 lane divided with <del>curbed median with shoulders</del> roadway (South Project)	January 2021	May 2024	2025	<del>Project was not awarded Category 12 funding</del>	\$22,000,000	<del>\$0</del> <del>\$22,000,000</del>			\$22,000,000	<del>\$0</del>	90.27
Hunt	13039	2658-01-013	FM 2642	FM 35 to SH 66	Widen 2 lane to 4 lane divided urban with sidewalks	June 2020 (Actual)	September 2022	2025	Project also has \$11,485,840 of Category 7 funds	<del>\$18,800,000</del> <del>\$17,035,840</del>	<del>\$7,314,160</del> <del>\$5,500,000</del>	\$5,500,000	<del>\$7,314,160</del>			82.30
Hunt	13050	0009-13-167	IH 30	At FM 1570	Construct interchange	June 2020	August 2022	<del>2022</del> <del>2023</del>	Project was awarded Category 12 funds via the 2018 UTP; Project also has \$8,000,000 of Category 7 funds	\$30,000,000	\$22,000,000			\$22,000,000	\$22,000,000	75.78
Hunt	55223	0009-13-173	IH 30	West of FM 1903 to East of FM 1903	Reconstruct overpass and approaches	June 2020	September 2024	2025	Project also has <del>\$6,450,000</del> <del>\$7,607,226</del> of Category 7 funds; <del>Project was not awarded Category 12 funding</del>	\$30,000,000	<del>\$15,550,000</del> <del>\$30,000,000</del>	\$15,550,000	\$15,550,000	\$14,450,000	<del>\$0</del>	76.27
Hunt	55224	0009-13-168	IH 30	South of FM 36 to North of FM 36	Reconstruct overpass	June 2020	May 2023	2023	Project was awarded Category 12 funds via the 2018 UTP	\$25,000,000	\$25,000,000			\$25,000,000	\$25,000,000	77.26
Hunt	55225	0009-13-169	IH 30	South of FM 1565 to North of FM 1565	Reconstruct overpass	June 2020	May 2023	2023	Project was awarded Category 12 funds via the 2018 UTP	\$25,000,000	\$25,000,000			\$25,000,000	\$25,000,000	76.40
Hunt	55226	0009-13-170	IH 30	South of CR 2509 to North of CR 2509	Construct new interchange	June 2020	May 2023	2023	Project was awarded Category 12 funds via the 2018 UTP	\$30,000,000	\$30,000,000			\$30,000,000	\$30,000,000	82.02
Hunt	13065	0009-13-174	IH 30	FM 2642 to FM 1570	Widen 4 to 6 lane freeway	August 2025	August 2026	2026	Project was awarded Category 12 funds via the 2020 UTP	\$40,000,000	\$40,000,000			\$40,000,000	\$40,000,000	62.27
Hunt	TBD	0009-13-175	IH 30	0.5 miles SW of Monty Stratton to 0.5 miles NE of Monty Stratton	Reconstruct overpass	June 2023	June 2024	2025	<del>Project was not awarded Category 12 funding</del>	\$4,200,000	<del>\$0</del> <del>\$4,200,000</del>			\$4,200,000	<del>\$0</del>	64.92
Hunt	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)	September 2024	2025		\$4,900,000	\$4,900,000	\$4,900,000	\$4,900,000			65.49
Hunt	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)	<del>August</del> <del>October</del> 2020	<del>2021</del> <del>2020</del>		\$16,400,000	\$16,400,000	\$16,400,000	\$16,400,000			80.86
											<b>Total Funding - Hunt County</b>				<b>\$201,164,160</b>	
<b>Total Category 2 and 12 Funding</b>											\$201,164,160	\$57,350,000	\$59,164,160	\$182,650,000	\$142,000,000	
<b>Total Amount Remaining for Programming</b>											<del>(\$1,814,160)</del>	\$0	<del>(\$1,814,160)</del>	\$0	\$0	
<b>Total Allocation/Authorizations</b>											\$199,350,000					

Project Lettings (Includes Approved Funding for FY 2021-FY 2030)			
	Category 2	Category 4	Category 12
2017	\$0	\$0	\$0
2018	\$0	\$0	\$0
2019	\$0	\$0	\$0
2020	\$0	\$0	\$0
2021-2030	\$59,164,160	\$0	\$142,000,000
<b>Total</b>	<b>\$59,164,160</b>	<b>\$0</b>	<b>\$142,000,000</b>

Amounts only include Category 2 and 12 funding.  
Red text and strikethroughs indicate changes since June 2020 RTC meeting  
Carryover funds from previous years are not accounted for.

**10-Year Plan Cost/Revenue Matrix for the Dallas-Fort Worth Region  
Corridor Preservation Program**

County	TIP Code	TxDOT CSJ	Facility	Limits	Description	Estimated Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Proposed Funding (STBG)
Collin	20085	0047-04-022	SH 5	SH 121 to CR 375	Reconstruct and widen 2 lane rural highway to 4 lane urban	September 2018 (Actual)	April 2023	2023		\$67,954,081	\$500,000
Collin	13026.2	0047-04-030	SH 5	South of CR 275 to South of SH 121	Reconstruct, widen, and realign 2 lane undivided roadway to 4 lane divided urban roadway (Ultimate 6); Realign SH 121/SH 5 intersection	<del>April 2020</del> <b>December 2022</b>	September 2023	2024		\$21,201,649	\$500,000
Collin	55257	0549-03-031	SH 121	at SH 5	Reconstruct interchange	<del>April 2020</del> <b>December 2022</b>	September 2023	2024		\$26,548,591	\$500,000
Collin	54023	0091-03-022	SH 289	N. Bus 289C (North of Celina) to N of CR 60/CR 107 (Grayson County Line)	Reconstruct and widen 2 lane rural highway to 4 lane divided urban (Ultimate 6)	December 2018 (Actual)	July 2023	2023		\$14,055,246	\$500,000
Collin	55236	1392-03-012	FM 1461	West of County Road 166 to CR 123	Widen and reconstruct 2 lane rural to 4 lane urban (Ultimate 6)	<del>November 2019</del> <b>October 2019 (Actual)</b>	January 2024	2024		\$7,795,805	\$500,000
Collin	55237	1973-01-015	FM 1461	SH 289 to West of County Road 166	Widen and reconstruct 2 lane rural to 4 lane urban (Ultimate 6)	<del>November 2019</del> <b>October 2019 (Actual)</b>	January 2024	2024		\$45,190,870	\$500,000
Collin	55238	2845-01-020	FM 455	SH 5 to East of Wildwood Trail	Reconstruct and widen 2 to 4 lane urban divided (Ultimate 6)	<del>October 2019</del> <b>May 2019 (Actual)</b>	December 2025	2026		\$8,990,001	\$500,000
Collin	TBD	1012-02-030	FM 545	FM 2933 to BS-78D	Realign existing roadway to improve horizontal and vertical alignment and add shoulders	June 2019 (Actual)	August 2022	2022	<b>Funded with Category 4 in the UTP</b>	\$21,851,272	\$500,000
Dallas	55232	0095-13-038	IH 20	Lawson Road to Kaufman County Line	Add 0 to 4 lane continuous frontage roads	April 2020 (Actual)	August 2027	2027		\$72,990,000	\$500,000
Dallas	11930	0581-02-077	SL 12	Spur 408 to South of SH 183	Construct 0 to 2 reversible HOV/Managed lanes; SH 183 to SH 356: Widen 6 to 8 general purpose lanes and 4/6 discontinuous to 6/8 continuous frontage roads; SH 356 to Spur 408: Widen 4 discontinuous to 4/8 continuous frontage roads		August 2029	2029		\$672,000,000	\$500,000
Dallas	11950	0353-06-063	SH 114	Spur 348 to East of Rochelle Blvd	Widen 4 to 8 general purpose lanes, 2 to 4 concurrent HOV/Managed Lanes, and reconstruct 4/6 lane to 4/8 lane continuous frontage roads (Ultimate)		August 2029	2029		\$155,000,000	\$500,000
Dallas	11951	0353-04-111	SH 114	East of International Parkway to Spur 348	East of International Pkwy to SH 161: Reconstruct and widen 7 to 8 general purpose lanes, 1 westbound to 4 concurrent HOV/Managed lanes and 4 lane to 4/8 lane discontinuous frontage roads; From SH 161 to Spur 348: Widen 6 to 8 general purpose lanes, 2 to 4 concurrent HOV/Managed Lanes, and reconstruct 4/8 lane to 4/8 lane continuous frontage roads (Ultimate)		August 2029	2029		\$528,000,000	\$500,000
Dallas	52569	0353-06-064	SH 114	SL 12 to SH 183	Widen 4/8 to 6/8 general purpose lanes and reconstruct 4/8 to 4/6/8 continuous frontage roads (ultimate)		August 2029	2029			\$500,000
Dallas	53108	0095-10-033	US 80	IH 30 to East Town East Blvd	Reconstruct and widen 4 to 6 mainlanes and 2/6 to 4/6 lane frontage roads	February 2019 (Actual)	September 2022	2023		\$136,301,942	\$500,000
Denton	55239	1951-01-011	FM 1515	Masch Branch Road in City of Denton to Bonnie Brae Street	Widen and reconstruct 2 lane rural to 4/6 lane urban	September 2020	August 2028	2028		\$36,775,382	\$500,000
Denton	55259	0081-13-065	IH 35W	Dale Earnhardt Way to South of IH 35E/IH 35W Interchange	Reconstruct 2 to 4/6 lane discontinuous frontage roads	July 2020 (Actual)	January 2024	2024		\$310,692,449	\$500,000
Denton	20175	2250-02-013	SL 288	US 380 West of Denton to IH 35 at LP 288	Construct 2 lane rural roadway on new location with interchange at IH 35; NW quadrant & interchange	<del>April 2020</del> <b>September 2020 (Actual)</b>	September 2026	2027		\$18,200,869	\$500,000
Denton	53075	2250-02-014	SL 288	US 380 West of Denton to IH 35W South of Denton	Construct 0 to 2 lane frontage roads (Ultimate 4 lanes)	<del>April 2020</del> <b>September 2020 (Actual)</b>	September 2026	2027		\$40,052,869	\$500,000
Denton	55229	0081-06-040	US 377	US 380 to North of BUS 377E	Reconstruct and widen 2 lane undivided roadway to 4 lane divided facility (Ultimate 6 lane)	October 2020	August 2028	2028		\$127,615,463	\$500,000

**10-Year Plan Cost/Revenue Matrix for the Dallas-Fort Worth Region  
Corridor Preservation Program**

County	TIP Code	TxDOT CSJ	Facility	Limits	Description	Estimated Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Proposed Funding (STBG)
Ellis	83223	1051-01-038	FM 664	US 287 in Waxahachie to FM 1387	Reconstruct and widen 2 lane rural to 4 lane divided urban roadway (Ultimate 6)	<del>September 2020</del> <del>(Actual) August 2020</del>	September 2025	2026		\$48,559,701	\$500,000
Ellis	55227	0048-04-092	IH 35E	At FM 1446	Reconstruct interchange at FM 1446 including 4 to 4/6 lane frontage roads and ramp modifications	<del>June 2020</del> <del>June 2019</del> <del>(Actual)</del>	November 2022	2023		\$30,000,000	\$500,000
Ellis	55228	0048-04-093	IH 35E	At FM 66	Reconstruct interchange at FM 66 including 4/6 lane frontage roads and ramp modifications	<del>June 2020</del> <del>June 2019</del> <del>(Actual)</del>	November 2022	2023		\$30,000,000	\$500,000
Kaufman	TBD	2588-01-020	FM 548	US 80 to FM 1641	Widen and reconstruct 2 lane to 4 lane urban divided	August 2020 <del>(Actual)</del>	April 2028	2028		\$1,295,925	\$500,000
Kaufman	55256	1217-01-019	FM 1641	FM 548 to FM 148	Widen and reconstruct 2 lane to 4 lane urban divided	August 2020 <del>(Actual)</del>	April 2028	2028		\$43,573,208	\$500,000
Kaufman	55219	0095-14-027	IH 20	Dallas County Line to SP 557	Add 0 to 4 lane continuous frontage roads	April 2020 <del>(Actual)</del>	April 2027	2027		\$373,040,000	\$500,000
Kaufman	55220	0495-01-071	IH 20	SP 557 to East of CR 138 (Wilson Road)	Add 0 to 4 lane continuous frontage roads	April 2020 <del>(Actual)</del>	April 2027	2027		\$143,730,000	\$500,000
Kaufman	55072	0451-02-028	SH 205	US 80 in Terrell to South of FM 548	Widen 2 lane rural highway to 4 lane divided (Ultimate 6)	April 2019 <del>(Actual)</del>	February 2023	2023		\$67,147,628	\$500,000
Rockwall	51255	1290-03-016	SH 276	FM 549 to FM 551	Reconstruct and widen 2 lane rural to 4 lane divided urban (ultimate 6)	<del>February 2020</del> <del>August 2019</del> <del>(Actual)</del>	March 2023	2023		\$25,455,639	\$500,000
Rockwall	52524	1290-03-020	SH 276	FM 551 to FM 548	Reconstruct and widen 2 lane rural to 4 lane divided urban (ultimate 6)	<del>February 2020</del> <del>August 2019</del> <del>(Actual)</del>	March 2023	2023		\$16,278,334	\$500,000
Rockwall	54035	1290-04-011	SH 276	FM 548 to Hunt County Line	Reconstruct and widen 2 lane rural to 4 lane divided urban (ultimate 6)	<del>February 2020</del> <del>August 2019</del> <del>(Actual)</del>	March 2023	2023		\$21,105,442	\$500,000
Rockwall	55006	1017-01-015	FM 552	SH 205 to SH 66	Widen from 2 lane rural to 4 lane urban section	August 2019 <del>(Actual)</del>	March 2023	2023		\$45,544,229	\$500,000
Rockwall	55071	0451-01-053	SH 205	South of FM 548 to Jct SH 205/John King (S. Goliad St.)	Widen 2 lane rural highway to 4 lane divided (6 lane ultimate)	April 2019 <del>(Actual)</del>	February 2023	2023		\$67,862,132	\$500,000
Rockwall	83221	1015-01-024	FM 549	SH 205 to SH 276	Widen from 2 lane rural to 4 lane urban section	May 2019 <del>(Actual)</del>	August 2026	2026		\$15,838,439	\$500,000



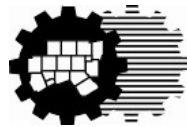
# Calls for Projects to Reduce Diesel Emissions

**Surface Transportation Technical Committee**

**September 25, 2020**

**Jason Brown**

**Principal Air Quality Planner**



**North Central Texas  
Council of Governments**

# Air Quality Emphasis Areas

<b>High-Emitting Vehicles/Equipment</b>	✓
Low Speeds	
<b>Idling</b>	✓
Vehicle Miles of Travel	
<b>Energy and Fuel Use</b>	✓
Cold Starts	
Hard Accelerations	

# Available Funding

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

<b>Calls for Projects</b>	<b>Project Types</b>	<b>Available Funding</b>
Clean Fleets North Texas (CFNT) 2020	Replace Heavy-Duty Diesel Vehicles and Equipment	\$659,820*
North Texas Emissions Reduction Project (NTERP) 2020	Replace High-Use Diesel Vehicles/Equipment, Rail/Switch Yard Idle Reduction Technologies	\$2,350,000
North Texas Freight Terminal Electrification (NTFTE) 2020	Installation of Transport Refrigerated Unit Electrified Parking Spaces, Connection Kits, Power Monitoring	\$960,225

\* Available from a prior EPA award. Some funding was previously awarded through CFNT 2018 and CFNT 2019 Calls for Projects.

# Previous and Proposed Calls for Projects

	Clean Fleets North Texas		North Texas Emissions Reduction Project	North Texas Freight Terminal Electrification	
Year	2019	2020	2020	2019	2020
Award Type	Subaward		Rebate	Subaward	Rebate
Minimum Grant Award	\$50,000	No Minimum	No Minimum	\$100,000	No Minimum

## Subaward:

- Federal Procurement Compliance Applies
- Federal Property Management Requirements Apply

## Rebate:

- Less Administrative Burden
  - Federal Procurement Compliance Does Not Apply
  - Federal Property Management Requirements Do Not Apply

# Applicant Eligibility

	<b>Clean Fleets North Texas 2020</b>	<b>North Texas Emissions Reduction Project 2020</b>	<b>North Texas Freight Terminal Electrification 2020</b>
Applicants	Local Governments; Private Companies who Contract with Local Governments	Private Fleets and Companies	Freight Terminals and Distribution Centers
Clean Fleet Policy	Must Adopt RTC Clean Fleet Policy or Similar		
Geographic Area	10-County Nonattainment Area	12 Counties (10-County Nonattainment + Hood & Navarro)	10-County Nonattainment Area

# Project Eligibility

	Clean Fleets North Texas 2020	North Texas Emissions Reduction Project 2020	North Texas Freight Terminal Electrification 2020**
Eligible Activities	<u>Replace On-Road Diesel Trucks*</u> 16,001 GVWR and Up; Model Year 1996-2006; (Also Model Year 2007-2009 if Replacing with Electric) <u>Replace Non-Road Diesel Equipment*</u> Must Operate >500 Hours/Year; Eligible Model Years Vary		Transport Refrigerated Unit Electrified Parking Spaces (EPS), Power Monitoring Equipment, Electric Power Kit
		Rail and Switch Yards Idling Control Technology Installation	
Funding Threshold	45% Cost if New is Electric; 35% Cost if New is Powered by Engine Certified to CARB Optional Low-NO <sub>x</sub> Standards (Both Natural Gas and Propane Engines Currently Available); 25% Cost for All Others		30% of unit cost
		40% Cost Coverage	

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

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

# Eligibility and Selection

	Clean Fleets North Texas 2020	North Texas Emissions Reduction Project 2020	North Texas Freight Terminal Electrification 2020
Eligibility	Operate in Required Geographic Area		
	Clean Fleet Policy Adoption Purpose: Reserve Funding for Fleets that are Engaged Beyond Grant Opportunities; Consistent with RTC Adoption of Clean Fleet Policy		
Scoring Criteria	Cost Per Ton NO <sub>x</sub> Emissions Reduced 75% Purpose: Maximize Emissions Reductions		
	Subrecipient Oversight Criteria 25% Purpose: Balance Project Benefits with Administrative Burden		Location and Oversight Criteria 25% Purpose: Balance Project Benefits with Administrative Burden

# Schedule

<b>Milestone</b>	<b>Estimated Timeframe</b>
STTC Action to Recommend Opening CFPs	September 25, 2020
RTC Approval of Recommended Opening of CFPs	October 8, 2020
CFPs Open	October 9, 2020
Application Deadline (Rolling 90-Day Application Deadline Until Fully Awarded)	January 8, 2021
Staff Funding Recommendations Finalized	January-February 2021
STTC Action	March 2021
RTC Action	April 2021
Executive Board Authorization	April 2021
Project Implementation Deadline	March 31, 2022



# Action Requested

## Recommend RTC Approval Of:

Call for Projects Details  
Eligibility Screens  
Selection Criteria

## Schedule

Calls for Projects Estimated Open: October 9, 2020  
Rolling 90-Day Application Deadline to Fully Award Funds

Clean Fleets North Texas 2020 Call for Projects

North Texas Emissions Reduction Project 2020 Call for Projects

North Texas Freight Terminal Electrification 2020 Call for Projects

# For More Information

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**Website**

[www.nctcog.org/aqfunding](http://www.nctcog.org/aqfunding)

# COMPUTER EQUIPMENT AND HARDWARE

**Action: Request Regional Transportation Council Local Funds due to Federal Buy America Requirements**

<b>Computer Turnover, Software, &amp; New Employees*</b>	<b>\$390,000</b>	<b>(Budgeted as TPF)</b>
<b>COVID-19 Hybrid Office**</b>	<b>\$260,000</b>	<b>(New + \$390,000)</b>
<b>Total:</b>	<b>\$650,000</b>	<b>RTC Local Funds</b>

**\*Funds will be reprogrammed to other activities.**

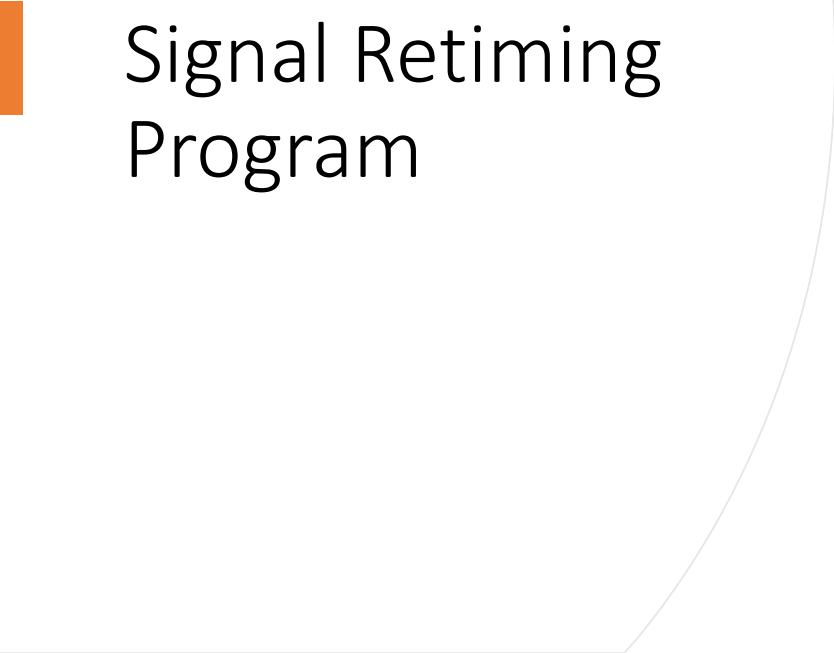
**\*\*Equipment and Hardware will be cycled into regular use as COVID-19 restrictions are relieved, reducing future purchases. This is an approximate number that is currently being refined.**

# NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS' STRATEGIC TRAFFIC SIGNAL PROGRAM

Surface Transportation Technical Committee

Marian Thompson, P.E.

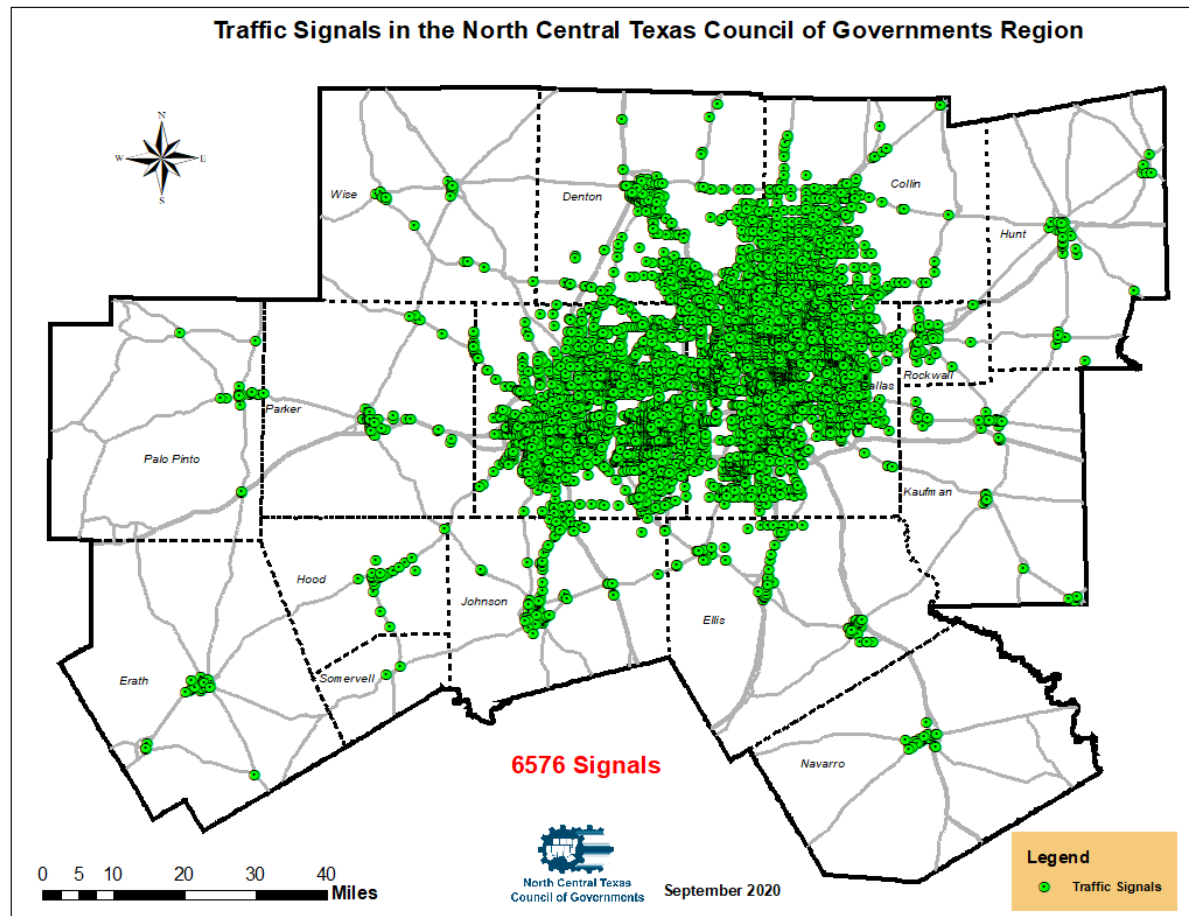
September 25, 2020



## Current Traffic Signal Retiming Program


- Call for Projects
- Selection based on volume, environmental justice, communication, multi-modal, multi-jurisdictional, data cloud, number of locations, etc.
- Data collection – before and after conditions
- Utilize contractors to develop traffic signal timing plans
- Offered separate program for equipment upgrades
- Track traffic signal layers in GIS

# Traffic Signal Map




# Proposed Approach


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 Establish Regional Minimum Standards, Policies, and/or Goals

 Traffic Signal Assessment by Signal

 Traffic Signal Performance Evaluation

 Identify Traffic Signals that Need Improvements

 Continue Monitoring and Maintenance

 Fund Improvements

# Regional Standards, Policies, and/or Goals

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## Phase 1

- Traffic Signal Equipment Minimum Standards
- Minimum Maintenance Standards

## Future Phase:

- Communications
- Data Sharing
- Cycle Lengths
- Clearance Times
- Joint Operations
- Eliminate Left Turns / Michigan Left
- Flashing Yellow Arrow
- Others



# Traffic Signal Assessment by Signal

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1. Assets at Each Signal Intersection
2. Based on Minimum Equipment Standards
3. Develop Survey
4. Develop Live Web Interface with Log-In
5. City Staff or Consultant Assistance
6. Allows for Continuous Updates

# Traffic Signal Performance Measures

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Region-Wide Data - Pilot to Test Platforms and Evaluate

## 1) Safety

- Crashes

## 2) Performance

- Intersection Delay
- Ratio of Arrival on Red/Green
- Travel Times
- Origin/Destination
- Multiple Jurisdictional Pass Thru Traffic
- Others

# Fund Improvements

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Traffic Signal Equipment + Traffic Signal Performance = Identify Need

1. Signal Retiming
2. Signal Equipment
3. Signal Software
4. Capacity Improvement
5. Others

Funds to Continue to Operate and Maintain

# Traffic Signal Data and Monitoring

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- Integrate System to Share Data
- Monitor Assets
- Monitor Performance
- Set Triggers
  - Maintenance
  - Operations
  - Capacity
  - Jurisdictional Incompatibility

# Existing Funding – Staff / Existing Consultant

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Develop Traffic Signal Minimum Equipment Standards

Develop Survey Questions

Develop Online Interface

Timeframe: Fall 2020 – Spring 2021

# Future Funding (FY 2021 and 2023)

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Evaluate Performance Monitoring Platforms – Pilot

Set Thresholds

Apply to Survey and Performance Monitoring

Select and Fund Improvements

Continue to Monitor and Maintain

Timeframe: Summer 2021 and Beyond

# Complementary Pilot Projects

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## Emergency Vehicle Pre-emption

Impact of Emergency Vehicle Pre-emption on Traffic Signal Operations  
Submitted TxDOT Research Statement  
If Not Accepted, Identify Other Funding

## Optimized Freight Movement Project

Freight Hubs Linked to Expressway Through Improved Traffic Signal Operations  
\$5 Million to Review and Implement  
Findings Feed Into Regional Traffic Signal Program

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## Questions, Feedback, Other Ideas

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### **Gregory Masota**

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### **Marian Thompson. P.E.**

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Operations Supervisor

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# CHANGING MOBILITY

DATA, INSIGHTS, AND DELIVERING  
INNOVATIVE PROJECTS DURING COVID  
RECOVERY

Surface Transportation Technical Committee  
September 2020

Michael Morris, PE  
Director of Transportation

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## POLICY METRICS: CHANGING MOBILITY

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METRIC 1: Travel behavior response to COVID-19

METRIC 2: Financial implications to traditional revenue sources

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

METRIC 4: Prioritization of infrastructure improvements that offset unemployment increases

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# Metric 1: TRAVEL BEHAVIOR RESPONSE TO COVID-19

# TRAVEL BEHAVIOR BY MODE

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Bicycle/Pedestrian (22%, July)



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Freeway Volumes (-10%, July)

Toll Road (-27%, June)



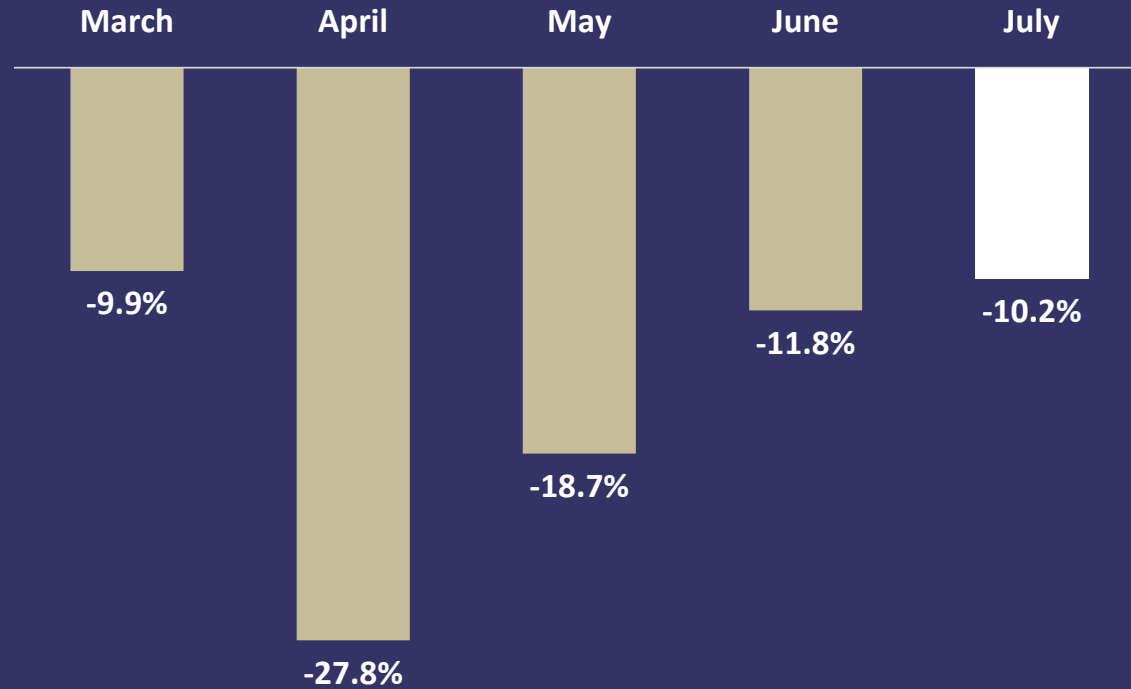
Transit Ridership (-55%, July)

Airport Passengers (-60%, July)

# ROADWAY TRENDS

Average Weekday  
Freeway Volumes

## Traffic Decrease vs 2019

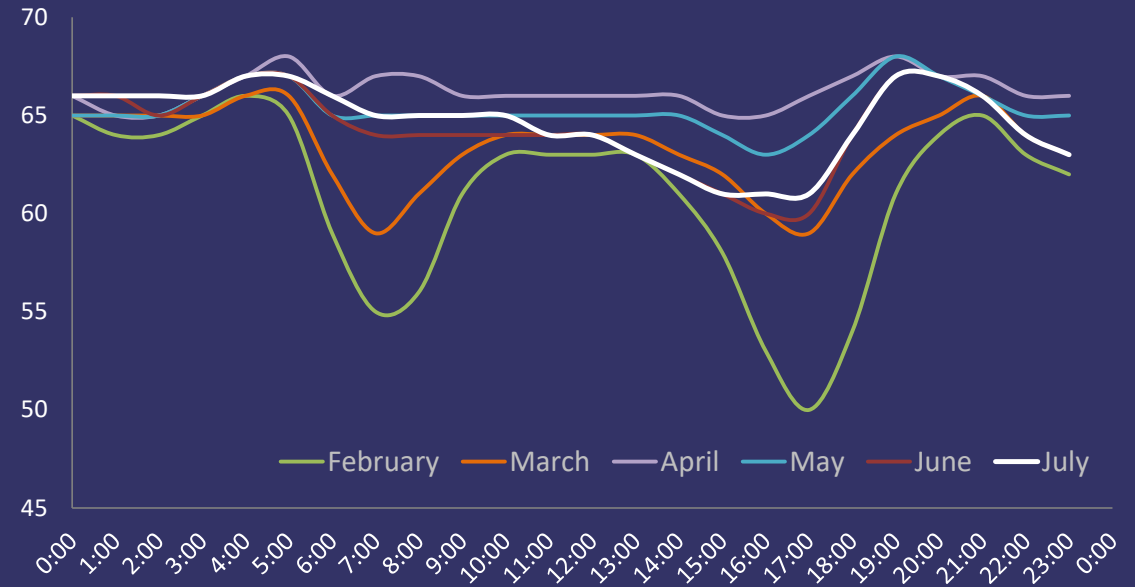


Source: TxDOT Dallas/TxDOT Fort Worth Radar Traffic Counters

# ROADWAY TRENDS

Regional Average  
Freeway Speeds

## Average Weekday Speeds, Weighted by Traffic Volume

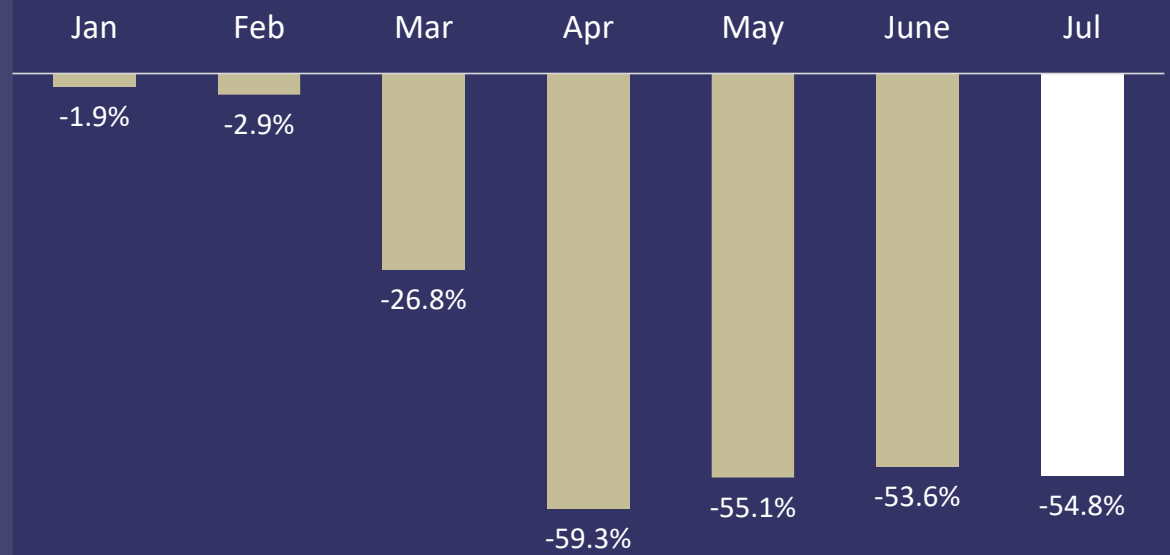


Source: TxDOT Sidewire Devices

# TRANSIT IMPACTS

## Weekday Ridership

Passenger Decrease : 2019 vs 2020

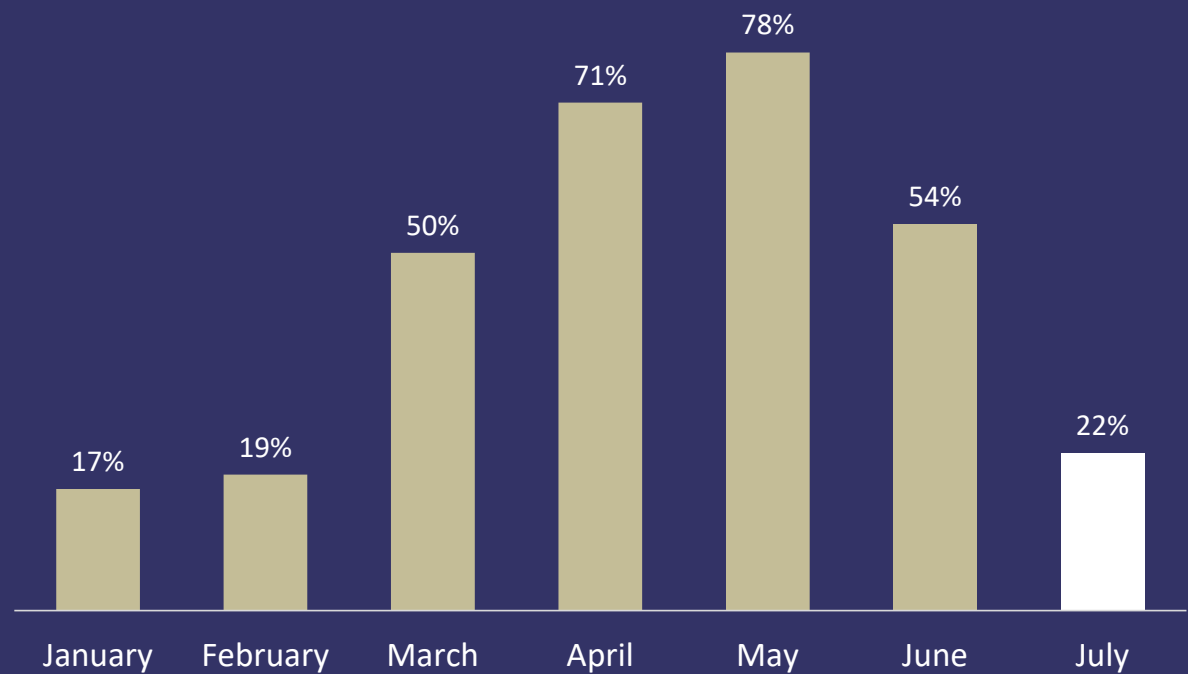


Source: DART, DCTA, and Trinity Metro

# BICYCLE AND PEDESTRIAN IMPACTS

## Trail Counts

Increase in Full Week Trail Usage : 2019 vs 2020



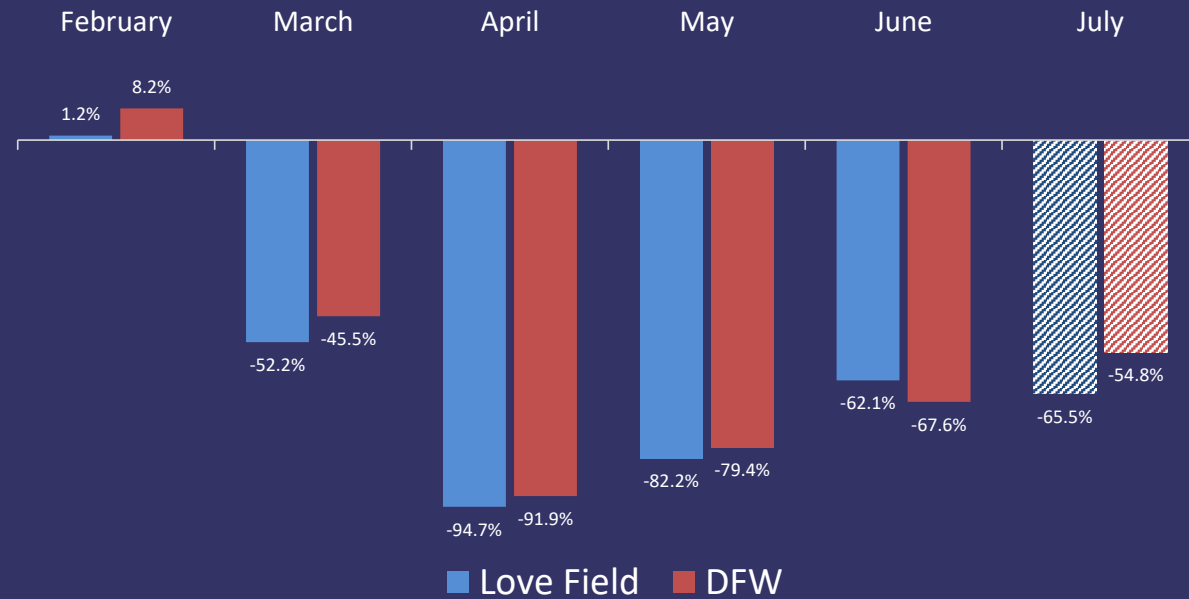
Source: NCTCOG - collected at 8 sites located in Plano, North Richland Hills, Denton, Dallas, Fort Worth, and Allen.  
Note: No adjustments for weather were applied.



# AIRPORT TRENDS

## Passengers

### Change in Airport Passengers - 2019 vs 2020



Source: Dallas Love Field Website and DFWIA data

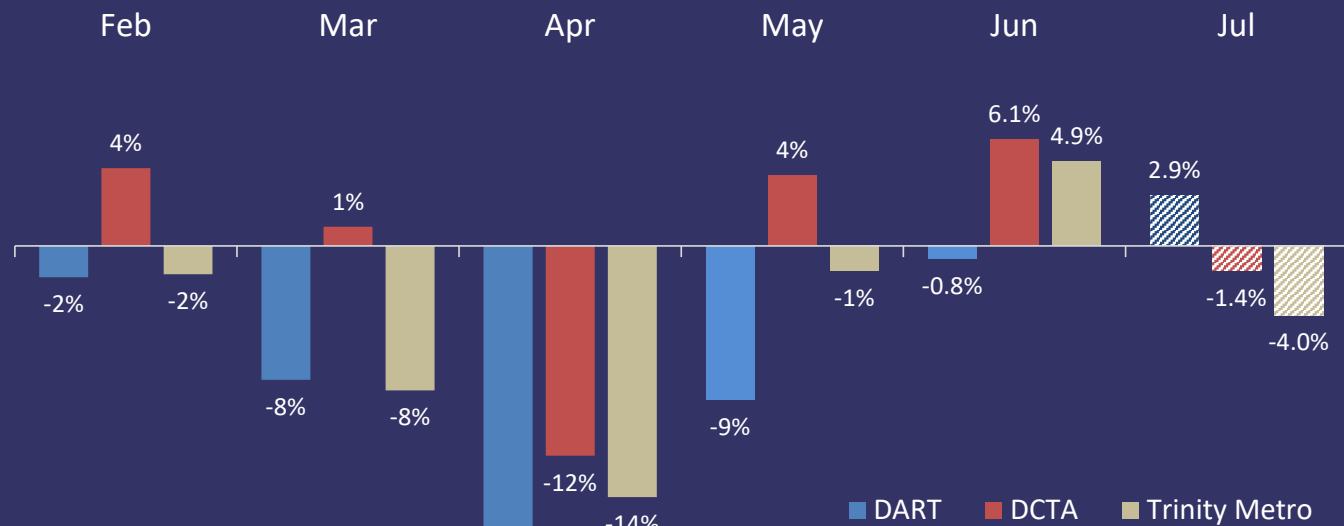
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# Metric 2: FINANCIAL IMPLICATIONS TO TRADITIONAL TRANSPORTATION REVENUE

# FUNDING IMPACT

## Transit - Sales Tax Allocations

### Sales Taxes Allocated For Transit: 2019 vs 2020

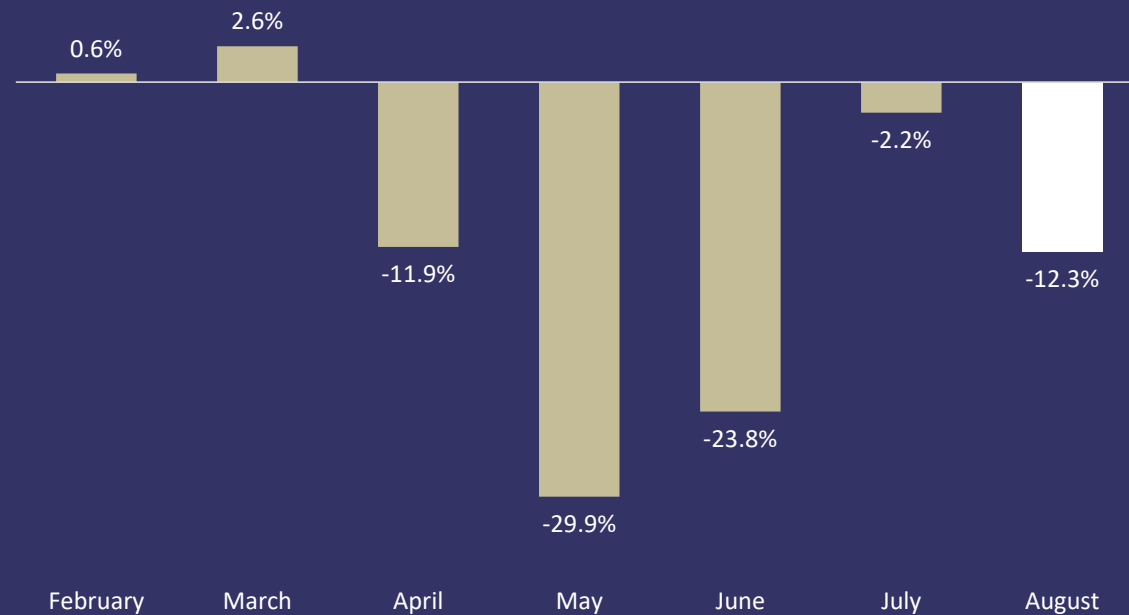


Source: DART, DCTA, and Trinity Metro

# FUNDING IMPACT

Motor Fuel Tax  
Decrease

## Change in Motor Fuel Tax: 2020 vs 2019

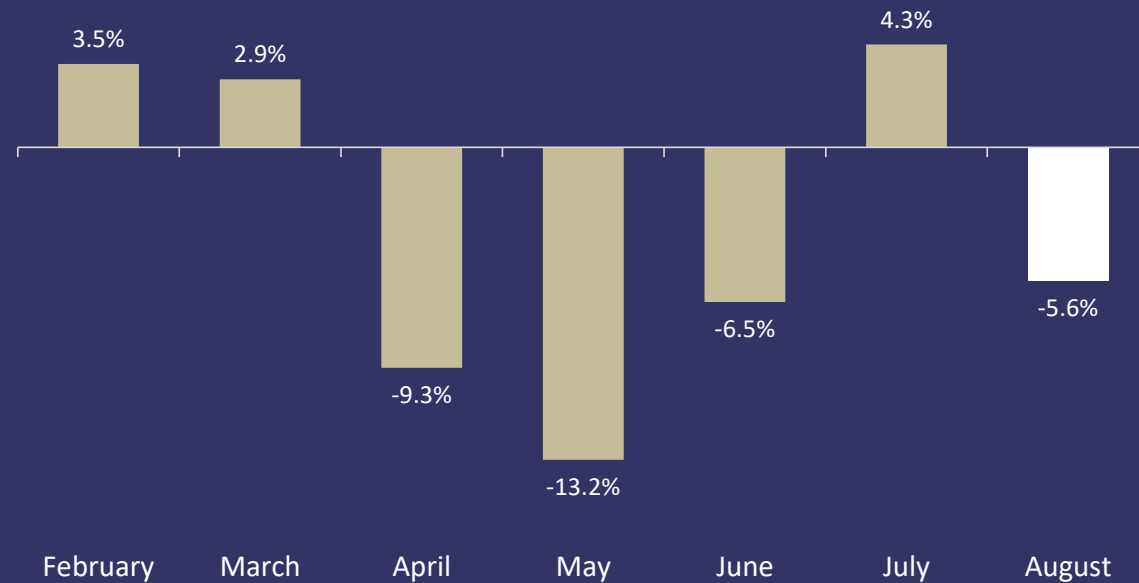


Source: Texas Comptroller of Public Accounts  
Month reflects reporting data, not collection date

# FUNDING IMPACT

Sales Tax  
(Component of  
Proposition 7<sup>1</sup>)

### Change in Fuel Tax: 2019 vs 2020



Source: Texas Comptroller of Public Accounts

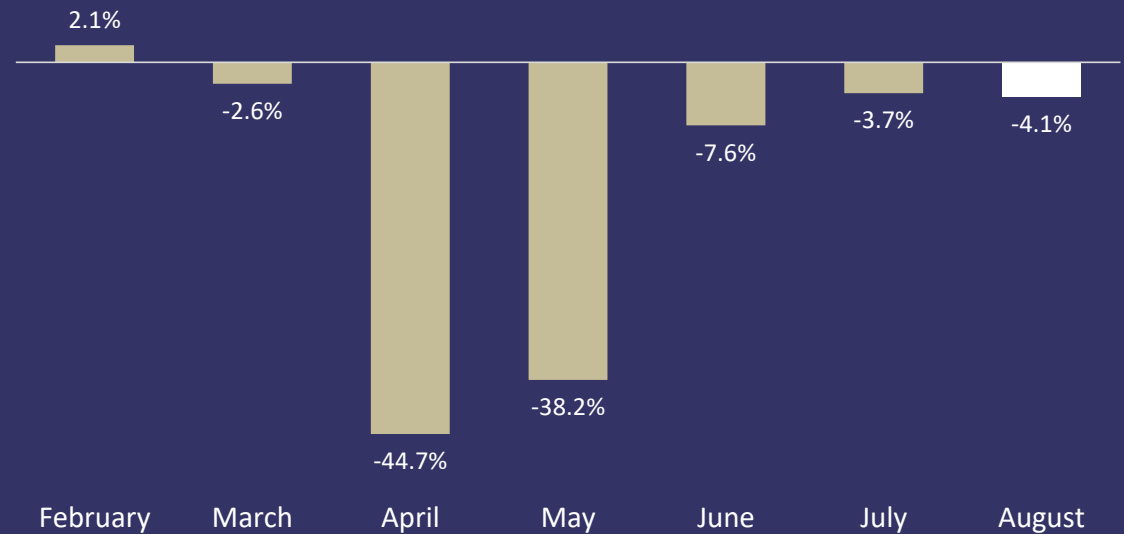
<sup>1</sup> Proposition 7 includes General State Sales Tax and Motor Vehicle Sales Tax

Month reflects reporting date, not collection date

# FUNDING IMPACT

Motor Vehicle Sales  
and Rental Tax  
(Component of  
Proposition 7<sup>1</sup>)

## Motor Vehicle Sales and Rental Tax Change: 2020 vs 2019



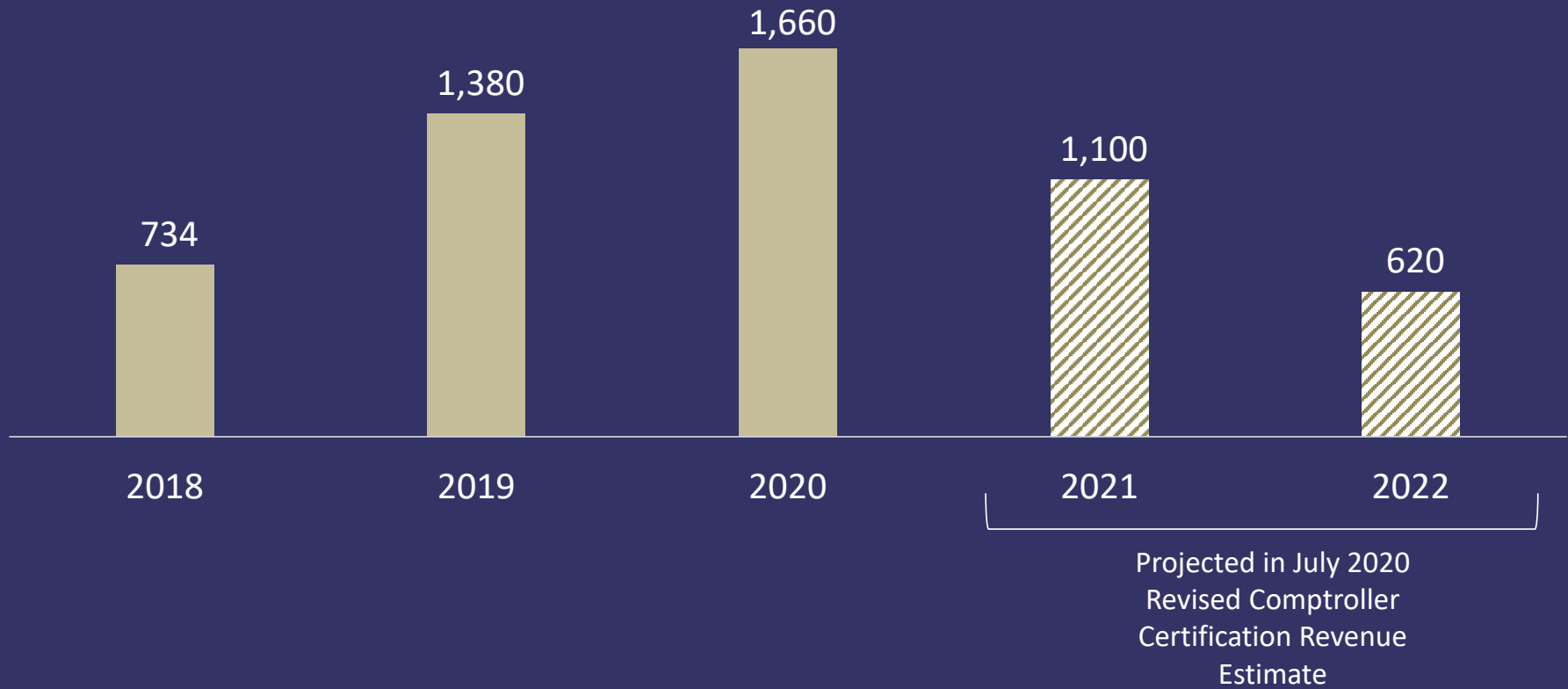
Source: Texas Comptroller of Public Accounts

<sup>1</sup> Proposition 7 includes General State Sales Tax and Motor Vehicle Sales Tax

Month reflects reporting date, not collection date

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

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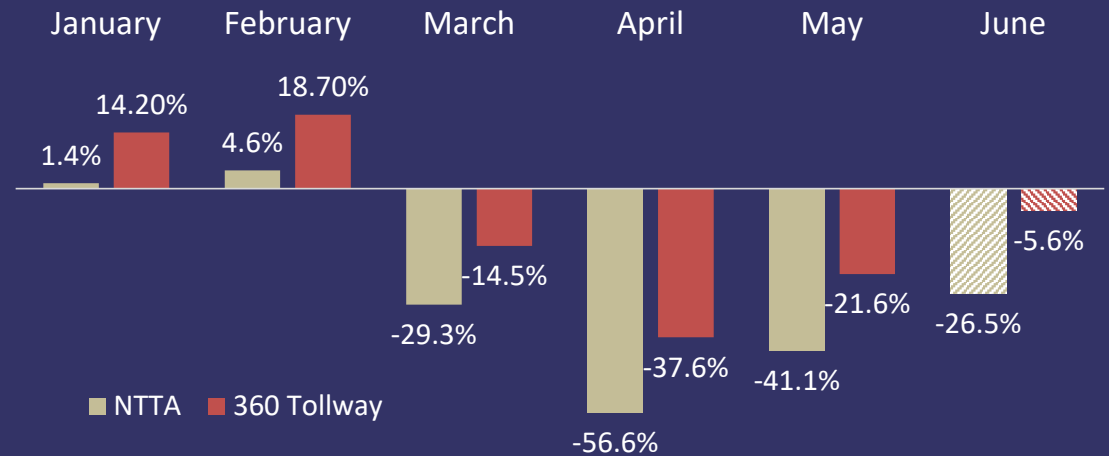


Source: Texas Comptroller of Public Accounts

# FUNDING IMPACT

NTTA Transactions,  
Including SH 360

## Change in Tollway Transactions: 2019 vs 2020



Source: NTTA

Note: Change for NTTA includes 360 Tollway

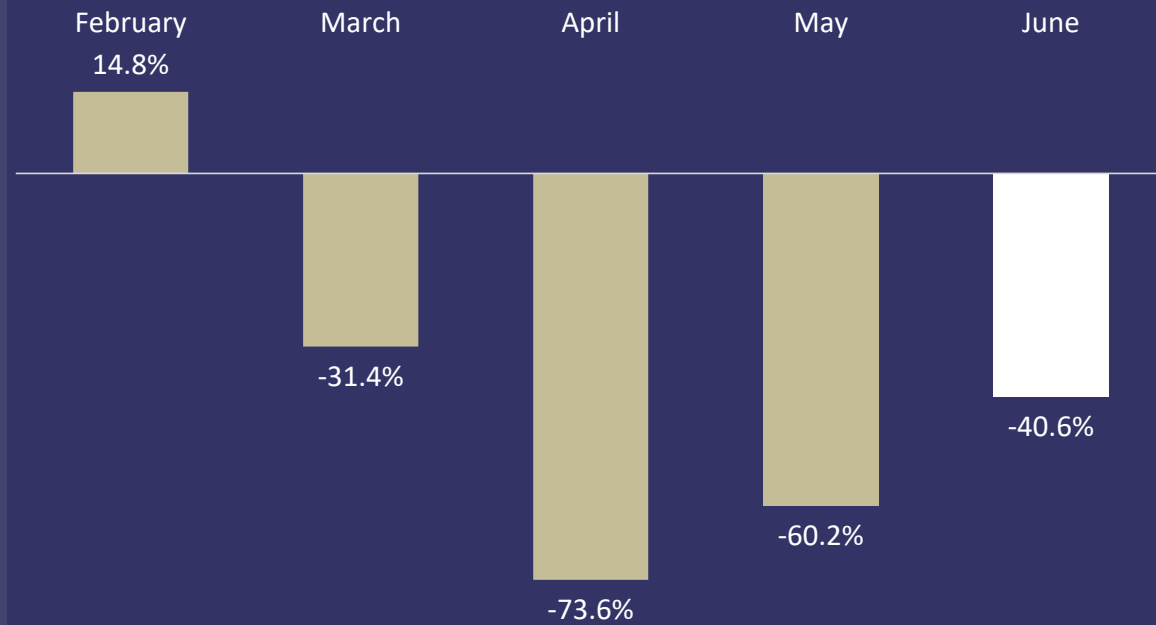
Additional Note: Despite decline in transactions, the revenues are sufficient to meet debt service for SH 360. No current impact to RTC backstop expected.



# FUNDING IMPACT

## I-35E TEXpress Lane Transactions

### Change in Transactions: 2019 vs 2020



Source: TxDOT

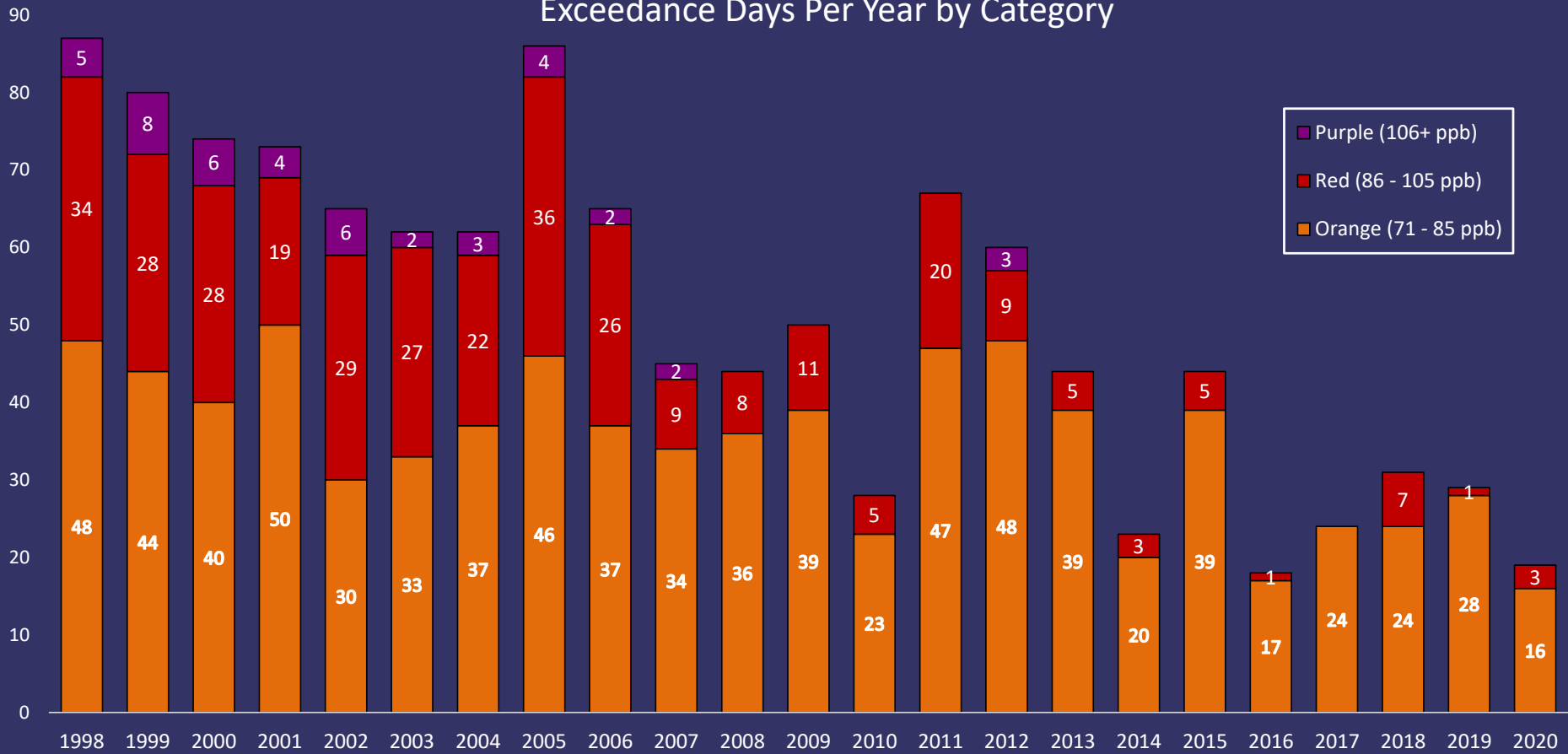
Note: TIFIA loan not impacted at this time as interest only payment period does not begin until May 2022

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

# 8-HOUR OZONE NAAQS HISTORICAL TRENDS

## Exceedance Days Per Year by Category



Source: Texas Commission on Environmental Quality

Exceedance Level indicates daily maximum eight-hour average ozone concentration as of August 18, 2020.

Exceedance Levels are based on Air Quality Index (AQI) thresholds established by the EPA for the revised ozone standard of 70 ppb.

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# Metric 4:

Prioritization of

infrastructure improvements

that offset unemployment

increases

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

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

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

# Transportation impact on the economy



## CANDIDATE PROJECTS

High Speed Rail: Dallas to Houston

High Speed Rail: Dallas to Fort Worth

Autonomous Transit (Tarrant, Midtown)

Technology (Freeway Induction Loops)

State Highway 183 (Section 2E+)

Y Connector (IH820/IH20)

COVID-19 #00X Program



# North Texas Center for Mobility Technologies:

## Research Project Funding Standards

Thomas Bamonte, Senior Program Manager  
Automated Vehicles Program

Surface Transportation Technical Committee  
September 25, 2020



# Background

February 2020: RTC approves \$2.5M in seed funding for university research projects in mobility technologies

- Goal: Provide R&D network for mobility-related companies (e.g., Hyperloop)
- North Texas universities have deep and wide-ranging research capabilities

North Texas Center for Mobility Technologies (NTCMT) formed

- Comprised of DFW major research universities (UTA, UNT, UTD, SMU)
- Organized by Texas Research Alliance
- NCTCOG will sit on NTCMT advisory committees
- NTCMT will recommend research projects for NCTCOG funding
- Goal is for NTCMT to become self-sustaining initiative





# NTCMT Functions

R&D network for mobility-related companies and public agencies

Attract industry and academic talent to North Texas

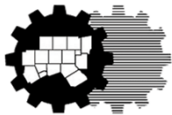
Develop mobility-related university research capabilities in DFW

Facilitate communication and collaboration among universities

University-public sector partnerships on mobility-related projects

Workforce development

Model for similar North Texas university networks in other industries



# Proposed Evaluation/Reporting Process

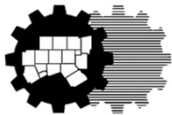
1. NTCMT submits research project proposal to NCTCOG for funding consideration, following NTCMT advisory board evaluation
2. NCTCOG staff subject matter expert(s) evaluate proposal
3. Transportation Director makes final decision on research project funding request
4. Funded research projects described in Director's Report (STTC and RTC)
5. Description includes NCTCOG contribution amount and how project meets selection criteria



# Proposed Selection Criteria for Research Projects Advanced by NTCMT

Project must be:

1. Sponsored by an outside party (e.g., industry);
2. Related to mobility technology;
3. Supported by contributions from industry sponsor and university; and
4. Advance a regional goal:
  - Improved access to jobs and other destinations
  - Environmental protection/resiliency
  - Economic development
  - Equity
  - Technology innovation leadership



# Questions | Contact Information

Thomas Bamonte, NCTCOG

Senior Program Manager, Automated Vehicles

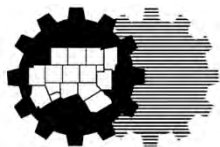
[tbamonte@nctcog.org](mailto:tbamonte@nctcog.org)

[@TomBamonte](#)

# NATIONAL DRIVE ELECTRIC WEEK: VIRTUAL EVENTS AND LOCAL SUCCESSES

Surface Transportation Technical Committee  
September 25, 2020

Bethany Hyatt  
Air Quality Planner



North Central Texas  
Council of Governments



# NATIONAL DRIVE ELECTRIC WEEK PAST SUCCESS

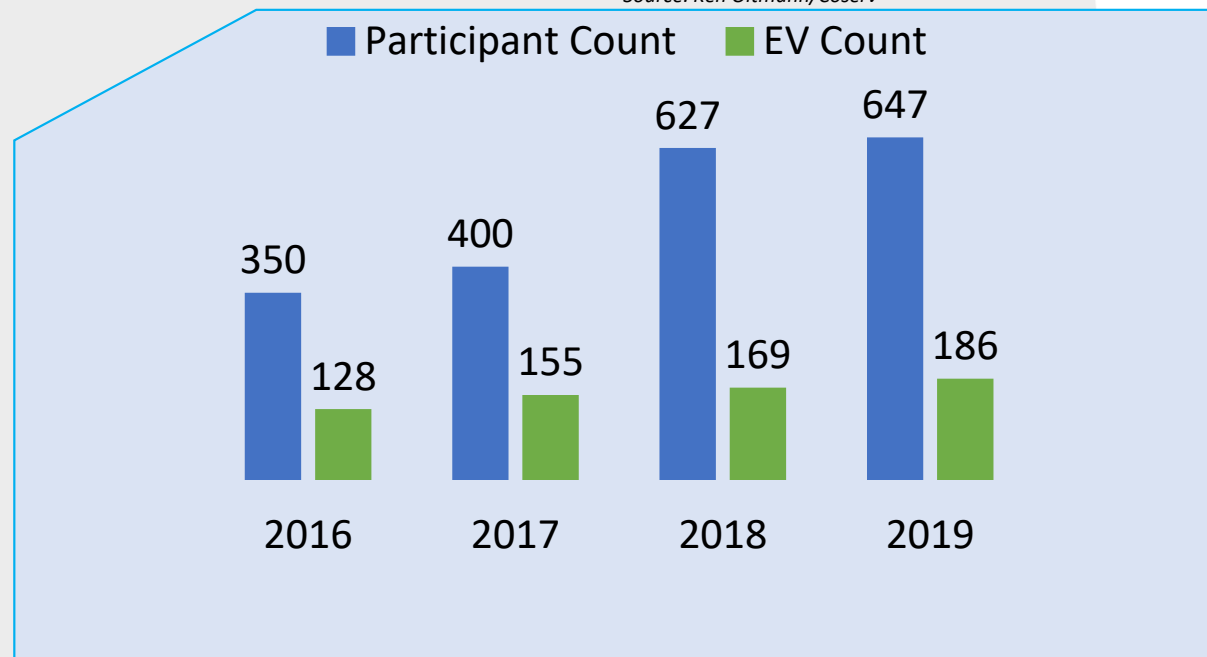
- Raising Awareness & Education of Electric Vehicles
- Providing Opportunities for Direct Conversation with EV Owners
- Creating Opportunities for Ride and Drives
- 2<sup>nd</sup> Largest Event Nationwide



Source: Ken Oltmann/Coserv



Source: NCTCOG



# NATIONAL DRIVE ELECTRIC WEEK 2020 – FEATURE EVENT



**September 26, 2020 at 1 pm**

**2-Hour “Live” Virtual Event will Include:**

- EV 101 Pioneers Panel
- Video Message From Dallas Mayor Eric Johnson
- EV Driver-Produced Testimonials
- Video Highlighting Trinity Metro’s DASH Bus
- Video From Race Car Driver and EV Advocate Leilani Munter

# NATIONAL DRIVE ELECTRIC WEEK 2020: ADDITIONAL EVENTS

## Second Annual Oncor EV Road Rally – Various Dates/Times

- Courses/Timing Determined by Participating Local Governments
  - Confirmed Participants: Allen, Dallas, Irving, Jacksonville, and Southlake
- EV Drivers Travel a Series of Waypoints, Snap Photos, Log Time
- Oncor Awards Cash Prize to the Winning Team (Most “Correct” Time)

## Local Government Fleet EV Roundtable – Thursday, October 1, 10:30am - 12pm

Questions and Discussion On:

- EV Implementation Experiences
- EV Potential Savings
- Potential EV Applications Right for your Fleet

## Using Clean Cities Tools to Implement EV and EV Infrastructure Goals – Thursday, October 1, 2-4 pm

- Find Number of EVs Registered to City/County/Zip
- Use Online Tools to Locate Existing Charging Stations
- Determine Additional Charging Stations Needed to Support EV Growth
- Discuss Key Considerations for Siting EV Stations



Source: Oncor



# NORTH TEXAS ELECTRIC VEHICLE REGISTRATION TRENDS

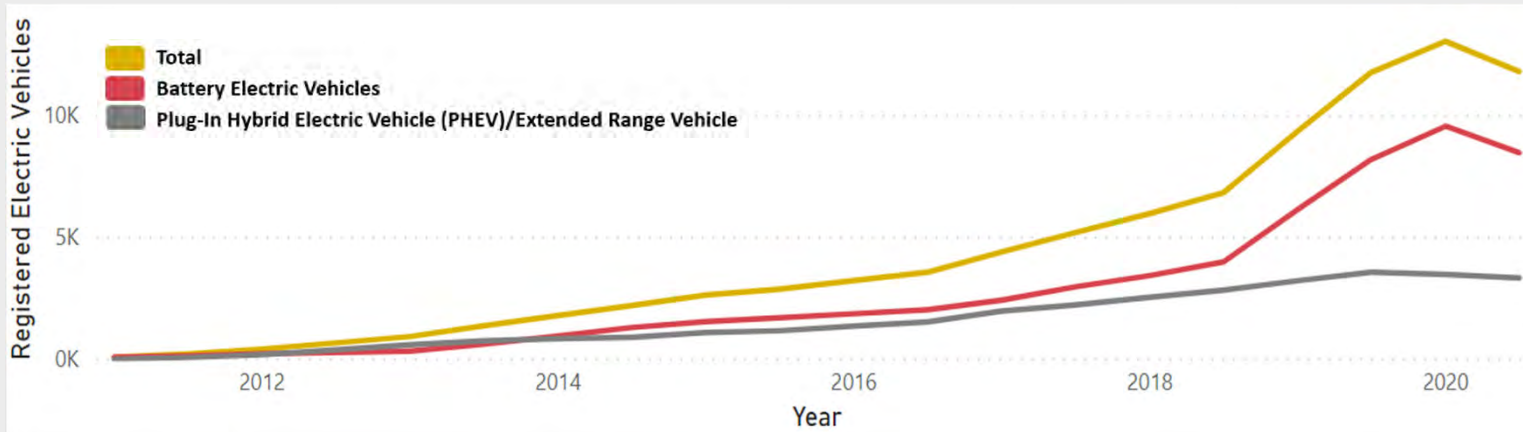
NCTCOG EV Registration Tools:

[North Texas](#)

[Statewide](#)

[Historic Trendline](#)

## Historic Texas EV Registration Tool



**12,821 EVs**  
In North Texas as of  
September 2020

**35%**  
2019 North Texas EV  
Growth Rate

**North Texas EV  
Fleet Composition**  
72% BEV / 28% PHEV

Tools: [www.dfwcleancities.org/evnt](http://www.dfwcleancities.org/evnt)

# LOCAL ELECTRIC VEHICLE SUCCESSES

## Municipalities with EVs

Arlington	Benbrook
Carrollton	Cedar Hill
Coppell	Dallas
Denton	Euless
Farmers Branch	Frisco
Garland	Grapevine
Irving	<b>Lewisville</b>
McKinney	Mesquite
North Richland Hills	Plano
Richardson	Southlake
Addison	Flower Mound

### Lewisville Case Study

- 10 BEVs
- 14 HEVs
- Saves \$1,000 annually on Maintenance
- 2 Cents per mile in Charging Costs
- 150-260 miles of Range per charge.

### HOW ONE NORTH TEXAS FLEET FOUND SUCCESS WITH ELECTRIC VEHICLES

Summer 2020



Fleet electrification has become an ever-increasing hot topic in the last few years. Data supporting fuel and maintenance savings and available funding for electric vehicles (EV) have many fleet managers considering incorporating EVs into their fleet for the first time. However, the idea of fleet electrification can also invoke a lot of anxiety for fleet managers.

Many fleet managers worry that an EV may not be well suited to crucial fleet operations, and that charging infrastructure and charging time may be a hassle.

However, one North Texas fleet has found great success in using light-duty EVs in various applications.

The City of Lewisville first began exploring ways to improve sustainability in 2013, when Internal Services Manager Francis Mascarenhas was tasked by City Management with improving sustainability in the city's fleet.

Following a detailed city data audit on all fleet and facilities as part of the Lewisville 2025 plan, a report was released on ways the Lewisville's fleet could improve its sustainability. Mascarenhas then approached city management and the city council to discuss EVs. "I went to a couple of departments," says Mascarenhas. "The answer I got was 'these are small, there's no legroom, there's no storage.'"

In spite of initial concerns, after test driving two Nissan LEAFs for two weeks through a local Nissan dealer, the city found that full EV best served departments such as Neighborhood, Environmental and Health Services.

As of 2020, Lewisville now owns and operates ten battery EVs, including both Nissan LEAFs and Chevy Bolts, as well as 14 hybrid-electric vehicles.

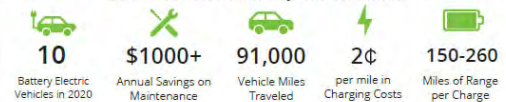


City of Lewisville's DCFC Charging Station on Their Fleet Lot.

Lewisville's fully electric fleet has traveled a total of 91 thousand miles since their implementation in March 2016, and experiences with the vehicles have been overwhelmingly positive.

"Based on staff response, things have gone pretty well, and they seem pretty happy with the maintenance part," says Chris McGinn, Director of Neighborhood and Inspection Services.

#### Lewisville's EV Fleet by the Numbers



# LOCAL ELECTRIC VEHICLE SUCCESSES

## Transit Electric Vehicle Successes:

### DART:

- 7 Heavy-Duty Electric Transit Buses
- Reduced 255 pounds Nitrogen Oxides and 116 Tons GHGs in 2019



Source: NCTCOG

### Trinity Metro:

- 4 Heavy-Duty Electric Transit Buses
- Reduced 95 pounds Nitrogen Oxides and 43 Tons GHGs in 2019



Source: NCTCOG

### Everman ISD:

- 3 Electric School Buses - First in Texas
- Expected to Reduce 51 pounds of Nitrogen Oxides and 18 Tons GHGs per Year
- Received Texas Volkswagen Environmental Mitigation Program Grant of \$969,295



Source: Everman ISD

Emissions Reduction Calculation: <https://afleet-web.es.anl.gov/afleet/>

# LOCAL ELECTRIC VEHICLE DATA COLLECTION PROGRAM

## Electric Vehicle Widescale Analysis for Tomorrow's Transportation Solutions (EV-WATTS)

- Collect Real-World Use Data from EVs and EV Charging Stations
- Share Aggregated & Anonymized Data with Department of Energy, National Laboratories, and the Public
- Leverage Local Clean Cities Coalitions for Local Fleet and Driver Connections

### Requirements To Participate:

- Own/Operate EVs (Both Battery-Electric and Plug-In Hybrid Desired)
- Share Existing Telematics Data OR Allow Installation of Free Data Loggers
- Share Data from Networked EV Charging Stations (Must Have Data Rights)



Contact

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

for More Information



Clean Fuels Ohio



Dallas-Fort Worth  
CLEAN CITIES



# ELECTRIC VEHICLE FUNDING



Up to \$7,500

[Plug-In Electric Drive Vehicle Tax Credit](#)



Up to \$2,500

[Texas Light-Duty Motor Vehicle Purchase or Lease Incentive Program](#)



Up to \$2,500,  
Not to Exceed  
70% Per  
Activity

[Texas Volkswagen Environmental Mitigation Program Now Accepting Applications for Level 2 Charging Stations](#)



AQ Funding Website: <https://www.nctcog.org/aqfunding>

## FOR MORE INFORMATION:

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

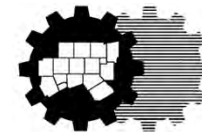
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Dallas-Fort Worth  
CLEAN CITIES



North Central Texas  
Council of Governments

# HOW ONE NORTH TEXAS FLEET FOUND SUCCESS WITH ELECTRIC VEHICLES

Summer 2020



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## Lewisville's EV Fleet by the Numbers



**10**

Battery Electric Vehicles in 2020



**\$1000+**

Annual Savings on Maintenance



**91,000**

Vehicle Miles Traveled




**2¢**

per mile in Charging Costs



**150-260**

Miles of Range per Charge



Maintenance on conventional gasoline-powered vehicles can be frequent and costly. In Lewisville, EVs have proven to be easier to maintain – saving the city over a thousand dollars annually in maintenance costs.

“Otherwise, normally, any standard gas truck – every three months, it’s an oil change, fluid change,” says Mascarenhas. “So [the EVs] don’t have to come every time to the shop. No, they come once a year. It saves their time, mechanics’ time and shop time.” For more complex repairs, the vehicles are to be taken to the nearby dealership. Fortunately, Lewisville hasn’t run into any major issues with their EVs, and when it comes to the smaller repairs, Nissan provided training for fleet mechanics.

Range has also improved drastically over the years as newer EVs equipped with better mileage have come out. Today, Lewisville’s EV fleet get between 150 and 260 miles per charge. Because of the positive experience, the city is even considering implementing electric vehicles in other departments. “The Chevy Bolt gets 260 miles, so we eventually would like to buy one for police for their parking enforcement officers,” says Mascarenhas.

Apart from range, many fleet managers worry about charging infrastructure acquisition and costs. For Lewisville, this was one of the easiest parts of the transition. “Basically we got all these chargers free from Nissan,” says Mascarenhas. “Every time we bought two or three [vehicles], they said ‘we’ll give you one charger, two chargers.’ So, we got all of these for free.” All in all, the city was able to acquire a Level I charger for each vehicle, two Level II chargers and one DC fast charger, which can fully charge a vehicle in just 30 minutes.

Additionally, driver feedback has been entirely positive. Drew Christ, Economic Development Specialist, drives a fleet Nissan LEAF regularly, and says that aside from being reliable, clean and quiet, the vehicles generate quite a bit of community interest and support for the city on his outings.

“The homeowners are always curious,” says Christ. “I go to interview them for whatever grant they’re applying for, and then it always turns into ‘can I come see your car?’ And I have the conversation with them that I’m having with you. We cannot project an expectation on our community about sustainability and efficiency if we’re not choosing to walk the walk and show that it can be done.”

After an exceedingly positive overall experience with EVs, Lewisville’s future plans include the acquisition of more EVs, as well as the installation of some public chargers for EV-driving citizens.

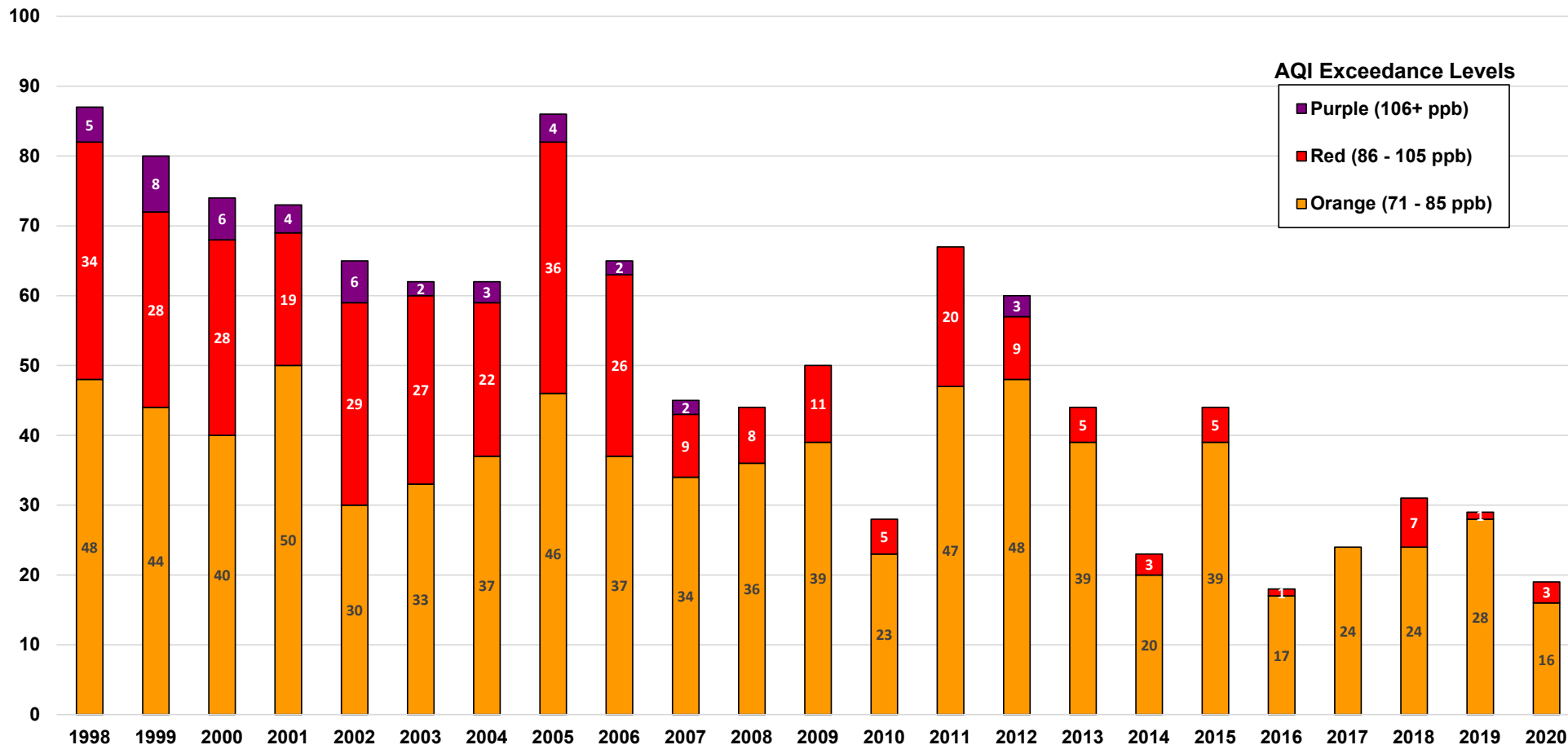
**To learn more about electric vehicles and infrastructure, visit Electric Vehicles North Texas Initiative through DFW Clean Cities at [www.dfwcleancities.org](http://www.dfwcleancities.org).** *The Dallas-Fort Worth (DFW) Clean Cities Coalition is hosted within the NCTCOG. DFW was one of the first regions to be designated as part of the Department of Energy Clean Cities initiative in 1995 to reduce transportation energy use and improve air quality.*

*Photo Source: NCTCOG Staff, 2019*



# 8-HOUR OZONE NAAQS HISTORICAL TRENDS

Based on  $\leq 70$  ppb (As of September 14, 2020)



AQI Exceedance Levels

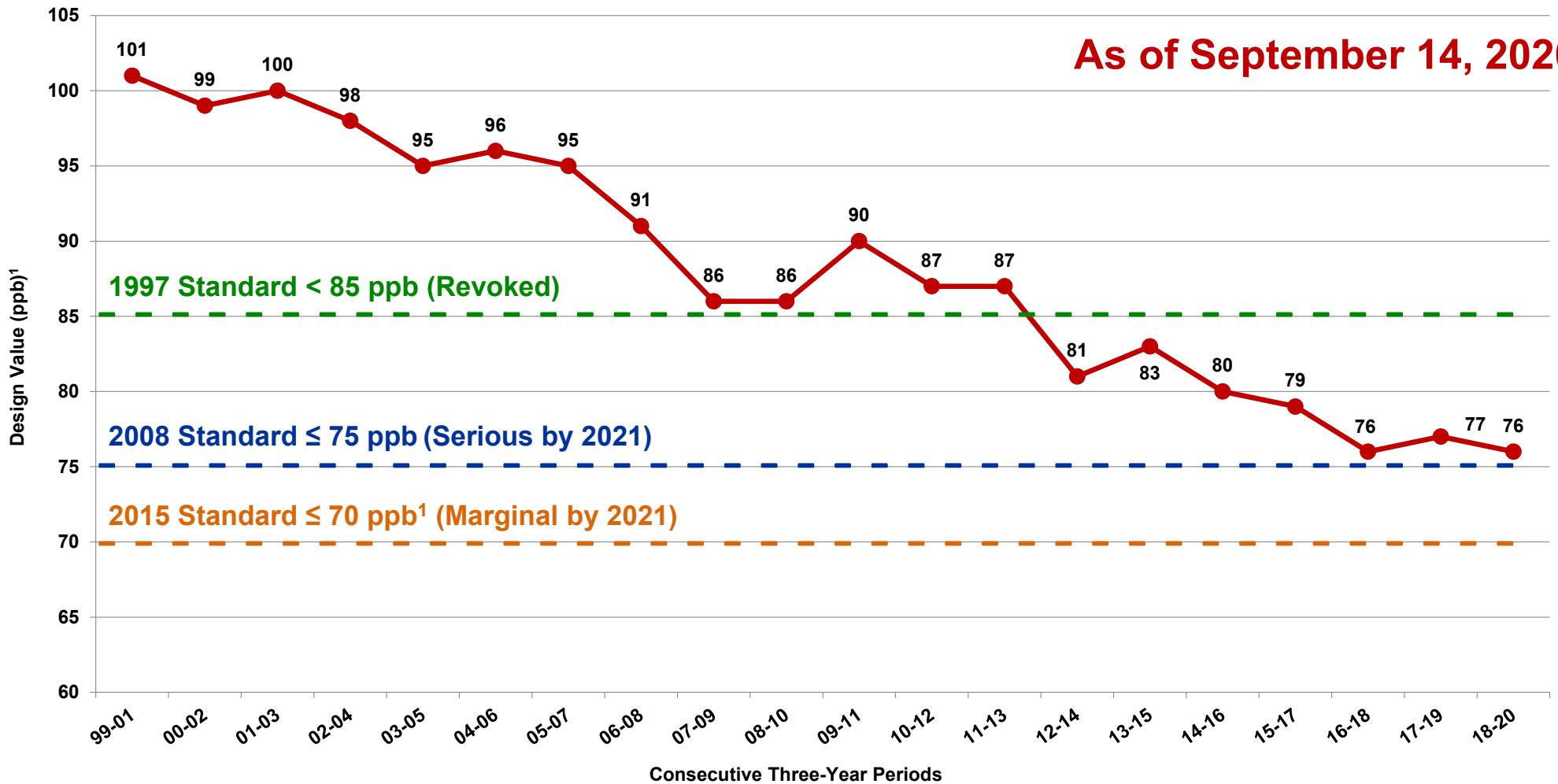
- Purple (106+ ppb)
- Red (86 - 105 ppb)
- Orange (71 - 85 ppb)

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

Source: TCEQ, [http://www.tceq.state.tx.us/cgi-bin/compliance/monops/8hr\\_monthly.pl](http://www.tceq.state.tx.us/cgi-bin/compliance/monops/8hr_monthly.pl)  
ppb = parts per billion

# 8-HOUR OZONE NAAQS HISTORICAL TRENDS

As of September 14, 2020



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

## FOR MORE INFORMATION

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**NICHOLAS VAN HAASEN**  
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<https://www.nctcog.org/trans/quality/air/ozone>



# High-Occupancy Vehicle Quarterly Report

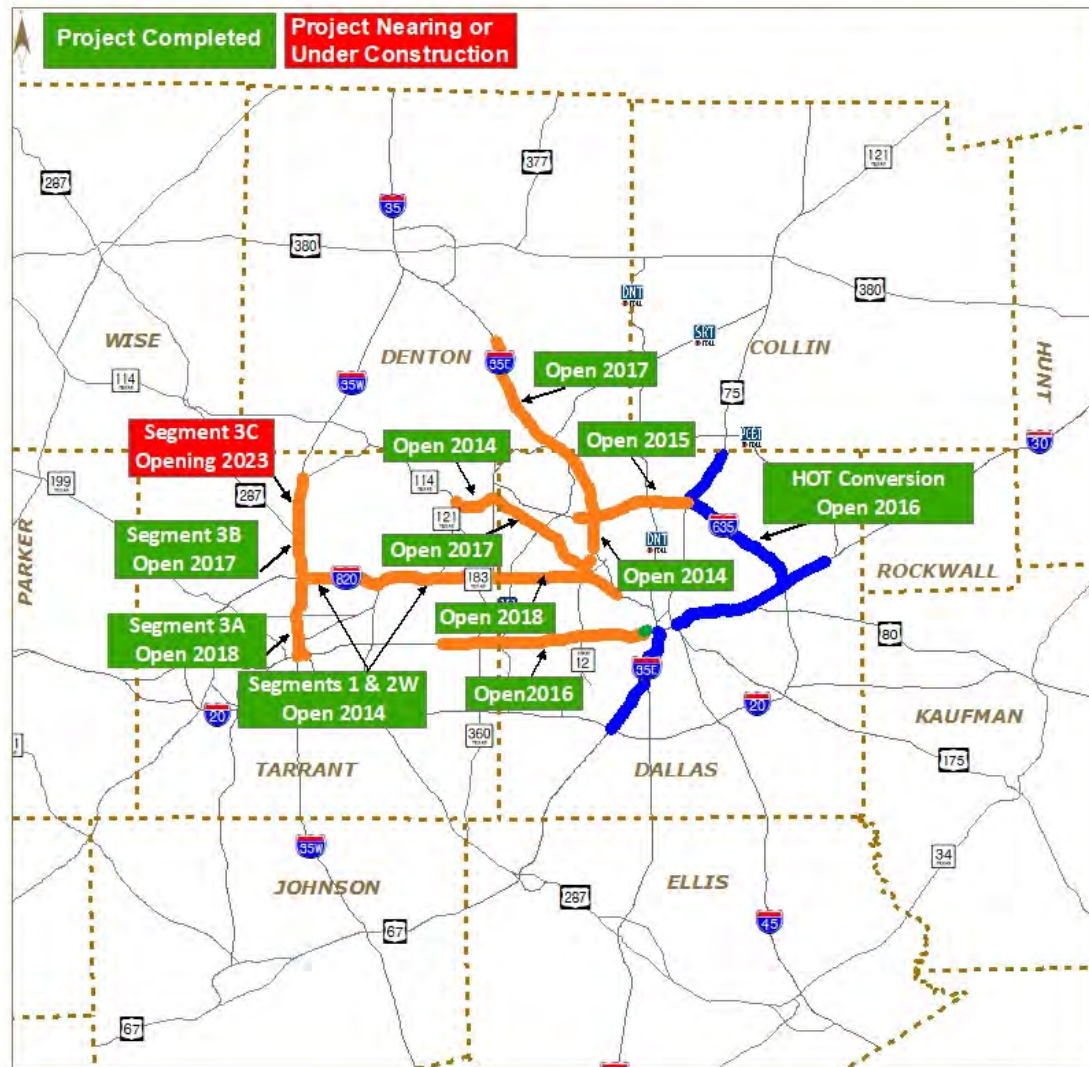
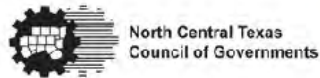
Surface Transportation Technical  
Committee Meeting  
September 25, 2020  
Berrien Barks



# Near Term Managed Lane System Openings

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

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



February 7, 2019

# Toll Managed Lane Data Monitoring

*Cumulative December 2013 – July 2020*

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

*\$ 5,878,122 as of July 2020*

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

*\$ 12,407 from October 2014 – July 2020*

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

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

Have there been any additional NTTA customer service needs?

*No, minimal impact*

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

*No*

# Toll Managed Lane Data Monitoring

## *Cumulative December 2013 – July 2020*

Facility	HOV 2+ Subsidy Costs	NTTA Customer Service (Additional Needs)	Project Performance Events (Speeds < 35 mph)
<b>North Tarrant Express</b> <ul style="list-style-type: none"> <li>• SH 183/121 from IH 35W to SH 121</li> <li>• IH 35W from IH 30 to US 287</li> </ul>	\$2,706,903	Negligible	0
<b>LBJ Express</b> <ul style="list-style-type: none"> <li>• IH 635 from Preston Road to Greenville Avenue</li> <li>• IH 35E from Loop 12 to IH 635</li> </ul>	\$3,171,219	Negligible	0
<b>DFW Connector</b> SH 114 from Kimball Avenue to Freeport Parkway	N/A	Negligible	0
<b>IH 30 Managed Lanes</b> IH 30 from SH 161 to Westmoreland Road	N/A	Negligible	0
<b>IH 35E Managed Lanes</b> IH 35E from FM 2181 (Teasley) to LBJ	N/A	Negligible	0



Update

Automated Vehicle Occupancy Verification

Through Monday, August 31, 2020





## HOV Users

January 24 – August 31, 2020

Users: 33,533

Vehicles: 35,543

Occupant Passes: 6,238



# HOV Discount Data Monitoring

January 24 – August 31, 2020

Total Transactions – 677,454

LBJ/NTE Partners – 395,537

TxDOT – 281,914

Total HOV Transactions – 316,694 (~47%)

LBJ/NTE Partners – 175,214

TxDOT – 141,480

Unique Transactions – 22,045



## Future Data Items

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

## Questions/Contacts

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**Amanda Wilson**

Program Manager

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**Berrien Barks**

Program Manager

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

817-695-9282

**MINUTES****REGIONAL TRANSPORTATION COUNCIL ONLINE INPUT OPPORTUNITY****Changing Mobility: Data, Insights and Delivering Innovative Projects  
During COVID Recovery****Transportation Performance Measures****2020 Transportation Alternatives Call for Projects: Recommended Funding Awards****IH 45 Zero Emission Corridor Plan Update****Online Public Input Opportunity Dates**

Monday, August 10, 2020 - Wednesday, September 9, 2020 – The North Central Texas Council of Governments (NCTCOG) posted information at [www.nctcog.org/input](http://www.nctcog.org/input) for public review and comment.

**Purpose and Topics**

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

1. Changing Mobility: Data, Insights and Delivering Innovative Projects During COVID Recovery
2. Transportation Performance Measures
3. 2020 Transportation Alternatives Call for Projects: Recommended Funding Awards
4. IH 45 Zero Emission Corridor Plan Update

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

**Summary of Presentations*****Changing Mobility: Data, Insights and Delivering Innovative Projects During COVID Recovery presentation:***

<https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2020/08/COVID-Effects.pdf>

This presentation includes information related to what NCTCOG is doing to help assist transportation projects and programs during these challenging economic times. Four policy metrics entitled Changing Mobility have been developed to help guide NCTCOG staff in alleviating the negative impacts of COVID-19:

- Travel behavior response to COVID-19
- Financial implications to traditional revenue sources
- Benefits of travel behavior responses to areas of RTC responsibility
- Prioritization of infrastructure improvements that offset unemployment increases

**Metric 1: Travel behavior response to COVID-19**

- Compared to pre-COVID activity, use of bike/ped trails was up 22 percent in June
- Compared to pre-COVID activity, use of roadways was down 6 percent in June
- Compared to pre-COVID activity, toll road transactions were down 41 percent in May
- Compared to pre-COVID activity, use of transit was down 54 percent in June
- Compared to pre-COVID activity, aviation travel was down 80 percent in May

**Metric 2: Financial implications to traditional revenue sources**

- Compared to 2019, sales tax revenue saw a 4 percent increase in July 2020
- Compared to 2019, motor fuel tax revenue saw a 2 percent decrease in July 2020
- Compared to 2019, IH 35E TEXpress Lane transactions saw a 60 percent decrease in May 2020

**Metric 3: Benefits of travel behavior responses to areas of RTC responsibility**

- Less vehicles on the road reduces emissions
- Dallas-Fort Worth International Airport is the busiest airport in the world and despite decrease in travel, no employees have been furloughed throughout the pandemic
- Local transit authorities have been partnering with nonprofits and local governments to deliver essential supplies to those in need

**Metric 4: Prioritization of infrastructure improvements that offset unemployment increases**

- For a long-term unemployment event, need near-term and long-term transportation investment for maximum benefit
- Staff focused on implementing major transportation projects, including high-speed rail from Dallas to Fort Worth, autonomous transit, the Y Connector and SH 183.

Members of the public are encouraged to provide feedback on the NCTCOG strategies and policy metrics for managing the impacts of COVID-19 on the transportation system.

***Transportation Performance Measures presentation:***

<https://www.nctcoq.org/nctcq/media/Transportation/DocsMaps/Involve/InputMeetings/2020/08/Performance-Measures.pdf>

A performance measurement is a framework for relating observed performance of the transportation system to regional goals and priorities, planning processes, and project selection and policies. A measure is usually calculated from regularly updated data and a target is then established for where the measurement should be.

NCTCOG conducts a variety of activities related to performance measures, including the creation of Progress North Texas and the current examination of COVID-19's impact on the transportation system. Some performance measures are required by federal legislation such as MAP-21 and the FAST Act.

This presentation primarily focuses on performance measures established by the Federal Highway Administration (FHWA) and the Federal Transit Administration. Known as PM3, these seven measures are related to various aspects of the transportation system, including reliability, congestion, mode choice and emissions.

The Regional Transportation Council (RTC) adopted quantitative 2020 and 2022 regional targets for PM3 on November 8, 2018, and updated targets are due to FHWA on October 1, 2020.

Overall, NCTCOG staff is reaffirming the original PM3 targets for 2022 but also recommending adjusting targets for truck travel time reliability and emissions reductions.

The RTC will take action on the revised PM3 targets in September 2020.

***2020 Transportation Alternatives Call for Projects: Recommended Funding Awards presentation:***

<https://www.nctcog.org/nctcog/media/Transportation/DocsMaps/Involve/InputMeetings/2020/08/2020-TA-CFP-Pres.pdf>

***Handout:***

<https://www.nctcog.org/nctcog/media/Transportation/DocsMaps/Involve/InputMeetings/2020/08/2020-TA-CFP-Handout.pdf>

Project activities eligible to receive funding from the 2020 Transportation Alternatives Call for Projects (TA CFP) include shared-use paths, on-street bikeways, signage and protected intersections, among others. The 2020 TA CFP had two eligible project categories: active transportation and Safe Routes to School (SRTS). Each category had its own set of scoring criteria.

NCTCOG staff received 38 applications and is recommending awarding funding to projects in the City of Arlington, City of Fort Worth, City of Dallas, City of Richardson, Dallas County and along Dallas Area Rapid Transit (DART) routes. A breakdown of funding allocations can be viewed at [www.nctcog.org/input](http://www.nctcog.org/input).

The RTC will take action on the 2020 Transportation Alternatives Call for Projects funding recommendations in September 2020.

***IH 45 Zero Emission Corridor Plan Update presentation:***

<https://www.nctcog.org/nctcog/media/Transportation/DocsMaps/Involve/InputMeetings/2020/08/IH-45-Update.pdf>

In 2019, the Federal Highway Administration (FHWA) awarded funding to NCTCOG to develop a plan for infrastructure to support both battery electric and hydrogen fuel cell electric vehicles along IH 45 from Dallas to Houston.

NCTCOG staff has proposed the following strategies to meet FHWA's deployment plan goals:

- Develop electric and hydrogen corridor along IH 45
- Expand infrastructure needs for medium and heavy-duty electric trucks and buses
- Support future strategic initiatives in the corridor, such as AV technology deployment and truck platooning

For the corridor to be classified as ready under FHWA's criteria, electric vehicle supply equipment must be placed every 50 miles within 5 miles of IH 45. There is currently one gap remaining along the corridor, and it's from Ennis to Maidsonville. Additionally, there are currently no publicly available hydrogen stations in Texas. For the corridor to be classified as ready, a station must be placed every 100 miles within 5 miles of IH 45.

Staff will continue to identify the best technologies suitable for vocational needs, identify best market development opportunities and convene stakeholder groups. Additional case studies and an infrastructure deployment plan will be completed by May 2021.

#### **COMMENTS SUBMITTED BY WEBSITE, MAIL, EMAIL and SOCIAL MEDIA**

##### **Mail**

Please see attachment for comment submitted via mail.



August 31, 2020

Ms. Carl: Baylor  
Communications Specialist  
North Central Texas Council of  
Governments  
Transportation Department  
PO Box 5888  
Arlington, TX 76005-5888

Dear Carl:

Enclosed are my questions & comments  
on your latest updates. You asked  
that they be submitted by Sept. 9.

Thank you

Sincerely,  
Phyllis Silver



Phyllis H Silver  
15720 Artist Way Apt 4912  
Addison, TX 75001

Enclosure

RECEIVED

SEP - 4 2020

TRANSPORTATION

Comments + Questions TO Submit

By 9/9/2020

Handout: Interstate Highway 45 Zero-Emission Vehicle Corridor Plan Update

Comment: I am pleased that there is a continuing effort to improve our air quality.

---

Handout: Draft 2020 Transportation Alternatives

Question Program Call for Projects (FY21-22-23)

Page 3 - Dallas TxDOT District #15 Town of Addison  
Trail Gap Closure -

Question: Where in Addison is this (cross streets)?

---

Handout: Transportation Alternatives  
2020 Call for Projects Recommendations  
for the North Central Texas Region

Question - pg 2 - What are Road Diets?

Comment: I recommend safer pedestrian access to travel to hospitals? <sup>when taking public transportation.</sup> For example, in the City of Dallas, when taking a bus eastbound along Forest Lane and going to Medical City Dallas, there is not a safe way to get

across the street <sup>(Forest Lane)</sup> to the hospital. The Medical  
City Shuttle from the Forest Lane Train Station  
only runs during certain times of the day,  
so taxis is not a good alternative.

---

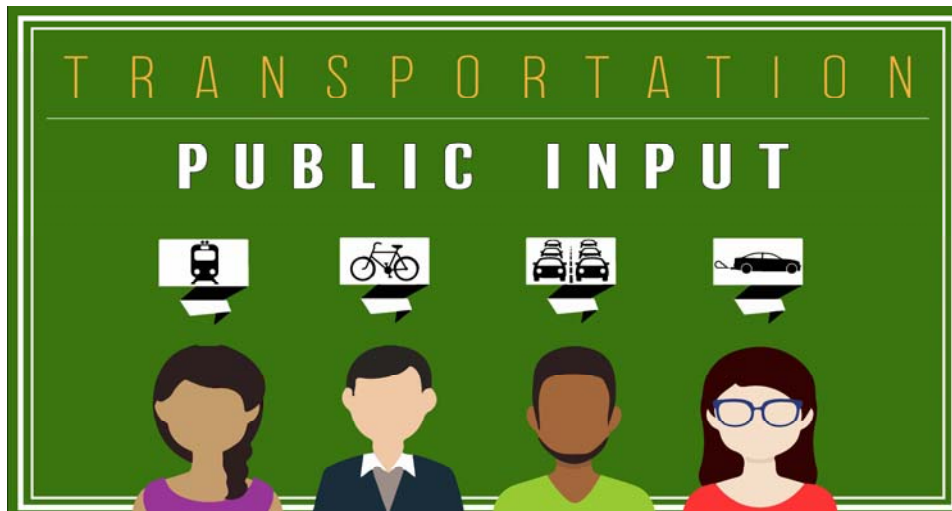
Handout: Changing Mobility

Data Insights, and Delivery Innovative  
Projects During COVID Recovery

Comment: I commend you for quantifying the  
changes in various measures between last  
year and this year to study the impact  
of COVID-19.

Phyllis Silver

8/31/2020



## REGIONAL TRANSPORTATION ONLINE INPUT OPPORTUNITY

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

Submit comments and questions to NCTCOG:

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

Website: [www.nctcog.org/input](http://www.nctcog.org/input)

Fax: 817-640-3028

Phone: 817-695-9240

Mail: P.O. Box 5888

Arlington, TX 76005-5888

For special accommodations due to a disability or for language translation, call 817-608-2365 or email [cbaylor@nctcog.org](mailto:cbaylor@nctcog.org).

Reasonable accommodations will be made.

Para ajustes especiales por discapacidad o para interpretación de idiomas, llame al 817-608-2365 o por email:

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

Se harán las adaptaciones razonables.

## WHAT DO YOU THINK? TELL US.

Information will be posted online at [www.nctcog.org/input](http://www.nctcog.org/input) for public review and comment **October 12 - November 10, 2020**. To request printed copies of the information, call 817-608-2365 or email [cbaylor@nctcog.org](mailto:cbaylor@nctcog.org).

### Cotton Belt Trail Design Funding

In coordination with the DART Silver Line rail project, a 26-mile regional trail corridor is being designed and will be constructed in various phases. The corridor will run parallel to the Silver Line and connect seven cities across three counties from DFW Airport to Plano. Additional funding is needed in order to complete the design phase of this project. More information will be posted online for review.

### Work Program Modifications

The Unified Planning Work Program (UPWP) for regional transportation planning provides a summary of the transportation and related air quality planning tasks to be conducted by the metropolitan planning organization. Proposed modifications to the FY2020 and FY2021 UPWP will be posted for review and comment.

### RESOURCES AND INFORMATION

- Regional Smoking Vehicle Program: [www.smokingvehicle.net](http://www.smokingvehicle.net)
- Vehicle Incentives & Funding Opportunities: [www.nctcog.org/aqfunding](http://www.nctcog.org/aqfunding)

[WWW.NCTCOG.ORG/INPUT](http://WWW.NCTCOG.ORG/INPUT)



NCTCOGtrans



North Central Texas  
Council of Governments

## PUBLIC COMMENTS REPORT

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

#### Purpose

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

This report is a compilation of general public comments submitted by members of the public from Saturday, June 20, through Sunday, July 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. Air quality comments related to Clean Air Action Day and ozone action days were in the majority.

In addition, comments are currently being accepted through a new, online map tool. Users can drop a pin on a location in the region and leave a detailed comment. The tool is in test mode and open to the public through August 2020. This month, there were 54 Bicycle and Pedestrian comments, 2 Roadway comments and 1 transit comment. To read them, visit:

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

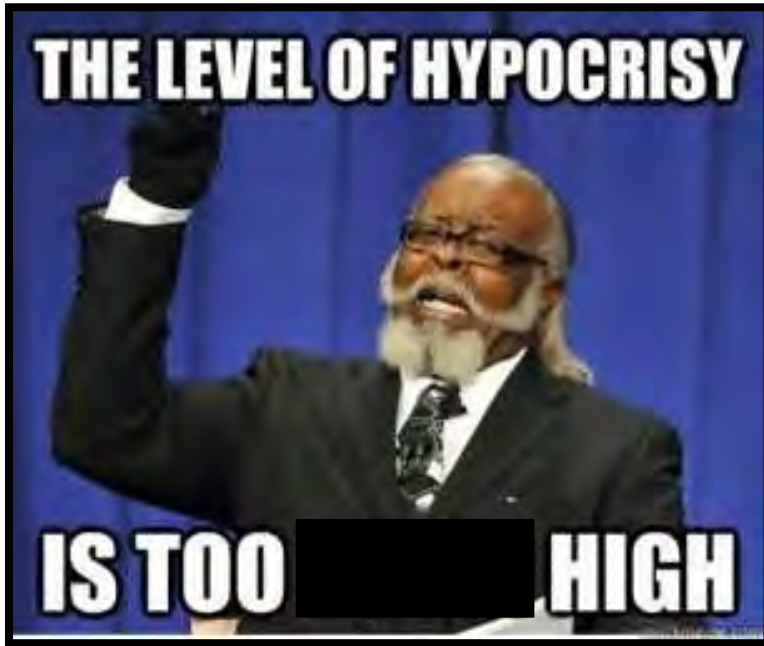
#### Air Quality

##### Twitter –

1. All people deserve to breathe healthy air. Together we can reduce harmful pollutants that impact those who live, work & play near ports, rail yards, roadways & freight distribution centers. Use #EPASmartWay tools to learn how to have cleaner air for all – <http://epa.gov/smartway>. – NCTCOGTransportation (@NCTCOGtrans)



And yet, NCTCOG Transportation is still out there pimping new freeways, the pollution from which adds to DFW's chronic air pollution problem.... – Downwinders at Risk (@cleanerair)



2. Clean Air Action Day is almost here! Join us in partnering with @NCTCOGtrans to improve air quality in North Texas. #CAAD2020 – DCTA (@RideDCTA)



3. Social Distancing on Clean Air Action Day <https://nadallas.com/2020/07/31/323701/social-distancing-on-clean-air-action-day#.XygQQ1HEX00.twitter> #cleanairactionday #texasheat @NCTCOGtrans – Natural Awakenings (@NaturalDallas)

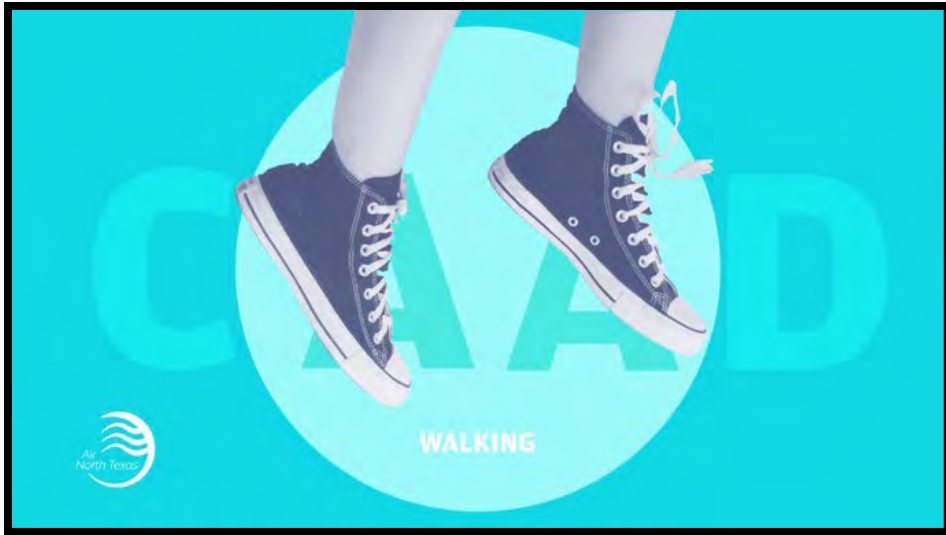
4. Clean Air Action Day is this Wednesday, and we created a quiz to test your air quality knowledge! Do you know how easy it is to take simple steps towards cleaner air in North Texas? Take the quiz to learn how you can be a clean air advocate! @NCTCOGtrans <https://bit.ly/3gjYqoF> – DCTA (@RideDCTA)



5. Clean Air Action Day is TODAY! To celebrate, we made a quiz to test your knowledge. Do you know how easy it is to take simple steps towards cleaner air in North Texas? Take the quiz to learn how you can be a clean air advocate! @NCTCOGtrans <https://bit.ly/3gjYqoF> – DCTA (@RideDCTA)



6. Happy Clean Air Action Day! Walk. Skip. Run. Whichever you decide to do, the air will appreciate you! #CAAD2020 – NCTCOGTransportation (@NCTCOGtrans)



The talent. The vision. The Chucks. 🐾 – Christina Roach (@ChristinaGRoach)

Aww, shucks. 😊

Don't forget to visit <https://airnorthtexas.org/socialdistancing> and select your clean air action for today! – NCTCOGTransportation (@NCTCOGtrans)

Of course! I'll record my telecommuting too so I can secure that TryParkingIt bag 😊



– NCTCOGTransportation (@NCTCOGtrans)

7. Check out this Clean Air Action Day tip from @NCTCOGtrans! Biking is great for the environment AND great for your health. 🚲 Learn more steps you can take towards cleaner air in North Texas by taking our quiz: <https://bit.ly/3gjYqoF> – DCTA (@RideDCTA)





**Facebook –**

1. Be careful out there. Orange levels are unhealthy for sensitive groups. #ArlolsOrange – Fort Worth Code



2. Ozone Action Day – Ozone in the Dallas-Fort Worth area Tuesday is predicted to be at Level Red, unhealthy. Active children and adults and people with lung disease, such as asthma, emphysema, or chronic bronchitis, should avoid outdoor activity. Everyone else, especially children, should limit prolonged outdoor exertion. Current ozone information: <http://bit.ly/9nC9vy>. Consider a clean air choice: <http://bit.ly/2oAbaPt>. – NCTCOG Transportation Department



#DriveElectric – Chris Hightower

3. Due to the continuing COVID-19 pandemic. Clean Air Action Day, the annual celebration of environmental awareness put on by Air North Texas will be observed differently this year...

#cleanairactionday #environmentalawareness NCTCOG Transportation Department – Natural Awakenings Dallas Metroplex Magazine



4. Today is Clean Air Action Day! Check out these tips from NCTCOG Transportation Department for easy ways to promote clean air in the DFW area, even while social distancing. #CleanAirActionDay – RWB Consulting Engineers



### **Autonomous Vehicles**

#### **Facebook –**

1. PAVE is proud to announce our Public Sector Advisory Council, an advisory body made up of public servants with deep experience preparing for and facilitating the autonomous future. The PSAC will advise PAVE on the critical issue of public sector engagement with AVs, and help provide vital resources to less-experienced localities and agencies.

Following are the inaugural members of PAVE's Public Sector Advisory Council:

- Arizona Department of Transportation
- California Department of Motor Vehicles
- City Government of Chandler, Arizona
- City of Detroit Government
- City of Pittsburgh Dept of Mobility and Infrastructure
- Colorado Department of Transportation
- DriveOhio
- The Eastern Transportation Coalition
- Iowa Department of Transportation
- Georgia Dept of Transportation
- Louisville Metro Government

Miami-Dade County  
Michigan Department of Transportation  
Minnesota Department of Transportation  
Mountain View Police Dept  
NCTCOG Transportation Department  
Pennsylvania Department of Transportation (PennDOT)  
Texas Dept of Transportation  
Target Zero  
WSDOT

Find out more about our PSAC members here: <https://lnkd.in/dBk42Pf> – PAVE Campaign



## Bicycle & Pedestrian

### Email –

#### 1. Francesca Funk

I need a protected bike lane on Zang Blvd, from Jefferson to Colorado, so I can do my whole commute safely by bicycle.

### Twitter –

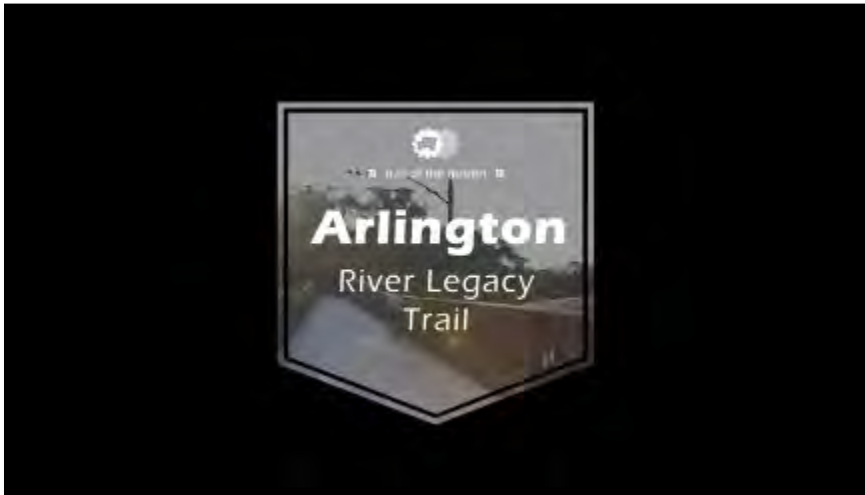
1. Trail usage has skyrocketed as residents rediscover walking & biking to stay active! This week's highlighted trail is the Cottonwood Creek Trail in @CityofAllenTX. It runs through downtown & connects places such as the Village at Allen, Old Stone Dam & the 1910 Railroad Bridge. – NCTCOGTransportation (@NCTCOGtrans)



Trails are great! But connected trails are even better. Connect the trails!!! We want more than 5 miles!!! – Jeff Mizener (@mizesoundguy)

**Facebook –**

1. Wanna get out and about in Arlington? Hop on the River Legacy Trail! It plays a vital role in the off-street connection from Fort Worth to Dallas. Stay tuned for more! – NCTCOG Transportation Department



We could do this in Mineral Wells of course on a much smaller scale. Mineral Wells CC should strive to make its carbon footprint much smaller while enhancing its health resort status. LETS GO GREEN! – John T. Brazil

2. Thanks to NCTCOG Transportation Department for this great video of the #CottonBeltTrail. We hope you'll get out and enjoy this awesome trail! – Keep Grapevine Beautiful



**Instagram –**

1. Have you been using the extra time at home to bike more? Tell us about it! Our interactive mapping tool is a great way for you to leave comments on how we can improve your travel experience. Visit <https://www.nctcog.org/trans/plan/mtp/map-your-experience>.



Can you put 1/10<sup>th</sup> of the money you put towards highway expansion towards trail extension / expansion? Or even bike lanes? – Philip Goss (@gosspl)

**Committees**

**Facebook –**

1. Congratulations to our newly elected North Texas Regional Transportation Council (RTC) officers! RTC is the independent transportation policy body of the Metropolitan Planning Organization, which covers 12 counties across the North Texas region.

Dannenbaum Engineering also recognizes and thanks our Dallas Regional Mobility Coalition(DRMC), Tarrant Regional Transportation Coalition (TRCT), and Surface Transportation Technical Committee (STTC) for their service to Dallas-Fort Worth.

NCTCOG Transportation Department

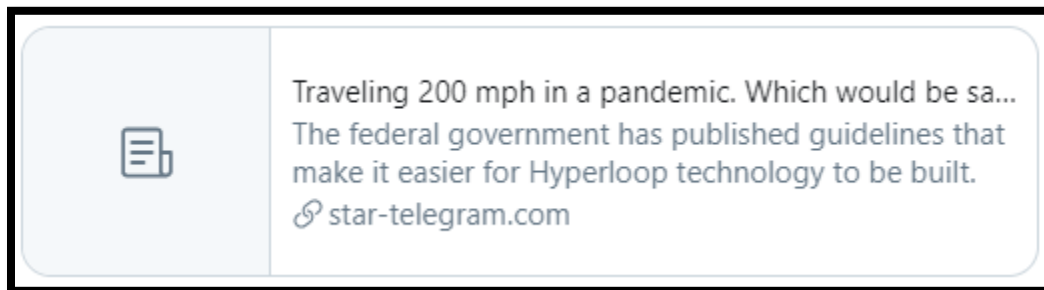
#EngineeringExcellence – Dannenbaum Engineering



**Innovative Vehicles & Technology**

**Twitter –**

1. Traveling 200 mph in a pandemic. Which would be safer: High-speed rail or Hyperloop? via @gdickson – Luke “Wear a Mask” Ranker 🏠 🤔 📄 – (@lukeranker)



Hmmmm...which would be safer, the mode of transit with 50+years of impeccable safety or the thing that technically doesn't exist?

I really Really REALLY wish @NCTCOGtrans would stop wasting time on hyperloop hype – Loren S. (@txbornviking)

## Project Planning

### Email –

#### 1. **Oscar Pearson**

Please push for the outer loop for 428 around Aubrey. Even with the additional lanes on 380 traffic east and west will not see much relief. And add an overpass for safety sake over the railroad in downtown Aubrey to avoid train delays for fire and safety. Thank you.

#### 2. **Robert Brown**

Has COVID-19 impacted transportation projects in the region? Specifically, the IH-30 expansion project through Hunt County. I'm extremely concerned with one-way service roads and how it will impact something simple as getting a burger from McDonalds.

#### 3. **Al Daniels**

Make Lemmon Ave. 8 lanes with left hand turn lanes from Turtle Creek to Lovers Lane.

#### 4. **Laurie Richardson**

The roads and infrastructure desperately need to be improved for the communities off of Fm1385. Infrastructure is severely lacking. Waiting years to expand FM1385 won't work. Fishtrap between 1385 and Gee road needs more lanes now. Parvin road is key - it needs to be paved with asphalt to be used as a proper road - paving Parvin between fm1385 and Teel road will eliminate much of the traffic problems on 1385 by giving communities a real proper alternate route. We can't wait years for these things to happen, it's already a dire problem. We need help and solutions now. Thank you!

#### 5. **Thom Bouis**

Connecting SH205 to Parker Rd would create a substantial portion of a multi county lower speed commerce loop around Dallas directly connecting many small towns enabling movement of goods and people without loading up the interstate highways.

#### 6. **Darwin Yeary**

Dear Sirs, There is a decades old situation in Weatherford concerning a lack of consideration for motorist and residents and their safety on North main, Hwy 51N.

I sent in a request three months ago from the TXDOT mailing, which says " Tell us what you think " with no reply or return e-mail answer.

Discrimination still exist against local tax paying citizens, who reside within a three mile area off Hwy 51N, inside Weatherford City limits.

Continual uninforcement and out of control speeding of automobiles and Tractor Trailer rigs, threatens the life and safety of local motorist and pedestrians trying to enter or cross over at intersections in this stretch of in-town highway. Only two protected traffic lite standards exist, one at 4th St. and one at 51N and Spring St, one block from the Parker County Courthouse. This intersection which is congested with ill arranged street parking is a automobile death trap for motorist waiting to cross over Spring St, going west. Tractor rigs turning left on E Spring hardly miss crashing into automobiles waiting for a green lite there.



Sorry to report all the promises given back in 2005, about the proposed loop around Weatherford, certainly did not improve the dangerous and fraught Weatherford Square. And now another planned proposal awaiting millions of dollars, for taking truck traffic off the Square, has people still asking "WHEN" by Citizens and Weatherford businesses.

I just wish the buck passing between TXDOT and Weatherford, would end. You both work for us, we the " People."

I believe the editors of MAD Magazine, or even "Myself," could design a better plan that could safely work.

### Twitter –

1. If growing states like Texas get undercounted in the #Census2020 will the COG's stop building highways because they don't have the hard pop. growth numbers to justify it or will they continue bc that's the only thing they know how to do? – Andrew Wallace (agwallace92)

@NCTCOGtrans, @AlamoAreaCOG, @CAPCOGTX, & @HGACmpocan you shine light on this? – Andrew Wallace (agwallace92)

## Public Input

### Twitter –

1. @TrinityMetro está rediseñando su red de autobuses para crear Una Mejor Conexión y necesitamos de su ayuda!

Necesitamos su opinión sobre cómo hacer que nuestro sistema funcione mejor para usted hoy y en los años por venir. @CityofFortWorth @TarrantCountyTX @NCTCOGtrans @fwhcc – Sal Espino Michel (@SAL\_FW)



2. @TrinityMetro is redesigning its bus network to create A Better Connection and we need your help!

We need your input on how to make the system work for you today and in the years to come.  
@CityofFortWorth @TarrantCountyTX @NCTCOGtrans @FTWChamber @fwhcc @FWMBCC  
@TarrantTransit



## Safety

### Twitter –

1. There are lots of things that can distract you while you're driving besides your phone. Join us in playing the new AR game from @TxDOT to see how good you are at driving heads up in Texas.

<http://DartThoseDistractions.com>

#HeadsUpTexas #EndTheStreakTX

@TxDOTFortWorth

@TxDOTDallas



Thank you for advocating for this cause! We work hard everyday to fight against distracted driving!! Our app always asks, "Is It Worth It??" – Safe 2 Save (@Safe2Save)

### Transit

#### Email –

##### 1. **Andrea Voss**

We need more DART Rail service that goes around the county and not primarily through downtown, to save people time and make them want to use the public transit more.

##### 2. **Dane Cofer**

Mr. Morris,

I am sending you the information you directed be sent to you from the RTC meeting today. (Please note that similar information was provided to previous representatives from Dallas to the RTC... perhaps their not acting on the information is part of why they were all replaced abruptly this year).

The two main points I am making are:

1. DART is in violation of Texas Transportation Code Chapter 452 sections 303 and 304.
- 2 The Texas Transportation Commission (the head of the Texas DoT) said they only enforce the safety aspects of Transportation Code Chapter 452 and that COG is responsible for enforcement of the remainder.

A group of citizens have geared up to seek injunctive relief based on DART's blatant violation of these sections, but my big question is why are citizens having to pick up the enforcement role that should belong to government?

Here are the two sections of the Texas Transportation Code Chapter 452 that DART is in violation of (I have highlighted specific elements to show singular examples of how DART is in violation - these do NOT constitute the entirety of DART's violation, just an illustrative example. The examples are provided below both excerpts from the Texas Transportation Code).

\*\*\*\*\*  
\*\*\*\*\*

Texas Transportation Code Chapter 452

Sec. 452.303. MAJOR SERVICE PLAN CHANGE: NOTICE AND HEARING. (a) The subregional board of an authority described by Section 452.301 may not, without holding a public hearing on the proposed change, consider a change in the service plan that would:

- (1) change the location of a right-of-way of a fixed guideway system;
- (2) change or add a width of a right-of-way of a fixed guideway system;
- (3) change a grade separation or add a grade separation to a fixed guideway system;
- (4) move the location of a station of a fixed guideway system;
- (5) reclassify the aerial, at-grade, or subgrade vertical alignment of a fixed guideway or establish the vertical alignment of a fixed guideway;
- (6) move the location of:
  - (A) a parking lot;
  - (B) a maintenance facility; or
  - (C) an off-street transfer center;
- (7) add a facility listed in Subdivisions (1)-(6); or
- (8) add a route for a fixed guideway system.

(b) Before holding a public hearing required under Subsection (a), the subregional board shall in writing notify:

- (1) each owner of real property located within 400 feet, including streets and alleys, of the boundary of the proposed right-of-way or the boundary of property on which the facility is proposed to be located; and
- (2) the governing body of each municipality and the commissioners court of each county in which the changed or additional right-of-way or facility is to be located.

(c) The notice required by this section must be given to each governing body and to the property owners shown by the municipal or county tax roll at least 20 days before the date of the hearing by depositing the notice in the United States mail.

Acts 1995, 74th Leg., ch. 165, Sec. 1, eff. Sept. 1, 1995.

Sec. 452.304. ADOPTION OF MAJOR SERVICE PLAN CHANGE. (a) After a public hearing, the subregional board described by Section 452.301 may approve a change described by Section 452.303(a) in the service plan by a favorable vote of two-thirds of the members present.

(b) If the change in the plan includes the addition of a fixed guideway route, including a route to be added under an agreement under Section 452.060, the governing body of each municipality through which the route would pass must approve the route before the subregional board may add the route to the service plan.

(c) The subregional board shall give notice of a change in the service plan adopted under this section to:

(1) the commissioners court of each county in which the changed or additional right-of-way or facility is to be located if the change is located in an unincorporated area; and

(2) the governing body of each municipality in which the changed or additional right-of-way or facility is to be located.

\*\*\*\*\*  
\*\*\*\*\*

DART's violation of Section 303

With JUST these two very focused and unambiguous references highlighted, I can illustrate that DART did not comply with Texas Transportation Code. The property on the Northeast corner of The Hillcrest and Cottonbelt rail line is illustrated below (image from Collin CAD).

- A grade separated crossing was introduced to the Cottonbelt at Hillcrest.
- This property is within 400' of this grade-separated intersection.
- This property is owned by Hillcrest Limited (see info below from Collin CAD below)
- The owner of this property was interviewed by Fox4 and tearfully indicated that she had received no notice of the rail development, which would not have been true if she had received a Notice of the Public Hearing.

This is just one example, but hundreds of people's similar rights have been violated... and hundreds have sent letters to put DART on notice of intent to sue. Their first step will be seeking injunctive relief to halt the train. But, why was this not monitored and caught by COG?

\*\*\*\*\*  
\*\*\*\*\*

### DART violation of Texas Transportation Code Chapter 452.304

Section 304 says "the governing body of each municipality through which the route would pass must approve the route before the subregional board may add the route to the service plan."

Dallas provided approval via DCC Resolution 18-0488 (<http://citysecretary2.dallascityhall.com/resolutions/2018/03-28-18/18-0488.pdf>). However, the City's approval was CONDITIONAL. Meaning, they only approved the implementation in Dallas IF DART met specific requirements/conditions. Here are the conditions Dallas mandated. Dallas has submitted multiple plans to Dallas that were not compliant... but equally important, beyond the plans, DART has not completed the remainder of the requirements.

- A study is completed and an implementation plan adopted to create a comprehensive, high frequency grid network bus system for Dallas, and,
- Funding is set aside in its 20 year Financial Plan for this comprehensive bus system, and
- Rail stations within the City of Dallas are only provided at two locations, Cypress Waters and Knoll Trail. The Preston Road/Keller Springs and Coit Road stations are eliminated from the project, and
- Grade-separated street crossings are constructed at Hillcrest Road and Coit Road. Infrastructure changes are at-grade or below grade, and
- Mitigation and Betterments are provided throughout the residential communities in Far North Dallas to mitigate adverse impacts including, at a minimum:
  - Continuous 15-foot high concrete, sound-absorbing walls that meet the 3dBA Ldn limits at all residences on both sides of the rail line,
  - Tire-derived aggregate for track ballast to reduce vibration,
  - Enhanced landscaping to reduce visual impacts,
  - Double gated, lower height crossings and quiet zones at all at-grade street crossings to improve safety and to reduce noise,
  - Train Noise shall not exceed current community noise levels by more than 3dBa Ldn at maximum headways,
  - Vibration levels – the standard of reference for human exposure to vibrations in buildings will be ANSI S2.7-1983 (R2006), or 65 vdB peak vibration level,
  - Directional crossing bells in all quiet zones that adhere to the lowest/quietest federal safety limits. DART will employ all practical measures to obscure sound intrusions from the bells into the residences, and

- DART will enter into an Interlocal Agreement with the City of Dallas to assure that freight service will never be allowed on the Cotton Belt between Waterview Parkway and the Dallas North Tollway, and
- Cooperation is provided in the development and implementation of a bicycle-pedestrian trail within the Cotton Belt corridor outside of the sound walls consistent with the 2011 Dallas Bike Plan, subject to neighborhood input.

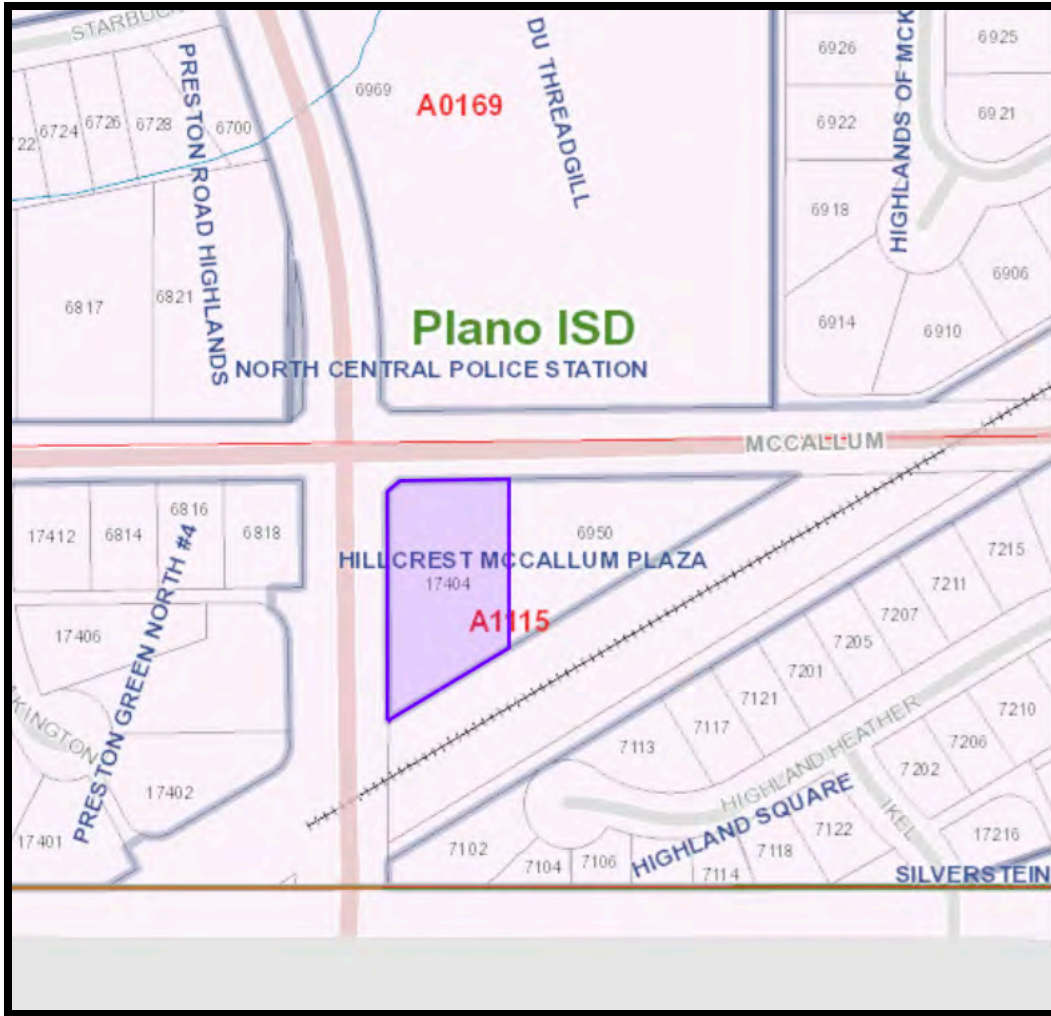
**Section 2.** That the City Council supports the proposed change in alignment and the location of a rail station for the Cotton Belt near the Cypress Waters development within the City of Dallas.

**Section 3.** That the DART Board increases its \$50 million commitment to provide betterments in residential areas of the Cotton Belt corridor, adjusts the funding amount to reflect inflation since their resolution was approved in 2006, and stipulate that these funds will be used to provide betterments that would be in addition to the mitigation measures required by the FTA.

**Section 4.** That the DART Board uses the funds budgeted for the eliminated Preston Road/Keller Springs and Coit Road stations on betterments for the Far North Dallas portion of the rail line.

**Section 5.** That this resolution shall take effect immediately from and after its passage in accordance with the provisions of the Charter of the City of Dallas and it is accordingly so resolved.

Owner Information	
Owner ID	420157
Owner Name(s)	<a href="#">17404 Hillcrest Ltd</a>
Exemptions	None
Percent Ownership	100.00%
Mailing Address	4539 Gus Thomasson Rd Mesquite, TX 75150-1728



Please advise if you have any questions regarding the information presented.

**Michael Morris**

Mr. Cofer,

Attached is the response back to you and the RTC members. I told you I would get back to you in advance of the Friday mailout to the RTC. Although you cited sections of law that refer to Transportation Authorities like DART, not MPOs, typically we could aid in communication with a third party like DART. In talking to DART, they are familiar with your positions and you have elevated them to very high levels in their organization. There is little I can do informally because of the far advanced conversation with DART. If that changes, and it is a more working conversation maybe there is something I can help with.

Councilmember Mendelsohn,

You are copied because Mr. Cofer copied you on his initial e-mail to me.



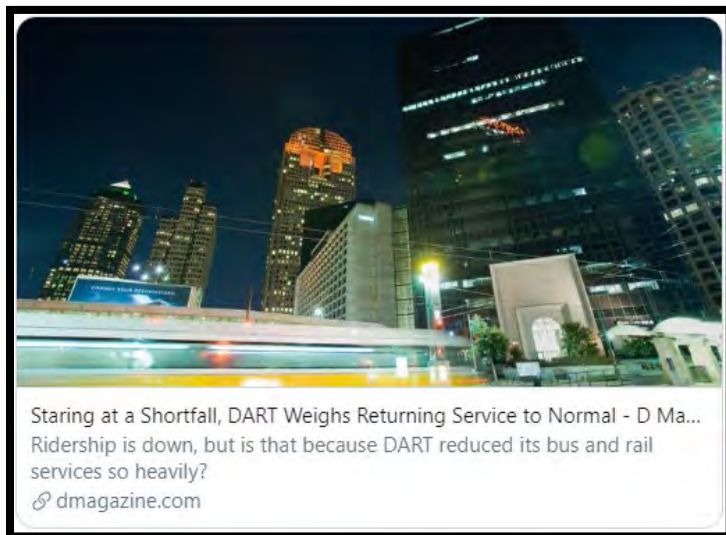
See Attachment #1 for additional response.

**Twitter –**

1. Please check out this video from @TrinityMetro re: A Better Connection. @CityofFortWorth @TarrantCountyTX @TarrantTransit @NCTCOGtrans – Salvador Espino Michel (@SAL\_FW)



2. <https://dmagazine.com/frontburner/2020/08/staring-at-a-shortfall-dart-weighs-returning-service-to-normal/> @dartmedia @CityOfDallas @NCTCOGtrans – Lee M. Kleinman (@LeeforDallas)



3. Exciting new transit oriented development project at Trinity Lakes by a new Trinity Railway Express (TRE) Station. <https://star-telegram.com/news/business/growth/article244935422.html> @TrinityMetro @CityofFortWorth @TarrantCountyTX @NCTCOGtrans @GynaDistrict5 @GynaB @TarrantTransit – Sal Espino Michel (@SAL\_FW)



**Other**

**Twitter –**

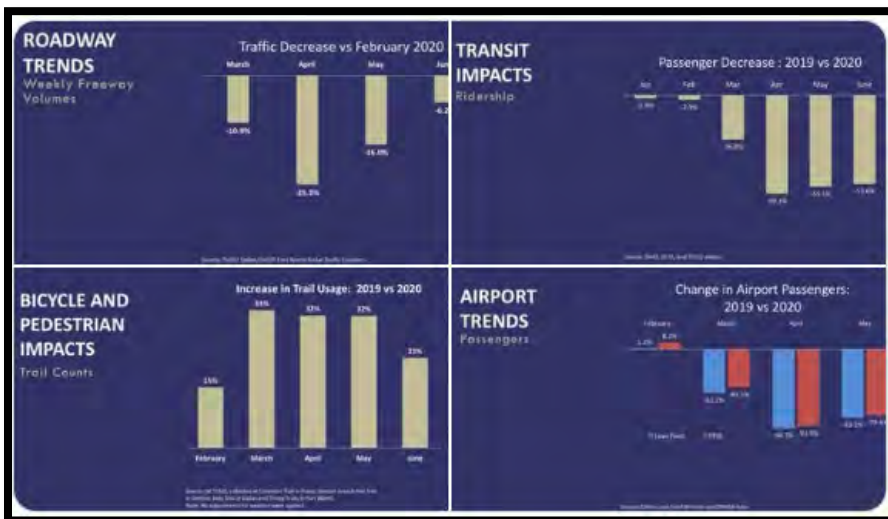
1. COVID-19 impacts on transportation via

@NCTCOGtrans

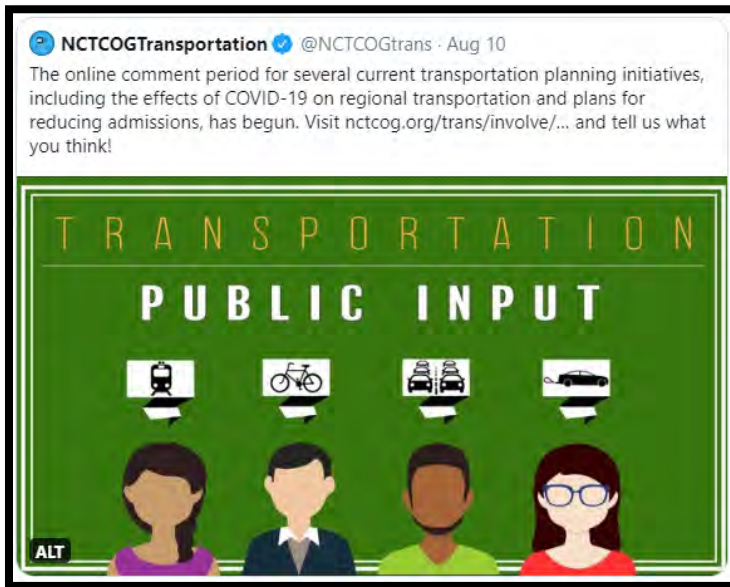
. Roadways are bouncing back, transit is facing a deep hole, and airports are significantly down. Trail usage has spiked.

Source: RTC meeting Packet

<https://nctcog.org/trans/about/committees/regional-transportation-council?ext=.> – Fort Worth Urban (@UrbanFortWorth)



If you or any of your followers would like to share their thoughts on this topic, the comment period for it has just begun! More info here: - NCTCOGTransportation (@NCTCOGtrans)



**Attachment #1**

**PUBLIC COMMENT  
AUGUST 13, 2020  
REGIONAL TRANSPORTATION COUNCIL MEETING**

**COMMENTER:**

Dane Cofer

**COMMENT:**

DART is in violation of Texas Transportation Code Chapter 452 sections 303 and 304, and TxDOT indicated that the Regional Transportation Council (RTC) has jurisdiction for the non-safety portion of this chapter.

Section 452.303 specifies public notification requirements for major service plan changes. Section 452.304 specifies public entity notification requirements of major service plan changes.

**STAFF REVIEW:**

Transportation Director Michael Morris interviewed TxDOT staff personnel that “met” with Mr. Cofer. TxDOT indicated they have no record of meeting with him. Mr. Cofer contacted the media who then contacted TxDOT. TxDOT, in error, claimed that the RTC has responsibility in Section 452.303. That authority is related to the responsibility of the transportation authority, not the metropolitan planning organization (MPO). TxDOT staff corrected themselves and informed the media representative some time ago. We have no knowledge of the media representative passing on to Mr. Cofer that responsibility resides with DART and not the RTC. The RTC has no responsibility in these Sections. In addition, Michael Morris spoke directly with Gary Thomas and Mr. Cofer’s views are known to DART and specifically involve details related to the Cotton Belt Corridor and Public Comments.

**CONCLUSION:**

Even though Mr. Cofer’s remarks were not germane to the agenda on August 13, ordinarily staff would attempt to assist a citizen and remedies, but because we have no legal responsibility and those conversations at DART have already been elevated, it is best to let Mr. Cofer continue to engage with DART involving specific questions.



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

## September 2020

### INSIDE

#### **NCTCOG tapped to join AV council**

NCTCOG has joined a group of public-sector organizations from across the country to provide more education about automated vehicles and their impacts on society.

Partners for Automated Vehicle Education, or PAVE, launched its Public Sector Advisory Council in August. See more on page 3,

### **Virtual meetings set for high-speed study**

North Texans who want to learn more about efforts to link the center of the region through a new transportation technology will be able to review and comment on the Dallas-Fort Worth High-Speed Transportation Connections Study in September. The North Central Texas Council of Governments has scheduled virtual public meetings for noon September 23 and 6 pm September 24 to give residents a chance to learn more about the study and provide input to planners examining potential technologies and alignments.

The study is evaluating high-speed alternatives to modernize and enhance mobility

between Dallas, Arlington and Fort Worth. Planners will consider and analyze conventional high-speed rail, magnetic levitation and hyperloop technologies. The resulting high-speed service between Dallas and Fort Worth could connect to high-speed rail between Dallas and Houston and a future high-speed option from Fort Worth to South Texas. Residents can watch the presentation and participate live at [www.nctcog.org/dfw-hstcs](http://www.nctcog.org/dfw-hstcs) or participate by calling 855-756-7520. They should use extension 65720# for the September 23 meeting and extension 65721# September 24. They can register for one of the meetings by emailing [hst\\_dfw@nctcog.org](mailto:hst_dfw@nctcog.org) or calling 817-608-2365. Participants will have the opportunity to give input during the meetings through both platforms. Comments and questions can also be submitted before or after the public meetings at [hst\\_dfw@nctcog.org](mailto:hst_dfw@nctcog.org) or on the project webpage. Presentations will be the same for both meetings and be posted September 18 on the project webpage. For printed copies, call 817-608-2365 or email [cbaylor@nctcog.org](mailto:cbaylor@nctcog.org).

#### Details

**What:** High-speed transportation public meetings

**When:** Noon September 23; 6 pm September 24

**How to participate:** Watch online at [www.nctcog.org/dfw-hstcs](http://www.nctcog.org/dfw-hstcs) or call 855-756-7520.

Use extension 65720# September 23 and extension 65721# September 24.



North Central Texas  
Council of Governments

For more information about Local Motion topics, contact Brian Wilson at 817-704-2511 or [bwilson@nctcog.org](mailto:bwilson@nctcog.org). Visit [www.nctcog.org/trans](http://www.nctcog.org/trans) for more information on the department.

## Trinity Metro introduces Near Southside ZIPZONE service



Trinity Metro has introduced a new on-demand transportation option to the Near Southside.

The Near Southside ZIPZONE is now serving the growing area, providing shared rides in Toyota Sienna vans to its numerous hospitals, restaurants and other businesses. Service is provided from 6 am to 8 pm daily.

ZIPZONE will connect with Trinity Metro TEXRail and Trinity Railway Express service at the Fort Worth T&P Station and to many area bus routes. The new ZIPZone is a partnership with the City of Fort Worth that will provide another option for the 40,000 people who work in the area.

The Near Southside ZIPZONE is the fourth on-demand service provided by Trinity Metro. The Crowley ZIPZONE was launched in June to help residents get to destinations within the city and also to connect with Trinity Metro's other services throughout Tarrant County.

Last year, the Mercantile ZIPZONE was started to connect bus and TEXRail riders in the area near Mercantile Center Station. The Alliance ZIPZONE began in early 2019 to help connect bus passengers with jobs in the area. The on-demand service is an innovative solution that complements Trinity Metro's other public transportation options.

## TxDOT's new AR game urges drivers to always stay alert

In spite of stay at home orders and less traffic the past few months, Texas has continued to see about the same amount of fatalities on our state's roadways.

To reach drivers more creatively about the dangers of distracted driving, TxDOT has launched a new web-based augmented reality game that reinforces the importance of paying attention behind the wheel and reminds drivers to keep their heads up. Around 1 in 5 crashes on Texas roads are caused by distracted driving, and all of them are preventable.

This new AR game, "Dart Those Distractions," is designed to increase awareness about the dangers of distracted driving in an interactive, engaging way that resonates with all ages. Inspired by a classic carnival game, Dart Those Distractions involves players throwing darts over a car windshield to hit balloons symbolizing driving distractions like eating, programming music or navigation and self-grooming. To play the game, visit [www.darthosedistractions.com](http://www.darthosedistractions.com).

TxDOT's annual "Heads up, Texas" campaign officially launched August 4 and is a key component of #EndTheStreakTX, a broader social media and word-of-mouth effort that encourages drivers to make safer choices while behind the wheel, like wearing a seat belt, driving the speed limit, never texting and driving and never driving under the influence of alcohol or other drugs.

November 7, 2000, was the last deathless day on Texas roadways, and #EndTheStreakTX asks all Texans to commit to driving safely to help end the streak of daily deaths. — By TxDOT

## Publication highlights importance of good AQ

Ten Dallas-Fort Worth area counties do not meet the Environmental Protection Agency's regulations for ozone pollution, meaning the region has additional environmental responsibilities when completing transportation improvements.

The region must implement measures to improve its air quality or face future sanctions from the EPA and potentially lose transportation funding. NCTCOG recently published a fact sheet to explain the importance of air quality and what is being done to reduce ozone pollution. It is available at [www.nctcog.org/factsheets](http://www.nctcog.org/factsheets).

Studies indicate elevated levels of ground-level ozone have negative impacts on health. Additionally, ground-level ozone poses a risk to the environment, wildlife, agriculture and manufactured structures in the region.

NCTCOG works closely with regional partners to develop and implement strategies, policies and programs to enhance air quality.

It periodically allows public and private entities to compete for funding intended to reduce the emissions of their fleets and purchase cleaner equipment.

NCTCOG also relies on programs that allow the public to participate in the process by making clean air choices such as telecommuting and combining necessary trips.

# REGIONAL News

## Grants for Level 2 EV chargers coming soon

The Texas Volkswagen Environmental Mitigation Program is preparing to make grants available for the purchase and installation of Level 2 charging equipment for light-duty zero-emissions vehicles in Texas.

Funds, made available from the Volkswagen settlement, may be used for the purchase and installation of new light-duty electric vehicle Level 2 charging equipment. A total of \$10.4 million in grant funding will be available for reimbursements of up to \$2,500 per installation.

The grants can fund up to 70% of chargers available to the public and as much as 60% of those installed at workplaces and multi-family housing developments. Funding is available statewide for equipment installed:

- In a public place, workplace or multi-unit dwelling
- At a site without existing light-duty electric charging services or to expand the number of vehicles that may be serviced at that site

For more on the Texas Volkswagen Environmental Mitigation Program, visit [www.tceq.texas.gov](http://www.tceq.texas.gov).

## NCTCOG tapped to join AV council

NCTCOG has joined a group of public-sector organizations from across the country to provide more education about automated vehicles and their impacts on society. Partners for Automated Vehicle Education, or PAVE, launched its Public Sector Advisory Council in August.

The advisory council includes 20 organizations from across the country – from cities and states to law enforcement organizations and regional governments – to help PAVE broaden its education initiatives by sharing their perspectives of the potential impact of AVs on public sector entities. The Texas Department of Transportation is also part of the advisory council.

The group's goal is to advise PAVE on issues of concern to public-sector groups, including AV impacts on infrastructure, traffic, law enforcement and public transit. North Texas has become a hotbed for AV testing, including recent announcements of freight pilots by the private sector.

## Transportation Resources

### **Facebook**

Facebook.com/nctcogtrans

### **Twitter**

Twitter.com/nctcogtrans

### **YouTube**

YouTube.com/nctcogtrans

### **Instagram**

Instagram.com/nctcogtrans

### **Publications**

NCTCOG.org/trans/outreach/publications.asp

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## Partners

**Dallas Area Rapid Transit**  
DART.org

**Denton County  
Transportation Authority**  
DCTA.net

**North Texas Tollway Authority**  
NTTA.org

**Texas Department  
of Transportation**  
TxDOT.gov

**Trinity Metro**  
RideTrinityMetro.org

## By the Numbers

### **\$10.4 million**

Grant funding to be available throughout Texas for Level 2 electric vehicle chargers.

# **PUBLIC** *Involvement*

## **N. Texans invited to provide transportation input**

Dallas-Fort Worth residents can comment on and review several transportation funding initiatives beginning September 8.

NCTCOG staff will provide information related to the Fiscal Year 2020 proposed transit projects funded by the Federal Transit Administration. Funding programs include Urbanized Area Formula, Enhanced Mobility of Seniors and Individuals with Disabilities, State of Good Repair, and Bus and Bus Facilities.

Programs of projects will be presented by the cities of Arlington, Grand Prairie, McKinney and Mesquite, as well as Dallas Area Rapid Transit, Denton County Transportation Authority, NCTCOG, Trinity Metro, Northeast Transportation Service, Public Transit Services, Span Inc. and STAR Transit.

NCTCOG staff will present findings from Heavy-Duty Vehicle Emissions Impact Study. The study was conducted by Texas A&M Transportation Institute in coordination with NCTCOG. The study characterized and estimated emission impacts of oversize/overweight vehicles on air quality in the Dallas-Fort Worth nonattainment area.

Additionally, staff will present details and opportunities related to electric vehicle infrastructure funding and other clean vehicle incentives. Opportunities are available for residents or fleets to acquire cleaner vehicles, and rebate funding will soon be available for the installation of electric vehicle charging stations across Texas through the Texas Volkswagen Environmental Mitigation Program.

Staff will also present details of the \$5 million Optimizing Freight Movement Project proposal designed to improve the flow of truck traffic between freight hubs and expressways.

Proposed modifications to the list of funded projects will be posted for review and comment. Information on the Regional Smoking Vehicle Program and vehicle incentive opportunities will also be provided.

An audio recording of the presentations will be posted online at [www.nctcog.org/input](http://www.nctcog.org/input), where comments will be accepted through October 7.

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Prepared in cooperation with the US Department of Transportation (Federal Highway Administration and Federal Transit Administration) and the Texas Department of Transportation. The contents of this report reflect the views of the authors who are responsible for the opinions, findings and conclusions presented herein. The contents do not necessarily reflect the views or policies of the Federal Highway Administration or the Texas Department of Transportation.

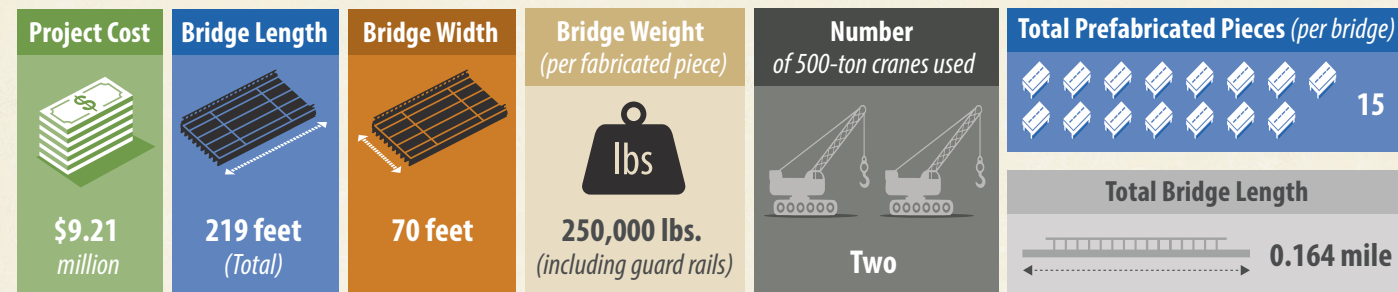


# DALLAS DISTRICT PROGRESS

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

## Continued from COVER STORY: ACCELERATED BRIDGE CONSTRUCTION A SUCCESS

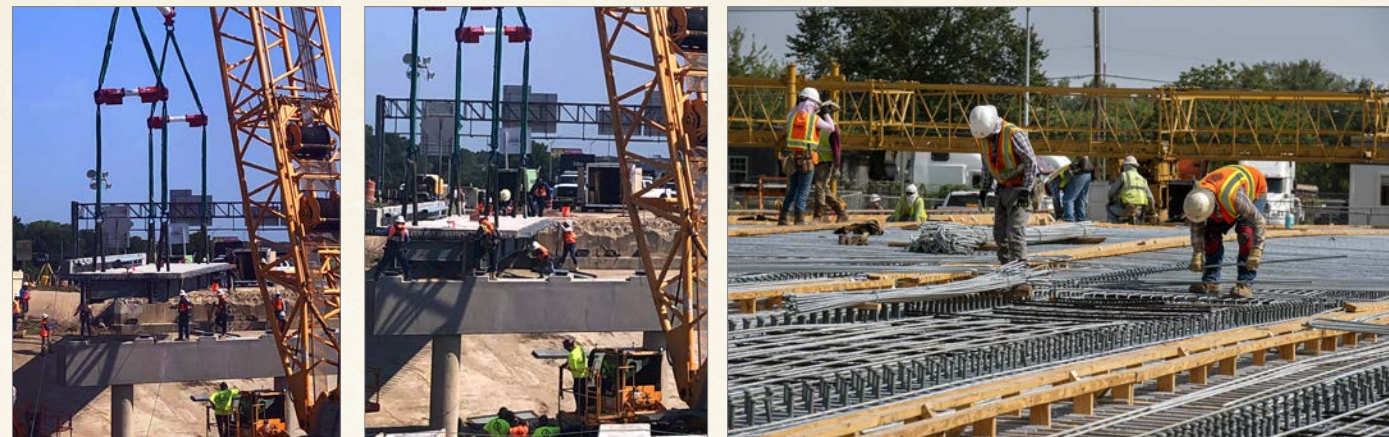
### BY THE NUMBERS:



SOURCE: TxDOT

TxDOT graphic

### ABC Under Construction:



SOURCE: TxDOT

TxDOT photos

For more information about this innovative project and to view time lapse photos and videos, please visit: [www.txdot.gov/inside-txdot/projects/studies/dallas/i635-seagoville.html](http://www.txdot.gov/inside-txdot/projects/studies/dallas/i635-seagoville.html).

## ACCELERATED BRIDGE CONSTRUCTION A SUCCESS

**DALLAS** – Last month, the TxDOT Dallas District successfully rebuilt and replaced the 50-year-old I-635 bridges over Seagoville Road in Balch Springs over the span of two weekends utilizing the accelerated bridge construction (ABC) method. A project this size would normally take months of lane closures and traffic headaches, but TxDOT chose the accelerated bridge construction approach due to high traffic volumes on one of the busiest highways in North Texas and the lack of logical detours. **An estimated 142,000 to 154,000 drivers travel the busy roadway each day, and 11 percent of those vehicles are large trucks.** The project sits in the area near where I-635, I-20 and US 175 converge, making extensive backups likely for extended closures that would occur with conventional bridge reconstruction.

### HOW DOES IT WORK?

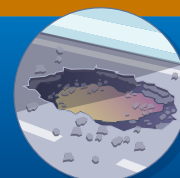
The new bridges were built in multiple pieces and moved into place. Each new bridge features 15 pieces. Crews spent months over the summer building and prefabricating the new bridge pieces alongside the old bridge. The existing northbound and southbound bridges were demolished and the new bridge pieces were loaded onto trucks from the assembly yard nearby and lifted by cranes into place. Once the prefabricated bridge pieces were safely moved into place, crews performed finishing pours on the bridge deck. After curing, crews striped and reopened the roadway hours ahead of schedule. The project is expected to be fully complete this fall.



TxDOT photo

**Photo 1:** An completed new bridge section prepares to be moved into place on August 19, 2020.  
**Photo 2:** Workers prepare the abutment section of the bride deck for placement of new bridge.

*More on Back Page*



## AUGUST 2020 LET PROJECTS (SUBJECT TO CHANGE)

CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	COST EST. (M)	BID (M)	(%)	EST. TOTAL COST (M)**	CONTRACTOR
* 0918-00-356	VA	On state facilities in the Dallas District	Replace approximately 576 existing ITS CCTV analog cameras located throughout the Dallas District with digital versions to be compatible with upgraded DalTrans traffic management center video equipment	\$5.00	\$3.36	-32.68	\$6.59	American Lighting and Signalization, LLC
<b>EST. AUGUST 2020 TOTALS</b>				\$5.00	\$3.36	-32.68	\$6.59	
<b>DISTRICT FY ACCUMULATIVE LETTINGS</b>				\$555.13	\$571.30			
<b>DALLAS DISTRICT FY LETTING VOLUME CAP</b>				<b>\$235.08 M</b>				

\*Unmapped.

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

## SEPTEMBER 2020 PROJECTED LETTING PROJECTS (SUBJECT TO CHANGE)

CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. COST (M)
1 0009-11-250	IH 30	Haskell Ave. to west of Buckner Blvd.	Planing, concrete full depth repair, ACP overly, & pvmt. markings	\$15.72
2 0817-01-024	FM 428	US 377 to FM 1385	Rehabilitate existing pvmt. and add shoulders	\$10.92
3 2351-01-017	FM 2478	US 380 to north of FM 1461	Widen two-lane rural hwy. to four-lane div. (six-ln ultimate); Realign intersection at FM 1461	\$36.66
* 0918-00-328	VA	Various locations in the Dallas District	Non-site specific installation of traffic signals	\$2.48
* 0918-00-360	VA	Various locations in the Dallas District	For the construction of rumble strips & pvmt. markings and markers	\$2.88
<b>ESTIMATED TOTAL</b>				<b>\$68.66 M</b>

\*Unmapped.

## COMPLETED CONSTRUCTION PROJECTS (FROM AUGUST 1-31, 2020)

CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. COST (M)	COMPLETED DATE
1 0047-06-165	US 75	PGBT to SH 121	Full depth concrete repair	\$1.92	8/11/2020
2 0047-14-069	US 75	North of Melissa Rd. to south of FM 455 Interchange	Reconstruct and widen 4 to 6 lanes and 2 lane frontage roads	\$79.42	8/13/2020
3 0195-02-071	US 77	US 380 to FM 2164	Overlay and preventative maintenance	\$1.44	8/11/2020
4 0196-01-106	IH 35E	State School Rd./Mayhill Rd. (FM 2499) to SL 288	Construct grade separation & intersection improvements	\$27.50	8/13/2020
5 0196-01-110	US 77	IH 35E to Eagle Rd.	Full depth concrete repair	\$1.49	8/11/2020
6 0718-01-064	FM 156	SH 114 to 12th St in Justin	Widen 2 lane to 4 lane divided urban	\$32.54	8/07/2020
7 1567-02-031	FM 423	SH 121 to Stewarts Creek Rd.	Landscape highway	\$0.75	8/11/2020
* 0918-00-275	VA	Various Locations in the Dallas District	Installation of traffic signals	\$2.60	8/11/2020
<b>ESTIMATED TOTAL</b>				<b>\$147.66 M</b>	

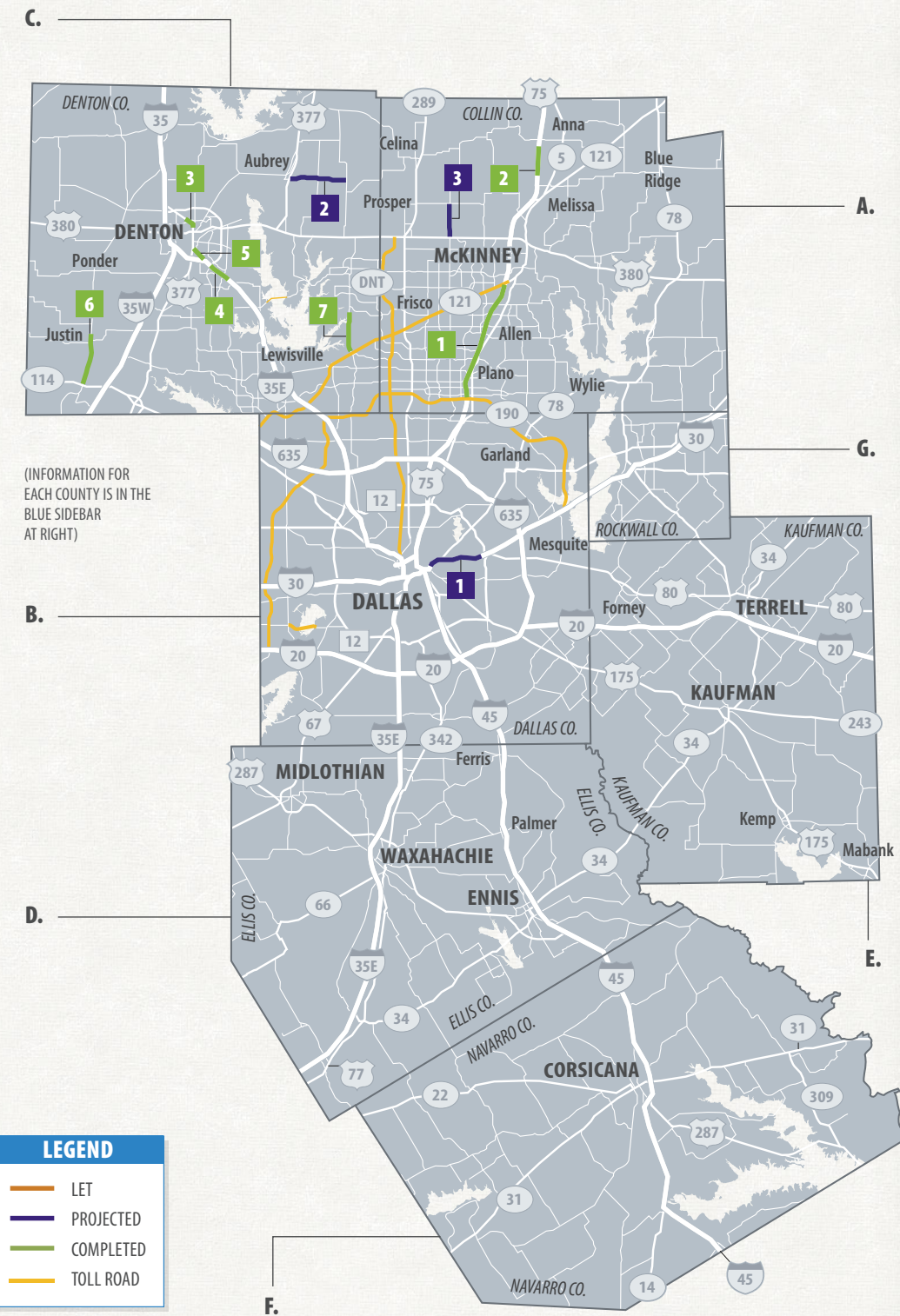
\*Unmapped.

SOURCE: Texas Department of Transportation.

TxDOT graphics

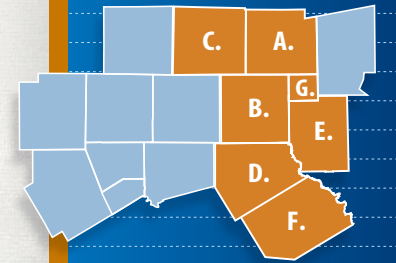
## DALLAS DISTRICT PROJECTS MAP

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



LEGEND	
<span style="color: orange;">—</span>	LET
<span style="color: purple;">—</span>	PROJECTED
<span style="color: green;">—</span>	COMPLETED
<span style="color: yellow;">—</span>	TOLL ROAD

SOURCE: TxDOT research.  
\*POPULATION ESTIMATE: NCTCOG.



### 2020 DALLAS DISTRICT ESTIMATE TOTALS

VEHICLE REGISTRATION | 4,085,742  
\*POPULATION ESTIMATE | 5,019,590  
LANE MILES | 10,793.058

#### A. | COLLIN COUNTY

VEHICLE REGISTRATION: 799,926  
\*POPULATION ESTIMATE: 1,043,140  
LANE MILES: 1,462.514

#### B. | DALLAS COUNTY

VEHICLE REGISTRATION: 2,155,995  
\*POPULATION ESTIMATE: 2,591,820  
LANE MILES: 3,377.212

#### C. | DENTON COUNTY

VEHICLE REGISTRATION: 680,143  
\*POPULATION ESTIMATE: 901,120  
LANE MILES: 1,633.926

#### D. | ELLIS COUNTY

VEHICLE REGISTRATION: 181,071  
\*POPULATION ESTIMATE: 197,780  
LANE MILES: 1,526.862

#### E. | KAUFMAN COUNTY

VEHICLE REGISTRATION: 124,760  
\*POPULATION ESTIMATE: 128,520  
LANE MILES: 1,215.130

#### F. | NAVARRO COUNTY

VEHICLE REGISTRATION: 52,355  
\*POPULATION ESTIMATE: 50,870  
LANE MILES: 1,191.856

#### G. | ROCKWALL COUNTY

VEHICLE REGISTRATION: 91,492  
\*POPULATION ESTIMATE: 106,340  
LANE MILES: 346.193