

AGENDA

SURFACE TRANSPORTATION TECHNICAL COMMITTEE

Friday, December 3, 2021

North Central Texas Council of Governments

1:30 pm Full STTC Business Agenda (Videoconference)

1:30 – 1:35

1. Approval of October 22, 2021, Minutes

Action Possible Action Information Minutes: 5

Presenter: Tanya Brooks, STTC Chair

Item Summary: Approval of the October 22, 2021, 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. FY2022 and FY2023 Unified Planning Work Program Modifications

Presenter: Vickie Alexander, NCTCOG

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

Background: The Unified Planning Work Program is required by federal and State transportation planning regulations and provides a summary of the transportation and related air quality planning tasks to be conducted by Metropolitan Planning Organization staff. The FY2022 and FY2023 UPWP was approved by the Regional Transportation Council and the North Central Texas Council of Governments Executive Board in July 2021 and identifies the activities to be carried out between October 1, 2021, and September 30, 2023. Amendments to this document are being proposed to reflect new initiatives, project updates, and funding adjustments. The proposed amendments are included as [Electronic Item 2.1.1](#). Additional information is provided in [Electronic Item 2.1.2](#). The public comment period is December 13, 2021, through January 11, 2022. The proposed modifications will be posted on the NCTCOG website for public review and comment as part of NCTCOG's December public outreach opportunity. Comments received as a result of the public outreach process, if any, will be provided to the Regional Transportation Council prior to a request for its approval.

Performance Measure(s) Addressed: Administrative

2.2. Transportation Improvement Program Modifications

Presenter: Rylea Roderick, 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 and other planning documents with TIP-related changes.

Background: February 2022 revisions to the 2021-2024 TIP are provided as [Electronic Item 2.2](#) 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: Roadway, Transit

2.3. Air Quality Funding Recommendations Related to the Environmental Protection Agency National Clean Diesel Funding Assistance Program

Presenter: Amy Hodges, NCTCOG

Item Summary: Staff will request Committee approval of funding recommendations for the Clean Fleets North Texas 2020 Call for Projects (CFP).

Background: The North Central Texas Council of Governments (NCTCOG) opened three different calls for projects in October 2020 under three separate Environmental Protection Agency (EPA) National Clean Diesel Funding Assistance Program awards: 1) the Clean Fleets North Texas 2020 CFP, 2) the North Texas Emissions Reduction Project 2020 CFP, and 3) the North Texas Freight Terminal Electrification 2020 CFP. These CFPs award funds for diesel vehicle or equipment replacement projects and installation of EPA-verified electrified parking spaces and related infrastructure in North Central Texas. NCTCOG opened a fourth CFP, the North Texas Clean Diesel Projects 2021, in October 2021 to provide rebates to replace older, high-emitting diesel-powered vehicles, engines, and equipment, in addition to locomotive engine idle reduction technology. Funds for the North Texas Emissions Reduction Project have been exhausted, while Clean Fleets North Texas 2020 and North Texas Freight Terminal Electrification 2020 continued until the most recent application deadline of October 8, 2021. One application was received by this deadline for Clean Fleets North Texas 2020. Staff has completed review, quantified emissions, and developed project funding recommendations. This initiative is an extension of clean vehicle efforts listed as Weight-of-Evidence in the current State Implementation Plan. [Electronic Item 2.3.1](#) provides an

overview of the call for projects and staff recommendations. [Electronic Item 2.3.2](#) provides detailed project listings.

Performance Measure(s) Addressed: Air Quality

1:40 – 1:50

3. **2023-2026 Management and Operations, Regional/Air Quality, and Safety Funding Program-Fiscal Year 2023 Request**

Action Possible Action Information Minutes: 10

Presenter: Brian Dell, NCTCOG

Item Summary: Approximately every four years, staff aggregates transportation items related to management and operations. This item is an interim request covering only projects that need funding for Fiscal Year (FY) 2023. Staff will bring back a separate funding proposal in 2022 to fund projects for FY2024-2026. A recommendation for Regional Transportation Council (RTC) approval of the proposed funding will be requested.

Background: The Transportation Department is frequently asked to conduct management and operations, air quality, and regional projects and programs. The existing funding is available through FY2022, and a continuation of existing and new initiatives need to be in place prior to October 1, 2022. A small group of projects and programs are being proposed for funding initially to ensure that they can continue without interruption through 2023 (given the length of time needed to complete administrative and agreement processes). The remaining projects, as well as any new project/program requests, including safety, will be brought back for review and approval in 2022. [Electronic Item 3.1](#) contains the proposed list of projects for FY2023 of the Management and Operations program. [Electronic Item 3.2](#) contains additional details on the funding program.

Performance Measure(s) Addressed: Safety, Air Quality

1:50 – 2:00

4. **2021 Incident Management Freeway Blocking Equipment Call for Projects-Recommendations**

Action Possible Action Information Minutes: 10

Presenter: Camille Fountain, NCTCOG

Item Summary: Staff will request a recommendation for Regional Transportation Council approval of the projects selected under the 2021 Incident Management Freeway Blocking Equipment Call for Projects (CFP) and recommend the allocation of an additional \$411,979 in Regional Toll Revenue funding for a total of \$1,411,979 to fund the recommended projects.

Background: In August 2021, the Regional Transportation Council approved the use of \$1 million dollars in Regional Toll Revenue funding to support the 2021 Incident Management Freeway Blocking Equipment Call for Projects, which opened on September 3, 2021. In support of the North Central Texas Council of Governments (NCTCOG) Traffic Incident

Management (TIM) Training Program, the funding was made available for the purchase of scene management blocking equipment (e.g., crash barriers, attenuators, etc.) to provide protection to incident responders responding to traffic crashes in the 12-county North Central Texas metropolitan planning area. The goal of the NCTCOG TIM Training Program is to initiate a common, coordinated response to traffic incidents that will build partnerships, enhance safety for emergency personnel, reduce secondary traffic crashes, improve the efficiency of the transportation system, and improve air quality in the Dallas-Fort Worth region. Non-recurring traffic incidents are responsible for about 50 percent of all congestion. Additionally, the secondary crashes caused by these incidents kill or injure hundreds annually in the Dallas-Fort Worth area. The 2021 Incident Management Freeway Blocking Equipment CFP recommendations and scoring methodology are included as [Electronic Item 4.1](#), as well as the presentation as [Electronic Item 4.2](#).

Performance Measure(s) Addressed: Safety

2:00 – 2:10

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

Action Possible Action Information Minutes: 10

Presenter: Michael Morris, NCTCOG

Item Summary: Staff will provide an overview of current transportation items.

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

- World Cup 2026
- Greater Dallas Planning Council
- Texas Department of Transportation (TxDOT) Statewide Safety Task Force (e.g., blocking equipment, speed enforcement, 511 DFW, Mobility Assistance Patrol, and Item 6 below)
- Status of Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grants Submitted by the Regional Transportation Council/TxDOT
- House Transportation Interim Charge Submissions (e.g., high-speed rail, safety, tolled managed lanes)
- Approval of Infrastructure Investment and Jobs Act
- Letters of Support to Advance SH 183 Segment 2E in Tarrant and Dallas Counties
- High-Speed Rail Support for Texas Central Partners

Performance Measure(s) Addressed: Roadway, Safety

2:10 – 2:20

6. **Freight Safety Campaign**

Action Possible Action Information Minutes: 10

Presenter: Morgan Tavallae, NCTCOG

Item Summary: Staff will inform the Committee about the 2021 Freight Safety Initiative and its performance measures. The Initiative took place in May 2021 and ended in September 2021.

Background: North Central Texas Council of Governments (NCTCOG) staff designed the Freight Safety Initiative to create a safer environment for commuters, commercial motor vehicle operators, and anyone else traveling on North Texas roadways. The goal of the initiative is to create awareness and focus on the importance of safe practices around freight movement. NCTCOG collaborated with partners such as Operation Lifesaver to help promote rail safety. As part of the safety initiative, advertisements were purchased and created across multiple platforms, including billboards, podcasts, social media, and radio.

Performance Measure(s) Addressed: Safety

2:20 – 2:30

7. **Mobility 2045 Update and Demographic Assumptions**

Action Possible Action Information Minutes: 10

Presenters: Dan Kessler and Brendon Wheeler, NCTCOG

Item Summary: Staff will provide an overview of efforts to update Mobility 2045, as well as on ongoing efforts to develop revised 2045 Population and Employment forecasts for the Metropolitan Area.

Background: Mobility 2045 was adopted by the Regional Transportation Council (RTC) on June 14, 2018. Federal guidelines require the Dallas-Fort Worth region to update the long-range transportation plan a minimum of every four years. Development of the Mobility 2045 Update is currently underway which will include a new financial plan and necessary refinements to projects in the current Mobility 2045 plan. In addition, the North Central Texas Council of Governments is currently developing new forecasts of demographic activity out to the year 2045, which will be used to support the ongoing update of Mobility 2045.

Performance Measure(s) Addressed: Roadway, Transit

2:30 – 2:40

8. **Southern Dallas County and Tarrant County Transit Studies Recommendations**

Action Possible Action Information Minutes: 10

Presenter: David Garcia, NCTCOG

Item Summary: Staff will provide an overview of study recommendations resulting from the Southern Dallas County and Tarrant County Transit Studies. Study recommendations from Collin County will be presented at a later date.

Background: In 2018, the Regional Transportation Council approved funding for staff to conduct an independent transit needs assessment and develop a comprehensive approach to planning and implementing transit services in Collin, Southern Dallas and Tarrant counties, focusing on areas outside of transit authority service areas. Consultant assistance was utilized for each transit study.

The first phase of each study consisted of evaluating existing conditions as well as transit needs and demand. The second phase consisted of developing potential transit service options based on transit needs/demand and existing conditions identified in the first phase. Service cost estimates and service delivery options associated with the recommended services were also developed. Additionally, implementation strategies that support recommended service options were developed and serve as a roadmap for affected municipalities and partners to collaboratively work towards service implementation. Staff will provide an overview of the recommendations for the Southern Dallas County and Tarrant County transit studies. More details can be found in [Electronic Item 8](#).

Performance Measure(s) Addressed: Transit

2:40 – 2:50

9. **End of Ozone Season**

Action Possible Action Information Minutes: 10

Presenter: Jenny Narvaez, NCTCOG

Item Summary: Staff will provide a summary of the 2021 ozone season activity and other air quality updates for the Dallas-Fort Worth (DFW) region. The ozone season is from March 1 to November 30.

Background: The end of November concluded another ozone season for the DFW region. The region continues to work towards compliance for ozone National Ambient Air Quality Standards (NAAQS). Staff has been tracking the exceedance days at each monitor and will provide a summary of the 2021 ozone season data for the North Central Texas 9- and 10-county nonattainment areas.

As a reminder, the region remains in nonattainment for both the 2015 and 2008 NAAQS for ozone. Staff will present an update on current air quality standings, compare current standings against previous ozone seasons, and highlight potential implications facing the region for not meeting Federal attainment requirements. For further information see [Electronic Item 9](#).

Performance Measure(s) Addressed: Air Quality

2:50 – 2:50

10. **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. 2022 Surface Transportation Technical Committee and Regional Transportation Council Meeting Schedules ([Electronic Item 10.1](#))
2. Air Quality Funding Opportunities for Vehicles (<https://www.nctcog.org/trans/quality/air/funding-and-resources>)
3. Dallas-Fort Worth Clean Cities Events (<https://www.dfwcleancities.org/events>)

4. Status Report on Texas Volkswagen Environmental Mitigation Program Funding ([Electronic Item 10.2](#))
5. Status Report on Vehicle Temporary Paper Tags ([Electronic Item 10.3](#))
6. Know Before You Fly Your Drone Workshops (www.northtexasuas.com/UAS-Taskforce#Workshops)
7. October Public Meeting Minutes ([Electronic Item 10.4](#))
8. December Online Input Opportunity Notice ([Electronic Item 10.5](#))
9. Mobility Matters-Fall 2021 (<https://www.nctcog.org/trans/about/publications/mm/mobility-matters-fall-2021>)
10. Public Comments Report ([Electronic Item 10.6](#))
11. Written Progress Reports:
 - Local Motion ([Electronic Item 10.7](#))
11. **Other Business (Old or New):** This item provides an opportunity for members to bring items of interest before the group.
12. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for ***1:30 pm on January 28, 2022.***

MINUTES**SURFACE TRANSPORTATION TECHNICAL COMMITTEE
October 22, 2021**

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, October 22, 2021, at 1:30 pm by videoconference. The Regional Transportation Council Bylaws establish that the Technical Committee approved membership in attendance at a meeting shall constitute a quorum for action to be taken, therefore individual attendance was not taken for committee members or other attendees.

1. **Approval of September 24, 2021, Minutes:** The minutes of the September 24, 2021, meeting were approved as submitted in Electronic Item 1. Melissa Baker (M); Mike Galizio (S). The motion passed unanimously.
2. **Consent Agenda:** The following items were included on the Consent Agenda.
 - 2.1 **Endorsement of Regional Transportation Council Action on SH 121 Wrecker Service Funding: Replacing Federal Funds with RTC Local Funds:** Endorsement of Regional Transportation Council (RTC) approval to utilize RTC Local funds in an amount not to exceed \$750,000 to pay for the staging of wreckers along the SH 121 technology lane for services rendered December 2020 through 2021 was requested. The requested action included administratively amending the Transportation Improvement Program/Statewide Transportation Improvement Program and other administrative/planning documents as needed.
 - 2.2. **Endorsement of Regional Transportation Council Action on Klyde Warren Park Extension Cost Increase:** Endorsement of Regional Transportation Council action to approve funding the federal share of an \$8.5 million cost overrun (\$6.8 million federal and \$1.7 million local) for the previously funded Klyde Warren Park Expansion project was requested. The City of Dallas will cover the local match for the cost increase. This action includes approval for North Central Texas Council of Governments staff to administratively amend the Transportation Improvement Program and other planning/administrative documents to incorporate these changes. A summary of existing and proposed funding was provided in Electronic Item 2.2.

A motion was made to approve the items on the Consent Agenda. Daniel Vedral (M); Clarence Daugherty (S). The motion passed unanimously.

3. **Blue-Green-Grey Application for New Ideas Round 3-Project Funding:** Shawn Conrad presented the Blue-Green-Grey Application for New Ideas Round 3 funding opportunity, proposals received, and evaluation process. The purpose of the Blue-Green-Grey funding initiative is to promote the planning and construction of green or sustainable infrastructure in the region and to advance small projects with innovative outcomes that can be replicated regionally. Previous funding rounds for the initiative were highlighted. For Round 3, up to \$300,000 in Regional Transportation Council (RTC) Local funds were available with a maximum award of \$75,000 to each applicant. The proposal period opened July 19, 2021, with proposals due August 12, 2021. Applications received were scored based on team qualifications; impact; innovation/significance; applicability, adaption, transferability, and practicality; and collaboration with various stakeholders. Other considerations included

equity, geographic distribution, and diversity of disciplines. Three projects were recommended for funding: Allen Inlet Floatable Filter, \$75,000; Bottom District Neighborhood Beautification, \$74,910; and University of Texas Arlington Biofiltration Swales Testing, \$51,500. The City of Allen Inlet Floatable Filter project will address the City's need to upgrade to Phase 2 of the Texas Commission on Environmental Quality's (TCEQ's) stormwater permitting requirements. Proposed project elements will include the development of a modified inlet design for the collection and removal of debris and floatables during active construction and is intended to be inexpensive and provide a more effective and permanent solution. The Bottom District Neighborhood Beautification project will address a historically underserved neighborhood located in a flood plain which is more susceptible to environmental issues such as flooding and has a history of under investment. Project goals will be to establish a green infrastructure network by developing a plan that is intended to potentially function as an alternative to a standard stormwater plan. The project team expects to incorporate a small-scale pilot implementation project as part of this overall project. The final project is the University of Texas Arlington Biofiltration Swales Testing project. This proposed project will address stormwater contaminants. TCEQ recommended best practices are often difficult to implement in larger urban areas so this project is seeking to install, monitor, and test an expanded shale alternative for use in biofiltration swales. Equity considerations, geographic distribution, and diversity of disciplines considerations for each project were highlighted. Additional information on application scoring was provided in Electronic Item 3.1 and staff recommendation details were provided in Electronic Item 3.2. A motion was made to recommend Regional Transportation Council approval of the proposed list of projects to fund through the Blue-Green-Grey funding program Round 3 provided in Electronic Item 3.2. Action also included a recommendation to authorize administratively amending the Transportation Improvement program/Transportation Improvement Program and other planning/administrative documents to incorporate the changes. Britney Farr (M); Robert Woodbury (S). The motion passed unanimously.

4. **2023-2026 Management, Operations, and Safety Program:** Brian Dell provided an overview of the 2023-2026 Management, Operations, and Safety Program. The Committee and the Regional Transportation Council (RTC) typically consider extending existing and funding new air quality, management, and operations projects/programs every few years. Projects/programs funded through this effort were last considered in 2018-2019 and funded through fiscal year (FY) 2022. The next round of funding will cover fiscal years FY2023-2026 and will also consider funding for safety projects/programs. Mr. Dell noted that the program provides funding in addition to Transportation Planning funds for staff to conduct various operations, planning, and implementation activities. As in previous years, Surface Transportation Block Grant Program (STBG), Congestion Mitigation and Air Quality Improvement Program (CMAQ), Regional Toll Revenue (RTR), and RTC Local funds will likely be proposed for FY2023-FY2026. Beginning efforts early ensures that existing programs and projects that are continued can do so without interruption. He noted staff is in the process of determining both the amounts of funding and the specific projects and programs to be proposed with approximately \$15-20 million programmed per fiscal year. As noted, this amount may decrease with increased federal planning funds. In addition, he noted that a significant portion of the funding is passed through to other agencies with the remaining used to cover North Central Texas Council of Governments (NCTCOG) staff time to coordinate, plan and lead various activities. Program and project types typically included in this initiative are management and operation activities such as the Mobility Assistance Patrol program and Transit Operations. Also included are NCTCOG-implemented projects such as project tracking and planning efforts to assist local governments. Regional/air quality projects and programs include a variety of activities such as Freeway Incident

Management, Employer Trip Reduction, data collection, Regional Traffic Signal Retiming, and others. The importance of these types of programs to air quality were highlighted. As a nonattainment region, these projects contribute to emissions reductions and help the region to pass air quality conformity. Mr. Dell noted that in addition to the three project groups, staff proposed that the region take a leadership role and partner with the State as part of a larger statewide safety program to improve safety and reduce fatalities on the transportation system. A more detailed proposal will be brought back to the Committee for review, along with details of the project recommendations. As part of that presentation, staff will also present details of the plan to utilize Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) funding that was added to the region's STBG allocation in FY2022. Mr. Dell noted that staff will continue to finalize the amounts of funding to be requested, along with the specific list of projects and programs to be recommended for funding. The information will be provided to the public, as well as the Committee and Regional Transportation Council, for review. Details were provided in Electronic Item 4.

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

Dan Kessler provide an update on ongoing efforts to develop revised 2045 Population and Employment for the Metropolitan Area, which will be used to support development of the Mobility 2045 Update. Draft forecasts have been developed and provided to local governments for their review and comment. Forecasts provide a common base for regional planning for use by the North Central Texas Council of Governments (NCTCOG), cities, counties, and partner agencies. The forecasting process is data-driven, usually developed on a four-year cycle, and includes a comprehensive inventory of individual parcel data for the 16-county region. Mr. Kessler highlighted the demographic forecast process which includes determining control totals for population and employment by reviewing external forecasts from national demographers and economists relative to other metropolitan areas across the state. New control totals for the region out to 2045 were received which estimated 11.5 million people by 2045. Related employment for the same time period is expected to reach approximately 8 million jobs. This ratio of population to employment creates challenges regarding the impacts to the travel models based on changes in behavior such as telecommuting and working multiple jobs. Mr. Kessler highlighted slides created from parcel inventory data of the 12-county metropolitan area. The model breaks the land area into 28 million units and shows changes in the predicted build area out to 2045. He noted development around the perimeters of Dallas and Tarrant counties, as well as growth in Collin, Denton, southern Dallas, southeast Tarrant and western Parker counties. The location of population and employment activities out through 2045 were also highlighted. He noted that during development of demographics, staff has been sensitive to density. In order to have 12 million persons and 8 million jobs in the region, higher densities will be necessary. Local governments that focus on transit, mixed-use development, and travel reductions may be more comfortable with higher densities, while other local governments plans may be more compatible with lower densities. Images of forecasted density out to 2045 were highlighted. Also highlighted was household population data from the 2020 Census, draft 2045 forecasts, and the compound annual growth rate for the 12 counties. Maps identifying the location of current and future employment and employment density out to 2045 were also highlighted. Staff will continue to closely look at the relationship between where people live and work and how trends may change in the future based on recent behaviors. Dallas County remains the economic employment center increasing to over 3.5 million employees by 2045. Allocations from Perryman suggest there will be 200,000 more employees in Collin, Denton, Tarrant counties than previously and approximately 300,000 additional employees in Dallas County. Next, changes in population and employment estimates from 2015 to 2025 were highlighted. As expected, the centers of

Dallas and Tarrant counties are essentially built out and have minimal population change. Changes are expected in western Tarrant, western northern Denton, northern Collin and Rockwall. Regarding employment, significant employment growth is seen in Collin and Denton counties creating the challenge of how to put a transportation system in place over the next 30-40 years to address that employment growth. The schedule for this effort was reviewed. Members were encouraged to work with their respective staffs to review the forecasts and provide comments to the North Central Texas Council of Governments. Presentation of the final demographic forecasts to the Executive Board is anticipated in late 2021/early 2022. Chad Edwards asked what level of zones were used in the maps displayed for changes in population and employment from 2015-2045. Mr. Kessler noted that the map displays data for block groups for the purposes of summarizing data. Actual forecasts are done at a microscale level, but staff can aggregate at any level that entities would like to view. Kelly Porter discussed recent developments in the cultural districts of Fort Worth and asked if those new developments have been incorporated. Mr. Kessler noted that the demographic forecasting process is ongoing, and that staff are continually incorporating parcel inventories to capture new developments as well as incorporating data from comprehensive, zoning, and land use plans. He encouraged review of the demographics sent out to cities and counties. Eric Fladager asked to what extent the raw data from Perryman may have projected the impacts of COVID-19 and working virtually. Mr. Kessler noted that regional demographic control totals from the Perryman Group were developed and delivered prior to COVID-19. Perryman's report focuses on the national economy of the Dallas-Fort Worth region in comparison to other metropolitan regions and estimates employment based on their economic modeling. He noted that staff continues to discuss how travel behavior changes are impacting the region. Chad Edwards discussed employment and the possibility that many jobs may not be at typical business locations. He noted this is something being considered by transit agencies when thinking of commuter trips and how to include flexibility to meet future behavior. Mr. Kessler noted staff is working to determine how shorter trips, non-work trips, trips in the off-peak period, and other changes if behavior related to jobs should be handled in the travel model. Mr. Fladager asked the deadline for local governments to provide comments to NCTCOG. Mr. Kessler noted that end of October 2021 would be ideal, and that flagging significant discrepancies or errors was of most importance.

6. **Metropolitan Transportation Plan Update:** Amy Johnson provided an overview of efforts to update Mobility 2045. Mobility 2045 was adopted by the Regional Transportation Council (RTC) in June 2018. The associated air quality conformity determination was received November 2018 and expires November 2022. Staff has begun development efforts for the Mobility 2045 Update and are currently working through project refinements, policy and program updates, as well as updates to the Metropolitan Transportation Plan (MTP) Policy Bundle. A request for RTC adoption is expected in June 2022. Major components to the plan update will include updated travel and demographic data; undated financial forecasts; project, program, and policy refinements; an updated performance-based planning framework; and updates to the MTP Policy Bundle. She noted the projects, programs, and policies included in the plan work towards achieving the nine goals in the four themes of the plan: mobility, quality of life, system sustainability, and implementation. In the Mobility 2045 Update, staff expects to incorporate new policies and programs, as well as update existing programs. In addition, new State and federal policy or legislation will be reflected in the update, as well as the progression of studies and advances in technology. Key updates include reference to the new Pedestrian Safety Action Plan, new Executive Orders on equity, environmental considerations, and Travel Demand Management strategies. Advances in technology will also be incorporated such as the latest recommendations for

high-speed rail, advanced automated transportation systems, integration of vertical mobility technology, new automated vehicle initiatives, and broadband access/infrastructure. Ms. Johnson noted that within the mobility plan is the MTP Policy Bundle. Updates to the policy list will be proposed. Due to timing conflicts, the next round of the MTP Policy Bundle recommendations will be brought to the Committee earlier to allow entities enough time to review and consider policies. Staff will be proposing to extend Round 4 Transportation Development Credits (TDCs) by an additional year to be used in Fiscal Year (FY) 2023. Round 5 will open in FY2023 for use of TDCs in FY2024 and FY2025. Ms. Johnson noted that additional information on the Mobility 2045 Update was available at www.nctcog.org/planinprogress and on the MTP Policy Bundle at www.nctcog.org/policybundle. Chad Edwards asked how or if the travel demand model will be modified to apply some of the thoughts and ideas that help prioritize projects and other elements in the plan. Staff noted that early efforts have begun to incorporate the demographic forecasts into the travel demand model and basic strategies related to Travel Demand Management (TDM). Estimated reduced trips as a result of TDM strategies are used, and it was noted that North Central Texas Council of Governments is typically conservative in its estimates because it is difficult to capture all elements of human behavior that is expected to occur 20-25 years in the future. Impacts of COVID-19 will allow for additional behaviors to be considered and staff will work to capture resulting strategies.

7. **Fiscal Year 2021/Fiscal Year 2022 Project Tracking Initiative:** Brian Dell presented a final report on the Fiscal Year (FY) 2021 Project Tracking Initiative. The project tracking initiative was implemented to address a series of project delays across the region to provide opportunities for entities to raise issues that may be preventing a project's progress and help ensure that funds are being implemented in a more timely manner. A summary of FY2021 Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds was provided. Approximately \$94 million of the \$115.5 million in CMAQ funds allocated in FY2021 has obligated, including 29 out of 46 project phases. The remaining 17 phases were moved into subsequent fiscal years. For FY2021 Surface Transportation Block Grant Program (STBG) funds, of the \$206 million allocated approximately \$312 million has obligated including 35 out of 55 phases, with the remaining 20 phases moved into a later fiscal year. In addition, the status of FY2021 Transportation Alternatives Set-Aside funds was highlighted. Of the \$12.4 million programmed, approximately \$9.5 million has obligated and 18 of 25 project phases. A list of projects scheduled to begin in FY2021 and their current status was provided in Electronic Item 7.1. Mr. Dell noted there were marked improvements in obligations over the previous fiscal year. The STBG/Category 2 funding partnership contributed to the reduction of the region's STBG carryover balances. In addition, more STBG funds were obligated than programmed due to the State requesting to obligate additional STBG funds in the region since other regions in the state left STBG funding on the table. It was also noted that sufficient TA Set-Aside funds obligated to avoid lapsing in FY2021. Mr. Dell also provided an overview of the FY2022 project funding. Approximately \$71 million in CMAQ funds is programmed across 44 project phases, \$178 million in STBG funds across 77 project phases, and \$17 million in TA Set-Aside funds across 18 project phases. Staff will continue monitoring FY2022 project progress and provide periodic updates to the Committee, as well as continue monitoring for possible funding lapses. A list of projects scheduled to begin in FY2022 and their current status was provided in Electronic Item 7.2. Additional details on both initiatives were provided in Electronic Item 7.3.
8. **Status Report on Local Government Energy Reporting:** Dorothy Gilliam provided an overview of local government energy reporting and the North Central Texas Council of Governments' (NCTCOG's) efforts to increase the rate of local government energy reports

submitted to the State Energy Conservation Office (SECO). Local government energy reporting is a State-mandated requirement in the Texas Health and Safety Code. The requirements aid efforts to attain federal air quality standards by reducing demand for energy generation. Political subdivisions, institutes of higher education, or State agencies in or near ozone nonattainment counties in Texas are required to establish a goal of reducing electricity consumption by at least 5 percent each year for seven years beginning on September 1, 2019, and submit an annual report to SECO regarding progress and efforts to meet the reduction goal. An overview of the reporting website was provided, with details included in Electronic Item 8. Once submitted, a copy of the submitted data is available through the energy consumption reporting dashboard. The deadline for 2021 reports is February 1, 2022. An overview of the reporting statistics for the region was provided. Staff began conducting outreach and offering technical assistance to entities in early 2019 and in 2020, a total of 76 cities and 2 counties submitted a local government energy report. To increase compliance, an energy reporting toolkit has been developed to help local governments understand and prepare for report submittal. The toolkit is available online at www.conservenorthtexas.org/item/local-government-energy-reporting-toolkit. Additional information was also provided in Electronic Item 8. Melissa Baker thanked staff for the presentation. She noted the City of Irving completes reporting each year and asked if the deadline has changed. In addition, she asked if a best practices or similar webinar might be available for entities to help share experiences for other local governments who are reporting. Ms. Gilliam noted that SECO reporting deadline did recently change to February 1. In addition, she noted a webinar was scheduled for January 2022, and that although not planned staff would consider how this information could be included.

9. **Fast Facts:** Staff presentations were not given. Information was provided to members electronically for the following items.
1. Air Quality Funding Opportunities for Vehicles (<https://www.nctcog.org/trans/quality/air/funding-and-resources>)
 2. Dallas-Fort Worth Clean Cities Events (<https://www.dfwcleancities.org/events>)
 3. Status Report on Texas Volkswagen Environmental Mitigation Program Funding (Electronic Item 9.1)
 4. Status Report on Ozone Season (Electronic Item 9.2)
 5. Know Before You Fly Your Drone Workshops (www.northtexasuas.com/UAS-Taskforce#Workshops)
 6. Deadline to Submit Requests for Transportation Improvement Program Modifications through the February 2022 Cycle – October 22, 2021 (<https://rtrinternal.nctcog.org/login>)
 7. Auto Occupancy/High-Occupancy Vehicle Quarterly Subsidy Report (Electronic Item 9.3)
 8. 2021 Texas Department of Transportation Highway Safety Improvement Program Call for Projects Submittal Deadline for Applications Due to District Offices November 17, 2021 (<https://www.txdot.gov/inside-txdot/forms-publications/publications/highway-safety.html>)
 9. 2021 Fall Traffic Incident Management Executive Level Course Announcement (Electronic Item 9.4)
 10. Immediate Action Freeway Projects-State Contingency (Electronic Item 9.5)
 11. Economic Development Administration Grant Opportunities: Four Projects (Electronic Item 9.6)
 12. September Online Input Opportunity Minutes (Electronic Item 9.7)

13. Public Comments Report (Electronic Item 9.8)
14. Written Progress Reports:
 - Local Motion (Electronic Item 9.9)
 - Partner Progress Reports (Electronic Item 9.10)

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 December 3, 2021.

The meeting adjourned at 2:45 pm.



North Central Texas Council of Governments

TO: Surface Transportation Technical Committee

DATE: November 19, 2021

FROM: Vickie Alexander
Program Manager

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

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

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

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

- 3.02 Regional Air Quality Planning – Emission Inventories and Technical Studies (add initiative and \$13,000 Texas Commission on Environmental Quality [TCEQ] funds to support emission inventories)
- 5.01 Regional Transportation Studies – IH 30/Fair Park Area Street Grid Planning Study: Foundation for CBD/Fair Park Link (add initiative and \$950,000 Surface Transportation Block Grant Program [STBG] funds matched with Transportation Development Credits [TDCs] and \$50,000 Regional Transportation Council [RTC] Local funds)

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

Non-TPF FY2022 Budget Adjustments

As a result of NCTCOG’s FY2022 budget process and FY2021 close-out, funding adjustments are proposed to non-Transportation Planning Fund projects. Affected funding sources include Congestion Mitigation and Air Quality Improvement Program (CMAQ), Department of Defense (DOD), Department of Energy (DOE), Federal Transit Administration (FTA), Local, Regional Toll Revenue (RTR), Surface Transportation Block Grant Program (STBG), and Texas Department of Transportation (TxDOT). The adjustments by funding source are included in the table below, as well as the associated Unified Planning Work Program Subtasks.

Non-TPF FY2022 Budget Adjustments

Funding Source	Amount	UPWP Subtasks
CMAQ	\$723,300	1.01 – Increase of \$410,700 5.05 – Increase of \$312,600
DOD	\$121,400	5.10 – Increase of \$121,400
DOE	\$23,600	3.03 – Increase of \$23,600
FTA	\$274,600	3.04 – Increase of \$48,200 3.05 – Increase of \$226,400
Local	\$527,200	1.02 – Increase of \$24,500 3.03 – Increase of \$59,900 3.05 – Increase of \$153,900 4.02 – Increase \$7,100 5.03 – Increase \$137,300 5.05 – Increase of \$50,000 5.09 – Increase of \$81,000 5.10 – Increase \$13,500
RTR	\$197,600	1.03 – Increase of \$49,700 3.01 – Increase of \$145,900 5.01 – Increase of \$2,000
STBG	\$2,106,500	1.02 – Increase \$78,200 1.04 – Increase of \$432,000 2.01 – Increase of \$510,500 5.01 – Increase of \$176,100 5.04 – Increase of \$15,200 5.05 – Increase of \$712,100 5.08 – Increase of \$182,400
TxDOT	\$414,400	1.04 – Increase of \$108,000 5.05 – Increase of \$306,400

- 1.02 Program and Policy Administration – Program Administration (add \$100,000 Transportation Planning Funds [TPF] to support Transportation Department furniture and consumable supply purchases for staff expansion)
- 2.01 Travel Forecasting Support – Connected Vehicle Data in Transportation Planning (remove project text and move to Subtask 2.02, Transportation Data Development)
- 2.02 Transportation Data Development – Connected Vehicle Data in Transportation Planning (add project text moved from Subtask 2.01, Travel Forecasting Support, and update text for consistency with the project work scope under the University Partnership Program)
- 4.02 Coordination of Transportation and Environmental Planning Processes – Integrated Planning for Regional Transportation, Urban Development, and Stormwater Management (update text to reflect that consultant and subrecipient assistance may be utilized)
- 4.06 Regional Passenger Rail Planning and Evaluation Process Development (add project text for the Conversion of Freight Rail to Regional Passenger Rail removed from Subtask 5.01, Regional Transportation Studies; update name of the project; and add \$100,000 TPF)
- 5.01 Regional Transportation Studies – Conversion of Freight Rail to Regional Passenger Rail (remove project text and move to new Subtask 4.06, Regional Passenger Rail Planning and Evaluation Process Development)
- 5.01 Regional Transportation Studies – Strategic Corridor Initiatives (add \$100,000 RTC Local for technical assistance to expedite the environmental and design review process for surface transportation projects)
- 5.03 Land-use/Transportation Initiatives – Regional Mixed-use Development Study (add \$100,000 TPF and update text to reflect the use of Transportation Planning Funds to support work activities instead of STBG funds and TDCs as initially anticipated)
- 5.10 Regional Military and Community Coordination – Aviation, Aerospace, and Defense Manufacturing Agile Curriculum Program (add \$792,000 Department of Defense [DOD] funds and \$83,000 RTC Local funds to reflect receipt of grant award)

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

Other Funding Source Modifications

- 4.02 Blue-Green-Grey Silo-Busting Initiatives (add \$201,410 RTC Local funding and update text to reflect three new projects selected through the FY2021 solicitation:
1) Laboratory Testing of Engineered Media for Biofiltration Swales, 2) Blue-Green Neighborhood Beautification Design Guidelines and Pilot Project-The Bottom District, and 3) the City of Allen Inlet Floatables Filter)
- 4.02 Coordination of Transportation and Environmental Planning Processes – Forest Hill Drive Planning Study (add \$418,000 STBG funds matched with TDCs to support program activities)
- 4.03 Ensuring Equity, Nondiscrimination and Environmental Justice in MPO Planning/Program Activities – Planning to Address Transit Needs in Fort Worth's 76104 Zip Code (add initiative and \$270,000 Federal Transit Administration [FTA] grant funds, matched with TDCs in anticipation of grant award)
- 5.03 Land-use/Transportation Initiatives – National Park Service Partnership (Phase 2) (add initiative and \$120,000 STBG funds, matched with TDCs)
- 5.05 Congestion Management Planning and Operations – Auto Occupancy and Detection Technology (add \$2,000,000 Federal Highway Administration [FHWA] Surface Transportation System Funding Alternatives funds, \$370,000 Regional Toll Revenue [RTR] funds, and \$1,630,000 local funds to reflect receipt of grant award for the GoCarma technology to verify auto occupancy using smartphone-based alternative, and update text to reflect use of FHWA, RTR, and local funds)
- 5.05 Congestion Management Planning and Operations – Regional Vanpool Program (add \$35,000 RTC Local funds for interim emergency funding to Dallas Area Rapid Transit until new agreements are fully executed and funding is in place, and update text to reflect the use of RTC Local funds)
- 5.05 Congestion Management Planning and Operations – Traffic Incident Management Training (add \$132,000 RTC Local for the staging of wreckers along SH 121 technology lane, and update text to reflect use of RTC Local funds)
- 5.08 Congestion Management Planning and Operations – Transportation Safety Planning (add \$15,800 local funds and update text to reflect the use of local funding to support the program)

- 5.11 Connected and Automated Vehicle Technologies -- IH30–Dallas/Tarrant County Line to IH 635 (add \$3,200,000 STBG funds and \$800,000 Texas Department of Transportation [TxDOT] funds)
- 5.11 Connected and Automated Vehicle Technologies -- IH30–IH 35W to Dallas/Tarrant County Line (add \$800,000 STBG funds and \$200,000 TxDOT funds)

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

vpj
Attachment

AMENDMENT #1 TO THE FY2022 AND FY2023 UNIFIED PLANNING WORK PROGRAM

2.01 Travel Forecasting Support

Connected Vehicle Data in Transportation Planning

Transportation Planning Funds

~~Connected vehicle data has been made available recently by several companies for its use in transportation planning and traffic engineering. The data delivered by these companies provide important spatial-temporal characteristics of a significant sample of the vehicles that travel in the NCTCOG area. As part of this element, the following potential uses of connected vehicle data will be explored: validation of radar traffic counters, development of an innovative framework for travel demand, and estimation of congestion level and traffic signal performance at intersections on arterials. For this effort, university assistance through the University Partnership Program (UPP) will be utilized. Anticipated products include:~~

- ~~• Reports, analyses, trip matrices, and traffic profiles.~~

2.02 Transportation Data Development

Connected Vehicle Data in Transportation Planning

Transportation Planning Funds

Connected vehicle data has been made available recently by several companies for its use in transportation planning and traffic engineering. The data delivered by these companies provide important spatial-temporal characteristics of a significant sample of the vehicles that travel in the NCTCOG area. As part of this element, the following potential uses of connected vehicle data will be explored: validation of radar traffic counters, **and the** development of an innovative framework for travel demand **forecasting**, ~~and estimation of congestion level and traffic signal performance at intersections on arterials.~~ For this effort, university assistance through the University Partnership Program (UPP) will be utilized. Anticipated products include:

- ~~Reports, Analyses,~~ **Analysis reports**, trip matrices, ~~and~~ traffic profiles, **and the corresponding computer codes.**

3.02 Regional Air Quality Planning

Emission Inventories and Technical Studies

Other Funding Sources

Emission inventories estimate emission amounts from specific sources within a specified area and time interval. Transportation emission budgets used in transportation conformities are developed based upon emission inventories used in development of the State Implementation Plan (SIP) and the impact of control measures included within that SIP. Emissions are greatly impacted by regionally specific data, so updated regional inventories analysis is necessary to better predict future-case emission impacts from

control strategies, vehicle miles traveled, vehicle activity from outside the nonattainment area, and evaporative emissions. This work element will be supported through Texas Commission on Environmental Quality funds and is ongoing throughout FY2022 and FY2023. Anticipated products include:

- A variety of emission inventories for federal, state, or local requirements; and
- Mobile source technical analysis performed to enhance state of the practice.

4.02 Coordination of Transportation and Environmental Planning Processes

Blue-Green-Grey Silo-Busting Initiatives

Other Funding Sources

The focus of the “Blue-Green-Grey” initiative is to help address traditional transportation planning that can result in “silos” which cause projects to be disjointed due to lack of communication or coordination amongst planners or project champions in various disciplines. Blue-Green-Grey is an initiative to identify “silo-busting” projects that focus on three elements – blue (water), green (environment), and grey (transportation infrastructure). Selected projects will continue in FY2022 and FY2023. Additionally, staff will advance additional funding rounds throughout FY2022 and 2023 to help develop new ideas that engage multiple disciplines and implement projects that could be further developed and replicated regionwide. Through the 2017 solicitation, three projects were selected for funding: City of Southlake Burney Lane Biofiltration System, the City of Farmers Branch Green Bus Stop Design Guidelines, and the Dallas Area Rapid Transit Community Gardens Hatcher Station Pilot. Through the 2018 solicitation, three projects were selected for funding: Hightower Drive Biofiltration Rain Gardens, Retrofitting Neighborhood Commercial Green Bicycle Park, and Micro-Detention Storage System. Five of these six projects have been completed. **Through the 2021 solicitation, three projects were selected for funding: Laboratory Testing of Engineered Media for Biofiltration Swales, Blue-Green Neighborhood Beautification Design Guidelines and Pilot Project-The Bottom District, and the City of Allen Inlet Floatables Filter.** This initiative is supported through Regional Transportation Council Local funds. Anticipated products include:

- New funding initiatives and project awards for round three;
- Installation of a biofiltration system at the City of Watauga’s Hightower Drive storm drain inlets;
- **Concept-level floatables filter inlet plan and maintenance/materials specifications;**
- **Green infrastructure and beautification plan and small-scale pilot project for Bottom District in Dallas;**
- **Research report on design criteria and implementation recommendations for use of engineered media in biofiltration swales;**
- Final reports/case studies summarizing impacts, lessons learned, and any future plans; and
- Panels and expert reviews and papers on the success of the program.

Integrated Planning for Regional Transportation, Urban Development, and Stormwater Management

Other Funding Sources

Throughout FY2022 and FY2023, activities contained in this Work Program element concentrate on the integration of regional transportation planning, regional stormwater management, urban development planning, and environmental planning for the purposes of identifying impacts and alleviating risks from severe weather events such as flooding, as well as from other current and future disruptive environmental factors. This comprehensive planning initiative would include assessments of infrastructure and land-use vulnerabilities, analysis of potential lifecycle-based adaptability and durability measures, and determination of possible delivery and maintenance strategies aimed at improving operational capabilities and reducing risk from flooding. Established initially through a working group of partners and stakeholders located in Wise, and portions of Dallas, Denton, Ellis, Johnson, Parker, and Tarrant counties (specifically, the combined watersheds of the Clear Fork, Elm Fork, and West Fork Trinity River basins), this effort would account for future transportation infrastructure plans, future land-use plans, and the resultant stormwater runoff and/or other environmental effects expected to occur based on these plans. Information and outcomes produced from this preliminary study could ultimately be used to conduct similar, all-inclusive, and contiguous studies facilitating opportunities throughout North Central Texas that may reduce lifecycle costs and other burdens to infrastructure and urban development as regional growth continues. The funding source for this initiative is Surface Transportation Block Grant Program funds, Regional Transportation Council Local funds, and Transportation Development Credits. Funds from other federal and state agencies are anticipated as part of the overall program. **Consultant and/or subrecipient assistance may be utilized.** Anticipated products may include:

- Development, application, and technical analysis of dynamic numerical models for estimating the extent and severity of flooding and other environmental effects;
- Creation and maintenance of Geographic Information System (GIS) map layers, relational databases, web applications, and other technical tools supporting surveys/inventories, spatial analyses, permitting, and project implementation monitoring;
- Benefit-cost analyses and other economic outputs assessing potential multi-disciplinary alternative applications;
- Community engagement and analysis using the Community Health and Resource Management (CHARM) scenario planning tool in coordination with the Federal Emergency Management Agency (FEMA);
- Maps of current/future vulnerable areas and critical transportation facilities to target for enhanced protection and mitigation from flooding events;
- Identification or incorporation of performance measures and evaluation criteria to inform transportation project development and selection processes;
- Engineering products and tools aimed to calculate infrastructure/land-use design parameters, performance degradation, and lifecycle needs;
- Coordination with resource agencies, technical committees, stakeholders, and other partners highlighting outreach, education, training, and regulatory needs and actions; and
- Documentation of recommended policies, programs, and/or projects.

4.03 Ensuring Equity, Nondiscrimination and Environmental Justice in MPO Planning/Program Activities

Planning to Address Transit Needs in Fort Worth's 76104 Zip Code

Other Funding Sources

Anticipated to begin in FY2022, this study, **Planning to Address Transit Needs in Fort Worth's 76104 Zip Code**, will engage residents and stakeholders to identify innovative transit solutions that connect residents to healthy food, healthcare, affordable housing, jobs, and other needs. The study will also identify strategies to reduce greenhouse gas emissions in this community, which is divided by an interstate freeway and experiences the lowest life expectancy in Texas. By identifying solutions that improve transit access and reduce emissions, the project will address racial inequities and environmental injustices in a zip code with six census tracts identified as Areas of Persistent Poverty. This initiative will be supported through Federal Transit Administration grant funds, matched with Transportation Development Credits. Anticipated products include:

- **Public Involvement Plan;**
- **Presentations and meeting and interview notes;**
- **List of performance criteria and targets;**
- **Documentation of community's potential transit needs and recommended solutions;**
- **List of strategies to reduce greenhouse gas emissions; and**
- **Final report.**

4.06 Regional Passenger Rail Planning and Evaluation Process Development

Transportation Planning Funds

Throughout the Dallas-Fort Worth region, several opportunities exist to provide passenger rail service in existing freight rail corridors. During FY2022 and FY2023, North Central Texas Council of Governments (NCTCOG) staff will analyze opportunities within the region where potential passenger rail service may be feasible sometime in the future, and what local governments can do to preserve the corridor and develop compatible land use and economic development options. The activities will include collaboration with many project opportunity owners such as private industry, transportation partners, stakeholders, and local government entities; evaluation of corridor feasibility for rail service now and in the future; and how to prepare the corridor by evaluating land-use options that would facilitate future rail service. NCTCOG staff efforts will include analyzing the feasibility of combined or converted operations, including opportunities for unique synergy, cost efficiencies and savings, operations efficiencies, and transportation system effectiveness. The following products will be delivered as a result of work done on this project:

- **Technical memorandums covering evaluation of various scenarios and corridor development alternatives;**
- **Ridership estimates;**
- **Technical memorandums identifying project feasibility; and**
- **Presentations and briefings notes.**

5.01 Regional Transportation Studies

Conversion of Freight Rail to Regional Passenger Rail

Transportation Planning Funds

Throughout the Dallas-Fort Worth region, several opportunities exist to provide passenger rail service in existing freight rail corridors. During FY2022 and FY2023, North Central Texas Council of Governments (NCTCOG) staff will analyze opportunities within the region where potential passenger rail service may be feasible sometime in the future, and what local governments can do to preserve the corridor and develop compatible land use and economic development options. The activities will include collaboration with many project opportunity owners such as private industry, transportation partners, stakeholders, and local government entities; evaluation of corridor feasibility for rail service now and in the future; and how to prepare the corridor by evaluating land use options that would facilitate future rail service. NCTCOG staff efforts will include analyzing the feasibility of combined or converted operations, including opportunities for unique synergy, cost efficiencies and savings, operations efficiencies, and transportation system effectiveness. The following products will be delivered as a result of work done on this project:

- Technical memorandums covering evaluation of various scenarios and corridor development alternatives;
- Ridership estimates;
- Technical memorandums identifying project feasibility; and
- Presentations and briefings notes.

IH 30/Fair Park Street Grid Planning Study: Foundation for CBD/Fair Park Link

Other Funding Sources

In FY2022, NCTCOG will initiate a planning study of the street grid south and north of IH 30 in the area bound by IH 45 to the west, Carroll Avenue to the east, Main Street to the north, and Fitzhugh to the south to support system redundancy and the traffic incident management process, including travel forecasts and modeling. This project will include a study of the Central Business District (CBD)/Fair Park link. Surface Transportation Block Grant Program funds, Regional Transportation Council Local funds, and Transportation Development Credits will be utilized to support work activities. Anticipated products include:

- Coordination with City of Dallas, Texas Department of Transportation, Deep Ellum Foundation and Fair Park representatives on a common vision for thoroughfare street designs;
- Review of IH 30 thoroughfare and ramp designs to coordinate freeway access and thoroughfare street recommendations; and
- Development of plans to reconnect thoroughfare streets and advance the concept for the CBD/Fair Park Link.

5.03 Land-Use/Transportation Initiatives

Regional Mixed-Use Development Study

~~Other Funding Sources~~ **Transportation Planning Funds**

During FY2022 and FY2023, NCTCOG staff will undertake a study investigating the traffic impacts of mixed-use development in the region and its characteristically higher density as compared to standard single use-focused development. The study will 1) explore definitions of mixed use, 2) develop a mixed-use development typology using examples from the region that represent a range of contexts where mixed-use development occurs, 3) use case studies from a range of contexts to investigate the traffic effects that may be associated with mixed-use development and/or other mitigating factors, and 4) explore tradeoffs associated with implementing mixed-use development. ~~Surface Transportation Block Grant Program funds and Transportation Development Credits will be pursued to support work activities.~~ Anticipated products include:

- Development of project work scope; and
- Draft and final report and recommendations.

National Park Service Partnership (Phase 2)

~~Other Funding Sources~~

~~In FY2022 and FY2023, NCTCOG staff will provide technical assistance to the Trinity Water Trail Stakeholder Committee as it works to facilitate tourism and recreation along the Trinity River National Water Trail. Coordination will occur with local agencies to install NCTCOG-owned mobile count equipment and develop documentation and best practice guides on the impact of water trail access points on trail usage, as well as the eco-tourism benefits of water trail access points as it relates to the Fort Worth and Dallas Regional Trail. This initiative is supported through Surface Transportation Block Grant Program funds and Transportation Development Credits. Anticipated products include:~~

- ~~Participation in Trinity Water Trail Stakeholder Committee meetings;~~
- ~~Support for the regional trail network in the committee's selection of new boat launch sites, development of best practices for evaluating the usage and positive impacts of water trail access points with before and after counts, and analysis of bicycle and pedestrian trail count data near water trail access points with findings reported to the committee and communities across the region;~~
- ~~Communications to the committee regarding the efforts for development of the wayfinding and branding related to the Fort Worth to Dallas Regional Trail and possible relationship to the water trail access points;~~
- ~~Development of a white paper identifying the eco-tourism benefits of water trail access points to communities, providing mapping services including, but not limited to, identifying points of interest near water trail access points and identifying sidewalk gaps to destinations in the surrounding pedestrian network; and~~
- ~~Identification of potential water trail access points in Environmental Justice areas along the Trinity River National Water Trail for purposes of improving economic~~

development in the community and enhancing access to the natural environment for disadvantaged populations.

5.05 Congestion Management Planning and Operations

Auto Occupancy Detection Technology

Other Funding Sources

This element is ongoing throughout FY2022 and FY2023. To facilitate efficient operation, toll collection, and/or incentive credits on the use of the transportation system, the region has implemented a technology-based system to verify auto occupancy. The region plans to utilize advanced technology for vehicle occupancy detection and verification, as well as other equipment, to improve the safety and operations of the transportation system. As part of this task, NCTCOG staff will provide public outreach and education regarding auto occupancy detection and verification technology. Staff will also work with regional partners to implement occupancy-based technology, user-based incentives, and dynamic pricing. This element also supports NCTCOG's membership in, and support for, research under FHWA's High Occupancy Vehicle/Managed Use Lane Pooled Fund Study. Congestion Mitigation and Air Quality Improvement Program funds, Surface Transportation Block Grant Program funds, **Federal Highway Administration funds, Regional Toll Revenue funds**, Texas Department of Transportation funds, ~~and~~ Regional Transportation Council Local funds, **and local funds** will be used to support these activities. Anticipated products include:

- Coordination and meetings with partner agencies as needed;
- Public outreach and education on auto occupancy detection technologies and user-based incentives;
- Implementation and integration of technology to detect/verify auto occupancy on the transportation system;
- Monitoring of the effectiveness of technology to detect auto occupancy; and
- Support for and participation in FHWA High Occupancy Vehicle/Managed Use Lane Pooled Fund Study.

Regional Vanpool Program

Other Funding Sources

This program, designed to reduce single-occupancy commuter trips, is ongoing throughout FY2022 and FY2023 and is an important rideshare program for trip reduction, providing a "shared ride" for commuters traveling long distances or in areas with limited or no fixed-route transit service. The current Regional Vanpool Program is operated by Dallas Area Rapid Transit (DART), the Denton County Transportation Authority (DCTA), and Trinity Metro. Activities will include streamlining the program across providers through regional coordination, providing technical assistance to transit partners, monitoring performance measures, reporting trip reduction data, and exploring future program enhancement. Other initiatives include issuing a cooperative procurement for vanpool services to encourage consistent rider benefits, promoting updated vanpool services to the public, and conducting a vanpool utilization study to assist with future systems and facilities planning, and for building interagency partnerships with regional partners

for the purpose of increasing participation in commuter vanpools. Surface Transportation Block Grant Program funds, **Regional Transportation Council Local funds**, and local funds will be utilized for this program. Consultant assistance will be utilized. Anticipated products include:

- Management and oversight of regional vanpool program including operational processes, program budget, invoice activities, agreement development activities, and program assessment activities;
- Coordination meetings with transit partners and stakeholders to maximize regional effectiveness;
- Educational outreach strategies with transit agencies to promote usage among potential riders;
- Procurement and executed agreements for cooperative vanpool services and equipment, on behalf of transit agencies; and
- Procurement and executed agreements for utilization study.

Traffic Incident Management Training

Other Funding Sources

This program is ongoing throughout FY2022 and FY2023, providing training for agencies responsible for managing and clearing traffic incidents. This training has been demonstrated to improve responder and motorist safety, and to significantly reduce the length and size of roadway closures. The Dallas-Fort Worth area was the first area in the nation to formalize the training process to reach out to all responders and generate improvements in the management of traffic incidents. The goal of NCTCOG Traffic Incident Management (TIM) training is to initiate a common, coordinated response to traffic incidents that will build partnerships, enhance safety for emergency personnel, reduce upstream traffic accidents, improve the efficiency of the transportation system, and improve air quality in the Dallas-Fort Worth region. By implementing best practices techniques throughout the region, clearance times can be reduced by as much as 40 percent. Such an improvement will reduce the impact of congestion, improve regional air quality, and improve the safety and efficiency of travel for all residents and visitors in the area. Surface Transportation Block Grant Program funds, Congestion Mitigation and Air Quality Improvement Program funds, Texas Department of Transportation funds, **Regional Transportation Council Local funds**, local funds, and Transportation Development Credits support this program. Consultant services may be utilized. Anticipated products include:

- Program management and oversight for the TIM Training Program;
- Implementation of TIM First Responder and Manager Courses and TIM Executive Level Courses;
- Quick Clearance Crash Reconstruction Training workshops;
- Annual TIM Self-Assessment, performance tracking, and coordination activities;
- Incident Management Equipment Purchase Call for Projects oversight activities;
- Commercial Vehicle Enforcement (CVE) Working Group, and CVE equipment and training initiative oversight;
- Support of general training, educational projects, and initiatives that promote the implementation of strategies that mitigate traffic and/or CVE incidents; and
- Staging of wreckers and other ancillary services for incident clearance and operational improvements.

5.08 Roadway and Railroad Safety

Transportation Safety Planning

Other Funding Sources

Surface Transportation Block Grant Program funds, **local funds**, Transportation Development Credits, and grants will also be utilized to support this program. Anticipated products include:

- Regional Safety Information System application tool;
- Development and implementation of driver safety public education, outreach, and information programs, including a contributing factor public education campaign and development of a Drive Aware North Texas website;
- Regional roadway safety strategic plan development activities; and
- Systemic safety improvement funding program activities.

VIII. Overview of Work Program Funding

Proposed Budget

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

The US Department of Transportation provides funds through programs of the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). Both FHWA PL 112 and FTA 5303 funds are provided annually to MPOs to support metropolitan regional transportation planning activities based on an 80 percent federal/20 percent local match requirement. The Texas Department of Transportation will provide the 20 percent match for the FHWA 112 and FTA 5303 funds for FY2022 and FY2023 to the MPO to carry out the UPWP in the form of Transportation Development Credits. These Transportation Development Credits are provided by metropolitan areas building toll roads and are used on a Statewide basis to provide the match funds needed for all Metropolitan Planning Organizations. The FY2022 and FY2023 FHWA and FTA funding

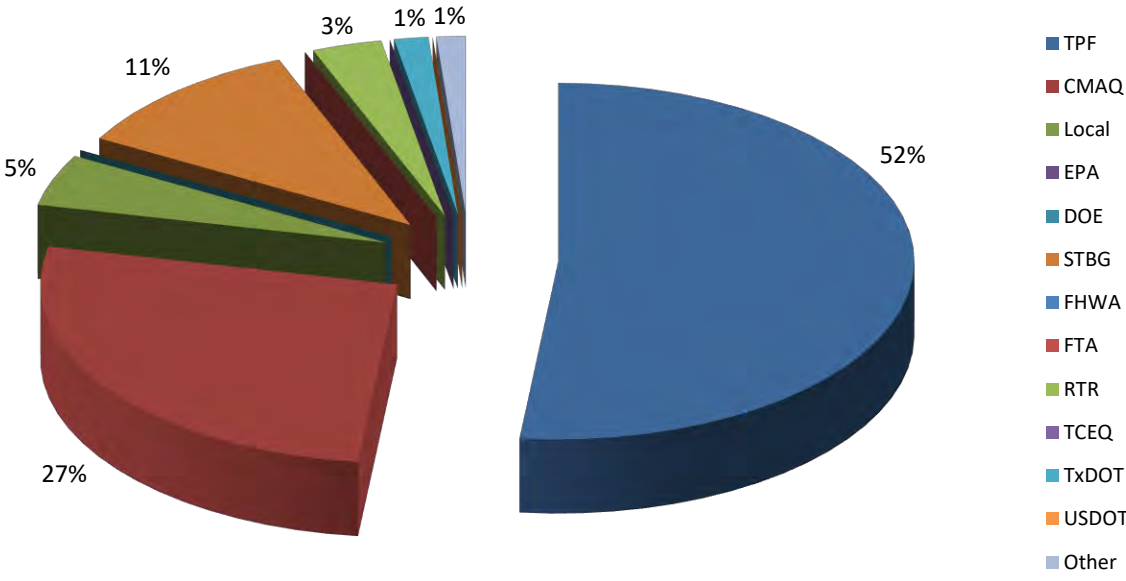
levels reflected in this program are summarized in Exhibit VIII-1. The formula-based FHWA PL 112 allocation to the UPWP for the Dallas-Fort Worth Metropolitan Area is \$8,463,215 in FY2022 and \$8,463,215 in FY2023 for a two-year total of \$16,926,430. The FTA 5303 funding is \$3,110,814 in FY2022 and \$3,110,814 in FY2023 for a two-year total of \$6,221,628. An estimated balance of \$4,774,364 in unexpended/unobligated FHWA PL 112 funding will be available from the FY2021 authorization. Each of these funding amounts is incorporated by source agency into the Work Program by task and subtask. Total FHWA PL 112 and FTA 5303 funding for the FY2022 and FY2023 UPWP is estimated at \$27,922,422. Transportation Planning Funds in the amount of ~~\$25,181,000~~ **\$25,481,000** have been programmed and allocated to each of the UPWP subtasks as shown in Exhibit VIII-2. These programmed funds include the FTA 5303 allocation of \$6,221,628, the estimated FY2021 FHWA PL 112 fund balance of \$4,774,364, and ~~\$14,185,008~~ **\$14,485,008** of Fiscal Years 2022 and 2023 FHWA PL 112 funding. The remaining balance of Fiscal Years 2022 and 2023 FHWA PL 112 funds of ~~\$2,741,422~~ **\$2,441,422** is anticipated to be carried over to Fiscal Year 2024.

E. Funding Summary

Subtask	TPF ¹	Additional Funding		Total
		Amount	Source	
1.01	\$4,372,900			
		\$2,913,900	CMAQ	
		\$4,000	NCTCOG Local	
		\$245,000	STBG	
Subtotal				\$7,535,800
1.02	\$661,600			
		\$208,400	Local	
		\$119,800	NCTCOG Local	
		\$267,500	STBG	
Subtotal				\$1,257,300
1.03				
		\$6,000	Local	
		\$20,000	NCTCOG Local	
		\$345,300	RTR	
Subtotal				\$371,300
1.04	\$615,200			
		\$675,000	STBG	
		\$295,800	Local	
		\$168,750	TXDOT	
Subtotal				\$1,754,750
Total	\$5,649,700	\$5,269,450		\$10,919,150

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

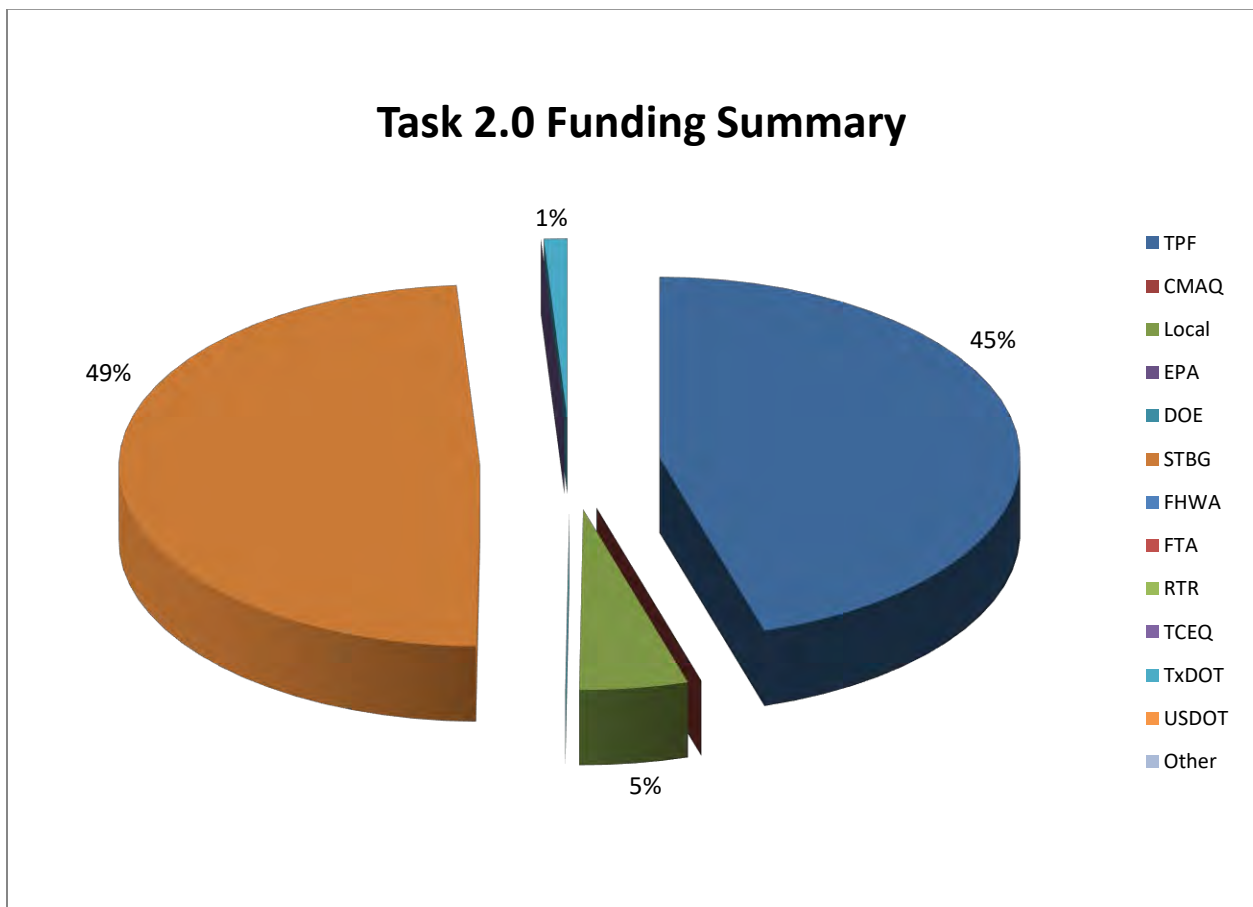
Task 1.0 Funding Summary



E. Funding Summary

Subtask	TPF ¹	Additional Funding		Total
		Amount	Source	
2.01	\$1,922,800	\$3,423,500	STBG	
		\$373,000	Local	
Subtotal				\$5,719,300
2.02	\$458,400	\$319,000	STBG	
		\$79,800	TxDOT	
Subtotal				\$857,200
2.03	\$1,094,900			
Subtotal				\$1,094,900
Total	\$3,476,100	\$4,195,300		\$7,671,400

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

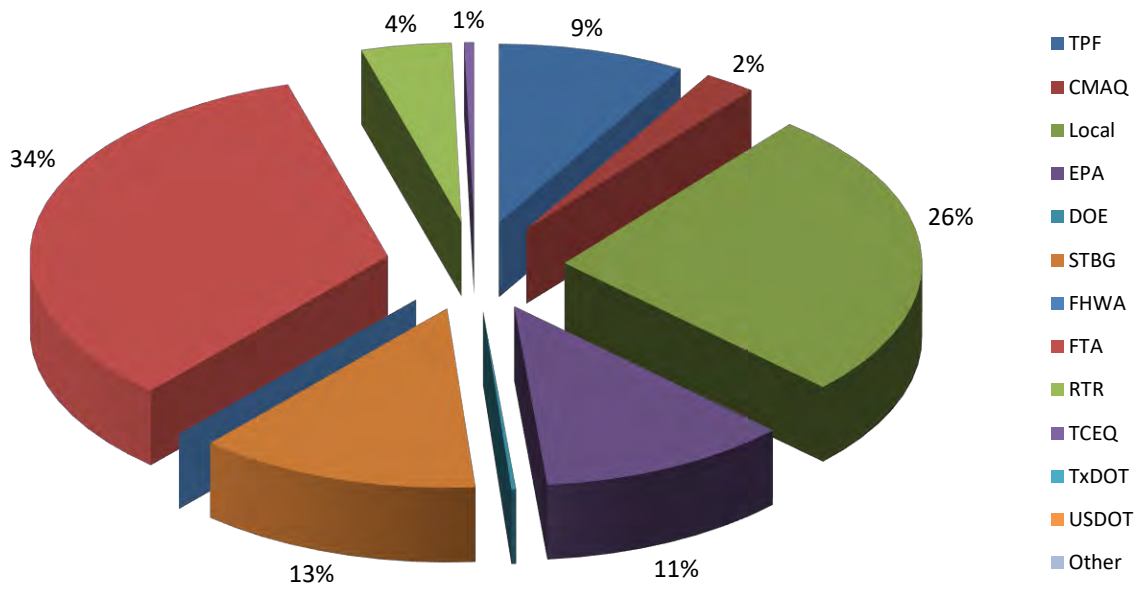


E. Funding Summary

Subtask	TPF ¹	Additional Funding		Total
		Amount	Source	
3.01	\$2,899,200	\$1,183,300	RTR	
		\$918,200	STBG	
Subtotal				\$5,000,700
3.02	\$978,700	\$13,000	TCEQ	
Subtotal				\$991,700
3.03		\$1,530,600	CMAQ	
		\$137,500	DOE	
		\$7,402,250	EPA	
		\$12,300	FHWA	
		\$16,280,279	Local	
		\$6,562,000	STBG	
		\$275,000	TCEQ	
Subtotal				\$32,199,929
3.04	\$1,650,900	\$976,600	FTA	
		\$816,800	STBG	
Subtotal				\$3,444,300
3.05		\$21,146,050	FTA	
		\$848,400	Local	
		\$1,469,000	RTR	
Subtotal				\$23,463,450
Total	\$5,528,800	\$59,571,279		\$65,100,079

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

Task 3.0 Funding Summary

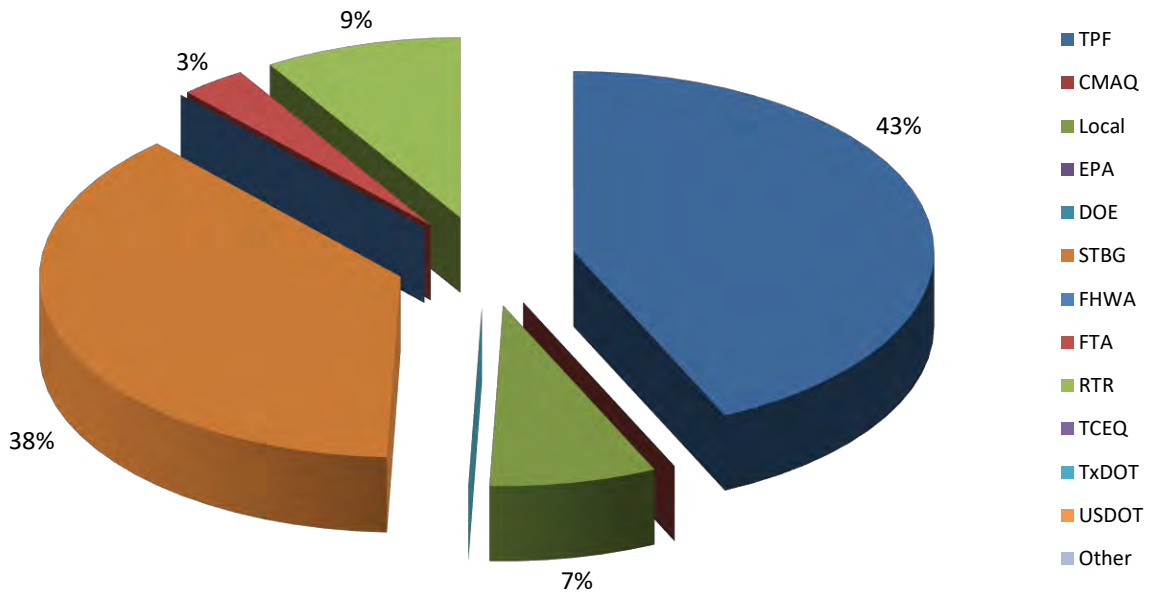


E. Funding Summary

Subtask	TPF ¹	Additional Funding		Total
		Amount	Source	
4.01	\$2,490,000			
Subtotal				\$2,490,000
4.02	\$527,200			
		\$688,810	Local	
		\$814,600	RTR	
		\$3,460,000	STBG	
Subtotal				\$5,490,610
4.03	\$413,900			
		\$270,000	FTA	
Subtotal				\$683,900
4.04	\$336,800			
Subtotal				\$336,800
4.05	\$98,200			
Subtotal				\$98,200
4.06	\$100,000			
Subtotal				\$100,000
Total	\$3,966,100	\$5,233,410		\$9,199,510

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

Task 4.0 Funding Summary

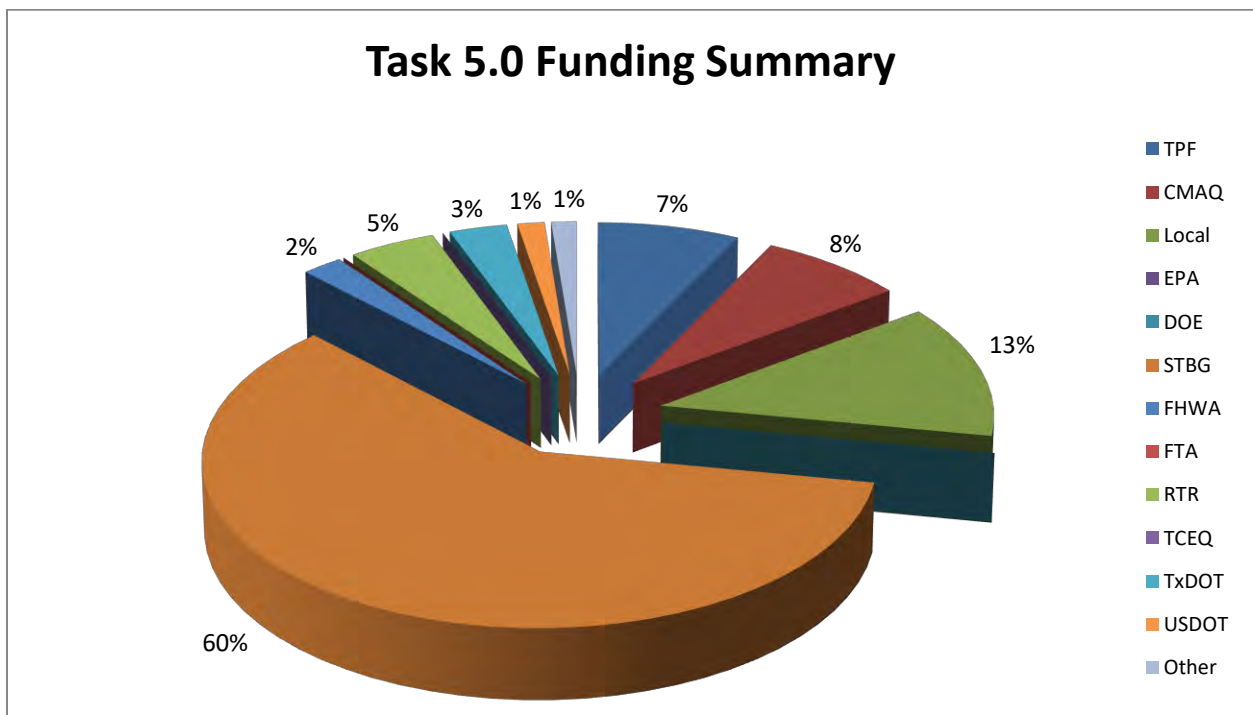


E. Funding Summary

Subtask	TPF ¹	Additional Funding		Total
		Amount	Source	
5.01	\$1,376,400			
		\$228,400	Local	
		\$50,000	NTTA	
		\$3,455,000	RTR	
		\$15,545,400	STBG	
		\$73,600	TxDOT	
Subtotal				\$20,728,800
5.02	\$1,319,600			
		\$149,000	RTR	
Subtotal				\$1,468,600
5.03	\$973,700			
		\$540,300	Local	
		\$6,996,200	STBG	
Subtotal				\$8,510,200
5.04	\$189,700			
		\$151,200	STBG	
Subtotal				\$340,900
5.05	\$1,296,200			
		\$7,093,400	CMAQ	
		\$2,000,000	FHWA	
		\$5,404,180	Local	
		\$603,000	RTR	
		\$8,549,400	STBG	
		\$1,676,700	TXDOT	
Subtotal				\$26,622,880
5.06				
		\$2,008,000	Local	
		\$8,049,900	STBG	
		\$1,297,000	USDOT	
Subtotal				\$11,354,900
5.07	\$63,500			
Subtotal				\$63,500
5.08	\$633,900			
		\$15,800	Local	
		\$952,300	STBG	
Subtotal				\$1,602,000

Subtask	TPF ¹	Additional Funding		Total
		Amount	Source	
5.09	\$125,900			
		\$579,400	Local	
Subtotal				\$705,300
5.10	\$193,000			
		\$1,171,100	DOD	
		\$496,500	Local	
Subtotal				\$1,860,600
5.11	\$688,400			
		\$186,600	Local	
		\$15,799,800	STBG	
		\$1,036,600	TXDOT	
Subtotal				\$17,711,400
5.12				
		\$281,800	Local	
Subtotal				\$281,800
5.13				
		\$2,496,000	Local	
Subtotal				\$2,496,000
Total	\$6,860,300	\$86,886,580		\$93,746,880

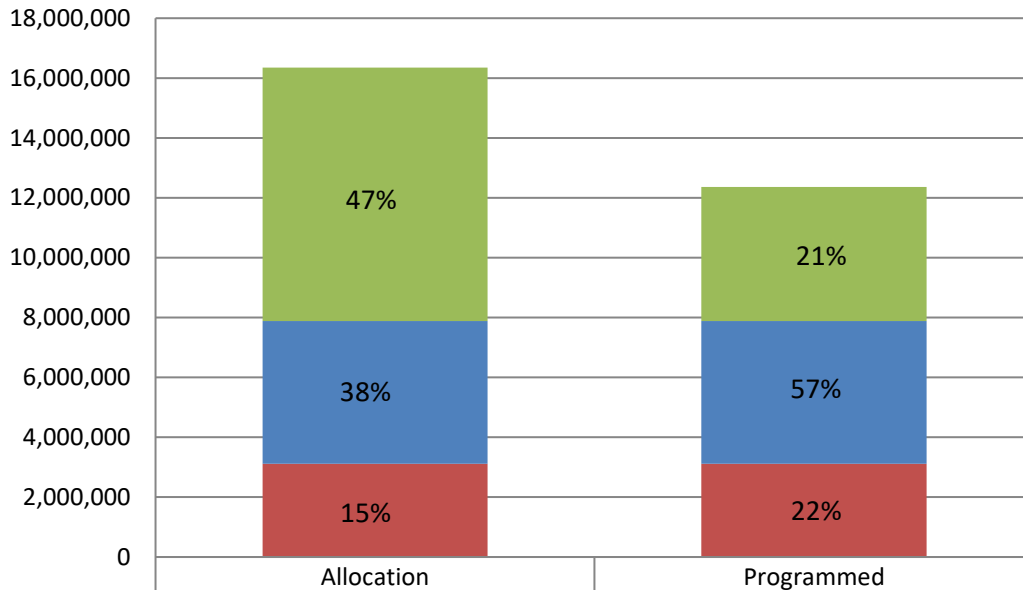
¹ Transportation Planning Funds (TPF) includes both FHWA PL-112 and FTA Section 5303 funds. TxDOT will apply Transportation Development Credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. As the credits reflect neither cash nor man hours, they are not reflected in the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



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

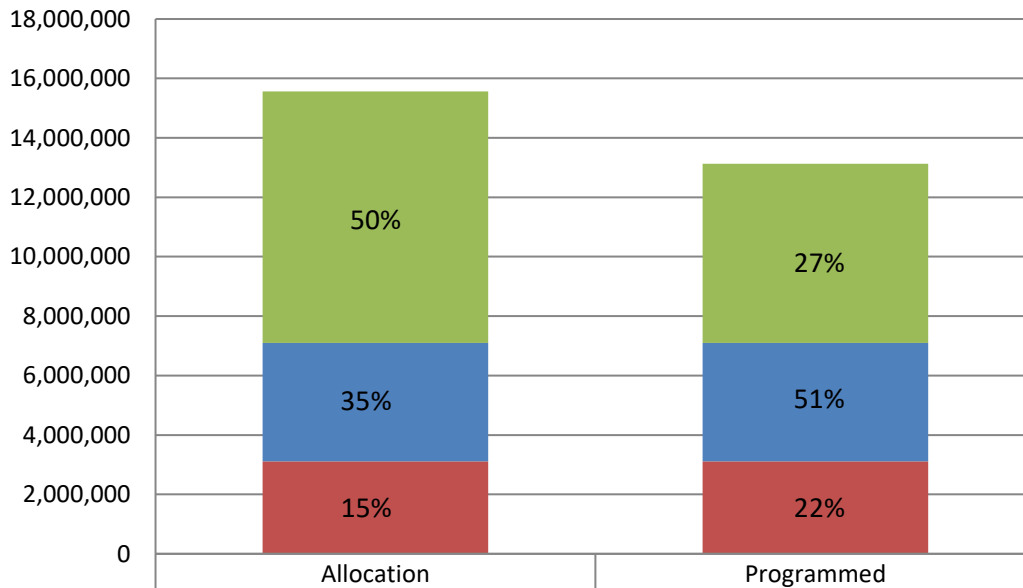
	FY2022		FY2023	
	Allocation	Programmed	Allocation	Programmed
FTA Section 5303	3,110,814	3,110,814	3,110,814	3,110,814
FHWA (PL-112)				
Carryover	4,774,364	4,774,364	3,990,543	3,990,543
New Allocation	8,463,215	4,472,672	8,463,215	6,021,793
Total TPF	16,348,393	12,357,850	15,564,572	13,123,150
Carryover		3,990,543		2,441,422
Two-Year Totals				
FTA Section 5303	6,221,628			
FHWA PL-112	21,700,794			
Total	27,922,422			
Programmed	25,481,000			
Carryover	2,441,422			

Summary of TPF 2022 Funding Levels



	Allocation	Programmed
FHWA (PL-112)	8,463,215	4,472,672
Carryover	4,774,364	4,774,364
FTA (5303)	3,110,814	3,110,814

Summary of TPF 2023 Funding Levels

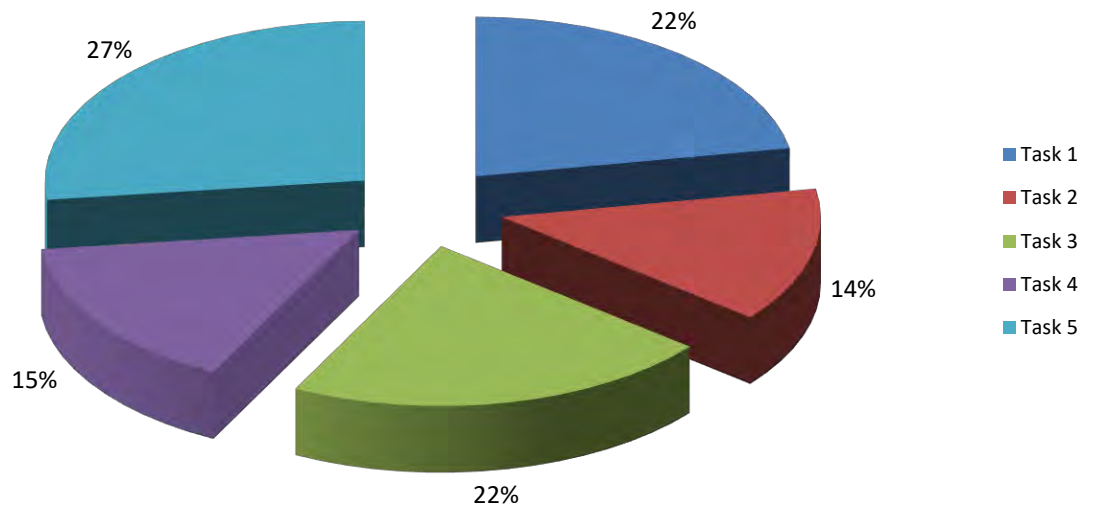


	Allocation	Programmed
FHWA (PL-112)	8,463,215	6,021,793
Carryover	3,990,543	3,990,543
FTA (5303)	3,110,814	3,110,814

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

Subtask	Subtask Title	TPF		
		FY2022	FY2023	Total
1.01	Community Outreach	\$2,086,000	\$2,286,900	\$4,372,900
1.02	Program and Policy Administration	\$349,750	\$311,850	\$661,600
1.03	Fiscal Management and Information Systems	\$0	\$0	\$0
1.04	Computer System Applications and Data Management	\$305,100	\$310,100	\$615,200
	Task 1.0	\$2,740,850	\$2,908,850	\$5,649,700
2.01	Travel Forecasting Support	\$929,900	\$992,900	\$1,922,800
2.02	Transportation Data Development	\$246,200	\$212,200	\$458,400
2.03	Demographic Data and Forecasts	\$540,600	\$554,300	\$1,094,900
	Task 2.0	\$1,716,700	\$1,759,400	\$3,476,100
3.01	Transportation Project Programming	\$1,399,900	\$1,499,300	\$2,899,200
3.02	Regional Air Quality Planning	\$492,700	\$486,000	\$978,700
3.03	Air Quality Management and Operations	\$0	\$0	\$0
3.04	Public Transportation Planning	\$808,600	\$842,300	\$1,650,900
3.05	Transit Management and Operations	\$0	\$0	\$0
	Task 3.0	\$2,701,200	\$2,827,600	\$5,528,800
4.01	Metropolitan Transportation Planning	\$1,118,700	\$1,371,300	\$2,490,000
4.02	Coordination of Transportation and Environmental Planning Processes	\$256,300	\$270,900	\$527,200
4.03	Ensuring Equity, Nondiscrimination and Environmental Justice in MPO Planning/Program Activities	\$213,900	\$200,000	\$413,900
4.04	Performance Based Planning & Coordination	\$167,900	\$168,900	\$336,800
4.05	Understanding Public Return on Investment for Transportation Funding	\$52,600	\$45,600	\$98,200
4.06	Regional Passenger Rail Planning and Evaluation Process Development	\$100,000	\$0	\$100,000
	Task 4.0	\$1,909,400	\$2,056,700	\$3,966,100
5.01	Regional Transportation Studies	\$616,700	\$759,700	\$1,376,400
5.02	Subarea Studies and Local Government Assistance	\$583,400	\$736,200	\$1,319,600
5.03	Land-Use/Transportation Initiatives	\$504,400	\$469,300	\$973,700
5.04	Transportation Asset Management	\$93,000	\$96,700	\$189,700
5.05	Congestion Management Planning and Operations	\$666,200	\$630,000	\$1,296,200
5.06	Regional Freight Planning	\$0	\$0	\$0
5.07	Transportation System Security and Emergency Preparedness	\$31,600	\$31,900	\$63,500
5.08	Roadway and Railroad Safety	\$316,400	\$317,500	\$633,900
5.09	Regional Aviation Planning and Education	\$62,600	\$63,300	\$125,900
5.10	Regional Military and Community Coordination	\$88,000	\$105,000	\$193,000
5.11	Transportation Technology and Innovation Program	\$327,400	\$361,000	\$688,400
5.12	Red River Navigation System Feasibility Study	\$0	\$0	\$0
5.13	North Texas Center for Mobility Technologies	\$0	\$0	\$0
	Task 5.0	\$3,289,700	\$3,570,600	\$6,860,300
	FUNDING TOTALS	\$12,357,850	\$13,123,150	\$25,481,000

Transportation Planning Funds (TPF) Summary by Task



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

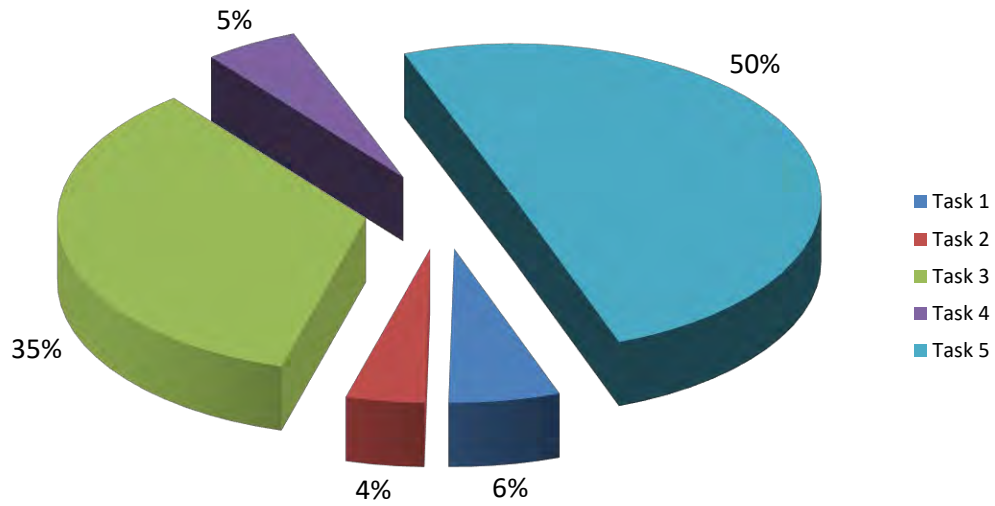
Funding Source	Task 1.0 Administration	Task 2.0 Data Development	Task 3.0 Short Range Planning	Task 4.0 Metropolitan Transportation Planning	Task 5.0 Special Studies	Total
FTA Activities	44.21.00	44.22.00	44.24.00 44.25.00	44.23.01	44.23.02 44.24.00 44.22.00 44.27.00	
TPF ¹	\$5,649,700	\$3,476,100	\$5,528,800	\$3,966,100	\$6,860,300	\$25,481,000
CMAQ	\$2,913,900	\$0	\$1,530,600	\$0	\$7,093,400	\$11,537,900
DOD	\$0	\$0	\$0	\$0	\$1,171,100	\$1,171,100
DOE	\$0	\$0	\$137,500	\$0	\$0	\$137,500
EPA	\$0	\$0	\$7,402,250	\$0	\$0	\$7,402,250
FHWA	\$0	\$0	\$12,300	\$0	\$2,000,000	\$2,012,300
FTA	\$0	\$0	\$22,122,650	\$270,000	\$0	\$22,392,650
Local	\$510,200	\$373,000	\$17,128,679	\$688,810	\$12,236,980	\$30,937,669
NCTCOG Local	\$143,800	\$0	\$0	\$0	\$0	\$143,800
NTTA	\$0	\$0	\$0	\$0	\$50,000	\$50,000
RTR	\$345,300	\$0	\$2,652,300	\$814,600	\$4,207,000	\$8,019,200
STBG	\$1,187,500	\$3,742,500	\$8,297,000	\$3,460,000	\$56,044,200	\$72,731,200
TCEQ	\$0	\$0	\$288,000	\$0	\$0	\$288,000
TxDOT	\$168,750	\$79,800	\$0	\$0	\$2,786,900	\$3,035,450
USDOT	\$0	\$0	\$0	\$0	\$1,297,000	\$1,297,000
Subtotal	\$10,919,150	\$7,671,400	\$65,100,079	\$9,199,510	\$93,746,880	\$186,637,019

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

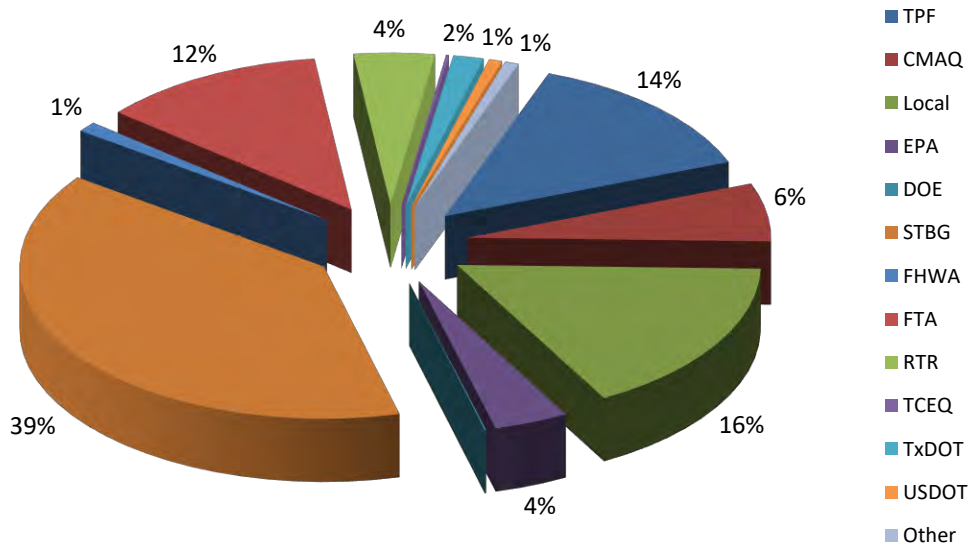
Combined Transportation Planning Funds ²	\$23,148,058.00
Estimated Unexpended Carryover	<u>\$4,774,364.00</u>
TOTAL TPF:	\$27,922,422.00

² Estimate based on prior years' authorizations

Summary of Funding by Task



Summary of Total Funding

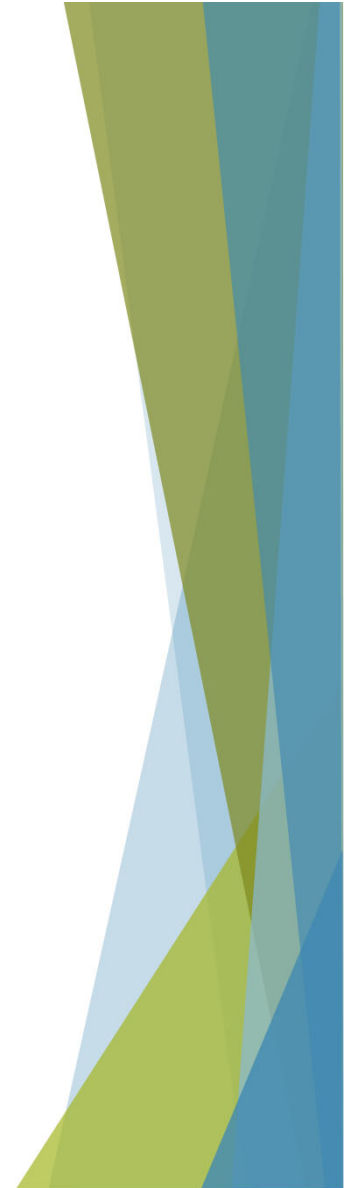




Modifications to the FY2022 and FY2023 Unified Planning Work Program

**Surface Transportation Technical Committee
December 3, 2021**

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



Transportation Planning Funds Two-year Summary

FY2022 and FY2023 US FTA (5303)	\$ 6,221,628
FY2022 and FY2023 US FHWA (Estimated PL)	\$16,926,430
FY2021 US FHWA (Estimated PL-Carryover)	<u>\$ 4,774,364</u>
Total Transportation Planning Funds	\$27,922,422
Prior Anticipated Expenditures	\$25,181,000
Additional Funds Programmed for FY2022	<u>\$ 300,000</u>
Anticipated Expenditures	\$25,481,000
PL Balance to Carry Over to FY2024	\$ 2,441,422

Total Programming Increase from Other Sources

Funding Source	Additional Funding
Congestion Mitigation and Air Quality Improvement Program	\$ 723,300
Department of Defense	\$ 913,400
Department of Energy	\$ 23,600
Federal Transit Administration	\$ 544,600
Federal Highway Administration	\$ 2,000,000
Texas Commission on Environmental Quality	\$ 13,000
Local	\$ 2,774,410
Surface Transportation Block Grant Program	\$ 7,594,500
Regional Toll Revenue	\$ 567,600
Texas Department of Transportation	\$ 1,414,400
Total	\$ 16,568,810

Modification Schedule

December 3

Action by Surface Transportation Technical Committee

December 13

Initiation of Online Public Outreach

January 13

Action by Regional Transportation Council

January 27

Action by NCTCOG Executive Board

January 28

Submittal of Modifications to Texas Department of Transportation

Requested STTC Action

Recommend Regional Transportation Council Approval of:

- **Proposed UPWP modifications outlined in Electronic Item 2.1.1**
- **Direction for staff to administratively amend the Transportation Improvement Program and other administrative/planning documents, as appropriate, to reflect the approved modifications**

Unified Planning Work Program

Contact Information

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



North Central Texas
Council of Governments
Transportation Department

<https://www.nctcog.org/trans/study/unified-planning-work-program>

How to Read the Project Modification Listings - Roadway Section

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

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

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

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

PROPOSED FEBRUARY 2022 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 14013.3 **Facility:** CS **Location/Limits From:** CENTREPORT TRAIL FROM CENTREPORT STATION **Modification #:** 2021-0492
Impementing Agency: FORT WORTH **Location/Limits To:** CITY LIMITS
County: VARIOUS **CSJ:** 0902-00-235
City: VARIOUS **Desc:** CONSTRUCT 12' WIDE SHARED-USE PATH
Request: DELAY ROW PHASE TO FY2023; DELAY CONSTRUCTION PHASE TO FY2024; CLARIFY SCOPE AS 12 FOOT WIDE SHARED-USE PATH
Comment: 1,082,423 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3-TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; MTP POLICY BUNDLE TDCS

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0902-00-235	Cat 3 - TDC (MPO):	\$0	\$0	\$25,595	\$0	\$0	\$0
2021	ENG	0902-00-235	Cat 5:	\$127,973	\$0	\$0	\$0	\$0	\$127,973
Phase Subtotal:				\$127,973	\$0	\$25,595	\$0	\$0	\$127,973
2021	ROW	0902-00-235	Cat 3 - TDC (MPO):	\$0	\$0	\$33,040	\$0	\$0	\$0
2021	ROW	0902-00-235	Cat 5:	\$165,200	\$0	\$0	\$0	\$0	\$165,200
Phase Subtotal:				\$165,200	\$0	\$33,040	\$0	\$0	\$165,200
2022	CON	0902-00-235	Cat 3 - TDC (MPO):	\$0	\$0	\$1,023,788	\$0	\$0	\$0
2022	CON	0902-00-235	Cat 5:	\$5,118,938	\$0	\$0	\$0	\$0	\$5,118,938
Phase Subtotal:				\$5,118,938	\$0	\$1,023,788	\$0	\$0	\$5,118,938
Grand Total:				\$5,412,111	\$0	\$0	\$0	\$0	\$5,412,111

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0902-00-235	Cat 3 - TDC (MPO):	\$0	\$0	\$25,595	\$0	\$0	\$0
2021	ENG	0902-00-235	Cat 5:	\$127,973	\$0	\$0	\$0	\$0	\$127,973
Phase Subtotal:				\$127,973	\$0	\$25,595	\$0	\$0	\$127,973
2023	ROW	0902-00-235	Cat 3 - TDC (MPO):	\$0	\$0	\$33,040	\$0	\$0	\$0
2023	ROW	0902-00-235	Cat 5:	\$165,200	\$0	\$0	\$0	\$0	\$165,200
Phase Subtotal:				\$165,200	\$0	\$33,040	\$0	\$0	\$165,200
2024	CON	0902-00-235	Cat 3 - TDC (MPO):	\$0	\$0	\$1,023,788	\$0	\$0	\$0
2024	CON	0902-00-235	Cat 5:	\$5,118,938	\$0	\$0	\$0	\$0	\$5,118,938
Phase Subtotal:				\$5,118,938	\$0	\$1,023,788	\$0	\$0	\$5,118,938
Grand Total:				\$5,412,111	\$0	\$0	\$0	\$0	\$5,412,111

PROPOSED FEBRUARY 2022 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 13001 **Facility:** IH 30 **Location/Limits From:** COOPER ST **Modification #:** 2021-0528
Impementing Agency: TXDOT-FORT WORTH **Location/Limits To:** DALLAS COUNTY LINE
County: TARRANT **CSJ:** 1068-02-147
City: ARLINGTON **Desc:** 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
Request: DELAY ROW PHASE TO FY2023; DELAY UTILITIES PHASE TO FY2024; INCREASE CONSTRUCTION FUNDING IN FY2025 AS APPROVED BY THE RTC ON JULY 8, 2021; INCREASE FUNDING FOR PRELIMINARY ENGINEERING PHASE AND CHANGE FUNDING SHARES
Comment: REGIONAL 10 YEAR PLAN PROJECT; RELATED TO TIP 55097/CSJ 1068-02-127

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	1068-02-147	SW PE:	\$0	\$3,950,000	\$0	\$0	\$0	\$3,950,000
2021	ROW	1068-02-147	SW ROW:	\$8,800,000	\$2,200,000	\$0	\$0	\$0	\$11,000,000
2021	UTIL	1068-02-147	SW ROW:	\$11,600,000	\$2,900,000	\$0	\$0	\$0	\$14,500,000
2025	CON	1068-02-147	Cat 4:	\$83,056,000	\$20,764,000	\$0	\$0	\$0	\$103,820,000
Grand Total:				\$103,456,000	\$29,814,000	\$0	\$0	\$0	\$133,270,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	1068-02-147	SW PE:	\$6,640,000	\$1,660,000	\$0	\$0	\$0	\$8,300,000
2023	ROW	1068-02-147	SW ROW:	\$8,800,000	\$2,200,000	\$0	\$0	\$0	\$11,000,000
2024	UTIL	1068-02-147	SW ROW:	\$11,600,000	\$2,900,000	\$0	\$0	\$0	\$14,500,000
2025	CON	1068-02-147	Cat 4:	\$102,256,000	\$25,564,000	\$0	\$0	\$0	\$127,820,000
Grand Total:				\$129,296,000	\$32,324,000	\$0	\$0	\$0	\$161,620,000

PROPOSED FEBRUARY 2022 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 20066 **Facility:** IH 20 **Location/Limits From:** AT BONNIE VIEW RD **Modification #:** 2021-0549
Impementing Agency: TXDOT-DALLAS
County: DALLAS **CSJ:** 2374-03-074
City: DALLAS **Desc:** IMPROVE APPROACH, WIDEN BRIDGE TO ADD TURN LANES, AND REPLACE TRAFFIC SIGNAL SYSTEM
Request: INCREASE CONSTRUCTION FUNDING IN FY2021 DUE TO ASBESTOS MITIGATION LEFT OUT OF DESIGN PLANS; DALLAS COVERED INITIAL COST OVERRUN AT LETTING, REQUESTING RTC APPROVAL FOR THE ADDITIONAL MITIGATION COSTS
Comment: MPO MILESTONE POLICY PROJECT (ROUND 2); CITY OF DALLAS WILL PAY FOR COST OVERRUNS; LOCAL CONTRIBUTION PAID BY CITY OF DALLAS

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2009	ENG	2374-03-074	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$270,000	\$270,000
2021	CON	2374-03-074	Cat 7:	\$2,174,916	\$543,729	\$0	\$0	\$0	\$2,718,645
Grand Total:				\$2,174,916	\$543,729	\$0	\$0	\$270,000	\$2,988,645

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2009	ENG	2374-03-074	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$270,000	\$270,000
2021	CON	2374-03-074	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$527,536	\$527,536
2021	CON	2374-03-074	STBG:	\$2,174,916	\$543,729	\$0	\$0	\$0	\$2,718,645
Phase Subtotal:				\$2,174,916	\$543,729	\$0	\$0	\$527,536	\$3,246,181
2022	CON	2374-03-074	STBG:	\$288,537	\$72,134	\$0	\$0	\$0	\$360,671
Grand Total:				\$2,463,453	\$615,863	\$0	\$0	\$797,536	\$3,876,852

PROPOSED FEBRUARY 2022 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 13046 **Facility:** IH 35W **Location/Limits From:** AT FM 917 **Modification #:** 2021-0550
Impementing Agency: TXDOT-FORT WORTH
County: JOHNSON **CSJ:** 0014-03-088
City: VARIOUS **Desc:** RECONSTRUCT INTERCHANGE
Request: INCREASE CONSTRUCTION FUNDING AND DELAY TO FY2026 AS APPROVED BY THE RTC ON JULY 8, 2021 AND OCTOBER 14, 2021; REVISE FUNDING SHARES FOR ENGINEERING PHASE FROM 100% STATE TO 90% FEDERAL/10% STATE AND ROW AND UTILITY PHASES FROM 80% FEDERAL/20% STATE TO 90% FEDERAL/10% STATE
Comment: REGIONAL 10 YEAR PLAN PROJECT; GROUPED PROJECT 5000-00-958

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0014-03-088	SW PE:	\$0	\$900,000	\$0	\$0	\$0	\$900,000
2021	ROW	0014-03-088	SW ROW:	\$40,000	\$10,000	\$0	\$0	\$0	\$50,000
2021	UTIL	0014-03-088	SW ROW:	\$160,000	\$40,000	\$0	\$0	\$0	\$200,000
2023	CON	0014-03-088	Cat 4:	\$12,000,000	\$3,000,000	\$0	\$0	\$0	\$15,000,000
Grand Total:				\$12,200,000	\$3,950,000	\$0	\$0	\$0	\$16,150,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0014-03-088	SW PE:	\$810,000	\$90,000	\$0	\$0	\$0	\$900,000
2021	ROW	0014-03-088	SW ROW:	\$45,000	\$5,000	\$0	\$0	\$0	\$50,000
2021	UTIL	0014-03-088	SW ROW:	\$180,000	\$20,000	\$0	\$0	\$0	\$200,000
2023	CON	0014-03-088	Cat 4:	\$0	\$0	\$0	\$0	\$0	\$0
2026	CON	0014-03-088	Cat 4:	\$19,800,000	\$2,200,000	\$0	\$0	\$0	\$22,000,000
Grand Total:				\$20,835,000	\$2,315,000	\$0	\$0	\$0	\$23,150,000

TIP Code: 14082 **Facility:** CS **Location/Limits From:** BROADWAY AVE FROM US 377 **Modification #:** 2021-0583
Impementing Agency: HALTOM CITY **Location/Limits To:** SH 26
County: TARRANT **CSJ:** 0902-90-164
City: HALTOM CITY **Desc:** RECONSTRUCT AND WIDEN FROM 2 TO 3 LANES WITH INTERSECTION, SIDEWALK AND SIGNAL IMPROVEMENTS
Request: DELAY ENGINEERING PHASE TO FY2022; DELAY ROW PHASE TO FY2023; DELAY CONSTRUCTION TO FY2025
Comment: 1,195,042 OF TRANSPORATION DEVELOPMENT CREDITS (CAT 3-TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; REGIONAL TDCS

PROPOSED FEBRUARY 2022 TIP MODIFICATIONS FOR STTC CONSIDERATION

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0902-90-164	Cat 3 - TDC (MPO):	\$0	\$0	\$131,838	\$0	\$0	\$0
2021	ENG	0902-90-164	STBG:	\$659,190	\$0	\$0	\$0	\$0	\$659,190
Phase Subtotal:				\$659,190	\$0	\$131,838	\$0	\$0	\$659,190
2021	ROW	0902-90-164	Cat 3 - TDC (MPO):	\$0	\$0	\$8,500	\$0	\$0	\$0
2021	ROW	0902-90-164	STBG:	\$42,500	\$0	\$0	\$0	\$0	\$42,500
Phase Subtotal:				\$42,500	\$0	\$8,500	\$0	\$0	\$42,500
2023	UTIL	0902-90-164	Cat 3 - TDC (MPO):	\$0	\$0	\$260,316	\$0	\$0	\$0
2023	UTIL	0902-90-164	STBG:	\$1,301,580	\$0	\$0	\$0	\$0	\$1,301,580
Phase Subtotal:				\$1,301,580	\$0	\$260,316	\$0	\$0	\$1,301,580
2024	CON	0902-90-164	Cat 3 - TDC (MPO):	\$0	\$0	\$794,388	\$0	\$0	\$0
2024	CON	0902-90-164	Cat 5:	\$483,472	\$0	\$0	\$0	\$0	\$483,472
2024	CON	0902-90-164	STBG:	\$3,488,470	\$0	\$0	\$0	\$0	\$3,488,470
Phase Subtotal:				\$3,971,942	\$0	\$794,388	\$0	\$0	\$3,971,942
Grand Total:				\$5,975,212	\$0	\$0	\$0	\$0	\$5,975,212

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	ENG	0902-90-164	Cat 3 - TDC (MPO):	\$0	\$0	\$131,838	\$0	\$0	\$0
2022	ENG	0902-90-164	STBG:	\$659,190	\$0	\$0	\$0	\$0	\$659,190
Phase Subtotal:				\$659,190	\$0	\$131,838	\$0	\$0	\$659,190
2023	ROW	0902-90-164	Cat 3 - TDC (MPO):	\$0	\$0	\$8,500	\$0	\$0	\$0
2023	ROW	0902-90-164	STBG:	\$42,500	\$0	\$0	\$0	\$0	\$42,500
Phase Subtotal:				\$42,500	\$0	\$8,500	\$0	\$0	\$42,500
2023	UTIL	0902-90-164	Cat 3 - TDC (MPO):	\$0	\$0	\$260,316	\$0	\$0	\$0
2023	UTIL	0902-90-164	STBG:	\$1,301,580	\$0	\$0	\$0	\$0	\$1,301,580
Phase Subtotal:				\$1,301,580	\$0	\$260,316	\$0	\$0	\$1,301,580
2024	CON	0902-90-164	Cat 3 - TDC (MPO):	\$0	\$0	\$0	\$0	\$0	\$0
2024	CON	0902-90-164	Cat 5:	\$0	\$0	\$0	\$0	\$0	\$0
2024	CON	0902-90-164	STBG:	\$0	\$0	\$0	\$0	\$0	\$0
Phase Subtotal:				\$0	\$0	\$0	\$0	\$0	\$0
2025	CON	0902-90-164	Cat 3 - TDC (MPO):	\$0	\$0	\$794,388	\$0	\$0	\$0
2025	CON	0902-90-164	Cat 5:	\$483,472	\$0	\$0	\$0	\$0	\$483,472
2025	CON	0902-90-164	STBG:	\$3,488,470	\$0	\$0	\$0	\$0	\$3,488,470
Phase Subtotal:				\$3,971,942	\$0	\$794,388	\$0	\$0	\$3,971,942
Grand Total:				\$5,975,212	\$0	\$0	\$0	\$0	\$5,975,212

PROPOSED FEBRUARY 2022 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 14060 **Facility:** CS **Location/Limits From:** E LOUISIANA STREET FROM SH 5 **Modification #:** 2021-0605
Impementing Agency: MCKINNEY **Location/Limits To:** THROCKMORTON ST
County: COLLIN **CSJ:** 0918-24-258
City: MCKINNEY **Desc:** RECONSTRUCT FROM 2 TO 2 LANES INCLUDING ON-STREET PARKING, ROUNDABOUT AT THE INTERSECTION OF EAST LOUISIANA AND GREENVILLE ST, AND SIDEWALK IMPROVEMENTS
Request: INCREASE ENGINEERING FUNDING; REMOVE UTILITIES PHASE FROM FY2021; DELAY CONSTRUCTION PHASE TO FY2022 AND INCREASE RTR FUNDING BY \$400,000 AS A PART OF A DEFEDERALIZATION PACKAGE WITH TIP 21086/CSJ 0047-05-059
Comment: LOCAL CONTRIBUTION PAID BY CITY OF MCKINNEY; MCKINNEY'S MTP POLICY BUNDLE TDC BALANCE TO BE DECREASED BY ANY LOCAL FUNDING LESS THAN 20% ON THIS PROJECT

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2020	ENG	0918-24-258	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$501,181	\$501,181
2020	UTIL	0918-24-258	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$100,000	\$100,000
2021	CON	0918-24-258	Cat 3 - RTR 121 - CC2:	\$0	\$0	\$3,720,000	\$0	\$0	\$3,720,000
Grand Total:				\$0	\$0	\$3,720,000	\$0	\$601,181	\$4,321,181

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2020	ENG	0918-24-258	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$712,989	\$712,989
2022	CON	0918-24-258	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$880,000	\$880,000
2022	CON	0918-24-258	Cat 3 - RTR 121 - CC2:	\$0	\$0	\$4,120,000	\$0	\$0	\$4,120,000
Phase Subtotal:				\$0	\$0	\$4,120,000	\$0	\$880,000	\$5,000,000
Grand Total:				\$0	\$0	\$4,120,000	\$0	\$1,592,989	\$5,712,989

TIP Code: 21051 **Facility:** IH 30 **Location/Limits From:** AT MONTY STRATTON PARKWAY **Modification #:** 2021-0608
Impementing Agency: TXDOT-PARIS
County: HUNT **CSJ:** 0009-13-175
City: GREENVILLE **Desc:** WIDEN OVERPASS FROM 4 LANE TO 6 LANE; CONSTRUCT EASTBOUND TO WESTBOUND U-TURN
Request: UPDATED SCOPE AND LIMITS FROM IH 30 FROM .5 MILES SW OF MONTY STRATTON PARKWAY TO .5 MILES NE OF MONTY STRATTON PARKWAY; CONSTRUCT EASTBOUND TO WESTBOUND U-TURN AS ORIGINALLY APPROVED BY THE RTC TO THE SCOPE AND LIMITS REFLECTED IN THIS MODIFICATION; ADD PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) AS APPROVED BY THE RTC ON NOVEMBER 12, 2020
Comment: KEEPING ROADWAY STRIPED AS 4 LANES UNTIL LARGER IH 30 PROJECT LETS IN FY2026

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	CON	0009-13-175	STBG:	\$3,360,000	\$840,000	\$0	\$0	\$0	\$4,200,000
Grand Total:				\$3,360,000	\$840,000	\$0	\$0	\$0	\$4,200,000

PROPOSED FEBRUARY 2022 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 14052 **Facility:** CS **Location/Limits From:** GLADE ROAD AT BLUEBONNET DRIVE **Modification #:** 2021-0609
Impementing Agency: COLLEYVILLE
County: TARRANT **CSJ:** 0902-90-147
City: COLLEYVILLE **Desc:** LOWER INTERSECTION TO ELIMINATE A 3-WAY STOP
Request: INCREASE CONSTRUCTION FUNDING AND ADVANCE EXISTING AMOUNT OF \$1,368,778 TO FY2021 TO MATCH FEDERAL OBLIGATION DATE

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2014	ENG	0902-90-147	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$150,000	\$150,000
2019	UTIL	0902-90-147	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$150,000	\$150,000
2022	CON	0902-90-147	Cat 5:	\$1,200,000	\$0	\$0	\$300,000	\$0	\$1,500,000
Grand Total:				\$1,200,000	\$0	\$0	\$300,000	\$300,000	\$1,800,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2014	ENG	0902-90-147	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$150,000	\$150,000
2019	UTIL	0902-90-147	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$150,000	\$150,000
2021	CON	0902-90-147	Cat 5:	\$1,368,778	\$342,195	\$0	\$0	\$0	\$1,710,973
2022	CON	0902-90-147	Cat 5:	\$311,222	\$77,805	\$0	\$0	\$0	\$389,027
Grand Total:				\$1,680,000	\$420,000	\$0	\$0	\$300,000	\$2,400,000

PROPOSED FEBRUARY 2022 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 14036 **Facility:** BUS 287 **Location/Limits From:** BUS 287/NORTH MAIN STREET AT NORTH HANGAR ENTRANCE **Modification #:** 2021-0612
Impementing Agency: FORT WORTH
County: TARRANT **CSJ:** 0902-90-139
City: FORT WORTH **Desc:** ADD RIGHT TURN LANES FOR SOUTHBOUND TRAFFIC
Request: CANCEL PROJECT; DECREASE IN FUNDING PARTIALLY OFFSETS AN INCREASE ON TIP 14037/CSJ 0902-90-137
Comment: REMOVING MTP POLICY BUNDLE TDCS

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	ENG	0902-90-139	Cat 3 - TDC (MPO):	\$0	\$0	\$10,400	\$0	\$0	\$0
2022	ENG	0902-90-139	Cat 5:	\$52,000	\$0	\$0	\$0	\$0	\$52,000
Phase Subtotal:				\$52,000	\$0	\$10,400	\$0	\$0	\$52,000
2022	UTIL	0902-90-139	Cat 3 - TDC (MPO):	\$0	\$0	\$7,000	\$0	\$0	\$0
2022	UTIL	0902-90-139	Cat 5:	\$35,000	\$0	\$0	\$0	\$0	\$35,000
Phase Subtotal:				\$35,000	\$0	\$7,000	\$0	\$0	\$35,000
2023	CON	0902-90-139	Cat 3 - TDC (MPO):	\$0	\$0	\$38,800	\$0	\$0	\$0
2023	CON	0902-90-139	Cat 5:	\$194,000	\$0	\$0	\$0	\$0	\$194,000
Phase Subtotal:				\$194,000	\$0	\$38,800	\$0	\$0	\$194,000
Grand Total:				\$281,000	\$0	\$0	\$0	\$0	\$281,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	ENG	0902-90-139	Cat 3 - TDC (MPO):	\$0	\$0	\$0	\$0	\$0	\$0
2022	ENG	0902-90-139	Cat 5:	\$0	\$0	\$0	\$0	\$0	\$0
Phase Subtotal:				\$0	\$0	\$0	\$0	\$0	\$0
2022	UTIL	0902-90-139	Cat 3 - TDC (MPO):	\$0	\$0	\$0	\$0	\$0	\$0
2022	UTIL	0902-90-139	Cat 5:	\$0	\$0	\$0	\$0	\$0	\$0
Phase Subtotal:				\$0	\$0	\$0	\$0	\$0	\$0
2023	CON	0902-90-139	Cat 3 - TDC (MPO):	\$0	\$0	\$0	\$0	\$0	\$0
2023	CON	0902-90-139	Cat 5:	\$0	\$0	\$0	\$0	\$0	\$0
Phase Subtotal:				\$0	\$0	\$0	\$0	\$0	\$0
Grand Total:				\$0	\$0	\$0	\$0	\$0	\$0

PROPOSED FEBRUARY 2022 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 20144.1 **Facility:** CS **Location/Limits From:** ON MAYHILL ROAD FROM SOUTH OF SPENCER ROAD **Modification #:** 2021-0614
Impementing Agency: DENTON **Location/Limits To:** IH 35
County: DENTON **CSJ:** 0918-46-325
City: DENTON **Desc:** EXPAND 2 LANE RURAL ROAD TO A 4 LANE DIVIDED URBAN ARTERIAL, EXTENSION OF FM 2499
Request: SPLIT OUT FROM TIP 20144/CSJ 0918-46-246 & CSJ 0918-46-325 AS CITY NEEDS A NEW AGREEMENT WITH TXDOT AND ADD PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	CON	0918-46-325	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$4,000,000	\$1,000,000	\$0	\$5,000,000
Grand Total:				\$0	\$0	\$4,000,000	\$1,000,000	\$0	\$5,000,000

PROPOSED FEBRUARY 2022 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 20144 **Facility:** MAYHILL ROAD **Location/Limits From:** IH 35E **Modification #:** 2021-0615
Impementing Agency: DENTON **Location/Limits To:** US 380
County: DENTON **CSJ:** 0918-46-246, 0918-46-325
City: DENTON **Desc:** EXPAND 2 LANE RURAL ROAD TO A 4 LANE DIVIDED URBAN ARTERIAL (ULTIMATE 6 LANE), EXTENSION OF FM 2499; INCLUDING INTERSECTION IMPROVEMENTS AT MAYHILL RD/MCKINNEY ST
Request: REVISE LIMITS AS MAYHILL ROAD FROM US 380 TO SOUTH OF SPENCER ROAD; REDUCE FUNDING FOR TIP 20144/CSJ 0918-46-325 AND TRANSFER FUNDS TO TIP 20144.1/CSJ 0918-46-325 AS ORIGINAL FUNDS NEED TO BE CLOSED OUT AND NEW FUNDS NEED A NEW AGREEMENT WITH TXDOT

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2011	ENG	0918-46-246	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$4,363,327	\$1,090,832	\$0	\$5,454,159
2012	ROW	0918-46-246	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$9,358,868	\$2,339,717	\$0	\$11,698,585
2017	UTIL	0918-46-246	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$467,943	\$116,986	\$0	\$584,929
2017	CON	0918-46-246	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$33,046,314	\$8,261,579	\$0	\$41,307,893
2018	CON	0918-46-246	Cat 3 - RTR 121 - DE2:	\$0	\$0	\$15,152,000	\$3,788,000	\$0	\$18,940,000
2021	CON	0918-46-325	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$4,000,000	\$1,000,000	\$0	\$5,000,000
Grand Total:				\$0	\$0	\$66,388,452	\$16,597,114	\$0	\$82,985,566

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2011	ENG	0918-46-246	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$4,363,327	\$1,090,832	\$0	\$5,454,159
2012	ROW	0918-46-246	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$9,358,868	\$2,339,717	\$0	\$11,698,585
2017	UTIL	0918-46-246	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$467,943	\$116,986	\$0	\$584,929
2017	CON	0918-46-246	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$33,046,314	\$8,261,579	\$0	\$41,307,893
2018	CON	0918-46-246	Cat 3 - RTR 121 - DE2:	\$0	\$0	\$15,152,000	\$3,788,000	\$0	\$18,940,000
2021	CON	0918-46-325	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$0	\$0	\$0	\$0
Grand Total:				\$0	\$0	\$62,388,452	\$15,597,114	\$0	\$77,985,566

PROPOSED FEBRUARY 2022 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 14037 **Facility:** BUS 287 **Location/Limits From:** BUS 287/NORTH MAIN STREET AT NORTH AIRPORT ENTRANCE **Modification #:** 2021-0616
Impementing Agency: FORT WORTH
County: TARRANT **CSJ:** 0902-90-137
City: FORT WORTH **Desc:** ADD RIGHT TURN LANE FOR SOUTHBOUND TRAFFIC INTO AIRPORT'S NORTHERN ENTRANCE (MAIN ENTRANCE FOR JET FUEL TRUCKS)
Request: DELAY ENGINEERING PHASE TO FY2023, UTILITIES PHASE TO FY2024, AND CONSTRUCTION PHASE TO FY2025; INCREASE FUNDING FOR ENGINEERING, UTILITIES, AND CONSTRUCTION PHASES WHICH IS PARTIALLY OFFSET BY THE CANCELLATION OF TIP 14036/CSJ 0902-90-139; CLARIFY SCOPE AS ADD RIGHT TURN LANE FOR SOUTHBOUND TRAFFIC INTO NORTHERN AIRPORT ENTRANCE (MAIN ENTRANCE FOR JET FUEL TRUCKS)
Comment: 135,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3-TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; MTP POLICY BUNDLE TDCS

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	ENG	0902-90-137	Cat 3 - TDC (MPO):	\$0	\$0	\$10,400	\$0	\$0	\$0
2022	ENG	0902-90-137	Cat 5:	\$52,000	\$0	\$0	\$0	\$0	\$52,000
Phase Subtotal:				\$52,000	\$0	\$10,400	\$0	\$0	\$52,000
2022	UTIL	0902-90-137	Cat 3 - TDC (MPO):	\$0	\$0	\$2,000	\$0	\$0	\$0
2022	UTIL	0902-90-137	Cat 5:	\$10,000	\$0	\$0	\$0	\$0	\$10,000
Phase Subtotal:				\$10,000	\$0	\$2,000	\$0	\$0	\$10,000
2023	CON	0902-90-137	Cat 3 - TDC (MPO):	\$0	\$0	\$35,600	\$0	\$0	\$0
2023	CON	0902-90-137	Cat 5:	\$178,000	\$0	\$0	\$0	\$0	\$178,000
Phase Subtotal:				\$178,000	\$0	\$35,600	\$0	\$0	\$178,000
Grand Total:				\$240,000	\$0	\$0	\$0	\$0	\$240,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	0902-90-137	Cat 3 - TDC (MPO):	\$0	\$0	\$35,000	\$0	\$0	\$0
2023	ENG	0902-90-137	Cat 5:	\$175,000	\$0	\$0	\$0	\$0	\$175,000
Phase Subtotal:				\$175,000	\$0	\$35,000	\$0	\$0	\$175,000
2023	CON	0902-90-137	Cat 3 - TDC (MPO):	\$0	\$0	\$0	\$0	\$0	\$0
2023	CON	0902-90-137	Cat 5:	\$0	\$0	\$0	\$0	\$0	\$0
Phase Subtotal:				\$0	\$0	\$0	\$0	\$0	\$0
2024	UTIL	0902-90-137	Cat 3 - TDC (MPO):	\$0	\$0	\$7,200	\$0	\$0	\$0
2024	UTIL	0902-90-137	Cat 5:	\$36,000	\$0	\$0	\$0	\$0	\$36,000
Phase Subtotal:				\$36,000	\$0	\$7,200	\$0	\$0	\$36,000
2025	CON	0902-90-137	Cat 3 - TDC (MPO):	\$0	\$0	\$92,800	\$0	\$0	\$0
2025	CON	0902-90-137	Cat 5:	\$464,000	\$0	\$0	\$0	\$0	\$464,000
Phase Subtotal:				\$464,000	\$0	\$92,800	\$0	\$0	\$464,000
Grand Total:				\$675,000	\$0	\$0	\$0	\$0	\$675,000

PROPOSED FEBRUARY 2022 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 11929 **Facility:** CS **Location/Limits From:** N WHITE CHAPEL BLVD FROM NORTH OF BLUESTEM DR **Modification #:** 2021-0618
Impementing Agency: DENTON CO **Location/Limits To:** SOUTH OF WINGATE LN
County: TARRANT **CSJ:** N/A
City: SOUTHLAKE **Desc:** RECONSTRUCT BRIDGE AND ROADWAY APPROACHES, AND ADD SIDEWALKS DUE TO FLOODING
Request: ADD NEW PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
Comment: LOCAL CONTRIBUTION BY CITY OF SOUTHLAKE

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	ENG	N/A	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$710,000	\$710,000
2022	CON	N/A	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$3,491,520	\$872,880	\$0	\$4,364,400
Grand Total:				\$0	\$0	\$3,491,520	\$872,880	\$710,000	\$5,074,400

TIP Code: 55274 **Facility:** FM 2931 **Location/Limits From:** US 380 **Modification #:** 2021-0619
Impementing Agency: TXDOT-DALLAS **Location/Limits To:** FM 428
County: DENTON **CSJ:** 2979-01-011
City: VARIOUS **Desc:** WIDEN AND RECONSTRUCT FROM 2 LANE RURAL TO 4 LANES URBAN DIVIDED (ULTIMATE 6 LANES)
Request: DELAY ROW PHASE TO FY2023 AND INCREASE FUNDING

CURRENTLY APPROVED:

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
Grand Total:				\$11,200,000	\$4,900,000	\$0	\$1,400,000	\$0	\$17,500,000

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
2023	ROW	2979-01-011	SW ROW:	\$20,000,000	\$2,500,000	\$0	\$2,500,000	\$0	\$25,000,000
Grand Total:				\$20,000,000	\$6,000,000	\$0	\$2,500,000	\$0	\$28,500,000

PROPOSED FEBRUARY 2022 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 55273 **Facility:** FM 1385 **Location/Limits From:** US 380 **Modification #:** 2021-0620
Impementing Agency: TXDOT-DALLAS **Location/Limits To:** FM 455
County: DENTON **CSJ:** 1315-01-030
City: VARIOUS **Desc:** WIDEN AND RECONSTRUCT FROM 2 LANE URBAN UNDIVIDED TO 4/6 LANES URBAN DIVIDED (ULTIMATE 6 LANES); REALIGNMENT OF INTERSECTIONS AT MUSTANG ROAD AND GEE ROAD
Request: DELAY ENGINEERING AND ROW PHASES TO FY2023; INCREASE ROW FUNDING IN FY2023

CURRENTLY APPROVED:

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
Grand Total:				\$21,600,000	\$9,200,000	\$0	\$2,700,000	\$0	\$33,500,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	1315-01-030	SW PE:	\$0	\$6,500,000	\$0	\$0	\$0	\$6,500,000
2023	ROW	1315-01-030	SW ROW:	\$38,400,000	\$4,800,000	\$0	\$4,800,000	\$0	\$48,000,000
Grand Total:				\$38,400,000	\$11,300,000	\$0	\$4,800,000	\$0	\$54,500,000

TIP Code: 30007 **Facility:** US 75 **Location/Limits From:** BETHANY DRIVE **Modification #:** 2021-0621
Impementing Agency: TXDOT-DALLAS **Location/Limits To:** SH 121
County: COLLIN **CSJ:** 0047-06-163
City: ALLEN **Desc:** ADD TECHNOLOGY LANES
Request: INCREASE CONSTRUCTION FUNDING IN FY2023
Comment: RELATED TO TIP 30006/CSJ 0047-06-158, TIP 30005/CSJ 0047-07-232, AND TIP 13044/CSJ 0047-06-161

CURRENTLY APPROVED:

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

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	ENG	0047-06-163	SW PE:	\$0	\$500,000	\$0	\$0	\$0	\$500,000
2023	CON	0047-06-163	STBG:	\$10,800,000	\$2,700,000	\$0	\$0	\$0	\$13,500,000
Grand Total:				\$10,800,000	\$3,200,000	\$0	\$0	\$0	\$14,000,000

PROPOSED FEBRUARY 2022 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 13043.3 **Facility:** IH 30 **Location/Limits From:** IH 45 **Modification #:** 2021-0629
Impementing Agency: TXDOT-DALLAS **Location/Limits To:** FERGUSON RD
County: DALLAS **CSJ:** 0009-11-251
City: MESQUITE **Desc:** RECONSTRUCT AND WIDEN 1 REVERSIBLE HOV TO 2 REVERSIBLE MANAGED LANES
Request: SPLIT FROM 13043.1/CSJ 0009-11-252; ADD PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
Comment: REGIONAL 10 YEAR PLAN PROJECT; RELATED TO TIP 13043.1/CSJ 0009-11-252

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	0009-11-251	SW PE:	\$0	\$3,271,495	\$0	\$0	\$0	\$3,271,495
Grand Total:				\$0	\$3,271,495	\$0	\$0	\$0	\$3,271,495

TIP Code: 13043.1 **Facility:** IH 30 **Location/Limits From:** IH 45 **Modification #:** 2021-0630
Impementing Agency: TXDOT-DALLAS **Location/Limits To:** IH 635
County: DALLAS **CSJ:** 0009-11-252
City: VARIOUS **Desc:** RECONSTRUCT AND WIDEN FROM 6/8 TO 10 GENERAL PURPOSE LANES AND RECONSTRUCT 4/6/8 DISCONTINUOUS TO 4/6 DISCONTINUOUS FRONTAGE ROADS
Request: INCREASE ENGINEERING FUNDING AND ADVANCE PHASE TO FY2022; DECREASE ROW FUNDING AND ADVANCE PHASE TO FY2023; REVISE LIMITS TO IH 30 FROM IH 45 TO FERGUSON ROAD; REVISE SCOPE TO RECONSTRUCT & WIDEN 8 TO 10 GENERAL PURPOSE LANES AND RECONSTRUCT 4/6 LANE DISCONTINUOUS TO 4/6 LANE DISCONTINUOUS FRTG ROADS; RELATED TO TIP 13043.3/CSJ 0009-11-251
Comment: REGIONAL 10 YEAR PLAN PROJECT

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2045	ENG	0009-11-252	SW PE:	\$0	\$40,000,000	\$0	\$0	\$0	\$40,000,000
2045	ROW	0009-11-252	SW ROW:	\$180,000,000	\$20,000,000	\$0	\$0	\$0	\$200,000,000
2045	CON	0009-11-252	Cat 12:	\$20,000,000	\$5,000,000	\$0	\$0	\$0	\$25,000,000
Grand Total:				\$200,000,000	\$65,000,000	\$0	\$0	\$0	\$265,000,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	ENG	0009-11-252	SW PE:	\$0	\$51,439,846	\$0	\$0	\$0	\$51,439,846
2023	ROW	0009-11-252	SW ROW:	\$28,800,000	\$3,200,000	\$0	\$0	\$0	\$32,000,000
2045	CON	0009-11-252	Cat 12:	\$20,000,000	\$5,000,000	\$0	\$0	\$0	\$25,000,000
Grand Total:				\$48,800,000	\$59,639,846	\$0	\$0	\$0	\$108,439,846

PROPOSED FEBRUARY 2022 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 55253 **Facility:** IH 30 **Location/Limits From:** AT BASS PRO DRIVE **Modification #:** 2021-0631
Impementing Agency: TXDOT-DALLAS
County: DALLAS **CSJ:** 0009-11-248
City: DALLAS **Desc:** RECONSTRUCT INTERCHANGE
Request: ADD ROW PHASE TO FY2023

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0009-11-248	SW PE:	\$0	\$1,666,000	\$0	\$0	\$0	\$1,666,000
Grand Total:				\$0	\$1,666,000	\$0	\$0	\$0	\$1,666,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0009-11-248	SW PE:	\$0	\$1,666,000	\$0	\$0	\$0	\$1,666,000
2023	ROW	0009-11-248	SW ROW:	\$1,440,000	\$360,000	\$0	\$0	\$0	\$1,800,000
Grand Total:				\$1,440,000	\$2,026,000	\$0	\$0	\$0	\$3,466,000

TIP Code: 30006 **Facility:** US 75 **Location/Limits From:** DALLAS COUNTY LINE **Modification #:** 2021-0633
Impementing Agency: TXDOT-DALLAS **Location/Limits To:** BETHANY DRIVE
County: COLLIN **CSJ:** 0047-06-158
City: VARIOUS **Desc:** REMOVE HOV LANES AND ADD TECHNOLOGY LANES
Request: INCREASE CONSTRUCTION FUNDING
Comment: RELATED TO TIP 30005/CSJ 0047-07-232, TIP 13044/CSJ 0047-06-161, AND TIP 30007/CSJ 0047-06-163; PART OF EASTERN SUBREGION SUPPLEMENTAL PROJECT COMMITMENTS FOR THE TXDOT CONGESTION RELIEF PROGRAM APPORVED BY THE RTC JANUARY 20, 2016

CURRENTLY APPROVED:

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

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	ENG	0047-06-158	SW PE:	\$0	\$1,500,000	\$0	\$0	\$0	\$1,500,000
2024	CON	0047-06-158	STBG:	\$21,600,000	\$5,400,000	\$0	\$0	\$0	\$27,000,000
Grand Total:				\$21,600,000	\$6,900,000	\$0	\$0	\$0	\$28,500,000

PROPOSED FEBRUARY 2022 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 30005 **Facility:** US 75 **Location/Limits From:** IH 635 **Modification #:** 2021-0634
Impementing Agency: TXDOT-DALLAS **Location/Limits To:** COLLIN COUNTY LINE
County: DALLAS **CSJ:** 0047-07-232
City: RICHARDSON **Desc:** REMOVE HOV LANES AND ADD TECHNOLOGY LANES
Request: ADVANCE CONSTRUCTION PHASE TO FY2024 AND INCREASE FUNDING
Comment: RELATED TO TIP 30006/CSJ 0047-06-158, TIP 13044/CSJ 0047-06-161, AND TIP 30007/CSJ 0047-06-163; PART OF EASTERN SUBREGION SUPPLEMENTAL PROJECT COMMITMENTS FOR THE TXDOT CONGESTION RELIEF PROGRAM APPROVED BY THE RTC JANUARY 20, 2016

CURRENTLY APPROVED:

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

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	ENG	0047-07-232	SW PE:	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000
2024	CON	0047-07-232	STBG:	\$13,200,000	\$3,300,000	\$0	\$0	\$0	\$16,500,000
Grand Total:				\$13,200,000	\$4,300,000	\$0	\$0	\$0	\$17,500,000

PROPOSED FEBRUARY 2022 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 20175 **Facility:** SL 288 **Location/Limits From:** IH 35 AT SL 288 **Modification #:** 2021-0635
Impementing Agency: DENTON CO **Location/Limits To:** US 380 WEST OF DENTON
County: DENTON **CSJ:** 2250-02-013
City: DENTON **Desc:** CONSTRUCT 2 LANE RURAL ROADWAY ON NEW LOCATION WITH INTERCHANGE AT IH 35; NW QUADRANT & INTERCHANGE
Request: DELAY ROW PHASE TO FY2022 AND INCREASE FUNDING; CHANGE IMPLEMENTING AGENCY TO TXDOT-DALLAS
Comment: RELATED TO TIP 53075/CSJ 2250-02-014

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	2250-02-013	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,532,590	\$1,532,590
2021	ENG	2250-02-013	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$139,754	\$0	\$0	\$139,754
Phase Subtotal:				\$0	\$0	\$139,754	\$0	\$1,532,590	\$1,672,344
2021	ROW	2250-02-013	SW ROW:	\$800,000	\$100,000	\$0	\$100,000	\$0	\$1,000,000
Grand Total:				\$800,000	\$100,000	\$139,754	\$100,000	\$1,532,590	\$2,672,344

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	2250-02-013	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,532,590	\$1,532,590
2021	ENG	2250-02-013	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$139,754	\$0	\$0	\$139,754
Phase Subtotal:				\$0	\$0	\$139,754	\$0	\$1,532,590	\$1,672,344
2022	ROW	2250-02-013	SW ROW:	\$28,800,000	\$3,600,000	\$0	\$3,600,000	\$0	\$36,000,000
Grand Total:				\$28,800,000	\$3,600,000	\$139,754	\$3,600,000	\$1,532,590	\$37,672,344

TIP Code: 20151 **Facility:** CS **Location/Limits From:** CORPORATE DR FROM RAILROAD STREET **Modification #:** 2021-0641
Impementing Agency: NCTCOG **Location/Limits To:** JOSEY LANE
County: DENTON **CSJ:** 0918-46-326
City: LEWISVILLE **Desc:** CONSTRUCT 0 TO 4 LANE DIVIDED URBAN ROADWAY
Request: SPLIT PROJECT FROM EXISTING CORPORATE DRIVE PROJECTS IN ORDER TO RESTART TXDOT AGREEMENT TIMELINE; ADD PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); TRANSFER FUNDING FROM TIP 20152/CSJ 0918-46-237 (\$4,459,394 RTR), TIP 20131/CSJ 0918-46-236 (\$2,000,000 RTR), AND TIP 20108/CSJ 0918-46-238 (\$1,920,000 RTR)

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	IMP	0918-46-326	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$8,379,394	\$2,094,849	\$0	\$10,474,243
Grand Total:				\$0	\$0	\$8,379,394	\$2,094,849	\$0	\$10,474,243

PROPOSED FEBRUARY 2022 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 14049 **Facility:** CS **Location/Limits From:** TRINITY BLVD FROM SALADO TRAIL **Modification #:** 2021-0642
Impementing Agency: FORT WORTH **Location/Limits To:** PRECINCT LINE ROAD
County: TARRANT **CSJ:** 0902-90-152
City: FORT WORTH **Desc:** RECONSTRUCT 4 LANE UNDIVIDED TO 4 LANE DIVIDED, INCLUDING MINIMUM 10' WIDE SIDEWALKS AND MINIMUM 12' WIDE SHARED-USE PATH
Request: REMOVE FEDERAL FUNDS AS PROJECT WILL BE 100% LOCALLY FUNDED; CLARIFY SCOPE AS RECONSTRUCT 4 LANE UNDIVIDED TO 4 LANE DIVIDED, INCLUDING MINIMUM 10 FT WIDE SIDEWALKS AND MINIMUM 12 FT WIDE SHARED-USE PATH
Comment: LOCAL CONTRIBUTION PAID FOR BY THE CITY OF FORT WORTH

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2025	CON	0902-90-152	Cat 5:	\$600,000	\$0	\$0	\$150,000	\$0	\$750,000
2025	CON	0902-90-152	Cat 7:	\$3,000,000	\$0	\$0	\$750,000	\$0	\$3,750,000
Phase Subtotal:				\$3,600,000	\$0	\$0	\$900,000	\$0	\$4,500,000
Grand Total:				\$3,600,000	\$0	\$0	\$900,000	\$0	\$4,500,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2025	CON	0902-90-152	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$4,500,000	\$4,500,000
2025	CON	0902-90-152	Cat 5:	\$0	\$0	\$0	\$0	\$0	\$0
2025	CON	0902-90-152	Cat 7:	\$0	\$0	\$0	\$0	\$0	\$0
Phase Subtotal:				\$0	\$0	\$0	\$0	\$4,500,000	\$4,500,000
Grand Total:				\$0	\$0	\$0	\$0	\$4,500,000	\$4,500,000

PROPOSED FEBRUARY 2022 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 14057 **Facility:** CS **Location/Limits From:** TRINITY BLVD FROM IH 820 **Modification #:** 2021-0643
Impementing Agency: FORT WORTH **Location/Limits To:** SALADO TRAIL
County: TARRANT **CSJ:** 0902-90-151
City: FORT WORTH **Desc:** RECONSTRUCT 4 LANE UNDIVIDED TO 4 LANE DIVIDED CONTEXT SENSITIVE ROADWAY, INCLUDING MINIMUM 10' WIDE SIDEWALKS AND MINIMUM 12' WIDE SHARED-USE PATH
Request: REMOVE FEDERAL FUNDS AS PROJECT WILL BE 100% LOCALLY FUNDED; CLARIFY SCOPE AS RECONSTRUCT 4 LANE UNDIVIDED TO 4 LANE DIVIDED CONTEXT SENSITIVE ROADWAY, INCLUDING MINIMUM 10 FT WIDE SIDEWALKS AND MINIMUM 12 FT WIDE SHARED-USE PATH
Comment: LOCAL CONTRIBUTION PAID BY THE CITY OF FORT WORTH

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0902-90-151	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,200,000	\$1,200,000
2021	UTIL	0902-90-151	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,000,000	\$1,000,000
2025	CON	0902-90-151	Cat 5:	\$1,000,000	\$0	\$0	\$250,000	\$0	\$1,250,000
2025	CON	0902-90-151	Cat 7:	\$8,920,000	\$0	\$0	\$2,230,000	\$0	\$11,150,000
Phase Subtotal:				\$9,920,000	\$0	\$0	\$2,480,000	\$0	\$12,400,000
Grand Total:				\$9,920,000	\$0	\$0	\$2,480,000	\$2,200,000	\$14,600,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0902-90-151	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,200,000	\$1,200,000
2021	UTIL	0902-90-151	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,000,000	\$1,000,000
2025	CON	0902-90-151	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$12,400,000	\$12,400,000
2025	CON	0902-90-151	Cat 5:	\$0	\$0	\$0	\$0	\$0	\$0
2025	CON	0902-90-151	Cat 7:	\$0	\$0	\$0	\$0	\$0	\$0
Phase Subtotal:				\$0	\$0	\$0	\$0	\$12,400,000	\$12,400,000
Grand Total:				\$0	\$0	\$0	\$0	\$14,600,000	\$14,600,000

PROPOSED FEBRUARY 2022 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 14078 **Facility:** VA **Location/Limits From:** TRE STATION AT TRINITY LAKES **Modification #:** 2021-0661
Impementing Agency: FWTA
County: TARRANT **CSJ:** 0902-90-155
City: FORT WORTH **Desc:** CONSTRUCT NEW TRE STATION WITH 4 BUS BAYS AND 500-SPACE PARKING LOT
Request: INCREASE LOCAL CONTRIBUTION FUNDING IN FY2020
Comment: LOCAL CONTRIBUTION PAID BY TRINITY METRO; TRINITY METRO IS RECEIVING FUNDING FROM MILESTONE POLICY ROUND 2 PROJECTS, THEREFORE, THIS PROJECT MUST BE IMPLEMENTED IN A TIMELY MANNER

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	TRANS	0902-90-155	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,000,000	\$1,000,000
2020	TRANS	0902-90-155	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$6,875,000	\$6,875,000
2020	TRANS	0902-90-155	Cat 5:	\$4,500,000	\$0	\$0	\$1,125,000	\$0	\$5,625,000
2020	TRANS	0902-90-155	Cat 7:	\$2,186,563	\$0	\$0	\$546,642	\$0	\$2,733,205
Phase Subtotal:				\$6,686,563	\$0	\$0	\$1,671,642	\$6,875,000	\$15,233,205
Grand Total:				\$6,686,563	\$0	\$0	\$1,671,642	\$7,875,000	\$16,233,205

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	TRANS	0902-90-155	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,000,000	\$1,000,000
2020	TRANS	0902-90-155	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$15,941,795	\$15,941,795
2020	TRANS	0902-90-155	Cat 5:	\$4,500,000	\$0	\$0	\$1,125,000	\$0	\$5,625,000
2020	TRANS	0902-90-155	Cat 7:	\$2,186,563	\$0	\$0	\$546,642	\$0	\$2,733,205
Phase Subtotal:				\$6,686,563	\$0	\$0	\$1,671,642	\$15,941,795	\$24,300,000
Grand Total:				\$6,686,563	\$0	\$0	\$1,671,642	\$16,941,795	\$25,300,000

PROPOSED FEBRUARY 2022 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 55179	Facility: IH 30	Location/Limits From: BASS PRO DRIVE IN GARLAND	Modification #: 2021-0664
Impementing Agency: TXDOT-DALLAS		Location/Limits To: DALROCK RD	
County: DALLAS	CSJ: 0009-11-238		
City: GARLAND	Desc: WIDEN TO ADD SHOULDER		
	Request: CHANGE FUNDING SHARES FOR CONSTRUCTION PHASE FROM 80% FEDERAL/20% STATE TO 100% STATE		
	Comment: REGIONAL 10 YEAR PLAN PROJECT; GROUPED PROJECT UNDER CSJ 5800-00-950		

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0009-11-238	SW PE:	\$0	\$1,500,000	\$0	\$0	\$0	\$1,500,000
2021	ROW	0009-11-238	SW ROW:	\$9,000,000	\$1,000,000	\$0	\$0	\$0	\$10,000,000
2021	CON	0009-11-238	Cat 1:	\$2,800,000	\$700,000	\$0	\$0	\$0	\$3,500,000
2021	CON	0009-11-238	Cat 12:	\$17,884,086	\$4,471,021	\$0	\$0	\$0	\$22,355,107
2021	CON	0009-11-238	Cat 2M:	\$6,261,726	\$1,565,431	\$0	\$0	\$0	\$7,827,157
Phase Subtotal:				\$26,945,812	\$6,736,452	\$0	\$0	\$0	\$33,682,264
Grand Total:				\$35,945,812	\$9,236,452	\$0	\$0	\$0	\$45,182,264

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0009-11-238	SW PE:	\$0	\$1,500,000	\$0	\$0	\$0	\$1,500,000
2021	ROW	0009-11-238	SW ROW:	\$9,000,000	\$1,000,000	\$0	\$0	\$0	\$10,000,000
2021	CON	0009-11-238	Cat 1:	\$0	\$3,500,000	\$0	\$0	\$0	\$3,500,000
2021	CON	0009-11-238	Cat 12:	\$0	\$22,355,107	\$0	\$0	\$0	\$22,355,107
2021	CON	0009-11-238	Cat 2M:	\$0	\$7,827,157	\$0	\$0	\$0	\$7,827,157
Phase Subtotal:				\$0	\$33,682,264	\$0	\$0	\$0	\$33,682,264
Grand Total:				\$9,000,000	\$36,182,264	\$0	\$0	\$0	\$45,182,264

PROPOSED FEBRUARY 2022 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 11621.2 **Facility:** VA **Location/Limits From:** TECHNICAL ASSISTANCE TO EXPEDITE THE ENVIRONMENTAL AND DESIGN REVIEW PROCESS FOR SURFACE TRANSPORTATION PROJECTS **Modification #:** 2021-0665

Impementing Agency: NCTCOG
County: VARIOUS **CSJ:** N/A
City: VARIOUS **Desc:** TECHNICAL ASSISTANCE TO EXPEDITE THE ENVIRONMENTAL AND DESIGN REVIEW PROCESS FOR SURFACE TRANSPORTATION PROJECTS
Request: ADD IMPLEMENTATION PHASE TO FY2022
Comment: FUNDING FOR SANDY WESCH CONTRACT

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	IMP	N/A	Cat 3 - RTC/Local:	\$0	\$0	\$100,000	\$0	\$0	\$100,000
Grand Total:				<u>\$0</u>	<u>\$0</u>	<u>\$100,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$100,000</u>

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	IMP	N/A	Cat 3 - RTC/Local:	\$0	\$0	\$100,000	\$0	\$0	\$100,000
2022	IMP	N/A	Cat 3 - RTC/Local:	\$0	\$0	\$100,000	\$0	\$0	\$100,000
Grand Total:				<u>\$0</u>	<u>\$0</u>	<u>\$200,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$200,000</u>

PROPOSED FEBRUARY 2022 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 11657.1 **Facility:** VA **Location/Limits From:** M&O - AIR QUALITY PUBLIC EDUCATION AND OUTREACH PROGRAM **Modification #:** 2021-0668
Impementing Agency: NCTCOG **Location/Limits To:** IMPLEMENT STRATEGIC COMMUNICATION EFFORTS TO EDUCATE AND INFORM THE REGION ON TRANSPORTATION AND AIR QUALITY RELATED

County: VARIOUS **CSJ:** 0918-00-296, 0918-00-297, 0918-00-298
City: VARIOUS **Desc:** ISSUES, INCLUDING STRATEGIES FOR IMPROVEMENT, FUNDING OPPORTUNITIES, TRAINING INITIATIVES, AND NEW PROGRAMS/POLICIES; MAJOR EFFORTS WILL FOCUS ON TRANSPORTATION AND AIR QUALITY, PUBLIC OUTREACH, EDUCATION, AND ENGAGEMENT PROGRAMS
Request: ADD RTC LOCAL FUNDS TO FY2020
Comment: 841,600 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3-TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; MTP REGIONAL TDCS

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2020	IMP	0918-00-296	Cat 3 - TDC (MPO):	\$0	\$0	\$217,600	\$0	\$0	\$0
2020	IMP	0918-00-296	Cat 5:	\$1,088,000	\$0	\$0	\$0	\$0	\$1,088,000
Phase Subtotal:				\$1,088,000	\$0	\$217,600	\$0	\$0	\$1,088,000
2021	IMP	0918-00-297	Cat 3 - TDC (MPO):	\$0	\$0	\$312,000	\$0	\$0	\$0
2021	IMP	0918-00-297	Cat 5:	\$1,560,000	\$0	\$0	\$0	\$0	\$1,560,000
Phase Subtotal:				\$1,560,000	\$0	\$312,000	\$0	\$0	\$1,560,000
2022	IMP	0918-00-298	Cat 3 - TDC (MPO):	\$0	\$0	\$312,000	\$0	\$0	\$0
2022	IMP	0918-00-298	Cat 5:	\$1,560,000	\$0	\$0	\$0	\$0	\$1,560,000
Phase Subtotal:				\$1,560,000	\$0	\$312,000	\$0	\$0	\$1,560,000
Grand Total:				\$4,208,000	\$0	\$0	\$0	\$0	\$4,208,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2020	IMP	0918-00-296	Cat 3 - RTC/Local:	\$0	\$0	\$124,800	\$0	\$0	\$124,800
2020	IMP	0918-00-296	Cat 3 - TDC (MPO):	\$0	\$0	\$217,600	\$0	\$0	\$0
2020	IMP	0918-00-296	Cat 5:	\$1,088,000	\$0	\$0	\$0	\$0	\$1,088,000
Phase Subtotal:				\$1,088,000	\$0	\$342,400	\$0	\$0	\$1,212,800
2021	IMP	0918-00-297	Cat 3 - TDC (MPO):	\$0	\$0	\$312,000	\$0	\$0	\$0
2021	IMP	0918-00-297	Cat 5:	\$1,560,000	\$0	\$0	\$0	\$0	\$1,560,000
Phase Subtotal:				\$1,560,000	\$0	\$312,000	\$0	\$0	\$1,560,000
2022	IMP	0918-00-298	Cat 3 - TDC (MPO):	\$0	\$0	\$312,000	\$0	\$0	\$0
2022	IMP	0918-00-298	Cat 5:	\$1,560,000	\$0	\$0	\$0	\$0	\$1,560,000
Phase Subtotal:				\$1,560,000	\$0	\$312,000	\$0	\$0	\$1,560,000
Grand Total:				\$4,208,000	\$0	\$124,800	\$0	\$0	\$4,332,800

PROPOSED FEBRUARY 2022 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 11616 **Facility:** VA **Location/Limits From:** REGIONAL TRAFFIC SIGNAL RETIMING; DEVELOP AND IMPLEMENT TRAFFIC SIGNAL COORDINATION IN THE DFW NON-ATTAINMENT AREA; **Modification #:** 2021-0670

Impementing Agency: NCTCOG
County: VARIOUS **CSJ:** 0902-00-256, 0902-00-257, 0902-48-761, 0902-48-803, 0902-90-003, 0902-90-054
City: VARIOUS **Desc:** INCLUDES IMPROVING SIGNAL OPERATION AND PROGRESSION THROUGH TRAFFIC SIGNAL RETIMING, EQUIPMENT AND IMPLEMENTATION, AND EVALUATION OF THE RESULTANT IMPROVEMENTS; INCLUDES NCTCOG STAFF TIME AND CONSULTANT ASSISTANCE
Request: INCREASE RTC LOCAL FUNDS AND DECREASE LOCAL MATCH IN FY2010
Comment: FUNDING INCLUDES ON-SYSTEM COMPONENT IN COMPANION CSJ 0902-48-789 AND 0902-90-009

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2010	IMP	0902-48-761	Cat 5:	\$1,866,344	\$121,384	\$0	\$345,195	\$0	\$2,332,923
2012	IMP	0902-48-803	Cat 3 - RTC/Local:	\$0	\$0	\$430	\$0	\$0	\$430
2012	IMP	0902-48-803	Cat 5:	\$1,266,632	\$222,269	\$0	\$94,575	\$0	\$1,583,476
Phase Subtotal:				\$1,266,632	\$222,269	\$430	\$94,575	\$0	\$1,583,906
2014	IMP	0902-90-003	Cat 3 - RTC/Local:	\$0	\$0	\$29	\$0	\$0	\$29
2014	IMP	0902-90-003	Cat 5:	\$1,804,310	\$225,524	\$0	\$225,524	\$0	\$2,255,358
Phase Subtotal:				\$1,804,310	\$225,524	\$29	\$225,524	\$0	\$2,255,387
2018	IMP	0902-90-054	Cat 5:	\$1,800,000	\$225,000	\$0	\$225,000	\$0	\$2,250,000
2021	IMP	0902-00-256	Cat 5:	\$1,040,000	\$130,000	\$0	\$130,000	\$0	\$1,300,000
2023	IMP	0902-00-257	Cat 5:	\$2,340,000	\$292,500	\$0	\$292,500	\$0	\$2,925,000
Grand Total:				\$10,117,286	\$1,216,677	\$459	\$1,312,794	\$0	\$12,647,216

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2010	IMP	0902-48-761	Cat 3 - RTC/Local:	\$0	\$0	\$79,907	\$0	\$0	\$79,907
2010	IMP	0902-48-761	Cat 5:	\$1,866,344	\$121,384	\$0	\$265,295	\$0	\$2,253,023
Phase Subtotal:				\$1,866,344	\$121,384	\$79,907	\$265,295	\$0	\$2,332,930
2012	IMP	0902-48-803	Cat 3 - RTC/Local:	\$0	\$0	\$430	\$0	\$0	\$430
2012	IMP	0902-48-803	Cat 5:	\$1,266,632	\$222,269	\$0	\$94,575	\$0	\$1,583,476
Phase Subtotal:				\$1,266,632	\$222,269	\$430	\$94,575	\$0	\$1,583,906
2014	IMP	0902-90-003	Cat 3 - RTC/Local:	\$0	\$0	\$29	\$0	\$0	\$29
2014	IMP	0902-90-003	Cat 5:	\$1,804,310	\$225,524	\$0	\$225,524	\$0	\$2,255,358
Phase Subtotal:				\$1,804,310	\$225,524	\$29	\$225,524	\$0	\$2,255,387
2018	IMP	0902-90-054	Cat 5:	\$1,800,000	\$225,000	\$0	\$225,000	\$0	\$2,250,000
2021	IMP	0902-00-256	Cat 5:	\$1,040,000	\$130,000	\$0	\$130,000	\$0	\$1,300,000
2023	IMP	0902-00-257	Cat 5:	\$2,340,000	\$292,500	\$0	\$292,500	\$0	\$2,925,000
Grand Total:				\$10,117,286	\$1,216,677	\$80,366	\$1,232,894	\$0	\$12,647,223

How to Read the Project Modification Listings – Transit Section

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

Implementing Agency: NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

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

Request: REFINE FY2015 PROGRAM OF PROJECTS

UZA: DALLAS-FORT WORTH-ARLINGTON

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

Funding Source: TRANSIT SECTION 5310 FUNDS

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

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

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

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

Sample

PROPOSED FEBRUARY 2022 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

Implementing Agency: FORT WORTH TRANSPORTATION AUTHORITY

Apportionment Year: FY2022 PROGRAM OF PROJECTS

Modification #: 2021-0647

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

UZA: DALLAS-FORT WORTH-ARLINGTON

Funding Source: TRANSIT SECTION 5310 FUNDS

Revision Requested:			FUNDING TABLE:							REVISION REQUESTED	
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>	
12017.20	PURCHASE EXPANSION VEHICLES	2022	CAPITAL	\$212,500	\$0	\$0	\$37,500	0	\$250,000	ADD PROJECT	
12948.20	PURCHASE REPLACEMENT VEHICLES	2022	CAPITAL	\$425,000	\$0	\$0	\$75,000	0	\$500,000	ADD PROJECT	
TOTAL:				\$637,500	\$0	\$0	\$112,500	0	\$750,000		

Implementing Agency: CITY/COUNTY TRANSPORTATION

Apportionment Year: FY2019 PROGRAM OF PROJECTS

Modification #: 2021-0672

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

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: 10,000 TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - SMALL PROVIDER TDC) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5307 FUNDS

Currently Approved:			FUNDING TABLE:						
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>
12154.19	OPERATING ASSISTANCE (SPECIAL RULE)	2020	OPERATING	\$84,372	\$0	\$0	\$84,372	0	\$168,744
12908.19	ACQUISITION OF RADIOS	2020	CAPITAL	\$50,000	\$0	\$0	\$0	10,000	\$50,000
TOTAL:				\$134,372	\$0	\$0	\$84,372	10,000	\$218,744

Revision Requested:			FUNDING TABLE:							REVISION REQUESTED	
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>	
12154.19	OPERATING ASSISTANCE (SPECIAL RULE)	2020	OPERATING	\$84,372	\$0	\$0	\$84,372	0	\$168,744	NO CHANGE	
12782.19	PREVENTIVE MAINTENANCE	2022	CAPITAL	\$50,000	\$0	\$0	\$0	10,000	\$50,000	ADD PROJECT TO TIP/STIP	
12908.19	ACQUISITION OF RADIOS	2020	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	CANCEL PROJECT	
TOTAL:				\$134,372	\$0	\$0	\$84,372	10,000	\$218,744		

PROPOSED FEBRUARY 2022 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

Implementing Agency: FORT WORTH TRANSPORTATION AUTHORITY

Apportionment Year: FY2020 PROGRAM OF PROJECTS

Modification #: 2021-0673

Request: REFINE FY2020 PROGRAM OF PROJECTS

UZA: DALLAS-FORT WORTH-ARLINGTON

Funding Source: TRANSIT SECTION 5307 FUNDS

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

Revision Requested:				FUNDING TABLE:						REVISION REQUESTED	
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>	
12038.20	SYSTEM PREVENTIVE MAINTENANCE	2021	CAPITAL	\$14,629,709	\$0	\$0	\$3,657,427	0	\$18,287,136	INCREASE FUNDING	
12068.20	ACQUISITION OF PASSENGER SHELTERS	2021	CAPITAL	\$267,536	\$0	\$0	\$66,884	0	\$334,420	NO CHANGE	
12390.20	PURCHASE REPLACEMENT VEHICLES	2021	CAPITAL	\$2,975,000	\$0	\$0	\$525,000	0	\$3,500,000	NO CHANGE	
12549.20	ADA PARATRANSIT SERVICE	2021	CAPITAL	\$1,920,000	\$0	\$0	\$480,000	0	\$2,400,000	NO CHANGE	
12732.20	ACQUISITION OF SURVEILLANCE/SECURITY EQUIPMENT	2021	CAPITAL	\$264,008	\$0	\$0	\$66,002	0	\$330,010	NO CHANGE	
12913.20	ACQUISITION OF HARDWARE	2021	CAPITAL	\$1,000,000	\$0	\$0	\$250,000	0	\$1,250,000	NO CHANGE	
12930.20	SYSTEM TRANSIT ENHANCEMENTS	2021	CAPITAL	\$320,000	\$0	\$0	\$80,000	0	\$400,000	NO CHANGE	
12931.20	CAPITAL IMPROVEMENTS	2021	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	CANCEL PROJECT	
TOTAL:				\$21,376,253	\$0	\$0	\$5,125,313	0	\$26,501,566		

PROPOSED FEBRUARY 2022 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

Implementing Agency: PUBLIC TRANSIT SERVICES

Apportionment Year: FY2017 PROGRAM OF PROJECTS

Modification #: 2021-0675

Request: REFINE FY2017 PROGRAM OF PROJECTS

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: 53,400 OF 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 5307 FUNDS

Currently Approved:				FUNDING TABLE:							
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>		
12122.17	BUS PREVENTIVE MAINTENANCE	2018	CAPITAL	\$48,000	\$0	\$0	\$0	9,600	\$48,000		
12246.17	OPERATING ASSISTANCE	2018	OPERATING	\$65,962	\$0	\$0	\$65,962	0	\$131,924		
12247.17	PROJECT ADMINISTRATION	2018	CAPITAL	\$18,000	\$0	\$0	\$0	3,600	\$18,000		
12664.17	ACQUISITION OF HARDWARE	2018	CAPITAL	\$56,000	\$0	\$0	\$0	11,200	\$56,000		
12667.17	OPERATING ASSISTANCE JARC	2018	OPERATING	\$90,000	\$0	\$0	\$90,000	0	\$180,000		
12766.17	ACQUISITION OF MISCELLANEOUS EQUIPMENT	2018	CAPITAL	\$55,000	\$0	\$0	\$0	11,000	\$55,000		
TOTAL:				\$332,962	\$0	\$0	\$155,962	35,400	\$488,924		

Revision Requested:				FUNDING TABLE:						REVISION REQUESTED	
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>	
12122.17	BUS PREVENTIVE MAINTENANCE	2018	CAPITAL	\$138,000	\$0	\$0	\$0	27,600	\$138,000	INCREASE FUNDING	
12246.17	OPERATING ASSISTANCE	2018	OPERATING	\$65,962	\$0	\$0	\$65,962	0	\$131,924	NO CHANGE	
12247.17	PROJECT ADMINISTRATION	2018	CAPITAL	\$18,000	\$0	\$0	\$0	3,600	\$18,000	NO CHANGE	
12664.17	ACQUISITION OF HARDWARE	2018	CAPITAL	\$56,000	\$0	\$0	\$0	11,200	\$56,000	NO CHANGE	
12667.17	OPERATING ASSISTANCE JARC	2018	OPERATING	\$0	\$0	\$0	\$0	0	\$0	CANCEL PROJECT	
12766.17	ACQUISITION OF MISCELLANEOUS EQUIPMENT	2018	CAPITAL	\$55,000	\$0	\$0	\$0	11,000	\$55,000	NO CHANGE	
TOTAL:				\$332,962	\$0	\$0	\$65,962	53,400	\$398,924		

PROPOSED FEBRUARY 2022 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

Implementing Agency: PUBLIC TRANSIT SERVICES

Apportionment Year: FY2018 PROGRAM OF PROJECTS

Modification #: 2021-0676

Request: REFINE FY2018 PROGRAM OF PROJECTS

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: 97,800 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

Currently Approved:			FUNDING TABLE:							
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12122.18	BUS PREVENTIVE MAINTENANCE	2019	CAPITAL	\$26,000	\$0	\$0	\$0	5,200	\$26,000	
12246.18	OPERATING ASSISTANCE	2019	OPERATING	\$87,224	\$0	\$0	\$87,224	0	\$174,448	
12247.18	PROJECT ADMINISTRATION	2019	CAPITAL	\$26,000	\$0	\$0	\$0	5,200	\$26,000	
12664.18	ACQUISITION OF HARDWARE	2019	CAPITAL	\$20,000	\$0	\$0	\$0	4,000	\$20,000	
12666.18	MOBILITY MANAGEMENT	2019	CAPITAL	\$72,000	\$0	\$0	\$0	14,400	\$72,000	
12667.18	OPERATING ASSISTANCE - JARC	2019	OPERATING	\$70,000	\$0	\$0	\$70,000	0	\$140,000	
12917.18	ACQUISITION OF BUS SHELTERS	2020	CAPITAL	\$275,000	\$0	\$0	\$0	55,000	\$275,000	
TOTAL:				\$576,224	\$0	\$0	\$157,224	83,800	\$733,448	

Revision Requested:			FUNDING TABLE:							REVISION REQUESTED	
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>	
12122.18	BUS PREVENTIVE MAINTENANCE	2019	CAPITAL	\$96,000	\$0	\$0	\$0	19,200	\$96,000	INCREASE FUNDING	
12246.18	OPERATING ASSISTANCE	2019	OPERATING	\$87,224	\$0	\$0	\$87,224	0	\$174,448	NO CHANGE	
12247.18	PROJECT ADMINISTRATION	2019	CAPITAL	\$26,000	\$0	\$0	\$0	5,200	\$26,000	NO CHANGE	
12664.18	ACQUISITION OF HARDWARE	2019	CAPITAL	\$20,000	\$0	\$0	\$0	4,000	\$20,000	NO CHANGE	
12666.18	MOBILITY MANAGEMENT	2019	CAPITAL	\$72,000	\$0	\$0	\$0	14,400	\$72,000	NO CHANGE	
12667.18	OPERATING ASSISTANCE - JARC	2019	OPERATING	\$0	\$0	\$0	\$0	0	\$0	CANCEL PROJECT	
12917.18	ACQUISITION OF BUS SHELTERS	2020	CAPITAL	\$275,000	\$0	\$0	\$0	55,000	\$275,000	NO CHANGE	
TOTAL:				\$576,224	\$0	\$0	\$87,224	97,800	\$663,448		

PROPOSED FEBRUARY 2022 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

Implementing Agency: SPECIAL PROGRAMS FOR AGING NEEDS

Apportionment Year: FY2017 PROGRAM OF PROJECTS

Modification #: 2021-0677

Request: REFINE FY2017 PROGRAM OF PROJECTS

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: 118,840 OF 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 5307 FUNDS

Currently Approved:

TIP Code		DESCRIPTION	FY	PROJECT TYPE	FUNDING TABLE:					TDC	TOTAL
					FEDERAL	STATE	REGIONAL	LOCAL			
12150.17		OPERATING ASSISTANCE	2018	OPERATING	\$315,454	\$0	\$0	\$315,454	0	\$630,908	
12372.17		BUS PREVENTIVE MAINTENANCE	2018	CAPITAL	\$300,000	\$0	\$0	\$0	60,000	\$300,000	
12632.17		GENERAL PLANNING	2018	PLANNING	\$40,000	\$0	\$0	\$0	8,000	\$40,000	
12711.17		MOBILITY MANAGEMENT	2018	CAPITAL	\$79,200	\$0	\$0	\$0	15,840	\$79,200	
12713.17		ACQUISITION OF SOFTWARE	2018	CAPITAL	\$175,000	\$0	\$0	\$0	35,000	\$175,000	
TOTAL:					\$909,654	\$0	\$0	\$315,454	118,840	\$1,225,108	

Revision Requested:

TIP Code		DESCRIPTION	FY	PROJECT TYPE	FUNDING TABLE:					TDC	TOTAL	REVISION REQUESTED
					FEDERAL	STATE	REGIONAL	LOCAL			BY PROJECT	
12150.17		OPERATING ASSISTANCE	2018	OPERATING	\$315,454	\$0	\$0	\$315,454	0	\$630,908	NO CHANGE	
12372.17		BUS PREVENTIVE MAINTENANCE	2018	CAPITAL	\$300,000	\$0	\$0	\$0	60,000	\$300,000	NO CHANGE	
12632.17		GENERAL PLANNING	2018	PLANNING	\$0	\$0	\$0	\$0	0	\$0	CANCEL PROJECT	
12711.17		MOBILITY MANAGEMENT	2018	CAPITAL	\$119,200	\$0	\$0	\$0	23,840	\$119,200	INCREASE FUNDING	
12713.17		ACQUISITION OF SOFTWARE	2018	CAPITAL	\$175,000	\$0	\$0	\$0	35,000	\$175,000	NO CHANGE	
TOTAL:					\$909,654	\$0	\$0	\$315,454	118,840	\$1,225,108		



NCTCOG PRESENTATION

**Air Quality Funding
Recommendations Related to the
Environmental Protection Agency
National Clean Diesel Funding
Assistance Program**

SURFACE TRANSPORTATION
TECHNICAL COMMITTEE

December 3, 2021

Amy Hodges, Principal Air Quality Planner

CALL FOR PROJECTS SUMMARY

NAME	PROJECT TYPES	STATUS
Clean Fleets North Texas 2020 (Bucket 1)	Replace Heavy-Duty Diesel Vehicles and Equipment	\$109,116 Available for October 8 Deadline
North Texas Emissions Reduction Project 2020 (Bucket 2)	Replace High-Use Diesel Vehicles/Equipment, Rail/Switch Yard Idle Reduction Technologies	Closed, Funds Exhausted
North Texas Freight Terminal Electrification 2020 (Bucket 3)	Installation of Transport Refrigerated Unit Electrified Parking Spaces, Connection Kits, Power Monitoring	On-Going, Next Deadline January 14, 2022
North Texas Clean Diesel Projects 2021 (Bucket 4)	Replace Onroad and Nonroad Diesel Engines/Vehicles/Equipment; Install Locomotive Shore Power	On-Going, Next Deadline January 14, 2022



SUMMARY OF APPLICATIONS

Bucket 1*						
Applicant	Activities Requested	Applicant Eligible	Activities Eligible	Funds Requested	Recommended	
					Activities	Funds
City of Dallas	2	Yes	2	\$127,664	2	\$109,116
				Total	2	\$109,116
Funds Remaining after Recommended Subaward					\$0	

Bucket 2						
All Funds Awarded						

Bucket 3						
No Applications Received; Funds Remaining for January 14 Deadline: \$864,274						

Bucket 4						
Open; Funds Remaining for January 14 Deadline: \$1,531,290						

*Refer to Electronic Item 2.3.2 for More Details



ACTION REQUESTED

Recommend RTC Approval Of Recommended Subawards Under Clean Fleets North Texas 2020 (**Bucket 1**):

City of Dallas Activity 1: \$63,832 to Replace 1 Diesel Dump Truck with a CNG Dump Truck (Fully Funded)

City of Dallas Activity 2: \$45,284 to Replace 1 Diesel Dump Truck with a CNG Dump Truck (Partial Award Due to Availability of Funds)

Funds Released From Prior Awards to be Applied to Activity 2



CNG = Compressed Natural Gas

Air Quality Funding Recommendations Related to the Environmental Protection Agency (EPA) National Clean Diesel Funding Assistance Program

SCHEDULE

Milestone	Estimated Timeframe
STTC Action to Recommend Subaward (Bucket 1)	December 3, 2021
RTC Approval of Recommended Subaward (Bucket 1)	December 9, 2021
Executive Board Authorization (Bucket 1)	January 27, 2022
Next Application Deadline (Buckets 3 and 4)	January 14, 2022
Project Implementation Deadline (Buckets 1, 2, 3)	February 26, 2023
Project Implementation Deadline (Bucket 4)	January 31, 2024



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**Fiscal Year 2023 Management and Operations, NCTCOG-Implemented, and Regional/Air Quality Program
Draft Recommendation**

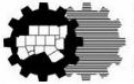
TIP CODE	PROJECT DESCRIPTION	PROPOSED FUNDING SOURCE	PROPOSED MATCH SOURCE	PROPOSED FUNDING TO SUSTAIN EXISTING ACTIVITIES ¹	PROPOSED ADDITIONAL REQUEST ¹	COMMENTS	PASS THROUGH VS. STAFF TIME ²
11612.2	REGION-WIDE EMPLOYER TRIP REDUCTION PROGRAM (ETR); TRACK AND IMPLEMENT ETR STRATEGIES THROUGH COMMUTER/EMPLOYER OUTREACH; MANAGEMENT/OVERSIGHT OF TRYPARKINGIT.COM; PERFORMANCE MONITORING/REPORTING; MAINTAIN/UPDATE THE TDM TOOLKIT, TRIP REDUCTION MANUAL FOR EMPLOYERS, OUTREACH MATERIALS; MANAGED LANE REIMBURSEMENT; INCLUDES NCTCOG STAFF TIME AND POSSIBLE CONSULTANT ASSISTANCE	STBG	TDCs	\$733,000	\$0		S/P
11888.9	AVIATION SUPPORT INTEGRATED SYSTEMS; UNMANNED AIRCRAFT SYSTEM PLANNING AND IMPLEMENTATION (ORDINANCES, LAND USE SUPPORT, OUTREACH, AND EDUCATION); UNMANNED AIRCRAFT SYSTEM TASK FORCE AND COORDINATION; REGIONAL AVIATION SYSTEM PLANNING; AVIATION EDUCATION INITIATIVE	RTC LOCAL	N/A	\$240,000	\$0		S
11657.1	AIR QUALITY PUBLIC EDUCATION AND OUTREACH PROGRAM; IMPLEMENT STRATEGIC COMMUNICATION EFFORTS TO EDUCATE AND INFORM THE REGION ON TRANSPORTATION AND AIR QUALITY RELATED ISSUES, INCLUDING STRATEGIES FOR IMPROVEMENT, FUNDING OPPORTUNITIES, TRAINING INITIATIVES, AND NEW PROGRAMS/POLICIES; MAJOR EFFORTS WILL FOCUS ON TRANSPORTATION AND AIR QUALITY, PUBLIC OUTREACH, EDUCATION, AND ENGAGEMENT PROGRAMS	CMAQ	TDCs	\$220,000	\$0		S
		STBG	TDCs	\$220,000	\$0		
11694	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 BUSINESSES WITH THE DEPLOYMENT OF LOW-EMISSION TECHNOLOGIES	STBG	TDCs	\$581,000	\$505,000		S
11647.1	LAND USE/TRANSPORTATION AND BIKE/PEDESTRIAN INITIATIVES INCLUDES BICYCLE/PEDESTRIAN PLANNING, TRANSIT ORIENTED DEVELOPMENT, REGIONAL PEDESTRIAN SAFETY PROGRAM, IMPLEMENTATION OF SUSTAINABLE DEVELOPMENT INITIATIVES; INCLUDES NCTCOG STAFF TIME AND POSSIBLE CONSULTANT ASSISTANCE TO DEVELOP AND IMPLEMENT FUNDING PROGRAMS, COLLECT AND ANALYZE DATA; SCHOOL SITING/LAND USE CONNECTIONS, SAFE ROUTES TO SCHOOL, SAFETY AND EDUCATION	STBG	TDCs	\$0	\$1,250,000		S/P
			SUBTOTAL	\$1,994,000	\$1,755,000		

1: Funding Shown is the RTC Share (Projects with TDC Match are 100% Federal)
2: S - Mostly Staff or Consultant Time; P - Mostly Pass Through

FY 2023-2026 MANAGEMENT AND OPERATIONS (M&O), REGIONAL/AIR QUALITY, AND SAFETY FUNDING PROGRAM – FY 2023 FUNDING

Surface Transportation Technical Committee

December 3, 2021



North Central Texas
Council of Governments
Transportation Department

BACKGROUND

- In 2019, the Surface Transportation Technical Committee (STTC) and Regional Transportation Council (RTC) extended existing and funded new Air Quality and Management and Operations projects/programs for Fiscal Years (FY) 2020-2022
- Some projects/programs do not have sufficient existing revenues to continue without interruption through FY 2023, so additional funding is needed sooner than the entire M&O program is ready.
- Staff is proposing to split approval of the 2023-2026 M&O program into two phases. Phase 1 will cover funding needed for FY 2023 only, and Phase 2 will request funding for FY 2024-2026.

PROPOSED PROJECTS FOR FY 2023 FUNDING

Project/Program	Proposed Funding	Pass Through vs. Staff Time
Region-Wide Employer Trip Reduction Program	\$733,000 (STBG)	Staff Time/Pass Through
Regional Aviation Program	\$240,000 (RTC Local)	Staff Time
Air Quality Public Education and Outreach Program	\$440,000 (CMAQ and STBG)	Staff Time
Regional Air Quality Initiatives	\$1,086,000 (STBG)	Staff Time
Land Use/Transportation and Bike/Pedestrian Initiatives	\$1,250,000 (STBG)	Staff Time/Pass Through
Total Proposed Funding	\$3,749,000	

NEXT STEPS

- Take the interim 2023 funding proposals to the public and RTC for consideration
- Finalize the amounts of funding to be requested for 2024-2026, along with the specific list of projects and programs to be recommended
- Bring back the 2024-2026 list to the public and committees for review and approval

REQUESTED ACTION

- Recommend RTC approval of:
 - The proposed FY 2023 funding for the 2023-2026 M&O, Regional/Air Quality, and Safety Program
 - Administratively amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and amending other planning/administrative documents to incorporate these changes.

QUESTIONS?

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2021 Incident Management Freeway Blocking Equipment Call for Projects Scoring Methodology

Equipment Description (50%)

15 Points – Detailed/Clear Project Description with Pictures and Specifications

20 Points – TIM Best Practice

15 Points – Innovativeness (Non-Fire Truck Vehicle Deployment)

TIM Participation – Recent TIM Training Attendance (NCTCOG or In-house) as of August 2013 or TIM Assessment Participation (20%)

0 Points – No TIM Training

10 Points – Police OR Fire Participation

15 Points - Police AND Fire Participation

5 Points - TIM SA participation

Crash Rate Factor - Crash Data in Jurisdiction (10%)

5 Points – Crash Rate Below County Rate

10 Points – Crash Rate Above County Rate

Adopted Incident Management Resolution (10%)

0 Points – Not Adopted

10 Points – Adopted

Adopted Regional Performance Measure Standard Definitions (5%)

0 Points – Have Not Adopted/Implemented Regional Performance Measure Standard Definitions

5 Points – Have Adopted/Implemented Regional Performance Measure Standard Definitions

Incident Management Goals & Targets – Based on Goals & Targets in Place (5%)

0 Points - No Goals/Targets

2.5 Points - Statement of Goals/Targets

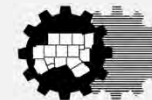
5 Points - Statement of Goals/Targets AND details specific Goals/Targets



2021 INCIDENT MANAGEMENT FREEWAY BLOCKING EQUIPMENT CALL FOR PROJECTS RECOMMENDATIONS

Surface Transportation Technical Committee

Camille Fountain
December 3, 2021



North Central Texas
Council of Governments



2021 Incident Management Freeway Blocking Equipment Call for Projects Overview

In August 2021, the Regional Transportation Council approved \$1M in Regional Toll Revenue (RTR) funds to implement the 2021 Incident Management (IM) Freeway Blocking Equipment Call for Projects

Based on local government interest resulting from the 2020 IM Freeway Blocking Equipment Pilot Project Initiative

Purpose: Assist partner agencies in purchasing scene management blocking equipment to provide protection to incident responders responding to traffic crashes

Supports: Current incident management training recommendation to use best practices equipment and technology

Emphasizes: Importance of implementing incident management strategies and training

Improves regional roadway safety for responders and drivers



Eligible Recipients and Activities

Eligible Recipients

- Public sector partner agencies within the North Central Texas Council of Governments (NCTCOG) 12-County Metropolitan Planning Area actively involved in incident management

Eligible Counties

- Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant, Wise

Eligible Activities

- Purchase of scene management blocking equipment to provide protection to incident responders responding to traffic crashes, while reducing the need for additional fire truck emergency strobe lighting
 - Examples include: Crash attenuators, crash barriers, crash cushions, etc.

Ineligible Activities

- Personnel and staffing charges
- Fire trucks/engines
- Non-attenuator vehicles

*ANY project-related purchases or procurement activities completed **BEFORE** an Agreement between the awarded agency and TxDOT has been executed and/or a Notice to Proceed has been issued will be ineligible for payment under this Call for Projects effort.

Eligible Recipients and Activities (Cont.)

Eligible Crash Attenuator Equipment Examples

- Crash Attenuator Trucks
- Crash Attenuator Trailers
- Crash Attenuator that attach 'to' another vehicle





Eligible Recipients and Activities (Cont.)

Eligible Blocking Equipment Recommendations

- Blocking equipment should minimize the need for a fire apparatus on-scene *solely* for the purpose of blocking

Eligible Blocking Equipment Recommendation Benefits

- Removes the possibility of a fire apparatus being struck
- Minimizes additional lighting on-scene
 - Lighting can be distracting to motorists
 - Lighting can attract intoxicated motorists 'to' a scene vs. 'away from'
- Blocking equipment placed on 'non-fire truck' vehicles scored higher than equipment placed on fire trucks when ranking projects



Funding Availability and Submitted Projects

\$1 million in Regional Toll Revenue Funds approved by the Regional Transportation Council

- Twenty percent Local Match requirement

Total applications and funding requests received: 16 applicants (17 projects) - \$2,596,025

Applications and funding received (East): 12 projects - **\$2,116,513**

Applications and funding received (West): 5 projects - **\$479,512**

Ineligible Projects

Ineligible projects received (East): 3 projects - \$415,520

Ineligible projects received (West): 1 project - \$200,000



Eastern Sub-Region Applications

1. City of Cedar Hill Fire – 1 project
2. City of Coppell Fire – 1 project
3. City of Dallas – Office of Government Affairs – 2 projects (*1 ineligible*)
4. City of Dallas Police – 1 project (*Ineligible*)
5. City of Denton Fire – 1 project
6. City of Frisco Fire – 1 project
7. City of Garland Fire – 1 project
8. City of Irving Fire – 1 project (*Ineligible*)
9. City of Lancaster Fire – 1 project
10. City of Rowlett Fire – 1 project
11. City of Terrell Emergency Management – 1 project

Ineligible Projects Submitted

- City of Dallas Government Affairs: Truck with Message Board – \$55,000
- City of Dallas Police: Truck with Arrowboard & Plow attachment – \$275,000
- City of Irving Fire: Arrowboards – \$81,886



Western Sub-Region Applications

1. City of Burleson Fire – 1 Project
2. City of Euless Police – 1 Project
3. City of Fort Worth Police – 1 Project (*Ineligible*)
4. City of Grapevine Fire – 1 Project
5. City of North Richland Hills Fire – 1 Project

Ineligible Projects Submitted

- City of Fort Worth Police: All in one TIM Vehicle - \$200,000

Scoring Criteria



Scoring Component	Available Points
TIM Training Attendance – NCTCOG or In-house Training (Since August 2013), TIM Self-Assessment Participation	20
Crash Data in Jurisdiction (2016 - 2020)	10
Adoption of Incident Management Resolution	10
Incident Management Goals/Targets in Place	5
Adoption/Implementation of Regional Performance Measure Standard Definitions	5
Explanation of how equipment will be used to provide protection to First Responders (Specify if the equipment will be mounted to vehicles other than fire apparatus) – <i>15 points for innovativeness (Non-fire truck vehicle deployment)</i>	50
Total Score	100

Project Rankings

Projects Recommended for Funding – Scored Above ‘70’

Minimum Project Score Considered for Project Funding is 70.

	City/Agency Name	Total Project Cost	Approved Project Cost (80%)	Equipment Requested	Quantity Requested	Project Score
PROJECTS RECOMMENDED FOR FUNDING - SCORE '70' OR ABOVE						
1	City of Frisco Fire (East)	\$153,580	\$122,864	Crash Attenuator Truck	1	94
2	City of Coppell Fire (East)	\$112,334	\$89,867	Highway Safety Attenuator/Arrowboard Combo	1	93
3	City of Dallas (Government Affairs) (East)	\$375,000	\$300,000	Scorpion/Truck Combo	3	92
4	City of Terrell Emergency Management (East)	\$127,295	\$101,836	Truck Mounted Attenuator (all-in-one)	1	88
5	City of North Richland Hills Fire (West)	\$136,441	\$109,153	Truck Mounted Attenuator (all-in-one)	1	87
6	City of Lancaster Fire (East)	\$112,217	\$89,774	Attenuator Truck	1	86
7	City of Euless Police (West)	\$57,814	\$46,251	Truck Mounted Crash Attenuator	1	80
8	City of Denton Fire (East)	\$200,000	\$160,000	Public Safety Blocker Unit (Truck/Attenuator)	1	73
9	City of Garland Fire (East)	\$450,000	\$360,000	Scorpion Attenuator	3	71
10	City of Grapevine Fire (West)	\$40,292	\$32,234	Scorpion II Model C	1	71
	Total	\$1,764,973	\$1,411,979			

Projects not recommended for funding - received a project score below 70

- City of Cedar Hill Fire: Scorpion II, TL-3 Towable Attenuator - \$60,000
- City of Burleson Fire: Scorpion II Model C, TL-3 Truck Mounted Attenuator - \$44,965
- City of Rowlett Fire: Scorpion II, TL-3 Attenuator - \$110,567

2021 IM Freeway Blocking Equipment CFP Recommendations

Staff recommends increasing available funding amount from \$1 million to \$1,411,979 in Regional Toll Revenue Funds

Total recommended funding (80% total): \$1,411,979

- Funding recommended (East): \$1,224,341
- Funding recommended (West): \$ 187,638

Based on funding inquiries received after the CFP closed, staff may consider issuing a new Call For Projects in the future.



Schedule

Date	Action
July 23, 2021	Regional Safety Advisory Committee (Info) – IM Freeway Blocking Equipment CFP Notice
August 12, 2021	RTC (Action) – Request RTR Funds to Conduct CFP
August 27, 2021	STTC (Action) – Endorsement of RTC Action
September 3, 2021	Open Call for Projects (60 days)
September 13, 2021	IM Blocking Equipment CFP Forum
November 1, 2021	Close Call for Projects
Nov. 2 – Nov. 16, 2021	Evaluate Submitted Proposals
December 3, 2021	STTC (Action) – Approval of Selected Projects
December 13, 2021	Public Comment Period Begins
January 13, 2022	RTC (Action) – Approval of Selected Projects
January 28, 2022	TIP Mods Due
Late June/Early July 2022	Federal/State STIP Approval
July 2022	TTC Approval
Fall/Winter 2022	Agencies Execute Agreement with TxDOT
30 Days after executed agreement and/or 30 Days prior to FY noted in agreement	TxDOT Sends RTR Funding to City/Implementing Agency
Winter 2022	Agencies Purchase Blocking Equipment



Requested Action

Recommend RTC Approval to:

Approve allocation of an additional \$411,979 in Regional Toll Revenue funding for a total of \$1,411,979 to fund the Incident Management Freeway Blocking Equipment Call for Projects

Approve the Project Recommendations for the 2021 Incident Management Freeway Blocking Equipment Call for Projects



Contact Information

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Surface Transportation
Technical Committee

Southern Dallas County and Tarrant County Transit Studies Recommendations

David Garcia | December 3, 2021

BACKGROUND

Request from partners:

- Best Southwest Partnership
- Tarrant County Mayors' Council

Develop a comprehensive approach in planning and implementing transit services in the requested areas:

- Balancing Needs
- Addressing Equity
- Member/Non-Member Cities Considerations

Study Elements	Dallas County	Tarrant County
Internal and regional connections	✓	✓
Strategic implementation	✓	✓
Near-term horizon (now to 10 years)	✓	✓
Increase transportation options and innovation	✓	✓
Funding options	✓	✓
Private sector involvement	✓	✓
People and goods	✓	



BACKGROUND: BUILDING ON EFFORTS



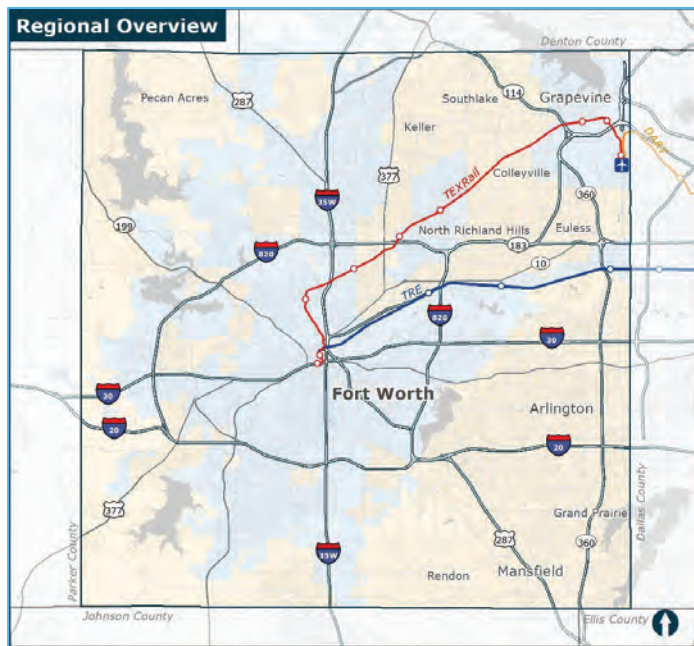
Transit Studies
 Tarrant County
 Southern Dallas County

Geographic Focus	NCTCOG Region	NCTCOG Region	Outside Transit Authority Service Areas
User Focus	All Users	Vulnerable Users	All Users
Travel Modes	All Modes	Bus, Demand Response, and Paratransit	Bus and Demand Response
Planning Horizon	Long Range	Short-Medium Range	Short-Medium Range



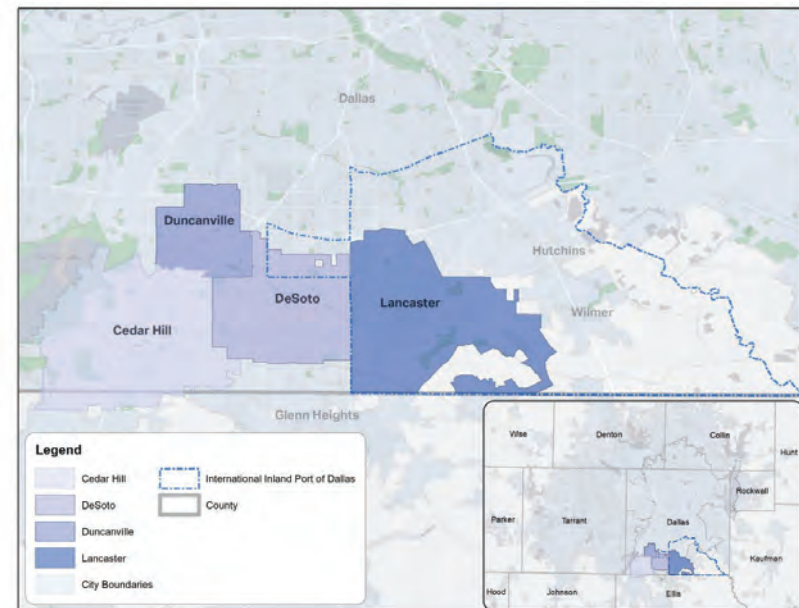
STUDY AREAS

Tarrant County



Focus Areas: Cities outside of Trinity Metro's service area

Southern Dallas County



Focus Areas: Cedar Hill, Duncanville, DeSoto, Lancaster, and the Inland Port



PUBLIC AND STAKEHOLDER ENGAGEMENT

Type	Tarrant County	Southern Dallas County
Stakeholder Meetings* (Project Advisory Committee)	3	3
Public Meetings*	2	3
Input Survey	✓ (607 total responses)	✓ (240 total responses)
Additional meetings with stakeholders were also held to discuss specific study-related topics.		

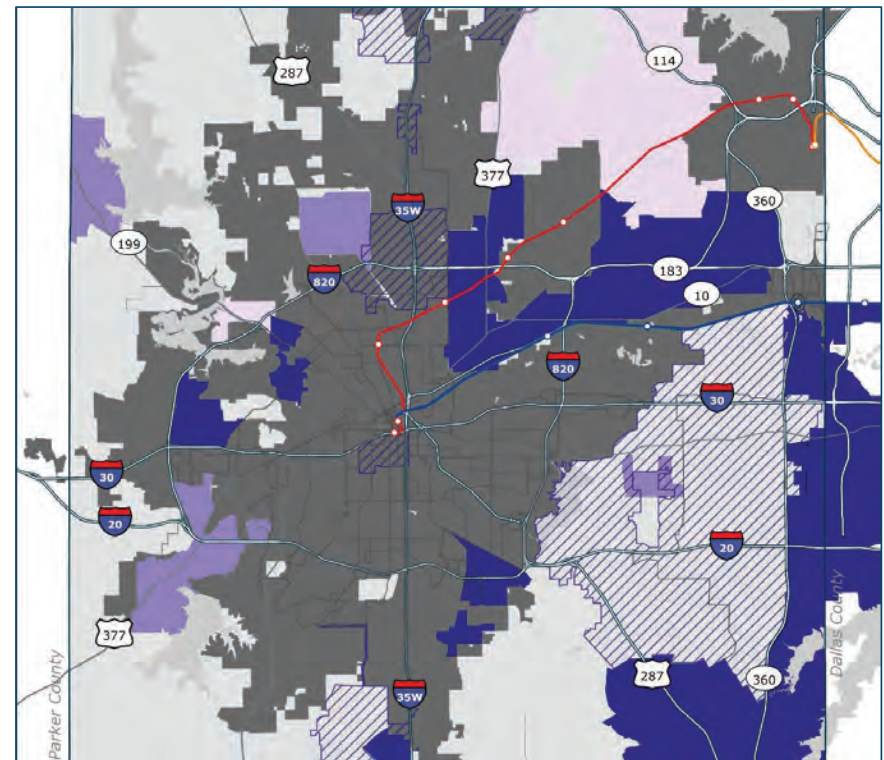
*Due to COVID-19 constraints, public outreach was conducted through virtual meetings and online participation.



TRANSIT NEEDS: TARRANT COUNTY

Identified needs based on technical analyses:

- Population/Employment Densities
- Transit-Dependent Populations
- Activity Centers
- Trip Patterns
- Existing Conditions



High Needs

Medium Needs

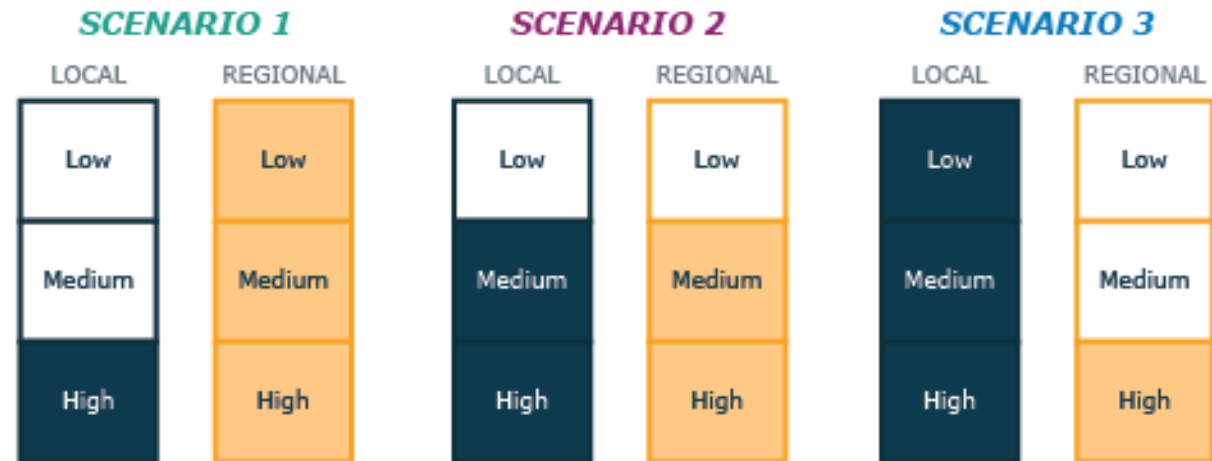
Low Needs



RECOMMENDED SCENARIOS: TARRANT COUNTY

Developed three scenarios based on identified needs as well as stakeholder/public input

Scenarios were evaluated using key performance metrics (e.g. access, ridership) to understand potential trade-offs between scenarios

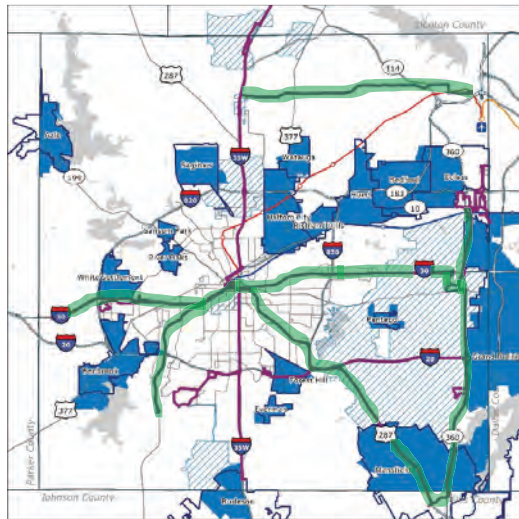


RECOMMENDED SCENARIOS: TARRANT COUNTY

Scenario 1

Service Needs

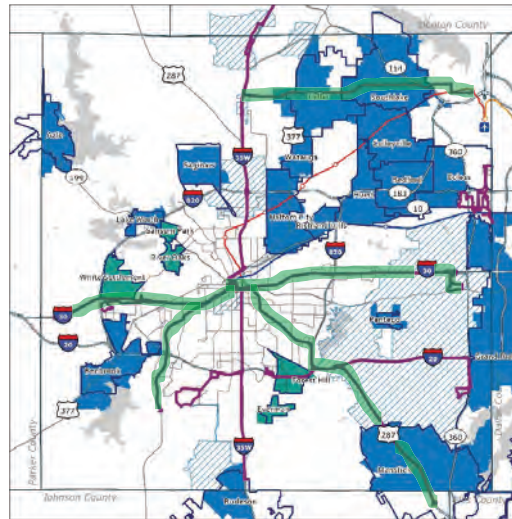
Local	Low	Med	Hi
Regional	Low	Med	Hi



Scenario 2

Service Needs

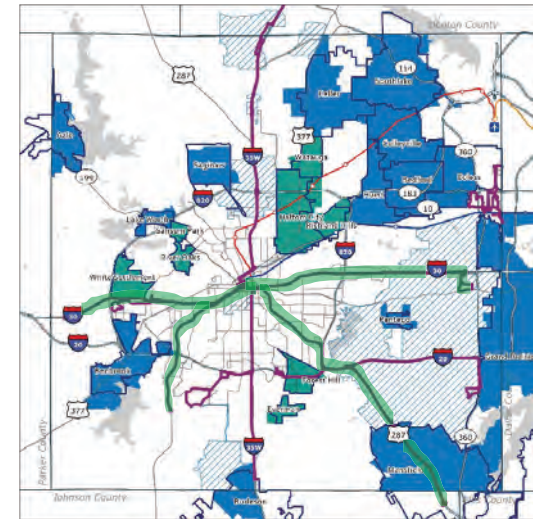
Local	Low	Med	Hi
Regional	Low	Med	Hi



Scenario 3

Service Needs

Local	Low	Med	Hi
Regional	Low	Med	Hi



SERVICE COST ESTIMATES: TARRANT COUNTY

Baseline Budget Target
(countywide): \$18M to 18.4M

Based on current per capita Trinity
Metro and Arlington Via transit
expenditures

Estimated cost breakdown by
municipality is also provided

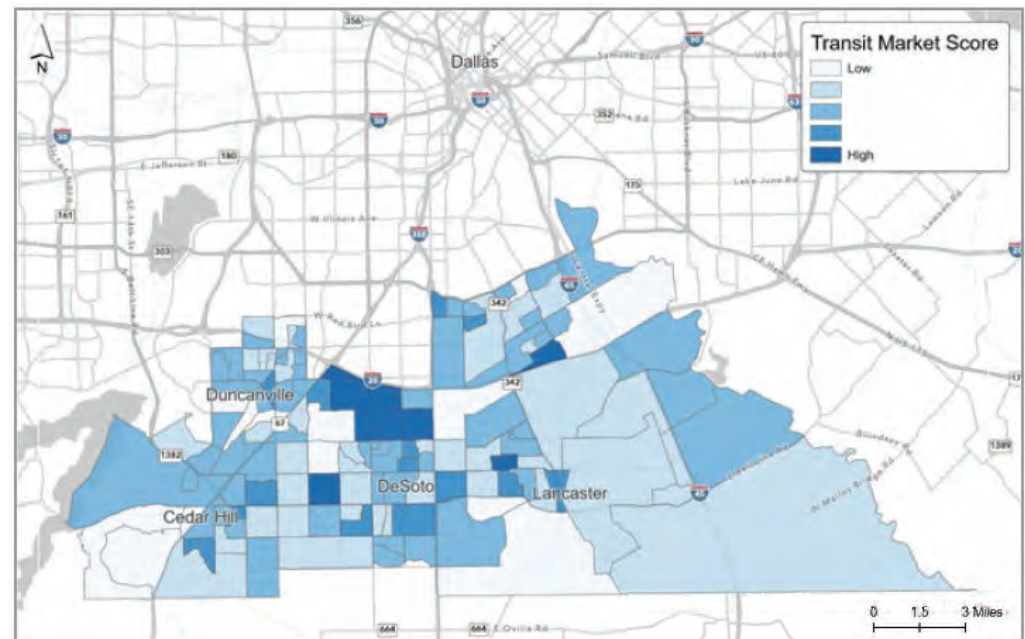
	Estimated Cost	Local/Regional % Split
Scenario 1	\$18.1M	74% / 26%
Scenario 2	\$18.4M	82% / 18%
Scenario 3	\$18.3M	88% / 12%



TRANSIT NEEDS: SOUTHERN DALLAS COUNTY

Identified needs based on technical analyses:

- Population/Employment Densities
- Transit-Dependent Populations
- Activity Centers
- Trip Patterns
- Existing Conditions



Darker blue represent block groups with highest transit propensity



GOODS MOVEMENT: SOUTHERN DALLAS COUNTY

Key Takeaways

- Inland Port is **poised to more than double in size over the next 10 years** (50-100M sq. ft. of new industrial development)
- As industrial buildings grow in size, so does corresponding truck traffic
- Many local thoroughfares are experiencing high truck volumes, increased development could push these intersections to capacity

Southern Dallas Inland Port



22.4M SQ.FT

industrial distribution space
since 2010



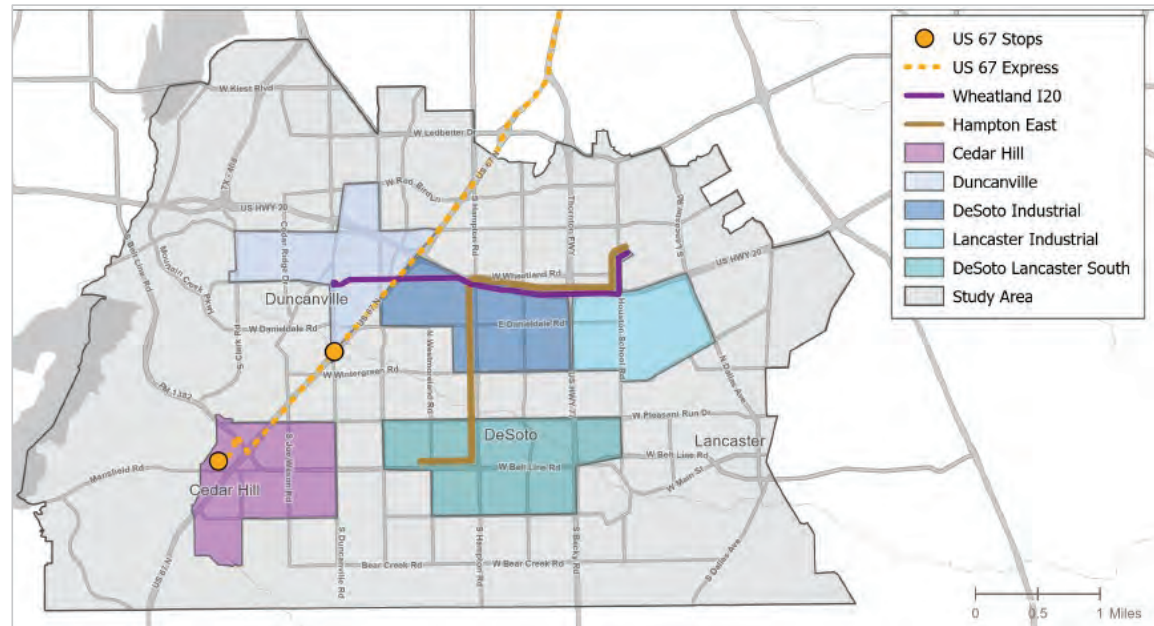
RECOMMENDED SCENARIO: SOUTHERN DALLAS COUNTY

Based on technical analyses as well as stakeholder/public input

Builds the foundation of transit service in the area (*Phase 1*); later phases build on this foundation

Three (3) fixed-routes (one express); five (5) microtransit zones

Coordinate transit/roadway planning to facilitate safe transit travel; prepare for continued growth in truck volumes in the Inland Port

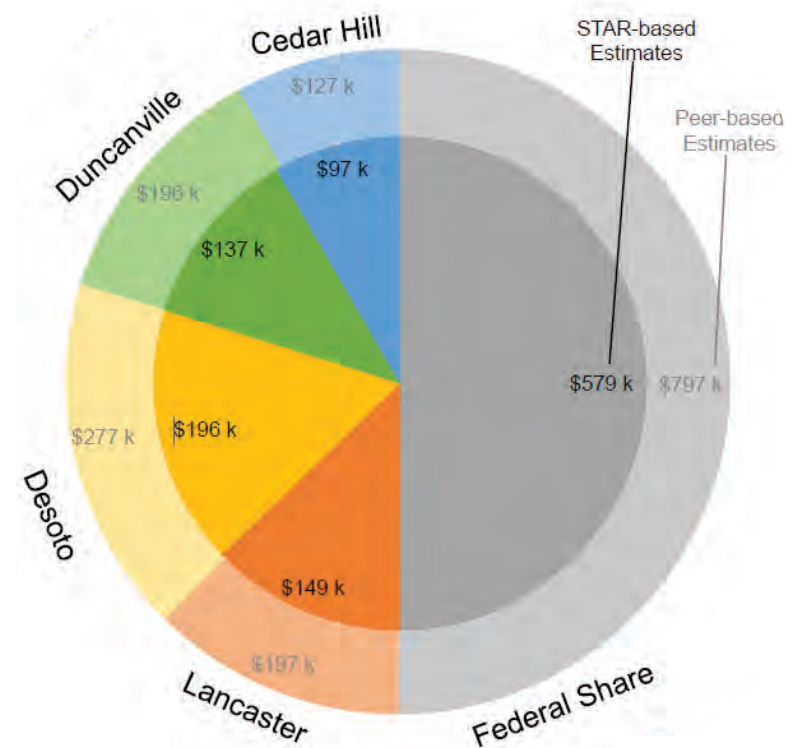


SERVICE COST ESTIMATES: SOUTHERN DALLAS COUNTY

Phase 1: \$1.2 to 1.6M (combined total)

Phase 2: \$2.12M (reinvests in the core service of Phase 1 and expands coverage)

Estimated cost breakdown by municipality is also provided



IMPLEMENTATION STRATEGIES

Provided a framework for municipalities to establish or expand transit service based on recommended services

Designed as a flexible roadmap for municipalities to implement services that meet local/regional needs, priorities, and goals

Next Step: continued coordination with partners and local governments

Service Model	Recommended
Agreement w/Transit Provider	Yes
Contracted Service	Yes
Directly Operated by Municipality	No
The RTC and NCTCOG encourage municipalities to coordinate planning and implementation efforts with existing Transit Providers.	



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End of 2021 Ozone Season

Surface Transportation Technical Committee • December 3, 2021

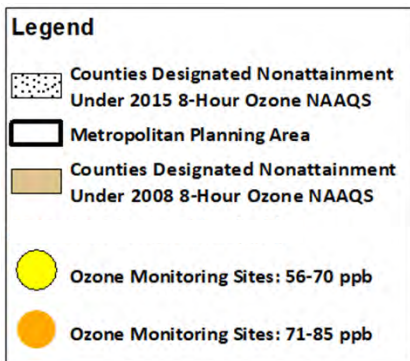
Jenny Narvaez, Program Manager



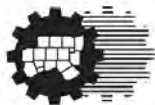
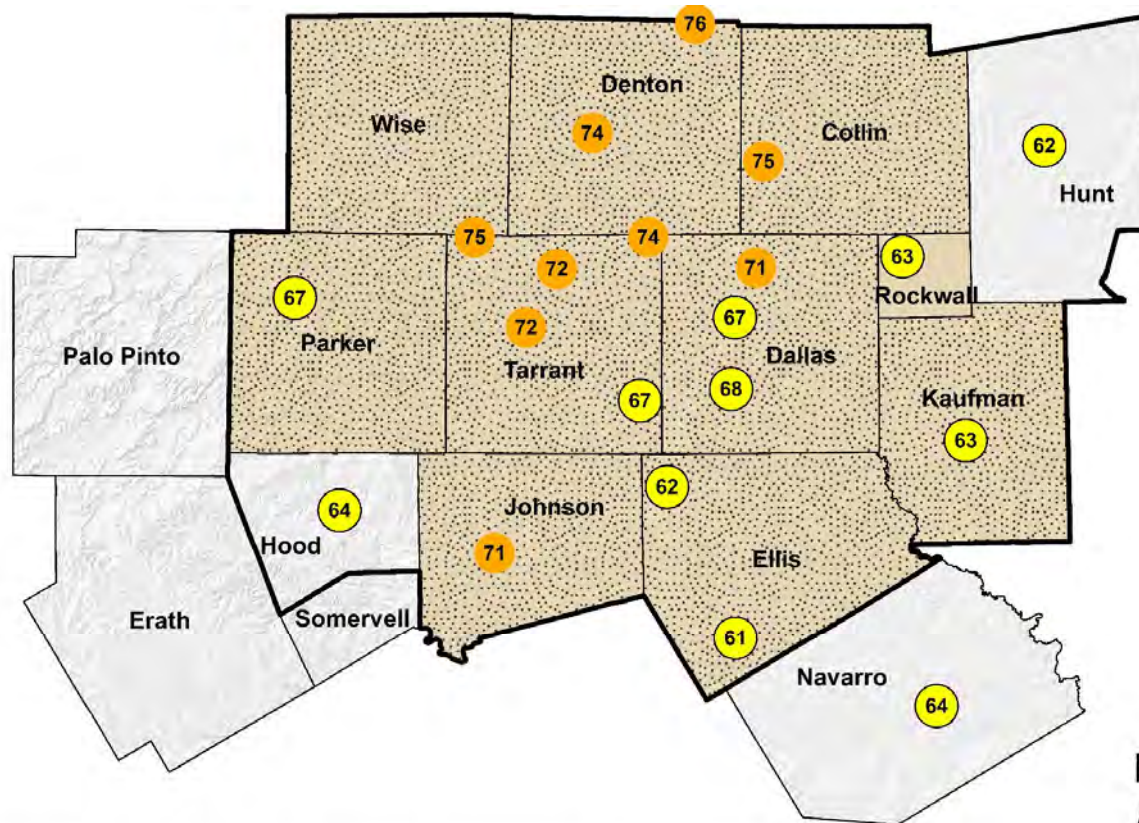
North Central Texas
Council of Governments

Monitor Locations with Associated 4th Highest Value

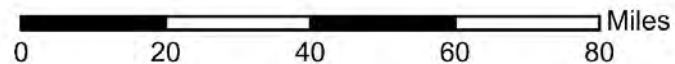
As of November 19, 2021



Colors represent Air Quality Index Breakpoints



North Central Texas Council of Governments



November 2021

Monitor Data for 2021 Ozone Season

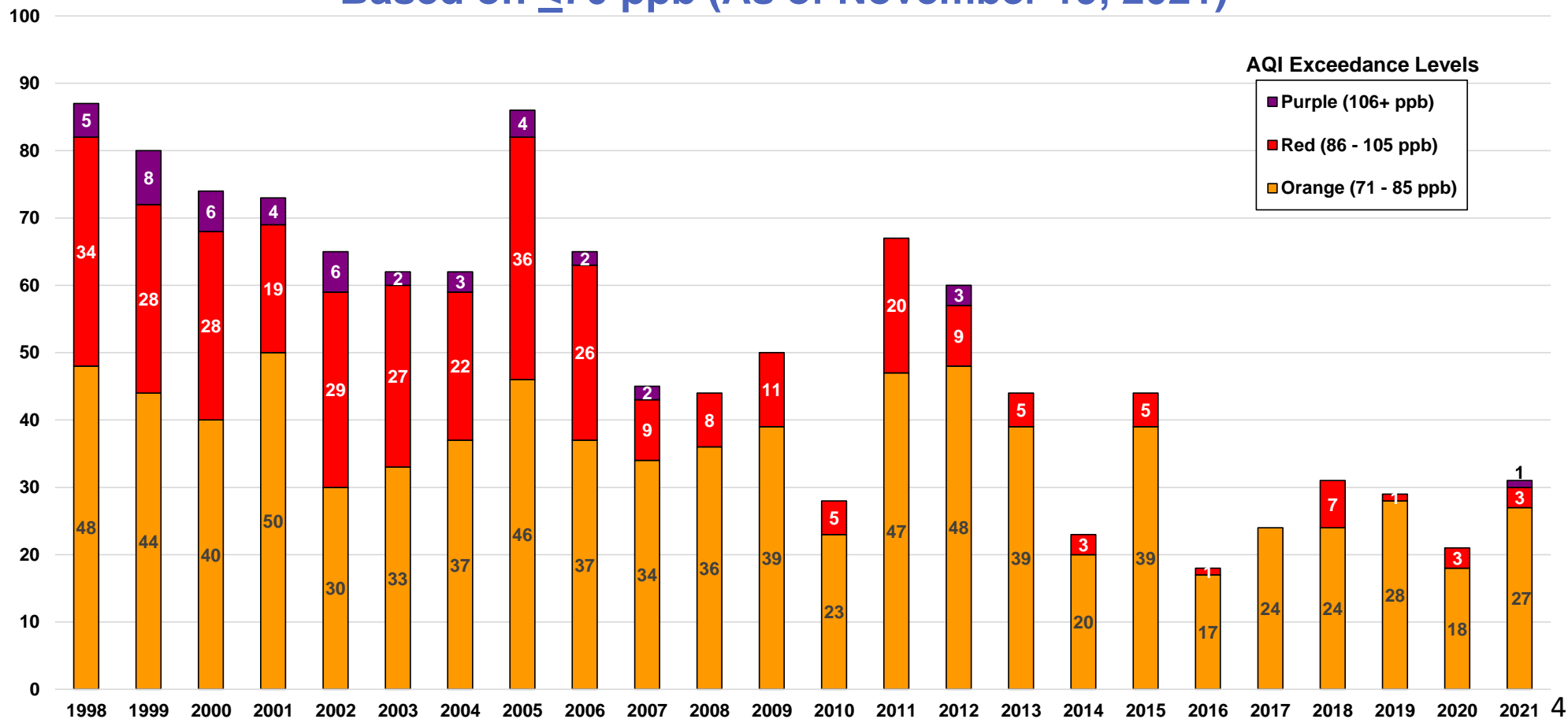
Five Highest Monitors

Five Highest Monitors	4 th Highest Value for Season			2021 Ozone Season Design Value
	2019	2020	2021	
Denton Airport South	71	71	81	74
Eagle Mountain Lake	75	76	76	75
Frisco	74	70	81	75
Grapevine Fairway	71	77	75	74
Pilot Point	73	71	85	76 ←

Design Value = 3-Year Average of Fourth Highest Value

8-Hour Ozone NAAQS Exceedance Trends

Based on ≤ 70 ppb (As of November 19, 2021)



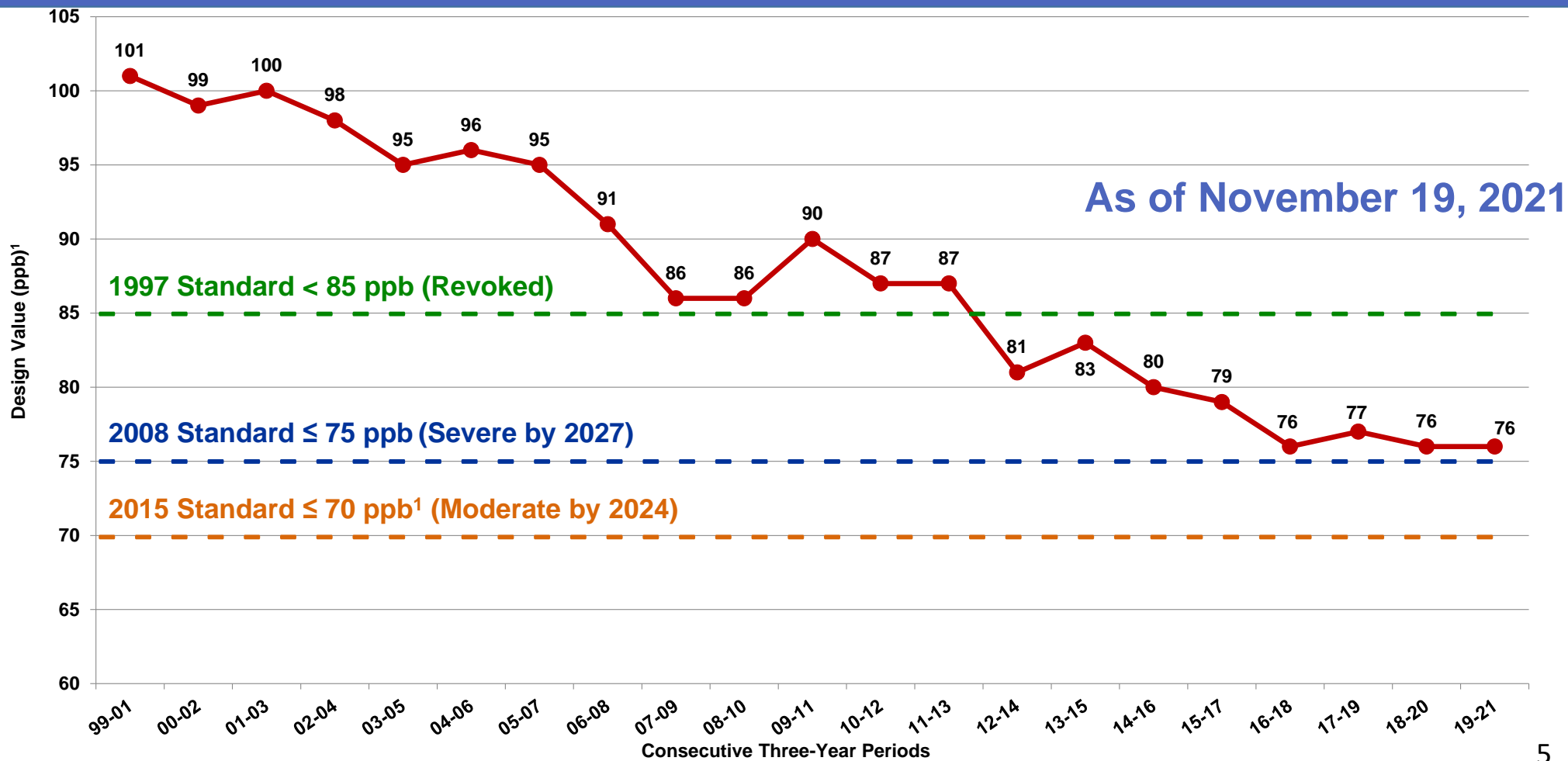
AQI Exceedance Levels

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

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

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

Ozone Design Value Trends



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

Timeline and Milestones

2008 Ozone Standard
(<75ppb)

Attainment Date:
No later than **July 20, 2027**

*Attainment will be based on
2024-2026 Ozone Monitor Data*

EPA NAAQS
Classifications

Marginal
(3 years to attain)

Moderate
(6 years to attain)

Serious
(9 years to attain)

Severe
(15/17 years to attain)

Extreme
(20 years to attain)

2015 Ozone Standard
(<70ppb)

Attainment Date:
No later than **August 3, 2024**

*Attainment will be based on
2021-2023 Ozone Monitor Data*

Reclassification Due to Failure to Attain Stricter Standards

Going from Serious Classification to Severe:

Major source threshold decreased to 25 TPY (from 50 TPY)

Impacts businesses that require CAA permitting for new/continued operations

Penalty fee program for major sources

Per ton penalty fee increase on major sources if the area does not meet required reductions

New Source Emission Offset ratio increased to 1.3:1 (from 1.2:1)

 **Low VOC reformulated gas**

No implications, because our region has already opted in previously

 **VMT growth offset required**

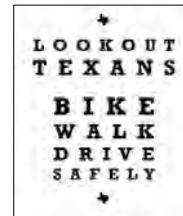
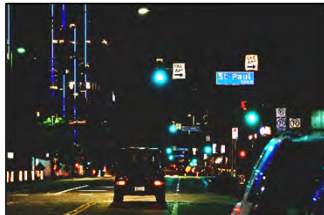
Analysis completed and no transportation control strategies are needed

A continued and thorough assessment of regional implications is ongoing.

Air Quality Control Strategies and Local Programs



Rideshare. Record. Reward.



References

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**SURFACE TRANSPORTATION TECHNICAL COMMITTEE
2022 SCHEDULE OF MEETINGS
(Fourth Friday, 1:30 pm)**

January 28, 2022

February 25, 2022

March 25, 2022

April 22, 2022

May 27, 2022

June 24, 2022

July 22, 2022

August 26, 2022

September 23, 2022

October 28, 2022

December 2, 2022

(Proposed combination of the November and December meetings)

Dates are subject to change.

**REGIONAL TRANSPORTATION COUNCIL
2022 SCHEDULE OF MEETINGS
(Second Thursday, 1:00 pm)**

January 13, 2022

February 10, 2022

March 10, 2022¹

April 14, 2022

May 12, 2022

June 9, 2022

July 14, 2022

August 18, 2022²

September 8, 2022

October 13, 2022³

November 10, 2022⁴

December 8, 2022

Dates are subject to change.

¹ The 2022 National League of Cities Congressional City Conference is scheduled for March 6-9 and does not conflict with the RTC meeting schedule.

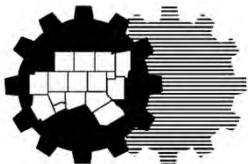
² This meeting date is scheduled to coincide with the annual Irving Transportation Investment Summit.

³ The 2022 Texas Municipal League Annual Conference and Exhibition is scheduled for October 5-7 and does not conflict with the RTC meeting schedule.

⁴ The National League of Cities 2022 City Summit is scheduled for November 16-19 and does not conflict with the RTC meeting schedule.

STATUS REPORT ON TEXAS VOLKSWAGEN ENVIRONMENTAL MITIGATION PROGRAM FUNDING

**Surface Transportation Technical Committee
December 3, 2021**



North Central Texas
Council of Governments

OVERVIEW OF TEXAS VOLKSWAGEN ENVIRONMENTAL MITIGATION PROGRAM (TXVEMP) FUNDING

Statewide Allocation	Program	DFW Area Allocation	Schedule	Status*
~\$169.5 Million	School, Shuttle, and Transit Buses	\$11,684,806	Closed	>\$17.3 Million Requested All Available Funds Awarded
	Refuse Vehicles	\$8,346,290	Closed	\$9,448,544 Requested \$5,863,995 Awarded
	Freight & Port Drayage Vehicles	\$6,677,032	Closed	\$8,876,816 Requested \$5,619,030 Awarded
	Electric Forklifts and Port Cargo-Handling Equipment	\$6,677,032	To Be Determined	
	Electric Airport Ground Support Equipment			
	Ocean-Going Vessel Shore Power			
~\$35.5 Million	ZEV Infrastructure - Level 2 Rebate	\$10,465,958 (Statewide)	Closed	\$4,305,000 Requested \$1,775,000 Awarded
	ZEV Infrastructure – DC Fast Charge and Hydrogen Refueling	\$20.9 Million (Statewide)	Opened November 2, 2021; Suspended November 3, 2021	Sufficient Applications Have Been Received to Award All Available Funding

*Data reflects information posted at www.texasvwfund.org as of November 11, 2021

STATUS/SUMMARY OF PROGRAMS ALREADY CLOSED

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

Rebate for Installation of Level 2 Charging Stations

PERCENT FUNDING REQUESTED BY REGION

Percent Available Funds Requested by Funding Round



All Available Funds Requested in DFW



Data reflects information posted at www.texasvfund.org as of November 11, 2021

TXVEMP ZEV INFRASTRUCTURE LEVEL 2 REBATE

APPLICATIONS CLOSED
SEPTEMBER 9, 2021

Total Statewide Allocation = \$10,465,958

\$6,160,958

\$4,305,000

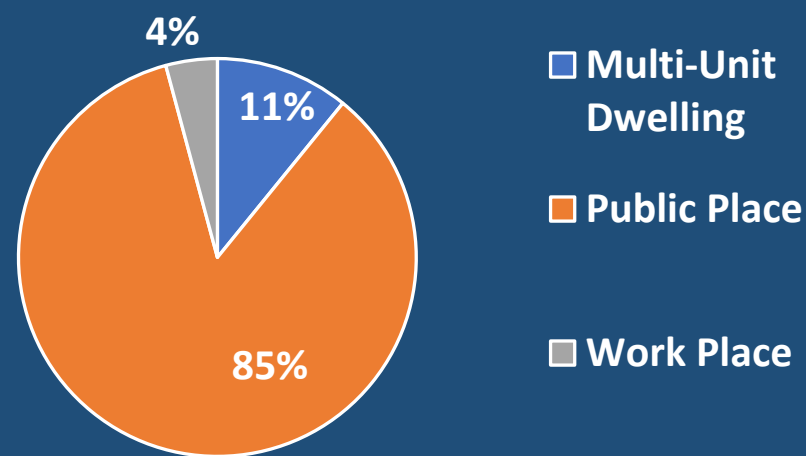
Funds Remaining

Funds Requested

DFW Area Requested 27% of All Funds to Date

2446 Sites Requested Statewide

Distribution by Site Type

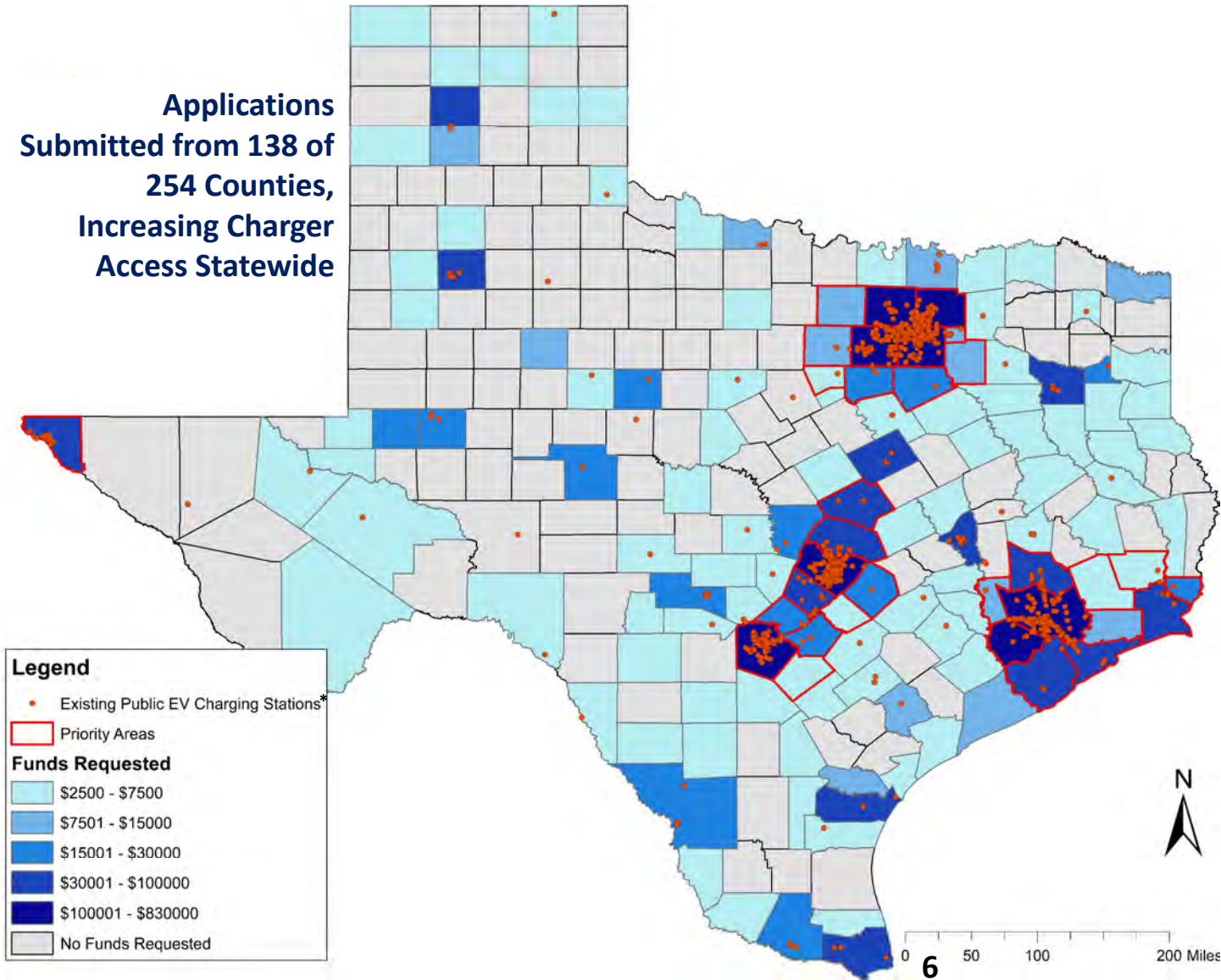


GEOGRAPHIC DISTRIBUTION OF ZEV LEVEL 2 FUNDING REQUESTS

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

Priority Areas

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



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

FOR MORE INFORMATION

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



North Central Texas
Council of Governments



STATUS REPORT ON VEHICLE TEMPORARY PAPER TAGS

SURFACE TRANSPORTATION
TECHNICAL COMMITTEE

ANTHONY MOFFA
AIR QUALITY PLANNER
DECEMBER 3, 2021

VEHICLE TEMPORARY PAPER TAGS

What is a Temporary Tag?

Intended to be used for temporary vehicle registration

Twelve variations of a temporary tag

Texas Buyer tag is predominantly abused



Why Improper Use of Temporary Tags is a Concern?

Circumvent mandatory emissions inspections

Avoid region and statewide tolls

Loss of State revenue

Exploit vehicle purchaser

Risk to officer safety

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



RECENT COVERAGE & SUMMARY

NBC 5 News Story:

[Texas Temporary Paper Tags](#)

[Introduction Video](#) (Aired Nov. 8)

\$200 million black market business in Texas

Local auto dealer “issued 110,000 tags...in the last four months”

[Possible Solutions Video](#) (Aired Nov. 9)

Provides for a rapid response

Set maximum number of tags licensed dealers can issue

[Reopened Next Day Video](#) (Aired Nov. 10)

Verify dealer identity

Need to control authorized dealer users in database



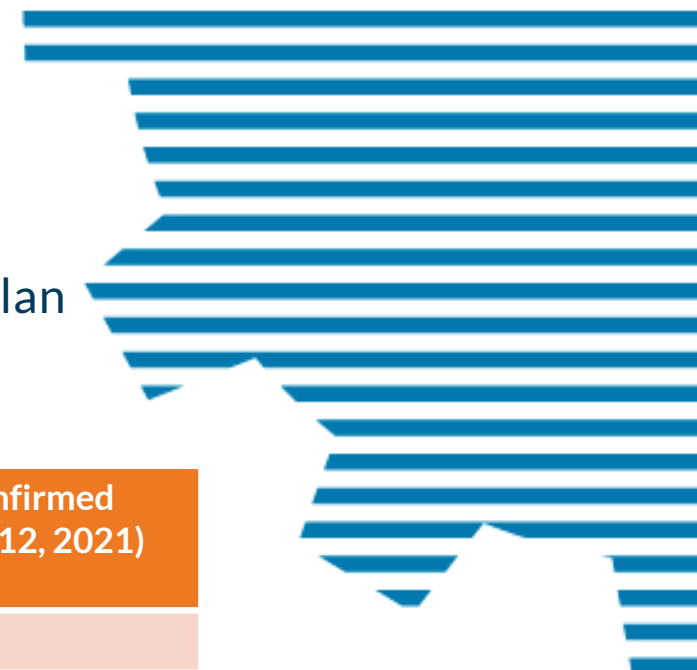
CURRENT PLAN OF ACTION

Resume Mobile Emissions Task Forces

Supported by RTC Transportation Implementation Plan Project; \$2 Million Fund Task Forces

Obtain County Participation Status:

County	Request Letter (Mailed October 6, 2021) (Response by October 29, 2021)	Participation Confirmed (as of November 12, 2021)
Collin	✓	
Dallas	✓	✓
Denton	✓	
Ellis	✓	
Johnson	✓	
Kaufman	✓	
Parker	✓	
Rockwall	✓	
Tarrant	✓	✓



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MINUTES

Regional Transportation Council PUBLIC MEETING

Mobility 2045 Update

Freight Safety Campaign

Local Governments Energy Reporting

Meeting Date and Location

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

Public Meeting Purpose and Topics

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

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

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

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

Summary of Presentations

Mobility 2045 Update presentation:

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

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

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

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

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

Freight Safety Campaign presentation:

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

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

The goals of this campaign include the following:

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

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

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

Local Government Energy Reporting presentation:

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

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

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

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

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

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

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

ORAL COMMENTS RECEIVED AT MEETING

No oral comments received at the meeting.

COMMENTS SUBMITTED BY WEBSITE, EMAIL, SOCIAL MEDIA & MAIL

Please see attachment for comment submitted via mail.

Freight Safety Awareness Initiative - 10/11/2021

Questions: How will the general public be made aware (Pg. 5) of truck limitations and resulting precautions that the general public can take for safety around trucks - Please see my comments + questions regarding this issue when I address page 6)

(pages) COVID-19 Messaging - What form will this messaging take? If it's only through technology, please bear in mind that even people who have smart phones, often do not use features of the phone other than to send + receive calls.

(pages) Educating truck drivers - What will be done to ensure that truck drivers are educated about safety measures? Will this be a mandatory course through their employers? What about independent truck drivers? Some may be self-employed with no employer. How will they be educated? Many are probably on the road for a large percentage of time.

(page 6) Comment - My concern is that not everyone, including motorists, is well connected through technology

Questions - How would people receive the fact sheets that are addressed in the Outreach Section of this presentation? Where are these fact sheets distributed? If they are only available on the computer, many motorists may not be aware of the sites to obtain these and they may not know that the fact sheets are available, so they will not be searching for them.

Expansion of Initial Comment Regarding Page 6 - Of the motorists who have access to computers and smart phones, not all of them sign up for alerts and messages, they may not go into computer sites that offer information about

Safety and Security around trucks. Therefore, it is important to reach out to motorists in as many innovative ways as possible.

Page 6 - Comment - Billboards may be appropriate for brief messages, they are not appropriate for more detailed messages.

Page 6 - Comments - In addition to education through radio, television, through public service announcements, would be a good source to educate motorists about safety around trucks.

Another idea that comes to mind is external wrapping of buses, especially in the rear of the bus, with a brief message both pictorial and in printed words about safety reminders around trucks, would be a good way to advertise. This way, when cars stop behind a bus, motorists will be able to see the message.

Perhaps more brainstorming could be done to develop additional innovative ways to advertise so that the public can be aware of safety measures.

Mobility 2045 Update - Oct 9, 2021

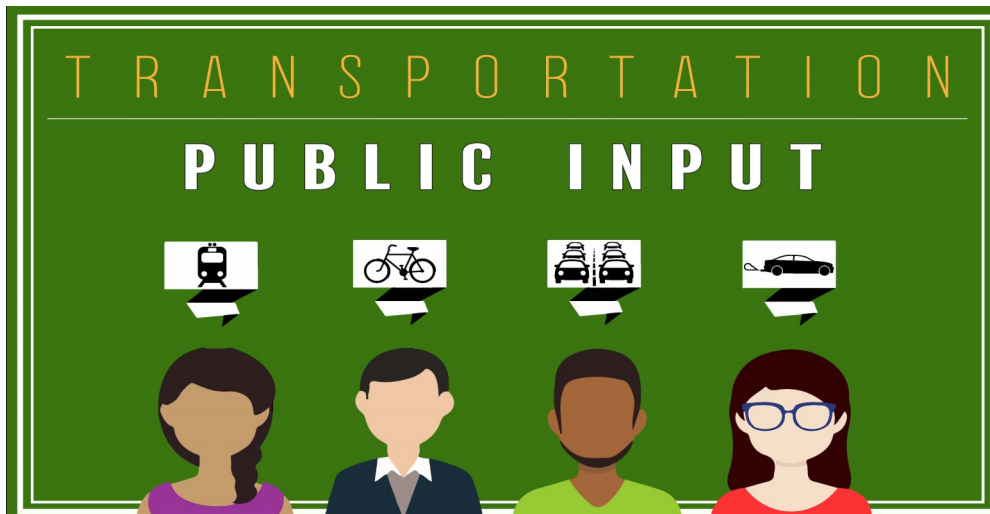
Page 8 - Highlights: Regional Priorities

Safety

Comment: In addition to the obvious inclusion of reminders about safety around train tracks, I urge you to remind users of bus transportation about the caution necessary before boarding and after de-boarding a bus. Pedestrians must navigate dangerous road crossings, even in instances where there are traffic lights. Motorists are not always looking out for pedestrians, so pedestrians need to be very vigilant. This is especially true in areas where cars are turning (i.e. traveling west and turning south, etc.)

Administrative Revisions to Mobility 2045: the Metropolitan Transportation Plan for North Central Texas - Revisions - Oct. 2021

Question: Although I have reviewed MTCOG charts with similar information as the Chart on pages 1 through 8 called "Mobility 2045: Regionally Significant Arterial Improvements: Revised Sept 16, 2021", I would like to ask what the numbers in the columns indicating the years (2018, 2020, 2028, etc.) refer to. Are they the number of projects, number of lanes? For example, for RSA ID # 1,587,275 on page 2, what do the 3's in the 2018 and 2020 columns + the 4's in the 2028-2045 columns refer to?



WHAT DO YOU THINK? TELL US.

Information will be posted online at www.nctcog.org/input for public review and comment **December 13, 2021 - January 11, 2022**. To request printed copies of the information, call 817-608-2365 or email cbaylor@nctcog.org.

Regional Operations and Air Quality Funding Update

The Regional Air Quality and Management and Operations Program provides federal and regional air quality and mobility funds to programs and projects that address the region's air quality and aid in management and operations of the regional transportation system. Details of the program and the projects being proposed for funding will be presented.

Incident Management Freeway Blocking Equipment 2021 Call for Projects: Final Recommendations

The Incident Management Freeway Blocking Equipment 2021 Call for Projects made \$1M available for the purchase of blocking equipment to provide protection to first responders responding to traffic crashes. Final project recommendations will be provided for review and comment.

End of Ozone Season

North Central Texas' 2021 ozone season concludes at the end of November. Staff will present an update on current air quality standings, compare current standings against previous ozone seasons, and highlight potential implications facing the region for not meeting Federal attainment requirements.

(ONLINE REVIEW & COMMENT; NO PRESENTATION)

Proposed Modifications to the List of Funded Projects

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

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 FY2022 and FY2023 UPWP will be presented.

RESOURCES AND INFORMATION

Interactive Public Input: Map Your Experience: www.nctcog.org/mapyourexperience

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

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

REGIONAL TRANSPORTATION ONLINE INPUT OPPORTUNITY

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

Submit comments and questions to NCTCOG:

Email: transinfo@nctcog.org

Website: www.nctcog.org/input

Fax: 817-640-3028

Phone: 817-695-9240

Mail: P.O. Box 5888

Arlington, TX 76005-5888

For special accommodations due to a disability or for language translation, call 817-608-2365 or email cbaylor@nctcog.org.

Reasonable accommodations will be made.

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

cbaylor@nctcog.org.

Se harán las adaptaciones razonables.



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 Monday, September 20, through Tuesday, October 19. Comments and questions are submitted for the record and can be submitted via Facebook, Twitter, fax, email and online.

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

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

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

Air Quality

Email –

1. Sharon Adams

Good morning,

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

Would appreciate your reply. Have a blessed day –

Response by NCTCOG Transportation staff

Thank you for contacting the NCTCOG Transportation Department.

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

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

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

Twitter –

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



Bicycle & Pedestrian

Twitter –

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



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



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

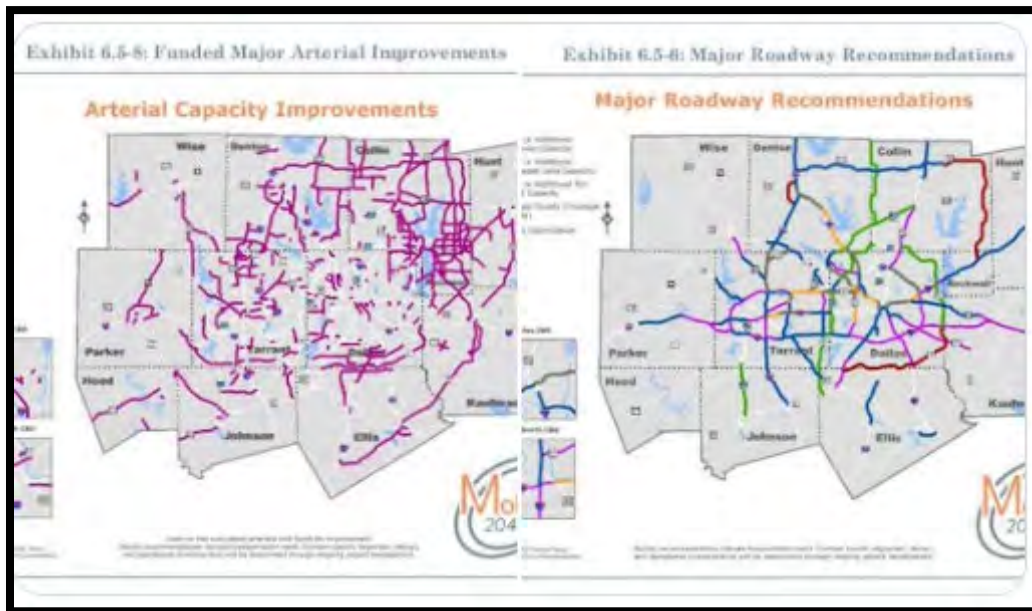


Are you sure @ardenfitz took these pictures? I thought she only biked before the sun comes up? Just kidding. Great to see the progress. Congrats @TxDOT !! – Will Dawson (@will_dawson)

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



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



NCTCOGTransportation @NCTCOGtrans · Oct 13

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

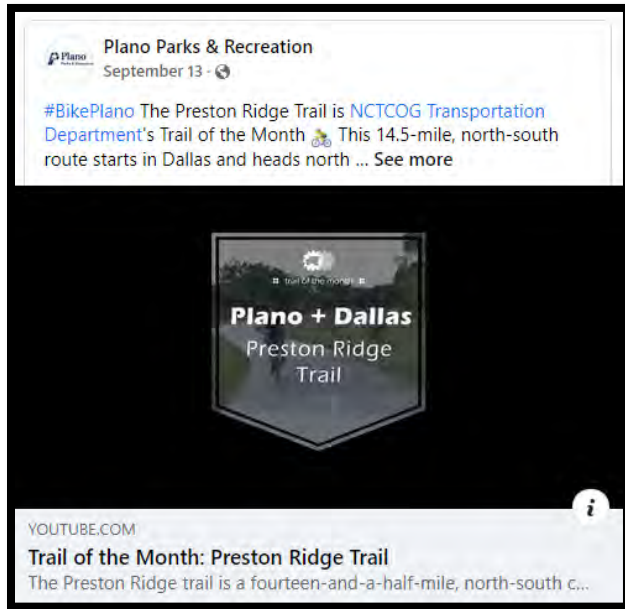
6. when they don't stop or slow down for bicyclists and pedestrians ▶▶

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



Facebook –

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



Electric Vehicles

Twitter –

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



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

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

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

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



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

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

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

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



Facebook –

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

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

Drive Electric Events

City of Grapevine Texas Government

NCTCOG Transportation Department

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



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

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



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

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

Innovative Vehicles & Technology

Twitter –

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



Programs

Twitter –

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



Roadway

Email –

1. **Georgia Brown**

Hello!

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

Thank you for your consideration.

Response by NCTCOG Transportation staff

Hi Georgia,

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

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

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

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

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

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

I hope you have a nice day.

Thank you.

Transit

Twitter –

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



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



Other

Twitter –

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





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

November 2021

INSIDE

RTC OKs funding for TRE LINK to DFW

The Regional Transportation Council approved up to \$910,000 in additional funding for Trinity Metro in October for the continuation of a shuttle providing Trinity Railway Express riders direct access to the Dallas Fort Worth International Airport.

The funding will be provided over three years, starting with using up to \$290,000 in existing Regional Toll Revenue funds previously authorized by the RTC for transit projects for the first year. Subsequent operations will be funded with up to \$620,000 in Surface Transportation Block Grant funds made available through the COVID-19 Infrastructure Program. Read more on page 3.

State announces task force to study safety

The Texas Transportation Commission has announced a new task force to focus on reducing traffic fatalities on roadways. The task force is made up of representatives from the Texas Department of Transportation and the State's metropolitan planning organizations, which includes the North Central Texas Council of Governments. In 2019, the Commission directed TxDOT to work toward a goal of reducing the number of deaths on Texas roadways by 50% by 2035 and to zero by 2050. In Dallas-Fort Worth, safety is a key part of the transportation planning process, and the Regional Transportation Council has a policy statement that "just one death on the transportation system is unacceptable."

The task force will have an initial two-year term and will develop a short-term plan to immediately invest in current safety initiatives.

Examples include:

- Rumble strips that alert drivers to slow down and when they are veering off the road
- Cable barriers that prevent vehicles from sliding into oncoming traffic
- Shoulder widenings to make room for disabled vehicles or more space to avoid a collision
- Four-lane divided roadways that help move traffic more efficiently
- Grade separations for uninterrupted traffic flow and increased safety

In addition, a long-term plan will be created to identify funding sources, establish metrics to measure effectiveness and describe incentives for the partnership based on the reduction of deaths on Texas roadways. — By TxDOT



North Central Texas
Council of Governments

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

Art contest winner recognized by Cleburne ISD Board of Trustees

The Cleburne Independent School District Board of Trustees honored Angie Andersen, the winner of the 2021 NCTCOG transportation art contest, during its monthly board meeting in October. Angie's depiction of the "Transportation for All" theme appeared on the cover of this year's Progress North Texas, NCTCOG's annual transportation state of the region.

The Cleburne High School student's creation features a city block with a movie theater and other businesses. Different elements of transportation — a sports car, bicycle, skateboard and bus stop — are included in the drawing.

Angie was joined at the recognition ceremony by her art teacher, Raigan Swaim. The art contest was created 10 years ago as a way for NCTCOG to reach younger North Texans, who will be the next generation of decision-makers.

The competition is rotated around the region each year, with the chair of the Regional Transportation Council selecting the participating district. Johnson County Judge Roger Harmon, who served a year as RTC chair through June 2021, chose Cleburne. For 2022, Dallas County Commissioner Theresa Daniel, the current RTC chair, has selected Dallas ISD.

Progress North Texas is mailed to transportation partners, public officials and residents of the region and is also available online. To request FREE copies of the 2021 report or to read it online, click [.here](#)



Angie, Andersen, right, was recognized in October by the Cleburne ISD Board of Trustees as winner of NCTCOG's 2021 transportation art contest. She was joined by her art teacher, Raigan Swaim.

With commutes getting darker, look out for walkers, bicyclists

With Day Light Saving Time ending, Look Out Texans is reminding drivers to use their lights in the evening and watch for people walking and biking. The risk of traffic crashes and fatalities increases when the sun sets, with nearly two-thirds of all pedestrian crashes and 80% of all fatal pedestrian crashes occurring after dark. People walking and biking are more vulnerable than those who are in cars and trucks, so motorists are reminded to turn their lights on, look out for people walking and biking, and to avoid distractions while driving. State law requires bikes to have a front white light and a red reflector or red light on the back. Walkers or bicyclists can help make the roads safer by wearing bright and/or reflective clothing in the dark.

The Look Out Texans campaign efforts enhance the work of local, State, and federal transportation partners focused on improving reliability and safety for all road users through roadway design solutions and greater awareness of how people can bike, walk and drive safely. For more information, visit www.lookouttexans.org.

N. Texans get glimpse of high-speed future

NCTCOG recently concluded the first phase of the Dallas-Fort Worth High-Speed Transportation Connections Study with a series of open houses to update the public on the project's progress.

The study is examining potential routes and high-speed technologies between Dallas, Arlington and Fort Worth. NCTCOG welcomed residents throughout North Texas to learn more about the study during open houses in Arlington, Dallas, Fort Worth and Grand Prairie. Planners originally identified 43 possible alignments between Dallas, Arlington and Fort Worth. The project team is moving forward with an alignment running along Interstate Highway 30 and two technologies: high-speed rail and hyperloop.

The 36-month study is now entering the second phase, which includes preliminary engineering of the alignment and environmental analyses conducted within the federal environmental approval process, or the National Environmental Policy Act review process. NEPA ensures agencies consider the environmental consequences of their proposed actions and inform the public about their decision-making. Once the environmental approval is given, the next phases of the project (securing funding, detailed design, right-of-way acquisition and construction) can begin. For more, visit www.nctcog.org/dfw-hstcs.

REGIONALNews

RTC OKs funding for TRE LINK to DFW Airport

The Regional Transportation Council approved up to \$910,000 in additional funding for Trinity Metro in October for the continuation of a shuttle providing Trinity Railway Express riders direct access to the Dallas Fort Worth International Airport.

The funding will be provided over three years, starting with using up to \$290,000 in existing Regional Toll Revenue funds previously authorized by the RTC for transit projects for the first year. Subsequent operations will be funded with up to \$620,000 in Surface Transportation Block Grant funds made available through the COVID-19 Infrastructure Program. The shuttle service operates as a partnership among DFW Airport, Dallas Area Rapid Transit and Trinity Metro. Due to budget constraints and pandemic ridership impacts, the partners requested additional operational support through the end of Fiscal Year 2024.

In 2018, DFW Airport was operating the service and notified NCTCOG of its intent to discontinue shuttle service between the airport and the TRE Centerport Station once Trinity Metro's TEXRail commuter rail service was fully operational. It has continued to operate due to coordination among transit partners to identify alternatives and ensure this first-last mile connection would be maintained. In December 2018, the RTC approved Trinity Metro to assume responsibility for continued operations of the shuttle service. TEXRail opened for revenue service in January 2019.

Texas voters approve Proposition 2

Voters approved a ballot measure November 2 that could bring more transportation funding to North Texas. Proposition 2 is a constitutional amendment authorizing a county to finance the development or redevelopment of infrastructure in unproductive, underdeveloped or blighted areas in the county. The county would form a transportation reinvestment zone and be permitted to use additional tax revenue generated from a new development to repay bonds for non-tolled transportation projects in the zone.

For many years, Texas has allowed cities and towns to form similar reinvestment zones to fund infrastructure associated with certain development projects, using increased tax revenue to repay project bonds. With the approval of this ballot initiative, counties may now do the same. Proposition 2, which passed with 63% of the vote, was one of eight amendments approved on election day.

Transportation Resources

Facebook

Facebook.com/actograms

Twitter

Twitter.com/actograms

YouTube

YouTube.com/actograms

Instagram

Instagram.com/actograms

Publications

NCTCOG.org/trans/outreach/publications.asp

Partners

Dallas Area Rapid Transit
DART.org

**Denton County
Transportation Authority**
DCTA.net

North Texas Tollway Authority
NTTA.org

**Texas Department
of Transportation**
TxDOT.gov

Trinity Metro
RideTrinityMetro.org

By the Numbers

\$910,000

Additional funding for Trinity Metro approved by the RTC in October for the continuation of a shuttle providing TRE riders direct access to DFW Airport.

PUBLIC *Involvement*

Mobility Matters available online

The fall issue of Mobility Matters 2021 features a look at how the region's transit agencies are prepared to welcome riders back, amid the continuing COVID-19 pandemic.

Ridership has been greatly affected, but providers are working to make sure they keep their employees and customers healthy. Read about the efforts at www.nctcog.org/mobilitymatters.

This issue of NCTCOG's semiannual newsletter also features a profile on RTC chair Theresa Daniel. NCTCOG Director of Transportation Michael Morris shares a message about the important roles women played in the delivery of the Margaret McDermott bridge, the signature structure designed by renowned architect Santiago Calatrava.

NCTCOG's recent partnership with NASA is also highlighted, NCTCOG is one of five selected government entities to have signed agreements with NASA's aeronautical innovators.

Read the fall issue of Mobility Matters at www.nctcog.org/mobilitymatters. For printed copies, contact Brian Wilson at bwilson@nctcog.org.

Drone workshop: Future of the skies

The next Know Before You Fly Your Drone workshop is scheduled for 10 a.m. Saturday, November 6 and will cover the future of unmanned aircraft, also known as drones.

The FREE virtual session will kick off with the topic of the month, "The Future of the Skies," with guest speakers discussing what they expect the future of unmanned aircraft to look like. If you miss this session, a recording will be available at www.northtexasuas.com.

Virtual workshops are scheduled on the first Saturday of each month through 2022 to educate and inform professional and recreational pilots on safe operations to drones.

The UAS Safety and Integration Task Force helps mitigate reckless UAS operations and promote the safe integration of the technology into the DFW regional airspace.