

## AGENDA

### SURFACE TRANSPORTATION TECHNICAL COMMITTEE Friday, June 24, 2022 North Central Texas Council of Governments

**2:30 pm Full STTC Business Agenda (Videoconference)**

**2:30 – 2:35**

**1. Approval of May 27, 2022, Minutes**

Action       Possible Action       Information      Minutes: 5

Presenter: Tanya Brooks, STTC Chair

Item Summary: Approval of the May 27, 2022, meeting minutes contained in [Electronic Item 1](#) will be requested.

Background: N/A

**2:35 – 2:40**

**2. Consent Agenda**

Action       Possible Action       Information      Minutes : 5

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

Presenter: Dan Kessler, 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 NCTCOG Executive Board in July 2021 and identifies the activities to be carried out between October 1, 2021, and September 30, 2023. Amendments to this document are being proposed to reflect new initiatives, project updates, and funding adjustments. The proposed amendments have been posted on the NCTCOG website for public review and comment as part of the June public outreach opportunity and are also included as [Electronic Item 2.1.1](#). Additional information is provided in [Electronic Item 2.1.2](#). Comments received as a result of the public outreach process, if any, will be provided.

Performance Measure(s) Addressed: Administrative

2:40 – 2:50

3. **Proposed Transportation Alternatives Call for Projects**

Action       Possible Action       Information      Minutes: 10

Presenter: Daniel Snyder, NCTCOG

Item Summary: Staff will provide information and the schedule for the 2022 Transportation Alternatives (TA) Call for Projects for the North Central Texas region. A recommendation for Regional Transportation Council approval will be requested.

Background: Approximately \$40-\$50 million is anticipated to be available to fund TA projects, including Safe Routes to School (SRTS) projects, Safe Routes to Transit projects, and Safety-related improvements in the Urbanized Area of the North Central Texas region. Projects eligible under this program include the construction of on- and off-road pedestrian and bicycle facilities, multi-modal connections to public transportation, SRTS plans and SRTS-related education activities, and pedestrian and bicycle infrastructure that will substantially improve safety. Staff will present a program overview, the approximate funding available, and the schedule for the Call for Projects. Additional information is provided in [Electronic Item 3](#).

Performance Measure(s) Addressed: Safety, Transit

2:50 – 3:00

4. **Disadvantaged Business Enterprise Goal Update**

Action       Possible Action       Information      Minutes: 10

Presenter: Emily Beckham, NCTCOG

Item Summary: Staff will provide an overview of the proposed Disadvantaged Business Enterprise (DBE) Participation goal for FY2023-FY2025 for United States Department of Transportation contracting opportunities. A recommendation for Regional Transportation Council approval will be requested.

Background: The North Central Texas Council of Governments (NCTCOG) is required by the Federal Transit Administration to revisit its DBE Participation Goal every three years. The current DBE Participation Goal is valid until September 30, 2022. Staff has developed proposed goals for the next three years and the public comment period will be completed on July 12, 2022. [Electronic Item 4](#) includes additional details.

Performance Measure(s) Addressed: Administrative, Transit

3:00 – 3:10

5. **Regional Parking Garage Policy and Funding; Potential Partnership with Dallas Area Rapid Transit (DART)**

Action       Possible Action       Information      Minutes: 10

Presenter: Travis Liska, NCTCOG

Item Summary: In response to local government requests for parking lot and garage funding related to major redevelopment projects, a policy guiding these funding decisions is recommended. Additionally, two initial projects that would apply to this policy are proposed for regional funding, along with the funding program with Dallas Area Rapid Transit (DART).

Background: NCTCOG staff has received several parking-related funding requests from local governments that support strategic land-use developments. Past funding for parking facilities has been allocated following recommendations from area plans and stakeholder engagement. Mobility 2045 includes parking management and technology coordination in the land-use transportation connections program. To continue strategic investment in regional developments, staff recommends a regional parking facility funding policy be adopted by the Regional Transportation Council. The policy would direct support to a limited number of publicly owned surface and structured parking for strategic purposes that generally meet criteria such as safety, enhanced technology, development of special event/regional locations, denser land use, transit, and environmental, air quality, and/or equity benefits. [Electronic item 5](#) contains additional details regarding the proposed policy and two projects proposed for funding.

Performance Measure(s) Addressed: Roadway, Transit

3:10 – 3:20

6. **2023 Unified Transportation Program (UTP) and Regional 10-Year Plan Update**

Action       Possible Action       Information      Minutes: 10

Presenter: Brian Dell, NCTCOG

Item Summary: Staff will brief the Committee on the proposed changes for the Regional 10-Year Plan Update, including two funding exchanges related to the Southeast Connector project.

Background: Since December 2016, the RTC has annually approved a set of projects funded with Category 2 (MPO selected) and Category 4 (TxDOT District selected) funds and submitted for Texas Transportation Commission (TTC) consideration with Category 12 (TTC selected) funds that cover 10 years of highway projects. This action is the Dallas-Fort Worth region's response to the House Bill (HB) 20 10-year planning requirement. Since the last update in 2021, North Central Texas Council of Governments (NCTCOG) staff has coordinated with the TxDOT Dallas, Paris (Hunt County), and Fort Worth districts regarding updates to previously approved projects, as well as potential additions to the 10-Year Plan to be included in the 2023 Unified Transportation Program (UTP). In response to a March 1, 2022 deadline set forth by TxDOT, staff worked with TxDOT to draft a list that includes these project updates and potential new candidate projects. In recent weeks, feedback was received from TxDOT Headquarters regarding the region's funding requests. As part of this update to the 10-Year Plan, proposals for a Category 2/Category 7 and a Category 2/Category 12 funding exchange are being made. To reduce the region's large carryover balance of Category 7 funds and help the State access additional federal apportionment, Category 7 funds are proposed to be removed from several projects and replaced

with Category 2 funds. The freed-up Category 7 funds would then be used to replace Category 2 funds on a section of the Southeast Connector that is obligating in FY2022. To address a funding gap on the Southeast Connector project, staff is proposing that Category 2 funds be removed from several out-year projects and be replaced with Category 12 funding in the 2023 UTP. The freed-up Category 2 funds would then be used on a section of the Southeast Connector to advance it by February 2023. [Electronic Item 6.1](#) includes additional information about the process. [Electronic Item 6.2](#) contains the proposed list of planned projects for the Regional 10-Year Plan. [Electronic Item 6.3](#) contains the 10-Year Plan projects that have let or been completed.

Performance Measure(s) Addressed: Roadway, Safety

3:20 – 3:25

7. **Regional Sidewalk Data Layer**

Action       Possible Action       Information      Minutes: 5

Presenter: Travis Liska, NCTCOG

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

Background: The NCTCOG Transportation Department is developing a regional sidewalk spatial data layer. This data layer will support improved regional level planning for pedestrian safety, transit access, context sensitive street needs, and improved walkable land-use planning and coordination. In February 2022 Transportation Department staff emailed various staff at 159 municipal governments in the MPA (those with 2021 populations estimated to be over 1,000) asking if they have existing sidewalk GIS data. Staff is recommending that new data be created for 139 cities needing new or updated sidewalk data. The Transportation Department is using the NCTCOG Spatial Data Cooperative Program (SDCP) to purchase sidewalk data digitized from aerial imagery. Applicable cities with data being collected for their jurisdiction have received communication requesting a funding partnership for the data purchase. The deadline to respond is July 29, 2022. A table of cities is included in [Electronic Item 7.1](#). Additional details are available in [Electronic item 7.2](#).

Performance Measure(s) Addressed: Safety, Transit

3:25 – 3:30

8. **Metropolitan Planning Organization Milestone Policy Round 2 – Status Update**

Action       Possible Action       Information      Minutes: 5

Presenter: Cody Derrick, NCTCOG

Item Summary: Staff will provide the Committee with an update on the status of the Metropolitan Planning Organization Milestone Policy Round 2 projects that have not let for construction.

Background: The MPO Milestone Policy was adopted by the Regional Transportation Council to ensure that projects which have been funded for more than 10 years and have not gone to construction are being implemented in a timely manner. In February 2021, the RTC took action on the second round of the Milestone Policy, including a project tracking process and revised set of policy procedures. Staff coordinates with implementing agencies to assess project risk on all Milestone Policy projects until they go to construction. The responses are reviewed, and a rating is assigned to each project. Status updates on each project, along with their latest ratings, can be found in [Electronic Item 8.1](#). Details on the MPO Milestone Policy can be found in [Electronic Item 8.2](#).

Performance Measure(s) Addressed: Roadway, Transit

3:30 – 3:35

9. **FY2022 Project Tracking Initiative**

Action       Possible Action       Information      Minutes: 5

Presenter: Brian Dell, NCTCOG

Item Summary: Staff will provide the Committee with an update on the status of projects that are part of the FY2022 Project Tracking Initiative created to reduce the region's carryover funding balances.

Background: Almost every year, Regional Transportation Council (RTC)-selected projects being implemented by local governments experience delays. While a one-year delay is of less consequence, what tends to occur is that a project is delayed year after year, until it has been three to four years since the originally committed start date. These repeated delays led to the need to implement the MPO Milestone Policy, which identifies projects that have not advanced to construction after being funded for at least 10 years. However, a 10-year project review does not create an action plan soon enough to reduce the region's growing Congestion Mitigation and Air Quality Improvement Program (CMAQ), Surface Transportation Block Grant Program (STBG), and Transportation Alternatives (TA) Set Aside carryover balances. As a secondary offensive measure against these delays, staff has implemented a project tracking initiative which will highlight project schedule commitments to the Committee and the RTC on a regular basis and report local agency progress toward the committed project development schedules. A list of project phases scheduled to begin in FY2022 can be found in

[Electronic Item 9.1](#). Additional details on this initiative can be found in [Electronic Item 9.2](#).

Performance Measure(s) Addressed: Air Quality, Roadway

3:35 – 3:40

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

Action       Possible Action       Information      Minutes: 5

Presenter: Michael Morris, NCTCOG

Item Summary: An overview of current transportation items will be provided.

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

- RTC Bylaws Revisions Subcommittee (Meeting prior to June 9, 2022); STTC and RTC Officers
- Haslet/Intermodal Parkway “L” \$2.5 Change Order to Advance Completion to March 2023
- 2022 WTS Innovative Transportation Solutions Award Winner: DFW High-Speed Transportation Connections Study ([Electronic Item 10.1](#))
- Progress North Texas (Handout)
- Endorsement of Western Subregion Transit Partnership
- SH 183/Cintra
- TRB Report 26555/Metropolitan Planning Organizations Strategies for Future Success
- Mobility Plan Update
- NCTCOG Letter to Texas House Representative Terry Canales about the Local Initiatives Projects (LIP) Program ([Electronic Item 10.2](#))
- FIFA World Cup
- Metropolitan Planning Organization Certification (FHWA/FTA) ([Electronic Item 10.3](#)): Presentation in July
- Safety Report

Performance Measure(s) Addressed: Roadway, Safety

3:40 – 3:45

11. **Fiscal Year (FY) 2022 Bridge Investment Program (BIP)**

Action       Possible Action       Information      Minutes: 5

Presenter: Jeff Neal, NCTCOG

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

Background: In June 2022, the United States Department of Transportation (US DOT) announced a Notice of Funding Opportunity (NOFO) for the solicitation of applications for FY22 BIP

funding. A total of \$20 million in FY22 BIP funds are available for planning opportunities. These funds will be awarded on a competitive basis for planning, feasibility analysis, and revenue forecasting associated with development of a project that would subsequently be eligible for BIP funding under either the Bridge Projects or Large Bridge Projects funding categories. Planning applications are due to US DOT by July 25, 2022. A total of \$2.34 billion in FY22 BIP funds are available for the Bridge Projects and Large Bridge Projects opportunities. Funds will be awarded on a competitive basis for bridge replacement, rehabilitation, preservation, and protection projects that: (1) improve the safety, efficiency, and reliability of people/goods movement over bridges; and (2) improve the condition of U.S. bridges by reducing (a) the number of bridges (and total person-miles traveled over bridges) in poor condition, or at risk of falling into poor condition, within the next three years, or (b) the number of bridges (and total person-miles traveled over bridges) not meeting current geometric design standards or load/traffic requirements typical of the regional transportation network. Available at <https://www.fhwa.dot.gov/bridge/bip/index.cfm>, the FY22 BIP NOFO describes the application requirements, selection and evaluation criteria, applicable program and federal requirements, and available technical assistance during the grant solicitation period. Large Bridge Project applications are due to the US DOT by August 9, 2022. Bridge Project applications are due to the US DOT by September 8, 2022. The following [Electronic Item 11](#) lists regional bridges currently rated in poor condition according to 2021 National Bridge Inventory (NBI) data. Regional agencies submitting projects must complete the [www.grants.gov](http://www.grants.gov) registration process, usually requiring two-four weeks for completion, prior to submitting applications. Assuming the projected timing for application development per each FY22 BIP funding category, agency requests to receive a Regional Transportation Council (RTC) letter of support should be submitted to Kyle Roy at [kroy@nctcoq.org](mailto:kroy@nctcoq.org) by the following deadlines:

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

Performance Measure(s) Addressed: Roadway, Safety

3:45 – 3:50

12. **2022 Transportation Safety Performance Report**

Action       Possible Action       Information      Minutes: 5

Presenter: Camille Fountain, NCTCOG

Item Summary: Staff will provide an update on items included in the 2021 Safety Program Performance Measures Report.

Background: The North Central Texas Council of Governments (NCTCOG) Safety Program Performance Measures Report provides an annual report on the performance of various NCTCOG safety

programs, projects, and statistics such as regional crash and fatality data, top 10 contributing factors for regional crashes, county-level crash rates, attendance statistics for Traffic Incident Management and Photogrammetry Training courses, and Roadside Assistance Program statistics. Also included in the performance report are updates on requirements to develop Safety Performance Targets. The 2021 NCTCOG Safety Program Performance Measures Report is included as [Electronic Item 12.1](#) and NCTCOG Regional Crash Fact Sheet is included as [Electronic Item 12.2](#).

Performance Measure(s) Addressed: Safety

3:50 – 3:50

13. **Fast Facts**

Action       Possible Action       Information      Minutes: 0  
Item Summary: Staff presentations will not be made. Please reference the material provided for each of the following topics.

1. Air Quality Funding Opportunities for Vehicles ([www.nctcog.org/aqfunding](http://www.nctcog.org/aqfunding))
2. Dallas-Fort Worth Clean Cities Events ([www.dfwcleancities.org](http://www.dfwcleancities.org))
3. Status Report on Texas Volkswagen Environmental Mitigation Program Funding ([Electronic Item 13.1](#))
4. 2022 Ozone Season Update ([Electronic Item 13.2](#))
5. NCTCOG Comments Letter Regarding EPA's Heavy-Duty Engine and Vehicle Standards Rule Proposal ([Electronic Item 13.3](#))
6. TransPod Certification Facility Proposal ([Electronic Item 13.4](#))
7. IJJA USDOT Competitive Grant Program Matrix ([Electronic Item 13.5](#))
8. May Public Meeting Minutes ([Electronic Item 13.6](#))
9. June Public Meeting Notice ([Electronic Item 13.7](#))
10. Public Comments Report ([Electronic Item 13.8](#))
11. Written Progress Reports:
  - Local Motion ([Electronic Item 13.9](#))
  - Partner Progress Reports ([Electronic Item 13.10](#))

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

17. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for **1:30 pm on July 22, 2022.**



## MINUTES

### **SURFACE TRANSPORTATION TECHNICAL COMMITTEE May 27, 2022**

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, May 27, 2022, 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 April 22, 2022, Minutes:** The minutes of the April 22, 2022, meeting were approved as submitted in Electronic Item 1. Bryan Beck (M); Walter Shumac, III (S). The motion passed unanimously.
2. **Consent Agenda:** The following items were included on the Consent Agenda.
  - 2.1. **2023-2026 Transportation Improvement Program (TIP) Document and Final Statewide TIP (STIP) Listings:** A recommendation for Regional Transportation Council (RTC) approval of the 2023-2026 TIP document, the final STIP listings, and the ability to amend the Unified Planning Work Program (UPWP) and other planning/administrative documents was requested. A new TIP is developed every two years through a cooperative effort between the North Central Texas Council of Governments, the Texas Department of Transportation, local governments, and transportation authorities. The TIP is a staged, multi-year listing of transportation projects with committed funding from federal, state, and local sources within the Dallas-Fort Worth Metropolitan Area. Electronic Item 2.1 contained an overview of the TIP development process and schedule. The 2023-2026 TIP Document and final STIP listings are available at the following weblink:  
<https://www.nctcog.org/trans/funds/tip/transportation-improvement-program/2023-2026tip>.
  - 2.2. **Air Quality Funding Recommendations Related to the Environmental Protection Agency National Clean Diesel Funding Assistance Program:** Staff requested Committee approval of funding recommendations for the North Texas Clean Diesel Project 2021 Call for Projects. The North Central Texas Council of Governments opened the North Texas Clean Diesel Project 2021 Call for Projects (CFP) through an Environmental Protection Agency National Clean Diesel Funding Assistance Program award. The CFP award grants funds for replacements of on-road diesel vehicles and engines, nonroad diesel equipment, diesel transport refrigeration unit trailers, diesel drayage trucks, locomotive engines, and locomotive shore power installation in North Central Texas. Applications were received from the City of Dallas, Hirschbach Motor Lines, and Smurfit Kappa by the CFP deadline of April 15, 2022. Staff completed review, quantified emissions, and developed project funding recommendations. This initiative is an extension of clean vehicle efforts listed as Weight-of-Evidence in the current State Implementation Plan. Electronic Item 2.2.1 provided an overview of the call for projects and staff recommendations. Electronic Item 2.2.2 provides detailed project listings.
  - 2.3. **Endorsement of Western Subregion Transit Partnership:** On May 12, 2022, Regional Transportation Council approved Electronic Item 2.3 on transit partnerships that permitted a path forward for the East Lancaster corridor to be

submitted for federal Discretionary funds. Additional information on the East Lancaster Avenue project was provided in Item 6. Electronic Item 2.3 contained the funding allocation for the extension of passenger rail into the Fort Worth hospital district and the construction of the Trinity Lakes Station. The City of Fort Worth is proceeding with Katy Lofts without Regional Transportation Council funds. A minor adjustment to the IH 35W Guaranteed Transit Program was included in the approval request. Again, the Lancaster project requested for approval in Item 6.

A motion was made to approve Items 2.1, Item 2.2, and endorsement of Item 2.3 on the Consent Agenda. Clarence Daugherty (M); Robert Woodbury (S). The motion passed unanimously.

3. **Mobility 2045 Update and Transportation Conformity:** Amy Johnson and Vivek Thimmavajjhala described updates on development of the Mobility 2045 Update that was presented for action, including a new financial plan, updated demographic forecasts, updated travel demand modeling tool, and necessary refinements to policies, programs, and projects in the current plan, Mobility 2045. Amy Johnson provided an overview of efforts to update Mobility 2045. The major components are as follows: plan content such as programs, policies, and projects; financial plan, including financial constraint; nondiscrimination analysis, which shows no disparate impacts found; air quality conformity consistent with federal/state air quality goals. Recent revisions to project maps/listings include administrative refinements for consistency with TIP and MTP recommendations (Project ID's, costs, names, limits, etc.), project development phases and staging adjustments for consistency, and no change to transit or roadway recommendations. Chapter contents include Map Your Experience summaries added to Mobility Options and Social Considerations, air quality conformity results added to Environmental Considerations chapter, and Financial Reality chapter updated with final figures. Including the draft financial plan expenditures to maximize existing system: \$39.5B for the overall financial plan comes to a total of \$148.3B. The official public comment period began April 1, 2022, and concluded May 31, 2022. The public comments received have been constructive and supportive of the plan. The Mobility 2045 Update will be presented for action at the Regional Transportation Council meeting in June. Vivek Thimmavajjhala provided an overview of the 2022 Transportation Air Quality Conformity Analysis, which is required by federal legislation. It demonstrates that projected emissions from transportation projects are within emission limits (Motor Vehicle Emissions Budgets) established by the State Implementation Plan (SIP), and ensures federal funding and approval is applied to transportation projects that are consistent with air quality planning goals. Draft project listings were included as Electronic item 3.1, and a comprehensive list of public comments received was available in Electronic Item 3.2. Additional details were provided in Electronic Item 3.3. Michael Morris acknowledged the hard work that Dan Lamers and this team. He congratulated staff on the long journey.

Following general discussion regarding the Mobility 2045 Update and Transportation Conformity, a motion was made to endorse the projects, programs, and policies contained in Mobility 2045 Update and recommend the Regional Transportation Council adopt the Mobility 2045 Update and associated 2022 Transportation Conformity as presented. Kelly Johnson (M); Eric Fladager (S). The motion passed unanimously.

4. **Dallas-Fort Worth Regional East/West Funding Distribution – Infrastructure Investment and Jobs Act:** Brian Dell provided an overview on the funding distribution between the Eastern (Dallas and Paris Districts) and Western (Fort Worth District) subregions with the recent passage of the Infrastructure Investment and Jobs Act (IIJA). Federal funding comes to the region from federal transportation apportionments via the

Texas Department of Transportation (TxDOT). Apportionments are based on several factors depending on the funding source (e.g., population, emissions). While funds cannot be suballocated to cities or counties (per federal law), funds can be split along TxDOT District lines. This practice has helped the region stay focused on overall priorities versus focusing on what local government or agency has received funding. Instead, each subregion works within their available funding. Regional Transportation Council (RTC) Bylaws require that funding distributions be reevaluated with each new transportation funding bill for air quality and mobility funds; transit funds are re-evaluated each year as federal apportionments are received. On November 15, 2021, the Infrastructure Investment & Jobs Act (IIJA) was signed into law, which necessitates a review of the latest East/West funding distribution. The first category of funds is the Air Quality funds: Funding intended for air quality projects that address attainment of national ambient air quality standards in nonattainment areas. Allocations to the region are based on population and air quality nonattainment factors. The East/West funding split for air quality funds generally applies to Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds and Transportation Alternatives Set-Aside funds. East/West Distribution Formula Inputs are based on tons per day of ozone precursors, specifically Volatile Organic Compounds (VOCs) and Nitrogen Oxides (NOx). The second category is Mobility Funds which are designed for mobility projects addressing transportation needs within Metropolitan Area Boundaries with populations of 200,000 or greater. Allocations are based on the population of Urbanized Areas (UZA) in the region. Resulting percentage split applies to the RTC's mobility funding categories such as Surface Transportation Block Grant Program (STBG) and Category 2 funding. East/West Distribution Formula Inputs include population, employment, activity (population and employment equalized to account for communities where available jobs might exceed population or vice versa) and Vehicle Miles Traveled (VMT). Brian noted that over the last six years staff has been operating under funding distribution percentages from the Fixing America's Surface Transportation Act or FAST Act (2015). Formula Inputs for Mobility funds under the current IIJA round out to 31 percent for the Western Subregion and 69 percent for the Eastern Subregion based on the 12-county MPA boundary and would be the proposed funding distribution going forward. Air Quality funds based on the ozone precursors tons per day in the 10-county non-attainment area are proposed to be distributed at 36 percent for the Western subregion and 64 percent for the Eastern subregion. Staff also considered equity and environmental justice, and indicators show a minority, low income, and/or limited English proficiency population distribution similar to the funding distribution for the western and eastern regions that was proposed: Minority: 30 percent for the Western subregion and 70 percent for the Eastern subregion; Low income: 33 percent for the Western subregion and 67 percent for the Eastern subregion; Limited English Proficiency: 27 percent in the Western Subregion and 73 percent for the Eastern Subregion. STTC and RTC action will be requested in May and June 2022, respectfully. If approved, the updated funding distribution will be applied to all RTC-selected funding programs. Electronic Item 4 provided additional information on the process for establishing the split and the proposed new splits for both mobility and air quality funds. Brian also thanked the air quality team and the model team for their hard work.

A motion was made to approve the new proposed funding splits for air quality and mobility funds: 36% West and 64% East for air quality funds; 31% West and 69% East for mobility funds; and directing staff to begin applying these revised formulas to project selection efforts from this point forward. Bryan Beck (M); Jim O'Connor (S). The motion passed unanimously.

5. **Funding Recommendations for the Electric Vehicle Charging Station Call for Projects:** Jared Wright requested Committee approval of funding recommendations for the Electric Vehicle Charging Station Call for Projects. The North Central Texas Council of Governments

(NCTCOG) opened the Electric Vehicle (EV) Charging Station Call for Projects (CFP) in March 2022 with Congestion Mitigation and Air Quality Improvement Program funds. This CFP awards funding for the purchase of and installation of publicly accessible Level 2 or Direct Current Fast Charge (DCFC) electric vehicle charging stations. This initiative helps advance adoption of electric vehicles, both among public sector fleets and the general public, and reduce tailpipe emissions of ozone precursors. Eleven applications were received by the CFP deadline of April 22, 2022; over \$3 million funds were requested for 55 charging stations on 26 charging sites (33 Level 2 chargers and 22 direct current fast chargers); each charging site scored separately and ranked; and once approved, recommended projects must pass procurement review and meet Buy America Requirements. Staff has completed review and developed project funding recommendations. Expansion of electric vehicle adoption is incorporated as part of the Weight-of-Evidence in the latest approved Dallas-Fort Worth State Implementation Plan. Jared highlighted the selection criteria: advancing electrification up to 75 points, fill gaps in existing Infrastructure Network and/or enable new fleet electrification, located in a jurisdiction with no existing charging stations, serves a public fleet with no existing EVs, number and type of fleet vehicles expected to use charging stations, ability to charge multiple EVs at one time or multiple locations in one application, applicant identifies broader, long-range plan to electrify. Serve communities prioritized by the Justice40 Initiative: Include strategies to minimize grid impacts, features such as managed charging, integrated storage, etc., and chargers with vehicle to grid capabilities. Subrecipient oversight criteria – up to 25 points: The projects will be compared to NCTCOG’s burden to administer the project, ease of federal procurement determination, cooperative procurement contracts and Buy America Forms with application, and risk associated with subrecipient administration. The projects in the recommended waitlist will be funded in priority order in the event awarded projects are not able to proceed. Milestone schedule is as follows: STTC recommendations of awards - May 27, 2022, RTC recommendation of awards – June 9, 2022, Executive Board Authorization of Awards – June 23, 2022, and Project Completion/Reimbursement deadline – July 31, 2022. Other opportunity now open: TCEQ Texas Emission Reduction Plan (TERP) Alternative Fueling Facilities Program will fund up to 50 percent of eligible costs for electric vehicle charging station projects priority for projects open to the public. Michael Morris wanted to reiterate that we operate in good faith and scored all of the projects with the original methodology, we are holding firm to all the winners; we recently got the map updated with information by the producer of the map. We went through and evaluated how we would have done it differently and awarding money to all those individuals as well.

A motion was made to approve funding recommendations for the Electric Vehicle Charging Station Call for Projects; Weatherford College – Community College Campus, with 7 chargers, \$295,050 funding requested and recommended, with a total score of 83.7; City of Irving – Library, with 1 charger, \$238,121 funding requested, \$191,441 funding recommended with a total score of 77.6; City of Mesquite – City Hall with 1 charger, \$17,454 funding requested and recommended with a total score of 75.6; City of Mesquite – Municipal Bldg. with 2 chargers, \$40,249 funding requested and recommended with a total score of 68.4; City of Dallas – SE Service Center with 2 chargers, \$193,676 funding requested and recommended with a total score of 68.2; City of Lewisville – City Hall with 2 chargers, \$67,892 funding requested and recommended with a total score of 65.5; DART – Light Rail Station with 1 charger, \$33,710 funding requested and recommended with a total score of 65.5; DART – Transit Facility (Park & Ride) with 1 charger, \$45,762 funding requested and recommended with a total score of 64.4; City of Dallas – Central Service Center with 2 chargers, \$193,676 funding requested, \$182,658 funding recommended with a total score of 64.2; with 19 total projects, \$1,125,590 funding requested, and \$1,067,892

funding recommended. Jim O' Conner (M); Kelly Porter (S). Chad Davis voted against this item. The motion passed.

6. **Endorsement of Fiscal Year (FY) 2022 Multimodal Project Discretionary Grant (MPDG)**

**Program:** Jeff Neal requested approval from the Committee regarding endorsement of projects submitted for funding consideration through the Fiscal Year (FY) 2022 Multimodal Project Discretionary Grant (MPDG) Program. This agenda item was tied together with Item 2.3 on the consent agenda and provided the opportunity for interested parties to apply for three different grant opportunities and obtain funding for multiple programs with a single application. This \$2.85 billion program solicits project applications for three funding opportunities: The National Infrastructure Project Assistance Grants Program (MEGA), the Nationally Significant Multimodal Freight and Highway Projects Grant Program (INFRA), and the Rural Surface Transportation Grant Program (RURAL). The Notice of Funding Opportunity (NOFO) combines three major discretionary grant programs in efforts to reduce burdens for State and local applicants, increase the pipeline of "shovel-worthy" projects now possible because of the Bipartisan Infrastructure Law (BIL), and enable US DOT to get a more comprehensive view of projects in development nationwide. Applications were due to the US DOT by May 23, 2022, for the following funding programs (with additional details provided in Electronic Item 6.1): The National Infrastructure Project Assistance (MEGA) Program will provide \$1 billion in FY2022 funding for major projects too large or complex for traditional funding programs. This is a new competitive grant program under the BIL. The Nationally Significant Multimodal Freight and Highway Projects Grant Program is a continuation of the existing Infrastructure for Rebuilding America (INFRA) Program, and it will provide \$1.55 billion in FY2022 funding for highway, bridge, freight rail, intermodal, and marine transportation projects of regional and national significance. The Rural Surface Transportation Grant Program (RURAL) will provide \$300 million in FY2022 funding supporting projects to improve/expand rural area surface transportation infrastructure for increased connectivity and enhanced safety and reliability of people and freight movements to generate regional economic growth and greater quality of life. Agency requests to receive a letter of support from the RTC were to be submitted to Kyle Roy by Thursday, May 12, 2022. FY2022 MPDG grant application submittal deadline was May 23, 2022. For the east subregion, NCTCOG staff proposed to submit the South Dallas County Inland Port Multimodal Connectivity Project as a consolidated application under both the INFRA and RURAL Grant programs. Additionally, NCTCOG will partner with the Texas Department of Transportation (TxDOT) – Dallas District as a co-sponsor for the re-submittal of the IH 30 Downtown Dallas Canyon Project under the INFRA and MEGA Grant programs (originally submitted in FY2021). For the west subregion, NCTCOG proposed to re-submit the East Lancaster Avenue Complete Streets and Transit Technology Project under the INFRA and MEGA Grant programs (originally submitted in FY2021). Following a request for RTC approval, Executive Board endorsement will be requested on May 26, 2022, and STTC endorsement on May 27, 2022. Jeff Neal publicly thanked everyone on his team and others that helped with the projects for their patience and cooperation.

Based on previous approval of the Endorsement of Western Subregion Transit Partnership in Item 2.3 on the Consent Agenda, a motion was made to approve requested STTC endorsement: Based on May 12, 2022, RTC action and STTC endorsement of Western Subregion Transit Partnership (Consent Agenda Item 2.3). Staff requested STTC endorsement of the allocation of new RTC funds (same as RAISE – April 2022), for the South Dallas County Inland Port Multimodal Connectivity – \$12,530,000 STBG funds (including 4,270,000 TDCs); proposed projects to submit for funding consideration through FY22 MPDG Program; and directing for staff to administratively amend NCTCOG and State Transportation Improvement Programs (TIP/STIP), as well as other planning/administrative

documents, to include proposed projects if selected for an FY22 MPDG Grant award. Eric Fladager (M); Mike Galizio (S). The motion passed unanimously.

7. **Director of Transportation Report on Selected Items:** Chair Tanya Brooks noted there was an additional item added to the Director's Report, Regional Sidewalk Data Layer; Karla Windsor and Travis Liska will send out information regarding the Data Layer to the Committee. Michael Morris provided an update on the rest of the items on the Director's Report: Bill Hale, former Chief Engineer, from Texas Department of Transportation (TxDOT) was recognized and celebrated for his years of service on the Regional Transportation Council and for all the work that he did for TxDOT and the Dallas-Fort Worth region. Bill Hale recently retired from TxDOT. The RTC Bylaws Revision Subcommittee and Nominating Subcommittee rosters will be announced at RTC meeting. TRB Report 26555/Metropolitan Planning Organizations Strategies for Future Success is available and contains information on NCTCOG. IH 635/IH35 Wishbone Connector Revenue Share - Electronic Item 7.2 was highlighted as Michael mentioned this item will go to Christie Gotti and Transportation Improvement Program (TIP) team to develop a new policy. Status Report on Federal Highway Administration Alternative Fuel Corridors and the Bipartisan Infrastructure Law: Texas Department of Transportation's feedback deadline date of May 15, 2022, extended to June 15, 2022. Michael mentioned the Title VI went to the Executive Board on May 26, 2022. It was requested by Executive Board member, that NCTCOG staff get more educated on whether NCTCOG communities are in compliance with the Americans with Disability Act and if they have accessibility to sidewalks, transition areas, and intersections to get past the curb and any other means of external transportation. There is interest in making sure that proper waivers are being granted. Michael also publicly thanked Ken Kirkpatrick for all the work mediating this over the past two-to-three years. Walter Shumac thanked Michael and the North Central Texas Council of Governments for looking out for the region.
8. **Upcoming FY2022 BIL Discretionary Grant Programs – Project Slotting Coordination:** Jeff Neal discussed available details, as well as project coordination and development strategies, concerning Bipartisan Infrastructure Law (BIL) Discretionary Grant Programs with Notices of Funding Opportunity (NOFOs) soon to be released. Many new discretionary grant programs will be provided under BIL, with NCTCOG and its local government partners eligible to apply for over 20 of those programs. The biggest project that's come about is the Safe Streets and Roads for All Grant Program (SS4A); this is a \$1 billion dollar program divided into \$400 million for action plan requests; \$600 million for implementation grant requests; and no state can earn more than 15 percent overall of the funds associated with this program. Jeff noted the minimum and maximum awards for action plan versus implementation plan detailed on slide 2 of Electronic Item 8. He also noted that each agency has a one application limit for either an action plan or an implementation grant, that is the only application. Entities must self-certify their action plan eligibility in order to apply for an implementation grant. Cost Sharing: 80% federal/20% non-Federal (all); Obligation: 1 year after award. Performance Period (max.): Action plan - 2 years; Implementation - 5 years. Eligible Activities/Costs – Action Plan: Developing a Comprehensive Safety Action Plan and Supplemental action plan activities in support of an existing Action Plan. Eligible Activities/Costs – Implementation: Conducting planning, design, and development activities for Action Plan project and strategies and Carrying out projects/strategies identified in an Action Plan – Infrastructure, behavioral, or operational measures directly related to addressing safety problem(s). Application deadline is September 15, 2022. NCTCOG Status: Pedestrian Safety Action Plan (PSAP) eligibility under review; planned to be brought to STTC/RTC later this summer with updated language on monitoring and equity considerations/impacts; pending Roadway Safety Action Plan eligibility assessed and verified; planned for STTC/RTC adoption prior to SS4A application deadline; and interested

entities should contact Natalie Bettger, Karla Windsor, and/or Thomas Bamonte to establish local project/Action Plan candidacy, as well as seek agreement with TxDOT regarding on-system projects. Pending BIL Grant notice of funding opportunities – FY22: Bridge Investment Program (\$2.5B) – June: Using 2020-21 National Bridge Inventory (NBI) data for bridge condition/functionality and Jeff Neal/Christie Gotti to coordinate with Texas Department of Transportation Districts for identifying potential on-system bridges. Railroad Crossing Elimination Program (\$600M) – June: Roadway/Pathway – rail grade crossing improvements focusing on safety/mobility of people & goods and Dan Lamers/Jeff Hathcock coordinating rail/road provider list of possible grade separations & closures. Reconnecting Communities Pilot Program (\$195M) – June: \$50M – Planning Grants (80% Federal; max. – \$2M/Applicant); \$145M – Capital Grants (50% Federal; min.– \$5M/Project); Eligible transportation facilities creating community connectivity barriers to mobility, access, or economic development; and Jeff Neal to coordinate project identification/development through NCTCOG program areas & local governments/providers. Strengthening Mobility & Revolutionizing Transportation (SMART) Program (\$100M) – September: Projects advancing smart city/community technologies & systems to improve transportation efficiency & safety; large communities (> 400K) – 40%; mid-sized communities – 30%; Rural/Regional Partnerships – 30%; and SMART Grant Briefing/Roundtable – Regional Partners: June 28, 2022 @ 1:00-2:00pm (contact Thomas Bamonte). Status of other BIL Grant funding opportunities. Status of other BIL Grant funding opportunities – FY22: Completed FY22 MPO-eligible BIL solicitations: Local and Regional Project Assistance Program (RAISE) – Projects submitted; Multimodal Projects Discretionary Grant Program (INFRA/MEGA/RURAL) – Projects submitted; Port Infrastructure Development Grant Program (PIDG); and Federal – State Partnership for Intercity Passenger Rail Grant Program. MPO-eligible FY 22 BIL solicitations – NCTCOG not pursuing: Nationally Significant Federal Lands and Tribal Projects Program (NSFLTP) and Pilot Program for Transit-Oriented Development (TOD) Planning. MPO-eligible FY22 BIL solicitations funded, but NOFO release not scheduled: Wildlife Crossings Pilot Program, Charging & Fueling Infrastructure Program, Congestion Relief Program, Prioritization Process Grant Program, Strategic Innovation for Revenue Collection Pilot Program, Advanced Transportation Technologies & Innovative Mobility Deployment, and Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation Projects (PROTECT). MPO-eligible BIL solicitations not funded for FY22: Healthy Streets Program and Active Transportation Infrastructure Investment Program. Michael Morris mentioned a potential workshop on safety is in the works and North Central Texas Council of Governments will bring a program with as much \$50 million item on safety to turn around this fatality rate. Clarence Daugherty asked emphasis would be on an existing bridge or an existing railroad crossing to make it safer or room for improvement? Could it apply to a place where you have a new corridor, a new bridge, or a new opportunity for a railroad crossing? Jeff Neal responded that he is looking every day for there to be more specific information on railroad crossing removal program, but he mentioned he is getting the impression that on past programs that it can be a new grade separation meant to address issues happening at an existing crossing. That is a way to address specific needs as Jeff understands it. The Bridge Investment Program deals with the repair, removal, or replacement of existing bridges.

9. **Environmental Score Card and Air Quality Task Force:** At the request of Regional Transportation Council Chair Theresa Daniel, Jenny Narvaez provided information on environmental efforts currently ongoing and future opportunities. As environmental considerations are increasingly integrated into traditional transportation planning; a summary of environmental stewardship efforts was highlighted along with indicators measuring the state of impact. Jenny discussed program assessments and noted that certain items have a direct or indirect impact on the environment. Examples of such items

include Air Quality (direct), Traffic Congestion (indirect), Sustainable Development (direct), Transit (direct), System Resiliency (indirect), and Autonomous Vehicles (indirect). Jenny presented indicators measuring the impact certain programs and activities have on these items. The impacts of this observation will be applicable to the 2024–2026 management and operations, regional air quality, and Safety Funding Program Summer of 2022, federal and local performance measure targets, state implementation plan weight-of-evidence, regional growth forecasts, and increasing climate emphasis.

10. **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 10.1)
  4. 2022 Ozone Season Update (Electronic Item 10.2)
  5. Status of Ozone Reclassification (Electronic Item 10.3)
  6. TCEQ Response to NCTCOG Input on Alternative Fueling Facilities Program (Electronic Item 10.4)
  7. April Public Meeting Minutes (Electronic Item 10.5)
  8. June Public Meeting Notice (Electronic Item 10.6)
  9. Public Comments Report (Electronic Item 10.7)
  10. Written Progress Reports:
    - Local Motion (Electronic Item 10.8)
    - Partner Progress Reports (Electronic Item 10.9)

11. **Other Business (Old or New):** There was no discussion on this item.

12. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on June 24, 2022.

Adjourned at 3:02 PM.





North Central Texas Council of Governments

TO: Surface Transportation Technical Committee

DATE: June 17, 2022

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 third set of proposed modifications to the FY2022 and FY2023 UPWP. Included in these amendments are new initiatives, project updates, and funding adjustments. The proposed modifications have been posted on the NCTCOG website for public review and comment as part of the June public outreach opportunity. Comments received as a result of the public outreach process, if any, will be provided.

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

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

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

- 1.02 Program and Policy Administration – Program Administration (add \$157,500 TPF to support NCTCOG service as financial agent for processing costs associated with the Texas Metropolitan Planning Organization [TEMPO], including dues to the national Association of Metropolitan Planning Organizations, which represents the majority of the expenses)

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

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

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

Please contact Vercie Pruitt-Jenkins at (817) 608-2325 or [VPruitt-Jenkins@nctcog.org](mailto:VPruitt-Jenkins@nctcog.org) or me at (817) 695-9242 or [valexander@nctcog.org](mailto: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 #3 TO THE FY2022 AND FY2023 UNIFIED PLANNING WORK PROGRAM

### 3.02 Regional Air Quality Planning

#### Rider 7 Air Quality Planning Activities

##### *Other Funding Sources*

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

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

### 3.04 Public Transportation Planning

#### Regional Public Transportation Coordination

##### *Transportation Planning Funds*

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

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

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

### **5.03 Land-Use/Transportation Initiatives**

#### Bicycle and Pedestrian Planning

##### *Other Funding Sources*

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

## **VIII. Overview of Work Program Funding**

### **Proposed Budget**

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

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

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

**EXHIBIT VIII-3**  
**Anticipated Equipment/Software Purchases/Leases**

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

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

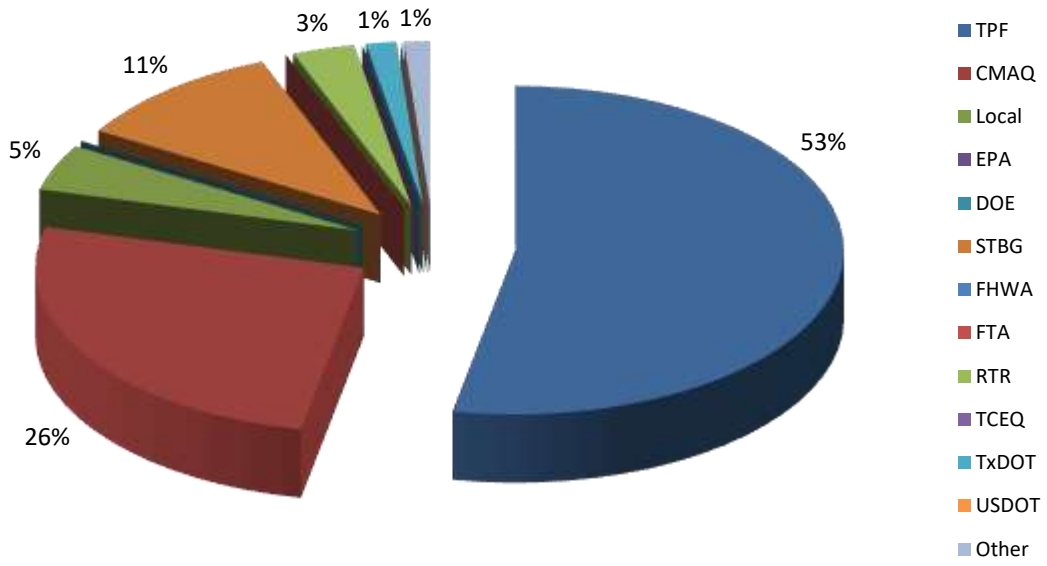


**E. Funding Summary**

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

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

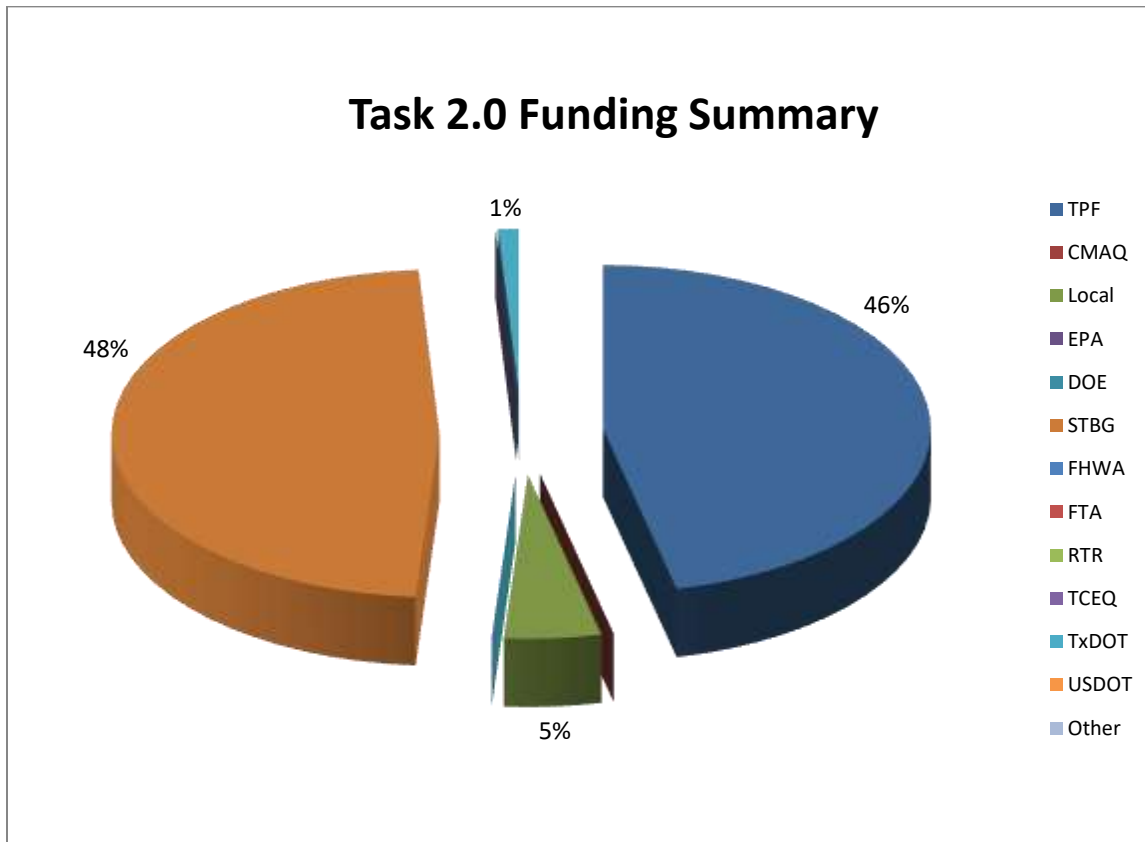
# Task 1.0 Funding Summary



## E. Funding Summary

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

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

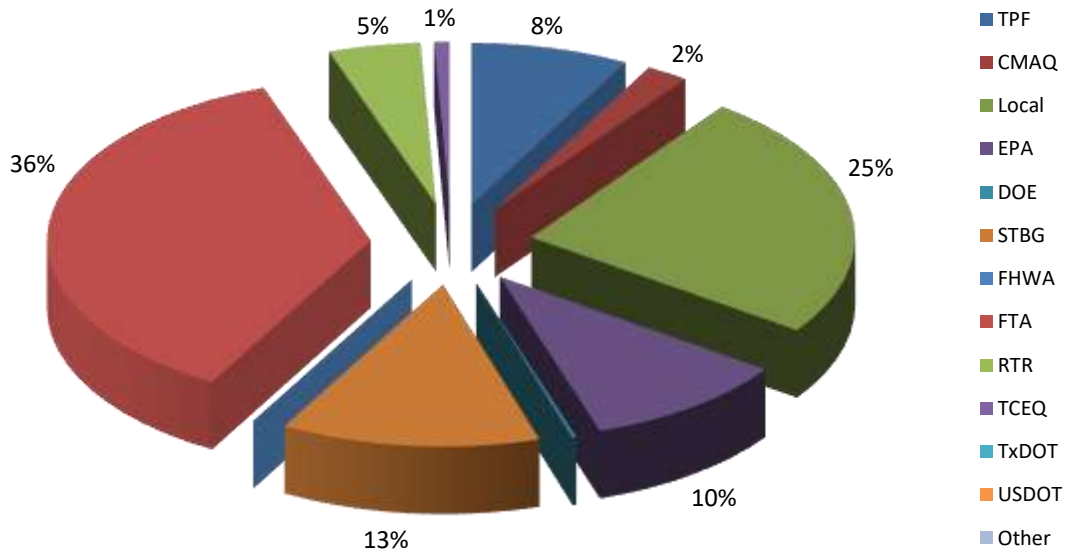


**E. Funding Summary**

Subtask	TPF <sup>1</sup>	Additional Funding		Total
		Amount	Source	
3.01	\$2,899,200	\$1,183,300	RTR	
		\$918,200	STBG	
<b>Subtotal</b>				\$5,000,700
3.02	<b>\$1,078,700</b>			
		<b>\$270,000</b>	TCEQ	
<b>Subtotal</b>				<b>\$1,348,700</b>
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	
<b>Subtotal</b>				\$32,199,929
3.04	<b>\$1,705,900</b>			
		\$976,600	FTA	
		\$816,800	STBG	
<b>Subtotal</b>				<b>\$3,499,300</b>
3.05		\$25,256,050	FTA	
		\$1,459,400	Local	
		\$2,136,000	RTR	
		\$1,000,000	STBG	
<b>Subtotal</b>				\$29,851,450
<b>Total</b>	<b>\$5,683,800</b>	<b>\$66,216,279</b>		<b>\$71,900,079</b>

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

# Task 3.0 Funding Summary

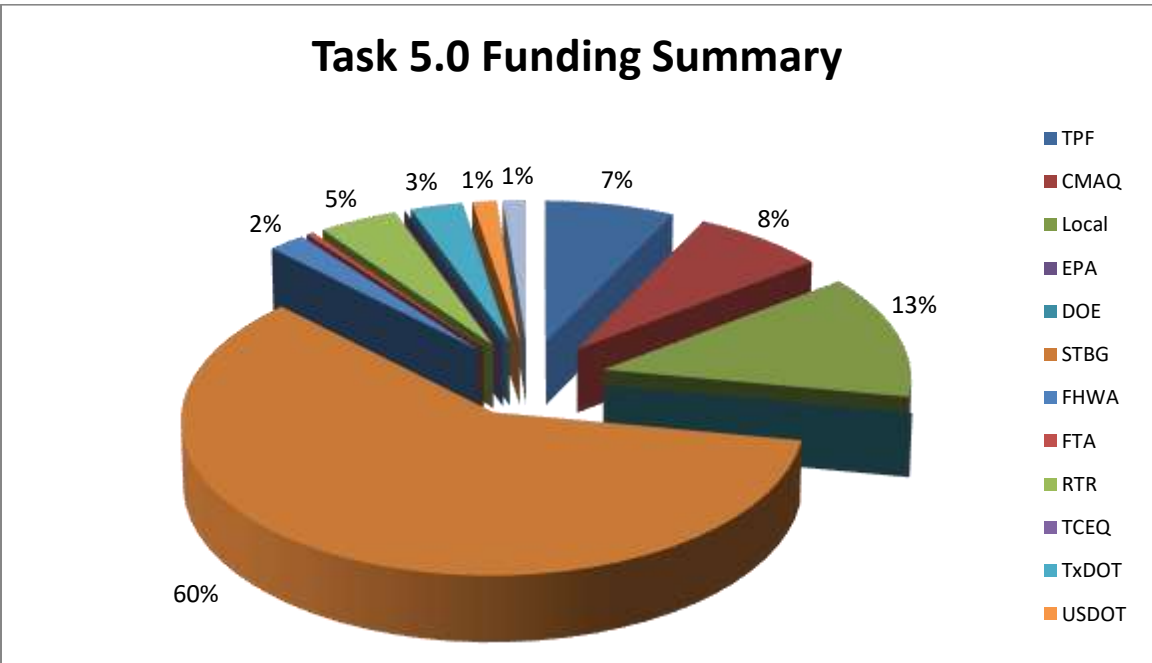


### E. Funding Summary

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

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

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

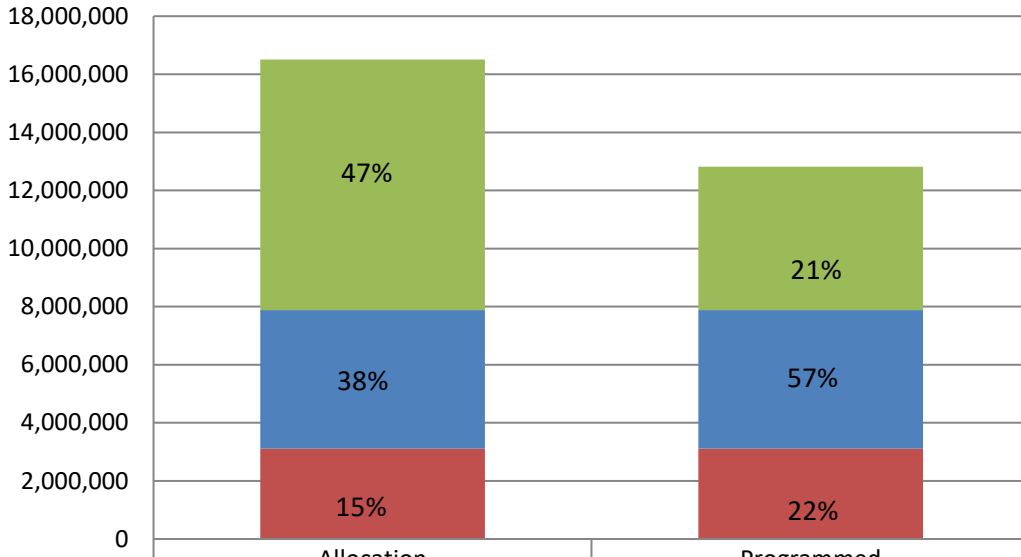


**EXHIBIT VIII-1  
FY2022 AND FY2023 TPF PROGRAMMING SUMMARY**

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

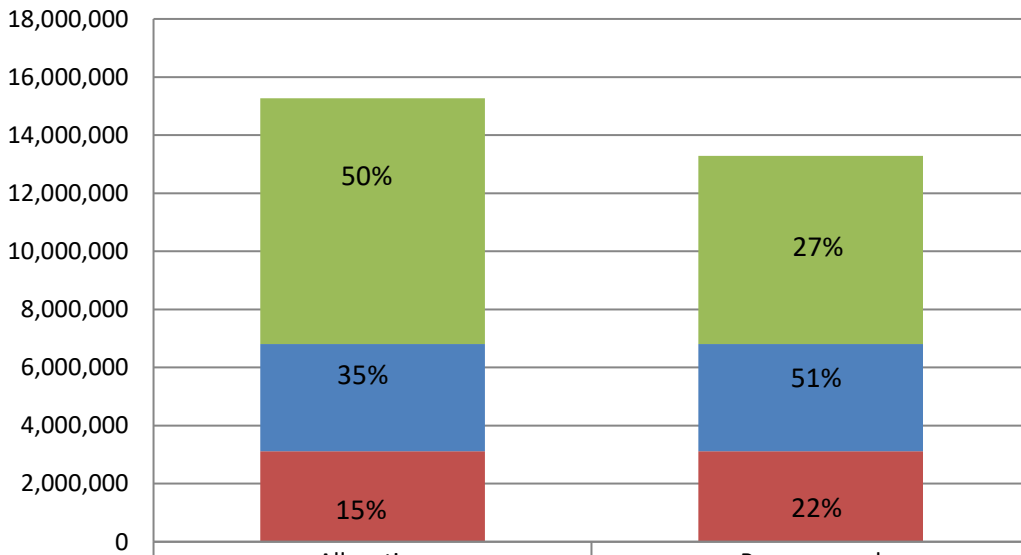


## Summary of TPF 2022 Funding Levels



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

## Summary of TPF 2023 Funding Levels

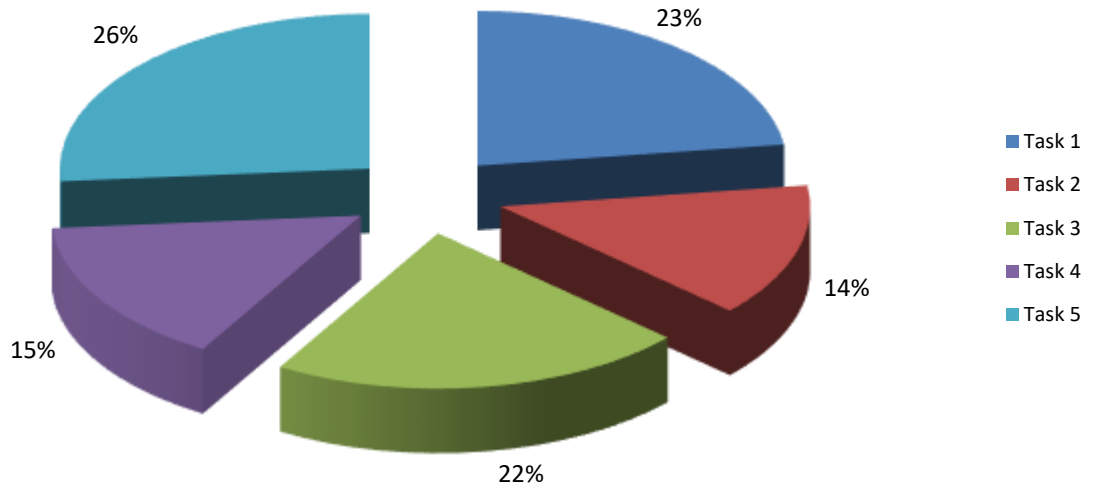


	Allocation	Programmed
FHWA (PL-112)	8,463,215	6,486,793
Carryover	3,691,143	3,691,143
FTA (5303)	3,110,814	3,110,814

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

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

## Transportation Planning Funds (TPF) Summary by Task



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

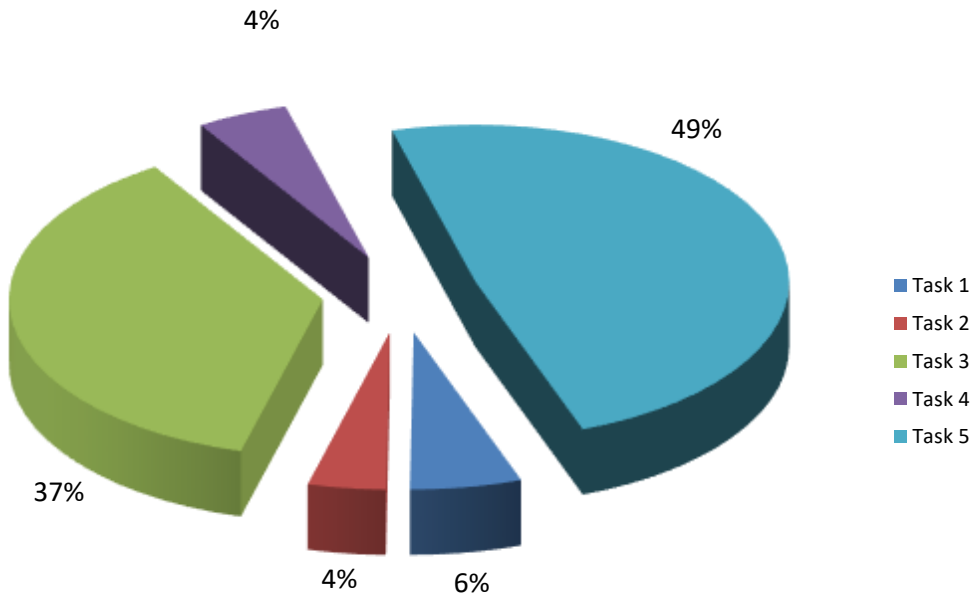
Funding Source	Task 1.0 Administration	Task 2.0 Data Development	Task 3.0 Short Range Planning	Task 4.0 Metropolitan Transportation Planning	Task 5.0 Special Studies	Total
FTA Activities	44.21.00	44.22.00	44.24.00 44.25.00	44.23.01	44.23.02 44.24.00 44.22.00 44.27.00	
TPF <sup>1</sup>	<b>\$5,957,200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

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

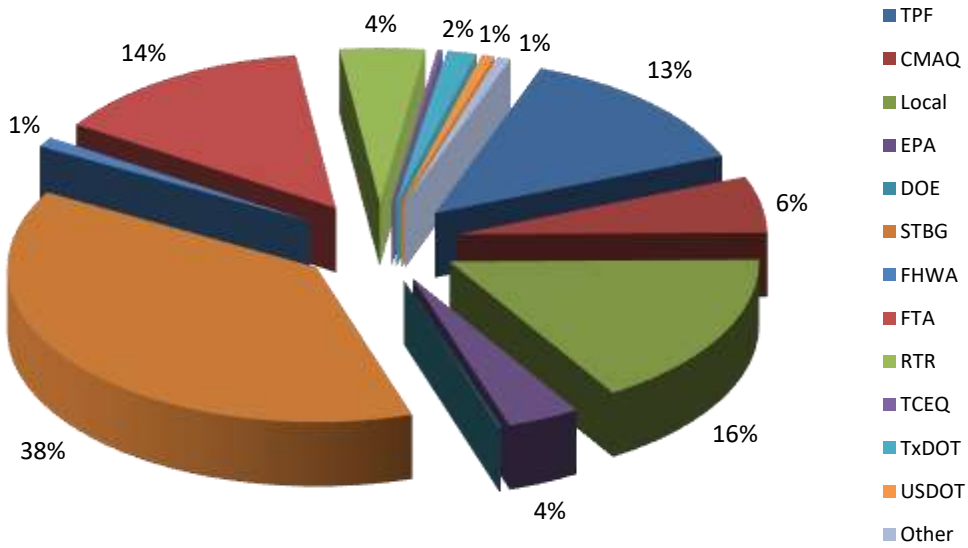
Combined Transportation Planning Funds <sup>2</sup>	<b>\$23,305,558.00</b>
Estimated Unexpended Carryover	<u>\$4,774,364.00</u>
<b>TOTAL TPF:</b>	<b>\$28,079,922.00</b>

<sup>2</sup> 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  
June 24, 2022**

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

## ***Transportation Programming Increase from Transportation Planning Funds***

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

## ***Transportation Planning Funds Two-year Summary***

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



## ***Total Programming Increase from Other Sources***

<b>Funding Source</b>	<b>Additional Funding</b>
Texas Commission on Environmental Quality	\$257,000
Local	\$293,000
<b>Total Increase</b>	<b>\$550,000</b>

## ***Modification Schedule***

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

## ***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***

**Dan Kessler**  
**Assistant Director of Transportation**  
**817-695-9248**  
[dkessler@nctcog.org](mailto:dkessler@nctcog.org)

**Vickie Alexander**  
**Program Manager**  
**817-695-9242**  
[valexander@nctcog.org](mailto:valexander@nctcog.org)

**Vercie Pruitt-Jenkins**  
**Administrative Program Coordinator**  
**817-608-2325**  
[VPruitt-Jenkins@nctcog.org](mailto:VPruitt-Jenkins@nctcog.org)



North Central Texas  
Council of Governments  
Transportation Department

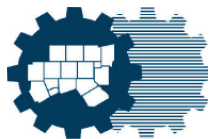
<https://www.nctcog.org/trans/study/unified-planning-work-program>



# Transportation Alternatives Set-Aside Program

2022 Call for Projects  
for the North Central Texas Region  
Surface Transportation Technical Committee

June 24, 2022



# Overview of TA Set-Aside updates under the Bipartisan Infrastructure Law (BIL)

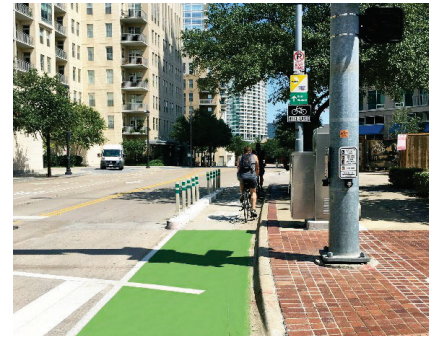
- Eligible uses of the funds include all projects and activities that were previously eligible under the Transportation Alternatives Program under the Moving Ahead for Progress in the 21st Century Act (MAP-21)
- Increased TA Set-Aside federal funding (more than 60% increase), with MPOs suballocated a larger share
- Education activities related to safe routes to school projects are eligible



# Eligible Project Activities

May include:

- Shared-Use Paths (Trails)
- On-Street Bikeways
- Sidewalks, Crosswalks, Curb Ramps
- Pedestrian and Bicycle Safety Countermeasures and Technology
- Protected Intersections
- Education Activities for Safe Routes to School Projects



# Application Categories and Projects

Eligible Projects	Active Transportation	Safe Routes to School Must be within 2 miles of a school	Safe Routes to Rail Must be within one half-mile of a rail station	Safety and Technology
Bicycle Parking	○	○	○	-
Bicycle and/or Pedestrian Count Equipment	○	-	-	●
Crossing Safety Improvements (HAWK, RRFB, refuge islands, etc.)	○	○	○	●
Education Activities for Safe Routes to School	-	●	-	-
On-Street Bikeways (separated bike lanes, bike boxes, etc.)	●	○	○	-
Pedestrian Improvements (sidewalks, crosswalks, curb ramps, etc.)	○	●	●	●
Pedestrian Scale Lighting	○	○	○	●
Protected Intersections	○	○	○	●
Road Diets	●	○	○	○
Shared-Use Paths (Trails)	●	○	○	-

● Primary eligible project in an application

○ Supporting eligible project in an application

(-) Not Eligible





# Funding Overview

Approximately \$40+ million in federal funding is anticipated to award

<b><i>Project Activity</i></b>	<b><i>Minimum</i></b> Federal Funding Award <i>per Project</i>	<b><i>Maximum</i></b> Federal Funding Award <i>per Project</i>
<b>Construction</b>	<b>\$500,000</b>	<b>No Limit</b>
<b>Safe Routes to School Education Activities</b>	<b>\$250,000</b>	



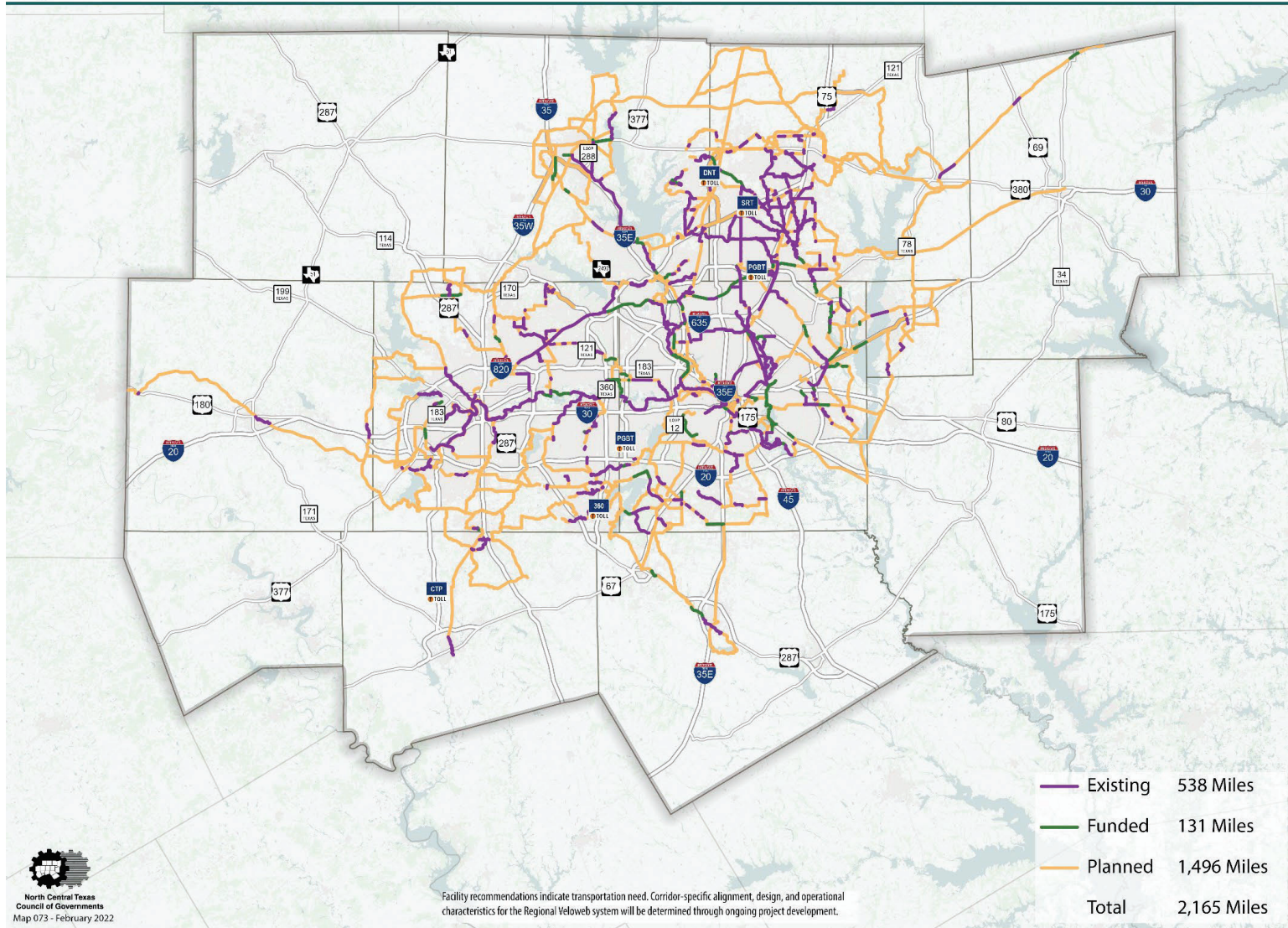
# Funding Overview, cont.

- **Construction-implementation projects**
  - Engineering and Environmental Phases: 100 percent locally funded
  - Construction Phases: Minimum 20 percent local match
- **Safe Routes to School education activities: Minimum 20 percent local match**
- **Local match must be cash or Transportation Development Credits (TDCs)**
  - No in-kind contributions
  - Agencies may request use of TDCs (in lieu of a local match) if qualified through the MTP Policy Bundle process, *OR*
  - Agencies may request Regional Transportation Council (RTC) TDCs (in lieu of a local match) for projects implementing the Regional Veloweb as identified in Mobility 2045 (2022 Update). Use of RTC TDCs will be limited to 2 applications per agency.



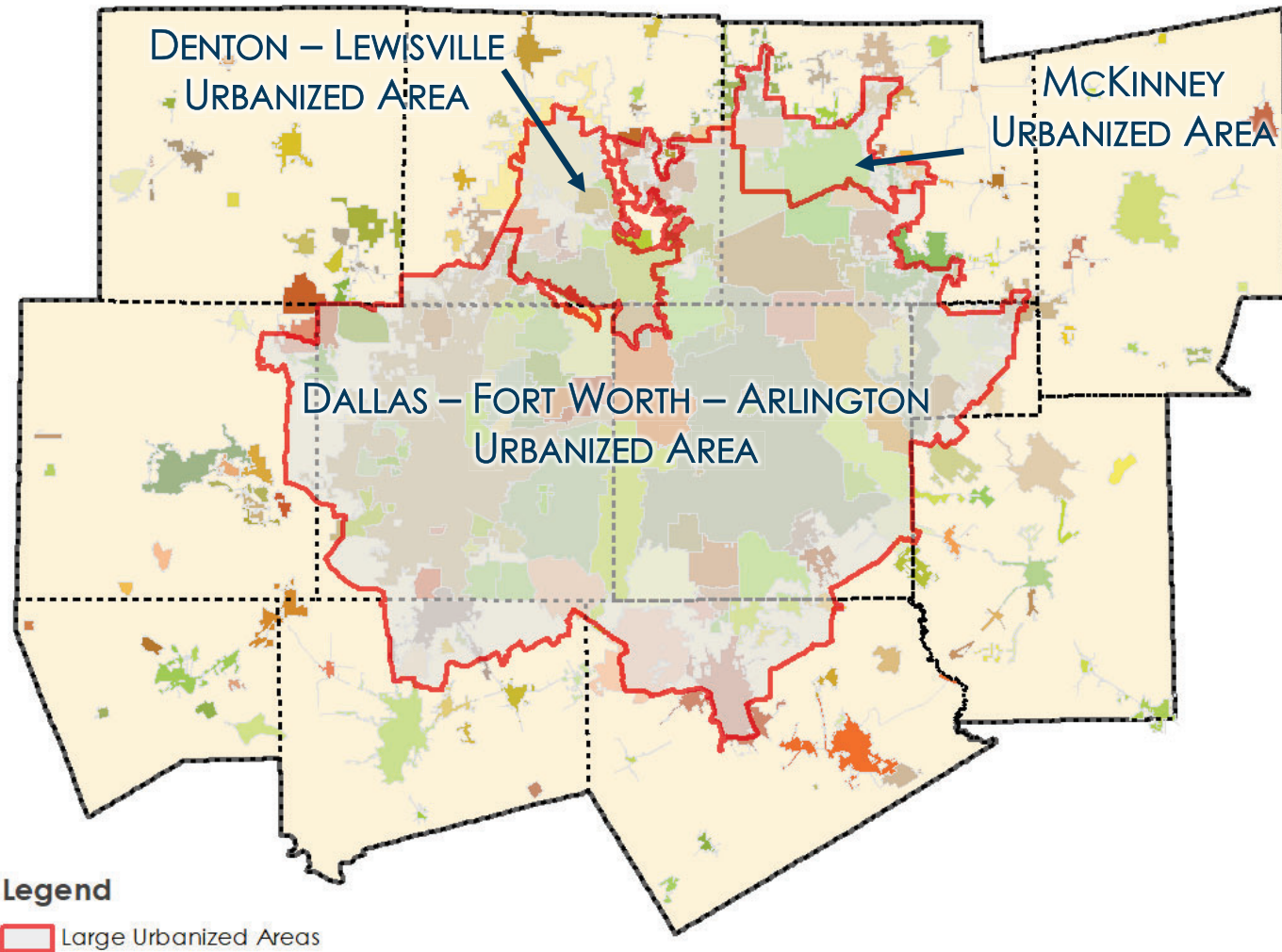


# Regional Veloweb



# Eligible Project Areas

All proposed projects must be within one of the three urbanized areas (exceeding 200K population)



# Program Rules (Required Documentation)

## **Funding Letter of Commitment**

Confirm the availability of the local match contribution or requested use of TDCs

## **Right-of-Way/Easement**

Property must be under public ownership. If easement cannot be obtained by deadline, a consent letter from the “public” property owner or utility company is required. Pending easements on private properties are not eligible.

If Applicable:

## **Railroad Right of Entry Letter/Agreement**

(if project is in railroad right-of-way)

## **TxDOT District Engineer Letter of Consent**

(if project is in TxDOT right-of-way)

## **Letter of Support from School District Superintendent or Top Administrator**

(SRTS Projects Only)

## **Documentation of Support from Supporting Entity**

(if project includes or crosses another jurisdiction)



# Program Rules, cont.

- Project sponsor must execute an agreement (LPAFA) with TxDOT within **one year** of the funding award by the RTC
- Projects must advance to construction within **three years (or less)** of the funding award by the RTC or the funding may be reprogrammed
- Projects must be implemented consistent with the funding application as approved by the RTC and as included in the project agreement with TxDOT



# Anticipated Schedule

Milestone	Date
Bicycle and Pedestrian Advisory Committee (BPAC) - Information	May 18, 2022
<b>Surface Transportation Technical Committee (STTC) - Action</b>	<b>June 24, 2022</b>
Regional Transportation Council (RTC) - Action	July 14, 2022
<b>Call for Projects Opens</b>	<b>July 18, 2022</b>
Call for Projects Workshop	July 19, 2022
<b>Call for Projects Closes (Applications Due by 5PM)</b>	<b>Sept 9, 2022</b>
Review of Projects/Scoring by NCTCOG Staff	Sept - Oct 2022
Public Meeting	Nov 2022
Surface Transportation Technical Committee (STTC) - Action to Recommended Project Funding Awards	Dec 2, 2022
Regional Transportation Council (RTC) - Action to Approve Project Funding Awards	Dec 8, 2022
Submittal Deadline for TIP Modifications	Jan. 27, 2023
Deadline for Project Sponsors to Execute Agreements with TxDOT	December 2023
Deadline for Project Sponsors to Open Bids and Obligate Funds	December 2026



# Requested Action

Recommend Regional Transportation Council Approval of:

Elements related to eligible activities, eligible project areas, application categories, schedule, funding and local match, and program rules





# Contact Us



**Daniel Snyder, AICP**

Senior Transportation Planner

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

(817) 608-2394



**Erin Curry**

Transportation Planner

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

(817) 704-5601



**Kevin Kokes, AICP**

Program Manager

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

(817) 695-9275



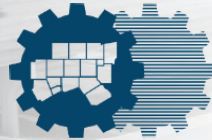
**Shawn Conrad**

Principal Transportation Planner

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

(817) 704-5695





NCTCOG Transportation

# Disadvantaged Business Enterprise Program – Fiscal Year 2023-2025 Goal Update

Surface Transportation Technical  
Committee

June 24, 2022

# DBE Requirements & NCTCOG Policy



Requirement: 49 Code of Federal Regulations Part 26

Who is required to have a DBE Program:

Certain Recipients of Federal Funds (FTA, FHWA, FAA)

NCTCOG Policy:

Award Fair Share of Contracts to Disadvantaged Business Enterprises

NCTCOG Transportation Department (US DOT-Assisted Contracting Opportunities):

- 19.4% Overall DBE Participation Goal
- Demonstration of Good-Faith Efforts
- Certification of DBE Eligibility
- Necessary to Update the Goal for Next Three Years



# Process to Update DBE Goal

- ✓ Project Potential Contract Awards (FY23-25)
- ✓ DBE Goal Development
- ✓ Initiate Public Input/Stakeholder Involvement
- ✓ Publish Goal for Public Comment/Review
- ➔ Committee Review/Consideration

Implement New DBE Goal – October 1, 2022



# Development of DBE Goal

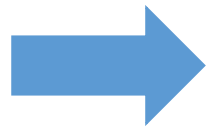
## Step 1:

Determine Relative Availability of Ready, Willing & Able DBE Firms

- Determined by Market Area
  - DFW MSA (NCTCOG)
  - Individual Market Area Transit Subs (County)
- Includes weighting by Contract opportunities for FY23-25
  - NCTCOG & Subs
  - Funding Source

---

Establishes Base Figure



## Step 2:

Consideration of Other DBE Data

- Historical DBE Expenditures
- DBE goals from other, similar agencies in DFW Market area
- Stakeholder comment
- Public comment

---

Adjustments to Base Figure



# Step 1

## Projection of Potential Contract Awards - *NCTCOG & Subrecipients*

Procurement Type	Potential Awards (in \$1,000s) FTA	Potential Awards (in \$1,000s) FHWA <sup>^</sup>	Potential Awards (in \$1,000s) TOTAL*
Construction	\$4,105	\$0	\$4,105
Marketing, Advertising, and Public Outreach	\$191	\$1,800	\$1,991
Office Supplies & Equipment (Rental & Purchase)	\$429	\$573	\$1,002
Operational Administrative, Communications, Support Services	\$2,603	\$0	\$2,603
Planning/Engineering	\$0	\$10,725	\$10,725
Software and Ancillary Information Technology Professional Services	\$1,060	\$3,005	\$4,065
Transportation Equipment	\$13,721	\$0	\$13,721
Vehicle Maintenance and Operations Support	\$3,965	\$0	\$3,965
<b>TOTAL*</b>	<b>\$26,073</b>	<b>\$16,103</b>	<b>\$42,176</b>



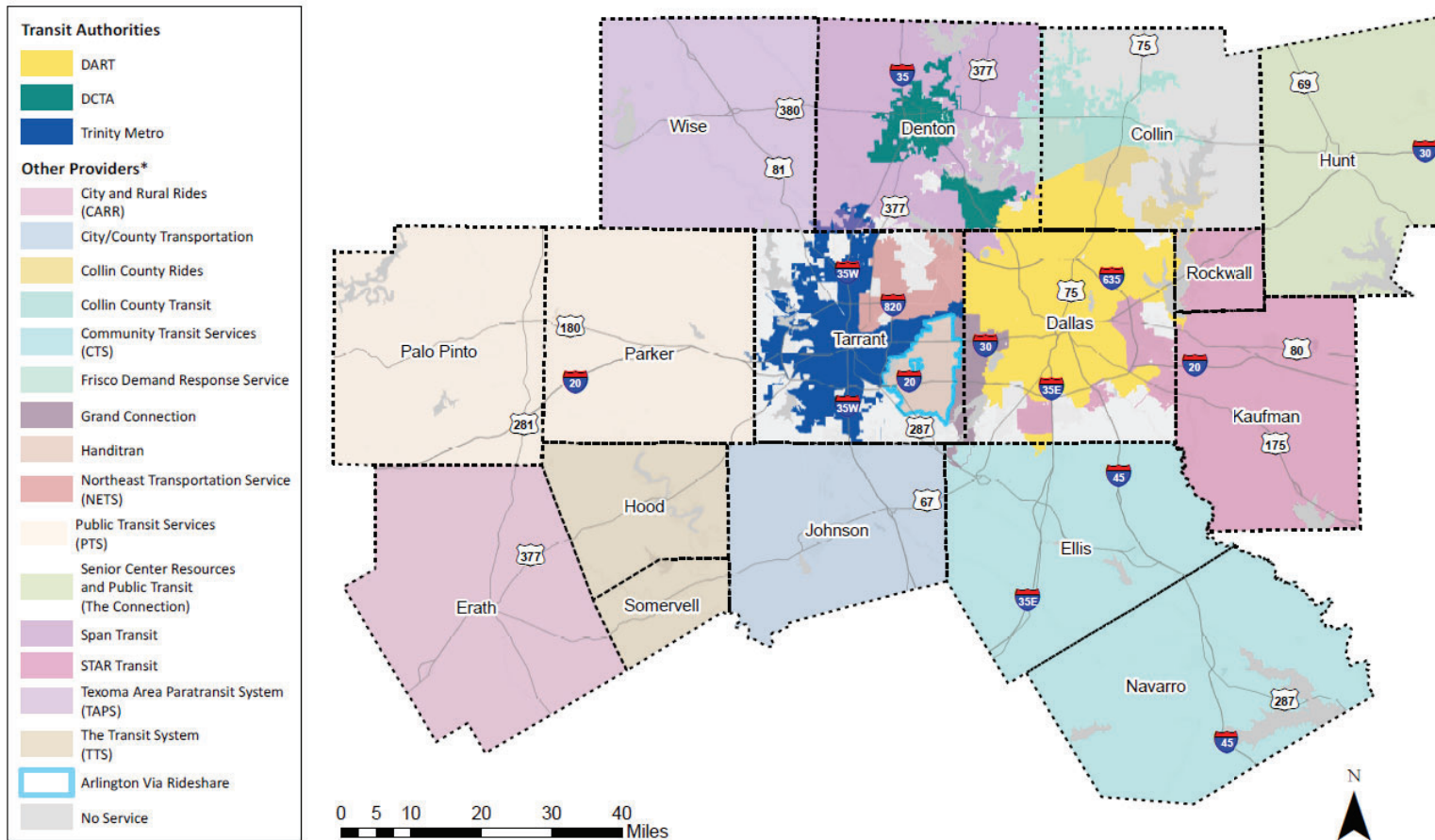
# Step 1

## Preliminary DBE Availability Analysis - NCTCOG & Subrecipients

Procurement Type	Potential Awards (in \$1,000s)	DBE Firms	Total Firms	DBE Goal
Construction	\$4,105	3,699	13,900	26.6%
Marketing, Advertising, and Public Outreach	\$1,991	427	1,784	23.9%
Office Supplies & Equipment (Rental & Purchase)	\$1,002	35	629	5.6%
Operational Administrative, Communications, Support Services	\$2,603	890	11,220	7.9%
Planning/Engineering	\$10,725	1,810	5,655	32.0%
Software and Ancillary Information Technology Professional Services	\$4,065	727	5,156	14.1%
Transportation Equipment	\$13,721	22	251	8.8%
Vehicle Maintenance and Operations Support	\$3,965	71	2,403	3.0%
<b>TOTAL*</b>	<b>\$42,176</b>	<b>7,681</b>	<b>40,998</b>	<b>18.7%</b>
<b>Total Weighted Summary</b>				<b>17.0%</b>



# Public Transportation Provider Service Areas



\*The types of service(s) rendered by Other Providers range from demand-response, shared-ride, to fixed-route. Some of these services are available only to individuals prequalified based on income, age, or disability.

Updated: August 2021





# Step 1

## Preliminary DBE Availability Analysis - *Subrecipients*

Procurement Type	Potential Awards (in \$1,000s)	DBE Firms	Total Firms	DBE Goal
Construction	\$4,105	3,699	13,900	26.6%
Marketing, Advertising, and Public Outreach	\$191	427	1,784	23.9%
Office Supplies & Equipment (Rental & Purchase)	\$429	35	629	5.6%
Operational Administrative, Communications, Support Services	\$2,603	890	11,220	7.9%
Software and Ancillary Information Technology Professional Services	\$1,060	146	3,047	4.8%
Transportation Equipment	\$721	19	109	17.4%
Vehicle Maintenance and Operations Support	\$3,965	71	2,403	3.0%
<b>TOTAL</b>	<b>\$13,074</b>	<b>5,287</b>	<b>33,092</b>	<b>16.0%</b>
<b>Total Weighted Summary</b>				<b>12.7%</b>



## Step 2

### Consideration of Other DBE Data

#### *Items Reviewed for Potential Adjustments*

- ✓ Historical DBE Achievement/Expenditures
- ✓ Similar Entity DBE Goals
- ✓ Stakeholder Comment
- ✓ Public Comment



# Step 2

## Historical DBE Performance

Fiscal Years <sup>^*</sup>	Total Contract Amount	DBE Goal	DBE Contract Percent	DBE Expenditure Percent
2006-2010	\$17,028,000	13%	22.00%	24.1%
2011-2013	\$7,122,596	25%	27.40%	24.5%
2014-2016	\$20,010,463	25%	27.93%	24.63%
2017-2019	\$10,657,099	25%	31.59%	33.69%
2020-2022	\$41,807,606	19.4%	19.18%	14.78%

\*expenditures through April 8, 2022

<sup>^</sup>2006-2019 NCTCOG activity only, 2020-2022 NCTCOG & Subrecipient activities



# Step 2

## Similar Entity DBE Goals/Feedback

### Similar Entity DBE Goals

Agency	Goal	Program Period
Trinity Metro	13%	FY2020-2022
DART	31%	FY2020-2022
DCTA	10%	FY2022-2024

### Stakeholder Feedback

DBE Consultation Workshop (April 11<sup>th</sup>) – positive feedback

Public Comment Pending – Public Comment Period May 13<sup>th</sup> – July 12<sup>th</sup>

No recommended adjustments at this time, subject to public comment



# FY2023-2025 DBE Goal Update Proposed Goal

*NCTCOG and Subrecipients (FTA, FHWA Funds)*

CONTRACTING ENTITY	FTA	FHWA	TOTAL
NCTCOG	8.8%	26.6%	18.6%
SUBRECIPIENTS	12.7%	N/A	12.7%
<b>TOTAL WEIGHTED GOAL*</b>	<b>9.8%</b>	<b>26.6%</b>	<b>17.0%</b>

\*Weighted by Contract Service Type, Contract Award Amount, and Market Area



# Schedule

TASK	DATE	STATUS
STTC Meeting: Information Item on DBE Goal Update	March 25	✓
Consultation Meeting with Stakeholders	April 11	✓
Meeting: Information Item on DBE Goal Update	April 14	✓
STTC: Information Item on Proposed Goal	April 22	✓
RTC: Information Item on Proposed Goal	May 12	✓
Notice to Public of Proposed Goal (start 45-Day Public Comment Period)	May 13	✓
DBE Open House	June 6	✓
Public Meeting on DBE Goal Update Process	June 13	✓
STTC: Approval of DBE Goal	June 24	
End of 45-day Public Comment Period	July 12	
RTC: Approval of DBE Goal	July 14	
Executive Board: Approval of DBE Goal	July 28	
Submit Final Electronically to FTA	August 1	
DBE Program Update and Goal Effective	October 1	



# Requested Action

Staff requests a recommendation for Regional Transportation Council approval of the 17% Disadvantaged Business Enterprise Participation Goal for Fiscal Years 2023-2025 for US Department of Transportation contracting opportunities.



# CONTACT US



Ken Kirkpatrick

General Counsel, DBE Liason Officer

[kkirkpatrick@nctcog.org](mailto:kkirkpatrick@nctcog.org) | 817-695-9278



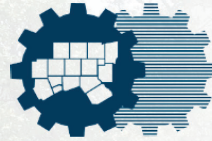
Emily Beckham

Program Manager

[ebeckham@nctcog.org](mailto:ebeckham@nctcog.org) | 817-608-2308







Transportation Department

# Regional Parking Garage Policy and Initial Projects

Surface Transportation Technical  
Committee | June 24, 2022

*Image source: NCTCOG*

# Background



# Mobility 2045 Background

## Mobility 2045 Goals

- Travel efficiency measures and system enhancements targeted at congestion reduction
- Encourages livable communities which support sustainability and economic vitality

## SD02-001: Land Use-Transportation Connections Program

- *Addresses land use-transportation connections by utilizing parking management strategies and innovative parking technologies*



# Previous Partnerships: Uber Funding

Request for technology company campus surrounding improvements

Became a commitment to the community for safety and technology-based solution in TxDOT surplus property

Total funding: \$10.4M

- Technology parking lots: \$4.5M
- Rideshare plaza, pedestrian and signal improvements: \$5.9M



- |   |   |   |
|---|---|---|
|  New Traffic Signal |  Technology Parking Lots |  Rideshare Plaza       |
|  ADA Ramps          |  Sidewalk Gaps           |  The Epic/ Uber office |
|   |  Pedestrian Streetlights |   |



# Previous Partnerships: Northwest Highway/Preston Center Study

Parking that will significantly change the transportation/land use balance of the area and solve a transportation problem using land use solutions

Approximately \$48M estimated total cost in 2020

- \$10M Commitment from the Regional Transportation Council (RTC)
- \$10M from the City of Dallas
- \$28M to be committed from the private sector



# Policy



# Parking Policy Purpose

Through a policy, the North Central Texas Council of Governments (NCTCOG) seeks to support surface and structured parking for a **limited strategic purpose with guiding criteria such as:**

- Parking on public lands or that constitute a reuse of public lands
- Parking advancing safety
- Parking that supports technology solutions and/or companies
- Parking that meets a special event use or location need
- Parking that significantly changes the transportation/land use balance of an area and solves a transportation problem using land use solutions
- Parking that supports transit operation
- Parking that provides environmental, air quality, and/or equity benefits



SMU/Mockingbird Station -Image source: NCTCOG



# Policy Purpose

## What it will NOT do:

Create more auto trips at the expense of transit ridership

Subsidize development costs without

- a strong regional benefit and/or public interest
- being transit-supportive

## What it WILL do:

- Be part of a funding partnership (gap funding)
- Create efficient use of land to accommodate regional growth and fiscal resiliency
- Increase economic impact and expanded transportation options, especially in historically disadvantaged communities
- Promote data-driven decisions and technology as a solution
- Support air quality goals





# Parking Garage Funding Policy

The Regional Transportation Council directs North Central Texas Council of Governments staff to support publicly owned surface and structured parking for strategic purposes that generally meet criteria including, but not limited to:

- reuse of public lands
- advancing safety
- support of technology solutions and/or companies
- support special event use or location needs
- significantly changes the transportation/land use balance of an area and solves a transportation problem using land use solutions
- supports transit operation
- provides environmental, air quality, and/or equity benefits



# Funding Requests



# Current Request: Mockingbird Station

Currently 725 surface spaces exist and will be replaced with structured parking to enable:

- Mixed income, multi-family residential going into site (20% affordable housing)
- Mixed use, transit-oriented (future hotel and office tower)

Underground public parking garage requested, 500 spaces, three levels

Located adjacent to Dallas Area Rapid Transit (DART) Light Rail Station at the Mockingbird Station

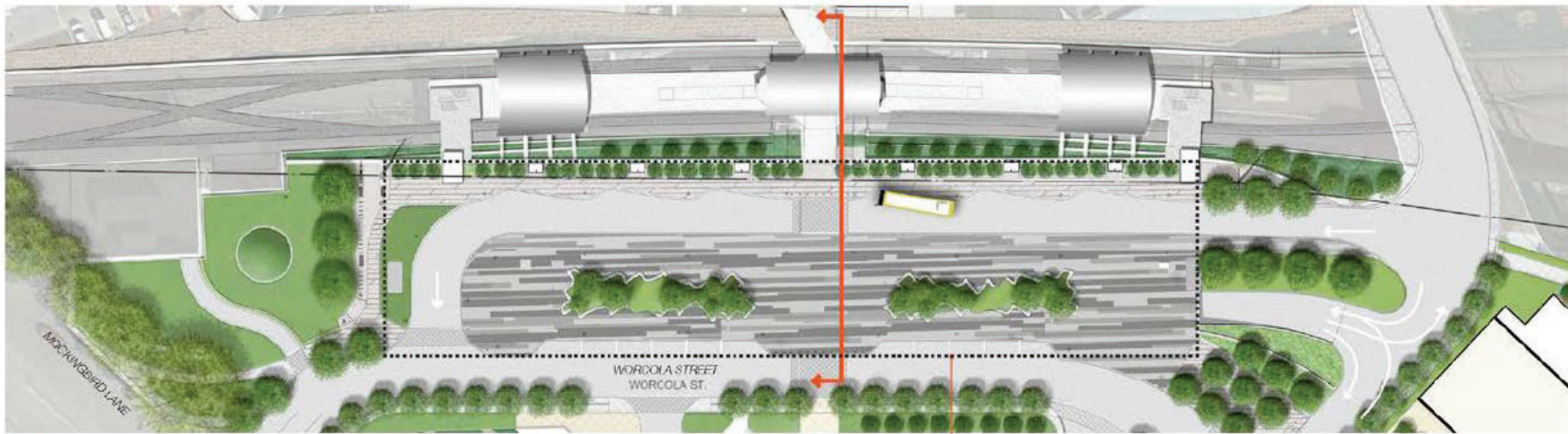
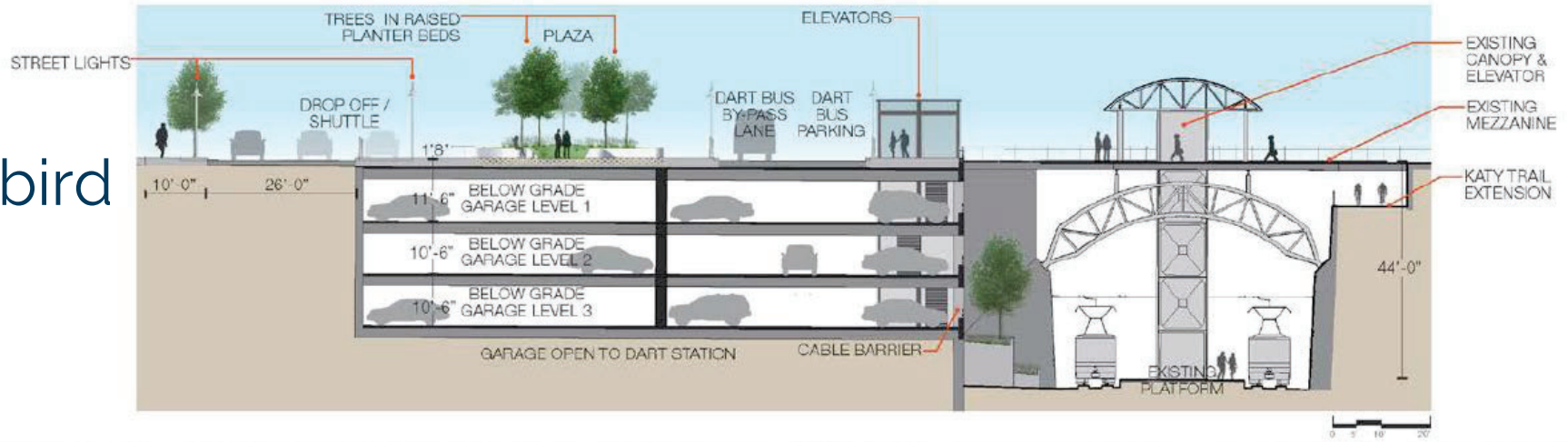
\$31.2M cost estimate

- City of Dallas has committed \$0M for the garage
- DART has committed \$10M
- City is requesting the RTC fill the gap, NCTCOG staff recommends a maximum \$20M RTC commitment (to be split with DART, details on slide 16)
- Developer working on cost savings to reduce cost gap

Facility will be owned and operated by DART



# Mockingbird Station



PHASE 1 - BELOW GRADE PARKING STRUCTURE

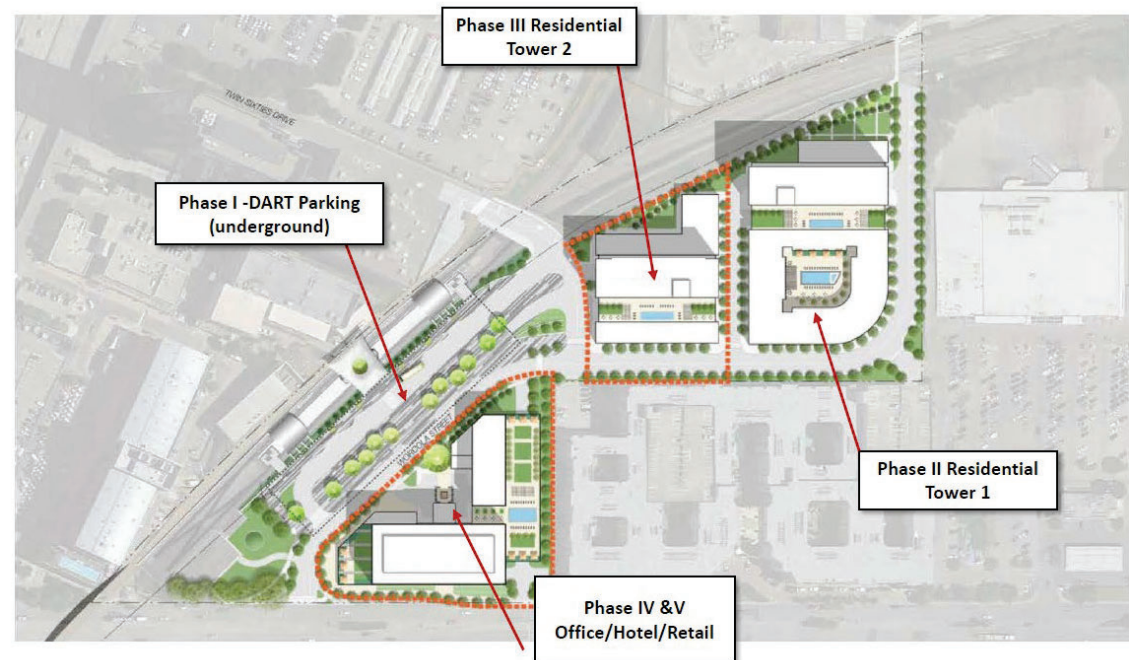
TCC Mockingbird Station East  
Dallas, Texas



# Evaluation Against Policy: Mockingbird Station Garage

## Guiding Principles:

- ✓ Public Land
- X Safety
- ? Technology/Parking Management
- X Special Events/Location
- ✓ Land Use/Transportation Connection
- ✓ Transit-Supportive
- X Environmental/Equity



*Image source: DART, 2021*



# Current Request: Dallas Zoo

- 811-space garage requested
- Located adjacent to DART Light Rail Station at the Dallas Zoo, provides parking for Southern Gateway Deck Plaza
- \$21.5M cost estimate
  - City of Dallas has committed \$3.5M
  - \$10M proposed with federal STBG funds from the RTC
  - \$8M to be paid by Dallas Zoological Society (private donations)
- Facility will be owned by the City of Dallas
- Discussions underway regarding potential fee structure for garage users



# Evaluation Against Policy: Dallas Zoo Garage

## Guiding Principles:

- ✓ Public Land
- ✓ Safety
- ? Technology/Parking Management
- ✓ Special Events/Location
- X Land Use/Transportation Connection
- ✓ Transit-Supportive
- ✓ Environmental/Equity



Image source: Dallas Zoo, 2021



# DART Partnership

Create approximately \$100 million partnership with DART

- \$10 million trade (federal to local) for Zoo garage
- \$20 million trade (federal to local) for Mockingbird Station project
  - Some portion of \$20 million (to be determined) will increase DART's existing share
- Partnership will involve request for \$10 million MPO Revolver
- Trade with DART to create additional RTC local funding capacity (amount to be determined)





# Other Requests Under Development

[NOT part of today's requested action]

## Existing Transit Stations

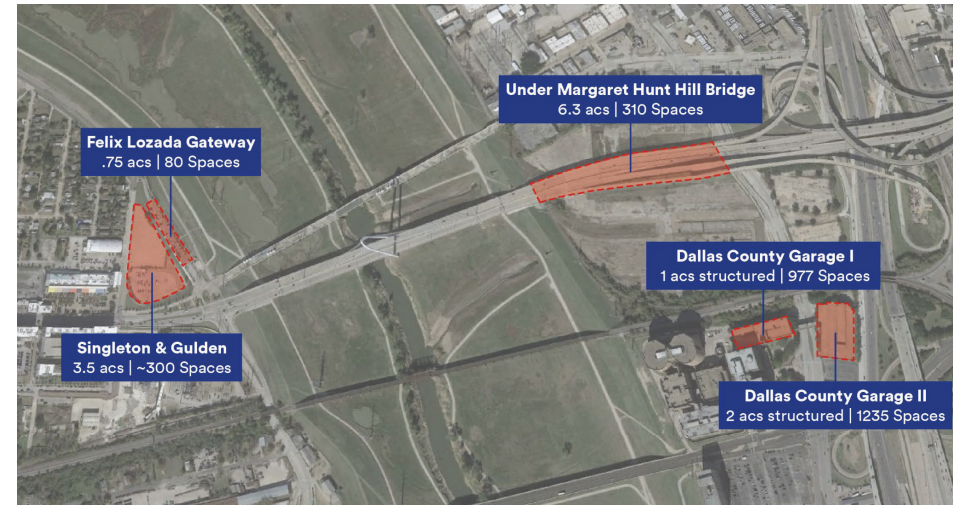
- Downtown Plano
- Addison Circle
- Downtown Farmers Branch

## Future Transit Stations

- Mansfield

## Regional Destination & Public Lands Reuse

- Trinity Park Conservancy



Draft parking locations for Harold Simons Park



# Requested Action

- Recommend RTC approval of the parking policy with strategic purpose/criteria for parking funding requests.
- Recommend RTC fund City of Dallas request for SMU/Mockingbird Station parking garage with \$20 million in federal STBG funds to be matched by existing local funds on project.
- Recommend RTC fund City of Dallas Zoo parking garage request for \$10 million in federal STBG funds to be matched by local funds.
- Recommend staff pursue DART funding partnership as presented.



# Staff Contacts/Questions?



Christie Gotti

Senior Program Manager

[CGotti@nctcog.org](mailto:CGotti@nctcog.org) | 817-608-2338



Karla Windsor, AICP

Senior Program Manager

[KWindsor@nctcog.org](mailto:KWindsor@nctcog.org) | 817-608-2376



Brian Dell

Principal Transportation Planner

[BDell@nctcog.org](mailto:BDell@nctcog.org) | 817-704-5694



Travis Liska, AICP

Principal Transportation Planner

[TLiska@nctcog.org](mailto:TLiska@nctcog.org) | 817-704-2512



Catherine Osborn, AICP Candidate

Transportation Planner

[COsborn@nctcog.org](mailto:COsborn@nctcog.org) | 817-704-5631



# **2023 UNIFIED TRANSPORTATION PROGRAM (UTP) AND REGIONAL 10-YEAR PLAN UPDATE**

**Surface Transportation Technical Committee  
June 24, 2022**



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

# BACKGROUND

- Texas House Bill (HB) 20 requires that Metropolitan Planning Organizations (MPO) develop 10-Year Plans using performance-based planning and project selection methods.
- Includes projects funded with Category 2 (MPO selected), Category 4 (TxDOT District selected), and Category 12 (Texas Transportation Commission [TTC] selected)
- The Regional 10-Year Plan was originally approved by the Regional Transportation Council (RTC) in December 2016.
- This plan is updated annually in conjunction with the development of TxDOT's UTP.

# ACTIVITIES SINCE LAST UPDATE

- TxDOT began developing the 2023 UTP.
- NCTCOG staff has coordinated with the TxDOT Districts regarding project updates (e.g., costs/funding, environmental clearance and let dates), and potential new projects.
- To satisfy a March 1, 2022 deadline set forth by TxDOT, a draft project listing was developed that included project revisions and potential new projects.
- Received feedback in early June from TxDOT Headquarters regarding the region's funding requests
  - Not all of the region's requested Category 2 funds were picked up
  - Staff coordinating with TxDOT to determine reasons and path forward

# PRINCIPLES FOR THE DEVELOPMENT OF THE REGIONAL 10-YEAR PLAN

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

# REGIONAL FUNDING ALLOCATIONS FOR 2017-2023 UTPs

Funding Category*	2017 Allocation	2018 Allocation	2019 Allocation	2020 Allocation	2021 Allocation	2022 Allocation	2023 Proposed Allocation
Category 2	\$3.784	\$3.607	\$3.832	\$3.516	\$2.913	\$2.931	\$3.205
Category 4	\$0.830	\$1.553	\$1.637	\$1.537	\$1.340	\$1.348	\$1.593
Category 12	\$0.812	\$2.130	\$1.395	\$3.041	\$3.089	\$2.601	\$3.132
<b>Total Allocation</b>	<b>\$5.426</b>	<b>\$7.290</b>	<b>\$6.864</b>	<b>\$8.094</b>	<b>\$7.342</b>	<b>\$6.880</b>	<b>\$7.930</b>

\* Amounts shown in billions



# PROPOSED SOUTHEAST CONNECTOR FUNDING EXCHANGE (CATEGORY 2/CATEGORY 12 FUNDS)

- The Southeast Connector project came in \$800 million over the estimate.
- The project was split into four pieces, with only the first one being fully funded
- Seeking funding for only one additional segment, which costs \$468 million
- A partnership with the TTC is being proposed to move Category 2 funds from existing projects in out-years to the Southeast Connector, with Category 12 funds replacing those Category 2 funds.
- If TxDOT and the TTC agree to this proposal, the RTC will request that an Interlocal Agreement be developed so the Category 12 funding cannot be rescinded.
- TxDOT has tentatively agreed with the proposal

# PROPOSED CATEGORY 2/CATEGORY 12 FUNDING EXCHANGE (CONTINUED)

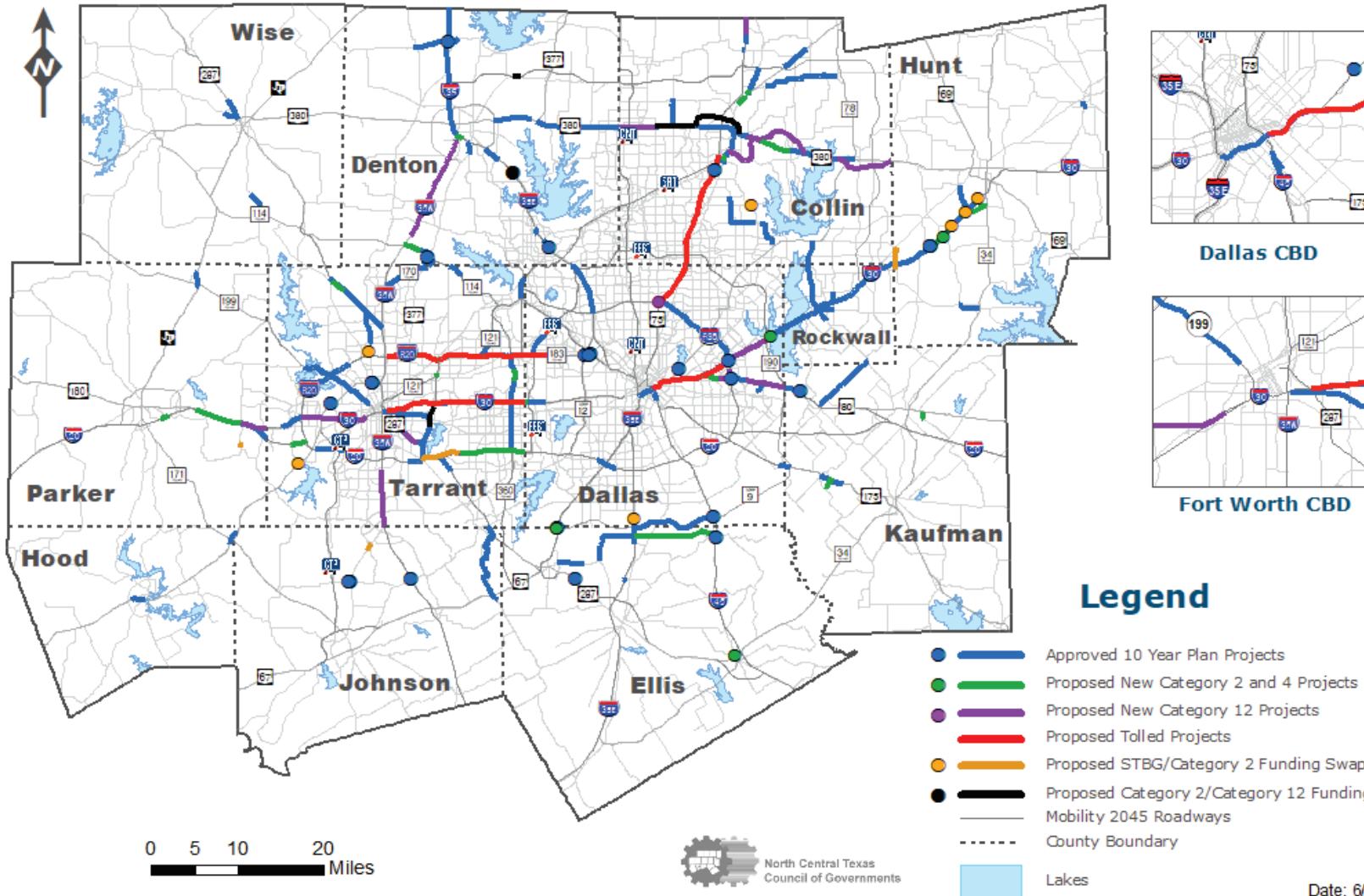
- Below are the projects with Category 2 funding (\$468 million in total) which were proposed to change to Category 12 to offset the funding being added to the Southeast Connector segment:
  - TIP 13070/CSJ 0135-15-002
    - US 380 from JCT US 380/West University (West of McKinney) to JCT US 380/East of University (East of McKinney)
    - Exchange \$283,996,800
  - TIP 13067/CSJ 0135-02-065
    - US 380 from Coit Road to JCT US 380/University Drive
    - Exchange \$120,000,000
  - TIP 13033.5/CSJ 0196-01-113
    - IH 35E at Dobbs Road
    - Exchange \$61,486,864
  - FM 428 Greenbelt
    - Exchange \$2,516,336 (after re-funding project with \$50 million)
- Instead of funding the FM 428 Greenbelt project, TxDOT is proposing to increase the amount of the swap on TIP 13070 by the same amount (to \$286,513,136).

# **PROPOSED SOUTHEAST CONNECTOR FUNDING EXCHANGE (CATEGORY 2/STBG FUNDS)**

- Surface Transportation Block Grant (STBG) funds are not being obligated as quickly as needed, so a Category 2/STBG funding exchange is proposed.
- \$97.9 million of Category 2 funds currently on a section of the Southeast Connector project are proposed to be exchanged with STBG funds.
- Since this Southeast Connector section can go to construction in Fiscal Year 2022, the region will be able to quickly reduce the carryover balance of STBG funds and take advantage of additional STBG funding that became available to the State.
- To complete the exchange, 15 projects across the region that are currently funded with \$97.9 million of STBG funds are proposed to be funded with Category 2 funds instead (refer to comment section in Planned Project list for specific projects).

# Dallas-Fort Worth Regional 10 Year Plan Projects

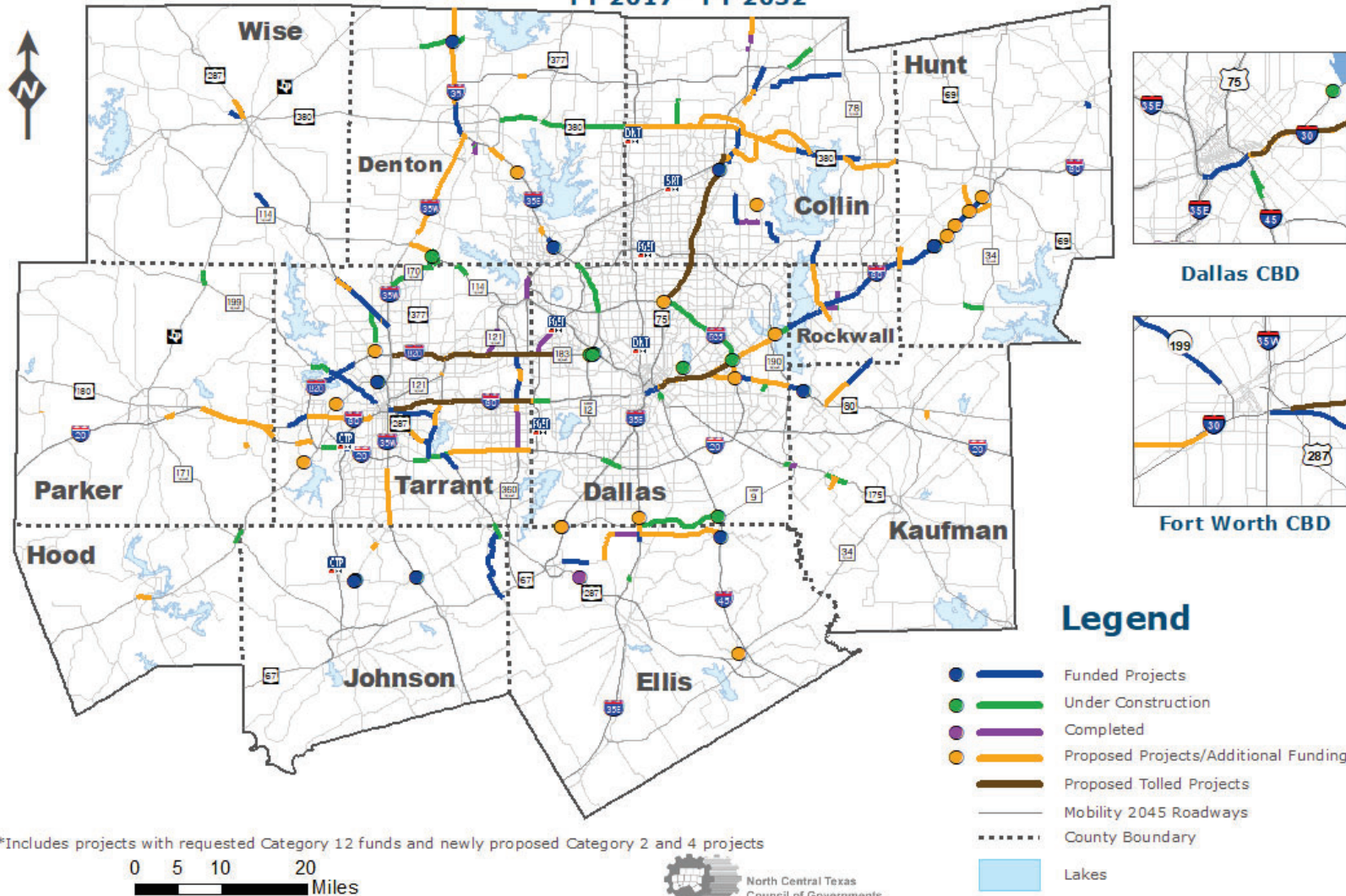
FY 2017 - FY 2032



Date: 6/14/2022

# Dallas-Fort Worth Regional 10 Year Plan Project Status

FY 2017 - FY 2032

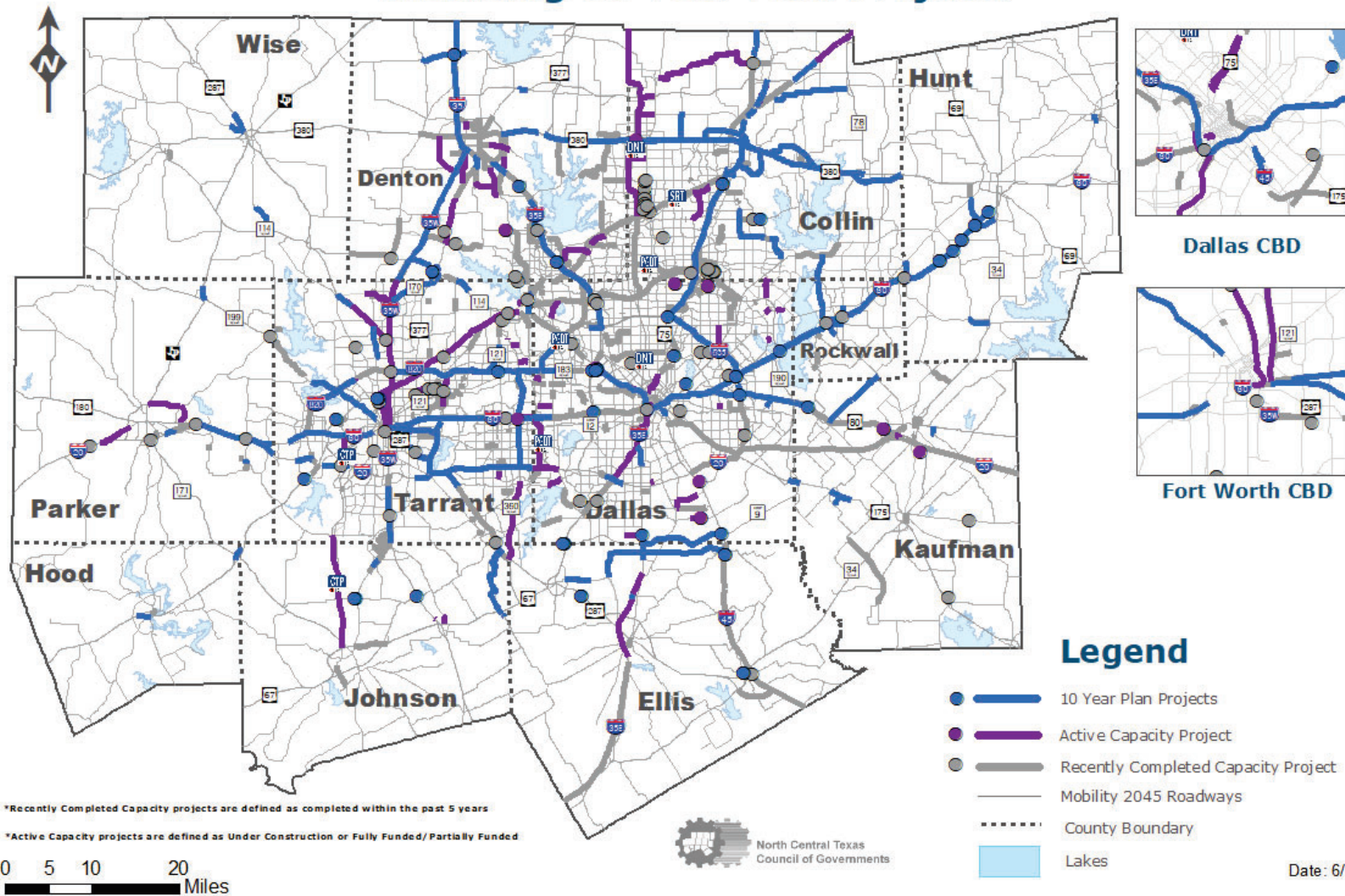


\*Includes projects with requested Category 12 funds and newly proposed Category 2 and 4 projects



Date: 6/14/2022

# Recently Completed & Active Capacity Transportation Projects including 10 Year Plan Projects



# NEXT STEPS

- Finalize project selection/update efforts in coordination with TxDOT staff
- Bring back the listings for approval
- Bring back any project changes to the committees once the TTC weighs in

# TIMELINE

<b>MEETING/TASK</b>	<b>DATE</b>
Funding Targets Received	February 2022
Initial draft list due to TxDOT	March 1, 2022
Public Involvement	June 2022
<b>STTC Information</b>	<b>June 24, 2022</b>
RTC Information	July 14, 2022
STTC Action	July 22, 2022
RTC Action	August 11, 2022
TxDOT Public Involvement for 2023 UTP	July 2022 and August 2022
Anticipated TTC Approval of 2023 UTP	August 2022



# CONTACT/QUESTIONS?

Christie J. Gotti  
Senior Program Manager  
Ph: (817) 608-2338  
[cgotti@nctcog.org](mailto:cgotti@nctcog.org)

Brian Dell  
Principal Transportation Planner  
Ph: (817) 704-5694  
[bdell@nctcog.org](mailto:bdell@nctcog.org)

Cody Derrick  
Transportation Planner III  
Ph: (817) 608-2391  
[cderrick@nctcog.org](mailto:cderrick@nctcog.org)

**10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Planned Projects  
FY 2023 - FY 2032**

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Previous Construction Cost	Revised Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY 2023 - FY 2032						MPO Project Score		
												Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed		Cat 12 Strategic Priority Approved	Cat 12 Strategic Priority Proposed
												\$1,950,486,878	\$2,043,406,932	\$916,895,477	\$1,083,560,278	\$717,123,838	\$1,060,306,786		\$1,144,033,483	\$1,742,665,442
<b>Collin County Projects</b>																				
14071	1392-01-044	FM 1378	FM 3286 to South of FM 3286	Construct intersection improvements (sidewalks and turn lanes)	February 2020 (Actual)	May 2023	2023	Part of the 2022 SE Connector Category 2/STBG swap; Staff proposes to swap the existing STBG funds on this project for Category 2 funds (offset by reduction of Category 2 on TIP 55043/CSJ 2374-05-066); Project also has \$2,075,000 of CMAQ funding	\$3,333,456	\$3,785,685	\$1,710,685	\$0	\$1,710,685						95.03	
83209	2056-01-042	FM 2551	FM 2514 to FM 2170	Reconstruct and widen 2 lane rural to 6 lane urban divided	November 2010 (Actual)	November 2023 July 2022	2024 2022	Project also has Category 1 funding for potential cost overruns	\$44,570,571	\$46,353,394	\$44,570,571	\$44,570,571	\$44,570,571						84.79	
14071.2	3476-02-013	FM 3286	FM 1378 to East of FM 1378	Construct intersection improvements (sidewalks and turn lanes)	February 2020 (Actual)	May 2023	2023	Part of the 2022 SE Connector Category 2/STBG swap; Staff proposes to swap the existing STBG funds on this project for Category 2 funds (offset by reduction of Category 2 on TIP 55043/CSJ 2374-05-066); Project also has \$930,000 of CMAQ funding	\$2,628,240	\$2,750,000	\$1,820,000	\$0	\$1,820,000						87.57	
13076	1012-02-030	FM 545	FM 2933 to BS-78D	Realign existing roadway to improve horizontal and vertical alignment and add shoulders	June 2019 (Actual)	September 2025	2026	Funding previously reduced and moved to CSJ 0047-04-031, which is ready to advance sooner	\$26,723,141	\$26,723,141	\$6,000,000			\$6,000,000	\$6,000,000				81.22	
TBD	TBD	North/ South Roadways	West and East of Lake Lavon			TBD	TBD	Feasibility study being done by NCTCOG; In prior years, moved \$100,000,000 of Category 12 funds to the US 380 corridor; Moved \$15,000,000 of Category 2 to TIP 13036/CSJ 0009-12-219 and \$35,000,000 of Category 2 to TIP 55221/CSJ 0009-12-215; Reduction in Category 2 funding offset by increase in Category 12 funding; Funding moved to breakout project CSJ 0135-04-036	TBD	TBD	\$0	\$0	\$0			\$0	\$0		70.56	
TBD	TBD	Regional Outer Loop	DNT to SH 121			TBD	TBD	Working on local environmental document; Collin County desires that local funds be used on Regional Outer Loop, so federal funds were moved to North/South Roadways and US 380 projects; Collin County to contribute \$111,249,684 in bond funds over next 5 years	TBD	TBD	\$0	\$0	\$0						70.00	
TBD	TBD	Regional Outer Loop	US 380 to Rockwall County Line; North/South Arterial			TBD	TBD	Collin County desires that local funds be used on Regional Outer Loop, so federal funds moved to US 380 project; Collin County to contribute \$32,400,000 in bond funds over next 5 years	TBD	TBD	\$0	\$0	\$0						70.00	
13075	0047-04-029	SH 5	South of SH 121 to South of Melissa Rd	Reconstruct and widen 2/4 lane undivided roadway to 4 lane divided urban roadway (ultimate 6)	August 2021 (Actual)	September 2025	2026	Staff proposes to add project to the 10-Year Plan	\$2,127,402	\$2,127,402	\$0 <del>\$2,127,402</del>	\$0	\$0 <del>\$2,127,402</del>						85.68	
13026.2	0047-04-030	SH 5	South of CR 275 to South of SH 121	Reconstruct and widen 2 lane undivided roadway to 4 lane divided urban roadway (ultimate 6) and realign SH 121/SH 5 interchange	August 2021 (Actual)	September 2025	2026	Staff proposes to add project to the 10-Year Plan	\$16,946,471	\$16,946,471	\$0 <del>\$16,946,471</del>	\$0	\$0 <del>\$16,946,471</del>						80.73	
13010	0047-09-034	SH 5	Indian Springs Road to Spur 399	Reconstruct and widen 2 lane undivided roadway to 4 lane divided urban roadway	July 2020 (Actual)	June 2025 2027	2025 2025		\$15,002,115	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000						72.39	
13026	0047-05-054	SH 5	Power House St to South of CR 275	Reconstruct and widen 2 lane undivided roadway to 4 lane divided urban roadway (ultimate 6 lanes)	July 2020 (Actual)	June 2028	2028	Category 2 funding moved to breakout project (CSJ 0047-05-057) that is the priority section for Collin County and the City of McKinney	\$125,981,920	\$125,981,920	\$0	\$0	\$0						78.69	
13073	0047-05-057	SH 5	Spur 399 to Power House Street	Reconstruct and widen 2/4 lane undivided roadway to 4/6 lane divided urban roadway	July 2020 (Actual)	June 2026	2026	Breakout project of larger SH 5 project (TIP 13026/CSJ 0047-05-054) that is the priority section for Collin County and the City of McKinney; Funding partially offset by reduction on TIP 13026/CSJ 0047-05-054)	\$86,750,627	\$86,750,627	\$86,750,627	\$86,750,627	\$86,750,627						78.69	
13055	0047-04-031	SH 5	SH 121 to North of Collin County Outer Loop	Reconstruct and widen 2 lane rural to 4 lane urban roadway	September 2018 (Actual)	November September 2022	2023		\$31,699,658	\$31,699,658	\$31,699,658			\$31,699,658	\$31,699,658				73.19	
13072	0047-05-058	SH 5	SH 5/Spur 399 to Spur 399 Extension	Reconstruct and widen 4 lane arterial to 6 lane arterial (ultimate 8 lane freeway) and construct 0 to 4/6 lane frontage roads	January 2023	January 2030	2030	Breakout of larger US 380 project; Funding offset by reduction on CSJ 0135-03-053	\$21,952,000	\$21,952,000	\$21,952,000	\$21,952,000	\$21,952,000						60.18	

ELECTRONIC ITEM 6.2

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**10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Planned Projects  
FY 2023 - FY 2032**

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Previous Construction Cost	Revised Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY 2023 - FY 2032								MPO Project Score
												Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed	Cat 12 Strategic Priority Approved	Cat 12 Strategic Priority Proposed	
												\$1,950,486,878	\$2,043,406,932	\$916,895,477	\$1,083,560,278	\$717,123,838	\$1,060,306,786	\$1,144,033,483	\$1,742,665,442	
13070	0135-15-002	US 380	JCT US 380/West University (West of McKinney) to JCT US 380/East of University (East of McKinney)	Construct 0 to 8 lane freeway and 0 to 4/6 lane frontage roads	December 2022	<del>September 2027</del> August 2026	2028 2026	Breakout of larger US 380 project; Category 2 funding offset by reduction on CSI 0135-03-053; Part of the 2023 UTP Southeast Connector funding exchange and will receive Category 12 funding; TxDOT requested Category 12 Clear Lanes funding through 2023 UTP, but the full amount is not being awarded by the TTC	\$807,520,000	\$807,520,000	\$390,820,336 <del>\$697,523,200</del>	\$109,996,800	\$0	\$104,307,200	\$104,307,200	\$0	\$286,513,136 <del>\$593,246,000</del>			87.62
55287	0047-10-002	Spur 399	SH 5 to US 380	Construct 0 to 6/8 lane freeway and construct 0 to 4/6 lane frontage roads	TBD	February 2032	2032	New US 380 breakout project; TxDOT requested Category 12 Clear Lanes funding through 2023 UTP, but the full amount is not being awarded	\$254,240,000	\$254,240,000	\$127,120,000 <del>\$254,240,000</del>				\$0	\$0 <del>\$254,240,000</del>	\$0	\$127,120,000	50.68	
55156	0364-04-049	Spur 399	At SH 5	Construct interchange	July 2020 (Actual)	June <del>2026</del> 2028	2028 2026	Project added to the 10-Year Plan via 2020 UTP; Project also has \$4,000,000 of Category 1 funding for potential cost overruns	\$34,372,146	\$36,533,536	\$36,533,536	\$19,273,554	\$36,533,536							80.91
13071	0364-04-051	Spur 399	US 75 to SH 5	Reconstruct and widen 4 lane freeway to 8 lane freeway and construct 4/8 discontinuous to 4/8 continuous lane frontage roads	January 2023	August 2027	2027	Breakout of larger US 380 project	\$9,968,000	\$9,968,000	\$9,968,000	\$9,968,000	\$9,968,000							67.27
55281	0135-02-068	US 380	East of SH 289 to West of Lakewood Drive	Reconstruct 6 lane arterial to 6 lane freeway and construct 0 to 4/6 lane frontage roads	April 2023	August 2032	2032	New US 380 breakout project; TxDOT requested Category 12 Clear Lanes funding through 2023 UTP, but the project is not being proposed for funding	\$95,536,000	\$95,536,000	\$0 <del>\$95,536,000</del>				\$0	\$0 <del>\$95,536,000</del>			72.90	
55280	0135-11-024	US 380	Denton/Collin County Line to East of SH 289	Reconstruct 6 lane arterial to 6 lane freeway and construct 0 to 4/6 lane frontage roads	April 2023	August 2032	2032	New US 380 breakout project; TxDOT requested Category 12 Clear Lanes funding through 2023 UTP, but the project is not being proposed for funding	\$180,320,000	\$180,320,000	\$0 <del>\$180,320,000</del>				\$0	\$0 <del>\$180,320,000</del>			72.12	
55283	0135-03-056	US 380	FM 1827 to JCT US 380/University Drive	Construct 0 to 10 lane freeway and construct 0 to 4/6 lane frontage roads	TBD	April 2032	2032	New US 380 breakout project; TxDOT requested Category 12 Clear Lanes funding through 2023 UTP, but the project is not being proposed for funding	\$15,556,800	\$15,556,800	\$0 <del>\$15,556,800</del>				\$0	\$0 <del>\$15,556,800</del>			59.54	
55284	0135-16-002	US 380	JCT US 380/University Dr (West of Princeton) to JCT US 380/University Dr (East of Princeton)	Construct 0 to 8/10 lane freeway and construct 0 to 4/6 lane frontage roads	TBD	April 2032	2032	New US 380 breakout project; TxDOT requested Category 12 Clear Lanes funding through 2023 UTP, but the project is not being proposed for funding	\$436,363,200	\$436,363,200	\$0 <del>\$436,363,200</del>				\$0	\$0 <del>\$436,363,200</del>			50.00	
55285	0135-04-038	US 380	CR 560 to JCT US 380/Audie Murphy (West of Farmersville)	Reconstruct and widen 4 lane arterial to 6 lane freeway and construct 0 to 4/6 lane frontage roads	May 2023	October 2031	2032	New US 380 breakout project; TxDOT requested Category 12 Clear Lanes funding through 2023 UTP, but the project is not being proposed for funding	\$20,944,000	\$20,944,000	\$0 <del>\$20,944,000</del>				\$0	\$0 <del>\$20,944,000</del>			67.01	
55282	0135-05-028	US 380	West of CR 698 (Collin/Hunt County Line) to CR 698/CR 699 (Collin/Hunt County Line)	Reconstruct 4 lane arterial to 4 lane freeway and construct 0 to 4/6 lane frontage roads	May 2023	October 2031	2032	New US 380 breakout project; TxDOT requested Category 12 Clear Lanes funding through 2023 UTP, but the project is not being proposed for funding	\$35,280,000	\$35,280,000	\$0 <del>\$35,280,000</del>				\$0	\$0 <del>\$35,280,000</del>			61.27	
55286	0135-17-002	US 380	JCT US 380/Audie Murphy (West of Farmersville) to JCT US 380/Audie Murphy (East of Farmersville)	Construct 0 to 6 lane freeway and construct 0 to 4/6 lane frontage roads	May 2023	October 2031	2032	New US 380 breakout project; TxDOT requested Category 12 Clear Lanes funding through 2023 UTP, but the project is not being proposed for funding	\$506,016,000	\$506,016,000	\$0 <del>\$506,016,000</del>				\$0	\$0 <del>\$506,016,000</del>			60.92	
55233	0135-03-046	US 380	West of Bridgefarmer Road to 4th Street	Widen 4 lane roadway to 6 lanes divided	January 2020 (Actual)	<del>February 2024</del> January 2023	2024 2023	Project added to the 10-Year Plan via 2020 UTP; Project also has \$11,000,000 of Collin County funds	\$63,683,197	\$31,189,901	\$20,189,901	\$52,683,197	\$20,189,901							81.70
55233.1	0135-03-057	US 380	Airport Drive to West of Bridgefarmer Road	Widen 4 lane roadway to 6 lanes divided	January 2020 (Actual)	February 2024	2024	Breakout of TIP 55233/CSJ 0135-03-046; Project also has Category 1 funds for any funding gap	\$24,716,486	\$32,645,653	\$32,493,296	\$0	\$32,493,296							81.70
55234	0135-04-033	US 380	4th Street to CR 458	Widen 4 lane roadway to 6 lanes divided	January 2020 (Actual)	<del>February 2024</del> January 2023	2024 2023	Project added to the 10-Year Plan via 2020 UTP; Project also has Category 1 funds that will cover the funding gap	\$5,722,380	\$5,942,471	\$5,722,380	\$5,722,380	\$5,722,380							76.46
TBD	TBD	US 380	Denton County Line to Hunt County Line		December 2021	August 2026	2026	Collin County to contribute \$316,053,616 in bond funds over next 5 years; Funding previously moved to breakout project (CSJ 0135-03-053)	\$450,000,000	\$450,000,000	\$0									72.91
13068	0135-03-053	US 380	SH 5 (New Extension of Spur 399) to FM 1827	Reconstruct 6 lane arterial to 8 lane freeway and add 0 to 4/6 lane frontage roads	October 2022	<del>September 2027</del> August 2026	2028 2026	US 380 breakout project	\$16,083,200	\$16,083,200	\$16,083,200	\$16,083,200	\$16,083,200	\$0	\$0					95.51

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FY 2023 - FY 2032**

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Previous Construction Cost	Revised Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY 2023 - FY 2032								MPO Project Score
												Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed	Cat 12 Strategic Priority Approved	Cat 12 Strategic Priority Proposed	
												\$1,950,486,878	\$2,043,406,932	\$916,895,477	\$1,083,560,278	\$717,123,838	\$1,060,306,786	\$1,144,033,483	\$1,742,665,442	
13069	0135-04-036	US 380	JCT US 380/Princeton Drive to CR 560	Reconstruct and widen 4 lane arterial to 8 lane freeway and construct 0 to 4/6 lane frontage roads	April 2023	<del>September 2022</del> October 2024	<del>2028</del> 2025	US 380 breakout project; Staff previously placed Collin County North/South roadway placeholder funding on this section of US 380 as it includes a N/S roadway bridge at the lake; Project also includes \$60,000,000 of Collin County funds to complete the funding exchanges on the Panther Creek Parkway and McKinney National Airport runway projects approved by the RTC in November 2020; Project was awarded \$40,008,000 of Category 12 Strategic Priority funding via 2022 UTP	\$127,008,000	\$127,008,000	\$67,008,000	\$27,000,000	\$27,000,000			\$0	\$0	\$40,008,000	\$40,008,000	87.62
13067	0135-02-065	US 380	Coit Road to JCT US 380/University Drive	Reconstruct 6 lane arterial to 6 lane freeway and add 0 to 4/6 lane frontage roads	December 2022	<del>September 2022</del> August 2026	<del>2028</del> 2026	Breakout of larger US 380 project; Category 2 funding offset by reduction on CSJ 0135-03-053; <u>Staff is proposing a funding exchange that would remove Category 2 funds from this project and replace them with Category 12 funds; Funding would be moved to a portion of the SE Connector project (TIP 55041.1/CSJ 0008-13-250) so it can be advanced prior to February 2023.</u>	\$165,692,800	\$165,692,800	\$165,692,800	\$120,000,000	\$0	\$45,692,800	\$45,692,800		\$0		\$120,000,000	69.40
30006	0047-06-158	US 75	Dallas County Line to Bethany Drive	Remove HOV lanes and add technology lanes	<del>May 2022</del> June-2020	<del>December</del> August 2022	<del>2023</del> 2022	Funded with \$27,000,000 of STBG funding; Project included on list in order to get TTC concurrence to proceed	\$12,018,135	\$27,000,000	\$0									94.24
30007	0047-06-163	US 75	Bethany Drive to SH 121	Add technology lanes	<del>May 2022</del> June-2020	<del>December</del> August 2022	<del>2023</del> 2022	Funded with \$13,500,000 of STBG funding; Project included on list in order to get TTC concurrence to proceed	\$7,018,135	\$13,500,000	\$0									91.62
20084	0047-14-053	US 75	North of CR 370 to CR 375 (Grayson County Line)	Reconstruct and widen from 4 lane to 6 lane freeway and reconstruct existing 4 lane to 4/6 lane frontage roads	June 2012 (Actual)	<del>September 2024</del> 2026	<del>2027</del> 2025	MPO Milestone Policy Project (Round 2); <u>TxDOT requested Category 12 Clear Lanes funding through 2023 UTP</u>	\$58,953,568	\$63,727,119	\$63,727,119			\$17,597,275	\$17,597,275	\$0	\$46,129,844			91.35
<b>Total Proposed Funding - Collin County</b>												<b>\$1,139,862,109</b>								
<b>Dallas County Projects</b>																				
13000	1068-04-170	IH 30	Dallas County Line to SH 161	Reconstruct and widen from 6 to 8 general purpose lanes with 2 reversible express lanes and construct 0 to 4 lane continuous frontage roads; Modifications to SH 161 connections	<del>March 2023</del> December 2022	<del>September 2026</del> 2027	<del>2028</del> 2026	Project being implemented by the Fort Worth District, but using Dallas District Category 4 funding	\$11,000,000	\$16,000,000	\$16,000,000	\$0	\$5,000,000	\$11,000,000	\$11,000,000					88.54
13018	0581-02-146	IH 30	at SL 12	Construct direct connectors (Phase 1)	January 2023	August 2045	2045		\$250,000,000	\$301,896,000	\$0					\$0	\$0			76.19
13030	0009-11-254	IH 30	IH 35E to IH 45	Reconstruct and widen 6 to 8/12 mainlanes and 0/6 lane discontinuous to 2/6 lane discontinuous frontage roads	December 2020 (Actual)	<del>February 2025</del> March 2024	<del>2025</del> 2024	Project was awarded \$213,000,000 of Category 12 Strategic Priority funding and \$62,000,000 of \$111 funding in the 2020 UTP; The RTC funded an effort that would look at design elements needed to accommodate automated and electric vehicles along this corridor (first in the country; TIP 21079/CSJ 0918-47-385); Design would be funded with \$2,000,000 STBG and \$2,000,000 of TTC funding for the entire IH 30 corridor; Project was awarded an additional \$101,538,342 of Category 12 funding in 2022 UTP; <u>Project also has Category 1 funds to cover any funding gap</u>	\$451,538,342	\$466,684,007	\$451,538,342	\$0	\$0		\$126,538,342	\$25,000,000 <del>\$126,538,342</del>	\$325,000,000	\$426,538,342 <del>\$325,000,000</del>	81.67	
13043.2	0009-11-259	IH 30	IH 635 to Bass Pro Drive (in Garland)	Operational improvements and bottleneck removal	<del>March 2023</del> October 2021	August 2029	2029	Funding moved to breakout project (CSJ 0009-11-252); The RTC funded an effort that would look at design elements needed to accommodate automated and electric vehicles along this corridor (first in the country; TIP 21079/CSJ 0918-47-385); Design would be funded with \$2,000,000 STBG and \$2,000,000 of TTC funding for the entire IH 30 corridor; <u>TxDOT requested Category 12 Clear Lanes funding through 2023 UTP, but the full amount is not being awarded</u>	\$70,507,801	\$177,415,824	<del>\$88,707,912</del> <del>\$177,415,824</del>				\$0	\$88,707,912 <del>\$177,415,824</del>			80.71	

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												Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed	Cat 12 Strategic Priority Approved	Cat 12 Strategic Priority Proposed		
												\$1,950,486,878	\$2,043,406,932	\$916,895,477	\$1,083,560,278	\$717,123,838	\$1,060,306,786	\$1,144,033,483	\$1,742,665,442		
13043.1	0009-11-252	IH 30	IH 45 to Ferguson Rd	Reconstruct and widen from 8 to 10 general purpose lanes and reconstruct 4/6 discontinuous to 4 2/6 discontinuous frontage roads	April 2023	August 2032 March 2026	2036 2026	The RTC funded an effort that would look at design elements needed to accommodate automated and electric vehicles along this corridor (first in the country; TIP 21079/CSJ 0918-47-385); Design would be funded with \$2,000,000 STBG and \$2,000,000 of TTC funding for the entire IH 30 corridor; <u>TxDOT requested Category 12 Clear Lanes funding through 2023 UTP, but the project is not being proposed for additional funding</u>	\$1,108,449,456	\$1,049,886,905	\$25,000,000 <del>\$1,049,886,905</del>					\$25,000,000	<del>\$25,000,000</del> <del>\$1,049,886,905</del>			77.40	
55253	0009-11-248	IH 30	at Bass Pro Drive	Reconstruct Interchange	September 2018 (Actual)	September 2026	2027	Staff proposes to add project to the 10-Year Plan	\$43,010,908	\$43,010,908	\$43,010,908	\$0	\$23,010,908	\$0	\$20,000,000						88.84
14032.2	0442-02-161	IH 35E	at Bear Creek Road	Construct intersection improvements including reconstructing existing 4 to 4 lane frontage roads with the addition of a Texas U-Turn and sidewalks	April 2019 (Actual)	February 2025	2025	Part of the 2022 SE Connector Category 2/STBG swap; Staff proposes to swap the existing STBG funds on this project for Category 2 funds (offset by reduction of Category 2 on TIP 55043/CSJ 2374-05-066) Project also has \$4,110,077 of CMAQ	\$8,419,982	\$7,721,708	\$3,611,631	\$0	\$3,611,631							78.38	
54119.5	0442-02-162	IH 35E	Ellis County Line to Bear Creek Road	Construct interchange at SL 9 and IH 35E	November 2017 (Actual)	September February 2023	2023	Project also has \$583,000 of STBG funds	\$13,245,644	\$13,755,092	\$12,662,644	\$12,662,644	\$12,662,644								89.30
55061	0196-03-199	IH 35E	IH 30 to North of Oak Lawn Avenue	Reconstruct 10 to 10/11 general purpose lanes, and reconstruct 4/6 discontinuous to 2/6 lane discontinuous frontage roads and 2/4 to 2/4 collector distributor lanes	July 2005 (Actual)	August 2045	2045		\$428,320,000	\$412,374,508	\$0										72.81
55062	0196-03-266	IH 35E	North of Oak Lawn Avenue to SH 183	Reconstruct 10 to 11/12 general purpose lanes, and reconstruct existing 4/6 to 4/6 lane frontage roads	August 2021	August 2045	2045		\$636,480,000	\$556,200,000	\$0										68.59
55094	0442-02-159	IH 35E	US 67 to Ann Arbor Ave	Construct 0 to 1 reversible express lane	TBD	August 2045	2045	Funding was previously removed from this project	\$0	\$0	\$0										74.33
55163	2374-01-192	IH 635	SL 354 (Denton Drive) to BNSF RR	Construction of ultimate IH 35E/IH 635 interchange, including 8/10 to 8/12 general purpose lanes, 4 discontinuous to 4/6 continuous frontage roads, and 4 to 4 concurrent managed lanes	January 2023	August 2045 October 2025	2045 2026		\$400,000,000	\$400,000,000	\$0										77.58
55164	2374-07-075	IH 635	West of Luna Road to BNSF RR	Reconstruct and widen 10 to 12 general purpose lanes, 0 to 4 concurrent managed lanes, and 4 to 4/6 continuous frontage roads; Reconstruction of IH 35E/IH 635 interchange	January 2023	August 2045 October 2025	2045 2026		\$80,000,000	\$80,000,000	\$0										78.18
55294	2374-01-195	IH 635	at US 75	Operational improvements	June 2023	August 2028	2028	TxDOT requested Category 12 Clear Lanes funding through 2023 UTP, but the project is not being proposed for funding	\$43,680,000	\$43,680,000	\$0 <del>\$43,680,000</del>					\$0	<del>\$0</del> <del>\$43,680,000</del>				79.21
53198	0094-07-044	SH 183	1 mile East of Loop 12 to West end of Elm Fork Trinity River Bridge	Reconstruct existing 8 general purpose lanes, 2 to 4 concurrent Managed Lanes, and 4/6 discontinuous to 6/8 lane continuous frontage roads (Ultimate)	TBD	August 2045	2045	Funding previously moved to TIP 11527	\$0	\$0	\$0										71.09
54072	0094-07-045	SH 183	West End of Elm Fork Trinity River Bridge to West of IH 35E	Reconstruct and widen 6/8 to 6/8 general purpose lanes, and reconstruct 4/6 lane discontinuous to 4/8 lane continuous frontage roads (Ultimate)	TBD	August 2045	2045	Funding previously moved to TIP 11527	\$0	\$0	\$0										68.99
TBD	TBD	SH 183	SH 161 to Story Road	Construct 6 to 8 general purpose lanes and 2 to 6 concurrent managed lanes	TBD	TBD	TBD	Project to be funded by the private sector	\$360,000,000	\$360,000,000	\$0										72.81
TBD	TBD	SH 183	PGBT Western Extension (SH 161) to SL 12					Funding previously moved to TIP 53003 and 11527	\$0	\$0	\$0										65.95
TBD	TBD	SH 183	SL 12 to SH 114					Funding previously moved to TIP 11527	\$0	\$0	\$0										65.95
55112	0353-05-120	SL 12	At Skillman	Reconstruct grade separation	March 2025	September 2030	2031	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project has \$1,116,185 of Category 1 funding; Funding previously moved to CSJ 0047-04-031; Discussions underway between City of Dallas, TxDOT and NCTCOG regarding project scope; Once scope discussions have concluded, funding will be re-evaluated	\$19,264,001	\$18,000,000	\$0										78.89

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												Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed	Cat 12 Strategic Priority Approved	Cat 12 Strategic Priority Proposed		
												\$1,950,486,878	\$2,043,406,932	\$916,895,477	\$1,083,560,278	\$717,123,838	\$1,060,306,786	\$1,144,033,483	\$1,742,665,442		
55014.2	0261-02-081	US 67	At Lake Ridge Parkway	Construct interchange	February 2021 (Actual)	March 2027	2027	Project split out from TIP 55014/CSJ 0261-01-041	\$27,487,146	\$21,863,251	\$21,863,251	\$4,421,204	\$21,863,251								64.93
30005	0047-07-232	US 75	IH 635 to Collin County Line	Remove HOV lanes and add technology lanes	May 2022 June 2020	December August 2022	2023 2022	Funded with \$16,500,000 of STBG funding; Project included on list in order to get TTC concurrence to proceed	\$12,018,135	\$16,500,000	\$0										92.85
53110.2	2374-02-162	IH 635	At US 80	Reconstruct existing interchange	April 2020 (Actual)	September 2024 2026	2027 2025	\$90,000,000 previously moved from TIP 53110/CSJ 0095-02-096 and \$10,350,386 moved from TIP 53109/CSJ 0095-02-107 to this breakout project; <u>TxDOT requested Category 12 Clear Lanes funding through 2023 UTP (offset by decrease on TIP 53110/CSJ 0095-02-096)</u>	\$210,426,225	\$165,723,364	\$164,173,306			\$100,350,386	\$100,350,386	\$0	\$63,822,920				74.65
53109	0095-02-107	US 80	East of Town East Blvd. to East of Belt Line Road	Reconstruct and widen 4 to 6/8 mainlanes and 2/4/6 to 4/6 lane continuous frontage roads and reconstruct IH 635 interchange	April 2020 (Actual)	September 2024 2026	2027 2025	TxDOT and City of Mesquite discussing specific early action "breakout" projects to utilize this funding; \$10,350,386 previously moved to TIP 53110/CSJ 2374-02-162	\$94,649,614	\$94,649,614	\$94,649,614			\$94,649,614	\$94,649,614	\$0	\$0				82.45
53110	0095-02-096	US 80	East of Belt Line Road to Lawson Road	Reconstruct and widen 4 to 6 mainlanes and 4 to 4/6 lane continuous frontage roads	April 2020 (Actual)	September 2024 2027	2028 2025	Project split out from TIP 53109; TxDOT and City of Mesquite discussing specific early action "breakout" projects to utilize this funding; Category 4 funding reduced and moved to CSJ 2374-02-162; Project awarded \$103,240,838 of Category 12 Clear Lanes funding via the 2022 UTP; <u>\$63,822,920 of Category 12 funds to be moved to TIP 53110.2/CSJ 2472-02-162</u>	\$206,481,677	\$213,217,788	\$213,217,788			\$10,000,000	\$173,799,870	\$103,240,838	\$39,417,918				79.95
55295	0095-02-125	US 80	East of Town East Blvd. to East of Gus Thomasson Road	Reconstruct and widen 4 to 6 mainlanes and 2/6 to 4/6 lane frontage roads	TBD	September 2028	2029	TxDOT requested Category 12 Clear Lanes funding through 2023 UTP, but the full amount is not being proposed	\$46,740,796	\$46,740,796	\$23,370,398 \$46,740,796					\$0	\$23,370,398 \$46,740,796				65.12
53108	0095-10-033	US 80	IH 30 to East of Town East Blvd	Reconstruct and widen 4 to 6 mainlanes and 2/6 to 4/6 lane continuous frontage roads	April 2020 (Actual)	September 2024 2028	2029 2025	Staff proposes to add project to the 10-Year Plan	\$66,972,608	\$75,833,527	\$75,833,527	\$0	\$37,916,764	\$0	\$37,916,763	\$0	\$0				75.63
												<b>Total Proposed Funding - Dallas County</b>						\$1,233,639,321			
<b>Denton County Projects</b>																					
TBD	0081-05-049	Greenbelt/Regional Outer Loop	At FM 428	TBD	TBD	TBD	TBD	Category 2 funding previously moved to TIP 13036/CSJ 0009-12-219; Project will be funded in a future 10-Year Plan update; <u>Staff is proposing a funding exchange that would remove \$2,516,336 of \$50,000,000 of proposed Category 2 funds and replace them with Category 12 funds; Funding would be moved to the Southeast Connector project (TIP 55041.1/CSJ 0008-13-250) so it can be advanced prior to February 2023; Category 2 funding not being picked up by TxDOT</u>	\$50,000,000	\$50,000,000	\$0 \$47,483,664	\$0	\$0 \$47,483,664								59.61
13033.3	0195-03-090	IH 35	IH 35W to US 380	Reconstruct interchange and 4 to 4/8 lane frontage roads	January 2012 (Actual)	September 2023	2024	Project awarded Category 12 Strategic Priority funding via the 2020 UTP; \$8,812,906 of Category 12 funding previously moved to CSJ 0195-03-099; <u>Project also has Category 1 funds to cover any funding gap</u>	\$130,812,652	\$132,618,985	\$130,812,652							\$130,812,652	\$130,812,652		82.76
55197	0195-02-074	IH 35	US 77 (North of Denton) to South of Belz Road	Reconstruct and widen 4 to 6 lane rural freeway with ramp modifications and reconstruct and widen 4 to 4/6 lane frontage roads	November 2019 (Actual)	December 2025	2026	New project awarded Category 12 Strategic Priority funding via the 2020 UTP; Project also has \$30,664,453 of Category 11 funding; \$196,670,000 of Category 12 funds moved to TIP 55197.2/CSJ 0195-02-081 in the 2022 UTP	\$484,846,537	\$469,590,468	\$469,590,468			\$131,202,084	\$146,610,468		\$322,980,000	\$322,980,000		90.11	
55197.2	0195-02-081	IH 35	South of Belz Road to Cooke County Line	Reconstruct and widen 4 to 6 lane rural freeway with ramp modifications and reconstruct and widen 4 to 4/6 lane frontage roads	October 2019 (Actual)	December 2024	2025	Project split out from TIP 55197/CSJ 0105-02-074; \$196,670,000 Category 12 funds moved to this project from TIP 55197/CSJ 0195-02-074 via the 2022 UTP	\$196,670,000	\$144,618,810	\$196,670,000						\$196,670,000	\$196,670,000		90.11	
55198	0195-03-087	IH 35	US 380 to US 77 North of Denton	Reconstruct and widen 4 to 6 lane rural freeway with ramp modifications and 4 to 4/6 lane frontage roads	November 2019 (Actual)	September 2023	2024	Project awarded \$79,709,425 of Category 12 Strategic Priority and \$100,000,000 of Category 12 Clear Lanes funding via the 2020 UTP	\$223,357,330	\$223,357,330	\$223,357,330			\$43,647,905	\$43,647,905	\$100,000,000	\$100,000,000	\$79,709,425	\$79,709,425		79.11

Amounts only include Cat 2, 4, 12 funds  
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Red text indicates funding not being awarded by the TTC

**10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Planned Projects  
FY 2023 - FY 2032**

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Previous Construction Cost	Revised Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY 2023 - FY 2032								MPO Project Score
												Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed	Cat 12 Strategic Priority Approved	Cat 12 Strategic Priority Proposed	
												\$1,950,486,878	\$2,043,406,932	\$916,895,477	\$1,083,560,278	\$717,123,838	\$1,060,306,786	\$1,144,033,483	\$1,742,665,442	
13033	0196-02-124	IH 35E	FM 407 to Dallas County Line	Reconstruct and convert 2 reversible to 4 concurrent managed lanes; Reconstruct 6 to 8 collector-distributor lanes (Dallas C/L to SH 121); Reconstruct 8 to 8 general purpose lanes (SH 121 to FM 407); Reconstruct 2/6 to 2/8 continuous frontage (FM 407 to SRT/SH 121); and reconstruct 4/6 to 2/6 continuous frontage from (SRT/SH 121 to Dallas C/L)	TBD	August 2026-2045	2045-2026	Some funding previously moved to TIP 13033.2/CSJ 0196-02-127 and TIP 13033.4/CSJ 0196-02-126; Remaining Category 2 funding moved to IH 35E at Lake Sharon/Dobbs/Corinth project through 2020 10-Year Plan Update; Denton Priority Project #1	\$745,933,304	\$745,933,304	\$0	\$0	\$0							78.82
13033.1	0196-02-128	IH 35E	At FM 1171/Main Street	Reconstruct grade separation and existing 4 to 4 lane frontage roads	March 2013 (Actual)	January 2023	2023	Project added to the 10-Year Plan via 2020 UTP; Increased Category 2 funding offset by reduction on TIP 25033.2/CSJ 0196-02-125 (2020 10-Year Plan Update); Denton Priority Project #3	\$45,022,538	\$62,438,273	\$62,438,273	\$45,022,538	\$62,438,273							78.08
13033.2	0196-02-127	IH 35E	At Business 121	Reconstruct grade separation and existing 4 to 4 lane frontage roads	March 2013 (Actual)	January 2025	2025	Project added to the 10-Year Plan via 2020 UTP; Increased Category 2 funding offset by reduction on TIP 25033.2/CSJ 0196-02-125 (2020 10-Year Plan Update); Denton Priority Project #4	\$96,444,954	\$96,444,954	\$96,444,954	\$96,444,954	\$96,444,954							82.90
13033.4	0196-02-126	IH 35E	At Corporate Drive	Reconstruct grade separation and existing 4 to 4 lane frontage roads	March 2013 (Actual)	January 2025	2025	Project added to the 10-Year Plan via 2020 UTP; Increased Category 2 funding offset by reduction on TIP 25033.2/CSJ 0196-02-125 (2020 10-Year Plan Update); Denton Priority Project #5	\$79,809,723	\$79,809,723	\$79,809,723	\$79,809,723	\$79,809,723							81.45
13033.6	0195-03-099	IH 35E	North Texas Blvd to IH 35W	Reconstruct interchange and existing 4 to 4/6 lane frontage roads (facility transition area)	October 2019 (Actual)	September 2023	2024	Project split out from TIP 13033.3/CSJ 0195-03-090; Category 12 funding previously moved from TIP 13033.3/CSJ 0195-03-090	\$43,821,225	\$75,215,234	\$75,215,234	\$35,008,319	\$35,008,319	\$0	\$31,394,099			\$8,812,906	\$8,812,906	71.42
25033.2	0196-02-125	IH 35E	Turbeville Road to FM 407	Reconstruct existing 4 general purpose lanes (NB only); Widen and convert 2 lane reversible to 4 lane concurrent managed lanes; Widen 4/6 lane continuous to 4/8 lane continuous frontage roads	February 2019 (Actual)	May 2028	2028	Funding previously moved to TIP 13033.4/CSJ 0196-02-126 and TIP 13033.1/CSJ 0196-02-128; Remaining Category 2 funding moved to TIP 13033.1/CSJ 0196-02-128, TIP 13033.2/CSJ 0196-02-127, TIP 13033.4/CSJ 0196-02-126, TIP 25033.3/CSJ 0196-01-109, and IH 35E at Lake Sharon/Dobbs/Corinth projects through 2020 10-Year Plan Update	\$671,000,928	\$671,000,928	\$0									76.34
25033.3	0196-01-109	IH 35E	South of Mayhill Road to South of SL 288	Reconstruct grade separation and existing 4 to 4 lane frontage roads	March 2013 (Actual)	June 2025	2025	Split from TIP 25033.2/CSJ 0196-02-125; Increased Category 2 funding offset by reduction on TIP 25033.2/CSJ 0196-02-125 (2020 10-Year Plan Update)	\$72,094,705	\$95,229,619	\$95,229,619	\$72,094,705	\$95,229,619							89.53
13033.5	0196-01-113	IH 35E	at Lake Sharon Drive/Dobbs Road	Construct interchange	March 2013 (Actual)	January 2028	2028	Denton Priority Project #6; \$34,014,485 of Category 2 funding offset by reduction on TIP 25033.2/CSJ 0196-02-125 (2020 10-Year Plan Update) and TIP 13033/CSJ 0196-02-124; Category 2 funding previously decreased and moved to TIP 13033.1/CSJ 0196-02-128 and TIP 13033.2/CSJ 0196-02-127 and TIP 25033.3/CSJ 0196-01-109; <u>Staff is proposing a funding exchange that would remove Category 2 funds from this project and replace them with Category 12 funds; Funding would be moved to a portion of the Southeast Connector project (TIP 55041.1/CSJ 0008-13-250) so it can be advanced prior to February 2023</u>	\$65,059,297	\$61,486,864	\$61,486,864	\$3,735,754	\$0					\$0	\$61,486,864	68.29
30001	N/A	IH 35E	TBD	Phase 2 Placeholder	TBD	TBD	TBD	Part of the Loop 9 Category 2/STBG swap approved by the RTC in October 2021; Funding will be placed on a project in a future 10-Year Plan Update; Project also has \$10,574,366 of CMAQ funding	TBD	TBD	\$0 \$25,725,634	\$0	\$0 \$25,725,634							N/A
55230	0081-13-058	IH 35W	Tarrant County Line to SH 114	Reconstruct and widen 4 lane rural to 6 lane urban freeway	June 2022 July 2024	September 2023-2035	2036-2024		\$90,000,000	\$90,000,000	\$0				\$0	\$0				91.84
55242	0081-13-050	IH 35W	SH 114 to IH 35W/IH 35E Interchange	Widen and reconstruct 4 lane rural to 6 lane urban freeway	June 2022 July 2024	September 2023-2035	2036-2024		\$338,580,457	\$338,580,457	\$0				\$0	\$0				86.73

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**10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Planned Projects**  
**FY 2023 - FY 2032**

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Previous Construction Cost	Revised Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY 2023 - FY 2032						MPO Project Score			
												Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed		Cat 12 Strategic Priority Approved	Cat 12 Strategic Priority Proposed	
												\$1,950,486,878	\$2,043,406,932	\$916,895,477	\$1,083,560,278	\$717,123,838	\$1,060,306,786		\$1,144,033,483	\$1,742,665,442	
55259	0081-13-065	IH 35W	Dale Earnhardt Way to South of IH 35E/IH 35W Interchange	Reconstruct 2 lane discontinuous to 4/6 lane discontinuous frontage roads	July 2020 (Actual)	September 2025-2028	2029-2026	<a href="#">IXDOT requested Category 12 Clear Lanes funding through 2023 UTP, but the full amount is not being proposed</a>	\$376,973,505	\$376,973,505	<del>\$188,486,753</del> \$376,973,505					\$0	<del>\$0</del> \$376,973,505	\$0	<del>\$188,486,753</del>	86.76	
55235	0353-02-037	SH 114	East of IH 35W to BUS 114K	Construct 0 to 6 main lanes; Reconstruct and widen 4 to 4/6 lane frontage roads	August 2020 (Actual)	August 2025-2028	2028-2025	Part of the Loop 9 Category 2/STBG swap approved by the RTC in October 2021	\$84,372,179	\$64,977,102	\$64,977,102	\$30,000,000	<del>\$64,977,102</del>			\$0	\$0				93.14
55260	0353-09-003	SH 114	BUS 114K to West of US 377	Construct 0 to 6 main lanes; Reconstruct and widen 4 to 4/6 lane frontage roads	August 2020 (Actual)	August 2025	2025		\$20,467,084	\$26,284,562	\$26,284,562	\$20,467,084	<del>\$26,284,562</del>								93.17
<b>Total Proposed Funding - Denton County</b>																		<b>\$1,770,803,624</b>			
<b>Ellis County Projects</b>																					
<a href="#">14028</a>	<a href="#">0172-12-007</a>	<a href="#">BUS 287S</a>	<a href="#">On BUS 287S/Ennis Ave at UP Railroad</a>	<a href="#">Construct grade separation at the intersection of BUS 287/Ennis Ave and the UPRR Line</a>	TBD	September 2024	2025	<a href="#">Part of the 2022 SE Connector Category 2/STBG swap; Staff proposes to swap the existing STBG funds on this project for Category 2 funds (offset by reduction of Category 2 on TIP 55043/CSJ 2374-05-066); Project also has \$2,500,000 of Category 11 funding and \$2,000,000 of local funding</a>	<a href="#">\$17,000,000</a>	<a href="#">\$17,000,000</a>	<a href="#">\$12,500,000</a>	<a href="#">\$0</a>	<a href="#">\$12,500,000</a>								<a href="#">67.56</a>
13020	1394-02-027	FM 1387	Midlothian Parkway to FM 664	Reconstruct and widen from 2 lane undivided rural to 4 lane urban divided (6 lane ultimate)	<del>October 2023</del> November 2021	March 2026	2026		\$26,260,060	\$85,642,500	\$25,000,000	\$25,000,000	\$25,000,000								70.00
13028	1051-01-052	FM 664	FM 1387 to Westmoreland Road	Reconstruct and widen 2 lane rural to 4 lane divided urban roadway (Ultimate 6 lane)	September 2020 (Actual)	July 2028	2028		\$46,661,591	\$45,151,680	<del>\$32,145,761</del> \$45,151,680	\$32,145,761	<del>\$32,145,761</del> \$45,151,680								82.22
13035.1	1051-01-051	FM 664	IH 35E to West of Ferris Road	Reconstruct and widen 2/4 lane rural roadway to 6 lane divided urban	January 2020 (Actual)	September 2025-2028	2029-2026		\$108,694,468	\$114,038,581	\$114,038,581	\$25,000,000	<del>\$114,038,581</del>								81.42
13035.2	1051-03-001	FM 664	West of Ferris Road to IH 45	Realign existing 2 lane rural undivided roadway to 6 lane urban roadway	January 2020 (Actual)	September 2025	2026	Breakout of TIP 13035.1/CSJ 1051-01-051	\$46,972,575	\$48,233,671	\$48,233,671	\$10,000,000	<del>\$48,233,671</del>								71.72
13034	0442-03-042	IH 35E	At FM 664	Reconstruct interchange	January 2020 (Actual)	<del>September February 2023</del>	2024-2023	<a href="#">Project also has Category 1 funds for any funding gap</a>	\$49,432,235	\$50,853,008	\$49,432,235			\$49,432,235	\$49,432,235						78.12
54119.6	0442-03-044	IH 35E	Reese Drive to Dallas County Line	Construct interchange at Loop 9 and IH 35E	November 2017 (Actual)	<del>September February 2023</del>	2024-2023	<a href="#">Breakout of SL 9 project originally listed in Dallas County (TIP 54119/CSJ 2964-10-005); Project also has \$6,650,000 of STBG funding; Part of the 2022 SE Connector Category 2/STBG swap; Staff proposes to swap the existing STBG funds on this project for Category 2 funds (offset by reduction of Category 2 on TIP 55043/CSJ 2374-05-066)</a>	\$18,648,267	\$18,734,883	\$18,648,267	\$11,998,267	<del>\$18,648,267</del>								80.46
13029	0092-03-053	IH 45	At FM 664	Construct interchange	January 2020 (Actual)	September 2025-2027	2028-2026	Project was awarded Category 12 Strategic Priority funding via the 2019 UTP; Project also has \$4,486,132 of Category 1 funding	\$62,648,178	\$62,648,178	\$62,648,178	\$28,648,178	\$28,648,178					\$34,000,000	\$34,000,000	76.70	
55014	0261-01-041	US 67	At Lake Ridge Parkway	Construct interchange	February 2021 (Actual)	March 2027	2027	Project added to the 10-Year Plan via 2020 UTP	\$30,694,054	\$30,694,054	\$30,694,054	\$30,694,054	\$30,694,054								64.93
<b>Total Proposed Funding - Ellis County</b>																		<b>\$393,340,747</b>			
<b>Kaufman County Projects</b>																					
<a href="#">83284</a>	<a href="#">0751-05-001</a>	<a href="#">FM 148</a>	<a href="#">South of FM 3039 to US 175</a>	<a href="#">Realign existing 2 lane rural undivided roadway to 2 lane rural undivided roadway</a>	<a href="#">June 2019 (Actual)</a>	<a href="#">September 2026</a>	<a href="#">2027</a>	<a href="#">Staff proposes to add project to the 10-Year Plan; Includes \$5,000,000 of Kaufman County funding</a>	<a href="#">\$10,000,000</a>	<a href="#">\$10,014,472</a>	<a href="#">\$5,014,472</a>	<a href="#">\$0</a>	<a href="#">\$5,014,472</a>								<a href="#">64.61</a>
<a href="#">13074.1</a>	<a href="#">0697-03-033</a>	<a href="#">FM 429</a>	<a href="#">US 80 to South of US 80</a>	<a href="#">Realign FM 429 with at-grade crossing in order to construct UPRR siding track nearby and to remove offset intersection of US 80 and FM 429</a>	TBD	<a href="#">August 2028</a>	<a href="#">2028</a>	<a href="#">Part of the Loop 9 Category 2/STBG swap approved by the RTC in October 2021; Project also has local funds for any funding gap</a>	<a href="#">\$5,000,000</a>	<a href="#">\$5,600,000</a>	<a href="#">\$5,000,000</a>	<a href="#">\$0</a>	<a href="#">\$5,000,000</a>								<a href="#">62.29</a>
<a href="#">13074.2</a>	<a href="#">1089-02-019</a>	<a href="#">FM 429</a>	<a href="#">US 80 to North of US 80</a>	<a href="#">Realign FM 429 with at-grade crossing in order to construct UPRR siding track nearby and to remove offset intersection of US 80 and FM 429</a>	TBD	<a href="#">August 2028</a>	<a href="#">2028</a>	<a href="#">Part of the Loop 9 Category 2/STBG swap approved by the RTC in October 2021</a>	<a href="#">\$6,539,788</a>	<a href="#">\$6,539,788</a>	<del>\$0</del> \$5,000,000	<del>\$0</del>	<del>\$0</del> \$5,000,000								<a href="#">62.29</a>
55111	2588-01-017	FM 548	Windmill Farms Blvd to South of SH 205 (Rockwall County Line)	Widen and reconstruct 2 lane rural to 4 lane urban divided (6 lane ultimate)	July 2019 (Actual)	March 2026-2029	2029-2026		\$39,613,924	\$40,810,691	\$8,448,796	\$8,448,796	\$8,448,796								80.78
55111.2	2588-01-022	FM 548	North of US 80 to Windmill Farms Blvd	Widen and reconstruct 2 lane rural to 6 lane urban divided	July 2019 (Actual)	March 2026	2026	Project split out from TIP 55111/CSJ 2588-01-017	\$64,419,678	\$60,525,955	\$60,525,955	\$49,551,204	<del>\$60,525,955</del>								80.78
<a href="#">13077</a>	<a href="#">0197-03-078</a>	<a href="#">US 175</a>	<a href="#">West of FM 148 Bypass to East of FM 148 Bypass</a>	<a href="#">Construct 4 lane divided highway and 2 lane frontage road</a>	<a href="#">April 2020 (Actual)</a>	<a href="#">September 2026</a>	<a href="#">2027</a>	<a href="#">Staff proposes to add project to the 10-Year Plan</a>	<a href="#">\$28,763,522</a>	<a href="#">\$28,763,522</a>	<a href="#">\$28,763,522</a>	<a href="#">\$0</a>	<a href="#">\$28,763,522</a>								<a href="#">64.93</a>
<b>Total Proposed Funding - Kaufman County</b>																		<b>\$107,752,745</b>			

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Red text indicates funding not being awarded by the TTC



**10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Planned Projects  
FY 2023 - FY 2032**

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Previous Construction Cost	Revised Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY 2023 - FY 2032								MPO Project Score	
												Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed	Cat 12 Strategic Priority Approved	Cat 12 Strategic Priority Proposed		
												\$1,950,486,878	\$2,043,406,932	\$916,895,477	\$1,083,560,278	\$717,123,838	\$1,060,306,786	\$1,144,033,483	\$1,742,665,442		
<b>Rockwall County Projects</b>																					
13017	2588-02-008	FM 548	S of SH 205 (Kaufman County Line) to SH 205	Widen and reconstruct 2 lane rural to 4 lane divided urban roadway (Ultimate 6)	July 2019 (Actual)	March 2026	2026	Project also has \$2,400,000 of Category 1 funding	\$8,592,968	\$8,844,467	\$6,200,000	\$6,200,000	\$6,200,000							78.71	
13036	0009-12-219	IH 30	SH 205 to West of FM 2642 (Hunt County Line)	Reconstruct & widen 4 to 6 main lanes; Reconstruct & widen 4 to 4/6 lane continuous frontage roads; Construct new & reconstruct existing interchanges; Ramp modifications; Pedestrian improvements	March 2019 (Actual)	November September 2022	2023	Project awarded Category 12 Clear Lanes funding via the 2020 UTP; Project also has \$50,000,000 of CMAQ funds	\$304,603,781	\$304,603,782	\$254,603,781	\$76,783,395	\$76,783,395			\$177,820,386	\$177,820,386			80.07	
55195	0009-12-220	IH 30	Dalrock Road to East of Horizon Road	Construct 0/4 to 4/6 lane frontage roads; Reconstruct Horizon Road interchange and ramp modifications	March 2019 (Actual)	October September 2022	2023	Split from TIP 13036/CSJ 0009-12-219; Project awarded Category 12 Clear Lanes funding via the 2020 UTP; <u>Project also has Category 1 funds for any funding gap</u>	\$178,424,272	\$178,959,638	\$178,424,272			\$32,000,000	\$32,000,000	\$146,424,272	\$146,424,272			81.35	
55221	0009-12-215	IH 30	Dalrock Road to SH 205	Add shoulder; Reconstruct and widen 6 to 8 mainlanes; Reconstruct 4/6 lane discontinuous to 4/6 lane continuous frontage roads; Ramp modifications and interchange at FM 740	March 2019 (Actual)	October September 2022	2023	Project awarded Category 12 Clear Lanes funding via the 2020 UTP	\$93,302,686	\$93,302,686	\$93,302,686	\$55,202,686	\$55,202,686			\$38,100,000	\$38,100,000			83.74	
13038	<del>0451-05-003</del> <del>0451-05-001</del>	SH 205	JCT SH 205/John King (South Goliad Street) to JCT SH 205/John King (North Goliad Street)	Widen 4 to 6 lane divided urban roadway	January 2020 (Actual)	April 2026	2026	Project split out from TIP 55074	\$37,352,578	\$37,352,577	\$37,352,577	\$24,032,505	<u>\$37,352,577</u>							83.19	
55074	<del>0451-04-025</del> <del>0451-04-021</del>	SH 205	JCT SH 205/John King (North Goliad Street) to North of John King (Collin County Line)	Widen 2 lane rural highway to 4 lane divided (6 lane ultimate)	January 2020 (Actual)	April 2026	2026	<u>Project also has \$680,541 of Category 1 funding</u>	\$6,206,000	\$6,206,000	\$6,206,000	\$5,525,459	<u>\$6,206,000</u>							88.75	
<b>Total Proposed Funding - Rockwall County</b>																			<b>\$576,089,316</b>		
<b>Various County Projects</b>																					
11618.2	0918-00-341	VA	Regional Mobility Assistance Patrol (Dallas District)	Mobility Assistance Patrol that provides assistance to stranded motorists due to vehicle problems or non-injury accidents	N/A	September 2022	2023	Additional funds would pay for a proposed expansion of this program; Includes \$4,387,500 of STBG; Project was awarded \$1,696,500 of Category 12 Strategic Priority funds in the 2022 UTP	\$6,084,000	\$6,084,000	\$1,696,500								\$1,696,500	\$1,696,500	N/A
11618.2	0918-00-342	VA	Regional Mobility Assistance Patrol (Dallas District)	Mobility Assistance Patrol that provides assistance to stranded motorists due to vehicle problems or non-injury accidents	N/A	September 2023	2024	Additional funds would pay for a proposed expansion of this program; Includes \$4,575,000 of STBG; Project was awarded \$2,013,000 of Category 12 Strategic Priority funds in the 2022 UTP	\$6,588,000	\$6,588,000	\$2,013,000								\$2,013,000	\$2,013,000	N/A
11618.2	0918-00-362	VA	Regional Mobility Assistance Patrol (Dallas District)	Mobility Assistance Patrol that provides assistance to stranded motorists due to vehicle problems or non-injury accidents	N/A	September 2024	2025	Additional funds would pay for a proposed expansion of this program; Includes \$4,725,000 of STBG; Project was awarded \$2,331,000 of Category 12 Strategic Priority funds in the 2022 UTP	\$7,056,000	\$7,056,000	\$2,331,000								\$2,331,000	\$2,331,000	N/A
<b>Total Proposed Funding - Various County</b>																			<b>\$6,040,500</b>		
<b>Total Category 2, 4, and 12 Funding</b>										<b>\$13,561,384,281</b>	\$5,227,528,362	\$1,312,897,559	\$1,478,457,861	\$677,579,157	\$946,098,273	\$717,123,838	\$1,060,306,786	\$1,144,033,483	\$1,742,665,442		
<b>Total Amount Remaining for Programming</b>											\$702,411,076	\$637,589,319	\$564,949,071	\$239,316,320	\$137,462,005	\$0	\$0	\$0	\$0		
<b>Total Allocation/Authorizations</b>											\$5,929,939,438										

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**10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District) - Planned Projects**  
**FY 2023 - FY 2032**

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Previous Construction Cost	Revised Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY 2023 - FY 2032						MPO Project Score		
												Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed		Cat 12 Strategic Priority Approved	Cat 12 Strategic Priority Proposed
												\$938,000,488	\$1,025,691,618	\$431,480,225	\$509,910,719	\$50,000,000	\$150,000,000		\$33,587,500	\$33,587,500
<b>Hood County Projects</b>																				
54018	0080-03-049	US 377	East of Brazos River Bridge to West of FM 51	US 377: Widen 4 lane to 6 lane (with a 4 lane transitional section at end with auxiliary lanes) with 0 to 4 lane discontinuous access roads and ramps; SH 144: Widen 4 lane undivided to 4/5 divided and intersection improvements; FM 51: Widen 2 lane undivided to 4 lane undivided	October 2023 September-2022	September 2026	2027		\$35,000,000	\$45,000,000	\$25,000,000 <del>\$45,000,000</del>	\$25,000,000	<del>\$25,000,000</del> <del>\$45,000,000</del>					72.76		
<b>Total Proposed Funding - Hood County</b>																	<b>\$25,000,000</b>			
<b>Johnson County Projects</b>																				
13040	0747-05-043	FM 157	8th Street to North of County Road 108B	Realign roadway 2 lane rural to 2 lane urban with sidewalks and turn lanes	August 2021 (Actual) May-2022	May 2024 June-2025	2024 2025	Project split out from TIP 13041/CSJ 0747-05-042; Project also has Category 1 funds for any funding gap	\$7,641,619	\$6,956,984	\$6,700,000	\$6,700,000	\$6,700,000					78.10		
13041	0747-05-042	FM 157	US 67 to 8th Street	Reconstruct from 2 lane rural to 2 lane urban with sidewalks and turn lanes	August 2021 (Actual)	May 2024 June-2025	2024 2025		\$7,459,763	\$6,800,000	\$6,800,000	\$6,800,000	\$6,800,000					87.39		
54053	0747-05-035	FM 157	BU 287P to US 67	Realign and widen roadway from 2 to 4 lanes urban divided	June 2023 February-2022	January 2027 August-2026	2027 2026		\$125,000,000	\$128,000,000	\$78,000,000	\$78,000,000	\$78,000,000					72.84		
11955.1	1181-02-033	FM 917	West of Ave F to Main Street	Construct railroad grade separation and realign FM 917	September 2023 June-2022	September 2026	2027	Project also has Category 1 funds for any funding gap	\$10,000,000	\$10,005,122	\$10,000,000	\$10,000,000	\$10,000,000					77.01		
11955.2	1181-03-036	FM 917	South Main Street to East of SH 174	Construct railroad grade separation and realign FM 917	September 2023 June-2022	September 2026	2027	Project split out from TIP 11955/CSJ 1181-02-033	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000					86.06		
13046	0014-03-088	IH 35W	Ricky Lane to US 67	Reconstruct interchange	October 2022 May-2021	May 2025 March-2026	2025 2026		\$24,600,000	\$22,000,000	\$22,000,000			\$22,000,000	\$22,000,000			84.42		
14063	0019-01-146	SH 174	North of Elk Dr to Wicker Hill Rd	Widen from 4 to 6 lane rural divided with sidewalks	March 2023	October 2023	2024	Part of the 2022 SE Connector Category 2/STBG swap; Project also has \$900,000 of CMAAQ funding; Staff proposes to swap existing STBG funds on this project for Category 2 funds (offset by reduction of Category 2 on TIP 55043/CSJ 2374 05-066); Project also has Category 1 funds for any funding gap	\$7,410,000	\$7,706,400	\$6,510,000	\$0	\$6,510,000					82.15		
<b>Total Proposed Funding - Johnson County</b>																	<b>\$133,010,000</b>			
<b>Parker County Projects</b>																				
14042	0717-01-025	FM 113	Old Millsap Rd to North of Old Millsap Rd	Realign FM 113 (2 to 2 lanes)	March 2024	September 2025	2026	Part of the 2022 SE Connector Category 2/STBG swap; Project also has \$1,400,000 of Category 1 funding; Staff proposes to swap existing STBG funds on this project for Category 2 funds (offset by reduction of Category 2 on TIP 55043/CSJ 2374 05-066)	\$600,000	\$600,000	\$600,000	\$0	\$600,000					71.72		
14041	0008-09-037	FM 1187	Maverick St to FM 5	Reconstruct and widen from 2 lanes (with center turn lane) to 4 lane (with center turn lane) urban roadway (6 lane ultimate); Intersection improvements including a roundabout	July 2023	August 2024	2024	A part of the 2022 SE Connector Category 2/STBG swap; Project also has \$1,290,000 of CMAAQ funding; Staff proposes to swap existing STBG funds on this project for Category 2 funds (offset by reduction of Category 2 on TIP 55043/CSJ 2374 05-066)	\$6,440,000	\$6,440,000	\$5,150,000	\$0	\$5,150,000					78.61		
13054	0314-07-061	IH 20	FM 2552 to Bankhead Highway	Construct 0 to 4/6 westbound and eastbound frontage roads and U-turn bridges	August 2023	May 2029 September-2025	2029 2026	\$31,000,000 of Category 12 Strategic Priority funding awarded in the 2022 UTP	\$68,700,000	\$77,000,000	\$77,000,000			\$21,000,000	\$46,000,000	\$0	\$0	\$31,000,000	\$31,000,000	75.83
13061	0008-03-094	IH 20	IH 20/IH 30 Split to Tarrant/Parker County Line	Construct interchange at Walsh Ranch Parkway including auxiliary lanes	December September 2022	May 2023 January-2025	2023 2025	Project split out from CSJ 1068-05-014; \$9,000,000 of Category 4 funds to be moved to TIP 13061.2/CSJ 0008-16-044; Project also has Category 1 funds for any funding gap	\$29,000,000	\$21,600,000	\$20,000,000			\$29,000,000	\$20,000,000				79.21	
13061.1	0008-03-133	IH 20	FM 1187/FM 3325 to IH 20/IH 30 Split	Reconstruct 2 to 2 lane frontage roads, construct continuous shared use path, construct new ramps on IH 20 between FM 1187/FM 3325 and IH 30, lower IH 20 main lanes at FM 1187/FM 3325 & westbound IH 20, lower IH 30 main lanes	December 2022	May 2023	2023	Project is a breakout of TIP 13061/CSJ 0008-03-094; TxDOT requested Category 12 Strategic Priority funding through 2023 UTP, but the project is not being proposed for Category 12 funds	\$30,000,000	\$30,000,000	\$30,000,000			\$0	\$30,000,000 <del>\$15,000,000</del>		\$0	\$0 <del>\$15,000,000</del>	79.21	
21093.1	0008-03-131	IH 20	From FM 1187 to US 180	Reconstruct from 6 to 6 general purpose lanes and reconstruct and widen 4 continuous to 4/6 lane continuous frontage roads	May 2027	September 2034	2035	A part of the US 287 Category 2/STBG swap approved by the RTC on October 2021; \$588,436 of STBG to remain on the project	\$4,000,000	\$448,000,000	\$0 <del>\$3,411,564</del>	\$0	\$0 <del>\$3,411,564</del>					61.50		

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**FY 2023 - FY 2032**

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Previous Construction Cost	Revised Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY 2023 - FY 2032						MPO Project Score		
												Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed		Cat 12 Strategic Priority Approved	Cat 12 Strategic Priority Proposed
												\$938,000,488	\$1,025,691,618	\$431,480,225	\$509,910,719	\$50,000,000	\$150,000,000		\$33,587,500	\$33,587,500
13062	1068-05-014	IH 30	IH 20/IH 30 Split to Tarrant/Parker County Line	Lower the mainline under Walsh Ranch Pkwy at IH 30	December-September-2022	May 2023 January-2025	2023-2025	Grouped project; TxDOT requested Category 12 Strategic Priority funding through 2023 UTP. Category 4 funds to be moved to TIP 13061.2/CSJ 0008-16-044	\$10,000,000	\$17,000,000	\$17,000,000	\$0	\$8,500,000	\$6,000,000	\$8,500,000 \$0	\$0	\$0 \$8,500,000	78.99		
<b>Total Proposed Funding - Parker County</b>													\$149,750,000							
<b>Tarrant County Projects</b>																				
21024	0718-02-076	FM 156	at Industrial Blvd	Construct intersection improvements including left and right turn lanes and sidewalks	May 2022 (Actual)	June 2023	2023	Part of the 2022 SE Connector Category 2/STBG swap; Staff proposes to swap the existing STBG funds on this project for Category 2 funding (offset by reduction of Category 2 on TIP 55043/CSJ 2374-05-066)	\$3,364,563	\$3,364,563	\$3,364,563	\$0	\$3,364,563						88.97	
11572	0902-48-579	US 81/US 287	at FM 3479/Harmon Rd/North Tarrant Parkway	Construct North Tarrant Parkway over US 81 with turnaround on eastside; Construct Harmon Rd over US 81	August 2022	November 2023	2024	Part of the 2022 SE Connector Category 2/STBG swap; Project also includes \$1,653,702 of local funding; Staff proposes to swap the existing STBG funds on this project for Category 2 funding (offset by reduction of Category 2 on TIP 55043/CSJ 2374-05-066)	\$14,474,805	\$12,821,102	\$12,821,102	\$0	\$12,821,102						100.00	
13061.2	0008-16-044	IH 20	Tarrant/Parker County Line to Markum Ranch Road	Construct new IH 20 interchange at Minor 1 (including auxiliary lanes)	December 2022	May 2023	2023	Project is a breakout of TIP 13061/CSJ 0008-03-094; Project also has Category 1 funds for any funding gap	\$22,400,000	\$22,400,000	\$20,000,000	\$0	\$5,000,000	\$0	\$15,000,000				78.10	
13019	0008-16-043	IH 20	At Chisholm Trail Parkway	Add northbound and southbound direct connect ramps	January 2025	September 2027	2028		\$31,085,095	\$31,085,095	\$31,085,095	\$31,085,095	\$31,085,095						63.16	
13027.1	2374-05-084	IH 20	Park Springs Blvd. to Dallas County Line	Reconstruct freeway from 8 to 10 lanes and 4/6/8 lane to 4/6/8 lane continuous frontage roads	June 2023	August 2031	2031	Split from IH 20 from US 287 to Park Springs Blvd; Funding previously moved to TIP 13027.2/CSJ 2374-05-093	\$365,000,000	\$365,000,000	\$0	\$0	\$0						76.01	
13027.2	2374-05-093	IH 20	Park Springs Blvd. to Dallas County Line	Construct continuous eastbound & westbound frontage roads on IH 20 from Park Springs to Cooper; On eastbound IH 20 exit to Bardin (frt rd) improve drainage due to commercial developments during storm events; Convert IH 20 eastbound ramps to Matlock, intersection improvements on Matlock & convert IH 20 westbound ramps to Great Southwest Parkway	October June 2023	September 2026 January-2025	2027-2025	\$50,000,000 of Category 2 funding previously offset by a reduction on TIP 13027.1/CSJ 2374-05-084	\$111,607,149	\$80,000,000	\$50,000,000 \$80,000,000	\$50,000,000	\$50,000,000 \$80,000,000			\$0	\$0		76.01	
55043.1	2374-05-094	IH 20	Little Road to Park Springs	Reconstruct and widen from 8 to 10 general purpose lanes, 4/6 discontinuous lanes to 4/8 continuous frontage road lanes; Add shared-use path and sidewalks	September 2020 (Actual)	September 2031	2032	Project is a breakout of TIP 55043/CSJ 2374-05-066; Project is part of the Southeast Connector project; TxDOT requested Category 12 funding through 2023 UTP	\$224,000,000	\$224,000,000	\$100,000,000			\$0	\$100,000,000			82.70		
13002	1068-01-230	IH 30	IH 820 to Chisholm Trail Parkway	Reconstruct from 6 to 8 mainlanes; Reconstruct 2/8 lane to 2/8 lane discontinuous frontage roads and convert 2 way frontage road sections to one way eastbound and westbound (1 lane to 2 lane discontinuous)	January 2024 April-2022	September 2025 2027	2028-2026	Category 2 funding moved to TIP 55045/CSJ 0008-13-206; Project will be re-funded in a future 10-Year Plan update; TxDOT requested Category 12 Clear Lanes funding through 2023 UTP, but project is not being proposed for funding by the TTC	\$130,000,000	\$130,000,000	\$0 \$65,000,000	\$0	\$0	\$0	\$0	\$0 \$65,000,000		73.24		
13003	1068-01-214	IH 30	SS 580 (East of Linkcrest Drive) to IH 820	Reconstruct 4 to 6 main lanes; Reconstruct 4 lane discontinuous frontage to 4/6 lane continuous frontage roads; Reconstruct SS 580 interchange	June 2022 October-2021	March-September-2024	2024-2025	\$50,000,000 of Category 12 Texas Clear Lanes funding awarded in the 2022 UTP	\$140,000,000	\$140,000,000	\$140,000,000	\$0	\$0	\$90,000,000	\$90,000,000	\$50,000,000	\$50,000,000		79.63	
TBD	1068-02-072	IH 30	East of IH 35W to Cooper Street	Widen 6 to 8/10 general purpose lanes	January 2025	September 2031 2032	2033-2032	Project will be funded in a future 10-Year Plan Update	\$1,000,000,000	\$1,000,000,000	\$0	\$0	\$0						60.78	
13001	1068-02-147	IH 30	West of Cooper Street to Dallas County Line	Reconstruct and widen 6 to 8 general purpose lanes, convert 2 concurrent managed lanes to 2/3 concurrent managed lanes, and reconstruct existing 4/6 to 4/6 discontinuous frontage road lanes	August 2022 April-2021	September 2024-2027	2028-2025	TxDOT to build safety barriers into managed lane design	\$146,300,000	\$197,820,000	\$197,820,000	\$0	\$42,180,000	\$127,820,000	\$155,640,000				80.82	
TBD	0014-02-055	IH 35W	North of IH 20 to South of SH 174	IH 20 Interchange operational improvements	August 2023 November-2022	September August 2027	2028-2027	TxDOT requested Category 12 Clear Lanes funding through 2023 UTP, but project is not being proposed for funding by the TTC	\$75,000,000	\$75,000,000	\$0 \$37,500,000			\$0	\$0 \$37,500,000	\$0	\$0	83.01		

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												Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed		Cat 12 Strategic Priority Approved	Cat 12 Strategic Priority Proposed			
												\$938,000,488	\$1,025,691,618	\$431,480,225	\$509,910,719	\$50,000,000	\$150,000,000		\$33,587,500	\$33,587,500			
<a href="#">55041.1</a>	<a href="#">0008-13-250</a>	<a href="#">IH 820</a>	<a href="#">Ramey Ave to Brentwood Stair Road</a>	<a href="#">Reconstruct and widen freeway from 4/8 to 8 main lanes and 4/6 discontinuous frontage road lanes to 4/6 continuous frontage road lanes and remove 4 to 0 collector distributor lanes; Add shared-use path and sidewalks</a>	September 2020 (Actual)	September 2022	2023	<a href="#">Project is a breakout of TIP 55041/CSJ 0008-13-125; Project is part of the Southeast Connector project; Staff proposes to transfer Category 2 funds from several projects (TIP 13070/CSJ 0135-15-002, TIP 13067/CSJ 0135-02-065, TIP 13033.5/CSJ 0196-01-113, and FM 428 at Greenbelt) to this project in order to fully fund it</a>	\$468,000,000	\$468,000,000	\$468,000,000	\$0	\$468,000,000						81.89				
13005.1	0008-14-132	IH 820	Navajo Trail/Cahoba Drive to Marine Creek Parkway	Relocate ramps, realign frontage roads, add bridges	February 2026 June 2021	January 2028 August 2026	2028	Project is a breakout of TIP 13005/CSJ 0171-05-068	\$20,000,000	\$20,000,000	\$20,000,000	\$20,000,000	\$20,000,000						86.84				
<a href="#">21022</a>	<a href="#">0008-13-248</a>	<a href="#">IH 820</a>	<a href="#">at Trinity Railway Express Line from North of Trinity Blvd to South of SH 10</a>	<a href="#">Reconstruct northbound 2 to 2 general purpose lanes and approaches</a>	January 2023	May 2023	2023	<a href="#">Part of the US 287 Category 2/STBG swap approved by the RTC in October 2021</a>	\$18,000,000	\$18,000,000	\$0	\$0	\$0						90.75				
13056	0008-05-029	Lancaster Avenue/ SH 180	IH 35W to Tierney Road	Reconstruct roadway 6 to 6 lanes with pedestrian improvements	January 2023	September 2026 August 2025	2027	Project has a \$5,000,000 commitment from City of Fort Worth	\$42,500,000	\$42,500,000	\$37,500,000	\$37,500,000	\$37,500,000						80.42				
13057	0008-06-052	Lancaster Avenue/ SH 180	Tierney Road to IH 820	Reconstruct roadway 6 to 6 lanes with pedestrian improvements	January 2023	September 2026 August 2025	2027	Split from TIP 13056; Project has a \$5,000,000 commitment from City of Fort Worth	\$17,500,000	\$17,500,000	\$12,500,000	\$12,500,000	\$12,500,000						79.36				
13064	0094-05-070	SH 183	At Pumphrey	Construct intersection improvements including turn lanes and new traffic signal	August 2024 November 2023	January 2027 September 2025	2027		\$20,740,724	\$20,025,600	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000	\$20,025,600				61.51				
13066	0094-01-032	SH 183	At UP RR & UP RR Spur	Replace railroad underpass	July 2021 (Actual)	January 2023 August 2022	2023	Project also has \$12,000,000 of Category 6 funding	\$30,000,000	\$30,000,000	\$18,000,000	\$18,000,000	\$18,000,000						88.61				
TBD	0008-14-059 0364-01-054	SH 183/IH 820	SH 183 from East of IH 820/SH 121 Interchange to Reliance Parkway and IH 820 from East of IH 35W to West of IH 820/SH 121 Interchange	SH 183: Widen from 4 to 6 managed lanes; IH 820: Widen from 4 to 6 general purpose lanes	April 2023	August 2023	2023	Project to be funded by the private sector as part of the North Tarrant Express CDA; NTE Segments 1 and 2	\$162,000,000	\$162,000,000	\$0								72.81				
TBD	0094-02-136 0364-05-039	SH 183	Reliance Parkway to SH 161	Construct 6/8 to 8 general purpose lanes and 2/3 to 6 managed lanes	April 2023	August 2023	2023	Project to be funded by the private sector as part of the North Tarrant Express CDA	\$1,000,000,000	\$1,000,000,000	\$0								72.81				
13005	0171-05-068	SH 199	Azle Ave to Roberts Cutoff	Construct 0/4 with auxiliary lanes to 4/6 main lanes (6 lane ultimate) and interchange at IH 820	February 2026 June 2021	January 2028 August 2026	2028	\$20,000,000 of Category 2 funds previously moved to CSJ 0008-14-132 (part of the SH 199 improvements)	\$180,000,000	\$180,000,000	\$180,000,000	\$180,000,000	\$180,000,000						86.64				
13037	0171-05-094	SH 199	West Fork of Trinity River to Roberts Cutoff	Reconstruct and widen 4 to 6 lane divided urban	February 2024 June 2021	June 2026 August 2024	2026	<a href="#">Project also has Category 1 funding for any funding gap</a>	\$68,661,515	\$73,943,201	\$68,661,515	\$68,661,515	\$68,661,515						78.28				
13008	2266-02-148	SH 360	North of E. Randal Mill Rd. to South of E. Randal Mill Rd.	Reconstruct 6 to 8 main lanes and railroad underpass and 4/8 lane to 4/8 lane continuous frontage roads	November 2017 (Actual)	December 2026 August 2024	2027	Project is split out from TIP 51346	\$55,000,000	\$70,000,000	\$55,000,000	\$55,000,000	\$55,000,000	\$55,000,000	\$70,000,000				94.82				
13058	2266-02-150	SH 360	SH 183 to IH 30	Operational improvements	June 2024	September 2026	2027		\$103,000,000	\$103,000,000	\$20,000,000	\$20,000,000	\$20,000,000						77.49				
<a href="#">14092</a>	<a href="#">2266-02-159</a>	<a href="#">SH 360</a>	<a href="#">From Trinity River to Post and Paddock</a>	<a href="#">Construct 0 to 2 lane southbound frontage road, bridge over Riverside Parkway, and new sidewalks</a>	September 2025	January 2027	2027	<a href="#">Part of the US 287 Category 2/STBG swap approved by the RTC in October 2021; Project also has \$102,097 of CMAQ</a>	\$12,638,436	\$12,638,436	\$0	\$0	\$0						73.82				
<a href="#">55044.1</a>	<a href="#">0172-06-105</a>	<a href="#">US 287</a>	<a href="#">Village Creek Road to Berry St.</a>	<a href="#">Reconstruct 6 to 6 mainlanes plus auxiliary lanes with 4 discontinuous frontage road lanes to 4/6 discontinuous frontage road lanes; Add shared-use path and sidewalks</a>	September 2020 (Actual)	September 2031	2032	<a href="#">Project is a breakout of TIP 55044/CSJ 0172-06-080; Project is part of the Southeast Connector project; TxDOT requested Category 12 Strategic Priority funding through 2023 UTP, but project is not being proposed for funding by the TTC</a>	\$156,800,000	\$156,800,000	\$0	\$0	\$0				\$0	\$0	80.36				
13063	0014-15-078	US 81/US 287	South of North Tarrant Parkway to Avondale Haslet Road	Operational improvements including ramp modifications, 0 to 2 lane frontage roads, and sidewalks	May 2022 December 2021	September 2026	2027	Project added to the 10-Year Plan via 2020 UTP	\$71,600,010	\$122,280,000	\$122,280,000	\$5,000,000	\$79,600,000	\$8,000,000	\$42,680,000				81.86				
<a href="#">21019</a>	<a href="#">0080-07-099</a>	<a href="#">US 377</a>	<a href="#">at RM 2871</a>	<a href="#">Construct intersection improvements</a>	April 2024	September 2024	2025	<a href="#">Part of the 2022 SE Connector Category 2/STBG swap; Staff proposes to swap the existing STBG funds on this project for Category 2 funding (offset by reduction of Category 2 on TIP 55043/CSJ 2374-05-066); Project also has Category 1 funds for any funding gap</a>	\$5,200,000	\$5,200,000	\$5,000,000	\$0	\$5,000,000						77.66				
<b>Total Proposed Funding - Tarrant County</b>																						<b>\$1,572,032,275</b>	

Amounts only include Cat 2, 4, 12 funds  
Green text indicates changes since October 2021 RTC meeting and funding being awarded by the TTC  
Red text indicates funding not being awarded by the TTC

**10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District) - Planned Projects**  
**FY 2023 - FY 2032**

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Previous Construction Cost	Revised Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY 2023 - FY 2032						MPO Project Score		
												Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed		Cat 12 Strategic Priority Approved	Cat 12 Strategic Priority Proposed
												\$938,000,488	\$1,025,691,618	\$431,480,225	\$509,910,719	\$50,000,000	\$150,000,000		\$33,587,500	\$33,587,500
<b>Wise County Projects</b>																				
13004.3	0013-09-012	BU 81-D	CR 1160 - Realigned FM 1810 intersection to North of CR 2090	Realignment of BU 81-D at realigned intersection of US 81/287 and FM 1810/BU 81-D	September 2023	September June-2027	2028 2027	Split from TIP 13004/CSJ 2418-01-013	\$3,600,000	\$3,600,000	\$3,600,000	\$3,600,000	\$3,600,000					67.70		
13004.1	2418-01-013	FM 1810	West of CR 1170 to CR 1160 - Realigned BU 81D intersection	Realignment of FM 1810 and grade separation & retaining walls at realigned intersection at US 81/287 & BU 81D	September 2023	September June-2027	2028 2027		\$17,000,000	\$17,000,042	<del>\$17,000,000</del> \$13,300,000	\$13,300,000	<del>\$13,300,000</del> \$13,300,000					67.70		
53141	0312-04-022	FM 730	Approximately 3 miles north of SH 114 to SH 114 in Boyd	Reconstruct and widen existing 2 to 2 lane roadway and replace bridge and culvert structures	N/A	May 2023 August-2022	2023 2022	Original Prop 1 project; Project not eligible for Category 4 funding, so previously changed to Category 2; Project also has Category 6 funding under CSJ 0312-04-029	\$26,000,000	\$26,000,000	\$26,000,000	\$26,000,000	\$26,000,000					72.48		
13004.2	0013-07-083	US 81	North of CR 2195 to North of US 380	Construct mainline grade separation at relocated FM 1810 and US 81D, with addition of ramps and 0 to 2 lane frontage roads	September 2023	September June-2027	2028 2027	Split from TIP 13004/CSJ 2418-01-013	\$32,700,000	\$32,700,000	<del>\$32,700,000</del> \$16,700,000	\$16,700,000	<del>\$16,700,000</del> \$16,700,000					68.44		
<b>Total Proposed Funding - Wise County</b>																	<b>\$59,600,000</b>			
<b>Various County Projects</b>																				
11619.1	0902-00-309	VA	Regional Mobility Assistance Patrol (Fort Worth District)	Mobility Assistance Patrol that provides assistance to stranded motorists due to vehicle problems or non-injury accidents	N/A	September 2022	2023	Additional funds would pay for a proposed expansion of this program; Includes \$2,567,500 of STBG; Project was awarded \$812,500 of Category 12 Strategic Priority funding via 2022 UTP	\$3,380,000	\$3,380,000	\$812,500						\$812,500	\$812,500	N/A	
11619.1	0902-00-310	VA	Regional Mobility Assistance Patrol (Fort Worth District)	Mobility Assistance Patrol that provides assistance to stranded motorists due to vehicle problems or non-injury accidents	N/A	September 2023	2024	Additional funds would pay for a proposed expansion of this program; Includes \$2,905,000 of STBG; Project was awarded \$875,000 of Category 12 Strategic Priority funding via 2022 UTP	\$3,780,000	\$3,780,000	\$875,000						\$875,000	\$875,000	N/A	
11619.1	0902-00-311	VA	Regional Mobility Assistance Patrol (Fort Worth District)	Mobility Assistance Patrol that provides assistance to stranded motorists due to vehicle problems or non-injury accidents	N/A	September 2024	2025	Additional funds would pay for a proposed expansion of this program; Includes \$3,132,000 of STBG; Project was awarded \$900,000 of Category 12 Strategic Priority funding via 2022 UTP	\$4,032,000	\$4,032,000	\$900,000						\$900,000	\$900,000	N/A	
<b>Total Proposed Funding - Various County</b>																	<b>\$2,587,500</b>			
<b>Total Category 2, 4, and 12 Funding</b>										<b>\$5,703,978,545</b>	<b>\$1,941,979,775</b>	<b>\$696,846,610</b>	<b>\$1,328,572,275</b>	<b>\$303,820,000</b>	<b>\$429,820,000</b>	<b>\$50,000,000</b>	<b>\$150,000,000</b>	<b>\$33,587,500</b>	<b>\$33,587,500</b>	
<b>Total Amount Remaining for Programming</b>											<b>(\$222,789,938)</b>	<b>\$241,153,878</b>	<b>(\$302,880,657)</b>	<b>\$127,660,225</b>	<b>\$80,090,719</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	
<b>Total Allocation/Authorizations</b>											<b>\$1,719,189,837</b>									

Amounts only include Cat 2, 4, 12 funds  
Green text indicates changes since October 2021 RTC meeting and funding being awarded by the TTC  
Red text indicates funding not being awarded by the TTC

**10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Paris District) - Planned Projects  
FY 2023 - FY 2032**

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Previous Construction Cost	Revised Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY 2023 - FY 2032				MPO Project Score
												Cat 2 Approved	Cat 2 Proposed	Cat 12 Approved	Cat 12 Proposed	
												\$51,570,160	\$136,187,756	\$146,400,000	\$146,400,000	
<b>Hunt County Projects</b>																
13052	2659-01-010	FM 1570	IH 30 to SH 66	Construct 2 lane to 4 lane divided with shoulders (HMAC pavement and RR crossing) North project	June 2025	<del>September 2026</del> August 2025	<del>2027</del> 2025	Hunt County is doing environmental clearance; <del>Project has \$1,800,000 of Category 1 funding</del>	\$16,800,000	\$16,800,000	\$16,800,000	\$15,000,000	<del>\$16,800,000</del>			82.54
13051	0692-01-020	FM 1570	SH 34 to IH 30	Widen 2 to 4 lane divided roadway (South Project)	June 2027	October 2027	2028		\$24,640,000	\$24,640,000	\$24,640,000	\$0	<del>\$24,640,000</del>			90.27
13039	2658-01-013	FM 2642	FM 35 to SH 66	Widen 2 lane to 4 lane divided urban with sidewalks	June 2020 (Actual)	<del>October</del> September 2022	2023	<del>Project also has \$11,485,840 of Category 7 funds; Part of the 2022 SE Connector Category 2/STBG swap; Staff proposes to swap \$11,485,840 of existing STBG funds for Category 2 funds (offset by reduction of Category 2 on TIP 55043/CSJ 2374-05-066)</del>	\$21,056,000	\$19,552,000	\$19,552,000	\$8,066,160	<del>\$19,552,000</del>			82.30
13050	0009-13-167	IH 30	At FM 1570	Construct interchange	<del>March June 2022</del> (Actual)	<del>October</del> September 2022	2023	<del>Project was awarded Category 12 funds via 2018 UTP; Project also has \$8,000,000 of Category 7 funds; Project was awarded an additional \$1,200,000 of Category 12 Strategic Priority funds in 2022 UTP; Part of the 2022 SE Connector Category 2/STBG swap; Staff proposes to swap \$8,000,000 of existing STBG funds for Category 2 funds (offset by reduction of Category 2 on TIP 55043/CSJ 2374-05-066); Additional \$9,000,000 Category 2 to be moved from TIP 55223/CSJ 0009-13-173</del>	\$31,200,000	\$40,200,000	\$40,200,000	\$0	<del>\$17,000,000</del>	\$23,200,000	\$23,200,000	75.78
55223	0009-13-173	IH 30	West of FM 1903 to East of FM 1903	Reconstruct overpass and approaches	<del>March June 2022</del> (Actual)	<del>October</del> September 2022	2023	<del>Project also has \$14,450,000 of Category 7 funds; Part of the 2022 SE Connector Category 2/STBG swap; Staff proposes to swap \$14,450,000 of existing STBG funds for Category 2 funds, with \$9,000,000 moved to TIP 13050/CSJ 0009-13-167</del>	\$37,908,000	\$28,857,999	\$28,857,999	\$23,408,000	<del>\$28,857,999</del>			76.27
55224	0009-13-168	IH 30	South of FM 36 to North of FM 36	Reconstruct overpass	<del>March 2022</del> (Actual) February 2023	May 2023	2023	Project was awarded Category 12 funds via 2018 UTP; Project was awarded an additional \$1,000,000 of Category 12 Strategic Priority funds in 2022 UTP	\$26,000,000	\$37,824,526	\$37,824,526	\$0	<del>\$11,824,526</del>	\$26,000,000	\$26,000,000	77.26
55225	0009-13-169	IH 30	South of FM 1565 to North of FM 1565	Reconstruct overpass	<del>March 2022</del> (Actual) February 2023	May 2023	2023	Project was awarded Category 12 funds via the 2018 UTP; Project was awarded an additional \$1,000,000 of Category 12 Strategic Priority funds in 2022 UTP	\$26,000,000	\$27,323,788	\$27,323,788	\$0	<del>\$1,323,788</del>	\$26,000,000	\$26,000,000	76.40
55226	0009-13-170	IH 30	South of CR 2509 to North of CR 2509	Construct new interchange	<del>March 2022</del> (Actual) February 2023	May 2023	2023	Project was awarded Category 12 funds via 2018 UTP; Project was awarded an additional \$1,200,000 of Category 12 Strategic Priority funds in 2022 UTP	\$31,200,000	\$31,289,933	\$31,289,933	\$0	<del>\$89,932</del>	\$31,200,000	\$31,200,000	82.02
13065	0009-13-174	IH 30	FM 2642 to FM 1570	Widen 4 to 6 lane freeway	<del>March 2022</del> (Actual) August 2025	<del>September 2026</del> August 2026	<del>2027</del> 2026	Project was awarded Category 12 funds via the 2020 UTP	\$44,800,000	\$155,848,000	\$40,000,000			\$40,000,000	\$40,000,000	62.27
21051	0009-13-175	IH 30	at Monty Stratton Parkway	Widen overpass from 4 lane to 6 lane; Construct eastbound to westbound U-turn	<del>March 2022</del> (Actual) June 2023	<del>October</del> September 2022	2023	<del>Funded with \$4,200,000 of STBG through COVID-19 Infrastructure Program (Round 3); Part of the 2022 SE Connector Category 2/STBG swap; Staff proposes to swap \$4,200,000 of existing STBG funds for Category 2 funds (offset by reduction of Category 2 on TIP 55043/CSJ 2374-05-066)</del>	\$4,200,000	\$11,003,511	\$11,003,511	\$0	<del>\$11,003,511</del>			64.92
13053	0768-01-057	SH 24/ SH 11	Culver Street to Live Oak Street and SH 11 from SH 24 to Monroe Street	Construct pedestrian safety and traffic calming improvements	September 2019 (Actual)	March 2023	2023	<del>Move \$600,000 of Category 2 funds to TIP 13053.2/CSJ 0083-11-026 to account for control section break</del>	\$5,096,000	\$4,496,000	\$4,496,000	\$5,096,000	<del>\$4,496,000</del>			65.49
<del>13053.2</del>	<del>0083-11-026</del>	<del>SH 24/ SH 11</del>	<del>Culver Street to Live Oak Street and SH 11 from SH 24 to Monroe Street</del>	<del>Construct pedestrian safety and traffic calming improvements</del>	<del>September 2019</del> (Actual)	<del>March 2023</del>	<del>2023</del>	<del>Add project to account for control section break (offset by reduction on TIP 13053/CSJ 0768-01-057); Project also has Category 1 funds to cover any funding gap</del>	<del>\$600,000</del>	<del>\$624,000</del>	<del>\$600,000</del>	<del>\$0</del>	<del>\$600,000</del>			<del>65.49</del>
<b>Total Category 2 and 12 Funding</b>											\$282,587,756	\$51,570,160	\$136,187,756	\$146,400,000	\$146,400,000	
<b>Total Amount Remaining for Programming</b>											\$0	\$0	\$0	\$0	\$0	
<b>Total Allocation/Authorizations</b>											\$282,587,756					

Amounts only include Cat 2, 4, 12 funds  
Green text indicates changes since October 2021 RTC meeting and funding being awarded by the TTC  
Red text indicates funding not being awarded by the TTC

**10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Let or Completed Projects  
FY2017 - FY2022**

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Revised Construction Cost	Approved Funding (Cat. 2, 4, 12)	FY2017 - FY2022			
												Cat 2 RTC Approved	Cat 4 RTC Approved	Cat 12 Clear Lanes RTC Approved	Cat 12 Strategic Priority RTC Approved
<b>Collin County Projects</b>															
54005	2351-01-017	FM 2478	FM 1461 to US 380	Widen 2 lane rural highway to 4 lane divided; Realign intersection at FM 1461; 6 lane ultimate	September 2017 (Actual)	September 2020 (Actual)	2021	Project also has \$97,983 of local funding; Project low bid: \$24,834,021	\$34,891,277	\$34,891,277	\$34,793,244	\$34,793,244			
54005.1	2351-02-014	FM 2478	FM 1461 to North of FM 1461	Widen 2 lane rural highway to 4 lane divided; 6 lane ultimate; Realign intersection of FM 1461	September 2017 (Actual)	September 2020 (Actual)	2021	Project split out from TIP 54005/CSJ 2351-01-017; Project low bid: \$3,219,051	\$3,985,550	\$3,985,550	\$3,985,550	\$3,985,550			
20083	2679-02-008	FM 2514	FM 2551 to West of FM 1378	Widen 2 lane rural to 4 lane (Ultimate 6 lane) urban roadway including new pedestrian improvements and left/right turn lanes	May 2014 (Actual)	May 2018 (Actual)	2018	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Remainder of construction funded with \$3,415,689 RTR and \$1,202,000 CMAQ; \$16,867,792 low bid; <a href="#">Project completed in April 2021</a>	\$16,867,792	\$16,867,792	\$13,600,000	\$13,600,000			
<a href="#">55037</a>	<a href="#">2679-03-016</a>	<a href="#">FM 2514</a>	<a href="#">North of Drain Drive to Brown Street</a>	<a href="#">Widen facility from 2 lane to 4/6 lane urban divided</a>	<a href="#">February 2019 (Actual)</a>	<a href="#">July 2022</a>	<a href="#">2022</a>		<a href="#">\$24,107,754</a>	<a href="#">\$24,107,754</a>	<a href="#">\$24,107,754</a>	<a href="#">\$24,107,754</a>			
<a href="#">55038</a>	<a href="#">2679-03-015</a>	<a href="#">FM 2514</a>	<a href="#">East of Lavon Parkway to North of Drain Drive</a>	<a href="#">Widen facility from 2 lane to 4 lane urban divided (ultimate 6 lane divided)</a>	<a href="#">February 2019 (Actual)</a>	<a href="#">July 2022</a>	<a href="#">2022</a>		<a href="#">\$11,360,404</a>	<a href="#">\$11,360,404</a>	<a href="#">\$11,360,404</a>	<a href="#">\$11,360,404</a>			
35004	0816-04-101	FM 455	US 75 to CR 286	Reconstruct and widen 2 lane rural to 4 lane divided	November 2017 (Actual)	December 2015 (Actual)	2016	Funds are Proposition 1 - Category 4; Project completed in August 2020	\$2,746,785	\$2,746,785	\$2,746,785		\$2,746,785		
13015	0549-03-024	SH 121	Collin County Outer Loop to North of FM 455	Reconstruct and widen from 2 lane to 4 lane rural divided; Construct 0 to 4 lane discontinuous access road and FM 455 interchange	January 2018 (Actual)	October 2020 (Actual)	2021	Project low bid: \$38,917,859	\$54,174,694	\$54,174,694	\$54,174,694		\$54,174,694		
<a href="#">55073</a>	<a href="#">0451-03-013</a>	<a href="#">SH 205</a>	<a href="#">North of John King to SH 78</a>	<a href="#">Widen 2 lane rural highway to 4 lane divided (6 lane ultimate)</a>	<a href="#">April 2018 (Actual)</a>	<a href="#">July 2022</a>	<a href="#">2022</a>		<a href="#">\$38,783,754</a>	<a href="#">\$38,783,754</a>	<a href="#">\$38,783,754</a>	<a href="#">\$38,783,754</a>			
13025	0047-14-084	US 75	North of FM 455 to CR 370	Construct interchange	June 2012 (Actual)	June 2018 (Actual)	2018	Low bid amount of \$19,863,387; Project completed in April 2020	\$19,863,387	\$19,863,387	\$19,863,387	\$19,863,387			
13044	0047-06-161	US 75	At Ridgeview Drive	Reconstruct interchange	June 2019 (Actual)	June 2022 (Actual)	2022	Project also has \$2,500,000 of Category 1 funding and \$8,945,594 of STBG funding	\$37,600,696	\$37,600,696	\$26,155,102	\$26,155,102			
<b>Total Approved Funding - Collin County</b>														<b>\$229,570,674</b>	
<b>Dallas County Projects</b>															
<a href="#">55240</a>	<a href="#">2374-04-085</a>	<a href="#">IH 20</a>	<a href="#">West of Cockrell Hill Road to Hampton Road</a>	<a href="#">Construct 0 to 4 lane frontage road</a>	<a href="#">July 2019 (Actual)</a>	<a href="#">December 2021 (Actual)</a>	<a href="#">2022</a>	<a href="#">Commitment to Red Bird Mall area; Project low bid: \$79,838,372</a>	<a href="#">\$80,581,578</a>	<a href="#">\$88,035,374</a>	<a href="#">\$80,581,578</a>	<a href="#">\$80,581,578</a>			
52527	1068-04-119	IH 30	SH 161 to NW 7th Street	Construct 0 to 4 lane frontage roads	December 2016 (Actual)	June 2018 (Actual)	2018	Low bid amount of \$24,549,664; Category 1 funds to be used for change orders	\$24,549,664	\$24,549,664	\$24,549,664		\$24,549,664		
54033	1068-04-149	IH 30	NW 7th Street to Belt Line Road	Construct 0 to 2/3 lane westbound frontage road and ramp modifications	December 2016 (Actual)	June 2018 (Actual)	2018	Low bid amount of \$13,291,213; Category 11 funds used to fund the remainder of the project	\$13,291,213	\$13,291,213	\$11,000,000		\$11,000,000		
55169	0009-11-241	IH 30	Bass Pro Drive to Dalrock Road	Construct 0 to 6 lane frontage roads, Bayside bridge, and ramp modifications; Reconstruct Dalrock interchange	September 2018 (Actual)	March 2021 (Actual)	2021	Project was awarded Category 4 funds via the 2019 UTP; Project also has \$15,000,000 of Category 1 funding for potential cost overruns; Project low bid: \$120,678,632	\$120,574,879	\$120,574,879	\$120,574,879		\$120,574,879		

ELECTRONIC ITEM 6.3

Amounts only include Category 2, 4, 12 funding.  
Green text and strikethroughs indicate changes since October 2021 RTC meeting

**10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Let or Completed Projects  
FY2017 - FY2022**

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Revised Construction Cost	Approved Funding (Cat. 2, 4, 12)	FY2017 - FY2022			
												Cat 2 RTC Approved	Cat 4 RTC Approved	Cat 12 Clear Lanes RTC Approved	Cat 12 Strategic Priority RTC Approved
55179	0009-11-238	IH 30	Bass Pro Drive in Garland to Dalrock Road	Widen to add shoulder	March 2019 (Actual)	March 2021 (Actual)	2021	Project was awarded Category 12 Clear Lanes funding via the 2020 UTP; Project also has \$3,500,000 of Category 1 funding for potential cost overruns; Project low bid: \$13,601,005	\$30,182,264	\$30,182,264	\$30,182,264	\$7,827,157		\$22,355,107	
13012.2	0196-03-274	IH 35E	IH 635 to Denton County Line	Reconstruct and widen 6 to 8 general purpose lanes and reconstruct existing 2/8 discontinuous frontage roads to 2/8 discontinuous frontage roads	March 2013 (Actual)	August 2021 (Actual)	2021	Design-build project; Project was awarded \$229,655,586 of Category 12 Clear Lanes funding and \$182,098,750 of Design-Build funds by the TTC	\$614,317,018	\$614,317,018	\$432,218,268	\$202,562,682		\$229,655,586	
13012.3	0196-03-282	IH 35E	IH 635 to Denton County Line	Reconstruct existing 2 managed lanes to 2 managed lanes	March 2013 (Actual)	August 2021 (Actual)	2021	Project split out from TIP 13012.2/CSJ 0196-03-274; Category 2 funds are offset by a reduction in funding on TIP 13012.2/CSJ 0196-03-274; Project was awarded \$14,470,000 of Design-Build funds for the remainder of the project	\$93,951,732	\$93,951,732	\$79,481,732	\$79,481,732			
55067	0092-14-088	IH 45	Lenway St. to Good Latimer	Reconstruct IH 45 and SM Wright Interchange (Phase 2B)	April 2017 (Actual)	December 2019 (Actual)	2020	Project low bid: \$30,136,042	\$30,136,042	\$30,136,042	\$30,136,042	\$30,136,042			
55249	0092-02-130	IH 45	At SL 9	Reconstruct existing 2 to 2 lane southbound frontage road and ramp modifications	November 2017 (Actual)	July 2021 (Actual)	2021	Project added to the 10-Year Plan via 2020 UTP; Funding offset by reduction in funding on TIP 55094/CSJ 0442-02-159; Project also has \$395,464 of Category 1 funding; Project low bid: \$4,228,798	\$3,833,334	\$3,833,334	\$3,833,334		\$3,667,581		
54111	2374-01-171	IH 635	At Skillman/Audelia	Interchange improvements	June 2015 (Actual)	August 2019 (Actual)	2019	Project has Category 12 funds from the MPO Revolver Swap; \$7,202,000 of Design-Build funding to offset reduction in Category 2 funding	\$57,972,000	\$57,972,000	\$50,770,000	\$46,393,000			\$4,377,000
55060.1	2374-01-137	IH 635 (E)	Miller Road to West of the KCS RR (West of SH 78)	Widen 8 to 10 general purpose lanes and reconstruct 4/6 lane discontinuous to 4/6 lane continuous frontage roads	April 2017 (Actual)	August 2019 (Actual)	2019	Project also has \$63,193,281 of Design-build funding	\$246,941,214	\$246,941,214	\$183,747,933	\$30,500,000	\$132,848,147	\$20,399,786	
55060.2	2374-01-191	IH 635 (E)	Miller Road to West of the KCS RR (West of SH 78)	Reconstruct existing 2 HOV/express to 2 HOV/express lanes	April 2017 (Actual)	August 2019 (Actual)	2019	Project split out from TIP 55060.1/CSJ 2374-01-137; Project also has \$6,513,375 of Design-build funding	\$49,935,875	\$49,935,875	\$43,422,500	\$43,422,500			
55075.1	2374-02-053	IH 635 (E)	West of the KCS RR (West of SH 78) to IH 30	Widen 8 to 10 general purpose lanes and reconstruct 4/6 lane discontinuous to 4/8 lane continuous frontage roads	April 2017 (Actual)	August 2019 (Actual)	2019	Construction also funded with \$25,000,000 CMAQ, \$92,752,017 STBG, and \$7,014,863 Category 11; Project also has \$122,653,801 of Design-Build funding	\$408,845,681	\$408,845,681	\$161,425,000	\$8,430,000	\$42,151,853	\$110,843,147	
55075.2	2374-02-152	IH 635 (E)	West of the KCS RR (West of SH 78) to IH 30	Reconstruct existing 2 HOV/express to 2 HOV/express lanes	April 2017 (Actual)	August 2019 (Actual)	2019	Construction also funded with \$7,142,858 STBG; Project split out from TIP 55075.1/CSJ 2374-02-053; Project also has \$26,139,846 of Design-build funding	\$200,405,486	\$200,405,486	\$167,122,782	\$167,122,782			
55075.3	2374-02-153	IH 635 (E)	At IH 30	Reconstruct interchange	April 2017 (Actual)	August 2019 (Actual)	2019	Construction also funded with \$25,000,000 STBG; Project split out from TIP 55075.1/CSJ 2374-02-053; Project also has \$83,400,711 of Design-build funding	\$303,694,615	\$303,694,615	\$195,293,904	\$195,293,904			
55165.1	2374-01-183	IH 635 (E)	East of US 75 to Miller Road	Widen 8 to 10 general purpose lanes and reconstruct existing 4/8 lane discontinuous to 4/6 lane continuous frontage roads	April 2017 (Actual)	August 2019 (Actual)	2019	Project also has \$125,710,231 of Design-build funds	\$432,206,098	\$432,206,098	\$306,495,867			\$306,495,867	
55165.2	2374-01-190	IH 635 (E)	East of US 75 to Miller Road	Reconstruct existing 2 to 2 managed lanes	April 2017 (Actual)	August 2019 (Actual)	2019	Project split out from TIP 55165.1/CSJ 2374-01-183; Project also has \$8,509,875 of Design-build funding	\$65,242,375	\$65,242,375	\$56,732,500	\$56,732,500			



**10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Let or Completed Projects  
FY2017 - FY2022**

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Revised Construction Cost	Approved Funding (Cat. 2, 4, 12)	FY2017 - FY2022			
												Cat 2 RTC Approved	Cat 4 RTC Approved	Cat 12 Clear Lanes RTC Approved	Cat 12 Strategic Priority RTC Approved
54069	2964-01-048	SH 161	South of SH 183 to North of Belt Line Road	Widen and reconstruct 4 (6 lanes during peak period) to 8 general purpose lanes	January 2018 (Actual)	June 2018 (Actual)	2018	Project let in June 2018 for \$20,927,948; Category 1 funds to be used for any change orders; <a href="#">Project completed in April 2021</a>	\$20,927,948	\$20,927,948	\$20,927,948		\$20,927,948		
55065	0092-01-059	SH 310/ SM Wright Interchange	Pennsylvania Avenue to North of Al Lipscomb Way	Reconstruct IH 45 and SM Wright Interchange (Phase 2B)	April 2017 (Actual)	December 2019 (Actual)	2020	Related to TIP 55067/CSJ 0092-14-088 and TIP 20062/CSJ 0092-01-052; Project low bid: \$11,916,518	\$11,916,518	\$11,916,518	\$11,916,518	\$11,916,518			
35000	0430-01-057	SH 352	North of Kearney Street to US 80 EB Frontage Road	Reconstruct 4 lane undivided rural to 4 lane divided urban roadway with intersection and sidewalk improvements	December 2016 (Actual)	March 2020 (Actual)	2020	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Remainder of construction funded with \$701,700 CMAQ and \$1,070,725 Category 11; Category 12 funds are part of MPO Revolver Swap; Category 11 funding to cover cost overruns; Project low bid: \$11,599,215	\$11,687,425	\$11,687,425	\$9,915,000	\$7,900,000			\$2,015,000
13032	0009-02-067	SH 78	At Gaston Ave	Reconfigure intersection with sidewalk improvements	December 2018 (Actual)	May 2021 (Actual)	2021	August 2017 RTC Proposition 1 Adjustment; Remainder of project funded with \$4,500,000 of CMAQ funds; Project low bid: \$6,336,367	\$5,500,000	\$5,500,000	\$1,000,000	\$1,000,000			
11527	0581-02-124	SL 12	At SH 183	Reconstruct interchange (Phase 2)	April 2014 (Actual)	May 2020 (Actual)	2020	Project was awarded Category 12 Clear Lanes funding via the 2019 UTP; Project also has \$2,000,000 of Category 1 funding for potential cost overruns; Project low bid: \$194,356,319	\$194,356,319	\$210,000,000	\$210,000,000			\$210,000,000	
54119.1	2964-10-008	SL 9	IH 35E to Dallas/Ellis County Line	Construct 0 to 2 lane frontage roads (ultimate 6) including turn lanes	November 2017 (Actual)	July 2021 (Actual)	2021	Project split out from TIP 54119/CSJ 2964-10-005; Project also has \$432,000 of CMAQ funding, \$3,788,000 of RTR funding, and \$3,589,488 of STBG funding; Category 2 funding removed and replaced with STBG funding as part of a funding swap to reduce the region's STBG carryover balance; Project low bid: \$24,307,399	\$24,307,399	\$43,045,357	\$0	\$0			
54119.2	2964-10-009	SL 9	Ellis/Dallas County Line to IH 45	Construct 0 to 2 lane frontage roads (ultimate 6) including turn lanes	November 2017 (Actual)	July 2021 (Actual)	2021	Project split out from TIP 54119/CSJ 2964-10-005; Project also has \$408,000 of CMAQ funding and \$13,722,970 of STBG funding; Category 2 funding removed and replaced with STBG funding as part of a funding swap to reduce the region's STBG carryover balance; Project low bid: \$54,463,351	\$54,463,351	\$78,608,697	\$0	\$0			
53003	0094-03-060	SS 482	At SH 114 and SH 183	Reconstruct interchange (Phase 2)	April 2014 (Actual)	May 2020 (Actual)	2020	Project was awarded Category 12 Clear Lanes funding via the 2019 UTP; Project low bid: \$91,202,288	\$91,202,288	\$210,000,000	\$210,000,000			\$210,000,000	
55120	0197-02-124	US 175	East of East Malloy Bridge Rd. to Kaufman County Line	Ramp modifications, mill and inlay existing frontage roads	July 2020 (Actual)	October 2020 (Actual)	2021	Project low bid: \$907,339	\$2,163,200	\$2,163,200	\$2,163,200	\$2,163,200			
<b>Total Approved Funding - Dallas County</b>															<b>\$2,443,325,160</b>
<b>Denton County Projects</b>															
<a href="#">83255</a>	<a href="#">0816-02-072</a>	<a href="#">FM 455</a>	<a href="#">West of FM 2450 to East of Marion Road</a>	<a href="#">Reconstruct and widen 2 lane rural highway to 4 lane divided urban</a>	<a href="#">February 2018 (Actual)</a>	<a href="#">July 2022</a>	<a href="#">2022</a>	<a href="#">Project also has \$5,000,000 of Category 1 funding for potential cost overruns</a>	<a href="#">\$44,660,582</a>	<a href="#">\$48,894,405</a>	<a href="#">\$44,660,582</a>	<a href="#">\$44,660,582</a>			
55177	0353-09-002	SH 114	West of US 377 to East of US 377	Construct 0 to 6 lane grade separation over US 377	November 2018 (Actual)	June 2021 (Actual)	2021	Project low bid: \$32,367,838	\$52,218,506	\$52,218,505	\$52,218,506	\$26,109,253	\$26,109,253		

Amounts only include Category 2, 4, 12 funding.  
Green text and strikethroughs indicate changes since October 2021 RTC meeting

**10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Let or Completed Projects  
FY2017 - FY2022**

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Revised Construction Cost	Approved Funding (Cat. 2, 4, 12)	FY2017 - FY2022			
												Cat 2 RTC Approved	Cat 4 RTC Approved	Cat 12 Clear Lanes RTC Approved	Cat 12 Strategic Priority RTC Approved
51060	0353-02-053	BS 114K	At UP RR Underpass in Roanoke DOT No 795 342V	Replace railroad underpass and improve BS 114-K drainage	August 2015 (Actual)	November 2019 (Actual)	2020	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project also has \$3,000,000 of bridge funds and \$552,921 of CMAQ; Project low bid: \$11,088,528	\$11,052,921	\$10,123,776	\$7,500,000	\$7,500,000			
55250	0195-02-076	IH 35	At FM 455	Reconstruct and widen 4 to 6 mainlanes and reconstruct existing 4 to 4 lane frontage roads	October 2019 (Actual)	August 2022	2022	Project awarded Category 12 Strategic Priority funding via the 2020 UTP	\$27,745,863	\$27,745,863	\$27,745,863		\$883,567		\$26,862,296
20118	0081-04-025	US 377	IH 35E to South of FM 1830	Widen 2 lane to 6 lane urban divided section with sidewalk improvements	January 2018 (Actual)	July 2018 (Actual)	2018	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project also has \$9,237,129 2MP1, \$12,465,854 4P1, & \$2,901,189 CMAQ; Project low bid: \$18,441,508; <a href="#">Project completed in May 2021</a>	\$25,702,983	\$24,604,172	\$1,098,811	\$1,098,811			
20120	0081-03-048	US 377	Henrietta Creek Rd. to North of BS 114K	Reconstruct and widen 2/4 to 4 lane divided urban	August 2015 (Actual)	November 2019 (Actual)	2020	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project also has \$2,847,689 of Category 1 & \$1,922,275 of CMAQ; Project low bid: \$18,803,011; <a href="#">Project completed in May 2021</a>	\$18,214,077	\$18,214,077	\$13,444,113	\$13,444,113			
20215	0081-04-035	US 377	At UP RR Overpass (0.4 miles South of IH 35E)	Replace with 6 lane overpass (2 to 6 Lanes)	January 2018 (Actual)	July 2018 (Actual)	2018	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project also has \$2,269,248 2MP1, \$4,019,642 of 4P1, and \$4,690,906 of Category 1 funds; Project low bid: \$10,207,204	\$12,479,796	\$7,788,890	\$1,500,000	\$1,500,000			
55104	0135-10-057	US 377/380	SL 288 to US 377/US 380 Intersection	Add raised median with left turn lanes, add right turn lanes and re-stripe for shared use	June 2018 (Actual)	June 2020 (Actual)	2020	Also has \$95,000 local and \$665,000 CMAQ; Local funding is the money required to pay for additional bicycle/ pedestrian scope items that TxDOT will not fund; Project low bid: \$20,616,737	\$18,599,014	\$18,599,014	\$17,839,014	\$17,839,014			
20096	0135-10-050	US 380	US 377 to West of CR 26 (Collin County Line)	Widen 4 to 6 lanes divided urban with new grade separations at FM 423, FM 720, Navo Rd., Teel Pkwy, and Legacy Drive with sidewalk improvements	June 2018 (Actual)	July 2021 (Actual)	2021	Construction also funded with \$56,200,000 CMAQ and \$22,277,120 STBG; Project low bid: \$132,896,797	\$140,844,543	\$140,844,543	\$62,367,423	\$62,367,423			
<b>Total Approved Funding - Denton County</b>												<b>\$228,374,312</b>			
<b>Ellis County Projects</b>															
11751	1051-01-037	FM 664	(On Ovilla Road) from Westmoreland Road to IH 35E	Widen 2 lanes to 6 lanes urban divided including intersection improvements along Ovilla Road/FM 664 with sidewalk improvements	June 2015 (Actual)	May 2018 (Actual)	2018	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project also has \$3,433,608 CMAQ & \$15,173,331 STBG; Low bid in 5/2018 was \$28,247,127, leaving funds in for change orders; <a href="#">Project completed in June 2021</a>	\$35,706,939	\$30,000,000	\$17,100,000	\$17,100,000			
<a href="#">13042</a>	<a href="#">0048-04-094</a>	<a href="#">IH 35E</a>	<a href="#">At FM 387 (Butcher Road)</a>	<a href="#">Reconstruct interchange; Reconstruct and widen 4 to 4/6 lane frontage roads</a>	<a href="#">June 2019 (Actual)</a>	<a href="#">January 2022 (Actual)</a>	<a href="#">2022</a>	<a href="#">Funding from TIP 55092/CSJ 0048-04-090; Project low bid: \$45,984,067</a>	<a href="#">\$42,000,000</a>	<a href="#">\$42,472,310</a>	<a href="#">\$42,000,000</a>		<a href="#">\$42,000,000</a>		
54119.3	2964-12-001	SL 9	From IH 35E to Dallas County Line	Construct 0 to 2 lane frontage roads (ultimate 6) including turn lanes	November 2017 (Actual)	July 2021 (Actual)	2021	Breakout of SL 9 project originally listed in Dallas County (TIP 54119/CSJ 2964-10-005); Project also has \$734,000 of CMAQ funding and \$1,500,000 of Category 1 funding; Category 2 funding removed and replaced with STBG funding as part of a funding swap to reduce the region's STBG carryover balance; Project low bid: \$4,690,541	\$4,690,541	\$11,004,170	\$0	\$0			

**10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Let or Completed Projects  
FY2017 - FY2022**

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Revised Construction Cost	Approved Funding (Cat. 2, 4, 12)	FY2017 - FY2022			
												Cat 2 RTC Approved	Cat 4 RTC Approved	Cat 12 Clear Lanes RTC Approved	Cat 12 Strategic Priority RTC Approved
54119.4	2964-12-002	SL 9	Dallas/Ellis County Line to Ellis/Dallas County Line	Construct 0 to 2 lane frontage roads (ultimate 6) including turn lanes	November 2017 (Actual)	July 2021 (Actual)	2021	Breakout of SL 9 project originally listed in Dallas County (TIP 54119/CSJ 2964-10-005); Project also has \$96,000 of CMAQ funding and \$1,500,000 of Category 1 funding; Category 2 funding removed and replaced with STBG funding as part of a funding swap to reduce the region's STBG carryover balance; Project low bid: \$5,034,801	\$5,034,801	\$11,893,729	\$0	\$0			
35001	0172-05-115	US 287	At Walnut Grove Road	Construct interchange	April 2017 (Actual)	April 2019 (Actual)	2019	Project also has \$976,621 of Category 11 funding; Project low bid: \$27,616,577; <a href="#">Project completed in December 2021</a>	\$27,676,261	\$27,676,261	\$26,700,000		\$26,700,000		
<b>Total Approved Funding - Ellis County</b>												<b>\$85,800,000</b>			
<b>Kaufman County Projects</b>															
TBD	0095-03-085	FM 460	at US 80	Replace bridge and approaches	April 2020 (Actual)	<del>August 2023</del> <a href="#">June 2022</a>	<del>2023</del> <a href="#">2022</a>	Project awarded INFRA grant funding; Category 4 funding was committed as well as part of grant application; Project also has \$1,882,263 of Category 6 funding and \$3,944,904 of Category 10 funding	\$12,270,755	\$8,538,882	\$6,443,588		\$6,443,588		
53086	0095-03-080	US 80	Lawson Rd. (Dallas/Kaufman C/L) to FM 460	Reconstruct and widen 4 to 6 mainlanes and reconstruct and widen 2/4 lane discontinuous frontage roads to 4/6 lane continuous frontage roads	April 2020 (Actual)	<del>August 2023</del> <a href="#">June 2022</a>	<del>2023</del> <a href="#">2022</a>	Project also has \$1,000,000 of Category 11 funding	\$134,003,816	\$111,530,306	\$133,000,000		\$133,000,000		
51460	0197-03-054	US 175	FM 148 to CR 4106 in Crandall	Construct new 2 lane frontage roads; Convert existing frontage road from 2 lane, 2-way to 2 lane, 1-way frontage road and ramp modifications	February 2019 (Actual)	October 2020 (Actual)	2021	Project low bid: \$12,972,961	\$12,925,618	\$12,925,618	\$12,925,618	\$12,925,618			
55134	0197-03-074	US 175	Dallas County Line to West of FM 1389	Ramp modifications, mill and inlay existing frontage roads	July 2020 (Actual)	October 2020 (Actual)	2021	Project also has \$1,000,000 of Category 1 funding for potential cost overruns; Project low bid: \$1,238,789; <a href="#">Project completed in December 2021</a>	\$3,163,200	\$3,163,200	\$2,163,200	\$2,163,200			
<b>Total Approved Funding - Kaufman County</b>												<b>\$154,532,406</b>			
<b>Rockwall County Projects</b>															
83222	1015-01-023	FM 3549	IH 30 to North of SH 66	Widen from 2 lane rural to 4 lane urban divided section with sidewalk improvements	March 2016 (Actual)	May 2018 (Actual)	2018	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project also has \$859,000 of CMAQ & \$733,798 Category 11; Project low bid: \$9,250,063; Project was completed in August 2021	\$9,917,861	\$9,917,861	\$8,325,063	\$8,325,063			
55222	0009-12-221	IH 30	Dalrock Road (Rockwall County Line) to East of Dalrock Road	Transition from Dalrock Interchange including reconstruction of existing 4 to 4 lane frontage roads and ramps	September 2018 (Actual)	March 2021 (Actual)	2021	Project split out from TIP 55169/CSJ 0009-11-241; Project was awarded Category 4 funds via the 2019 UTP; Project also has \$1,000,000 of Category 1 funding for potential cost overruns; Project low bid: \$8,124,858	\$8,000,000	\$8,000,000	\$7,000,000		\$7,000,000		

**10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Let or Completed Projects  
FY2017 - FY2022**

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Revised Construction Cost	Approved Funding (Cat. 2, 4, 12)	FY2017 - FY2022			
												Cat 2 RTC Approved	Cat 4 RTC Approved	Cat 12 Clear Lanes RTC Approved	Cat 12 Strategic Priority RTC Approved
2998	1290-02-017	SH 276	SH 205 to FM 549	Reconstruct and widen 2 lane rural to 4 lane divided urban (Ultimate 6)	February 2016 (Actual)	April 2018 (Actual)	2018	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project let 4/18; Project also has \$1,658,000 of CMAQ and \$699,442 of Category 1; Project low bid: \$16,957,442; <a href="#">Project was completed in February 2021</a>	\$17,257,442	\$17,257,442	\$14,900,000	\$14,900,000			
55096	1290-03-027	SH 276	FM 549 to East of FM 549	Reconstruct and widen 2 lane rural to 4 lane divided urban (Ultimate 6)	February 2016 (Actual)	April 2018 (Actual)	2018	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Category 1 funds will be used to cover overruns; Project low bid: \$719,165; <a href="#">Project was completed in February 2021</a>	\$719,165	\$719,165	\$719,165	\$719,165			
											<b>Total Approved Funding - Rockwall County</b>				<b>\$30,944,228</b>
<b>Total Category 2, 4, and 12 Funding</b>										<b>\$3,971,878,628</b>	\$2,962,453,261	\$1,374,765,032	\$515,334,371	\$1,109,749,493	\$33,254,296

Project Lettings			
	Category 2	Category 4	Category 12
2016	\$0	\$2,746,785	\$0
2018	\$77,106,426	\$56,477,612	\$0
2019	\$547,894,686	\$201,700,000	\$442,115,800
2020	\$88,735,687	\$0	\$422,015,000
2021	\$435,379,059	\$211,526,407	\$252,010,693
2022	\$225,649,174	\$42,883,567	\$26,862,296
<b>Total</b>	<b>\$1,374,765,032</b>	<b>\$515,334,371</b>	<b>\$1,143,003,789</b>

**10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District) - Let or Completed Projects  
FY2017 - FY2022**

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Approved Funding (Cat. 2, 4, 12)	FY2017 - FY2022			
											Cat 2 FTW RTC Approved	Cat 4 FTW RTC Approved	Cat 12 Clear Lanes FTW RTC Approved	Cat 12 Strategic Priority FTW RTC Approved
<b>Denton County Projects</b>														
54068	3559-01-004	SH 170	Denton County Line to SH 114 Interchange	Restripe 2 to 4 mainlanes and ramp modifications	May 2020 (Actual)	June 2020 (Actual)	2020	Project is a breakout of TIP 54088/CSJ 3559-02-007; Implemented by TxDOT Fort Worth District	\$1,000,000	\$1,000,000				\$1,000,000
<b>Total Approved Funding - Denton County</b>											<b>\$1,000,000</b>			
<b>Hood County Projects</b>														
54114	0080-11-001	US 377	Johnson/Hood County Line to South of SH 171	Construct 0 to 4 lane divided roadway with interchange at US 377 and BU 377; Grade separation at FWWR and SH 171	September 2017 (Actual)	August 2018 (Actual)	2018	Category 2 funds for this project have been swapped for Category 7 due to increased cash flow capacity at the federal level; Project also has \$11,800,000 in local funding from Hood County; Project low bid: \$46,969,449	\$41,000,000	\$0	\$0			
<b>Total Approved Funding - Hood County</b>											<b>\$0</b>			
<b>Johnson County Projects</b>														
13060	0172-10-013	US 287	Tarrant County Line to Lone Star Road/FM 157	Construct freeway auxiliary lanes, new 0 to 2 lane frontage roads, ramps, Texas U-turn at Lone Star Bridge and widen from 2 to 3 lanes, Lone Star Road widen 2 to 3 lanes, shared use path, intersection improvements at US 287 and Lone Star Road/FM 157, retaining wall, drainage structure, sidewalks and signals	August 2021 (Actual)	August 2021 (Actual)	2021	Project added to the 10-Year Plan via 2020 UTP; Staff proposed to remove Category 2 funding and replace with STBG funding to help reduce regional carryover balance; Project low bid: \$17,554,206	\$22,800,000	\$0	\$0			
54125	0080-12-001	US 377	North of SH 171 to Johnson/Hood County Line	Construct 0 to 4 lane divided roadway with an interchange at US 377 and BU 377	September 2017 (Actual)	August 2018 (Actual)	2018	Project split out from TIP 54114/CSJ 0080-11-001 in Hood County; Project also has \$10,750,000 of Category 12 (425) funds; Project low bid: \$13,744,381	\$14,700,000	\$3,950,000	\$3,950,000			
<b>Total Approved Funding - Johnson County</b>											<b>\$3,950,000</b>			
<b>Parker County Projects</b>														
14012	0313-02-057	FM 51	North of Cottdale Road to Texas Drive	Widen 2 lane roadway to 3 lanes urban; intersection improvements including turn lanes and new signal improvements	March 2019 (Actual)	May 2019 (Actual)	2019	Flooding issue; Project also has \$3,650,000 of Category 5 and \$900,000 of Category 7 funds; Project low bid: \$21,057,907; Cost overruns being covered with Category 1 funds	\$21,800,000	\$12,000,000	\$12,000,000			
14012.1	0171-03-070	SH 199	North of Ash Street to North of Old Springtown Road	Reconstruct roadway and intersection improvements	March 2019 (Actual)	May 2019 (Actual)	2019	Project split out from TIP 14012/CSJ 0313-02-057; Grouped project; Fully funded with Category 1 funds; Project low bid: \$2,303,163	\$0	\$0	\$0			
<b>Total Approved Funding - Parker County</b>											<b>\$12,000,000</b>			

Amounts only include Category 2,4, 12 funding.  
Green text and strikethroughs indicate changes since October 2021 RTC meeting

**10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District) - Let or Completed Projects  
FY2017 - FY2022**

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Approved Funding (Cat. 2, 4, 12)	FY2017 - FY2022			
											Cat 2 FTW RTC Approved	Cat 4 FTW RTC Approved	Cat 12 Clear Lanes FTW RTC Approved	Cat 12 Strategic Priority FTW RTC Approved
<b>Tarrant County Projects</b>														
11244.1	0718-02-045	FM 156	US 81/287 to Watauga Rd. (McElroy)	Reconstruct and widen 2 lane to 4 lane divided	July 2018 (Actual)	August 2018 (Actual)	2018	Category 2 funds for this project were swapped for Category 7 due to increased cash flow capacity at the federal level; Project already had \$13,109,245 of Category 7 before this change; Low bid of \$48.6M; TxDOT wants to keep remainder for potential change orders	\$53,350,916	\$0	\$0			
55182	0008-16-042	IH 20	Bryant Irvin Road to Winscott Road	Construct 1 auxiliary lane in each direction and ramp modification	April 2019 (Actual)	April 2020 (Actual)	2020	Project low bid: \$20,961,182	\$23,000,000	\$23,000,000		\$23,000,000		
13006	0353-03-100	SH 114	FM 1938 to Dove Road	Construct 0 to 2 lane eastbound frontage road from FM 1938 to Solana/Kirkwood with the addition of auxiliary lanes & construct 0 to 2 lane westbound & 0 to 2 lane eastbound frontage roads from Solana/ Kirkwood to Dove with the addition of auxiliary lanes & ramp modifications	June 2020 (Actual)	July 2020 (Actual)	2020	Local contribution of \$3,000,000 by the City of Southlake; Project low bid: \$31,413,964	\$36,000,000	\$33,000,000	\$33,000,000			
13007	0364-01-147	SH 121	Stars and Stripes Blvd to South of IH 635	Construct IH 635 and FM 2499 deferred connections	April 2009 (Actual)	March 2018 (Actual)	2018	Design-build; Project also has \$1,600,000 of Category 1 funding; Project completed in August 2021	\$371,600,000	\$370,000,000			\$370,000,000	
13049	0364-01-148	SH 121	Glade Road to SH 183	Interim operational bottleneck improvement, ITS, and illumination	August 2018 (Actual)	September 2018 (Actual)	2019	Also has \$1.6M of STBG funds & \$1.8M of Category 1 funds; Cat 2 funds replaced with \$25,000,000 of Cat 7 funds; Project low bid: \$16,964,773; Project completed in December 2020	\$28,400,000	\$0	\$0			
54088	3559-02-007	SH 170	IH 35W to Denton County Line	Construct 0 to 4 mainlanes for the following segments only (IH 35W to Westport Parkway; Park Vista Blvd. to Independence Parkway; UPRR to Denton County Line)	May 2020 (Actual)	June 2020 (Actual)	2020	Project awarded \$154,000,000 of Category 12 Strategic Priority funding in the 2020 UTP; Project low bid: \$98,999,997	\$154,000,000	\$154,000,000				\$154,000,000
55173	0171-05-097	SH 199	South end of Lake Worth Bridge to Azle Avenue	Construct 0 to 6 lane freeway, construct bridges over SH 199	April 2020 (Actual)	June 2020 (Actual)	2020	Project low bid: \$5,929,113	\$22,000,000	\$22,000,000		\$22,000,000		
55176	0171-04-050	SH 199	North of FM 1886 to South end of Lake Worth Bridge	Reconstruct & widen 4 lane arterial to 6 lane freeway; Reconstruct & widen 4 lane to 4 lane frontage roads; Construct bridges over Lake Worth & traffic management system	April 2020 (Actual)	June 2020 (Actual)	2020	Project low bid: \$97,837,881	\$113,999,400	\$113,999,400	\$45,006,400	\$68,993,000		
51346	2266-02-086	SH 360	North of E. Abram Street to IH 20 Interchange	Reconstruct and widen from 6 to 8 lanes	November 2017 (Actual)	February 2018 (Actual)	2018	Project low bid: \$53,391,000; Project completed in April 2021	\$62,000,000	\$62,000,000	\$62,000,000			

Amounts only include Category 2,4, 12 funding.  
Green text and strikethroughs indicate changes since October 2021 RTC meeting

**10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District) - Let or Completed Projects  
FY2017 - FY2022**

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Approved Funding (Cat. 2, 4, 12)	FY2017 - FY2022			
											Cat 2 FTW RTC Approved	Cat 4 FTW RTC Approved	Cat 12 Clear Lanes FTW RTC Approved	Cat 12 Strategic Priority FTW RTC Approved
13059	0172-09-037	US 287	Union Pacific Railroad to Johnson County Line	Construct freeway auxiliary lanes, construct 0/4 to 4 frontage road lanes, Texas U-turn, retaining walls, drainage structures, sidewalks, and signalization	August 2021 (Actual)	August 2021 (Actual)	2021	Project added to the 10-Year Plan via 2020 UTP; Staff proposed to remove Category 2 funding and replace with STBG funding to help reduce regional carryover balance; Project low bid: \$12,193,894	\$11,250,000	\$0	\$0			
<a href="#">55041</a>	<a href="#">0008-13-125</a>	<a href="#">IH 820 (SE)</a>	<a href="#">IH 20 to Ramey Ave</a>	<a href="#">Reconstruct and widen freeway from 4/8 to 8/14 main lanes and 4/6 discontinuous frontage road lanes to 4/8 continuous frontage road lanes; Add shared-use path and sidewalks</a>	September 2020 (Actual)	<a href="#">February August 2022 (Actual)</a>	<a href="#">2022</a>	<a href="#">Project is part of the Southeast Connector; Design-build project; Project awarded \$340,202,000 of Category 12 Clear Lanes funding via the 2019 UTP and an additional \$89,400,000 via the 2020 UTP; Project also awarded \$350,000,000 of Design-Build funding</a>	<a href="#">\$819,422,670</a>	<a href="#">\$469,422,670</a>	<a href="#">\$39,820,670</a>	<a href="#">\$429,602,000</a>		
<a href="#">55042</a>	<a href="#">0172-09-028</a>	<a href="#">US 287</a>	<a href="#">IH 20 Interchange to Sublett Road</a>	<a href="#">Reconstruct and widen 4 to 6 general purpose lanes and 4/6 discontinuous frontage road lanes, and add shared-use path and sidewalks</a>	September 2020 (Actual)	<a href="#">February August 2022 (Actual)</a>	<a href="#">2022</a>	<a href="#">Project is part of the Southeast Connector; Design-build project</a>	<a href="#">\$30,000,000</a>	<a href="#">\$30,000,000</a>		<a href="#">\$30,000,000</a>		
<a href="#">55044</a>	<a href="#">0172-06-080</a>	<a href="#">US 287</a>	<a href="#">IH 820 to Village Creek Road</a>	<a href="#">Reconstruct 6 to 6 mainlanes plus 0 to 2 auxiliary lanes with 4 discontinuous frontage road lanes to 4/6 discontinuous frontage road lanes; Add shared-use path and sidewalks</a>	September 2020 (Actual)	<a href="#">February August 2022 (Actual)</a>	<a href="#">2022</a>	<a href="#">Project is part of the Southeast Connector; Design-build project</a>	<a href="#">\$89,874,140</a>	<a href="#">\$89,874,140</a>	<a href="#">\$49,874,140</a>	<a href="#">\$40,000,000</a>		
<a href="#">55043</a>	<a href="#">2374-05-066</a>	<a href="#">IH 20</a>	<a href="#">IH 820 to Little Road</a>	<a href="#">Reconstruct &amp; widen 8/10 to 10 general purpose lanes, 4/6 discontinuous frontage road lanes to 4/8 discontinuous frontage road lanes, &amp; 0 to 8 CD lanes (from IH 820 to US 287) and add shared-use path and sidewalks</a>	September 2020 (Actual)	<a href="#">February August 2022 (Actual)</a>	<a href="#">2022</a>	<a href="#">Split from IH 20 from US 287 to Park Springs Blvd; Project is part of the Southeast Connector project; Project a part of the 2022 Category 2/STBG swap; Project also includes \$97,873,821 of STBG funding</a>	<a href="#">\$536,545,645</a>	<a href="#">\$438,671,824</a>	<a href="#">\$330,215,646</a>	<a href="#">\$153,000,000</a>	<a href="#">\$53,330,000</a>	
<a href="#">55045</a>	<a href="#">0008-13-206</a>	<a href="#">IH 20</a>	<a href="#">IH 20/IH 820 Interchange to Forest Hill Drive</a>	<a href="#">Reconstruct and widen 8 to 12 mainlanes and 4/6 discontinuous frontage road lanes and add shared-use path and sidewalks</a>	September 2020 (Actual)	<a href="#">February August 2022 (Actual)</a>	<a href="#">2022</a>	<a href="#">Project is part of the Southeast Connector</a>	<a href="#">\$115,402,715</a>	<a href="#">\$115,402,715</a>	<a href="#">\$115,402,715</a>			
<b>Total Category 2, 4, and 12 Funding</b>										<b>\$1,938,320,749</b>	<b>\$691,269,571</b>	<b>\$336,993,000</b>	<b>\$799,602,000</b>	<b>\$208,330,000</b>
<b>Total Approved Funding - Tarrant County</b>														<b>\$2,019,244,571</b>

Project Lettings			
	Category 2	Category 4	Category 12
2017	\$0	\$0	\$0
2018	\$65,950,000	\$0	\$370,000,000
2019	\$12,000,000	\$0	\$0
2020	\$78,006,400	\$113,993,000	\$155,000,000
2021	\$0	\$0	\$0
2022	\$535,313,171	\$223,000,000	\$482,932,000
<b>Total</b>	<b>\$691,269,571</b>	<b>\$336,993,000</b>	<b>\$1,007,932,000</b>

Amounts only include Category 2,4, 12 funding.  
Green text and strikethroughs indicate changes since October 2021 RTC meeting

**10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Paris District) - Let or Completed Projects**

**FY2017 - FY2022**

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Approved Funding (Cat. 2, 4, 12)	FY2017 - FY2022	
											Cat 2 Hunt RTC Approved	Cat 12 Hunt RTC Approved
<b>Hunt County Projects</b>												
55152	1290-07-001	SH 276	West of FM 36 to SH 34	Construct 4 lane facility on new location (Quinlan Bypass) with a continuous left turn lane	November 2018 (Actual)	October 2020 (Actual)	2021	Project low bid: \$14,191,647	\$16,400,000	\$16,400,000	\$16,400,000	
											<b>Total Approved Funding</b>	<b>\$16,400,000</b>
<b>Total Category 2 and 12 Funding</b>										\$16,400,000	\$16,400,000	\$0

Project Lettings		
	Category 2	Category 12
2017	\$0	\$0
2018	\$0	\$0
2019	\$0	\$0
2020	\$0	\$0
2021	\$16,400,000	\$0
2022	\$0	\$0
<b>Total</b>	<b>\$16,400,000</b>	<b>\$0</b>



**North Texas Sidewalk Data Purchase by County and City, 2022**

\*Purchase cost was provided through the NCTCOG Spatial Data Cooperative Program consultant. Factors in consultant pricing included elements such as size of city area, approximate density, and availability of existing data.

***Collin County***

<b>City Name</b>	<b>Last Update</b>	<b>Included in NCTCOG 2022 Purchase?</b>	<b>Total Cost*</b>	<b>Match Request</b>
Allen	2013	Yes	\$ 2,113.85	\$ 1,056.92
Anna	0	Yes	\$ 1,965.54	\$ 982.77
Celina	2021	No		
Fairview	0	Yes	\$ 1,121.72	\$ 560.86
Farmersville	0	Yes	\$ 529.52	\$ 264.76
Frisco	2021	No		
Josephine	0	Yes	\$ 244.54	\$ 122.27
Lavon	0	Yes	\$ 604.39	\$ 302.19
Lowry Crossing	0	Yes	\$ 322.24	\$ 161.12
Lucas	0	Yes	\$ 1,970.13	\$ 985.06
McKinney	2021	No		
Melissa	0	Yes	\$ 1,481.76	\$ 740.88
Murphy	0	Yes	\$ 1,461.18	\$ 730.59
Parker	0	Yes	\$ 990.14	\$ 495.07
Plano	2019	No		
Princeton	0	Yes	\$ 1,219.53	\$ 609.77
Prosper	0	Yes	\$ 3,198.66	\$ 1,599.33
St. Paul	0	Yes	\$ 176.21	\$ 88.10
Wylie	0	Yes	\$ 7,416.68	\$ 3,708.34

***Dallas County***

<b>City Name</b>	<b>Last Update</b>	<b>Included in NCTCOG 2022 Purchase?</b>	<b>Total Cost*</b>	<b>Match Request</b>
Addison	2021	No		
Balch Springs	2020	No		
Cedar Hill	2007	Yes	\$ 2,115.18	\$ 1,057.59
Cockrell Hill	2007	Yes	\$ 62.36	\$ 31.18
Coppell	2019	No		
Dallas	2020	No		
DeSoto	2007	Yes	\$ 1,271.64	\$ 635.82
Duncanville	2007	Yes	\$ 896.97	\$ 448.49
Farmers Branch	2021	No		
Garland	0	Yes	\$ 18,316.51	\$ 9,158.25
Glenn Heights	0	Yes	\$ 1,461.75	\$ 730.87
Grand Prairie	2013	Yes	\$ 4,794.24	\$ 2,397.12
Highland Park	2007	Yes	\$ 179.13	\$ 89.56
Hutchins	0	Yes	\$ 1,183.69	\$ 591.85
Irving	2020	No		
<b>Lancaster</b>	2013	Yes	\$ 1,258.97	\$ 629.48
Mesquite	2007	Yes	\$ 3,778.80	\$ 1,889.40

**North Texas Sidewalk Data Purchase by County and City, 2022**

Richardson	2017	Yes	\$ 2,291.06	\$ 1,145.53
Rowlett	2021	No		
Sachse	0	Yes	\$ 1,972.76	\$ 986.38
Seagoville	0	Yes	\$ 2,395.08	\$ 1,197.54
Sunnyvale	0	Yes	\$ 2,114.10	\$ 1,057.05
University Park	2007	Yes	\$ 395.75	\$ 197.87
Wilmer	0	Yes	\$ 1,024.58	\$ 512.29

**Denton County**

City Name	Last Update	Included in NCTCOG 2022 Purchase?	Total Cost*	Match Request
Argyle	0	Yes	\$ 1,456.64	\$ 728.32
Aubrey	0	Yes	\$ 575.09	\$ 287.54
Bartonville	0	Yes	\$ 849.68	\$ 424.84
Carrollton	2021	No		
Copper Canyon	0	Yes	\$ 570.91	\$ 285.46
Corinth	2021	No		
Cross Roads	0	Yes	\$ 845.65	\$ 422.83
Denton	2021	No		
Double Oak	0	Yes	\$ 306.50	\$ 153.25
Flower Mound	2017	Yes	\$ 2,654.16	\$ 1,327.08
Hickory Creek	0	Yes	\$ 531.52	\$ 265.76
Highland Village	2007	Yes	\$ 1,279.62	\$ 639.81
Justin	2007	Yes	\$ 189.86	\$ 94.93
Krugerville	0	Yes	\$ 265.40	\$ 132.70
Krum	0	Yes	\$ 488.94	\$ 244.47
Lake Dallas	0	Yes	\$ 690.82	\$ 345.41
Lewisville	2016	Yes	\$ 2,525.35	\$ 1,262.68
Little Elm	2011	Yes	\$ 1,319.16	\$ 659.58
Northlake	0	Yes	\$ 1,072.94	\$ 536.47
Oak Point	0	Yes	\$ 689.12	\$ 344.56
Pilot Point	0	Yes	\$ 514.41	\$ 257.20
Ponder	0	Yes	\$ 392.60	\$ 196.30
Providence Village	0	Yes	\$ 152.20	\$ 76.10
Roanoke	2007	Yes	\$ 261.57	\$ 130.79
Sanger	2021	No		
Shady Shores	0	Yes	\$ 390.26	\$ 195.13
The Colony	2019	No		
Trophy Club	2021	No		

**Ellis County**

City Name	Last Update	Included in NCTCOG 2022 Purchase?	Total Cost*	Match Request
Ennis	0	Yes	\$ 4,123.37	\$ 2,061.69
Ferris	0	Yes	\$ 521.95	\$ 260.98
Italy	0	Yes	\$ 247.30	\$ 123.65
Midlothian	2007	Yes	\$ 2,441.79	\$ 1,220.89

**North Texas Sidewalk Data Purchase by County and City, 2022**

Oak Leaf	0	Yes	\$ 308.43	\$ 154.22
Ovilla	0	Yes	\$ 734.42	\$ 367.21
Palmer	0	Yes	\$ 371.35	\$ 185.67
Red Oak	0	Yes	\$ 1,833.73	\$ 916.87
Waxahachie	2007	Yes	\$ 1,932.49	\$ 966.24

**Hood County**

City Name	Last Update	Included in NCTCOG 2022 Purchase?	Total Cost*	Match Request
DeCordova	0	Yes	\$ 166.68	\$ 83.34
Granbury	0	Yes	\$ 2,123.29	\$ 1,061.64

**Hunt County**

City Name	Last Update	Included in NCTCOG 2022 Purchase?	Total Cost*	Match Request
Caddo Mills	0	Yes	\$ 617.95	\$ 308.98
Commerce	0	Yes	\$ 1,056.03	\$ 528.01
Greenville	0	Yes	\$ 4,158.91	\$ 2,079.46
Quinlan	0	Yes	\$ 163.83	\$ 81.91
West Tawakoni	0	Yes	\$ 362.78	\$ 181.39
Wolfe City	0	Yes	\$ 141.63	\$ 70.81

**Johnson County**

City Name	Last Update	Included in NCTCOG 2022 Purchase?	Total Cost*	Match Request
Alvarado	0	Yes	\$ 656.60	\$ 328.30
Burleson	2013	Yes	\$ 1,672.20	\$ 836.10
Cleburne	0	Yes	\$ 4,421.97	\$ 2,210.99
Godley	0	Yes	\$ 254.46	\$ 127.23
Grandview	0	Yes	\$ 212.58	\$ 106.29
Joshua	0	Yes	\$ 1,136.24	\$ 568.12
Keene	0	Yes	\$ 661.99	\$ 331.00
Venus	0	Yes	\$ 554.41	\$ 277.21

**Kaufman County**

City Name	Last Update	Included in NCTCOG 2022 Purchase?	Total Cost*	Match Request
Combine	0	Yes	\$ 958.44	\$ 479.22
Crandall	0	Yes	\$ 502.08	\$ 251.04
Forney	2007	Yes	\$ 880.61	\$ 440.30
Kaufman	2007	Yes	\$ 346.85	\$ 173.42
Kemp	0	Yes	\$ 250.60	\$ 125.30
Talty	0	Yes	\$ 392.17	\$ 196.08
Terrell	2007	Yes	\$ 957.61	\$ 478.81

## North Texas Sidewalk Data Purchase by County and City, 2022

### ***Parker County***

City Name	Last Update	Included in NCTCOG 2022 Purchase?	Total Cost*	Match Request
Aledo	0	Yes	\$ 508.20	\$ 254.10
Annetta	0	Yes	\$ 462.59	\$ 231.29
Hudson Oaks	0	Yes	\$ 389.48	\$ 194.74
Reno	0	Yes	\$ 1,638.08	\$ 819.04
Springtown	0	Yes	\$ 382.28	\$ 191.14
Weatherford	0	Yes	\$ 3,633.00	\$ 1,816.50
Willow Park	0	Yes	\$ 827.71	\$ 413.86

### ***Rockwall County***

City Name	Last Update	Included in NCTCOG 2022 Purchase?	Total Cost*	Match Request
Fate	0	Yes	\$ 1,512.41	\$ 756.20
Heath	2007	Yes	\$ 472.27	\$ 236.14
McLendon-Chisholm	0	Yes	\$ 794.79	\$ 397.40
Rockwall	2012	Yes	\$ 1,769.34	\$ 884.67
Royse City	0	Yes	\$ 2,313.45	\$ 1,156.73

### ***Tarrant County***

City Name	Last Update	Included in NCTCOG 2022 Purchase?	Total Cost*	Match Request
Arlington	2013	Yes	\$ 7,937.86	\$ 3,968.93
Azle	2007	Yes	\$ 525.13	\$ 262.57
Bedford	2007	Yes	\$ 1,067.24	\$ 533.62
Benbrook	2013	Yes	\$ 653.14	\$ 326.57
Blue Mound	2007	Yes	\$ 18.93	\$ 9.46
Colleyville	2021	No		
Crowley	2007	Yes	\$ 446.66	\$ 223.33
Dalworthington Gardens	2007	Yes	\$ 108.78	\$ 54.39
Edgecliff Village	2007	Yes	\$ 46.00	\$ 23.00
Eules	2007	Yes	\$ 1,296.18	\$ 648.09
Everman	0	Yes	\$ 450.92	\$ 225.46
Forest Hill	2013	Yes	\$ 335.52	\$ 167.76
Fort Worth	2019	No		
Grapevine	2007	Yes	\$ 2,118.63	\$ 1,059.32
Haltom City	2012	Yes	\$ 993.22	\$ 496.61
Haslet	0	Yes	\$ 663.15	\$ 331.58
Hurst	2007	Yes	\$ 799.05	\$ 399.52
Keller	2017	Yes	\$ 1,090.02	\$ 545.01
Kennedale	2007	Yes	\$ 250.38	\$ 125.19
Lake Worth	2007	Yes	\$ 146.15	\$ 73.07
Lakeside	0	Yes	\$ 208.04	\$ 104.02

### North Texas Sidewalk Data Purchase by County and City, 2022

Mansfield	2007	Yes	\$ 2,161.44	\$ 1,080.72
North Richland Hills	2013	Yes	\$ 1,461.12	\$ 730.56
Pantego	2007	Yes	\$ 61.38	\$ 30.69
Pelican Bay	0	Yes	\$ 98.25	\$ 49.13
Richland Hills	2007	Yes	\$ 248.41	\$ 124.21
River Oaks	2007	Yes	\$ 161.96	\$ 80.98
Saginaw	2007	Yes	\$ 619.22	\$ 309.61
Sansom Park	2007	Yes	\$ 96.70	\$ 48.35
Southlake	2013	Yes	\$ 1,321.88	\$ 660.94
Watauga	2007	Yes	\$ 442.51	\$ 221.26
Westlake	2007	Yes	\$ 141.43	\$ 70.71
Westworth Village	2007	Yes	\$ 122.21	\$ 61.10
White Settlement	2007	Yes	\$ 189.59	\$ 94.79

### Wise County

City Name	Last Update	Included in NCTCOG 2022 Purchase?	Total Cost*	Match Request
Alvord	2007	Yes	\$ 58.38	\$ 29.19
Aurora	0	Yes	\$ 475.09	\$ 237.55
Boyd	0	Yes	\$ 517.97	\$ 258.98
Bridgeport	2007	Yes	\$ 294.09	\$ 147.04
Chico	0	Yes	\$ 192.24	\$ 96.12
Decatur	2021	No		
New Fairview	0	Yes	\$ 1,985.14	\$ 992.57
Newark	0	Yes	\$ 101.14	\$ 50.57
Rhome	2007	Yes	\$ 203.13	\$ 101.56
Runaway Bay	0	Yes	\$ 905.85	\$ 452.93

Note: Cities with a population less than 5,000 and/or a total dollar amount of less than \$1,000 were not contacted.



North Central Texas Council of Governments

# Regional Sidewalk Data Layer Purchase

Surface Transportation Technical Committee | 6.24.2022

Travis Liska, AICP

# BACKGROUND

**GOAL:** Regional data resource for planning and analysis of sidewalk needs and impacts

- ✘ Currently lacking consistent & updated data comparable to other modes of travel

**COORDINATION:** February 2022 - NCTCOG sent a survey to 159 cities asking about sidewalk data (multiple emails sent). 116 cities verified status of data availability



# SCOPE OF PROJECT

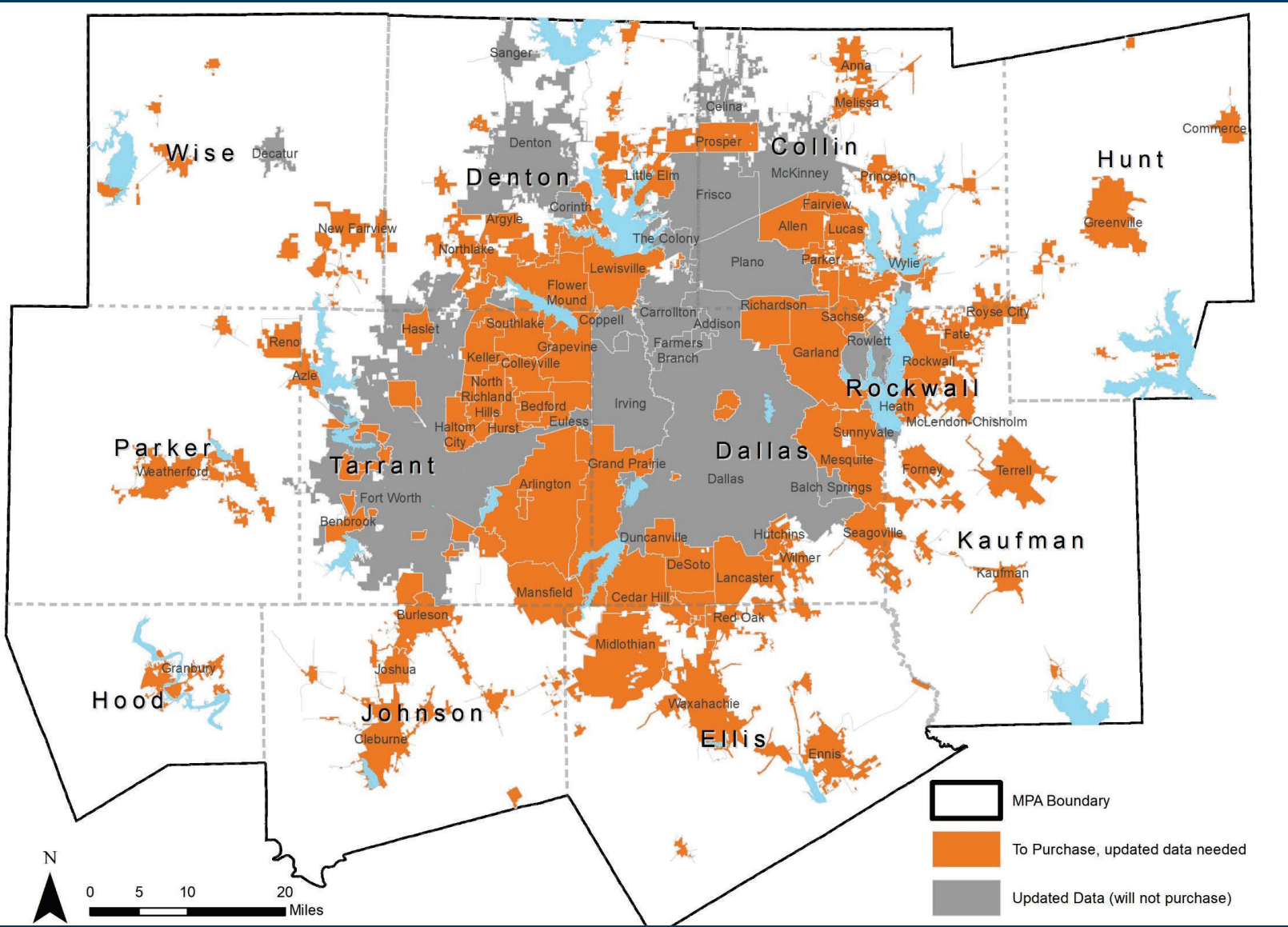
159 Cities: Population over 1,000 in the Metropolitan Planning Area  
(12 counties)

**20 Cities:** NCTCOG already received sidewalk Geographic Information Systems (GIS) data (2019 or later)

**139 Cities:** New and updated sidewalk GIS data to be purchased by NCTCOG







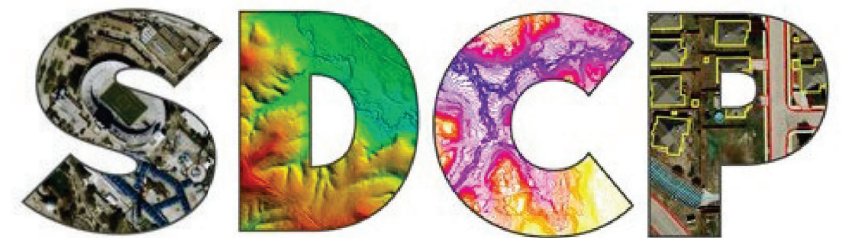
# NEXT STEPS

## Data Purchase: Summer 2022

Transportation Department to purchase initial data layer digitized from aerial imagery via NCTCOG's Regional Information Services (RIS) SDCP

## Longer Term: 2022 and Beyond

- Refine and enhance regional sidewalk data layer as needed (attributes)
- Update with city input and support
- Streamline various sources into consolidated regional layer



**SPATIAL DATA COOPERATIVE PROGRAM**



# NEXT STEPS

**Total Purchase Cost:** \$169,233.51

## **Voluntary Match Contribution**

- Cities over population of 5,000 and over \$1,000 purchase cost to be asked for 50% match
- Communication was sent out to qualifying cities requesting partnership
- Cities participating will be prioritized for data clean up and updates

**\*\*\*Availability of data for all jurisdictions to be announced later in 2022**



# Questions?

## CONTACT



Karla Windsor, AICP

Senior Program Manager

[kwindsor@nctcog.org](mailto:kwindsor@nctcog.org) | 817-608-2376

Travis Liska, AICP

Principal Transportation Planner

[tliska@nctcog.org](mailto:tliska@nctcog.org) | 817-704-2512



**REGIONAL TRANSPORTATION COUNCIL MILESTONE POLICY ROUND 2  
STATUS UPDATE**

TIP CODE	CSJ	PROJECT SPONSOR	CITY	LIMITS	PROJECT DESCRIPTION	TOTAL FUNDING	FUNDING CATEGORY	PRIOR EST. START DATE	NEW EST./ ACTUAL START DATE	FEBRUARY 2021 RECOMMENDATION	FEBRUARY 2022 COMMENTS	FEBRUARY 2022 RISK RATING	JUNE 2022 COMMENTS	JUNE 2022 RISK RATING
<b>PROJECTS LOCAL AGENCIES COMMITTED TO IMPLEMENT IN FY 2022</b>														
11237.2	0918-45-812	IRVING	IRVING	CONFLANS RD FROM SH 161 TO VALLEY VIEW LANE	CONSTRUCT 0 TO 4 LANE DIVIDED FACILITY WITH NEW SIDEWALKS AND SHARED USE PATH	\$24,529,721	STBG, LOCAL CONTRIBUTION	03/2022	08/2022 06/2022-03/2022	CONFIRM EXISTING FUNDING IN FY 2022; CITY IS REQUESTING THAT THE RTC COVER THE FUNDING GAP; A FUNDING INCREASE WILL BE BROUGHT BACK TO THE RTC FOR CONSIDERATION IN THE NEXT TIP MODIFICATION CYCLE	CONDEMNATION PROCEEDINGS HAVE CONCLUDED; TRANSPORTATION DIRECTOR TO CONTINUE TO ENGAGE ON THIS PROJECT TO ENSURE TIMELY IMPLEMENTATION	<b>MEDIUM RISK</b>	CONDEMNATION PROCEEDINGS HAVE CONCLUDED; TRANSPORTATION DIRECTOR TO CONTINUE TO ENGAGE ON THIS PROJECT TO ENSURE TIMELY IMPLEMENTATION; PLANS AND AFA AMENDMENT ARE BEING FINALIZED	<b>HIGH RISK</b>
11726.4	0918-47-168	DALLAS COUNTY	DALLAS	RIVERFRONT BLVD FROM CADIZ STREET TO UNION PACIFIC RAILROAD	RECONSTRUCT 6/8 LANE TO 6 LANE WITH BIKE/PEDESTRIAN IMPROVEMENTS AND INTERSECTION IMPROVEMENTS	\$49,400,000	RTR, LOCAL CONTRIBUTION	06/2022	09/2022 08/2022	CONFIRM FUNDING IN FY 2022	AGREEMENT WITH AND ACQUIRING EASEMENT FROM UNION PACIFIC RAILROAD POSES POTENTIAL ISSUES; TRANSPORTATION DIRECTOR TO ENGAGE ON THIS PROJECT TO ENSURE TIMELY IMPLEMENTATION	<b>HIGH RISK</b>	AGREEMENT WITH AND ACQUIRING EASEMENT FROM UNION PACIFIC RAILROAD IS A CONTINUED ISSUE; DESIGN ISSUES WITH UNION PACIFIC NEED TO BE RESOLVED AS WELL; TRANSPORTATION DIRECTOR ENGAGED ON THIS PROJECT TO ENSURE TIMELY IMPLEMENTATION; PROJECT WILL LIKELY NOT LET ON TIME	<b>HIGH RISK</b>
<b>PROJECTS LOCAL AGENCIES COMMITTED TO IMPLEMENT IN FY 2023</b>														
11572	0902-48-579	TXDOT FORT WORTH	VARIOUS	US 81/US 287 AT FM 3479/HARMON ROAD/NORTH TARRANT PARKWAY	CONSTRUCT NORTH TARRANT PARKWAY OVER US 81 WITH TURNAROUND ON EASTSIDE; CONSTRUCT HARMON RD OVER US 287	\$15,101,054	STBG, LOCAL CONTRIBUTION	01/2023	10/2023 4/2023	RTC APPROVAL TO COVER COST OVERRUN AMOUNT VIA TIP MODIFICATION HAS BEEN RECEIVED; CONFIRM FUNDING IN FY 2023		<b>LOW RISK</b>	CURRENT LET DATE IS PAST THE ESTABLISHED DEADLINE FOR THE PROJECT; LETTING HAS BEEN PUSHED OUT DUE TO DELAYS IN GETTING ENVIRONMENTAL CLEARANCE, WHICH HAS DELAYED ANTICIPATED RIGHT-OF-WAY ACQUISITION AND UTILITY RELOCATION TIMEFRAMES	<b>MEDIUM RISK</b>
53029	0014-15-033	TXDOT FORT WORTH	FORT WORTH	US 81 FROM NORTH OF HARMON ROAD TO NORTH OF IH 35W	RECONSTRUCT 2 TO 2 LANE NORTHBOUND FRONTAGE ROAD	\$8,228,000	SW PE, SW ROW, CAT 2M, STBG	01/2023	10/2023 4/2023	RTC APPROVAL TO COVER COST OVERRUN AMOUNT VIA TIP MODIFICATION HAS BEEN RECEIVED; CONFIRM FUNDING IN FY 2023		<b>LOW RISK</b>	CURRENT LET DATE IS PAST THE ESTABLISHED DEADLINE FOR THE PROJECT; LETTING HAS BEEN PUSHED OUT DUE TO DELAYS IN GETTING ENVIRONMENTAL CLEARANCE, WHICH HAS DELAYED ANTICIPATED RIGHT-OF-WAY ACQUISITION AND UTILITY RELOCATION TIMEFRAMES	<b>MEDIUM RISK</b>
53030	0014-15-034	TXDOT FORT WORTH	FORT WORTH	US 81 FROM NORTH OF HARMON ROAD TO NORTH OF IH 35W	RECONSTRUCT 2 TO 2 LANE EXISTING SOUTHBOUND FRONTAGE ROAD	\$10,008,000	SW PE, SW ROW, CAT 2M, STBG	01/2023	10/2023 4/2023	RTC APPROVAL TO COVER COST OVERRUN AMOUNT VIA TIP MODIFICATION HAS BEEN RECEIVED; CONFIRM FUNDING IN FY 2023		<b>LOW RISK</b>	CURRENT LET DATE IS PAST THE ESTABLISHED DEADLINE FOR THE PROJECT; LETTING HAS BEEN PUSHED OUT DUE TO DELAYS IN GETTING ENVIRONMENTAL CLEARANCE, WHICH HAS DELAYED ANTICIPATED RIGHT-OF-WAY ACQUISITION AND UTILITY RELOCATION TIMEFRAMES	<b>MEDIUM RISK</b>
53031	0014-15-035	TXDOT FORT WORTH	FORT WORTH	US 81 FROM NORTH OF HARMON ROAD TO NORTH OF IH 35W	RECONSTRUCT NB AND SB EXIT RAMP TO HARMON ROAD/NORTH TARRANT PARKWAY AND SB ENTRANCE RAMP FROM HARMON ROAD	\$2,038,179	SW PE, CAT 2M	01/2023	10/2023 4/2023	CONFIRM FUNDING IN FY 2023		<b>LOW RISK</b>	CURRENT LET DATE IS PAST THE ESTABLISHED DEADLINE FOR THE PROJECT; LETTING HAS BEEN PUSHED OUT DUE TO DELAYS IN GETTING ENVIRONMENTAL CLEARANCE, WHICH HAS DELAYED ANTICIPATED RIGHT-OF-WAY ACQUISITION AND UTILITY RELOCATION TIMEFRAMES	<b>MEDIUM RISK</b>
53032	0014-15-036	TXDOT FORT WORTH	FORT WORTH	US 81 FROM NORTH OF FM 3479 TO NORTH OF IH 35W INTERCHANGE	CONSTRUCT AUXILIARY LANE FROM NORTHBOUND EXIT TO NORTH TARRANT PARKWAY; AUXILIARY LANE FOR SOUTHBOUND ENTRANCE FROM NORTH TARRANT PKWY	\$2,056,479	SW PE, CAT 2M	01/2023	10/2023 4/2023	CONFIRM FUNDING IN FY 2023		<b>LOW RISK</b>	CURRENT LET DATE IS PAST THE ESTABLISHED DEADLINE FOR THE PROJECT; LETTING HAS BEEN PUSHED OUT DUE TO DELAYS IN GETTING ENVIRONMENTAL CLEARANCE, WHICH HAS DELAYED ANTICIPATED RIGHT-OF-WAY ACQUISITION AND UTILITY RELOCATION TIMEFRAMES	<b>MEDIUM RISK</b>
20108	0918-46-238	LEWISVILLE	LEWISVILLE	CORPORATE DR FROM HOLFORD'S PRAIRIE RD TO ELM FORK TRINITY RIVER BRIDGE	CONSTRUCT FOUR LANE DIVIDED ROADWAY; SEGMENT 4	\$15,502,609	RTR, LOCAL CONTRIBUTION	12/2022	01/2023 12/2022	CONFIRM FUNDING IN FY 2023		<b>LOW RISK</b>		<b>LOW RISK</b>

ELECTRONIC ITEM 8.1

**REGIONAL TRANSPORTATION COUNCIL MILESTONE POLICY ROUND 2  
STATUS UPDATE**

TIP CODE	CSJ	PROJECT SPONSOR	CITY	LIMITS	PROJECT DESCRIPTION	TOTAL FUNDING	FUNDING CATEGORY	PRIOR EST. START DATE	NEW EST./ ACTUAL START DATE	FEBRUARY 2021 RECOMMENDATION	FEBRUARY 2022 COMMENTS	FEBRUARY 2022 RISK RATING	JUNE 2022 COMMENTS	JUNE 2022 RISK RATING
20111	0918-46-239	LEWISVILLE	LEWISVILLE	CORPORATE DR FROM HOLFORD'S PRAIRIE RD TO FM 2281	CONSTRUCT FOUR LANE DIVIDED ROADWAY; SEGMENT 5	\$6,843,921	RTR, LOCAL CONTRIBUTION	05/2022	<del>01/2023</del> <del>12/2022</del> 05/2022	CONFIRM FUNDING IN FY 2023	CURRENT ESTIMATED LET DATE IS PAST THE ESTABLISHED DEADLINE FOR THE PROJECT; CITY IS NO LONGER ANTICIPATING CONDEMNATION PROCEEDINGS; TXDOT REQUIRES CITY TO GET NEW RTR AGREEMENT THAT WILL COMBINE THIS PROJECT WITH OTHER CORPORATE DRIVE PROJECTS ON THIS LIST; PROJECT MOVED TO FY 2023 AS APPROVED BY THE RTC IN FEBRUARY 2022	<b>HIGH RISK</b>		<b>LOW RISK</b>
20131	0918-46-236	LEWISVILLE	LEWISVILLE	CORPORATE DRIVE FROM ELM FORK TRINITY RIVER BRIDGE TO DGNO RR	CONSTRUCT FOUR LANE DIVIDED ROADWAY; SEGMENT 2	\$11,812,679	RTR, LOCAL CONTRIBUTION	12/2022	<del>09/2022</del> <del>05/2022</del> 12/2022	CONFIRM FUNDING IN FY 2023		<b>LOW RISK</b>		<b>LOW RISK</b>
20152	0918-46-237	LEWISVILLE	LEWISVILLE	CORPORATE DRIVE AT ELM FORK TRINITY RIVER BRIDGE	CONSTRUCT FOUR LANE DIVIDED ROADWAY; SEGMENT 3	\$21,844,715	RTR; LOCAL CONTRIBUTION	12/2022	<del>09/2022</del> <del>05/2022</del> 12/2022	CONFIRM FUNDING IN FY 2023		<b>LOW RISK</b>		<b>LOW RISK</b>
<b>PROJECTS LOCAL AGENCIES COMMITTED TO IMPLEMENT IN FY 2024 OR BEYOND</b>														
11734	0902-90-034	DFW AIRPORT	VARIOUS	EAST-WEST CONNECTOR FROM SH 360 TO RENTAL CAR DRIVE	CONSTRUCTION OF EAST-WEST CONNECTOR FROM 0 TO 2 LANES UNDIVIDED URBAN WITH INTERSECTIONS AT SH 360, 20TH AVE, AND RENTAL CAR DRIVE (ULTIMATE BUILD OUT 2 TO 4 LANES DIVIDED)	\$40,384,886	STBG, LOCAL CONTRIBUTION	12/2023	<del>11/2022</del> <del>06/2022</del> <del>12/2022</del> 05/2022	CONFIRM FUNDING IN FY 2024	ROADWAY WILL HAVE TO BE RE-ADDED TO THE FEDERAL FUNCTIONAL CLASSIFICATION SYSTEM (FFCS) IN ORDER FOR THE PROJECT TO PROCEED; COORDINATION BETWEEN NCTCOG, TXDOT, AND FEDERAL HIGHWAY ADMINISTRATION ONGOING	<b>LOW RISK</b>	ROADWAY IS BEING RE-ADDED TO THE FEDERAL FUNCTIONAL CLASSIFICATION SYSTEM (FFCS); AWAITING FHWA APPROVAL TO PROCEED; COORDINATION BETWEEN NCTCOG, TXDOT, AND FEDERAL HIGHWAY ADMINISTRATION ONGOING	<b>LOW RISK</b>
20084	0047-14-053	TXDOT DALLAS	VARIOUS	US 75 FROM NORTH OF CR 370 TO CR 375 (GRAYSON COUNTY LINE)	RECONSTRUCT AND WIDEN FROM 4 LANE TO 6 LANE FREEWAY AND RECONSTRUCT EXISTING 4 LANE TO 4/6 LANE FRONTAGE ROADS	\$38,347,275	SW PE, S102, 4	09/2023	09/2023	CONTINUE MONITORING PROJECT PROGRESS AND CONTINUE TO REQUEST TTC APPROVAL OF CATEGORY 12 FUNDS FOR THIS PROJECT	PROJECT IS NOT FULLY FUNDED; TXDOT TO CONTINUE REQUESTING CATEGORY 12 FUNDING FOR THE PROJECT FROM THE TEXAS TRANSPORTATION COMMISSION	<b>MEDIUM RISK</b>	PROJECT IS NOT FULLY FUNDED; TXDOT TO CONTINUE REQUESTING CATEGORY 12 FUNDING FOR THE PROJECT FROM THE TEXAS TRANSPORTATION COMMISSION	<b>MEDIUM RISK</b>
20115	0081-03-047	TXDOT DALLAS	ARGYLE	US 377 FROM SOUTH OF FM 1171 TO CRAWFORD ROAD	RECONSTRUCT AND WIDEN ROADWAY FROM 2 LANE RURAL TO 4 LANE DIVIDED URBAN	\$52,007,246	RTR, SW PE, SW ROW, LOCAL CONTRIBUTION	09/2024	<del>12/2023</del> 09/2024	KEEP PROJECT IN APPENDIX D (ENVIRONMENTAL CLEARANCE SECTION OF TIP) UNTIL FUNDING IS SECURED	PROJECT IS NOT FULLY FUNDED; RIGHT-OF-WAY PURCHASES ARE CONTINUING WITH A READY TO LET DATE OF 09/2022 ONCE FUNDING IS SECURED; CONTINUE PURSUING FUNDING FOR THE PROJECT	<b>MEDIUM RISK</b>	PROJECT IS NOT FULLY FUNDED; RIGHT-OF-WAY PURCHASES ARE CONTINUING WITH A READY TO LET DATE OF <del>12/2023</del> 09/2022; CONTINUE PURSUING FUNDING FOR THE PROJECT	<b>MEDIUM RISK</b>
<b>TOTAL FUNDING</b>						<b>\$298,104,764</b>								

**REGIONAL TRANSPORTATION COUNCIL MILESTONE POLICY (ROUND 2)  
STATUS UPDATE - PROJECTS UNDER CONSTRUCTION**

TIP CODE	CSJ	PROJECT SPONSOR	CITY	LIMITS	PROJECT DESCRIPTION	TOTAL FUNDING	FUNDING CATEGORY	PRIOR EST. START DATE	NEW EST./ ACTUAL START DATE	FEBRUARY 2021 RECOMMENDATION	JUNE 2022 COMMENTS	JUNE 2022 RISK RATING
20066	2374-03-074	TXDOT DALLAS	DALLAS	IH 20 AT BONNIE VIEW RD	IMPROVE APPROACH, WIDEN BRIDGE TO ADD TURN LANES, AND REPLACE TRAFFIC SIGNAL SYSTEM	\$2,988,645	STBG, LOCAL CONTRIBUTION	05/2021	05/2021 (ACTUAL)	CONFIRM FUNDING IN FY 2021		<u>N/A (PROJECT HAS LET)</u>
20060	0918-24-154	PLANO	PLANO	LEGACY DRIVE FROM INDEPENDENCE PARKWAY TO K AVENUE	ADD RIGHT TURN LANES AND DUAL LEFT TURN LANES	\$2,015,500	RTR, LOCAL CONTRIBUTION	05/2021	07/2021 (ACTUAL)	CONFIRM FUNDING IN FY 2021		<u>N/A (PROJECT HAS LET)</u>
20261.2	0918-47-297	MESQUITE	MESQUITE	MGR TRAIL AT MESQUITE CITY LIMITS NEAR DUCK CREEK TO MESQUITE HERITAGE TRAIL NEAR NORTHWEST DR	CONSTRUCT NEW HIKE/BIKE TRAIL FROM MESQUITE HERITAGE TRAIL TO CONNECTING MGR TRAIL IN GARLAND; CONNECTS ACROSS IH 30 AND DUCK CREEK	\$827,115	RTR, LOCAL CONTRIBUTION	09/2021	07/2021 (ACTUAL)	CONFIRM FUNDING IN FY 2022		<u>N/A (PROJECT HAS LET)</u>
20113	0918-46-240	LEWISVILLE	LEWISVILLE	CORPORATE DRIVE FROM FM 544 TO JOSEY LANE	CONSTRUCT FOUR LANE DIVIDED ROADWAY; SEGMENT 6	\$19,164,449	RTR	12/2022	12/2021 (ACTUAL) <del>10/2021-07/2021</del>	CONFIRM FUNDING IN FY 2023		<u>N/A (PROJECT HAS LET)</u>
20213	0918-47-051	DALLAS COUNTY	GRAND PRAIRIE	WILDLIFE PARKWAY FROM SH 161 TO BELT LINE RD	CONSTRUCT 0/2 LANE RURAL TO 2/4 LANE DIVIDED INCLUDING BRIDGE OVER TRINITY RIVER	\$44,510,339	RTR, LOCAL CONTRIBUTION	06/2022	01/2022 (ACTUAL) <del>11/2021-08/2022</del>	CONFIRM FUNDING IN FY 2022		<u>N/A (PROJECT HAS LET)</u>
20240	0918-47-027	DALLAS	DALLAS	COLLECTIVE MIXED USE DEVELOPMENT	BICYCLE LANES, SIDEWALKS, PEDESTRIAN AND INTERSECTION IMPROVEMENTS BOUNDED BY FORT WORTH AVE, BAHAMA DR, IH 30, AND PLYMOUTH ROAD; AND CONNECTION TO COOMBS CREEK TRAIL ALONG PLYMOUTH RD	\$2,482,813	RTR	06/2021	01/2022 (ACTUAL) <del>12/2021-09/2021</del>	CONFIRM FUNDING IN FY 2021		<u>N/A (PROJECT HAS LET)</u>
<b>TOTAL FUNDING</b>						<b>\$71,988,861</b>						

**REGIONAL TRANSPORTATION COUNCIL MILESTONE POLICY (ROUND 2)  
STATUS UPDATE - CANCELLED PROJECTS**

TIP CODE	CSJ	PROJECT SPONSOR	CITY	LIMITS	PROJECT DESCRIPTION	TOTAL FUNDING	FUNDING CATEGORY	COMMENTS
83129.1	0000-18-030	FLOWER MOUND	FLOWER MOUND	DENTON CREEK BLVD AT GRAHAM BRANCH	BUILD NEW LOCATION 0 TO 4 LANE BRIDGE	<del>\$7,000,000</del> \$0	LOCAL CONTRIBUTION	PROJECT REMOVED FROM THE TIP THROUGH 2023-2026 TIP DEVELOPMENT AT THE REQUEST OF THE TOWN OF FLOWER MOUND
82384	0000-18-019	FLOWER MOUND	FLOWER MOUND	KIRKPATRICK LN (PHASE III) FROM FM 1171 TO BELLAIRE BLVD	CONSTRUCT 0 TO 4 LANE ROADWAY	<del>\$9,500,000</del> \$0	LOCAL CONTRIBUTION	PROJECT REMOVED FROM THE TIP THROUGH 2023-2026 TIP DEVELOPMENT AT THE REQUEST OF THE TOWN OF FLOWER MOUND
53079	0902-50-104	BURLESON	BURLESON	ALSBURY FROM HULEN ST TO CR 1020 (APPROXIMATELY 0.2 MILES)	CONSTRUCTION OF A 4 LANE EXTENSION OF ALSBURY BOULEVARD	<del>\$1,287,880</del> \$0	CAT 10 (CONGRESSIONAL EARMARK), LOCAL CONTRIBUTION	EARMARK FUNDS WERE REMOVED FROM THE PROJECT DURING 2023-2026 TIP DEVELOPMENT

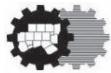


# **METROPOLITAN PLANNING ORGANIZATION (MPO) MILESTONE POLICY ROUND 2: STATUS UPDATE**

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Surface Transportation Technical Committee

June 24, 2022



North Central Texas  
Council of Governments  
Transportation Department

# BACKGROUND

- The objective of the MPO Milestone Policy is to ensure that projects that have been funded for at least 10 years and have not gone to construction are being implemented in a timely manner.
- In February 2021, the RTC approved the second round Milestone Policy, including:
  - Establishing deadlines by which projects must go to construction
  - A revamped project tracking process

# RTC APPROVED MILESTONE POLICY TRACKING PROCESS

- Periodic status reports are required on all projects on the Milestone Policy list until they go to letting.
- Reports must detail steps that the project sponsor is taking to advance the project (e.g., executing funding or railroad agreements, engaging property owners or utility companies, etc.)
- NCTCOG staff evaluates the reports and “rates” the projects based on how well the project sponsor is implementing the project(s) and a review of risk factors. The rating system is as follows:
  - Green – Low risk of project delays
  - Yellow – Medium risk of project delays
  - Red – High risk of project delays
- If the committed schedule is not met and the project has consistently been graded as red/high risk, the project will likely be recommended for cancellation.

# SUMMARY OF PROJECTS THAT HAVE NOT GONE TO CONSTRUCTION (JUNE 2022)<sup>1</sup>

PROJECT CATEGORIES	NUMBER OF PROJECTS	TOTAL FUNDING OF PROJECTS
Scheduled Letting FY2022	2	\$73,929,721
Scheduled Letting FY2023	9	\$93,435,636
Scheduled Letting FY2024 or Beyond	3	\$130,739,407
<b>Total</b>	<b>14</b>	<b>\$298,104,764</b>

1: To date, 6 projects have let by their established deadlines and 3 have been removed from the TIP at the request of the implementing agency.

# SUMMARY OF PROJECT RISK

PROJECT RATING	NUMBER OF PROJECTS	TOTAL FUNDING OF PROJECTS
Green (Low Risk of Delay)	5	\$96,388,810
Yellow (Medium Risk of Delay)	7	\$127,786,233
Red (High Risk of Delay)	2	\$73,929,721
<b>Total</b>	<b>14</b>	<b>\$298,104,764</b>

# PROJECT RISK BY FISCAL YEAR

PROJECT CATEGORY	PROJECT RATING		
	Green (Low Risk of Delay)	Yellow (Medium Risk of Delay)	Red (High Risk of Delay)
Scheduled Letting FY2022	0	0	2
Scheduled Letting FY2023	4	5	0
Scheduled Letting FY2024 or Beyond	1	2	0
<b>TOTAL</b>	<b>5</b>	<b>7</b>	<b>2</b>

# QUESTIONS/COMMENTS?

Christie J. Gotti  
Senior Program Manager  
Ph: (817) 608-2338  
[cgotti@nctcog.org](mailto:cgotti@nctcog.org)

Brian Dell  
Principal Transportation Planner  
Ph: (817) 704-5694  
[bdell@nctcog.org](mailto:bdell@nctcog.org)

Cody Derrick  
Transportation Planner III  
Ph: (817) 608-2391  
[cderrick@nctcog.org](mailto:cderrick@nctcog.org)

**CMAQ FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2022**

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	FACILITY	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
55207	0095-04-069	TXDOT-DALLAS	DALLAS	C	US 80	AT SH 205/FM 148		CONSTRUCT INTERSECTION IMPROVEMENTS (SIDEWALKS AND TURN LANES)	\$7,479,959	\$1,869,990	\$0	\$9,349,949	\$11,185,428	03/2022 (ACTUAL)	OBLIGATED (2022)	FUNDING OBLIGATED FEBRUARY 2022
14018	0918-47-281	DALLAS	DALLAS	E	CS	BOUNDED BY US 75 TO THE WEST, GREENVILLE AVE TO THE EAST,	LOVERS LN TO THE NORTH, AND MOCKINGBIRD LN TO THE SOUTH	PEDESTRIAN IMPROVEMENTS INCLUDING TRAFFIC SIGNALS, SIDEWALKS, CROSSWALKS, LIGHTING, AND INTERSECTION IMPROVEMENTS	\$281,897	\$0	\$70,474	\$352,371	\$281,897	03/2022 (ACTUAL) 10/2022	OBLIGATED (2022)	FUNDING OBLIGATED FEBRUARY 2022
21047.1	0197-03-080	TXDOT-DALLAS	DALLAS	C	US 175	DALLAS COUNTY LINE	EAST OF FM 1390	INSTALLATION OF CCTV, DMS AND VEHICLE DETECTION UNITS	\$720,000	\$180,000	\$0	\$900,000	\$858,047	05/2022 (ACTUAL) 06/2022	OBLIGATED (2022)	FUNDING OBLIGATED APRIL 2022
21047.2	0197-02-133	TXDOT-DALLAS	DALLAS	C	US 175	IH 635	KAUFMAN COUNTY LINE	INSTALLATION OF CCTV, DMS AND VEHICLE DETECTION UNITS	\$700,000	\$175,000	\$0	\$875,000	\$1,015,458	05/2022 (ACTUAL) 06/2022	OBLIGATED (2022)	FUNDING OBLIGATED APRIL 2022
21047.3	0197-04-083	TXDOT-DALLAS	DALLAS	C	US 175	EAST OF FM 1390	SH 34	INSTALLATION OF CCTV, DMS AND VEHICLE DETECTION UNITS	\$660,000	\$165,000	\$0	\$825,000	\$694,106	05/2022 (ACTUAL) 06/2022	OBLIGATED (2022)	FUNDING OBLIGATED APRIL 2022
14069	0619-03-061	TXDOT-DALLAS	DALLAS	C	FM 544	AT FM 1378 (COUNTRY CLUB ROAD)		CONSTRUCT INTERSECTION IMPROVEMENTS INCLUDING LEFT AND RIGHT TURN LANES	\$2,949,938	\$737,485	\$0	\$3,687,423	\$3,329,526	05/2022 (ACTUAL)	OBLIGATED (2022)	PROJECT ADVANCED FROM FY2023; FUNDING OBLIGATED APRIL 2022
14013.2	0918-48-004	DART	DALLAS	C	VA	COTTON BELT VELOWEB TRAIL FROM DFW AIRPORT NORTH COTTON BELT STATION	SHILOH COTTON BELT STATION	DESIGN FOR COTTON BELT VELOWEB TRAIL (26 MILES) AND CONSTRUCTION OF MULTIPLE SECTIONS OF THE TRAIL CORRIDOR (IN COPPELL, CARROLLTON, ADDISON, DALLAS, PLANO, AND RICHARDSON)	\$8,401,592	\$0	\$2,100,398	\$10,501,990	\$8,401,592	07/2022-08/2022	OBLIGATED (2022)	FUNDING OBLIGATED DECEMBER 2021
14044	0008-13-234	TXDOT-FORT WORTH	FORT WORTH	C	IH 20	IH 35W	CAMPUS DRIVE	RELOCATE EXISTING WESTBOUND ENTRANCE RAMP TO REDUCE CIRCUITOUS TRAVEL AND ITS IMPROVEMENTS	\$320,000	\$80,000	\$0	\$400,000	\$0	07/2020 (ACTUAL)	EXPECTED TO OBLIGATE IN FY2022	ADDITIONAL FUNDING FOR PROJECT ALREADY UNDER CONSTRUCTION
14052	0902-90-147	COLLEYVILLE	FORT WORTH	C	CS	GLADE ROAD AT BLUEBONNET DRIVE		LOWER INTERSECTION TO ELIMINATE A 3-WAY STOP	\$311,222	\$0	\$77,805	\$389,027	\$0	10/2021 (ACTUAL)	EXPECTED TO OBLIGATE IN FY2022	ADDITIONAL FUNDING FOR PROJECT ALREADY UNDER CONSTRUCTION
11657.1	0918-00-298	NCTCOG	DALLAS	I	VA	M&O - AIR QUALITY PUBLIC EDUCATION AND OUTREACH PROGRAM	IMPLEMENT STRATEGIC COMMUNICATION EFFORTS TO EDUCATE AND INFORM THE REGION ON TRANSPORTATION AND AIR QUALITY RELATED	ISSUES, INCLUDING STRATEGIES FOR IMPROVEMENT, FUNDING OPPORTUNITIES, TRAINING INITIATIVES, AND NEW PROGRAMS/POLICIES; MAJOR EFFORTS WILL FOCUS ON TRANSPORTATION AND AIR QUALITY, PUBLIC OUTREACH, EDUCATION, AND ENGAGEMENT PROGRAMS	\$1,560,000	\$0	\$0	\$1,560,000	\$0	07/2022 06/2022	EXPECTED TO OBLIGATE IN FY2022	
11630.7	2964-01-052	GRAND PRAIRIE	DALLAS	E	SH 161	ON FRONTAGE ROADS FROM IH 20	IH 30	INSTALL 6 NEW DMS AND 2 NEW CCTV CAMERAS ALONG SH 161 NB AND SB FRONTAGE ROADS INCLUDING SH 180 AND JEFFERSON	\$84,017	\$21,004	\$0	\$105,021	\$0	08/2022-02/2022	EXPECTED TO OBLIGATE IN FY2022	
25093.3	0918-47-361	DART	DALLAS	T	VA	DEEP ELLUM RIDESHARE PLAZA; NORTHEAST CORNER OF N. GOOD LATIMER	AT MONUMENT STREET	CONSTRUCT DEEP ELLUM RIDESHARE PLAZA TO PROVIDE OFF-STREET PASSENGER PICK-UP/DROP-OFF AREA FOR TRANSPORTATION NETWORK COMPANIES IN ORDER TO IMPROVE TRAFFIC FLOW IN DEEP ELLUM	\$320,000	\$0	\$80,000	\$400,000	\$0	08/2022 06/2022	EXPECTED TO OBLIGATE IN FY2022	TRANSIT TRANSFER REQUEST HAS BEEN SUBMITTED AND IS PENDING
21015.3	0918-47-373	DART	DALLAS	T	VA	COVID-19 TRANSIT EDUCATION CAMPAIGN PROGRAM		PROGRAM WILL FOCUS ON EDUCATION AND OUTREACH TO HELP WITH CONSUMER CONFIDENCE AND PROVIDING INCENTIVES TO INCREASE RIDERSHIP	\$300,000	\$0	\$0	\$300,000	\$0	08/2022 04/2022	EXPECTED TO OBLIGATE IN FY2022	PROJECT HAS NOT BEEN APPROVED BY FHWA, PENDING ELIGIBILITY DETERMINATION



**CMAQ FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2022**

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	FACILITY	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
14090.1	0902-00-297	FWTA	FORT WORTH	T	IH 35W	DR. DENNIS DUNCANS TRANSFER CENTER	ALLIANCE	IMPLEMENT HIGH-INTENSITY BUS SERVICE ALONG THE IH 35W CORRIDOR	\$14,000,000	\$0	\$3,500,000	\$17,500,000	\$0	12/2022 04/2022	EXPECTED TO OBLIGATE IN FY2022	TRANSIT TRANSFER REQUEST HAS BEEN SUBMITTED AND IS PENDING
25072	0918-00-390	DART	DALLAS	T	VA	ON THE TRE FROM NOBLE BRANCH	WEST OF MEDICAL DISTRICT DRIVE	ADD TRACK TO CREATE A DOUBLE TRACKED SECTION OF THE TRE RESULTING IN FASTER SPEEDS AND REDUCED DELAY FOR PASSENGERS	\$750,000	\$0	\$187,500	\$937,500	\$0	12/2022 01/2022	EXPECTED TO OBLIGATE IN FY2022	TRANSIT TRANSFER REQUEST HAS BEEN SUBMITTED AND IS PENDING
25072.1	0918-00-367	NCTCOG	DALLAS	I	VA	NORTH TEXAS MOVES EASTERN SUBREGION TRE PROJECT FROM IH 35E TO MEDICAL MARKET CENTER STATION	DOUBLE TRACK MEDICAL MARKET CENTER TO STEMMONS FRWY TO BEGINNING OF EXISTING DOUBLE-TRACKED SECTION W OF MEDICAL MARKET CENTER STATION	REHAB EXISTING BRIDGE OVER INWOOD ROAD AND ADD ADJACENT BRIDGE FOR NEW SECOND TRACK; ADD NEW BRIDGE AT KNIGHTS BRANCH FOR A NEW SECOND TRACK; REPLACE CURRENT NOBLE BRANCH BRIDGE AND ADD ADJACENT BRIDGE FOR SECOND TRACK	\$1,250,000	\$0	\$312,500	\$1,562,500	\$0	01/2023	EXPECTED TO OBLIGATE IN FY2022	PART OF NORTH TEXAS MOVES BUILD GRANT; FUNDING MUST OBLIGATE BY THE END OF SEPTEMBER 2022
14013.2	0918-00-337	DART	DALLAS	C	VA	COTTON BELT VELOWEB TRAIL FROM DFW AIRPORT NORTH COTTON BELT STATION	SHILOH COTTON BELT STATION	DESIGN FOR COTTON BELT VELOWEB TRAIL (26 MILES) AND CONSTRUCTION OF MULTIPLE SECTIONS OF THE TRAIL CORRIDOR (IN COPPELL, CARROLLTON, ADDISON, DALLAS, PLANO, AND RICHARDSON)	\$14,786,590	\$0	\$0	\$14,786,590	\$0	07/2022-08/2022	NOT EXPECTED TO OBLIGATE IN FY2022	FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT
25022	0902-90-050	FORT WORTH	FORT WORTH	C	VA	CENTERPOINT TRAIL FROM TRINITY BLVD/SKYVIEW DR	TRINITY RAILWAY EXPRESS (TRE) CENTREPORT RAIL STATION	CONSTRUCT SHARED-USE PATH (TRAIL) FROM THE INTERSECTION OF TRINITY BLVD/SKYVIEW DR TO CENTREPORT RAIL STATION; PRELIMINARY ENGINEERING FOR CONNECTION TO MIKE LEWIS TRAIL	\$3,930,734	\$0	\$982,683	\$4,913,417	\$0	07/2022	NOT EXPECTED TO OBLIGATE IN FY2022	FUNDING MOVED TO FY2023 DUE TO DELAYS WITH GETTING ENVIRONMENTAL CLEARANCE
11186.6	0918-00-348	NCTCOG	DALLAS	I	VA	FREEWAY/TRAFFIC INCIDENT MANAGEMENT PROGRAM	INCLUDES TRAINING FOR AGENCY EXECUTIVES AND FIRST RESPONDERS, QUICK	CLEARANCE CRASH RECONSTRUCTION TRAINING, OTHER TRAINING AND EDUCATION TO PROMOTE STRATEGIES TO MITIGATE TRAFFIC INCIDENTS; INCLUDES NCTCOG STAFF TIME AND CONSULTANT ASSISTANCE	\$245,460	\$0	\$0	\$245,460	\$0	08/2022	NOT EXPECTED TO OBLIGATE IN FY2022	FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT
21015.7	0918-00-369	NCTCOG	DALLAS	E	VA	COVID-19 REGIONAL TRANSIT EDUCATION CAMPAIGN PROGRAM		PROGRAM WILL FOCUS ON EDUCATION AND OUTREACH TO HELP WITH CONSUMER CONFIDENCE AND PROVIDING INCENTIVES TO INCREASE RIDERSHIP	\$250,000	\$0	\$0	\$250,000	\$0	08/2022	NOT EXPECTED TO OBLIGATE IN FY2022	PROJECT HAS NOT BEEN APPROVED BY FHWA, PENDING ELIGIBILITY DETERMINATION
11630.6	0008-08-077	GRAND PRAIRIE	DALLAS	C	SH 180	EAST OF HENSLEY	GREAT SOUTHWEST PKWY	INSTALLATION OF 4 NEW CCTV CAMERAS AND 5 NEW DMS ALONG SH 180 TO FACILITATE TRAFFIC MANAGEMENT BY VIEWING TRAFFIC CONDITIONS VIA CCTV AND ADJUSTING SIGNAL TIMING AND PROVIDING FEEDBACK TO MOTORING PUBLIC VIA DMS	\$400,000	\$100,000	\$0	\$500,000	\$0	09/2022-11/2022	NOT EXPECTED TO OBLIGATE IN FY2022	PROJECT IS ASSOCIATED WITH ANOTHER PROJECT ALONG MAIN STREET AND IS BEING DELAYED TO FOLLOW THE SAME SCHEDULE; STAFF WILL CONFIRM THE ESTIMATED START DATE AND COORDINATE WITH TXDOT TO MOVE THE PROJECT TO THE APPROPRIATE YEAR FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT
11651.5	0902-90-199	KENNEDALE	FORT WORTH	ENV	VA	ARTHUR INTERMEDIATE AND DELANEY ELEM SAFE ROUTES TO SCHOOL, BOUNDED BY ARTHUR DR TO THE N	W KENNEDALE PARKWAY TO THE S, RUTH DR TO THE E, CORYR A EDWARDS DR TO THE W	CONSTRUCT NEW AND RECONSTRUCT EXISTING SIDEWALKS, CROSSWALKS, AND CROSSING SAFETY IMPROVEMENTS; CONSTRUCT NEW SIGNAGE, TRAFFIC CALMING TREATMENTS, AND LIGHTING	\$24,000	\$0	\$6,000	\$30,000	\$0	09/2022-06/2022	NOT EXPECTED TO OBLIGATE IN FY2022	PROJECT DELAYED DUE TO INACTIVITY; UNABLE TO ESTABLISH CONTACT WITH CITY OF KENNEDALE
11651.5	0902-90-199	KENNEDALE	FORT WORTH	E	VA	ARTHUR INTERMEDIATE AND DELANEY ELEM SAFE ROUTES TO SCHOOL, BOUNDED BY ARTHUR DR TO THE N	W KENNEDALE PARKWAY TO THE S, RUTH DR TO THE E, CORYR A EDWARDS DR TO THE W	CONSTRUCT NEW AND RECONSTRUCT EXISTING SIDEWALKS, CROSSWALKS, AND CROSSING SAFETY IMPROVEMENTS; CONSTRUCT NEW SIGNAGE, TRAFFIC CALMING TREATMENTS, AND LIGHTING	\$91,273	\$0	\$22,818	\$114,091	\$0	09/2022-06/2022	NOT EXPECTED TO OBLIGATE IN FY2022	PROJECT DELAYED DUE TO INACTIVITY; UNABLE TO ESTABLISH CONTACT WITH CITY OF KENNEDALE
19005	0918-24-251	PLANO	DALLAS	C	VA	PLANO CITYWIDE CCTV CAMERA EXPANSION		INSTALL NEW CCTV CAMERAS CITYWIDE	\$1,867,000	\$0	\$0	\$1,867,000	\$0	10/2022 12/2021	NOT EXPECTED TO OBLIGATE IN FY2022	FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT
21057	0918-24-269	PLANO	DALLAS	E	VA	BRECKENRIDGE TRAIL FROM BRADSHAW DR	FUTURE SHILOH RD SILVER LINE DART STATION	CONSTRUCT NEW SHARED-USE PATH	\$1,000,000	\$0	\$0	\$1,000,000	\$0	10/2022-06/2022	NOT EXPECTED TO OBLIGATE IN FY2022	FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT
14013.3	0902-00-235	FORT WORTH	FORT WORTH	R	CS	CENTREPORT TRAIL FROM CENTREPORT STATION	CITY LIMITS	CONSTRUCT 12' WIDE SHARED-USE PATH	\$165,200	\$0	\$0	\$165,200	\$0	11/2022	NOT EXPECTED TO OBLIGATE IN FY2022	STAFF WILL CONFIRM THE ESTIMATED START DATE AND COORDINATE WITH TXDOT TO MOVE THE PROJECT TO THE APPROPRIATE YEAR PROJECT PHASE DELAYED TO FY2023 THROUGH FEBRUARY 2022 TIP MODIFICATION CYCLE

**CMAQ FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2022**

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	FACILITY	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
14046	0918-47-286	DALLAS	DALLAS	C	VA	UPTOWN MCKINNEY/COLE COUPLET: ON ALLEN ST FROM CARLISLE ST TO MCKINNEY AVE; ON CARLISLE ST FROM COLE AVE TO ALLEN ST;	ON COLE AVE FROM HARVARD AVE TO CARLISLE ST; ON MCKINNEY AVE FROM HARVARD AVE TO ALLEN ST	CONVERSION OF 3 LN ONE-WAY RDWYS TO TWO-WAY RDWYS; INTERSECTION, SIGNAL, SIGNAGE, PEDESTRIAN, LIGHTING, LANDSCAPING, AND ASSOCIATED IMPROVEMENTS INCLUDING TROLLEY RELOCATION	\$6,700,000	\$0	\$1,675,000	\$8,375,000	\$0	12/2022	NOT EXPECTED TO OBLIGATE IN FY2022	STAFF WILL CONFIRM THE ESTIMATED START DATE AND COORDINATE WITH TXDOT TO MOVE THE PROJECT TO THE APPROPRIATE YEAR; <b>PROJECT IS BEING RE-ADVERTISED TO SOLICIT MORE BIDDERS AND IS ANTICIPATED TO BEGIN IN FY2023</b>
14058	0902-90-153	FORT WORTH	FORT WORTH	E	CS	TRINITY TRAIL FROM TRINITY BLVD.	TRINITY LAKES STATION	CONSTRUCT SHARED USE PATH	\$40,267	\$0	\$0	\$40,267	\$0	<del>12/2022-12/2024</del>	NOT EXPECTED TO OBLIGATE IN FY2022	<b>FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT</b>
25066.1	0918-47-310	DALLAS	DALLAS	R	CS	ON LINFIELD RD OVER UPRR RAIL YARD FROM SH 310 TO CARBONDALE ST	AND ON CARBONDALE ST FROM LINFIELD RD TO SL 12	CONSTRUCT BICYCLE AND PEDESTRIAN BRIDGE ON LINFIELD ROAD OVER THE UPRR RAIL YARD; ADD LANDSCAPING TO THE PROJECT AREA INCLUDING ALONG CARBONDALE STREET	\$350,000	\$0	\$0	\$350,000	\$0	12/2022	NOT EXPECTED TO OBLIGATE IN FY2022	STAFF WILL CONFIRM THE ESTIMATED START DATE AND COORDINATE WITH TXDOT TO MOVE THE PROJECT TO THE APPROPRIATE YEAR <b>FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT</b>
21063	0918-47-368	DALLAS	DALLAS	E	CS	CAMP WISDOM RD FROM US 67	WESTMORELAND RD	RECONSTRUCT AND WIDEN SIDEWALKS, INSTALL PEDESTRIAN LIGHTING, AND RECONSTRUCT/UPGRADE CROSSWALKS AND ASSOCIATED TRAFFIC SIGNAL INFRASTRUCTURE	\$400,000	\$0	\$100,000	\$500,000	\$0	<del>01/2023-08/2022</del>	NOT EXPECTED TO OBLIGATE IN FY2022	<b>FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT</b>
14080	0902-90-163	GRAND PRAIRIE	FORT WORTH	R	VA	REGIONAL VELOWEB TRAIL FROM TERMINATION OF FORT WORTH TRAIL AT CITY LIMITS	MIKE LEWIS PARK AT EXISTING TRAIL NEAR ROY ORR BLVD	CONSTRUCT SHARED-USE PATH	\$508,880	\$0	\$127,220	\$636,100	\$0	<del>03/2023-11/2022</del>	NOT EXPECTED TO OBLIGATE IN FY2022	STAFF WILL CONFIRM THE ESTIMATED START DATE AND COORDINATE WITH TXDOT TO MOVE THE PROJECT TO THE APPROPRIATE YEAR <b>FUNDING DELAYED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT; RIGHT-OF-WAY ACQUISITION CANNOT BEGIN UNTIL ENVIRONMENTAL CLEARANCE IS RECEIVED</b>
14080	0902-90-163	GRAND PRAIRIE	FORT WORTH	U	VA	REGIONAL VELOWEB TRAIL FROM TERMINATION OF FORT WORTH TRAIL AT CITY LIMITS	MIKE LEWIS PARK AT EXISTING TRAIL NEAR ROY ORR BLVD	CONSTRUCT SHARED-USE PATH	\$60,000	\$0	\$15,000	\$75,000	\$0	<del>03/2023-06/2022</del>	NOT EXPECTED TO OBLIGATE IN FY2022	<b>FUNDING DELAYED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT; UTILITY RELOCATIONS CANNOT BEGIN UNTIL ENVIRONMENTAL CLEARANCE IS RECEIVED</b>
14013	0918-47-236	DALLAS CO	DALLAS	C	VA	TRAIL CONNECTIONS TO FUTURE CYPRESS WATERS COTTON BELT RAIL STATION; FROM SOUTH OF CYPRESS WATERS COTTON BELT STATION	TO EXISTING TRAIL NORTH OF OLYMPUS BLVD	CONSTRUCT SHARED USE PATH AND RELATED PEDESTRIAN AND BICYCLE IMPROVEMENTS (PEDESTRIAN CROSSWALKS, SIGNAGE, LIGHTING, AND SIGNALS) IN PROXIMITY OF THE FUTURE CYPRESS WATERS COTTON BELT RAIL STATION	\$1,834,068	\$0	\$458,517	\$2,292,585	\$0	05/2023	NOT EXPECTED TO OBLIGATE IN FY2022	PROJECT IMPACTED BY CONSTRUCTION OF HUNTINGTON ROAD IN THE CYPRESS WATERS DEVELOPMENT; STAFF WILL CONFIRM THE ESTIMATED START DATE AND COORDINATE WITH TXDOT TO MOVE THE PROJECT TO THE APPROPRIATE YEAR <b>FUNDING MOVED TO FY2023 THROUGH MAY 2022 TIP MOD CYCLE</b>
25093	0918-47-362	DALLAS	DALLAS	E	VA	DEEP ELLUM AREA PEDESTRIAN AND TRAFFIC SIGNAL IMPROVEMENTS, BOUNDED BY LIVE OAK ST TO THE NORTH,	HALL ST TO THE EAST, IH 30 TO THE SOUTH, AND CESAR CHAVEZ BLVD TO THE WEST	CONSTRUCT NEW SIDEWALKS, ADA RAMPS, CURB EXTENSIONS, PEDESTRIAN LIGHTING, AND UPGRADES TO TRAFFIC SIGNALS IN THE DEEP ELLUM AREA	\$400,000	\$0	\$0	\$400,000	\$0	<del>05/2023-08/2022</del>	NOT EXPECTED TO OBLIGATE IN FY2022	<b>FUNDING MOVED TO FY2024 THROUGH 2023-2026 TIP DEVELOPMENT</b>
21053	0918-47-372	DALLAS	DALLAS	E	CS	ALONG PINE ST FROM US 175 TO MALCOLM X BLVD	ALONG ELSIE FAYE HEGGINS ST (PREVIOUSLY HATCHER RD) FROM US 175 TO 2ND AVE	CONSTRUCT SIDEWALKS	\$120,000	\$0	\$30,000	\$150,000	\$0	<del>06/2023-08/2022</del>	NOT EXPECTED TO OBLIGATE IN FY2022	<b>FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT</b>
11614.5	0918-46-267	DENTON	DALLAS	C	VA	CITY OF DENTON SCHOOL CONNECTION SIDEWALKS		CONSTRUCT NEW SIDEWALK SEGMENTS NEAR SCHOOL SITES AT PECAN CREEK ELEMENTARY SCHOOL AND NETTE SHULTZ ELEMENTARY SCHOOL (FORMERLY NAMED WOODROW WILSON ELEMENTARY) IN THE CITY OF DENTON	\$325,280	\$0	\$81,320	\$406,600	\$0	<del>09/2023-03/2022</del>	NOT EXPECTED TO OBLIGATE IN FY2022	
14058	0902-90-153	FORT WORTH	FORT WORTH	C	CS	TRINITY TRAIL FROM TRINITY BLVD.	TRINITY LAKES STATION	CONSTRUCT SHARED USE PATH	\$372,467	\$0	\$0	\$372,467	\$0	12/2023	NOT EXPECTED TO OBLIGATE IN FY2022	DELAY ON THE START OF DESIGN HAS PUSHED THE REST OF THE SCHEDULE OUT; STAFF WILL CONFIRM THE ESTIMATED START DATE AND COORDINATE WITH TXDOT TO MOVE THE PROJECT TO THE APPROPRIATE YEAR <b>FUNDING MOVED TO FY2024 THROUGH 2023-2026 TIP DEVELOPMENT</b>
25066.2	0581-01-157	DALLAS	DALLAS	U	SL 12	AT CARBONDALE		CONSTRUCT INTERSECTION IMPROVEMENTS INCLUDING REGRADING, REPAVING, AND SIDEWALKS	\$40,000	\$10,000	\$0	\$50,000	\$0	01/2024	NOT EXPECTED TO OBLIGATE IN FY2022	STAFF WILL CONFIRM THE ESTIMATED START DATE AND COORDINATE WITH TXDOT TO MOVE THE PROJECT TO THE APPROPRIATE YEAR <b>FUNDING MOVED TO FY2024 THROUGH 2023-2026 TIP DEVELOPMENT</b>
21020	0902-90-219	FOREST HILL	FORT WORTH	C	CS	FOREST HILL DR AT FOREST HILL CIRCLE		CONSTRUCT SIGNAL AND INTERSECTION IMPROVEMENTS, INCLUDING SIGNAL RETIMING	\$500,000	\$0	\$0	\$500,000	\$0	<del>03/2024-06/2022</del>	NOT EXPECTED TO OBLIGATE IN FY2022	

**CMAQ FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2022**

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	FACILITY	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
14037	0902-90-137	FORT WORTH	FORT WORTH	U	BUS 287	BUS 287/NORTH MAIN STREET AT NORTH AIRPORT ENTRANCE		ADD RIGHT TURN LANE FOR SOUTHBOUND TRAFFIC INTO NORTHERN AIRPORT ENTRANCE (MAIN ENTRANCE FOR JET FUEL TRUCKS)	\$45,000	\$0	\$0	\$45,000	\$0	08/2024	NOT EXPECTED TO OBLIGATE IN FY2022	STAFF WILL CONFIRM THE ESTIMATED START DATE AND COORDINATE WITH TXDOT TO MOVE THE PROJECT TO THE APPROPRIATE YEAR. <u>FUNDING MOVED TO FY2024 THROUGH THE MAY 2022 TIP MODIFICATION CYCLE</u>
11614.5	0918-46-267	DENTON	DALLAS	R	VA	CITY OF DENTON SCHOOL CONNECTION SIDEWALKS		CONSTRUCT NEW SIDEWALK SEGMENTS NEAR SCHOOL SITES AT PECAN CREEK ELEMENTARY SCHOOL AND NETTE SHULTZ ELEMENTARY SCHOOL (FORMERLY NAMED WOODROW WILSON ELEMENTARY) IN THE CITY OF DENTON	\$0	\$0	\$0	\$0	\$0	N/A 04/2022	NOT EXPECTED TO OBLIGATE IN FY2022	<u>FUNDING MOVED TO THE CONSTRUCTION PHASE AT THE REQUEST OF THE CITY OF DENTON</u>
14036	0902-90-139	FORT WORTH	FORT WORTH	E	BUS 287	BUS 287/NORTH MAIN STREET AT NORTH HANGAR ENTRANCE		ADD RIGHT TURN LANES FOR SOUTHBOUND TRAFFIC	\$0	\$0	\$0	\$0	\$0	N/A 12/2021	NOT EXPECTED TO OBLIGATE IN FY2022	CITY HAS OPTED TO CANCEL PROJECT; <u>PROJECT CANCELED AND FUNDING MOVED TO TIP 14037/CSJ 0902-90-137</u>
14036	0902-90-139	FORT WORTH	FORT WORTH	U	BUS 287	BUS 287/NORTH MAIN STREET AT NORTH HANGAR ENTRANCE		ADD RIGHT TURN LANES FOR SOUTHBOUND TRAFFIC	\$0	\$0	\$0	\$0	\$0	N/A 08/2022	NOT EXPECTED TO OBLIGATE IN FY2022	CITY HAS OPTED TO CANCEL PROJECT; <u>PROJECT CANCELED AND FUNDING MOVED TO TIP 14037/CSJ 0902-90-137</u>
14037	0902-90-137	FORT WORTH	FORT WORTH	E	BUS 287	BUS 287/NORTH MAIN STREET AT NORTH AIRPORT ENTRANCE		ADD RIGHT TURN LANE FOR SOUTHBOUND TRAFFIC INTO AIRPORT'S NORTHERN ENTRANCE (MAIN ENTRANCE FOR JET FUEL TRUCKS)	\$0	\$0	\$0	\$0	\$0	N/A 02/2023	NOT EXPECTED TO OBLIGATE IN FY2022	STAFF WILL CONFIRM THE ESTIMATED START DATE AND COORDINATE WITH TXDOT TO MOVE THE PROJECT TO THE APPROPRIATE YEAR; <u>ENGINEERING BEING FUNDED BY THE CITY OF FORT WORTH</u>
14073	0918-47-965	RICHARDSON	DALLAS	E	US 75	US 75 NORTHBOUND FRONTAGE ROAD FROM RENNER ROAD	W CITY LINE DRIVE	WIDEN US 75 NB FRONTAGE ROAD BRIDGE OVER SPRING CREEK TO CONSTRUCT SHARED-USE PATH	\$0	\$0	\$0	\$0	\$0	N/A 09/2021	NOT EXPECTED TO OBLIGATE IN FY2022	<u>FUNDING IS BEING TRANSFERRED TO ANOTHER PROJECT THAT WILL CONSTRUCT A SECTION OF THE COTTON BELT TRAIL TO THE EAST OF THE ORIGINAL PROJECT AT THE REQUEST OF THE CITY OF RICHARDSON</u>
19007	0918-24-253	PLANO	DALLAS	C	SH 121 FRTG RD	CUSTER	SPRING CREEK PKWY	SIGNAL CONTROLLER AND SOFTWARE UPGRADES	\$0	\$0	\$0	\$0	\$0	N/A 07/2022	NOT EXPECTED TO OBLIGATE IN FY2022	<u>SPLIT INTO TWO PROJECTS (TIP 19007.1/CSJ 0364-04-052 AND 19007.2/CSJ 0364-03-106) THAT WILL OBLIGATE IN FY2023</u>
25022	0902-90-050	FORT WORTH	FORT WORTH	R	VA	CENTERPOINT TRAIL FROM TRINITY BLVD/SKYVIEW DR	TRINITY RAILWAY EXPRESS (TRE) CENTREPORT RAIL STATION	CONSTRUCT SHARED-USE PATH (TRAIL) FROM THE INTERSECTION OF TRINITY BLVD/SKYVIEW DR TO CENTREPORT RAIL STATION; PRELIMINARY ENGINEERING FOR CONNECTION TO MIKE LEWIS TRAIL	\$0	\$0	\$0	\$0	\$0	N/A 11/2022	NOT EXPECTED TO OBLIGATE IN FY2022	<u>STAFF WILL CONFIRM THE ESTIMATED START DATE AND COORDINATE WITH TXDOT TO MOVE THE PROJECT TO THE APPROPRIATE YEAR; FUNDING MOVED TO CONSTRUCTION PHASE (RIGHT-OF-WAY DONATED)</u>
25022	0902-90-050	FORT WORTH	FORT WORTH	U	VA	CENTERPOINT TRAIL FROM TRINITY BLVD/SKYVIEW DR	TRINITY RAILWAY EXPRESS (TRE) CENTREPORT RAIL STATION	CONSTRUCT SHARED-USE PATH (TRAIL) FROM THE INTERSECTION OF TRINITY BLVD/SKYVIEW DR TO CENTREPORT RAIL STATION; PRELIMINARY ENGINEERING FOR CONNECTION TO MIKE LEWIS TRAIL	\$0	\$0	\$0	\$0	\$0	N/A 11/2022	NOT EXPECTED TO OBLIGATE IN FY2022	STAFF WILL CONFIRM THE ESTIMATED START DATE AND COORDINATE WITH TXDOT TO MOVE THE PROJECT TO THE APPROPRIATE YEAR; <u>FUNDING MOVED TO CONSTRUCTION PHASE (NO UTILITY RELOCATIONS REQUIRED)</u>
<b>TOTAL</b>									<b>\$66,782,988</b>	<b>\$1,468,489</b>	<b>\$9,756,761</b>	<b>\$78,008,238</b>	<b>\$14,298,729</b>			

<b>TOTAL CLOSEOUTS/WITHDRAWALS</b>	<b>(\$612,642)</b>
<b>TOTAL PROJECT ADJUSTMENTS</b>	<b>\$1,054,185</b>
<b>TOTAL OBLIGATED IN FY2022</b>	<b>\$25,766,054</b>
<b>TOTAL EXPECTED TO OBLIGATE</b>	<b>\$18,895,239</b>
<b>TOTAL NOT EXPECTED TO OBLIGATED</b>	<b>\$15,738,895</b>

STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2022

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	FACILITY	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
14032	0918-47-246	TXDOT-DALLAS	DALLAS	E	CS	ON EAST BEAR CREEK ROAD FROM HAMPTON ROAD	IH 35E	RECONSTRUCT AND WIDEN FROM 2 LANES RURAL UNDIVIDED TO 4 LANES URBAN DIVIDED WITH BICYCLE/PEDESTRIAN ACCOMMODATIONS AND INTERSECTION IMPROVEMENTS	\$800,000	\$0	\$200,000	\$1,000,000	\$800,000	10/2021 (ACTUAL)	OBLIGATED (2022)	FUNDING OBLIGATED OCTOBER 2021 (ADVANCE CONSTRUCTION)
52553	0171-05-081	TXDOT-FORT WORTH	FORT WORTH	C	SH 199	AT BYPASS CHANNEL (ON HENDERSON)	NEAR FW CBD & TRINITY RIVER	CONSTRUCT 4 LANE BRIDGE AT NEW LOCATION OF PROPOSED BYPASS CHANNEL	\$22,858,937	\$5,714,734	\$0	\$28,573,671	\$22,858,937	12/2021 (ACTUAL) 08/2021	OBLIGATED (2022)	FUNDING OBLIGATED DECEMBER 2021; UPDATE ON THE STATUS OF THE PROJECT FROM TXDOT PENDING
11618.1	0918-00-346	TXDOT-DALLAS	DALLAS	I	VA	REGIONAL MOBILITY ASSISTANCE PATROL (DALLAS DISTRICT)		MOBILITY ASSISTANCE PATROL THAT PROVIDES ASSISTANCE TO STRANDED MOTORISTS DUE TO VEHICLE PROBLEMS OR NON-INJURY ACCIDENTS	\$3,450,000	\$862,500	\$0	\$4,312,500	\$3,450,000	12/2021 (ACTUAL) 11/2021	OBLIGATED (2022)	FUNDING OBLIGATED DECEMBER 2021
11649	0918-00-343	NCTCOG	DALLAS	I	VA	DART VANPOOL PROGRAM		OPERATE A VANPOOL SUBSIDY INITIATIVE FOR COMMUTERS TRAVELING LONG DISTANCES AND IN AREAS WITH LITTLE OR NO FIXED ROUTE SERVICE; SUBSIDIZE A PORTION OF THE COST FOR STAFFING, VEHICLE LEASE COSTS, VANPOOL VEHICLE WRAPPINGS, AND EMERGENCY RIDE HOME SERVICES	\$2,146,000	\$0	\$536,500	\$2,682,500	\$2,146,000	12/2021 (ACTUAL) 11/2021	OBLIGATED (2022)	FUNDING OBLIGATED DECEMBER 2021
11559	0902-48-799	FWTA	FORT WORTH	T	CS	TRE CROSSING	AT CALLOWAY CEMETERY	UPGRADE TO QUAD GATES AND RESURFACE CROSSING	\$504,186	\$0	\$126,047	\$630,233	\$100,000	02/2020 (ACTUAL)	OBLIGATED (2022)	FUNDING OBLIGATED DECEMBER 2021; ADDITIONAL FUNDING FOR PROJECT ALREADY UNDER CONSTRUCTION; TRANSIT TRANSFER REQUEST HAS BEEN SUBMITTED AND IS PENDING
11612.2	0902-00-234	NCTCOG	FORT WORTH	I	VARIOUS	REGION-WIDE EMPLOYER TRIP REDUCTION PROGRAM (ETR)	TRACK AND IMPLEMENT ETR STRATEGIES THROUGH COMMUTER/EMPLOYER OUTREACH; MANAGEMENT/OVERSIGHT OF TRYPARKINGIT.COM	PERFORMANCE MONITORING/REPORTING; MAINTAIN/UPDATE THE TDM TOOLKIT, TRIP REDUCTION MANUAL FOR EMPLOYERS, OUTREACH MATERIALS; MANAGED LANE REIMBURSEMENT; INCLUDES NCTCOG STAFF TIME AND CONSULTANT ASSISTANCE	\$875,000	\$0	\$0	\$875,000	\$875,000	01/2022 (ACTUAL) 06/2022	OBLIGATED (2022)	FUNDING OBLIGATED JANUARY 2022
25061	0918-47-294	NCTCOG	DALLAS	E	VA	IRVING BICYCLE MASTER PLAN; CITYWIDE		DEVELOP A CITYWIDE BICYCLE MASTER PLAN TO IDENTIFY CORRIDORS AND METHODOLOGIES FOR PROVIDING BICYCLE CONNECTIVITY FROM EXISTING FACILITIES AND TRAILS TO ADDITIONAL AREAS OF THE CITY; INCLUDES NCTCOG STAFF TIME AND CONSULTANT ASSISTANCE	\$400,000	\$0	\$0	\$400,000	\$400,000	03/2022 (ACTUAL) 11/2021	OBLIGATED (2022)	FUNDING OBLIGATED FEBRUARY 2022
55205	1310-01-043	TXDOT-DALLAS	DALLAS	C	FM 407	GULF AVE	WEST OF SAGE DRIVE	REALIGN EXISTING 2 TO 2 LANE ROADWAY TO ADDRESS LANE SAFETY ISSUE	\$1,292,175	\$323,043	\$0	\$1,615,218	\$1,450,185	03/2022 (ACTUAL) 01/2022	OBLIGATED (2022)	FUNDING OBLIGATED FEBRUARY 2022
25080.1	0902-00-303	NCTCOG	FORT WORTH	E	VA	INTEGRATED TRANSPORTATION STORMWATER MGMT PROJECT; APPROX 2,816 SQ MI STUDY AREA WITHIN CLEAR, ELM, & WEST FORK TRINITY;	INCLUDES WISE CO & PORTIONS OF DALLAS, DENTON, ELLIS, HOOD, JOHNSON, PARKER & TARRANT CO; ASSESS CURRENT & FUTURE FLOOD	RISK VULNERABILITY FOR TRANS INFRASTRUCTURE & DEVELOPED LAND TO MINIMIZE & MITIGATE IMPACTS OF TRANS PROJECTS & DETERMINE ADAPTIVE & SUSTAINABLE STRATEGIES TO ACCOMMODATE URBAN GROWTH WHILE ALSO INTEGRATING STORMWATER NEEDS & ENVIR STEWARDSHIP	\$3,000,000	\$0	\$0	\$3,000,000	\$3,000,000	02/2022 (ACTUAL) 11/2021	OBLIGATED (2022)	FUNDING OBLIGATED FEBRUARY 2022 (ADVANCE CONSTRUCTION)
11696.2	0902-00-301	NCTCOG	FORT WORTH	I	VA	REGIONWIDE OPTIMIZED FREIGHT MOVEMENT PROJECT; INCLUDES RESEARCH, DEPLOYMENT,	& MONITORING OF TRANSPORTATION INNOVATIONS AND TECHNOLOGY TO IMPROVE FLOW OF FREIGHT VEHICLES	THROUGH INTERSECTIONS IN DALLAS-FORT WORTH IN PARTNERSHIP WITH INDUSTRY AND GOVERNMENTS; INCLUDES NCTCOG STAFF TIME	\$4,800,000	\$0	\$0	\$4,800,000	\$4,800,000	02/2022 (ACTUAL) 11/2021	OBLIGATED (2022)	FUNDING OBLIGATED FEBRUARY 2022
55043	2374-05-066	TXDOT-FORT WORTH	FORT WORTH	C	IH 20	IH 820	LITTLE ROAD	RECONSTRUCT AND WIDEN FROM 8/10 TO 10 GENERAL PURPOSE LANES, 4/6 DISCONTINUOUS FRONTAGE ROAD LANES TO 4/8 DISCONTINUOUS FRONTAGE ROAD LANES, 0 TO 8 COLLECTOR DISTRIBUTOR LANES (FROM IH 820 TO US 287), AND ADD SHARED-USE PATH AND SIDEWALKS	\$78,299,057	\$19,574,764	\$0	\$97,873,821	\$78,299,057	02/2022 (ACTUAL)	OBLIGATED (2022)	FUNDING OBLIGATED FEBRUARY 2022; PROJECT IS PART OF A FUNDING SWAP BEING IMPLEMENTED AS PART OF THE REGIONAL 10-YEAR PLAN UPDATE. CATEGORY 7 FUNDS PLACED ON THIS PROJECT
14085.2	0918-47-307	NCTCOG	DALLAS	E	VA	OAK FARMS REG CORR CONCEPTUAL ENG STUDY; ALONG JEFFERSON BLVD VIADUCT FROM YOUNG TO EWING; ALONG HOUSTON ST VIADUCT FRM	YOUNG TO GREENBRIAR LN; ON GREENBRIAR LN FRM JEFFERSON BLVD TO BECKLEY AVE; ON EADS AVE FRM COLORADO TO HUTCHINS	CONCEPTUAL ENGINEERING STUDY TO RECONST ROADWAYS TO IMPLEMENT COMPLETE STREETS, INCLUDING: ON-STREET PARKING, SIDEWALKS, BIKE LANES/PATHS, CONVERT TO 2-WAY OPERATIONS, REMOVE RAMPS, IMPROVE ACCESSIBILITY BY STREETCAR, ADD TRAFFIC CALMING	\$3,405,000	\$0	\$0	\$3,405,000	\$3,405,000	03/2022 (ACTUAL) 11/2021	OBLIGATED (2022)	FUNDING OBLIGATED MARCH 2022
14024	0918-47-240	SACHSE	DALLAS	R	CS	ON MERRITT RD/WOODBRIDGE PKWY FROM PLEASANT VALLEY ROAD	NORTH OF SACHSE ROAD	RECONSTRUCT AND WIDEN 2 TO 4 LANE DIVIDED URBAN; INTERSECTION, SIGNAL, AND SHARED-USE PATH IMPROVEMENTS ALONG MERRITT ROAD, INCLUDING ILLUMINATION AND MEDIAN LANDSCAPE	\$800,000	\$0	\$200,000	\$1,000,000	\$810,800	04/2022 (ACTUAL) 11/2021	OBLIGATED (2022)	ROW CSJ 0918-47-304; FUNDING OBLIGATED APRIL 2022
13044	0047-06-161	TXDOT-DALLAS	DALLAS	C	US 75	AT RIDGEVIEW DRIVE		RECONSTRUCT INTERCHANGE	\$7,156,475	\$1,789,119	\$0	\$8,945,594	\$7,156,475	06/2022 (ACTUAL)	OBLIGATED (2022)	FUNDING OBLIGATED MAY 2022
25068	0196-02-131	TXDOT-DALLAS	DALLAS	C	IH 35E	GARDEN RIDGE BLVD	LAKE LEWISVILLE BRIDGE	CONSTRUCT NB ENTRANCE RAMPS FOR HIGHLAND VILLAGE RD TO NB IH 35E	\$2,400,000	\$600,000	\$0	\$3,000,000	\$2,543,950	07/2022 03/2022	OBLIGATED (2022)	FUNDING OBLIGATED MAY 2022

**STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2022**

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	FACILITY	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
14082	0902-90-164	HALTOM CITY	FORT WORTH	E	CS	BROADWAY AVE FROM US 377	SH 26	RECONSTRUCT AND WIDEN FROM 2 TO 3 LANES WITH INTERSECTION, SIDEWALK AND SIGNAL IMPROVEMENTS	\$659,190	\$0	\$0	\$659,190	\$0	08/2022 06/2022	EXPECTED TO OBLIGATE IN FY2022	
11647.1	0918-00-311	NCTCOG	DALLAS	I	VA	LAND USE/TRANSPORTATION AND BIKE/PEDESTRIAN INITIATIVES INCLUDES BICYCLE/PEDESTRIAN PLANNING,	TRANSIT ORIENTED DEVELOPMENT, REGIONAL PEDESTRIAN SAFETY PROGRAM, IMPLEMENTATION OF SUSTAINABLE DEVELOPMENT INITIATIVES;	INCLUDES NCTCOG STAFF TIME AND POSSIBLE CONSULTANT ASSISTANCE TO DEVELOP AND IMPLEMENT FUNDING PROGRAMS, COLLECT AND ANALYZE DATA; SCHOOL SITING/LAND USE CONNECTIONS, SAFE ROUTES TO SCHOOL, SAFETY AND EDUCATION	\$1,524,000	\$0	\$0	\$1,524,000	\$0	08/2022 01/2022	EXPECTED TO OBLIGATE IN FY2022	
11650	0902-00-263	NCTCOG	FORT WORTH	I	VA	CORRIDOR STUDIES AND CAPITAL ASSET MANAGEMENT	IDENTIFY STRATEGIES TO EXTEND OPERATIONAL LIFE OF TRANSPORTATION FACILITIES BY PROMOTING USE OF STRATEGIC MAINTENANCE,	REPAIR, AND EXPANSION; INCLUDES CONTINUED DEVELOPMENT, MONITORING, AND TECHNICAL ASSISTANCE TO REGIONAL PARTNERS TO BALANCE PRESERVATION VS. UPGRADE OF ASSETS	\$292,000	\$0	\$0	\$292,000	\$0	08/2022 01/2022	EXPECTED TO OBLIGATE IN FY2022	
11621.1	0902-00-267	NCTCOG	FORT WORTH	I	VA	PLANNING STUDIES AND STREAMLINED PROJECT DELIVERY (REGIONAL)		PROVIDE MPO PLANNING SUPPORT AND TECHNICAL ASSISTANCE FOR SURFACE TRANSPORTATION PROJECTS WITHIN THE METROPOLITAN PLANNING AREA INCLUDING PLANNING STUDIES AND EXPEDITE ENVIRONMENTAL REVIEW PROCESS	\$1,248,000	\$0	\$0	\$1,248,000	\$0	08/2022 06/2022	EXPECTED TO OBLIGATE IN FY2022	
11622.3	0918-00-314	NCTCOG	DALLAS	I	VA	TRAVEL SURVEY & DATA COLLECTION PROGRAM: TO PROVIDE TRAVEL INFORMATION USED TO CREATE ANALYTICAL TOOLS FOR ALL PLANNING,	AIR QUALITY, AND MANAGEMENT PROJECTS IN THE MPA; ANALYSIS OF TRANSIT PERFORMANCE IN REAL-TIME AND	FORECAST FUTURE RIDERSHIP AMONGST THE THREE MAJOR TRANSIT AGENCIES; INCLUSION OF NON-MOTORIZED TRIPS IN THE REGIONAL TRAVEL MODEL; DEVELOPMENT OF DYNAMIC TRAFFIC ASSIGNMENT MODEL FOR ROADWAY NETWORK ANALYSIS	\$1,695,000	\$0	\$0	\$1,695,000	\$0	08/2022 06/2022	EXPECTED TO OBLIGATE IN FY2022	
11694	0918-00-318	NCTCOG	DALLAS	I	VA	REGIONAL AIR QUALITY INITIATIVES	IDENTIFY AND IMPLEMENT POLICIES/BEST PRACTICES TO IMPROVE AIR QUALITY AND ENSURE COMPLIANCE WITH FEDERAL STANDARDS;	INCLUDING STRATEGIES TO REDUCE EMISSIONS FROM COMMERCIAL AND CONSUMER VEHICLES, IMPLEMENTATION OF NEW VEHICLE TECHNOLOGIES, AND ASSIST LOCAL GOVERNMENTS AND BUSINESS WITH THE DEPLOYMENT OF LOW-EMISSION TECHNOLOGIES	\$2,594,000	\$0	\$0	\$2,594,000	\$0	08/2022 06/2022	EXPECTED TO OBLIGATE IN FY2022	
21013	0902-90-224	NCTCOG	FORT WORTH	E	CS	FOREST HILL DRIVE FROM LON STEPHENSON ROAD	SHELBY ROAD	PLANNING STUDY OF TRANSPORTATION, LAND USE, AND FLOODING; ENGINEERING TO RECONSTRUCT AND WIDEN FROM 2 LANES TO 4 LANES WITH SIGNAL RETIMING AND INTERSECTION IMPROVEMENTS	\$500,000	\$0	\$0	\$500,000	\$0	08/2022 06/2022	EXPECTED TO OBLIGATE IN FY2022	
21016.1	0918-00-371	NCTCOG	DALLAS	E	VA	REGIONAL DATA HUB - DFW MPO BOUNDARY	DEPLOYMENT AND ADAPTATION OF THE CALTRANS TRANSPORTATION SYSTEM MANAGEMENT AND OPERATIONS DATA ENGINE	TO IMPROVE OPERATIONAL EFFICIENCY ON THE REGION'S ROADWAYS BY INTEGRATING DATA SOURCES, INCLUDING REGIONAL 511 AND OTHER TRAFFIC MANAGEMENT AND TRAVELER INFORMATION SYSTEMS, AND FACILITATING DATA SHARING WITHIN THE REGION; INCLUDES NCTCOG STAFF TIME	\$600,000	\$0	\$0	\$600,000	\$0	08/2022 06/2022	EXPECTED TO OBLIGATE IN FY2022	
<a href="#">11237.2</a>	<a href="#">0918-45-812</a>	<a href="#">IRVING</a>	<a href="#">DALLAS</a>	<a href="#">C</a>	<a href="#">CS</a>	<a href="#">ON CONFLANS RD FROM SH 161</a>	<a href="#">VALLEY VIEW LANE</a>	<a href="#">CONSTRUCT 0 TO 4 LANE DIVIDED FACILITY WITH NEW SIDEWALKS AND SHARED USE PATH</a>	<a href="#">\$13,500,000</a>	<a href="#">\$0</a>	<a href="#">\$3,375,000</a>	<a href="#">\$16,875,000</a>	<a href="#">\$0</a>	<a href="#">08/2022</a>	<a href="#">EXPECTED TO OBLIGATE IN FY2022</a>	<a href="#">PROJECT ADVANCED TO FY2022; PART OF MPO MILESTONE POLICY ROUND 2 AND HAS A LETTING DEADLINE OF THE END OF FY2022</a>
<a href="#">11237.2</a>	<a href="#">0918-45-812</a>	<a href="#">IRVING</a>	<a href="#">DALLAS</a>	<a href="#">CE</a>	<a href="#">CS</a>	<a href="#">ON CONFLANS RD FROM SH 161</a>	<a href="#">VALLEY VIEW LANE</a>	<a href="#">CONSTRUCT 0 TO 4 LANE DIVIDED FACILITY WITH NEW SIDEWALKS AND SHARED USE PATH</a>	<a href="#">\$625,000</a>	<a href="#">\$0</a>	<a href="#">\$156,250</a>	<a href="#">\$781,250</a>	<a href="#">\$0</a>	<a href="#">08/2022</a>	<a href="#">EXPECTED TO OBLIGATE IN FY2022</a>	<a href="#">PROJECT ADVANCED TO FY2022; PART OF MPO MILESTONE POLICY ROUND 2 AND HAS A LETTING DEADLINE OF THE END OF FY2022</a>
11613.2	0902-00-273	NCTCOG	FORT WORTH	I	VARIOUS	REGIONAL GOODS MOVEMENT/CORRIDOR STUDIES; CONDUCT GENERAL CORRIDOR STUDIES & PLANNING ACTIVITIES IN SUPPORT OF THE	REGION'S GOOD MOVMT INCL; NCTCOG STAFF TIME & CONSULTANT ASSISTANCE TO ASSESS IMPACT OF TRUCK, RAIL, & OTHER FREIGHT	MOVMT, DATA COLLECTION & ANALYSIS, SAFETY, COORD WITH PRIVATE SECTOR PARTNERS IN FREIGHT BUSINESS; MONITORING TRUCK LANE CORRIDORS, HAZMAT, ECON ANALYSIS, LAND USE COMPATIBILITY, PASSENGER & FREIGHT RAIL INTEGRATION, PUBLIC OUTREACH/EDUCATION	\$674,000	\$0	\$0	\$674,000	\$0	08/2022	EXPECTED TO OBLIGATE IN FY2022	
14038.1	0902-00-250	NCTCOG	FORT WORTH	I	VA	DFW REGION; MANAGEMENT & OVERSIGHT OF NEW REGIONAL SAFETY PROJECT FUNDING PROGRAM; INCLUDES DEVELOPMENT OF A REGIONAL	TRANSPORTATION SAFETY PLAN; GENERAL SAFETY PLANNING/IMPLEMENTATION ACTIVITIES; CONDUCTING REGIONAL & FEDERAL SAFETY	PERFORMANCE TRACKING/REPORTING REQUIREMENTS; ANALYSIS OF WRONG-WAY DRIVING AND INTERSECTION SAFETY IMPLEMENTATION PLAN COUNTERMEASURE EFFECTIVENESS; COLLECTING/ANALYZING CRASH DATA & INCIDENT PERFORMANCE MEASURES	\$362,000	\$0	\$0	\$362,000	\$0	08/2022 03/2022	EXPECTED TO OBLIGATE IN FY2022	
<a href="#">14013.6</a>	<a href="#">0918-47-329</a>	<a href="#">DART</a>	<a href="#">DALLAS</a>	<a href="#">I</a>	<a href="#">VA</a>	<a href="#">REGIONAL COTTON BELT VELOWEB TRAIL - DART SILVER LINE PROJECT</a>		<a href="#">CONSTRUCT SAFETY WALLS IN RAIL CORRIDOR NEAR FAIRHILL SCHOOL AND IVY MONTESSORI ACADEMY</a>	<a href="#">\$245,000</a>	<a href="#">\$0</a>	<a href="#">\$0</a>	<a href="#">\$245,000</a>	<a href="#">\$0</a>	<a href="#">08/2022</a>	<a href="#">EXPECTED TO OBLIGATE IN FY2022</a>	<a href="#">PROJECT ADVANCED FROM FY2023; TRANSIT TRANSFER REQUEST HAS BEEN MADE TO TXDOT</a>
21015.4	0918-00-374	DCTA	DALLAS	T	VA	TRANSIT PREVENTIVE MAINTENANCE		ACTIVITIES TO PRESERVE AND EXTEND THE FUNCTIONALITY AND SERVICEABILITY OF CAPITAL ASSETS	\$200,000	\$0	\$0	\$200,000	\$0	08/2022 04/2022	EXPECTED TO OBLIGATE IN FY2022	<a href="#">TRANSIT TRANSFER REQUEST HAS BEEN MADE TO TXDOT</a>

**STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2022**

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	FACILITY	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
21015.5	0902-90-231	FWTA	FORT WORTH	T	VA	TRANSIT PREVENTIVE MAINTENANCE		ACTIVITIES TO PRESERVE AND EXTEND THE FUNCTIONALITY AND SERVICEABILITY OF CAPITAL ASSETS	\$250,000	\$0	\$0	\$250,000	\$0	08/2022 04/2022	EXPECTED TO OBLIGATE IN FY2022	TRANSIT TRANSFER REQUEST HAS BEEN MADE TO TXDOT
21015.6	0918-24-270	DART	DALLAS	E	VA	ON SILVER LINE FROM DFW AIRPORT	SHILOH ROAD	EXPEDITE DESIGN REVIEW BY CLASS I AND SHORT LINE FREIGHT RAILROADS FOR THE SILVERLINE RAIL AND TRAIL PROJECT	\$800,000	\$0	\$0	\$800,000	\$0	08/2022 04/2022	EXPECTED TO OBLIGATE IN FY2022	PROJECT HAS NOT BEEN APPROVED BY FHWA, PENDING ELIGIBILITY DETERMINATION
21015.8	0902-90-233	FWTA	FORT WORTH	T	VA	CONSTRUCT NEW STOPS ACCOMODATIONS IN THE TRINITY METRO SERVICE AREA		IDENTIFY AND CONSTRUCT BUS STOPS LACKING CONCRETE PADS AND OVERHEAD SHELTERS	\$1,000,000	\$0	\$0	\$1,000,000	\$0	08/2022 04/2022	EXPECTED TO OBLIGATE IN FY2022	TRANSIT TRANSFER REQUEST HAS BEEN MADE TO TXDOT
21017	0918-00-370	NCTCOG	DALLAS	E	VA	PAVEMENT CONDITION ON RTC-FOCUSED (NHS) OFF SYSTEM ROADWAYS	REGIONWIDE	REVIEW PAVEMENT SCORES AND PERFORM ENGINEERING TO IDENTIFY IMPROVEMENTS TO BE MADE (RESPONSE TO FEDERAL PERFORMANCE MEASURES)	\$1,000,000	\$0	\$0	\$1,000,000	\$0	08/2022 06/2022	EXPECTED TO OBLIGATE IN FY2022	
11639.1	0918-46-313	DCTA	DALLAS	T	VA	DCTA VANPOOL PROGRAM		OPERATE A VANPOOL SUBSIDY INITIATIVE FOR COMMUTERS TRAVELING LONG DISTANCES AND IN AREAS WITH LITTLE OR NO FIXED ROUTE SERVICE	\$327,600	\$0	\$81,900	\$409,500	\$0	09/2022 01/2024	EXPECTED TO OBLIGATE IN FY2022	FUNDS ARE NOT ANTICIPATED TO BE NEEDED UNTIL 2024 DUE TO REDUCED EXPENSES IN RECENT YEARS; STAFF WILL CONFIRM THE ESTIMATED START DATE AND COORDINATE WITH TXDOT TO MOVE THE PROJECT TO THE APPROPRIATE YEAR; DCTA HAS RECEIVED NEW PRICING FOR VANPOOLS AND WILL NEED THIS FUNDING SOONER THAN ANTICIPATED
14032	0918-47-246	TXDOT-DALLAS	DALLAS	R	CS	ON EAST BEAR CREEK ROAD FROM HAMPTON ROAD	IH 35E	RECONSTRUCT AND WIDEN FROM 2 LANES RURAL UNDIVIDED TO 4 LANES URBAN DIVIDED WITH BICYCLE/PEDESTRIAN ACCOMMODATIONS AND INTERSECTION IMPROVEMENTS	\$2,000,000	\$0	\$500,000	\$2,500,000	\$0	02/2022 01/2022	NOT EXPECTED TO OBLIGATE IN FY2022	RIGHT-OF-WAY CSJ 0918-47-317; FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT
21092	0422-05-011	TXDOT-FORT WORTH	FORT WORTH	E	VA	ON NOLAN RIVER ROAD FROM NORTH OF US 67 FRONTAGE ROAD	SOUTH OF US 67 FRONTAGE ROAD	RECONSTRUCT AND WIDEN FROM 2 TO 4 LANES INCLUDING BRIDGE AT US 67	\$800,000	\$200,000	\$0	\$1,000,000	\$0	06/2022 03/2022	NOT EXPECTED TO OBLIGATE IN FY2022	FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT
25078	0918-47-313	BALCH SPRINGS	DALLAS	E	CS	ON HICKORY TREE ROAD FROM ELAM ROAD	LAKE JUNE ROAD	RECONSTRUCT FROM 2 TO 3 LANES WITH PEDESTRIAN IMPROVEMENTS, INCLUDING SIDEWALKS AND SHARED-USE PATH	\$1,300,000	\$0	\$0	\$1,300,000	\$0	06/2022	NOT EXPECTED TO OBLIGATE IN FY2022	FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT; AFA IS BEING DRAFTED
25013	0902-90-172	FORT WORTH	FORT WORTH	R	CS	MEANDERING ROAD FROM SH 183 TO ANAHUAC AVE	LTJG BARNETT FROM MEANDERING ROAD TO NASIRB EAST GATE	RECONSTRUCT MEANDERING ROAD FROM 4 TO 3 LANES, REALIGN INTERSECTION AT ROBERTS CUT OFF, CONSTRUCT INTERSECTION IMPROVEMENTS AT YALE ST AND LTJG BARNETT, ADD SIDEWALKS AND SIDEPATHS WITHIN PROJECT LIMITS AND BIKE LANES ON LT JG BARNETT	\$800,000	\$0	\$0	\$800,000	\$0	07/2022 04/2022	NOT EXPECTED TO OBLIGATE IN FY2022	FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT; ENVIRONMENTAL CLEARANCE IS STILL PENDING AND RIGHT-OF-WAY ACQUISITION CANNOT BEGIN UNTIL CLEARANCE IS RECEIVED
11678	0918-00-324	NCTCOG	DALLAS	I	VA	DFW AUTOMATED VEHICLE PROVING GROUNDS PROJECT (REGION-WIDE)		ADVANCE HIGH-SPEED AUTOMATED VEHICLE PROGRAM THROUGH SHARED-USE MOBILITY COLLABORATIONS AND OTHER AV-RELATED TECHNOLOGIES AND PARTNERSHIPS	\$250,000	\$0	\$0	\$250,000	\$0	08/2022 11/2021	NOT EXPECTED TO OBLIGATE IN FY2022	FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT; PROJECT HAS NOT BEEN APPROVED BY FHWA, PENDING ELIGIBILITY DETERMINATION
21015.1	0918-00-375	NCTCOG	DALLAS	E	VA	ENGINEERING FOR PASSENGER RAIL/ROADWAY INTERFACES	REGIONWIDE	ESTABLISH ENGINEERING AGREEMENTS WITH FREIGHT AND PASSENGER RAILROADS, ALLOWING FOR STREAMLINED DESIGN AND REVIEW OF DESIGN PLANS FOR REGIONALLY SIGNIFICANT TRANSPORTATION PROJECTS	\$3,100,000	\$0	\$0	\$3,100,000	\$0	08/2022	NOT EXPECTED TO OBLIGATE IN FY2022	FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT; PROJECT HAS NOT BEEN APPROVED BY FHWA, PENDING ELIGIBILITY DETERMINATION
21016.2	0918-00-364	TXDOT-DALLAS	DALLAS	I	VA	REGIONAL DATA HUB - DFW MPO BOUNDARY	DEPLOYMENT AND ADAPTION OF THE CALTRANS TRANSPORTATION SYSTEM MANAGEMENT AND OPERATIONS DATA ENGINE	TO IMPROVE OPERATIONAL EFFICIENCY ON THE REGION'S ROADWAYS BY INTEGRATING DATA SOURCES, INCLUDING REGIONAL 511 AND OTHER TRAFFIC MANAGEMENT AND TRAVELER INFORMATION SYSTEMS, AND FACILITATING DATA SHARING WITHIN THE REGION	\$1,000,000	\$0	\$0	\$1,000,000	\$0	08/2022 06/2022	NOT EXPECTED TO OBLIGATE IN FY2022	FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT
21027	0918-47-392	DALLAS	DALLAS	E	VA	DALLAS TRAFFIC SIGNAL PROJECT AREA BOUNDED BY IH 35 ON THE W, IH 635 ON THE E & N, AND NORTHWEST HWY TO THE S	ALONG HAMPTON ROAD FROM LEATH STREET TO CAMP WISDOM; ALONG LANCASTER ROAD FROM ELMORE AVENUE TO SHELLHORSE DRIVE	DESIGN AND CONSTRUCT 22 SIGNALS IN AREA DAMAGED BY 2019 TORNADO; 9 SIGNALS ALONG HAMPTON ROAD; AND 13 SIGNALS ALONG LANCASTER RD; ALL SIGNAL WORK INCLUDES SIGNAL RETIMING	\$2,350,000	\$0	\$587,500	\$2,937,500	\$0	08/2022	NOT EXPECTED TO OBLIGATE IN FY2022	FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT; AFA IS BEING DRAFTED
21033	0902-90-223	FORT WORTH	FORT WORTH	E	VA	EAST ROSEDALE BOUNDED BY ROSEDALE ON THE NORTH, LIBERTY STREET ON THE EAST,	POLLARD-SMITH ON THE SOUTH, AND AMANDA AVENUE ON THE WEST	CONDUCT PLANNING STUDY TO DETERMINE PARCEL LOCATION AND TRANSIT DEMAND; DESIGN AND CONSTRUCT TRANSIT BUS CENTER NEAR NEW ENVISION CENTER AND STOP SIX	\$200,000	\$0	\$0	\$200,000	\$0	08/2022 06/2022	NOT EXPECTED TO OBLIGATE IN FY2022	FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT; PROJECT DELAYED DUE TO DELAYED FHWA APPROVAL

**STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2022**

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	FACILITY	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
25092	0918-47-363	DALLAS	DALLAS	E	VA	DEEP ELLUM PARKING IMPROVEMENTS; FROM ELM ST	IH 30	CONSTRUCT NEW PARKING FACILITIES IN THE VACANT LAND UNDER IH 345 AND CONSTRUCT IMPROVEMENTS TO THE EXISTING PARKING LOTS UNDER IH 345, INCLUDING ELECTRIC VEHICLES CHARGING TECHNOLOGY, PARKING METERS, WAYFINDING, AND OTHER INNOVATIVE IMPROVEMENTS	\$500,000	\$0	\$0	\$500,000	\$0	08/2022	NOT EXPECTED TO OBLIGATE IN FY2022	FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT; PROJECT HAS NOT BEEN APPROVED BY FHWA, PENDING ELIGIBILITY DETERMINATION
11663.2	0902-00-220	TXDOT-FORT WORTH	FORT WORTH	i	VA	REGIONAL MANAGED LANE SYSTEM		DEVELOP, TEST, & IMPLEMENT TECHNOLOGY TO DETECT & VERIFY AUTO OCCUPANCY ON REGIONAL MANAGED LANE SYSTEM INCLUDING PUBLIC OUTREACH, EDUCATION, & INTEGRATION INTO EXISTING TOLLING SOFTWARE/HARDWARE; PROJECT INVOLVES CONSULTANT ASSISTANCE	\$279,610	\$69,902	\$0	\$349,512	\$0	09/2022 <del>09/2021</del>	NOT EXPECTED TO OBLIGATE IN FY2022	
11663.2	0902-00-220	TXDOT-FORT WORTH	FORT WORTH	I	VA	REGIONAL MANAGED LANE SYSTEM		DEVELOP, TEST, & IMPLEMENT TECHNOLOGY TO DETECT & VERIFY AUTO OCCUPANCY ON REGIONAL MANAGED LANE SYSTEM INCLUDING PUBLIC OUTREACH, EDUCATION, & INTEGRATION INTO EXISTING TOLLING SOFTWARE/HARDWARE; PROJECT INVOLVES CONSULTANT ASSISTANCE	\$287,821	\$71,955	\$0	\$359,776	\$0	09/2022	NOT EXPECTED TO OBLIGATE IN FY2022	
11684.5	0918-47-389	RICHARDSON	DALLAS	E	VA	CITY OF RICHARDSON CONNECTED & AUTOMATED VEHICLE (AV) TEST BED & COMMUNITY CONNECTOR; TRAFFIC DETECTION & COMMS UPGRADES	INCLUDE CELLULAR VEHICLE-TO-EVERYTHING/LTE-TO-EVERYTHING ROADSIDE & ON-BOARD UNITS; RAPID FLASHING BEACONS AT	GREENVILLE/ARAPAHO STATION; RECTANGLE RAPID FLASHING BEACONS XING; SYSTEMS ENG FOR CONNNECTED VEHICLE-TO-EVERYTHING IMP; ON-DEMAND AV SERVICES CONNECTING POINTS-OF-INTEREST AROUND ARAPAHO STATION, INCL NETWORK OF NEIGHBORHOODS AND COMMUNITY CENTERS	\$277,868	\$0	\$0	\$277,868	\$0	09/2022 <del>08/2022</del>	NOT EXPECTED TO OBLIGATE IN FY2022	FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT
20304.3	0918-47-330	TXDOT-DALLAS	DALLAS	I	VA	HIGHWAY INCIDENT REPORTING SOFTWARE & EQUIPMENT		PURCHASE OF HIGHWAY INCIDENT REPORTING SOFTWARE & EQUIPMENT TO MITIGATE CRASH RISK BY IMPROVING EFFICIENCY AND MINIMIZING TIME REQUIRED PER INCIDENT	\$66,540	\$0	\$0	\$66,540	\$0	09/2022	NOT EXPECTED TO OBLIGATE IN FY2022	FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT
21062	0902-50-142	ALVARADO	FORT WORTH	E	CS	ON CUMMINGS DRIVE FROM US 67	NORTH OF CR 508	RECONSTRUCT 2 TO 3 LANE ROADWAY WITH NEW SIDEWALKS AND INTERSECTION IMPROVEMENTS INCLUDING TURNING LANES AND SIGNALIZATION AT US 67 AND CUMMINGS	\$1,200,000	\$0	\$300,000	\$1,500,000	\$0	09/2022 <del>06/2022</del>	NOT EXPECTED TO OBLIGATE IN FY2022	FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT; AFA IS BEING DRAFTED
21086	0047-05-059	MCKINNEY	DALLAS	E	SH 5	LOUISIANA STREET	VIRGINIA STREET	CONCEPTUAL ENGINEERING TO IDENTIFY IMPROVEMENTS TO CONNECT ADJACENT NEIGHBORHOODS IN ORDER TO REKNIT THE COMMUNITY	\$1,600,000	\$0	\$0	\$1,600,000	\$0	09/2022 <del>01/2022</del>	NOT EXPECTED TO OBLIGATE IN FY2022	FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT
21094	0902-20-232	TXDOT-FORT WORTH	FORT WORTH	E	CR 4668	AT BOBO'S CROSSING		RECONSTRUCT BRIDGE TO ELEVATE OUT FLOOD PLAIN FOR SAFETY	\$3,000,000	\$0	\$0	\$3,000,000	\$0	09/2022 <del>03/2022</del>	NOT EXPECTED TO OBLIGATE IN FY2022	FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT; COORDINATION TO DETERMINE IMPLEMENTING AGENCY IS ONGOING
21079	0918-47-385	NCTCOG	DALLAS	E	VA	ON IH 30 FROM DALLAS/TARRANT COUNTY LINE	IH 635	PLANNING STUDY TO REVIEW DESIGN ELEMENTS NEEDED TO ACCOMMODATE AUTOMATED AND ELECTRIC VEHICLES, INCLUDING DYNAMIC INDUCTIVE CHARGING TECHNOLOGY USABLE BY ALL VEHICLE TYPES	\$3,200,000	\$800,000	\$0	\$4,000,000	\$0	10/2022 <del>06/2022</del>	NOT EXPECTED TO OBLIGATE IN FY2022	FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT
21080	1068-02-156	NCTCOG	FORT WORTH	E	IH 30	IH 35W	DALLAS/TARRANT COUNTY LINE	PLANNING STUDY TO REVIEW DESIGN ELEMENTS NEEDED TO ACCOMMODATE AUTOMATED AND ELECTRIC VEHICLES, INCLUDING DYNAMIC INDUCTIVE CHARGING TECHNOLOGY USABLE BY ALL VEHICLE TYPES	\$800,000	\$200,000	\$0	\$1,000,000	\$0	10/2022 <del>06/2022</del>	NOT EXPECTED TO OBLIGATE IN FY2022	FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT
14085.1	0918-47-277	DALLAS	DALLAS	E	VA	DALLAS CENTRAL BUSINESS DISTRICT (HIGH SPEED RAIL STATION AREA) BOUNDED BY MEMORIAL DR. ON THE NORTH	CADIZ ST. ON THE SOUTH, RIVERFRONT BLVD ON THE WEST, S. LAMAR ST. ON THE EAST	CONCEPTUAL STUDY TO SUPPORT DEVELOPMENT AND ROADWAY INFRASTRUCTURE FOR NEW MULTIMODAL FACILITY IN AND AROUND DOWNTOWN DALLAS; FACILITY WILL INTERFACE WITH HIGH SPEED RAIL, BUS, RAIL, AND OTHER MODES	\$2,800,000	\$0	\$700,000	\$3,500,000	\$0	11/2022	NOT EXPECTED TO OBLIGATE IN FY2022	STAFF WILL CONFIRM THE ESTIMATED START DATE AND COORDINATE WITH TXDOT TO MOVE THE PROJECT TO THE APPROPRIATE YEAR; PROJECT IS ON HOLD
14091.1	0902-90-229	FORT WORTH	FORT WORTH	E	VA	BUTLER HOUSING PROJECT BOUNDED BY IH 35W, IH 30, AND US 287		PLANNING STUDY TO CONDUCT AN ANALYSIS OF ALTERNATIVES TO IMPROVE ROADWAY ACCESSIBILITY TO FORMER BUTLER PLACE HISTORIC DISTRICT THAT WILL ASSESS ECONOMIC AND SOCIAL OPPORTUNITIES, INCLUDING TRAFFIC STUDY OF THE E LANCASTER AVE INTERSECTIONS OF JONES ST	\$2,000,000	\$0	\$500,000	\$2,500,000	\$0	11/2022 <del>06/2022</del>	NOT EXPECTED TO OBLIGATE IN FY2022	FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT; PROJECT DELAYED DUE TO DELAYED FHWA APPROVAL
14046	0918-47-286	DALLAS	DALLAS	C	VA	UPTOWN MCKINNEY/COLE COUPLET: ON ALLEN ST FROM CARLISLE ST TO MCKINNEY AVE; ON CARLISLE ST FROM COLE AVE TO ALLEN ST;	ON COLE AVE FROM HARVARD AVE TO CARLISLE ST; ON MCKINNEY AVE FROM HARVARD AVE TO ALLEN ST	CONVERSION OF 3 LN ONE-WAY RDWYS TO TWO-WAY RDWYS; INTERSECTION, SIGNAL, SIGNAGE, PEDESTRIAN, LIGHTING, LANDSCAPING, AND ASSOCIATED IMPROVEMENTS INCLUDING TROLLEY RELOCATION	\$6,700,000	\$0	\$1,675,000	\$8,375,000	\$0	12/2022	NOT EXPECTED TO OBLIGATE IN FY2022	STAFF WILL CONFIRM THE ESTIMATED START DATE AND COORDINATE WITH TXDOT TO MOVE THE PROJECT TO THE APPROPRIATE YEAR; FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT; PROJECT IS BEING RE-ADVERTISED TO SOLICIT MORE BIDDERS AND IS ANTICIPATED TO BEGIN IN FY2023

STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2022

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	FACILITY	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
11684.2	0081-12-053	FORT WORTH	FORT WORTH	ENV	VA	IH 35W AUTOMATED VEHICLE (AV) TRUCKPORT; ALLIANCE - SOUTHEAST CORNER OF SH 170 AND IH 35W		PILOT PROJECT TO DEVELOP AND BUILD AUTOMATED FREIGHT FACILITY TO COLLECT/DISTRIBUTE FREIGHT AND TEST AUTOMATED TRUCK TECHNOLOGY TO IMPROVE AV USES IN FREIGHT/SUPPLY CHAIN/LOGISTICS	\$100,000	\$0	\$0	\$100,000	\$0	01/2023 06/2022	NOT EXPECTED TO OBLIGATE IN FY2022	FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT; PROJECT HAS NOT BEEN APPROVED BY FHWA, PENDING ELIGIBILITY DETERMINATION
11684.2	0081-12-053	FORT WORTH	FORT WORTH	E	VA	IH 35W AUTOMATED VEHICLE (AV) TRUCKPORT; ALLIANCE - SOUTHEAST CORNER OF SH 170 AND IH 35W		PILOT PROJECT TO DEVELOP AND BUILD AUTOMATED FREIGHT FACILITY TO COLLECT/DISTRIBUTE FREIGHT AND TEST AUTOMATED TRUCK TECHNOLOGY TO IMPROVE AV USES IN FREIGHT/SUPPLY CHAIN/LOGISTICS	\$758,953	\$0	\$0	\$758,953	\$0	01/2023 06/2022	NOT EXPECTED TO OBLIGATE IN FY2022	FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT; PROJECT HAS NOT BEEN APPROVED BY FHWA, PENDING ELIGIBILITY DETERMINATION
21029	0918-47-370	DALLAS	DALLAS	E	VA	PEDESTRIAN ROUTES TO RAIL STATIONS AT DALLAS ZOO DART STATION		CONSTRUCT SIDEWALKS AND OTHER PEDESTRIAN IMPROVEMENTS AT AND AROUND THE DALLAS ZOO DART STATION/SOUTHERN GATEWAY PUBLIC GREEN AND MAKE SYSTEM CONNECTIONS TO THE PEROT MUSEUM/KLYDE WARREN PARK	\$400,000	\$0	\$0	\$400,000	\$0	01/2023 08/2022	NOT EXPECTED TO OBLIGATE IN FY2022	FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT
54119.5	0442-02-162	TXDOT-DALLAS	DALLAS	C	IH 35E	ELLIS COUNTY LINE	BEAR CREEK ROAD	CONSTRUCT INTERCHANGE AT LOOP 9 AND IH 35E	\$466,400	\$116,600	\$0	\$583,000	\$0	02/2023	NOT EXPECTED TO OBLIGATE IN FY2022	PROJECT TO BE DELAYED TO FY2023; STAFF WILL CONFIRM THE ESTIMATED START DATE AND COORDINATE WITH TXDOT TO MOVE THE PROJECT TO THE APPROPRIATE YEAR; PROJECT MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT
21022	0008-13-248	TXDOT-FORT WORTH	FORT WORTH	C	IH 820	AT TRINITY RAILWAY EXPRESS (TRE) LINE FROM NORTH OF TRINITY BLVD	SOUTH OF SH 10	RECONSTRUCT NORTHBOUND 2 TO 2 GENERAL PURPOSE LANES AND APPROACHES	\$14,400,000	\$3,600,000	\$0	\$18,000,000	\$0	05/2023 11/2022	NOT EXPECTED TO OBLIGATE IN FY2022	STAFF WILL CONFIRM THE ESTIMATED START DATE AND COORDINATE WITH TXDOT TO MOVE THE PROJECT TO THE APPROPRIATE YEAR; FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT
21044	0918-47-380	NCTCOG	DALLAS	E	VA	MIDTOWN PEOPLE MOVER BOUNDED BY IH 635 TO THE SOUTH, DALLAS NORTH TOLLWAY	TO THE WEST, PRESTON ROAD TO THE EAST, AND SPRING VALLEY ROAD TO THE NORTH	ENGINEERING, TESTING, AND CONSTRUCTION OF AN AUTOMATED PEOPLEMOVER SYSTEM IN THE DALLAS MIDTOWN DISTRICT	\$2,000,000	\$0	\$0	\$2,000,000	\$0	06/2023 06/2022	NOT EXPECTED TO OBLIGATE IN FY2022	FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT
11554.1	0902-00-270	NCTCOG	FORT WORTH	E	VA	PEOPLE MOVER TEST TRACK		INCLUDING ANALYSIS OF VARIOUS TECHNOLOGIES AND ALIGNMENT OPTIONS FOR WARRANTED PEOPLE MOVER LOCATIONS IN THE DFW REGION AND CONNECT THOSE LOCATIONS TO EXISTING REGIONAL TRANSPORTATION NETWORKS	\$382,000	\$0	\$0	\$382,000	\$0	08/2023 08/2022	NOT EXPECTED TO OBLIGATE IN FY2022	FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT
11655.1	0902-00-241	NCTCOG	FORT WORTH	I	VA	REVENUE AND PROJECT TRACKING SYSTEM (RAPTS)		TRACK, MONITOR, AND ASSESS REGIONAL TRANSPORTATION AND AIR QUALITY PROJECTS THROUGH THE RAPTS WEBSITE; INCLUDES SOFTWARE DEVELOPMENT AND NCTCOG STAFF TIME	\$790,400	\$0	\$0	\$790,400	\$0	08/2023 06/2022	NOT EXPECTED TO OBLIGATE IN FY2022	FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT
11649.2	0918-00-363	NCTCOG	DALLAS	I	VA	REGIONAL VANPOOL PROGRAM		SUPPORT REGIONAL VANPOOL PROGRAM ACTIVITIES INCLUDING COORDINATION WITH TRANSIT PARTNERS, EDUCATION AND OUTREACH INITIATIVES, STAFF TIME, AND CONSULTANT ASSISTANCE FOR VANPOOL UTILIZATION STUDY TO IMPROVE OVERALL EFFECTIVENESS	\$1,197,000	\$0	\$0	\$1,197,000	\$0	09/2023 06/2022	NOT EXPECTED TO OBLIGATE IN FY2022	FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT
14002	0918-47-208	DALLAS CO	DALLAS	R	CS	ON WINTERGREEN RD FROM JEFFERSON STREET	WEST OF CARPENTER ROAD	RECONSTRUCT AND WIDEN 2 LANE UNDIVIDED RURAL TO 4 LANE DIVIDED URBAN	\$560,000	\$0	\$140,000	\$700,000	\$0	09/2023 01/2023	NOT EXPECTED TO OBLIGATE IN FY2022	DESIGN IS NOT EXPECTED TO START UNTIL SPRING 2022, WHICH WILL DELAY THE START OF RIGHT-OF-WAY ACQUISITION; STAFF WILL CONFIRM THE ESTIMATED START DATE AND COORDINATE WITH TXDOT TO MOVE THE PROJECT TO THE APPROPRIATE YEAR; FUNDING MOVED TO FY2024 THROUGH 2023-2026 TIP DEVELOPMENT
14003	0918-47-239	DALLAS CO	DALLAS	R	CS	JEFFERSON ST FROM WINTERGREEN RD TO PLEASANT RUN RD AND PLEASANT RUN RD FROM JEFFERSON ST	LANCASTER-HUTCHINS RD	WIDEN AND RECONSTRUCT 2 LANE UNDIVIDED RURAL TO 4 LANE DIVIDED URBAN	\$329,152	\$0	\$82,288	\$411,440	\$0	09/2023 01/2023	NOT EXPECTED TO OBLIGATE IN FY2022	DESIGN IS NOT EXPECTED TO START UNTIL SPRING 2022, WHICH WILL DELAY THE START OF RIGHT-OF-WAY ACQUISITION; STAFF WILL CONFIRM THE ESTIMATED START DATE AND COORDINATE WITH TXDOT TO MOVE THE PROJECT TO THE APPROPRIATE YEAR; FUNDING MOVED TO FY2024 THROUGH 2023-2026 TIP DEVELOPMENT
21033	0902-90-223	FORT WORTH	FORT WORTH	C	VA	EAST ROSEDALE BOUNDED BY ROSEDALE ON THE NORTH, LIBERTY STREET ON THE EAST,	POLLARD-SMITH ON THE SOUTH, AND AMANDA AVENUE ON THE WEST	CONDUCT PLANNING STUDY TO DETERMINE PARCEL LOCATION AND TRANSIT DEMAND; DESIGN AND CONSTRUCT TRANSIT BUS CENTER NEAR NEW ENVISION CENTER AND STOP SIX	\$800,000	\$0	\$0	\$800,000	\$0	09/2023 08/2023	NOT EXPECTED TO OBLIGATE IN FY2022	STAFF WILL CONFIRM THE ESTIMATED START DATE AND COORDINATE WITH TXDOT TO MOVE THE PROJECT TO THE APPROPRIATE YEAR; FUNDING MOVED TO FY2024 THROUGH 2023-2026 TIP DEVELOPMENT



**STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2022**

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	FACILITY	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
14082	0902-90-164	HALTOM CITY	FORT WORTH	R	CS	BROADWAY AVE FROM US 377	SH 26	RECONSTRUCT AND WIDEN FROM 2 TO 3 LANES WITH INTERSECTION, SIDEWALK AND SIGNAL IMPROVEMENTS	\$42,500	\$0	\$0	\$42,500	\$0	01/2024	NOT EXPECTED TO OBLIGATE IN FY2022	RIGHT-OF-WAY PHASE TO BE DELAYED TO FY2024 DUE TO DELAYS IN GETTING AGREEMENT EXECUTED AND ENGINEERING STARTED; STAFF WILL CONFIRM THE ESTIMATED START DATE AND COORDINATE WITH TXDOT TO MOVE THE PROJECT TO THE APPROPRIATE YEAR; FUNDING MOVED TO FY2024 THROUGH 2023-2026 TIP DEVELOPMENT
14070	0196-07-034	TXDOT-DALLAS	DALLAS	C	SS 366	WEST OF AKARD ST	SAINT PAUL ST	CONSTRUCT EXTENSION OF EXISTING KLYDE WARREN PARK DECK PLAZA; STRUCTURE ONLY	\$36,800,000	\$0	\$9,200,000	\$46,000,000	\$0	01/2024 03/2022	NOT EXPECTED TO OBLIGATE IN FY2022	PROJECT TO BE DELAYED DUE TO THE NEED TO CONDUCT A VALUE ENGINEERING ASSESSMENT AFTER BIDS CAME IN OVER AVAILABLE FUNDING
14042	0717-01-025	TXDOT-FORT WORTH	FORT WORTH	C	FM 113	OLD MILLSAP ROAD	NORTH OF OLD MILLSAP ROAD	REALIGN FM 113 (2 TO 2 LANES)	\$480,000	\$120,000	\$0	\$600,000	\$0	09/2025	NOT EXPECTED TO OBLIGATE IN FY2022	PROJECT IS EXPERIENCING DELAYS DUE TO ISSUES WITH ENVIRONMENTAL CLEARANCE AND RAILROAD COORDINATION; STAFF WILL CONFIRM THE ESTIMATED START DATE AND COORDINATE WITH TXDOT TO MOVE THE PROJECT TO THE APPROPRIATE YEAR FUNDING MOVED TO FY2026 THROUGH 2023-2026 TIP DEVELOPMENT
11176.8	0902-90-157	FWTA	FORT WORTH	T	VA	FWTA VANPOOL PROGRAM		OPERATE VANPOOL SUBSIDY INITIATIVE FOR COMMUTERS TRAVELING LONG DISTANCES AND IN AREAS WITH LITTLE OR NO FIXED ROUTE SERVICE; INCLUDES COST OF VEHICLE LEASING AND PART OF ADMINISTRATIVE COSTS, BALANCE OF COST ARE 100% LOCAL	\$635,000	\$0	\$159,000	\$794,000	\$0	01/2027	NOT EXPECTED TO OBLIGATE IN FY2022	BASED ON PROJECTED EXPENDITURES FOR THE VANPOOL PROGRAM, THIS FUNDING WILL NOT BE NEEDED IN FY2022 AS THERE ARE SUFFICIENT FUNDS ALREADY OBLIGATED
21009.1	0918-47-328	NCTCOG	DALLAS	E	VA	BACHMAN LAKE AREA PLANNING STUDY; BOUNDED BY MOCKINGBIRD LANE TO THE SOUTH, IH 35E TO THE WEST,	INWOOD ROAD TO THE EAST, AND ROYAL LANE TO THE NORTH	CONDUCT PLANNING STUDY TO IDENTIFY SAFE PEDESTRIAN ACCESS/FACILITIES ALONG MAJOR ROADWAYS TO CREATE CONNECTIONS TO NEARBY TRAILS AND THE DART BACHMAN STATION, AND EVALUATE LOVE FIELD ACCESS; INCLUDES NCTCOG STAFF TIME & CONSULTANT ASSISTANCE	\$0	\$0	\$0	\$0	\$0	N/A	NOT EXPECTED TO OBLIGATE IN FY2022	STBG FUNDING IS NO LONGER NEEDED FOR THIS STUDY; WORK WILL BE COMPLETED WITH RTC LOCAL FUNDS
14026.1	0902-38-141	WEATHERFORD	FORT WORTH	E	VA	ON WACO ST/WEST COLUMBIA ST FROM US 180	FM 51/FM 171	RECONSTRUCT AND WIDEN 2 LANE ROADWAY TO 4 LANE ROADWAY INCLUDING BICYCLE FACILITIES, SIDEWALKS, LIGHTING AND LANDSCAPING	\$0	\$0	\$0	\$0	\$0	N/A 04/2022	NOT EXPECTED TO OBLIGATE IN FY2022	PROJECT HAS BEEN CANCELLED AT THE REQUEST OF THE CITY OF WEATHERFORD
14026.2	0902-38-139	WEATHERFORD	FORT WORTH	R	VA	NEW BYPASS ROUTE FROM FM 2552/US 180 NORTHWEST TO FM 51/MAIN ST	FM 51/MAIN ST SOUTHWEST TO US 180/WACO ST	RECONSTRUCT 2/4 LANE ROADWAY TO 4 LANE BYPASS INCLUDING NEW BICYCLE LANES AND SIDEWALKS	\$0	\$0	\$0	\$0	\$0	N/A 01/2024	NOT EXPECTED TO OBLIGATE IN FY2022	STAFF WILL CONFIRM THE ESTIMATED START DATE AND COORDINATE WITH TXDOT TO MOVE THE PROJECT TO THE APPROPRIATE YEAR; PROJECT HAS BEEN CANCELLED AT THE REQUEST OF THE CITY OF WEATHERFORD
14026.5	0365-01-052	WEATHERFORD	FORT WORTH	E	FM 51/FM 171	SOUTH OF INTERSECTION OF FM 51/FM 171 AND W COLUMBIA STREET	NORTH OF INTERSECTION OF FM 51/FM 171 AND W COLUMBIA STREET	INTERSECTION IMPROVEMENTS AT FM 51/FM 171 FOR NEW 4 LANE BYPASS	\$0	\$0	\$0	\$0	\$0	N/A 04/2022	NOT EXPECTED TO OBLIGATE IN FY2022	PROJECT HAS BEEN CANCELLED AT THE REQUEST OF THE CITY OF WEATHERFORD
21088	0918-00-372	NCTCOG	DALLAS	I	VA	NATIONAL PARK SERVICE PARTNERSHIP (PHASE 2); REGION WIDE	SUPPORT TRINITY RIVER NATIONAL WATER TRAIL COMMITTEE BY COORDINATING WITH LOCAL AGENCIES TO INSTALL NCTCOG -	OWNED MOBILE COUNT EQUIPMENT, DEVELOP DOCUMENTATION AND BEST PRACTICE GUIDES ON THE IMPACT OF WATER TRAIL ACCESS POINTS ON TRAIL USAGE, AND THE ECO-TOURISM BENEFITS OF WATER TRAIL ACCESS POINTS AS IT RELATES TO THE FORT WORTH AND DALLAS REGIONAL TRAIL	\$0	\$0	\$0	\$0	\$0	N/A 06/2022	NOT EXPECTED TO OBLIGATE IN FY2022	PROJECT HAS BEEN CANCELLED AS IT IS NOT ELIGIBLE FOR STBG FUNDS
21015.2	0918-00-376	NCTCOG	DALLAS	I	VA	INSURANCE FOR PASSENGER RAIL INTEGRATION	REGIONAL	PURCHASE INSURANCE FOR PASSENGER RAIL OPERATIONS	\$0	\$0	\$0	\$0	\$0	N/A 09/2022	NOT EXPECTED TO OBLIGATE IN FY2022	PROJECT CANCELLED THROUGH 2023-2026 TIP DEVELOPMENT DUE TO ELIGIBILITY ISSUES
11893.5	0902-00-260	NCTCOG	FORT WORTH	I	VA	511 TRAVELER INFORMATION SYSTEM (ITS)		DEVELOP AND IMPLEMENT TRAVELER INFORMATION SYSTEM IN REGION	\$1,380,000	\$345,000	\$0	\$1,725,000	\$0	08/2022	OBLIGATED (2021)	FUNDING OBLIGATED IN FY2021; FUNDS MOVED TO FY2021 THROUGH 2023-2026 TIP DEVELOPMENT
<b>TOTAL</b>									<b>\$256,315,864</b>	<b>\$34,387,617</b>	<b>\$18,519,485</b>	<b>\$309,222,966</b>	<b>\$132,095,404</b>			

TOTAL CLOSEOUTS/WITHDRAWALS	(\$1,685,624)
TOTAL PROJECT ADJUSTMENTS	\$11,994,502
TOTAL OBLIGATED IN FY2022	\$132,095,404
TOTAL EXPECTED TO OBLIGATE	\$28,095,790
TOTAL NOT EXPECTED TO OBLIGATE	\$94,653,244

**TRANSPORTATION ALTERNATIVES SET ASIDE FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2022**

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	FACILITY	PHASE	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
40043	0918-47-210	DALLAS	DALLAS	VA	C	UNION BIKEWAY CONNECTOR; HOUSTON ST	N HARWOOD ST AT WOODALL RODGERS FWY	CONSTRUCT ON-STREET BIKEWAY FACILITIES	\$554,682	\$0	\$138,670	\$693,352	\$554,682	05/2022 (ACTUAL) 04/2022	OBLIGATED (2022)	FUNDING OBLIGATED NOVEMBER 2021
40043	0918-47-210	DALLAS	DALLAS	VA	CE	UNION BIKEWAY CONNECTOR; HOUSTON ST	N HARWOOD ST AT WOODALL RODGERS FWY	CONSTRUCT ON-STREET BIKEWAY FACILITIES	\$55,468	\$0	\$13,867	\$69,335	\$55,468	05/2022 (ACTUAL) 04/2022	OBLIGATED (2022)	FUNDING OBLIGATED NOVEMBER 2021
14013.5	0918-24-263	DART	DALLAS	VA	I	COTTON BELT BRIDGE FROM NORTH OF EAST PLANO PARKWAY	SOUTH OF EAST PLANO PARKWAY	CONSTRUCT NEW SHARED-USE PATH BRIDGE AT EAST PLANO PARKWAY	\$2,911,792	\$0	\$727,948	\$3,852,740	\$2,911,792	02/2023	OBLIGATED (2022)	PROJECT ADVANCED FROM FY2023; FUNDING OBLIGATED NOVEMBER 2021
40047	0918-47-204	DALLAS	DALLAS	VA	C	UNIVERSITY CROSSING TRAIL LIGHTING; ELLSWORTH AVE	SKILLMAN ST	ADD PEDESTRIAN LIGHTING ALONG UNIVERSITY CROSSING TRAIL FROM GLENCOE PARK IN THE SOUTH TO SKILLMAN IN THE EAST, AND CONNECTING WITH PREEXISTING LIGHTING SOUTH OF SMU BLVD	\$656,040	\$0	\$164,010	\$820,050	\$0	06/2022 03/2022	EXPECTED TO OBLIGATE IN FY2022	
40047	0918-47-204	DALLAS	DALLAS	VA	CE	UNIVERSITY CROSSING TRAIL LIGHTING; ELLSWORTH AVE	SKILLMAN ST	ADD PEDESTRIAN LIGHTING ALONG UNIVERSITY CROSSING TRAIL FROM GLENCOE PARK IN THE SOUTH TO SKILLMAN IN THE EAST, AND CONNECTING WITH PREEXISTING LIGHTING SOUTH OF SMU BLVD	\$31,240	\$0	\$7,810	\$39,050	\$0	06/2022 03/2022	EXPECTED TO OBLIGATE IN FY2022	
40069	0902-38-138	HUDSON OAKS	FORT WORTH	VA	C	HUDSON OAKS MULTIMODAL TRAIL; ON OAKRIDGE DRIVE FROM SOUTH OF SONORA CANYON ROAD TO INSPIRATION DRIVE AND	ON INSPIRATION DRIVE FROM OAKRIDGE ROAD TO HUDSON OAKS DRIVE	CONSTRUCT SHARED USE PATH	\$1,937,647	\$0	\$484,411	\$2,422,058	\$0	08/2022 04/2022	EXPECTED TO OBLIGATE IN FY2022	PROJECT MUST LET BY AUGUST APRIL 2022 PER STATE TASA RULES
40069	0902-38-138	HUDSON OAKS	FORT WORTH	VA	CE	HUDSON OAKS MULTIMODAL TRAIL; ON OAKRIDGE DRIVE FROM SOUTH OF SONORA CANYON ROAD TO INSPIRATION DRIVE AND	ON INSPIRATION DRIVE FROM OAKRIDGE ROAD TO HUDSON OAKS DRIVE	CONSTRUCT SHARED USE PATH	\$114,394	\$0	\$28,599	\$142,993	\$0	08/2022 04/2022	EXPECTED TO OBLIGATE IN FY2022	PROJECT MUST LET BY AUGUST APRIL 2022 PER STATE TASA RULES
54062	0008-13-221	TXDOT-FORT WORTH	FORT WORTH	IH 820	C	SH 121/SH 183 INTERCHANGE	RANDOL MILL ROAD	INTERIM PROJECT TO CNST IH 820/SH 121 DIRECT CONNECTORS; FROM RANDOL MILL RD TO TRINITY BLVD: RECNST FROM 4 TO 6 LNS PLUS 2 AUX LNS; FROM TRINITY BLVD TO N INT WITH SH 121/SH 183: WDN FROM 9 TO 11 LNS & 4/6 LN DISC FR RDS TO 2/6 LN DISC FR RDS (INTERIM)	\$102,362	\$25,591	\$0	\$127,953	\$0	08/2022 11/2021	EXPECTED TO OBLIGATE IN FY2022	FUNDING WILL BE OBLIGATED VIA A CHANGE ORDER
14013.2	0918-00-337	DART	DALLAS	VA	T	COTTON BELT VELOWEB TRAIL FROM DFW AIRPORT NORTH COTTON BELT STATION	SHILOH COTTON BELT STATION	DESIGN FOR COTTON BELT VELOWEB TRAIL (26 MILES) AND CONSTRUCTION OF MULTIPLE SECTIONS OF THE TRAIL CORRIDOR (IN COPPELL, CARROLLTON, ADDISON, DALLAS, PLANO, AND RICHARDSON)	\$4,648,925	\$0	\$0	\$4,648,925	\$0	08/2022	NOT EXPECTED TO OBLIGATE IN FY2022	FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT
14013.2	0918-00-350	DART	DALLAS	VA	T	COTTON BELT VELOWEB TRAIL FROM DFW AIRPORT NORTH COTTON BELT STATION	SHILOH COTTON BELT STATION	DESIGN FOR COTTON BELT VELOWEB TRAIL (26 MILES) AND CONSTRUCTION OF MULTIPLE SECTIONS OF THE TRAIL CORRIDOR (IN COPPELL, CARROLLTON, ADDISON, DALLAS, PLANO, AND RICHARDSON)	\$2,161,569	\$0	\$540,392	\$2,701,961	\$0	08/2022	NOT EXPECTED TO OBLIGATE IN FY2022	FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT
40067	0918-47-298	DALLAS CO	DALLAS	VA	C	ON HARRY HINES BLVD FROM WEBB CHAPEL EXT	MANANA DR	CONSTRUCT NEW SHARED-USE PATH AND SIDEWALKS WITH GREEN BUFFERS FOR PEDESTRIANS AND BICYCLISTS	\$2,399,747	\$0	\$599,937	\$2,999,684	\$0	08/2022	NOT EXPECTED TO OBLIGATE IN FY2022	FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT
40024.2	0918-47-324	DALLAS	DALLAS	VA	C	ROSEMONT SRTS IMPROVEMENTS BOUNDED BY MARY CLIFF ST (WEST), STEWART ST (NORTH),	TYLER ST (EAST), AND JEFFERSON BLVD (SOUTH)	CONSTRUCT NEW SIDEWALKS, BIKE LANE, AND TRAFFIC CALMING DEVICES TO CONNECT THE ROSEMONT SCHOOL CAMPUSES AND THE SURROUNDING NEIGHBORHOODS; TRAFFIC CALMING DEVICES INCLUDING ITEMS SUCH AS SPEED BUMPS, SIGNS, AND MARKINGS	\$689,410	\$0	\$0	\$689,410	\$0	11/2022-09/2022	NOT EXPECTED TO OBLIGATE IN FY2022	FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT; ADVANCE FUNDING AGREEMENT PENDING EXECUTION

**TRANSPORTATION ALTERNATIVES SET ASIDE FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2022**

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	FACILITY	PHASE	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
40024.2	0918-47-324	DALLAS	DALLAS	VA	CE	ROSEMONT SRTS IMPROVEMENTS BOUNDED BY MARY CLIFF ST (WEST), STEWART ST (NORTH),	TYLER ST (EAST), AND JEFFERSON BLVD (SOUTH)	CONSTRUCT NEW SIDEWALKS, BIKE LANE, AND TRAFFIC CALMING DEVICES TO CONNECT THE ROSEMONT SCHOOL CAMPUSES AND THE SURROUNDING NEIGHBORHOODS; TRAFFIC CALMING DEVICES INCLUDING ITEMS SUCH AS SPEED BUMPS, SIGNS, AND MARKINGS	\$68,941	\$0	\$0	\$68,941	\$0	11/2022-09/2022	NOT EXPECTED TO OBLIGATE IN FY2022	FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT; ADVANCE FUNDING AGREEMENT PENDING EXECUTION
40068	0918-47-311	BALCH SPRINGS	DALLAS	CS	C	ON SHEILAH, MANON, HICKORY, AND QUAIL DR	BETWEEN LAKE JUNE RD AND GLENSHIRE	FLOYD ELEMENTARY SAFE ROUTES TO SCHOOL; CONSTRUCT NEW SIDEWALK, REMOVE/REPLACE EXISTING SIDEWALK AND ADA RAMPS, RELOCATION OF SCHOOL FLASHER AND SIGNAGE	\$718,797	\$0	\$0	\$718,797	\$0	05/2023	NOT EXPECTED TO OBLIGATE IN FY2022	STAFF WILL CONFIRM THE ESTIMATED START DATE AND COORDINATE WITH TXDOT TO MOVE THE PROJECT TO THE APPROPRIATE YEAR; FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT
40068	0918-47-311	BALCH SPRINGS	DALLAS	CS	CE	ON SHEILAH, MANON, HICKORY, AND QUAIL DR	BETWEEN LAKE JUNE RD AND GLENSHIRE	FLOYD ELEMENTARY SAFE ROUTES TO SCHOOL; CONSTRUCT NEW SIDEWALK, REMOVE/REPLACE EXISTING SIDEWALK AND ADA RAMPS, RELOCATION OF SCHOOL FLASHER AND SIGNAGE	\$9,891	\$0	\$0	\$9,891	\$0	05/2023	NOT EXPECTED TO OBLIGATE IN FY2022	STAFF WILL CONFIRM THE ESTIMATED START DATE AND COORDINATE WITH TXDOT TO MOVE THE PROJECT TO THE APPROPRIATE YEAR; FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT
40066	0902-90-171	GRAPEVINE	FORT WORTH	VA	C	COTTON BELT TRAIL (SEGMENT 1) FROM TEXAN TRAIL ROADWAY	FUTURE DFW STATION	CONSTRUCT SHARED-USE PATH	\$777,936	\$0	\$194,484	\$972,420	\$0	06/2023-02/2023	NOT EXPECTED TO OBLIGATE IN FY2022	DESIGN HAS BEEN PAUSED UNTIL DART DETERMINES THE EXACT LOCATION OF THE STATION TO BE CONSTRUCTED NEAR THIS PROJECT; STAFF WILL CONFIRM THE ESTIMATED START DATE AND COORDINATE WITH TXDOT TO MOVE THE PROJECT TO THE APPROPRIATE YEAR; FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT
14013.4	0902-90-177	DART	FORT WORTH	VA	T	COTTON BELT VELOWEB TRAIL FROM FUTURE DFW THROUGH STATION	GRAPEVINE EASTERN CITY LIMITS	CONSTRUCT GRAPEVINE SECTION OF THE COTTON BELT TRAIL CORRIDOR	\$1,923,024	\$0	\$480,756	\$2,403,780	\$0	08/2023-04/2022	NOT EXPECTED TO OBLIGATE IN FY2022	FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT
40040	0918-46-306	DENTON	DALLAS	CS	C	SYCAMORE - WELCH ACTIVE TRANSPORTATION CONNECTION; ALONG S WELCH ST FROM EAGLE DRIVE	TO W HICKORY ST; AND ALONG W SYCAMORE ST TO DOWNTOWN DENTON DCTA STATION	CONSTRUCT NEW SHARED-USE PATH, BIKE LANES AND CROSSWALKS	\$471,698	\$0	\$117,925	\$589,623	\$0	12/2023-06/2022	NOT EXPECTED TO OBLIGATE IN FY2022	FUNDING MOVED TO FY2024 THROUGH 2023-2026 TIP DEVELOPMENT
40040	0918-46-306	DENTON	DALLAS	CS	CE	SYCAMORE - WELCH ACTIVE TRANSPORTATION CONNECTION; ALONG S WELCH ST FROM EAGLE DRIVE	TO W HICKORY ST; AND ALONG W SYCAMORE ST TO DOWNTOWN DENTON DCTA STATION	CONSTRUCT NEW SHARED-USE PATH, BIKE LANES AND CROSSWALKS	\$34,659	\$0	\$8,665	\$43,324	\$0	12/2023-06/2022	NOT EXPECTED TO OBLIGATE IN FY2022	FUNDING MOVED TO FY2024 THROUGH 2023-2026 TIP DEVELOPMENT
<b>TOTAL</b>									<b>\$20,268,222</b>	<b>\$25,591</b>	<b>\$3,507,474</b>	<b>\$24,014,287</b>	<b>\$3,521,942</b>			

<b>TOTAL CLOSEOUTS/WITHDRAWALS</b>	<b>(\$13,918)</b>
<b>TOTAL PROJECT ADJUSTMENTS</b>	<b>(\$84,057)</b>
<b>TOTAL OBLIGATED IN FY2022</b>	<b>\$3,521,942</b>
<b>TOTAL EXPECTED TO OBLIGATE</b>	<b>\$2,841,683</b>
<b>TOTAL NOT EXPECTED TO OBLIGATE</b>	<b>\$13,904,597</b>

# FISCAL YEAR 2022 PROJECT TRACKING

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Surface Transportation Technical Committee

June 24, 2022



North Central Texas  
Council of Governments  
Transportation Department

# BACKGROUND

- Due to significant implementation delays on projects across the region and a need to draw down the region's carryover balances, the TIP team has started a more robust project tracking effort in order to highlight potential problems and prevent delays.
- At the beginning of the fiscal year, staff provided the Surface Transportation Technical Committee (STTC) and the Regional Transportation Council (RTC) with a list of projects (by phase) scheduled to advance during the coming year.
- Agencies are being asked to report project status on a more frequent basis.
- The status of projects scheduled for the year will continue to be presented at STTC and RTC on a regular basis.
- This will provide opportunities for sponsors to raise issues that may be hindering project progress and help ensure funds are being obligated in a more timely manner.

# SUMMARY OF TIP FY2022 PROJECT FUNDING - CMAQ

	OCTOBER 2021	JUNE 2022
Total Federal Funding Programmed <sup>1</sup>	\$70,669,684	\$40,004,608
Federal Funding Obligated (2022) <sup>2, 3</sup>	\$0	\$26,207,597
FY2022 Project Phases <sup>4</sup>	44	15
Project Phases Obligated to Date	0	7
Project Phases Past Their Original Estimated Start Date <sup>5</sup>	4	14

1: Programmed funding is comprised of what is included in the TIP as well as transactions that have not formally been made in the TIP (e.g., early obligations)

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

3: Obligation amounts as of 06/13/2022

4: 29 project phases have been delayed to future years through TIP actions or were canceled

5: Includes projects that were initially in FY2022 and have been delayed to a later year

43% of federal funds delayed to future FY

65% obligated (only 37% of initial amount)

# SUMMARY OF TIP FY2022 PROJECT FUNDING - STBG

	OCTOBER 2021	JUNE 2022
Total Federal Funding Programmed <sup>1</sup>	\$178,455,967	\$154,729,664
Federal Funding Obligated (2022) <sup>2, 3</sup>	\$0	\$142,404,282
FY2022 Project Phases <sup>4</sup>	77	26
Project Phases Obligated to Date	0	15
Project Phases Past Their Original Estimated Start Date <sup>5</sup>	3	34

1: Programmed funding is comprised of what is included in the TIP as well as transactions that have not formally been made in the TIP (e.g., early obligations)

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

3: Obligation amounts as of 06/13/2022

4: 51 project phases have been delayed to future years through TIP actions or were canceled

5: Includes projects that were initially in FY2022 and have been delayed to a later year

13% of federal funds delayed to future FY

92% obligated (only 36% w/o Cat. 2/7 funding swap)

# SUMMARY OF TIP FY2022 PROJECT FUNDING – TRANSPORTATION ALTERNATIVES SET ASIDE

	OCTOBER 2021	JUNE 2022
Total Federal Funding Programmed <sup>1</sup>	\$17,356,430	\$5,676,345
Federal Funding Obligated (2022) <sup>2, 3</sup>	\$0	\$3,423,967
FY2022 Project Phases <sup>4</sup>	18	7
Project Phases Obligated to Date	0	3
Project Phases Past Their Original Estimated Start Date <sup>5</sup>	0	8

1: Programmed funding is comprised of what is included in the TIP as well as transactions that have not formally been made in the TIP (e.g., early obligations)

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

3: Obligation amounts as of 06/13/2022

4: 11 project phases have been delayed to future years in the TIP

5: Includes projects that were initially in FY2022 and have been delayed to a later year

67% of federal funds delayed to future FY

60% obligated (only 20% of initial amount)



# SUMMARY OF FY2022 PROGRESS

- As of June 2022, we are nine months into the fiscal year, which means the year is 75 percent complete.
- To date:
  - 65 percent of CMAQ funds have been obligated
  - 92 percent of STBG funds have been obligated
  - 60 percent of TA-Set Aside funds have been obligated

# NEXT STEPS

- Continue monitoring project progress
- Work with project sponsors and TxDOT to resolve issues that may be causing delays in project implementation
- Bring an update to the Committee and the RTC at the end of the fiscal year

# QUESTIONS?

Christie J. Gotti  
Senior Program Manager  
Ph: (817) 608-2338  
[cgotti@nctcog.org](mailto:cgotti@nctcog.org)

Brian Dell  
Principal Transportation Planner  
Ph: (817) 704-5694  
[bdell@nctcog.org](mailto:bdell@nctcog.org)

# 2022 WTS Innovative Transportation Solutions Award

## DFW High-Speed Transportation Connections Study Team

### Project Management

Dan Lamers  
Brendon Wheeler

### Marketing/Public Outreach

Amanda Wilson    Norma Zuniga  
Rebekah Gongora    Taylor Benjamin  
Carli Baylor    Teresa Taitt

### Mapping Support

James McLane

### Fiscal Management

Michelle Ward  
Nathaniel Dover

### Engineering/NEPA Support

Sandy Wesch

### Legal Services

Ken Kirkpatrick  
Emily Beckham

### HNTB (*Project Consultant*)

### Management Team

Ian Bryant  
Chris Masters  
Nicole Alldredge

### Modeling

Arash Mirzaei  
Hua Yang

### Document Review / Quality Assurance

Cile Grady





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

June 1, 2022

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

Dear Chair Canales:

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

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

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

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

Sincerely,

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

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

RG:kw

Attachments

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

# Local Initiatives Program Fact Sheet

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



## Texas Ozone Nonattainment and the State Implementation Plan

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

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

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

### Local Initiatives Program

Focused on lowering vehicle emissions through local transportation projects

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

### What is the LIRAP Balance of Clean Air Account 151?

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

*\*Source: Texas Commission on Environmental Quality*

### What Projects are Eligible?

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

### Why is there a balance?

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

### How Were Funds Collected?

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

### Is There Still a Need for This Program?

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

## Potential Actions

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

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

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

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

A BILL TO BE ENTITLED

AN ACT

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

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

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

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

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

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

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

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

subject to federal limitations:

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

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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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

(76) develop and implement innovative transportation projects;

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

of transportation systems;

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

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

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

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

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

(1) the first day of a month; and

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

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

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

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

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

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

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

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

SECTION 7. The Texas Commission on Environmental Quality is

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

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



**U.S. DEPARTMENT OF TRANSPORTATION**  
**FEDERAL TRANSIT ADMINISTRATION    FEDERAL HIGHWAY ADMINISTRATION**  
**819 TAYLOR STREET, ROOM 8A36                      300 E. 8TH STREET, ROOM 826**  
**FORT WORTH, TEXAS 76102-9003                      AUSTIN, TEXAS 78701**

May 26, 2022

Refer to: HPP-TX

Dallas-Fort Worth-Arlington, Denton-Lewisville  
and McKinney Transportation Management Area  
2021 FHWA/FTA Certification Action

Theresa Daniel, Ph.D. RTC Chair  
Commissioner, Dallas County  
411 Elm Street, 2<sup>nd</sup> Floor  
Dallas, Texas 75202

Dear Commissioner Dr. Daniel:

On September 23, 2021, the Federal Highway Administration and Federal Transit Administration (FHWA/FTA) provided a letter documenting the overall findings of the Dallas-Fort Worth-Arlington, Denton-Lewisville and McKinney (DFW) Transportation Management Area 2021 FHWA/FTA Certification action. Based on our 2021 review, FHWA/FTA determined the ‘3-C’ metropolitan transportation planning process satisfies the provisions of 23 U.S.C. 134 and 49 U.S.C. 1607 and certified the DFW metropolitan transportation planning process.

Enclosed is a copy of the 2021 Certification Review report documenting the various components of the review. The report provides an overview of the metropolitan planning organization certification process including various recommendations, commendations and observations. We sincerely appreciate the time and effort spent by the MPO staff preparing for and participating in the review.

If you have any questions regarding the Certification Review process and/or the Certification Review Report, please contact FTA Lynn Hayes at (817) 978-0565, or Marc Oliphant at (817) 978-0554 or FHWA Barbara Maley at (214) 224-2175.

Sincerely yours,

**DAVID EDMUND**  
**BARTELS**  
Digitally signed by DAVID  
EDMUND BARTELS  
Date: 2022.05.26 12:36:03  
-05'00'

David Bartels  
Director, Planning and Program  
Development  
Federal Transit Administration

**Michael T.**  
**Leary**  
Digitally signed by Michael T.  
Leary  
Date: 2022.05.26 13:06:39  
-05'00'

Michael T. Leary  
Director, Planning and Program  
Development  
Federal Highway Administration

Enclosure

Electronic copies:

Texas Department of Transportation (Administration, Divisions, Districts)

EXD (Marc Williams)

TPP (Jessica Butler, Roger Beall, Peggy Thurin, Phillip Tindall)

PTN (Eric Gleason, Karen Burkhard)

DAL (Mo Bur, Ceason Clemens)

FTW (Carl Johnson, John Cordary)

PAR (Noel Paramanatham, Dan Perry)

North Central Texas Council of Governments (Administration, Transportation)

Administration (Mike Eastland)

Transportation (Michael Morris, Dan Kessler)

Trinity Metro (Administration, Planning)

Administration (Paul Ballard)

Planning (Chad Edwards)

Dallas Area Rapid Transit (Administration, Planning)

Administration (Nadine Lee)

Planning (Kay Shelton)

Denton County Transportation Authority (Administration, Planning)

Administration (Paul Cristina)

Planning (Whitney Trayler)

North Texas Tollway Authority (Administration, Planning)

Administration (James Hoffman)

AED of Infrastructure (Elizabeth Mow)

US Environmental Protection Agency (US EPA), Region 6

Air (Jeff Riley)

Texas Commission on Environmental Quality (TCEQ), Austin

Air (Jamie Zeck)

Federal Highway Administration (FHWA), Headquarters

HEPP-10 (Harlan Miller)

US Department of Transportation (US DOT)

VOLPE Center (Kevin McCoy)

Federal Transit Administration (FTA), Region 6

PPD (David Bartels, Lynn Hayes, Marc Oliphant)

Federal Highway Administration (FHWA), Texas Division:

HPP-TX (Mike Leary, Jose Campos, Barbara Maley, Jamik Alexander)

HDA-TX (Megan Dere)

OPS (Ujval Patel, Valeria Arocho, Brett Jackson) HTA-TX (Abraham Ramirez, Millie Hayes)

FY 2022 BRIDGE INVESTMENT PROGRAM (BIP): NCTCOG REGION - POOR CONDITION BRIDGES (2021 NBI DATA)

IDENTIFICATION				CLASSIFICATION						AGE & SERVICE				STRUCTURE		CONDITION										GEOMETRIC DATA										LOAD RATING		APPRAISAL	INSPECTIONS		RESPONSE		
Structure Number	County Code/ Name	Feature(s) Intersected	Facility Carried	Latitude	Longitude	Highway System of Inventory	Functional Classification	Designated National Truck Network	Maintenance Responsibility	Owner	Year Built	Year Reconstructed	Type of Service (On/Under)	Lanes on Structure	Average Daily Traffic (ADT)	Average Daily Truck Traffic	Bypass Detour Length - miles	Structure Type, Main	Structure Type, Design	Deck	Superstructure	Substructure	Channel Protection	Culvert	Structure Length - feet	Sidewalk Width - feet (L)	Sidewalk Width - feet (R)	Roadway Width - feet	Deck Width - feet	Approach Roadway Width - feet	Total Horizontal Clearance - feet	Min. Vertical Clearance - Over	Min. Vertical Clearance - Under	Min. Lateral Clearance - Under	Min. Lateral Clearance - Under	Bridge Posting	Structure Status	Scour Critical	Inspection Date	TIP/UTP Improvement Projects (if known)	Improvement Type	Status	
<b>DALLAS DISTRICT: Total = 60 "Poor" Condition Bridges (29 - NHS)</b>																																											
180430081604022	085 - Collin	Coles Branch	FM 455	33.2811	-96.81006	0 - Non NHS	16 - Urban Minor Art	No	State DOT	TxDOT	1951	N/A	Highway/Waterway	2	1,176	106	6.8	1 - Concrete	1 - Slab	6 - Satisfactory	6 - Satisfactory	4 - Poor	5 - Poor	N/A	75.1	0	0	19.4	21.3	27.9	19.4	N/A	N/A	N/A	N/A	4 - 0.1-9.9% below	Posted for load	8 - Foundations stable; Scour above top of footing	Oct-19				
18043002795005	085 - Collin	Pittman Creek	W Parker Rd	33.04111	-96.75877	0 - Non NHS	16 - Urban Minor Art	No	Municipal	City of Plano	1974	1995	Highway/Waterway	6	31,559	947	1.9	1 - Concrete	19 - Culvert	N/A	N/A	N/A	8 - Stable	4 - Significant Deterioration	28.9	9.8	9.8	65.9	101.7	65.9	33.1	N/A	N/A	N/A	N/A	5 - Equal to or above	Open	8 - Foundations stable; Scour above top of footing	Oct-20				
18057000100029	113 - Dallas	Keller Branch	Belt Line Rd	32.58516	-96.75061	1 - NHS	16 - Urban Minor Art	No	Municipal	City of Lancaster	1960	N/A	Highway/Waterway	2	3,673	N/A	1.2	2 - Concrete Continuous	2 - Concrete	7 - Good	7 - Good	4 - Poor	5 - Poor	N/A	102	0	0	25.9	28.9	24	25.9	N/A	N/A	N/A	N/A	5 - Equal to or above	Open	5 - Foundations stable	Apr-19	SOCP Multimodal Connectivity (MPOG)	Reconstruction	Pre-NEPA (Pending Grant)	
180570000911196	113 - Dallas	St. Francis Ave (NB)	IH 30	32.79529	-96.69176	0 - Non NHS	19 - Urban Local	No	State DOT	TxDOT	1959	N/A	Highway/Highway	2	6,050	303	1.2	4 - Steel Continuous	2 - Stringer/Multi-beam or Girder	4 - Poor	3 - Serious	7 - Good	N/A	N/A	323.2	0	3.3	22	29.2	24	22	N/A	13.8	3.9	1.6	0 - Greater than 39% below	Posted for load	N/A	Aug-20				
180570237402444	113 - Dallas	SH 78 & ATSF R/R	IH 635 EB	32.86824	-96.66835	1 - NHS	11 - Interstate	Yes	State DOT	TxDOT	1967	N/A	Highway/Rail	5	76,110	9,894	1.9	4 - Steel Continuous	2 - Stringer/Multi-beam or Girder	4 - Poor	7 - Good	7 - Good	N/A	N/A	308.1	0	0	69.2	70.5	67.9	69.2	N/A	22.2	1	0.9	5 - Equal to or above	Open	N/A	Sep-19	IH 635 LBI East (CSJ# 2374-02-053)	Reconstruction	Under Construction	
180570200001014	113 - Dallas	Spur 408	Illinois Ave	32.72054	-96.91776	0 - Non NHS	17 - Urban Collector	No	State DOT	TxDOT	1975	N/A	Highway/Highway	6	N/A	N/A	N/A	5 - Prestressed Concrete	2 - Stringer/Multi-beam or Girder	7 - Good	6 - Satisfactory	4 - Poor	N/A	N/A	480	5.9	5.9	65.9	94.2	65.9	65.9	N/A	16.7	32.8	9.1	5 - Equal to or above	Open	N/A	Jan-20				
180570237403354	113 - Dallas	IH 20/US 175	US 175 EB Conn A (IH 20 EB/IH 635 NB)	32.69146	-96.63394	1 - NHS	12 - Other Fwy/Expwy	No	State DOT	TxDOT	1964	N/A	Highway/Highway	1	N/A	450	N/A	4 - Steel Continuous	2 - Stringer/Multi-beam or Girder	4 - Poor	7 - Good	6 - Satisfactory	N/A	N/A	1545.9	0	0	24	25.9	24	24	17.1	16	10.5	10.4	5 - Equal to or above	Open	N/A	Jan-20				
180570237403563	113 - Dallas	IH 20/US 175	US 175 WB Conn A (IH 20 WB)	32.69117	-96.63046	1 - NHS	12 - Other Fwy/Expwy	No	State DOT	TxDOT	1971	N/A	Highway/Highway	1	6,150	492	N/A	4 - Steel Continuous	2 - Stringer/Multi-beam or Girder	4 - Poor	6 - Satisfactory	6 - Satisfactory	N/A	N/A	1936	0	0	24	25.9	24	24	17.2	16.4	10.2	10.4	5 - Equal to or above	Open	N/A	Jan-20				
180570009502332	113 - Dallas	US 80/IH 635	US 80 EB Conn A (IH 635 NB)	32.79178	-96.62735	1 - NHS	12 - Other Fwy/Expwy	No	State DOT	TxDOT	1971	N/A	Highway/Waterway	1	N/A	N/A	3.7	4 - Steel Continuous	2 - Stringer/Multi-beam or Girder	4 - Poor	7 - Good	6 - Satisfactory	7 - Satisfactory	N/A	1630.9	0	0	24	25.9	24	24	18	16.9	9.8	5.9	5 - Equal to or above	Open	N/A	May-20	US 80 East Dallas County (CSJ# 0095-02-107)	Reconstruction	FONS/Partial Funding	
180570009502331	113 - Dallas	US 80/IH 635	US 80 WB Conn B (IH 635 SB)	32.79042	-96.62569	1 - NHS	12 - Other Fwy/Expwy	No	State DOT	TxDOT	1971	N/A	Highway/Waterway	1	N/A	N/A	1.2	4 - Steel Continuous	2 - Stringer/Multi-beam or Girder	4 - Poor	7 - Good	6 - Satisfactory	N/A	N/A	1367.1	0	0	24	25.9	24	24	16.8	17	9.5	5.9	5 - Equal to or above	Open	N/A	May-20	US 80 East Dallas County (CSJ# 0095-02-107)	Reconstruction	FONS/Partial Funding	
180570237403318	113 - Dallas	IH 20/US 175	IH 20 EB Conn D (US 175 WB)	32.68806	-96.63447	1 - NHS	11 - Interstate	Yes	State DOT	TxDOT	1971	N/A	Highway/Waterway	1	N/A	N/A	1.9	4 - Steel Continuous	2 - Stringer/Multi-beam or Girder	3 - Serious	6 - Satisfactory	6 - Satisfactory	N/A	N/A	2354	0	0	24.6	25.9	24	24.6	N/A	16.7	1.6	1.6	5 - Equal to or above	Open	N/A	Aug-19	IH 635 LBI East (CSJ# 2374-02-053)	Rehabilitation	Complete	
180570000911372	113 - Dallas	St. Francis Ave (SB)	IH 30	32.79607	-96.69221	0 - Non NHS	19 - Urban Local	No	State DOT	TxDOT	1959	N/A	Highway/Highway	2	6,050	303	1.2	4 - Steel Continuous	2 - Stringer/Multi-beam or Girder	4 - Poor	5 - Fair	6 - Satisfactory	N/A	N/A	323.2	3.3	0	22	29.2	24	22	N/A	14.9	3.9	1.6	0 - Greater than 39% below	Posted for load	N/A	Aug-20				
180570000911363	113 - Dallas	IH 30/Riverfront Blvd/Trinity River	Jefferson Blvd	32.76361	-96.81172	0 - Non NHS	17 - Urban Collector	No	Municipal	City of Dallas	1975	N/A	Highway/Waterway-Rail	3	3,050	580	1.2	4 - Steel Continuous	2 - Stringer/Multi-beam or Girder	4 - Poor	5 - Fair	6 - Satisfactory	7 - Satisfactory	N/A	5520	0	3.6	17.4	32.8	18	62.3	N/A	22.8	9.8	10.4	5 - Equal to or above	Open	N/A	Jul-20				
180570000911357	113 - Dallas	IH 635	IH 30 WB Frontage	32.82474	-96.62883	1 - NHS	11 - Interstate	Yes	State DOT	TxDOT	1971	N/A	Highway/Highway	1	N/A	N/A	1.2	4 - Steel Continuous	2 - Stringer/Multi-beam or Girder	4 - Poor	7 - Good	5 - Fair	N/A	N/A	1888.1	0	0	24	25.9	25.9	24	18.4	16.4	9.5	2.2	5 - Equal to or above	Open	N/A	Apr-20	IH 635 LBI East (CSJ# 2374-02-053)	Reconstruction	Under Construction	
180570000911353	113 - Dallas	IH 635	IH 30 WB	32.82357	-96.62936	1 - NHS	11 - Interstate	Yes	State DOT	TxDOT	1971	1998	1st/2nd Level Overpass (Interchange)/Highway	3	81,504	6,520	1.2	4 - Steel Continuous	2 - Stringer/Multi-beam or Girder	4 - Poor	6 - Satisfactory	6 - Satisfactory	N/A	N/A	350.1	0	0	50.9	54.1	47.9	50.9	16.7	16	28.5	6.5	5 - Equal to or above	Open	N/A	May-20	IH 635 LBI East (CSJ# 2374-02-053)	Reconstruction	Under Construction	
18057094360012	113 - Dallas	S Fitchugh Ave (SB)	UP Railroad	32.7803	-96.74832	0 - Non NHS	16 - Urban Minor Art	No	Municipal	City of Dallas	1973	N/A	Highway/Rail	3	7,500	150	1.2	3 - Steel	5 - Box Beam or Girders (Multiple)	6 - Satisfactory	4 - Poor	6 - Satisfactory	N/A	N/A	595.1	3.9	5.6	32.8	43.6	33.1	32.8	N/A	22.9	78.4	N/A	4 - 0.1-9.9% below	Open	N/A	Jan-19				
180570237402341	113 - Dallas	US 80/IH 635	IH 635 NB Conn D (US 80 WB)	32.79035	-96.62413	1 - NHS	11 - Interstate	Yes	State DOT	TxDOT	1971	N/A	4th Level (Interchange)/Highway	1	16,420	2,135	1.9	4 - Steel Continuous	2 - Stringer/Multi-beam or Girder	3 - Serious	6 - Satisfactory	6 - Satisfactory	N/A	N/A	2067.9	0	0	24.3	25.9	24	24.3	N/A	17	3	4.2	4 - 0.1-9.9% below	Open	N/A	Sep-19	US 80 East Dallas County (CSJ# 0095-02-107)	Reconstruction	FONS/Partial Funding	
180570237402340	113 - Dallas	US 80/IH 635	IH 635 SB Conn C (US 80 EB)	32.79042	-96.62636	1 - NHS	11 - Interstate	Yes	State DOT	TxDOT	1971	N/A	4th Level (Interchange)/Highway	1	16,420	2,135	1.9	4 - Steel Continuous	2 - Stringer/Multi-beam or Girder	3 - Serious	7 - Good	6 - Satisfactory	N/A	N/A	1592.8	0	0	24.3	25.9	24	24.3	N/A	16.8	8.9	10.1	4 - 0.1-9.9% below	Open	N/A	Jul-19	US 80 East Dallas County (CSJ# 0095-02-107)	Reconstruction	FONS/Partial Funding	
180570237402110	113 - Dallas	TAP RR	IH 635 EB	32.8705	-96.67467	1 - NHS	11 - Interstate	Yes	State DOT	TxDOT	1967	N/A	Highway/Rail	5	76,110	9,894	1.9	4 - Steel Continuous	2 - Stringer/Multi-beam or Girder	4 - Poor	6 - Satisfactory	6 - Satisfactory	N/A	N/A	317.9	0	0	68.6	70.9	67.9	68.6	N/A	22.5	15.7	N/A	5 - Equal to or above	Open	N/A	Sep-19	IH 635 LBI East (CSJ# 2374-02-053)	Reconstruction	Under Construction	
180570237403158	113 - Dallas	IH 20/US 175	IH 20 WB Conn C (US 175 EB)	32.69378	-96.63192	1 - NHS	11 - Interstate	Yes	State DOT	TxDOT	1971	N/A	4th Level (Interchange)/Highway	1	12,340	1,604	1.9	4 - Steel Continuous	2 - Stringer/Multi-beam or Girder	4 - Poor	6 - Satisfactory	6 - Satisfactory	N/A	N/A	2607.9	0	0	24.6	25.9	24	24.6	N/A	16.7	5.6	4.9	5 - Equal to or above	Open	N/A	Aug-19	CSJ# 2374-03-094	Rehabilitation	Complete	
180570237402066	113 - Dallas	TAP RR	IH 635 WB	32.87075	-96.67389	1 - NHS	11 - Interstate	Yes	State DOT	TxDOT	1967	N/A	Highway/Rail	5	76,110	9,894	1.9	4 - Steel Continuous	2 - Stringer/Multi-beam or Girder	4 - Poor	6 - Satisfactory	6 - Satisfactory	N/A	N/A	317.9	0	0	68.2	70.9	67.9	68.2	N/A	23.7	15.4	N/A	5 - Equal to or above	Open	N/A	Sep-19	IH 635 LBI East (CSJ# 2374-02-053)	Reconstruction	Under Construction	
180570009500505	113 - Dallas	Ton-Mile Creek	Pleasant Run Rd	32.60429	-96.84335	0 - Non NHS	16 - Urban Minor Art	No	Municipal	City of Desoto	1966	1986	Highway/Waterway	5	6,000	N/A	1.9	1 - Concrete	2 - Stringer/Multi-beam or Girder	6 - Satisfactory	6 - Satisfactory	4 - Poor	6 - Fair	N/A	N/A	200.1	4.9	4.9	66.6	92.7	65.9	33.1	N/A	N/A	N/A	N/A	3 - 10.0-19.9% below	Open	5 - Foundations stable	Mar-19			
180570958800021	113 - Dallas	White Rock Creek Trib	Military Pkwy	32.7777	-96.71938	0 - Non NHS	16 - Urban Minor Art	No	Municipal	City of Dallas	1940	1965	Highway/Waterway	4	9,390	N/A	1.2	1 - Concrete	19 - Culvert	N/A	N/A	N/A	5 - Poor	4 - Significant Deterioration	25.9	0	0	N/A	N/A	44	22	N/A	N/A	N/A	N/A	N/A	4 - City Street	Open	N/A	Jan-19			
180570009201048	113 - Dallas	S Lamar/Budd St/UP RR	SH 310	32.74017	-96.75767	1 - NHS	14 - Other Principal Art	No	State DOT	TxDOT	1953	N/A	Highway/Highway-Rail	4	9,068	363	6.2	4 - Steel Continuous	2 - Stringer/Multi-beam or Girder	4 - Poor	5 - Fair	5 - Fair	N/A	N/A	1908.1	0	0	52.2	62	56.1	25.9	N/A	22	7.5	N/A	0 - Greater than 39% below	Posted for load	N/A	May-20	CSJ# 0092-01-057	Replacement	Under Construction	
180570000911079	113 - Dallas	IH 30/Riverfront Blvd/Trinity River	Houston St	32.76979	-96.80894	0 - Non NHS	17 - Urban Collector	No	Municipal	City of Dallas	1911	N/A	Highway/Waterway-Rail	2	3,050	580	N/A	3 - Steel	2 - Stringer/Multi-beam or Girder	4 - Poor	5 - Fair	6 - Satisfactory	6 - Fair	N/A	4774	3.9	9.5	25.3	52.5	46.9	33.1	N/A	16.9	7.5	9.8	5 - Equal to or above	Open	N/A	Jul-20				
1805700091603190	113 - Dallas	IH 35E SB	Spur 348 NB to IH 35E NB	32.86875	-96.89824	1 - NHS	12 - Other Fwy/Expwy	Yes	State DOT	TxDOT	1970	N/A	Highway/Highway	3	66,000	2,640	N/A	4 - Steel Continuous	2 - Stringer/Multi-beam or Girder	5 - Fair	4 - Poor	6 - Satisfactory	N/A	N/A	419.9	0	0	56.1	57.7	56.1	56.1	N/A	16.6	1	3.6	5 - Equal to or above	Open	N/A	May-20				
180570058102010	113 - Dallas	BNSF/TRE/Drainage	Loop 12 SB	32.81498	-96.92189	1 - NHS	12 - Other Fwy/Expwy	No	State DOT	TxDOT	1948	1969	Highway/Rail-Waterway	4	58,703	4,109	1.2	3 - Steel	2 - Stringer/Multi-beam or Girder	7 - Good	6 - Satisfactory	4 - Poor	7 - Satisfactory	N/A																			

FY 2022 BRIDGE INVESTMENT PROGRAM (BIP): NCTCOG REGION - POOR CONDITION BRIDGES (2021 NBI DATA)

IDENTIFICATION					CLASSIFICATION					AGE & SERVICE					STRUCTURE		CONDITION					GEOMETRIC DATA							LOAD RATING		APPRAISAL	INSPECTIONS	RESPONSE										
Structure Number	County Code/ Name	Feature(s) Intersected	Facility Carried	Latitude	Longitude	Highway System of Inventory	Functional Classification	Designated National Truck Network	Maintenance Responsibility	Owner	Year Built	Year Reconstructed	Type of Service (On/Under)	Lanes on Structure	Average Daily Traffic (ADT)	Average Daily Truck Traffic	Bypass Detour Length - miles	Structure Type, Main	Structure Type, Design	Deck	Superstructure	Substructure	Channel Protection	Culvert	Structure Length - feet	Sidewalk Width - feet (L)	Sidewalk Width - feet (R)	Roadway Width - feet	Deck Width - feet	Approach Roadway Width - feet	Total Horizontal Clearance - feet	Min. Vertical Clearance - Over	Min. Vertical Clearance - Under	Min. Lateral (R) Clearance - Under	Min. Lateral (L) Clearance - Under	Bridge Posting	Structure Status	Scour Critical	Inspection Date	TIP/UTP Improvement Projects (if known)	Improvement Type	Status	
<b>FORT WORTH DISTRICT: Total = 32 "Poor" Condition Bridges (8 - NHS)</b>																																											
020730046702003	143 - Erath	Little Duffau Creek	SH 220	32.03193	-98.01044	0 - Non NHS		No	State DOT	TxDOT	1942	N/A	Highway/Waterway	2	2,906	639	9.9	1 - Concrete	4 - Tee Beam	6 - Satisfactory	4 - Poor	5 - Fair	8 - Stable	N/A	105	0	0	25.6	31.5	36.1	25.6	N/A	N/A	N/A	N/A	5 - Equal to or above	Open	8 - Foundations stable; Scour above top of footing	Aug-20				
0207300A0149002	143 - Erath	Pulvuxy River	CR 149 - PCT 3	32.35429	-98.026	0 - Non NHS		No	County	Erath County	1934	N/A	Highway/Waterway	1	50	0	1.2	3 - Steel	13 - Suspension	6 - Satisfactory	1 - Imminent Failure	6 - Satisfactory	8 - Stable	N/A	268	0	0	9.8	9.8	16.1	9.8	N/A	N/A	N/A	N/A	0 - Greater than 39% below	Closed	8 - Foundations stable; Scour above top of footing	Jun-20				
0211200A0391002	221 - Hood	Walnut Creek	Old Granbury Rd P4	32.48916	-97.68063	0 - Non NHS		No	County	Hood County	1921	N/A	Highway/Waterway	2	221	0	14.3	1 - Concrete	1 - Slab	4 - Poor	4 - Poor	5 - Fair	7 - Satisfactory	N/A	22	0	0	21	23	18	21	N/A	N/A	N/A	N/A	5 - Equal to or above	Posted for load	8 - Foundations stable; Scour above top of footing	Apr-19				
021120038502012	221 - Hood	Weaver Brook	FM 4	32.51773	-98.04275	0 - Non NHS		No	State DOT	TxDOT	1947	N/A	Highway/Waterway	2	1,512	151	5	1 - Concrete	1 - Slab	6 - Satisfactory	6 - Satisfactory	4 - Poor	6 - Fair	N/A	49.9	0	0	23.6	25.3	20	23.6	N/A	N/A	N/A	N/A	5 - Equal to or above	Open	8 - Foundations stable; Scour above top of footing	Dec-20				
021270001403194	251 - Johnson	IH 35W SB Alvarado Exit Ramp	IH 35W NB	32.42056	-97.22823	1 - NHS	11 - Interstate	Yes	State DOT	TxDOT	1963	N/A	Highway/Highway	2	12,590	3,022	N/A	4 - Steel Continuous	2 - Stringer/Multi-beam or Girder	5 - Fair	4 - Poor	6 - Satisfactory	N/A	N/A	210	0	0	37.7	41.7	49.9	37.7	N/A	14.1	23	6.8	5 - Equal to or above	Open	N/A	Oct-20	NYS Bridge - INFRA (CS# 0014-03-087)	Removal	Funded/ Scheduled	
021820000710057	363 - Palo Pinto	Brazos River	US 180	32.79781	-98.18655	0 - Non NHS		No	State DOT	TxDOT	1948	N/A	Highway/Waterway	2	3,250	325	24.2	4 - Steel Continuous	2 - Stringer/Multi-beam or Girder	5 - Fair	4 - Poor	6 - Satisfactory	6 - Fair	N/A	886.2	0	0	27.9	31.2	42	27.9	N/A	N/A	N/A	N/A	5 - Equal to or above	Open	8 - Foundations stable; Scour above top of footing	Aug-20				
021840031401006	367 - Parker	Brazos River	IH 20 Frontage (N)	32.66697	-98.03242	0 - Non NHS	17 - Urban Collector	No	State DOT	TxDOT	1934	N/A	Highway/Waterway	2	1,160	348	N/A	3 - Steel	10 - Truss (Thru)	5 - Fair	4 - Poor	7 - Good	6 - Fair	N/A	892.1	0	0	24	27.2	32.2	24	14.8	N/A	N/A	N/A	2 - 20.0-29.9% below	Posted for load	7 - Countermeasures installed for mitigation	Jul-20				
02184001410002	367 - Parker	Branch of Rock Creek	Knight Rd	32.82248	-98.05661	0 - Non NHS	19 - Urban Local	No	Municipal	City of Mineral Wells	1942	N/A	Highway/Waterway	2	50	0	1.9	7 - Wood or Timber	2 - Stringer/Multi-beam or Girder	5 - Fair	6 - Satisfactory	1 - Imminent Failure	6 - Fair	N/A	65	0	0	24.3	24.9	22	24.3	N/A	N/A	N/A	N/A	0 - Greater than 39% below	Closed	5 - Foundations stable	Feb-19				
02184001410001	367 - Parker	Branch of Rock Creek	Knight Rd	32.82262	-98.05665	0 - Non NHS	19 - Urban Local	No	Municipal	City of Mineral Wells	1932	N/A	Highway/Waterway	2	50	0	1.9	7 - Wood or Timber	2 - Stringer/Multi-beam or Girder	1 - Imminent Failure	2 - Critical	2 - Critical	7 - Satisfactory	N/A	48.9	0	0	24	24.9	22	24	N/A	N/A	N/A	N/A	0 - Greater than 39% below	Closed	5 - Foundations stable	Feb-19				
02220001415331	439 - Tarrant	BNSF Railroad	US 81/287 NB	32.92757	-97.36118	1 - NHS	12 - Other Fwy/Expwy	No	State DOT	TxDOT	1970	N/A	Highway/Rail	3	25,954	4,412	1.2	5 - Prestressed Concrete	2 - Stringer/Multi-beam or Girder	7 - Good	6 - Satisfactory	4 - Poor	N/A	N/A	299.9	0	0	48.6	50.2	47.9	48.6	N/A	22.4	15.1	N/A	5 - Equal to or above	Open	N/A	Jul-19	US 81/287 North Tarrant			
022200106802058	439 - Tarrant	IH 30	SH 360/Sw Flags Dr (NB/SB)	32.76001	-97.05763	0 - Non NHS	17 - Urban Collector	No	State DOT	TxDOT	1957	N/A	Highway/Highway	2	30,000	N/A	5	4 - Steel Continuous	2 - Stringer/Multi-beam or Girder	4 - Poor	6 - Satisfactory	5 - Fair	N/A	N/A	258.9	0	0	36.1	44.3	36.1	36.1	N/A	14.8	1.3	0.9	5 - Equal to or above	Open	N/A	Jun-20	Keep 30-360 Moving (CS# 1068-02-076)	Reconstruction	Under Construction	
022200106802047	439 - Tarrant	IH 30	Randall Mill Rd	32.76022	-97.15841	0 - Non NHS	17 - Urban Collector	No	State DOT	TxDOT	1957	N/A	Highway/Highway	2	5,956	60	3.7	4 - Steel Continuous	2 - Stringer/Multi-beam or Girder	5 - Fair	4 - Poor	7 - Good	N/A	N/A	312	2.3	2.3	27.9	35.4	27.9	27.9	N/A	14.7	8.9	9.8	5 - Equal to or above	Open	N/A	May-19				
02220001416192	439 - Tarrant	IH 35W SB	SH 121 WB	32.76516	-97.31879	1 - NHS	14 - Other Principal Art	No	State DOT	TxDOT	1961	N/A	Highway/Highway	3	28,470	854	N/A	4 - Steel Continuous	2 - Stringer/Multi-beam or Girder	4 - Poor	6 - Satisfactory	6 - Satisfactory	N/A	N/A	196.9	5.9	5.9	38.1	51.8	38.1	38.1	N/A	15	10.5	0.9	5 - Equal to or above	Open	N/A	Sep-19				
022200036303014	439 - Tarrant	SH 121	N Sylvania Ave	32.76745	-97.30878	0 - Non NHS	19 - Urban Local	No	State DOT	TxDOT	1963	N/A	Highway/Highway	4	11,374	N/A	1.9	4 - Steel Continuous	2 - Stringer/Multi-beam or Girder	5 - Fair	4 - Poor	6 - Satisfactory	N/A	N/A	234.9	4.3	4.3	74.8	103.7	47.9	44	N/A	14	8.9	10.8	5 - Equal to or above	Open	N/A	Jun-20				
022200017206067	439 - Tarrant	Carey St	US 287 NB	32.69341	-97.24328	1 - NHS	12 - Other Fwy/Expwy	No	State DOT	TxDOT	1965	N/A	Highway/Highway	3	34,052	1,703	N/A	4 - Steel Continuous	2 - Stringer/Multi-beam or Girder	5 - Fair	4 - Poor	6 - Satisfactory	N/A	N/A	149	0	0	54.1	55.8	54.1	46.6	N/A	14	15.7	N/A	5 - Equal to or above	Open	N/A	Jun-19	Southeast Connector (CS# 0172-06-080)	Reconstruction	Funded/ Scheduled	
02220008095040	439 - Tarrant	International Pkwy & N Service Rd	Terminal E Ramp (Inbound)	32.89148	-97.0396	1 - NHS	19 - Urban Local	No	Municipal	DFW Airport	1974	N/A	Highway/Highway	2	3,000	60	N/A	4 - Steel Continuous	5 - Box Beam or Girders (Multiple)	6 - Satisfactory	4 - Poor	6 - Satisfactory	N/A	N/A	754.9	0	0	29.9	33.8	29.9	29.9	N/A	15.6	18.7	4.5	5 - Equal to or above	Open	N/A	May-20				
02220008095028	439 - Tarrant	International Pkwy & N Service Rd	Terminal C Ramp (Inbound)	32.89869	-97.03869	1 - NHS	19 - Urban Local	No	Municipal	DFW Airport	1974	N/A	Highway/Highway	2	3,000	60	N/A	4 - Steel Continuous	5 - Box Beam or Girders (Multiple)	6 - Satisfactory	4 - Poor	6 - Satisfactory	N/A	N/A	754.9	0	0	29.9	33.8	29.9	29.9	N/A	15.5	27.2	4.9	5 - Equal to or above	Open	N/A	May-20				
02220008095019	439 - Tarrant	International Pkwy & S Service Rd	Terminal B Ramp (Inbound)	32.90365	-97.0415	1 - NHS	19 - Urban Local	No	Municipal	DFW Airport	1974	N/A	Highway/Highway	2	3,000	60	N/A	4 - Steel Continuous	5 - Box Beam or Girders (Multiple)	6 - Satisfactory	4 - Poor	6 - Satisfactory	N/A	N/A	754.9	0	0	29.9	33.8	29.9	29.9	N/A	15	18.7	4.9	5 - Equal to or above	Open	N/A	May-20				
022200A0428001	439 - Tarrant	Gilmore Branch	Grants Ln	32.93843	-97.45497	0 - Non NHS		No	County	Tarrant County	1939	N/A	Highway/Waterway	2	100	0	N/A	1 - Concrete	19 - Culvert	N/A	N/A	N/A	7 - Satisfactory	4 - Severely Deteriorated	N/A	24	0	0	20	23	18	20	N/A	N/A	N/A	N/A	5 - Equal to or above	Posted for load	8 - Foundations stable; Scour above top of footing	Nov-19			
022200L0020001	439 - Tarrant	Big Bear Creek	S White Chapel Blvd	32.91985	-97.15778	0 - Non NHS	17 - Urban Collector	No	Municipal	City of Colleyville/Southlake	1971	N/A	Highway/Waterway	2	7,923	158	3.7	1 - Concrete	1 - Slab	6 - Satisfactory	6 - Satisfactory	4 - Poor	4 - Severely Damaged	N/A	75.1	0	0	23	24.9	20	23	N/A	N/A	N/A	N/A	5 - Equal to or above	Posted for load	5 - Foundations stable	Dec-20				
022200A0307001	439 - Tarrant	Briar Creek	Liberty School Rd Pct 4	32.98896	-97.52187	0 - Non NHS		No	County	Tarrant County	1949	N/A	Highway/Waterway	2	473	5	3.7	1 - Concrete	19 - Culvert	N/A	N/A	N/A	5 - Poor	4 - Significant Deterioration	N/A	40	0	0	24	26.9	23	24	N/A	N/A	N/A	N/A	5 - Equal to or above	Posted for load	8 - Foundations stable; Scour above top of footing	Nov-19			
022200N0045001	439 - Tarrant	Marshall Branch	J T Ottinger Rd	32.99039	-97.21574	0 - Non NHS	17 - Urban Collector	No	Municipal	Town of Westlake	1989	N/A	Highway/Waterway	2	500	25	3.7	3 - Steel	2 - Stringer/Multi-beam or Girder	6 - Satisfactory	6 - Satisfactory	4 - Poor	4 - Severely Damaged	N/A	36.1	0	0	23	23.3	19	23	N/A	N/A	N/A	N/A	5 - Equal to or above	Open	5 - Foundations stable	Jul-20				
022200HH0243002	439 - Tarrant	Village Creek Trib	Kennedale-New Hope Rd	32.62553	-97.21906	0 - Non NHS		No	County	Tarrant County	1939	N/A	Highway/Waterway	2	1,961	39	1.9	2 - Concrete Continuous	1 - Slab	4 - Poor	4 - Poor	5 - Fair	5 - Poor	N/A	N/A	21	0	0	25.9	35.4	25.9	25.9	N/A	N/A	N/A	N/A	5 - Equal to or above	Posted for load	5 - Foundations stable	Feb-20			
022200254528003	439 - Tarrant	Live Oak Creek	Silver Creek Rd	32.79281	-97.49294	0 - Non NHS	17 - Urban Collector	No	Municipal	City of Fort Worth	1940	N/A	Highway/Waterway	2	5,269	105	6.8	1 - Concrete	4 - Tee Beam	6 - Satisfactory	4 - Poor	6 - Satisfactory	6 - Fair	N/A	105	0	0	22	24	20	22	N/A	N/A	N/A	N/A	5 - Equal to or above	Posted for load	5 - Foundations stable	Apr-20				
0222002R5050001	439 - Tarrant	West Fork Trinity River	Riverside Dr SB	32.75088	-97.30349	0 - Non NHS	19 - Urban Local	No	Municipal	City of Fort Worth	1931	N/A	Highway/Waterway	3	19,680	4,920	1.2	4 - Steel Continuous	2 - Stringer/Multi-beam or Girder	4 - Poor	6 - Satisfactory	6 - Satisfactory	6 - Fair	N/A	292	0	0	40	44.9	40	40	N/A	N/A	N/A	N/A	3 - 10.0-19.9% below	Posted for load	5 - Foundations stable	Mar-20				
0222002L6785004	439 - Tarrant	Little Fossil Creek	Long Ave WB	32.80991	-97.29148	0 - Non NHS	19 - Urban Local	No	Municipal	City of Fort Worth	1980	N/A	Highway/Waterway	3	7,580	1,137	1.2	5 - Prestressed Concrete	5 - Box Beam or Girders (Multiple)	7 - Good	4 - Poor	6 - Satisfactory	5 - Poor	N/A	180.1	4.3	5.6	36.4	48.6	37.1	36.4	N/A	N/A	N/A	N/A	5 - Equal to or above	Open	5 - Foundations stable	Apr-20				
0222002L6785003	439 - Tarrant	Little Fossil Creek	Long Ave EB	32.80965	-97.29126	0 - Non NHS	19 - Urban Local	No	Municipal	City of Fort Worth	1980	N/A	Highway/Waterway	3	7,580	1,137	1.2	5 - Prestressed Concrete	5 - Box Beam or Girders (Multiple)	8 - Very Good	4 - Poor	6 - Satisfactory	6 - Fair	N/A	180.1	4.3	5.6	36.4	48.6	37.1	36.4	N/A	N/A	N/A	N/A	5 - Equal to or above	Open	5 - Foundations stable	Apr-20				
022200000813136	439 - Tarrant	IH 820	SH 183 WB	32.80909	-97.20959	1 - NHS	14 - Other Principal Art	Yes	State DOT	TxDOT	1963	N/A	Highway/Highway	2	15,963	1,756	1.2	4 - Steel Continuous	2 - Stringer/Multi-beam or Girder	5 - Fair	4 - Poor	6 - Satisfactory	N/A	N/A	348.1	4.9	0	25.9	33.1	25.9	25.9	N/A	16.4	1	0.9	5 - Equal to or above	Open	N/A	May-20	Keep 820 Moving (			



# NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

## 2021 Safety Program Performance Measures

### NCTCOG's Support of Federal Safety Performance Targets

- NCTCOG Aspirational Safety Goal: Even one death on the transportation system is unacceptable. Staff will work with our partners to develop projects, programs, and policies that assist in eliminating serious injuries and fatalities across all modes of travel.
- On February 14, 2019, the Regional Transportation Council adopted a resolution supporting Highway Safety Improvement Program Performance Targets (i.e. PM1) as established by the Texas Department of Transportation (TxDOT) in collaboration with statewide stakeholders.
- TxDOT targets were developed using a data-driven, multi-year, collaborative process which resulted in a two percent reduction from the original trend line by Target Year 2022 — achieved by reducing each intermediate year by 0.4 percent in 2018, 0.8 percent in 2019, 1.2 percent in 2020, 1.6 percent in 2021, and 2.0 percent in 2022.
- Targets are based on a five-year rolling average and are revisited annually.

Safety Performance Targets	2020 TxDOT Targets	2020 NCTCOG Targets	2021 TxDOT Targets	2021 NCTCOG Targets	2022 TxDOT Targets	2022 NCTCOG Targets
	1.2% Reduction		1.6% Reduction		2% Reduction	
<b>No. of Fatalities</b>	4,068	5893.3	3,687*	572.4	3,563*	579.5
<b>Fatality Rate</b>	1.48	0.803	1.33*	0.762	1.27*	0.755
<b>No. of Serious Injuries</b>	18,602	3,514.7	17,151	3,375.3	16,677	3,032.9
<b>Serious Injury Rate</b>	6.56	4.768	6.06	4.485	5.76	3.939
<b>No. of Non-motorized Fatalities and Serious Injuries</b>	2,477	595.0	2,316.4	592.3	2,367	594.7

\*2021 and 2022 Targets for TxDOT include new 50% reduction by 2035 targets for fatalities and fatality rate only.

### Actual Safety Performance Reporting for 2020 Targets

Safety Performance Measures	Original 2020 Target	PY20 Actual Performance	PY14-18 Baseline Performance	Met Target?	Better than the Baseline?	Met or Made Significant Progress?
Number of Fatalities	589.3	587.4	542.2	Yes	No	Yes
Rate of Fatalities	0.803	0.803	0.784	Yes	No	
Number of Serious Injuries	3,514.7	3,560	3,743.2	No	Yes	
Rate of Serious Injuries	4.768	4.891	5.434	No	Yes	
Number of Non-Motorized Fatalities and Serious Injuries	595.0	587.8	547.2	Yes	No	

- Actual Performance reporting of Safety Performance Targets is completed on a two-year delay.
- Reporting of 2020 Actual Performance was conducted in January of 2022.
- Reporting of the 2021 Actual Performance will be conducted during the first quarter of 2023.
- An agency is determined to have met or made significant progress toward meeting its targets when at least four of the five established performance targets are either: a) met or b) the outcome for a performance measure is less than a five-year rolling average baseline. The baseline performance is established as the five-year period of data available at the time of time the target was established. For PY2020, that data period was 2014-2018.

# NCTCOG's 12-County MPA Crash and Fatality Data 2017-2021

NCTCOG receives regional crash data from TxDOT's Crash Records Information System annually. The performance measures below highlight reportable crashes and fatalities that occurred in the NCTCOG 12-county Metropolitan Planning Area (MPA) from 2017 to 2021. The data below indicates that in 2021 the NCTCOG region experienced **one crash every five minutes** and **one fatality every 12 hours**.

2017-2021 Crashes						
County	2017	2018	2019	2020	2021	% Change 2020-2021
Collin	13,097	12,654	1,3945	10,269	12,379	20.55%
Dallas	50,569	49,415	55,261	48,297	55,355	14.64%
Denton	11,955	11,661	12,182	9,551	11,401	19.37%
Ellis	2,726	2,638	2,795	2,841	3,290	15.80%
Hood	821	660	798	708	804	13.56%
Hunt	1,346	1,424	1,364	1,361	1,784	31.08%
Johnson	2,351	2,264	2,392	2,190	2,775	26.71%
Kaufman	1,914	1,890	2,016	1,954	2,226	13.92%
Parker	2,308	2,181	2,202	2,035	2,641	29.78%
Rockwall	1,362	1,331	1,591	1,427	1,749	22.56%
Tarrant	34,315	34,890	32,476	27,435	30,729	12.01%
Wise	954	945	930	901	1,021	13.32%
<b>Total</b>	<b>123,718</b>	<b>121,953</b>	<b>127,952</b>	<b>108,969</b>	<b>126,154</b>	<b>15.77%</b>

2017-2021 Fatalities						
County	2017	2018	2019	2020	2021	% Change 2020-2021
Collin	68	77	53	64	51	-20.31
Dallas	281	264	271	333	351	5.41%
Denton	49	66	52	59	67	13.56%
Ellis	33	15	27	49	35	-28.57%
Hood	11	4	12	10	13	30.00%
Hunt	27	8	25	26	38	46.15%
Johnson	21	17	39	20	38	90.00%
Kaufman	31	15	32	33	37	12.12%
Parker	20	26	26	21	28	33.33%
Rockwall	13	8	2	7	10	42.86%
Tarrant	182	214	171	189	228	20.63%
Wise	22	3	14	11	21	90.91%
<b>Total</b>	<b>758</b>	<b>717</b>	<b>724</b>	<b>822</b>	<b>917</b>	<b>11.56%</b>

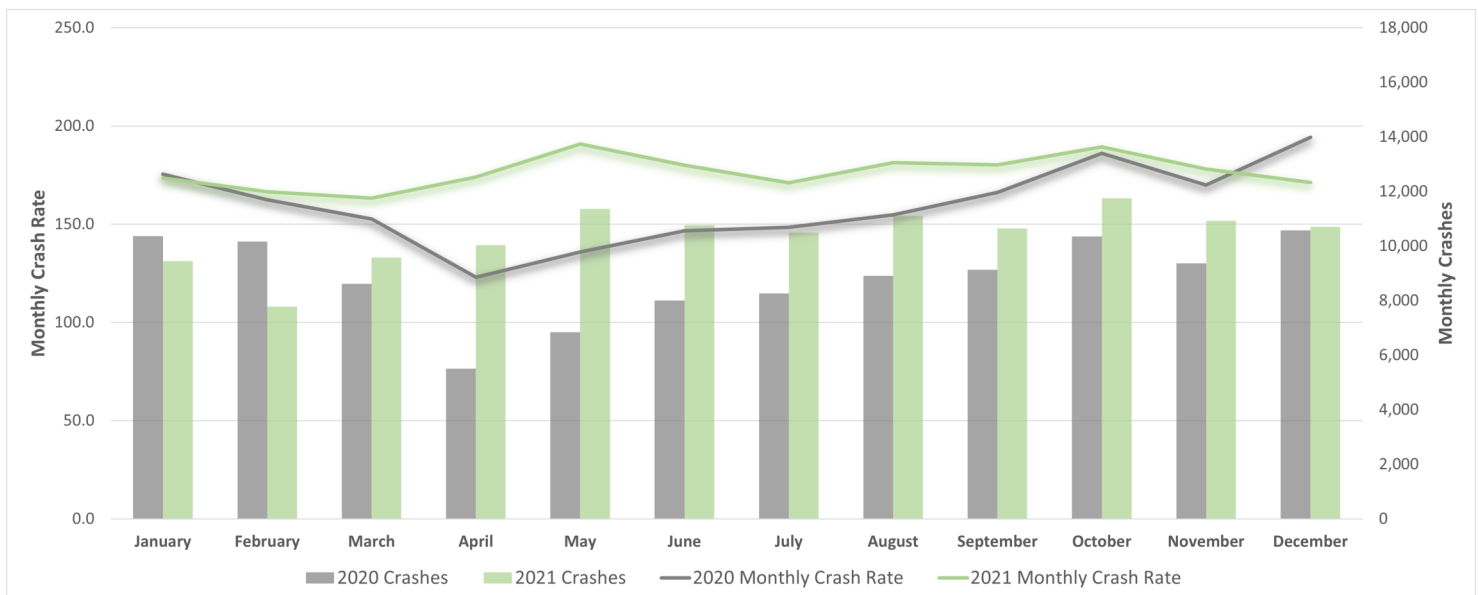
Data Source: TxDOT Crash Records Information System (CRIS) current as of 4/12/2022 - All TxDOT disclaimers apply to this information.

Note: A reportable motor vehicle crash is defined by TxDOT as: "Any crash involving a motor vehicle in transport that occurs or originates on a traffic way, results in injury to or death of any person, or damage to property of any one person to the apparent extent of \$1,000."

## Impact of COVID-19 Related Travel Behavior Changes on Crashes in 2021

NCTCOG is still continuing to monitor how the COVID-19 pandemic has impacted safety in our region. Crashes increased in 2021 from 2020 except in the months of January and December. The highest increase in crashes was in April 2021 with an increase of 4,525 crashes. Crash rates also increased in 2021 from 2020 except for the months of January and December. The highest increase in crash rate was in April 2021 with an increase of 55.0.

### Monthly Crashes and Crash Rates from 2020—2021



\*Crash rates are calculated as the number of crashes relative to the number of vehicle miles traveled within the study area.

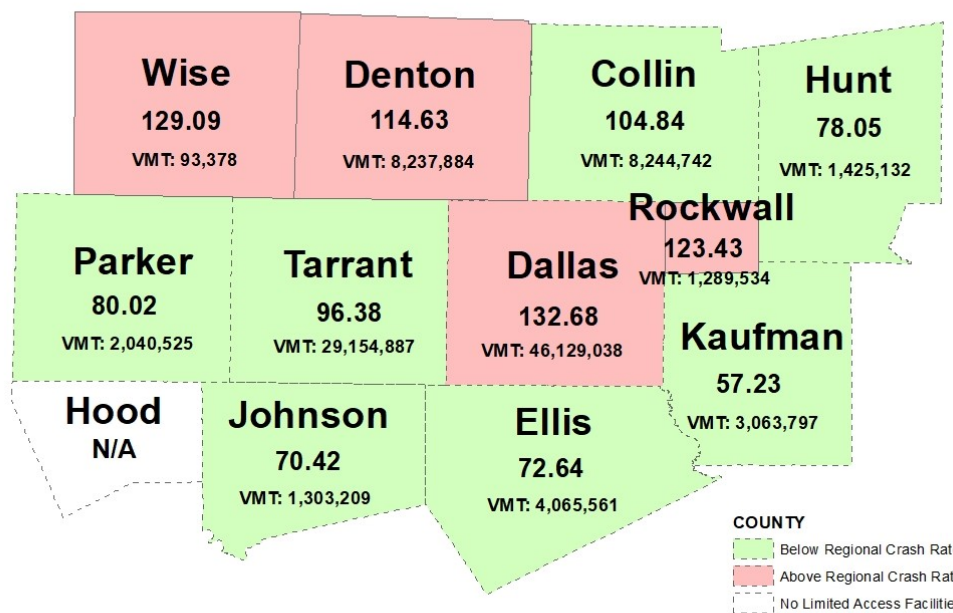
# 2021 Contributing Factors for Serious Injury and Fatality Crashes

Top Ten Contributing Factors — Limited Access Facilities Only		2020	2021
1	Speeding (Overlimit / Unsafe Speed / Failed to Control Speed)	33.04%	32.21%
2	Driver Related (Distraction in Vehicle / Driver Inattention / Road Rage / Drove Without Headlights/ Followed Too Closely / Cell/Mobile Device Use - (Talking/Texting/Other/Unknown) - [0.13%])	9.41%	13.96%
3	Impaired Driving (Under Influence: Had Been Drinking, Alcohol, Drug / Taking Medication / Fatigued or Asleep)	11.99%	12.10%
4	Failed to Drive in Single Lane	9.86%	10.45%
5	Changed Lane When Unsafe	7.10%	8.00%
6	Faulty Evasive Action	8.35%	7.54%
7	Disabled/Parked in Traffic Lane	5.60%	4.43%
8	Pedestrian Failed to Yield Right of Way to Vehicle	5.24%	3.37%
9	Wrong Way Driving (Wrong Way—One Way Road / Wrong Side—Not Passing)	1.42%	2.05%
10	Turned When Unsafe	0.27%	1.19%

Note: The Contributing Factor Analysis above includes Primary, Secondary, and Tertiary Contributing Crash Factors on limited access facilities in the NCTCOG 12-County MPA only. Speeding has been the number one contributing factor for all analysis done from 2010-2021.

## 2021 Crash Rates by County

NCTCOG calculates crash rates on limited access facilities for counties within the NCTCOG 12-County MPA. The map below displays these crash rates by county in comparison to the regional crash rate of 111.83. This represents an increase from the 2020 rate of 69.83 crashes per 100 million vehicle miles traveled (VMT). Dallas, Denton, Rockwall, and Wise Counties were the only counties with a crash rate above the regional average in 2021.



2021 Regional Crash Rate = 111.83



Crash Rates calculated for limited access facilities: IH, SH, and US mainlanes

# NCTCOG Bicycle and Pedestrian Safety Program Updates

## Look Out Texans Campaign and Planning Efforts

Look Out Texans is a safety and education campaign that encourages North Texans to watch out for one another and offers specific tips to bike, walk, and drive safely together. The campaign features North Texans promoting various safety tips to help everyone understand how people bicycling, walking, and driving should interact together. Unfortunately, between 2017 and 2021, there were more than 10,000 reported bicycle and pedestrian crashes involving a motor vehicle and over 900 fatalities in North Central Texas, according to TxDOT. Look Out Texans wants to improve safety on our North Texas roads and remind everyone to look out for our friends, families, and neighbors.



The safety tips are for people bicycling, walking, and driving. For people bicycling, they should follow the same traffic rules as people driving: ride in the same direction as traffic, always stop at traffic signals and stop signs, and use hand signals to notify motorists of their intent. Pedestrians should only cross streets at crosswalks and intersections. Before crossing, pedestrians should look both ways and make eye contact with drivers to ensure they are seen. People driving should allow at least three feet when passing someone on a bicycle. State law allows bicyclists to ride on roadways and use the middle of a lane. Drivers must also look out for people walking, always stopping for pedestrians in crosswalks. To view safety education videos and see all 21 safety tips of the Look Out Texans campaign, visit [LookOutTexans.org](https://www.LookOutTexans.org).

## Pedestrian Safety Action Plan

In response to the steadily increasing number of reported pedestrian crashes across North Texas in the past decade, NCTCOG completed a Pedestrian Safety Action Plan (PSAP) for the 12-county MPA in June 2021.

The PSAP is intended to serve as a guide for State, regional, and local governments for improving overall pedestrian safety across the MPA. The Plan includes goals, action items, and policies, all aimed at supporting the safety position adopted by the Regional Transportation Council, which states that “even one death on the transportation system is unacceptable,” and the action taken by the Texas Transportation Commission, who ordered TxDOT to “develop strategies for reducing traffic deaths by 50 percent by 2035 and to zero by 2050.”

One of the action items of the PSAP is to conduct Roadway Safety Audits (RSA) for the primary pedestrian safety corridors. In collaboration with the Federal Highway Administration (FHWA), RSAs were conducted on MLK Blvd in south Dallas and Belknap St in downtown Fort Worth. Using the approach developed by FHWA, an RSA core team made up of independent and multi-disciplinary members assessed the roadways over several days and provided an official report with recommendations and proposed safety solutions to the cities of Dallas and Fort Worth. Additional RSAs are expected to be conducted on other primary pedestrian safety corridors identified in the PSAP throughout the region.

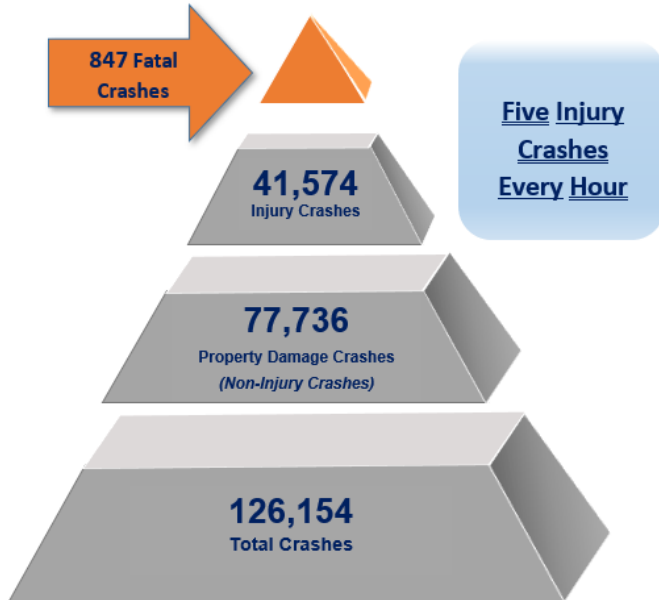
The PSAP, including all appendices, can be viewed at [www.nctcog.org/pedsafetyplan](https://www.nctcog.org/pedsafetyplan).



# NCTCOG Traffic Incident Management Program

## 2021 Regional Crash Pyramid — NCTCOG 12-County MPA

The crash pyramid represents the high volume of crashes in the region, equating to four injury crashes every hour. There is an obvious need for highly effective training for those agencies responsible for managing and clearing traffic incidents. Traffic incident management training promotes consistency among agency responders, significantly improves responder and motorist safety, and reduces the duration of traffic incidents.



On average, each injury crash requires

- 2 Law Enforcement
- 4 Fire/Rescue
- 2 Emergency Medical Services
- 1 Towing and Recovery
- 9 Responders

Potentially 45 responders “working in or near moving traffic” every hour 24/7/365.

\*Crash pyramid does not include “Unknown Injury Crashes”

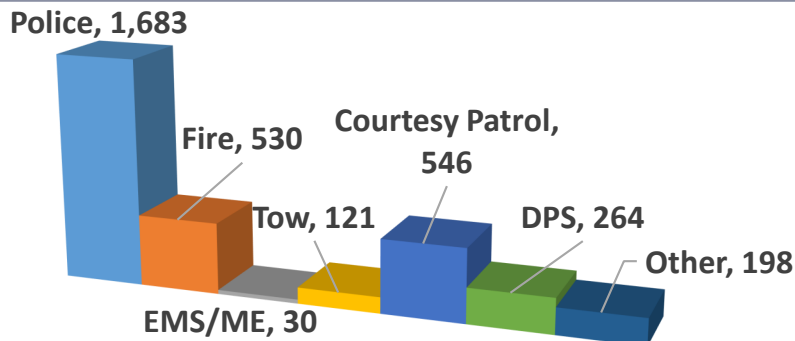
### NCTCOG TIM First Responder and Manager’s Course

The Traffic Incident Management (TIM) training series was developed in February of 2003 and first offered in December of 2003. The goal of the TIM training course 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 the air quality in the Dallas-Fort Worth region. The **First Responder and Manager’s Course**, geared towards those with daily involvement in responding to traffic incidents, is offered six times per year. The training is eligible for TCOLE Credits, Fire Commission Credits, and Emergency Medical Services Continuing Education Units.

NCTCOG First Responder and Manager’s Course Attendance		
2003 - 2020	January 2021 — March 2022*	Total
3,251	121	3,372

\*Training requirements put in place during COVID-19 restrictions included: only hosting classes in locations with room sizes adequate for social distancing, as well as limiting the number of attendees to 20 (including instructors), in order to ensure adequate space for social distancing.

### NCTCOG First Responder and Manager’s Course Attendance - Breakdown by Discipline



### NCTCOG TIM Executive Level Course Attendance \*

The **Executive Level Course** was introduced in 2005 and is geared towards agency decision and policy makers and provides a high-level overview of the topics discussed in the First Responder and Manager’s Course. The Executive Level Course is offered twice a year.

Police	Fire	City Staff	Elected Officials	Public Works/ Strategic Services Transportation	Medical Staff	Other	Total (February 2005 - May 2022)
447	209	36	14	71	20	256	1,053

\*The May 2021, November 2021, & May 2022 TIM Executive Level Courses were held virtually.

# NCTCOG Traffic Incident Management Program

## NCTCOG First Responder and Manager's Course Attendance — Breakdown By Agency

Cities and Counties Represented (84): August 2013 - March 2022

Allen Alvarado Argyle Arlington Aubrey Zale <b>Balch Springs</b> <b>Bedford</b> <b>Benbrook</b> <b>Burleson</b> Caddo Mills <b>Carrollton</b> <b>Cedar Hill</b> <b>Cleburne</b> Colleyville <b>Coppell</b> <b>Corinth</b> Cresson Dallas	Decatur Denton DeSoto Duncanville Ennis Euless Farmers Branch Flower Mound Forest Hill Forney Fort Worth Frisco Garland Glenn Heights Granbury Grand Prairie Grapevine Greenville	Hickory Creek Hurst Irving Joshua Keene Keller Kennedale Krum Lake Cities <b>Lake Worth</b> <b>Lavon</b> <b>Lewisville</b> Little Elm Mansfield Maypearl <b>McKinney</b> Melissa <b>Mesquite</b> <b>Midlothian</b> <b>N. Richland Hills</b>	Northlake Pantego Plano Ponder Princeton Prosper Reno <b>Richardson</b> <b>Richland Hills</b> <b>Rio Vista</b> <b>Roanoke</b> <b>Rockwall</b> <b>Sachse</b> <b>Seagoville</b> <b>Springtown</b> Terrell <b>University Park</b> Venus Waxahachie Willow Park Wilmer
--	--	--	--

Counties: **Collin, Dallas**, Erath, Hunt, Tarrant, and Wise

**Notes:**

1. Agencies shown in **bold text** have attended both the First Responder and Manager's Course and the Executive Level Course.
2. The last major course update was done in August 2013.
3. A complete list of Agency Attendance from 2003 is available upon request.

### First Responder Struck-By 'Fatality' Stats (2020-2021)

Every day, firefighters, EMTs/paramedics, state troopers, police officers, sheriff's deputies, tow operators, and department of transportation responders are exposed to the grave hazards inherent in emergency responses on the nation's highways and roadways. Below is a breakdown of the fatality statistics at the regional, statewide, and national level, broken down by discipline.

Discipline	2020 National	2021 National	2020 Statewide	2021 Statewide	2020 NCTCOG Region	2021 NCTCOG Region
Police	17	30	3	1	0	1
Fire/EMS	4	9	1	0	0	0
Towing	21	22	1	3	0	1
Roadside Assistance Patrol	3	2	0	0	0	0
Total Responder Fatality Struck-bys	45	63	5	4	0	2

"Between January—April 2022, nationwide **twenty-one** responders have been struck and killed by vehicles (3 in Texas)."  
[www.ResponderSafety.com](http://www.ResponderSafety.com)

### NCTCOG Roadside Assistance Patrol Struck-By 'Non-Fatality' Stats

Roadside Assistance Patrol	Dallas County	LBJ Express	NTE Express	NTTA	Tarrant County	NCTCOG Region
2018	*	1	1	13	3	18
2019	1	7	4	9	0	21
2020	10	0	1	15	2	18
2021	14	*	*	*	2	2

The Regional Roadside Assistance Patrol Program struck-by data was collected directly from regional mobility assistance patrol providers. Staff is looking to collect non-fatality struck-by information from all regional response agencies *for future reports*.  
 \* Information Unavailable or Pending from reporting agency.

# NCTCOG Incident Management Freeway Blocking Equipment 2021 Call for Projects



NCTCOG opened the 2021 Incident Management Freeway Blocking Equipment Call for Projects (CFP) to assist regional partner agencies in the purchase of scene management blocking equipment used (i.e., crash attenuators, crash barriers, crash cushions, etc.), used to provide protection to first responders responding to traffic crashes in the North Central Texas (NCT) Metropolitan Planning Area (MPA). Truck mounted attenuators provide protection for incident responders, traveling motorists, as well as reduce collateral damage to other vehicles. The CFP covered multiple jurisdictions throughout the Dallas-Fort Worth NCT MPA, including: Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant, and Wise Counties. A total of \$1.4 million was approved for funding to regional first responder agencies to assist them in purchasing freeway blocking equipment used to provide protection to first responders responding to traffic crashes.

## Agencies Approved for Funding

	City/Agency Name	Approved Project Cost	Equipment Requested	Quantity Requested
1	City of Frisco Fire	\$122,864	Crash Attenuator Truck	1
2	City of Coppell Fire	\$89,867	Highway Safety Attenuator/Arrowboard Combo	1
3	City of Dallas (Government Affairs)	\$300,000	Scorpion/Truck Combo	3
4	City of Terrell Emergency Management	\$101,836	Truck Mounted Attenuator (all-in-one)	1
5	City of North Richland Hills Fire	\$109,153	Truck Mounted Attenuator (all-in-one)	1
6	City of Lancaster Fire	\$89,774	Attenuator Truck	1
7	City of Euless Police	\$46,251	Truck Mounted Crash Attenuator	1
8	City of Denton Fire	\$160,000	Public Safety Blocker Unit (Truck/Attenuator)	1
9	City of Garland Fire	\$360,000	Scorpion Attenuator	3
10	City of Grapevine Fire	\$32,234	Scorpion II Model C	1
	<b>Total</b>	<b>\$1,411,979</b>		

## NCTCOG Drive Aware North Texas Campaign



Drive Aware North Texas is an educational effort introduced by NCTCOG in October 2021, to focus on improving the negative driving behaviors identified as the leading contributing factors in fatal and serious injury crashes in the region. The campaign website, [www.driveawarentx.org](http://www.driveawarentx.org), focuses on four main causes of serious and fatal traffic incidents: speeding, impaired driving, distracted driving and wrong-way driving. It examines data over the past five years related to each category, including crashes by time of day and gender, presenting the data in easy-to-read graphs. Speeding traditionally has been the top contributor to fatal

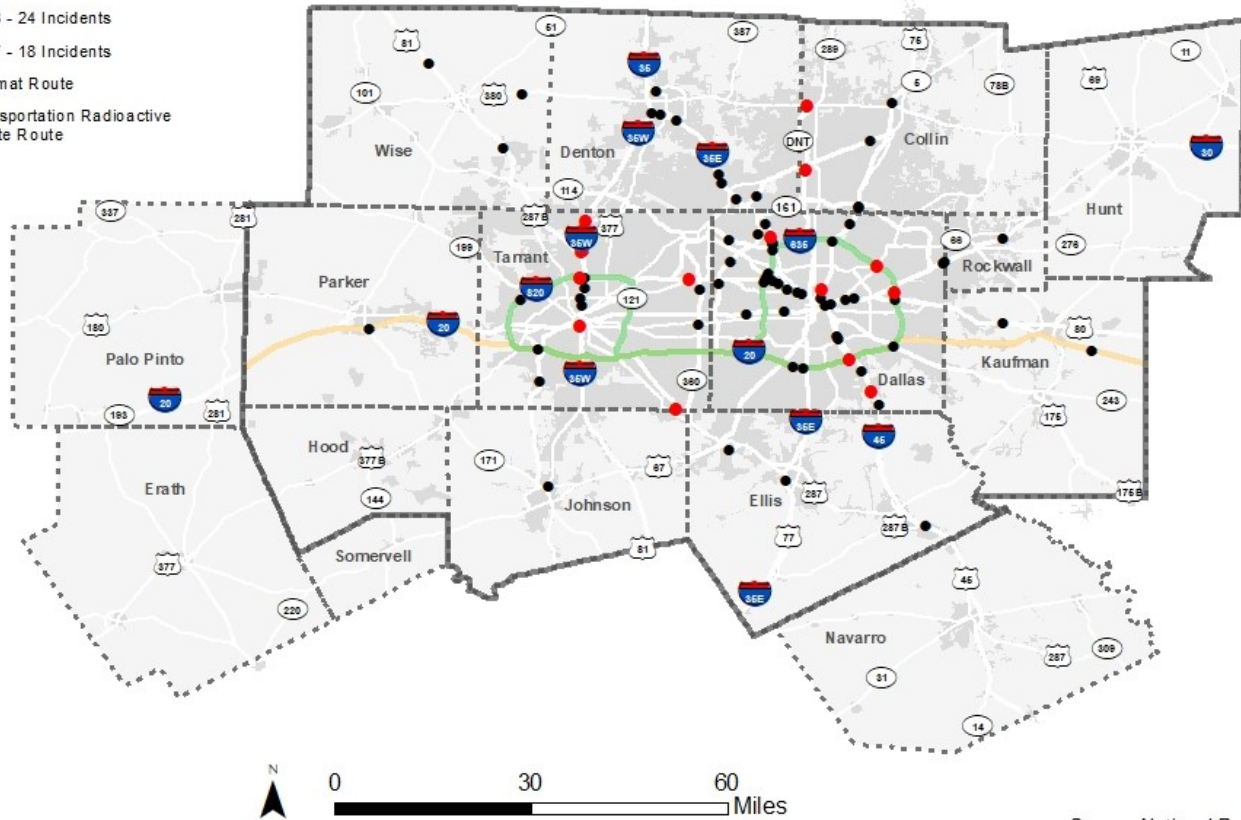
and serious-injury crashes on the region's roadways, playing a role in 32% of such crashes in 2021.

NCTCOG and its transportation partners work daily to ensure the transportation system provides residents with the capacity needed as the region grows. Roadway construction and maintenance are visible contributors to system reliability. But safety is also a significant part of the equation. Drive Aware North Texas encourages motorists to be part of the solution to safer roadways by avoiding certain risky behaviors while behind the wheel. Additionally, NCTCOG and other Metropolitan Planning Organizations across Texas are working with TxDOT as part of a statewide task force established to make the roads safer.

# 2021 NCTCOG 16-County HazMat Incidents

NCTCOG continues to monitor major hazardous material spills on limited access facilities using data obtained from the National Response Center. This analysis helps identify roadway corridors which have been impacted by incidents involving a hazardous material. Currently, the IH 20 corridor and the regional loops IH 820 and IH 635 are designated as radioactive waste routes. In 2021, there were 15 significant HazMat spills within the 16-county region. This is up from the previous year, which had 14 such incidents.

- 2021 - 15 Incidents
- 2020 - 14 Incidents
- 2019 - 16 Incidents
- 2018 - 24 Incidents
- 2017 - 18 Incidents
- Hazmat Route
- Transportation Radioactive Waste Route



Source: National Response Center  
Data current as of February 1, 2022

County	2017	2018	2019	2020	2021	Total
Collin	3	0	0	0	2	5
Dallas	10	11	8	8	6	43
Denton	1	4	1	2	0	8
Ellis	0	1	2	0	0	3
Erath	0	0	0	0	0	0
Hood	0	0	0	0	0	0
Hunt	0	0	0	0	0	0
Johnson	1	0	0	0	0	1
Kaufman	0	1	1	0	0	2
Navarro	0	0	0	0	0	0
Parker	0	0	0	1	0	1
Palo Pinto	0	0	0	0	0	0
Rockwall	0	2	0	0	0	2
Somervell	0	0	0	0	0	0
Tarrant	3	3	3	3	7	19
Wise	0	2	1	0	0	3
<b>Total</b>	<b>18</b>	<b>24</b>	<b>16</b>	<b>14</b>	<b>15</b>	<b>87</b>



# Roadside Assistance Program

The Roadside Assistance Program (RAP) is a crucial part of incident response and traffic safety efforts in North Texas. Area RAP programs help alleviate congestion and prevent secondary crashes on busy highways/freeways and toll roads by providing free assistance to stalled and stranded motorists by either getting the vehicles operating again or moving them off the facility completely. Patrols also provide protection to other first responders, and give advance warning to motorists approaching the scene of a crash. Patrol coverage has focused on congested highways in Dallas and Tarrant Counties but also extends into portions of Collin, Denton, and Johnson Counties. Further expansions into Parker, Ellis, Johnson, and Rockwall Counties are in development.

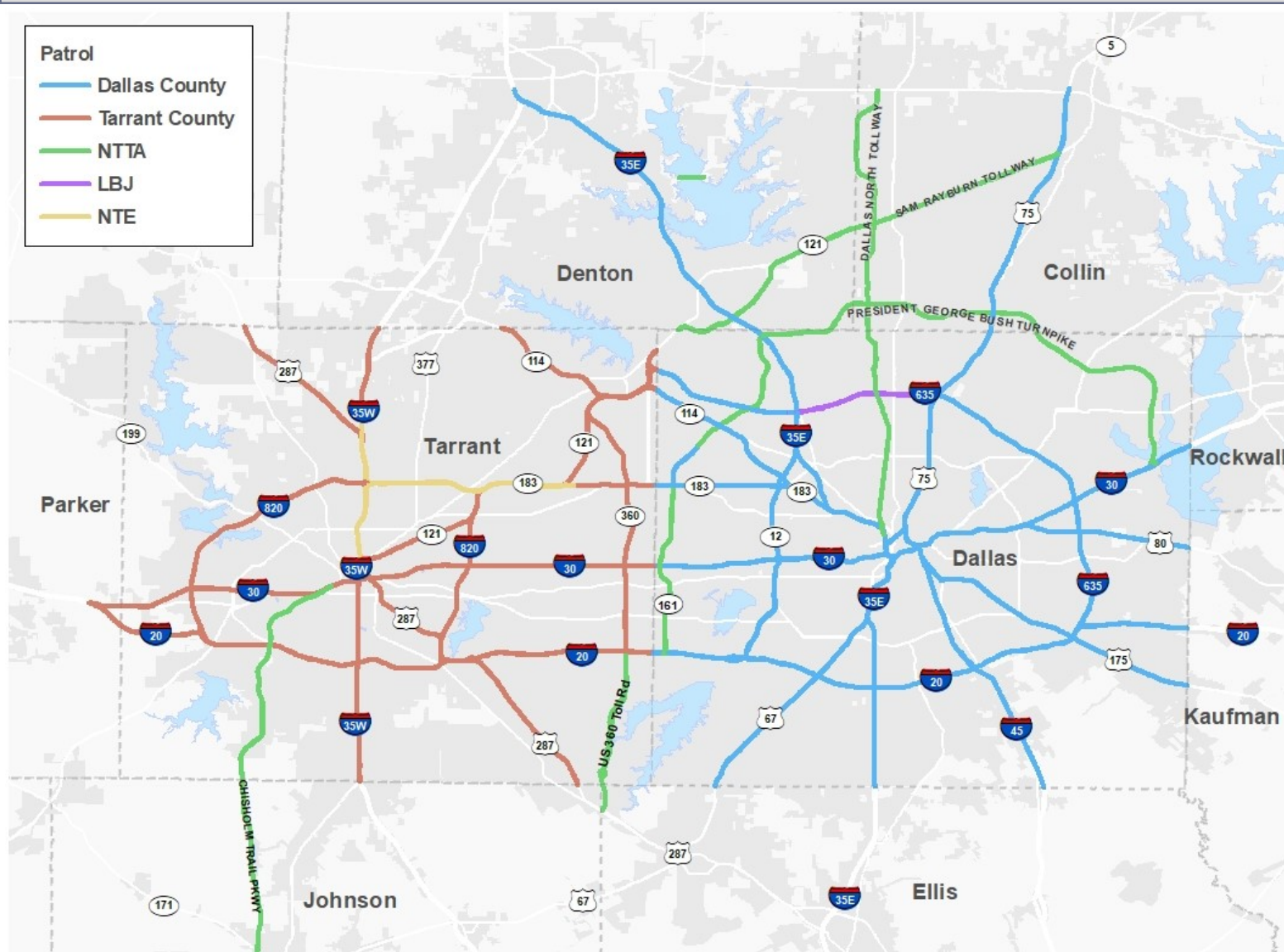
Patrols are currently operated by the Dallas County Sheriff's Office, Tarrant County Sheriff's Office, North Texas Tollway Authority (NTTA), LBJ Express, and North Tarrant Express (NTE) Mobility Partners. Each agency's coverage area is shown in the map below.

## Roadside Assistance Program Performance Measures

Agency	2020 Assists	2021 Assists
Dallas County Operations	67,251	60,843
Tarrant County Operations	23,706	23,206
NTTA	43,747	43,368
NTE Express	3,604	*
LBJ Express	4,023	*

\* Information Unavailable or Pending from reporting agency.

## Patrol Routes



Note: Operational Routes as of June 14, 2022

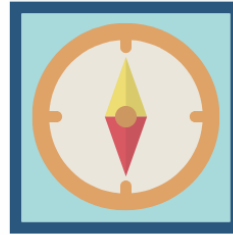
# In 2021, Dallas/Fort Worth Area Roadside Assistance Patrols

provided:



**60,783**

Driver Assistance /  
Stalled Vehicle



**26,791**

Courtesy Check /  
Directions



**3,518**

Crash  
Assistance



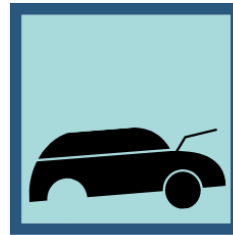
**13,779**

Debris  
Removal



**12,915**

Protection to  
First Responders



**7,126**

Abandoned  
Vehicle Check

**Total Combined Assists: 127,417**

*Notes:*

Data includes Dallas County, Tarrant County, and NTTA motorist assists combined.

2,505 assists were either not found or were cancelled before a patrol vehicle arrived. North Tarrant Express and Lyndon B. Johnson patrol assists are not included in this total.

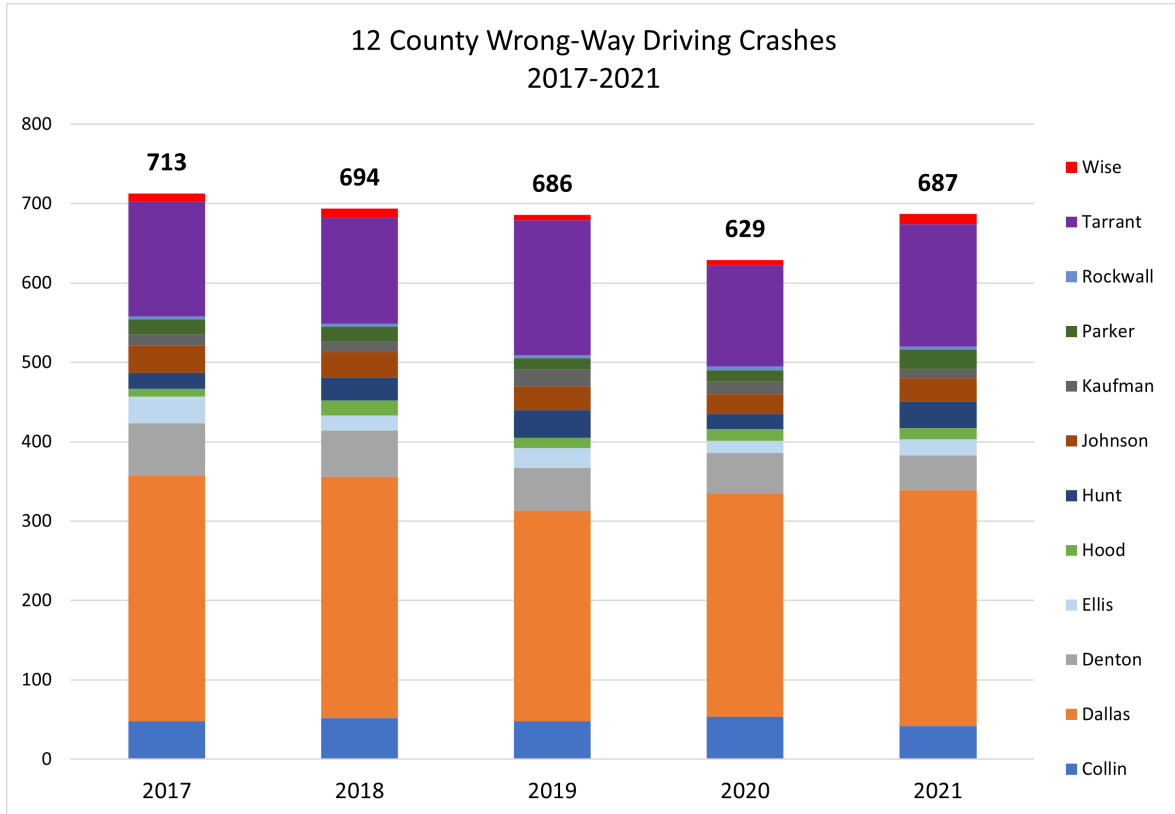
		<b>Hours of Operation</b>		<b>Phone Number</b>
<b>Dallas County</b>		Mon - Fri 5 AM - 9:30 PM Sat - Sun 11 AM - 7:30 PM		(214) 320-4444
<b>Tarrant County</b>		Mon - Sun 6 AM - 10 PM		(817) 884-1213
<b>NTTA</b>		Mon - Sun 24 Hours a Day		(214) 224-2203 or #999
<b>NTE and LBJ TEXpress</b>		Mon - Sun 24 Hours a Day		(972) 661-8693 or #789



# 12-County MPA - Wrong Way Driving Crashes: 2017-2021

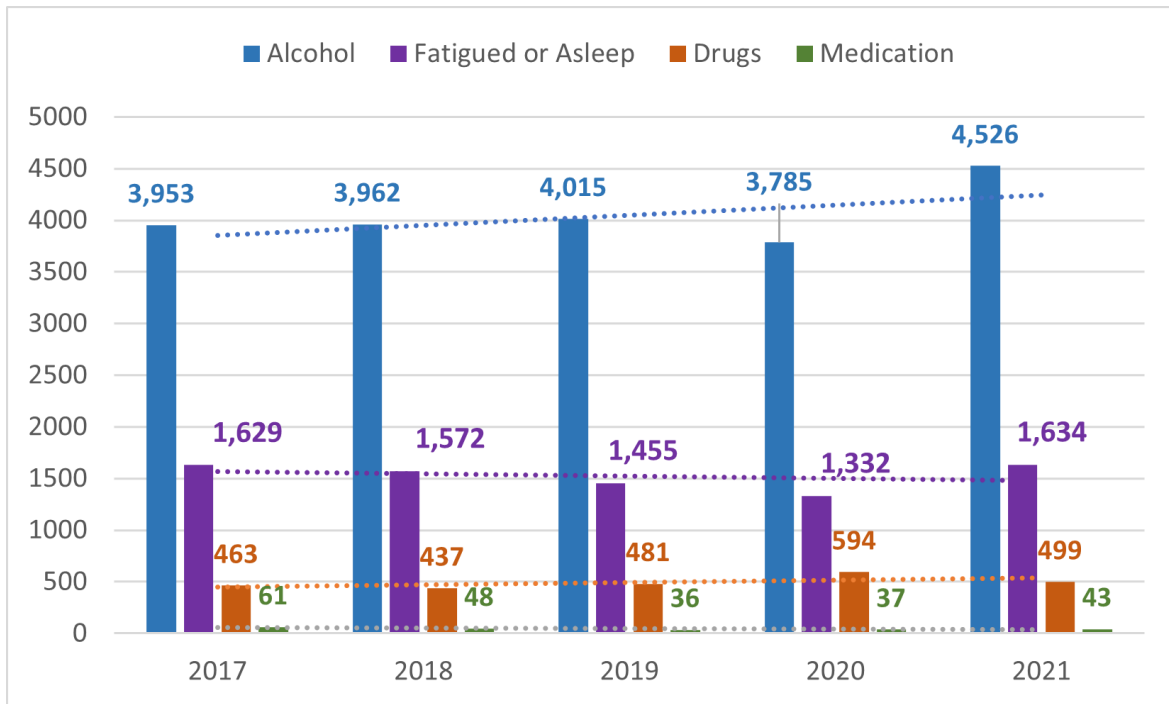
From 2017 to 2021, the number of crashes on all roadways caused by a wrong way driver decreased 3.6 percent within the 12-county MPA. The total number of crashes caused by a wrong way driver fell to a five year low in 2020 with an increase of 58 crashes in 2021.

Note: WWD crashes include those where wrong way driving was identified as either a primary, secondary, or tertiary contributing factor to the crash.



## Crashes Involving Impaired Drivers: 2017- 2021

Crashes involving a driver impaired by alcohol, illegal drugs, legal medication, or fatigue have remained one of the top ten contributing factors in both the state of Texas and NCTCOG region. The graph below highlights these crashes in the North Central Texas 12-county region from the past five years. During this time period, the number of crashes involving an impaired driver has increased close to 9.7 percent overall.



Note: The Impaired Driving Analysis includes TxDOT crash records where the primary, secondary, or tertiary contributing factors were cited as "Had been drinking", "Taking medication", "Under influence—alcohol", "Under influence—drugs", or "Fatigued or Asleep". Motor

### Contact Information

Camille Fountain  
(817) 704-2521  
[cfountain@nctcog.org](mailto:cfountain@nctcog.org)

Kevin Kroll  
(817) 695-9258  
[kkroll@nctcog.org](mailto:kkroll@nctcog.org)

Michael Misantonis  
(817) 608-2384  
[mmistois@nctcog.org](mailto:mmistois@nctcog.org)

Sonya J. Landrum  
(817) 695-9273  
[slandrum@nctcog.org](mailto:slandrum@nctcog.org)



North Central Texas  
Council of Governments  
Transportation Department

# NCTCOG Regional Crash Fact Sheet (Calendar Year 2021)

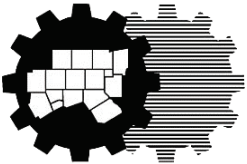
1. The Fatality Rate on North Central Texas (12-county) roadways for 2021 was 1.303 deaths per hundred million vehicle miles traveled. This is an increase from the 2020 fatality rate.
2. The North Central Texas (12-county) Region experienced an increase in the number of motor vehicle traffic fatalities. The 2021 death toll of 917 was an increase of 11.56% from the 822 deaths recorded in 2020.
3. There were 3,969 serious injury crashes in the North Central Texas (12-county) Region in 2021 with 4,811 people sustaining a serious injury.
4. Fatalities in traffic crashes in rural areas of the North Central Texas (12-county) Region accounted for 20.83% of the region's traffic fatalities. There were 191 deaths in rural traffic crashes.\*
5. Single vehicle, run off the road crashes resulted in 286 deaths in 2021. This was 31% of all motor vehicle traffic deaths in 2020.
6. In 2021, there were 209 people killed in crashes occurring in intersections or related to an intersection.
7. There were 72 people killed in head-on crashes in 2021.
8. Based on reportable crashes in 2021:
  - 1 person was killed every 9 hours 33 minutes
  - 1 person was injured every 12 minutes 23 seconds
  - 1 reportable crash occurred every 4 minutes 9 seconds
9. Of all persons killed in vehicles where restraint usage was applicable and usage was known in 2021, 21.36% were reported as not restrained when the fatal crash occurred.
10. 59,795 persons were injured in motor vehicle traffic crashes in 2021.
11. There were 151 motorcyclists (operators and passengers) killed in 2021. About 40% of motorcyclists killed were not wearing helmets at the time of the crash.
12. Pedestrian fatalities totaled 207 in 2021. This is a 2% increase from 2020.
13. Pedalcyclist fatalities totaled 18 in 2021. This is a 38.46% increase from 2020.
14. In 2021, there were 118 people killed in motor vehicle traffic crashes where the use of alcohol was cited by police as a crash contributing factor. This is 12.2% of the total number of people killed in motor vehicle traffic crashes.
15. During 2021, 53% of alcohol-related crashes were reported from between 10:00 PM and 3:59 AM. Also, 47% of alcohol-related crashes occurred on weekends.
16. In 2021, there were 54 people killed in crashes involving distracted driving. This is a 5.26% decrease from 2020.

\*Rural is defined as a geographical location having a population of less than 5,000.



# STATUS REPORT ON TEXAS VOLKSWAGEN ENVIRONMENTAL MITIGATION PROGRAM FUNDING

Surface Transportation Technical Committee  
June 24, 2022



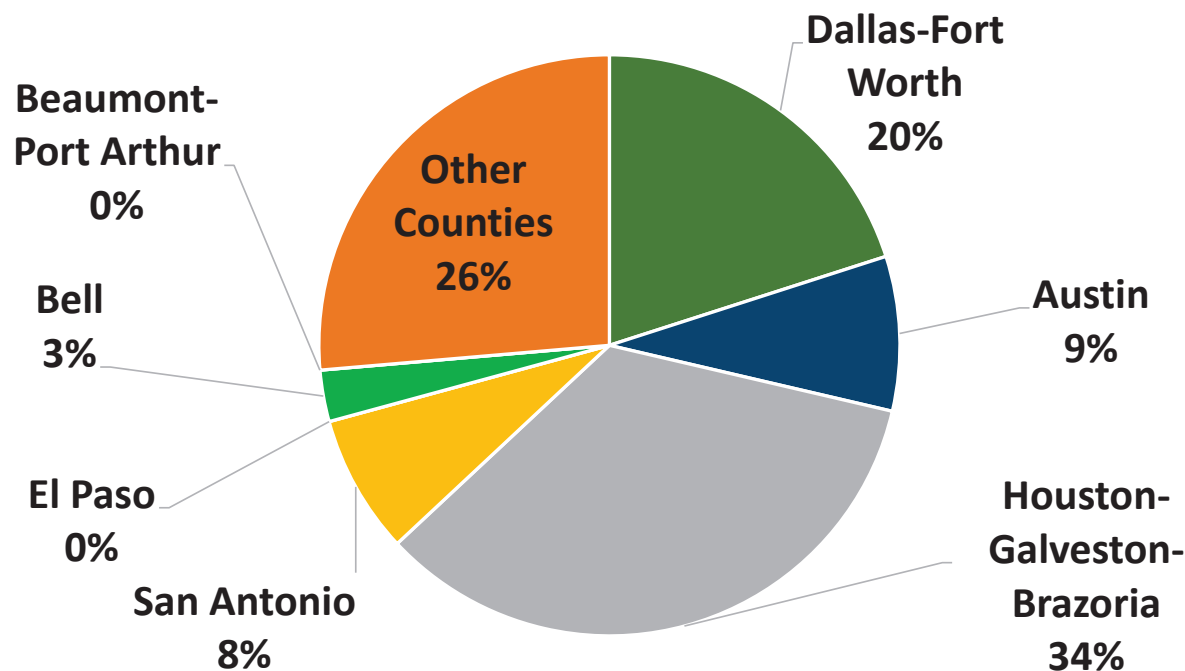
North Central Texas  
Council of Governments

Find New or Updated Information  
Marked with Red Icon

# TXVEMP ZEV INFRASTRUCTURE DC FAST CHARGE REBATE

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

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



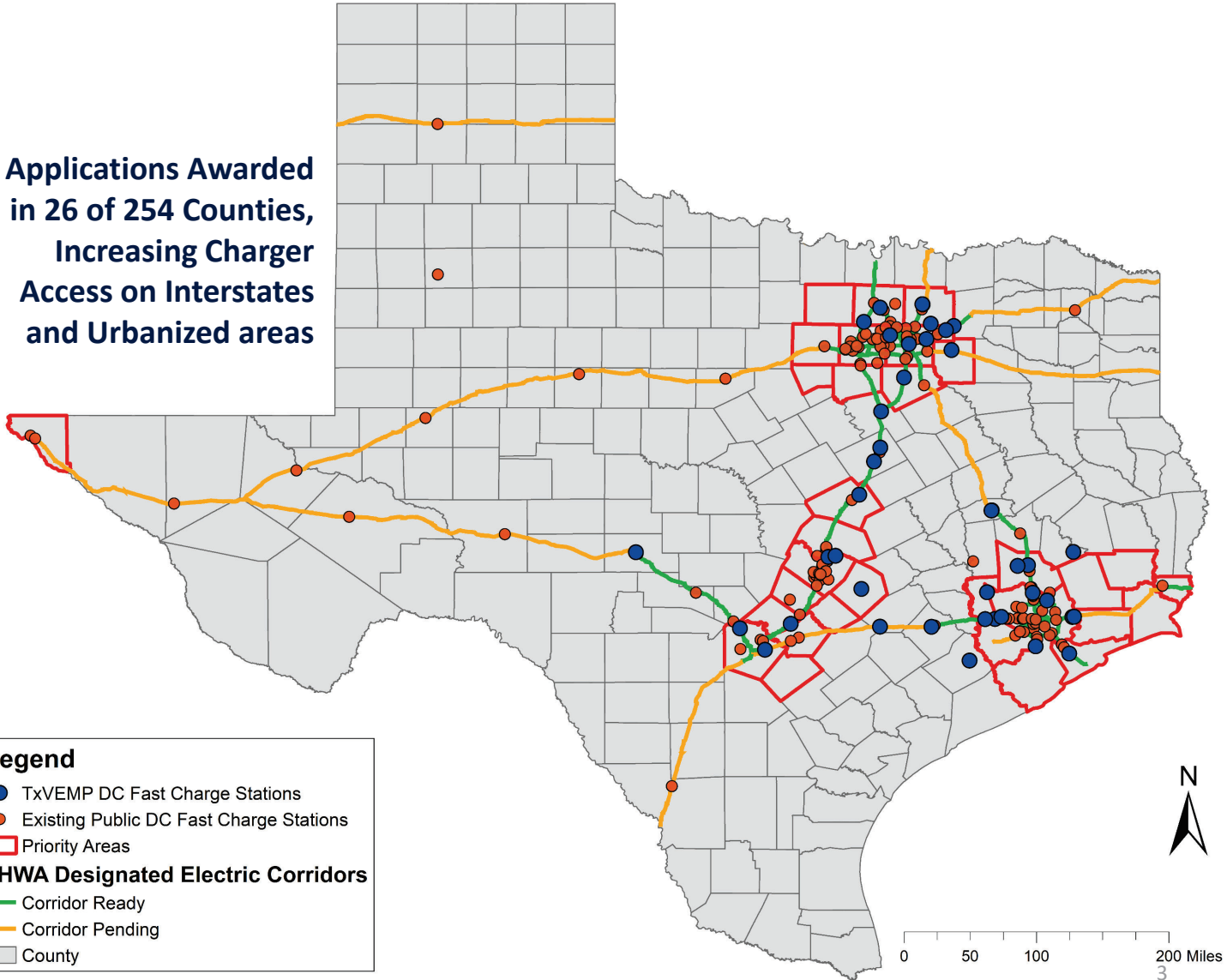
Over 96% of DC Fast Charge funding has been awarded to convenience store locations.

Other locations include grocers, auto dealers, and warehouses.

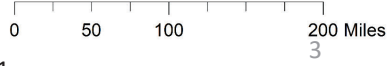
# GEOGRAPHIC DISTRIBUTION OF DCFC FUNDING AWARDED

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

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

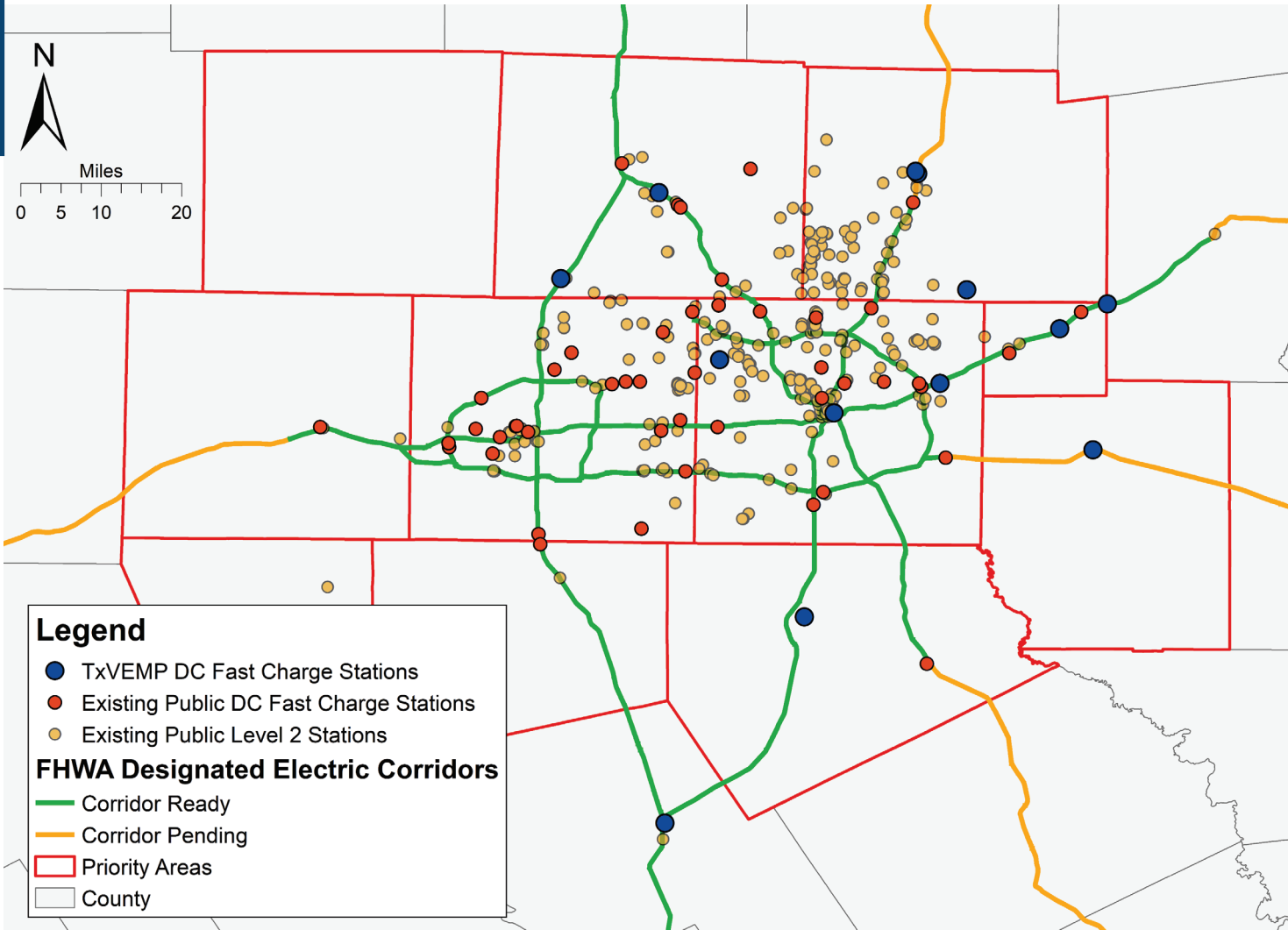


\*Existing Station Data from Department of Energy Alternative Fuel Station Locator as of January 2021



# DCFC LOCATIONS AWARDED IN DFW PRIORITY AREA

## Major Highways Receiving DCFC Stations



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



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

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

\*Data reflects information posted at [www.texasvfund.org](http://www.texasvfund.org) as of June 8, 2022

# AWARDS TO DFW AREA PUBLIC SECTOR ENTITIES

## Bus Replacements:

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

## Refuse Vehicle Replacements:

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

## Freight Vehicle Replacements:

City of Cleburne
City of Weatherford
Dallas County
Ellis County
Kaufman ISD
Mansfield ISD
Tarrant County

## Level 2 Charging Stations:\*

City of Arlington
City of Corinth
City of Dallas
City of Duncanville
City of Farmers Branch
City of Southlake
City of Weatherford
Dallas County MHMR
Texas Parks and Wildlife
The University of Texas at Dallas

\* Funds still being awarded

Data reflects information posted at [www.texasvwfund.org](http://www.texasvwfund.org) as of June 8, 2022

## FOR MORE INFORMATION

**Soria Adibi**  
**Senior Air Quality Planner**  
**817-704-5667**  
**sadibi@nctcog.org**

**Jonathan Cupit**  
**Air Quality Planner I**  
**817-704-5663**  
**jcupit@nctcog.org**

**Lori Clark**  
**Program Manager and**  
**DFW Clean Cities Coordinator**  
**817-695-9232**  
**lclark@nctcog.org**

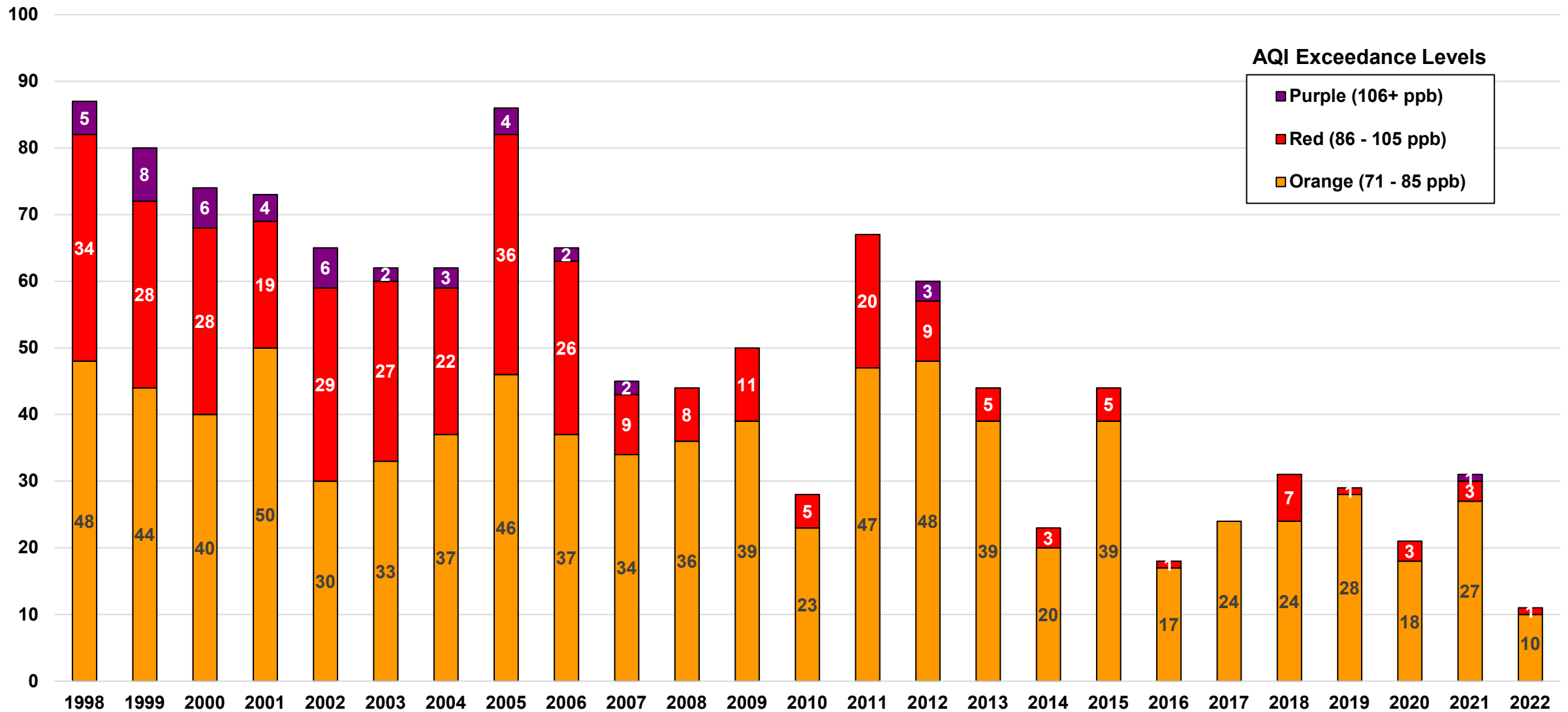
Also see “Hot Topics” at [www.nctcog.org/aqfunding](http://www.nctcog.org/aqfunding)



**North Central Texas  
Council of Governments**

# 8-HOUR OZONE NAAQS HISTORICAL TRENDS

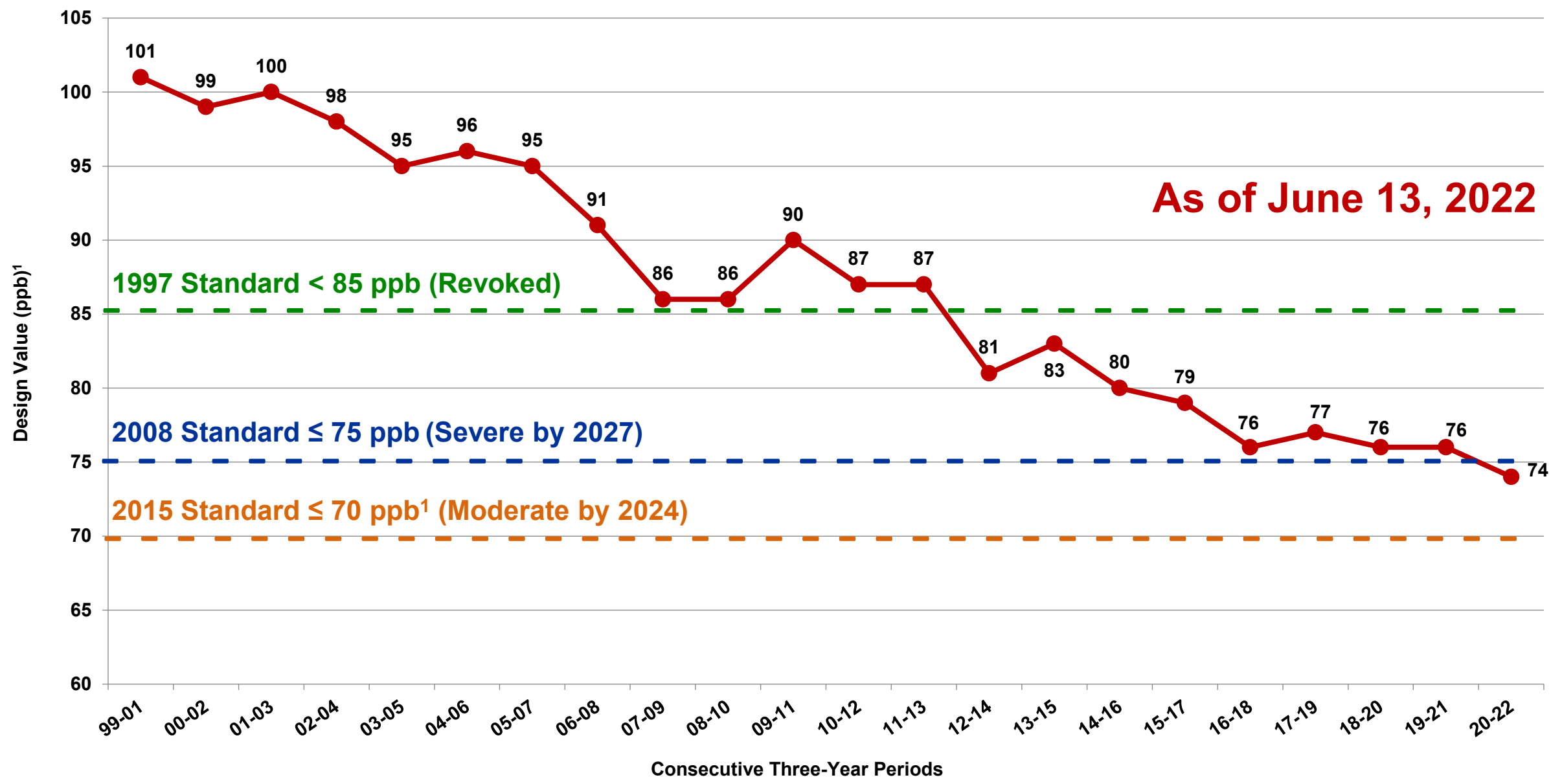
Based on  $\leq 70$  ppb (As of June 13, 2022)



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

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

# 8-HOUR OZONE NAAQS HISTORICAL TRENDS



As of June 13, 2022

1997 Standard < 85 ppb (Revoked)

2008 Standard  $\leq$  75 ppb (Severe by 2027)

2015 Standard  $\leq$  70 ppb<sup>1</sup> (Moderate by 2024)

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

**CHRIS KLAUS**  
Senior Program Manager  
[cklaus@nctcog.org](mailto:cklaus@nctcog.org)  
817-695-9286

**VIVEK THIMMAVAJJHALA**  
Transportation System Modeler II  
[vthimmavajjhala@nctcog.org](mailto:vthimmavajjhala@nctcog.org)  
817-704-2504

**JENNY NARVAEZ**  
Program Manager  
[jnarvaez@nctcog.org](mailto:jnarvaez@nctcog.org)  
817-608-2342

**NICK VAN HAASEN**  
Air Quality Planner III  
[nvanhaasen@nctcog.org](mailto:nvanhaasen@nctcog.org)  
817-608-2335

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



## North Central Texas Council Of Governments

May 16, 2022

Mr. Brian Nelson  
US Environmental Protection Agency  
EPA Docket Center, OAR,  
Docket EPA-HQ-OAR-2019-0055  
Mail Code 28221T  
1200 Pennsylvania Avenue NW  
Washington, DC 20460

Dear Mr. Nelson:

On behalf of the **North Central Texas Council of Governments (NCTCOG)** and the **Regional Transportation Council (RTC)**, the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth area, we are pleased to provide input on the Environmental Protection Agency's (EPA) proposed rule published in the Federal Register on March 28, 2022, regarding Control of Air Pollution From New Motor Vehicles: Heavy-Duty Engine and Vehicle Standards, Docket No. EPA-HQ-OAR-2019-0055.

Several counties within the Dallas-Fort Worth Metropolitan Planning Area are currently in nonattainment for the pollutant ozone under both the 2008 and 2015 8-hour ozone standards. NCTCOG supports efforts for clean air that will develop an aggressive program which takes into consideration the capabilities of Original Equipment Manufacturers (OEMs) while at the same time not disrupting commerce given the current state and future uncertainty of the economy. NCTCOG is currently implementing several programs to reduce emissions in North Texas, and these comments are informed by this experience.

NCTCOG appreciates consideration of these comments and looks forward to working with EPA to improve air quality in North Texas. If you have any questions, please feel free to contact Jason Brown, NCTCOG Principal Air Quality Planner, at (817) 704-2514 or at [jbrown@nctcog.org](mailto:jbrown@nctcog.org).

Sincerely,

Chris Klaus

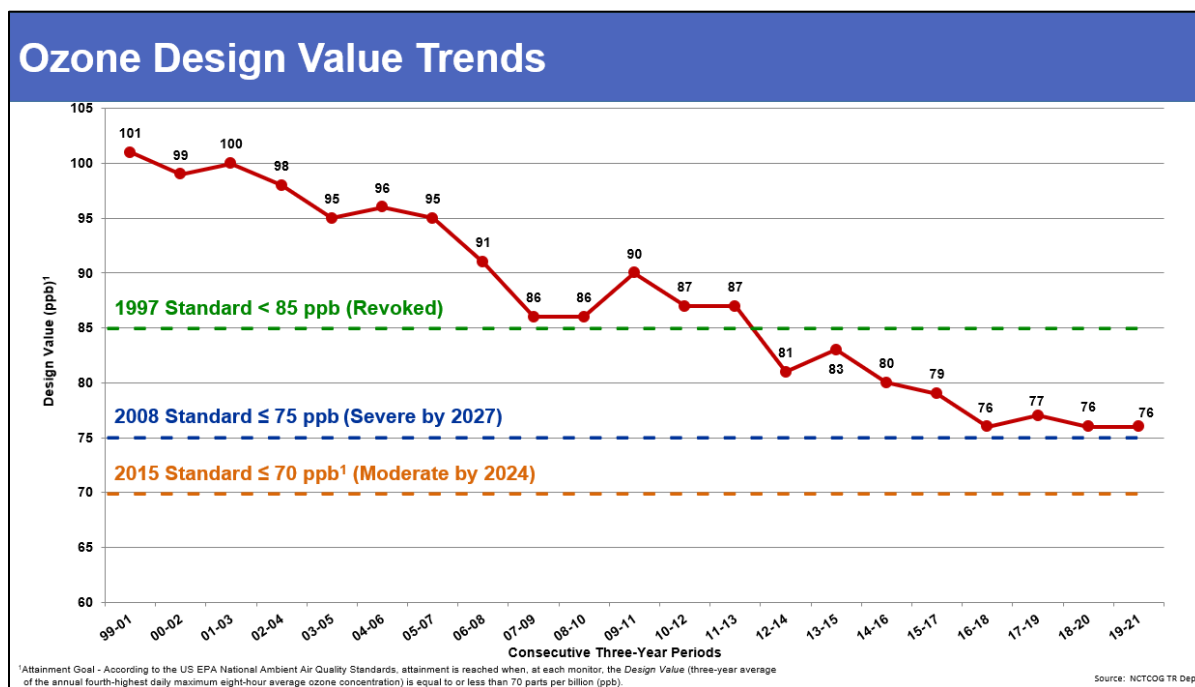
Senior Program Manager  
North Central Texas Council of Governments

KR:tmb  
Attachment

**WRITTEN COMMENTS FROM NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS  
RE: Docket No. EPA-HQ-OAR-2019-0055.**

**1. Support for Option 1:**

EPA's Option 1 is the preferred proposal that, if achievable, can result in significant emission reductions and health benefits. Option 1 approaches reductions in a faster timeframe and remains sensitive to multi-pollutant impacts, including particulate matter (PM). For the Dallas-Fort Worth (DFW) nonattainment area under two ozone standards (see graph below), emissions reductions need to occur as soon as possible.



**2. HD Truck Emissions Reduction Technology Constraints:**

The North Central Texas Council of Governments (NCTCOG) observes that the proposed and significantly lower NO<sub>x</sub> engine standards will be difficult to achieve and maintain for diesel engines due to literature suggesting diesel vehicles operating in real world environments with current technologies are unable to meet existing 0.2 g/bhp-hr NO<sub>x</sub> standards. A 2019 EPA report<sup>1</sup> covering the Motor Vehicle Emission Simulator (MOVES) model points out that selective catalyst reduction (SCR) technology, when employed at low speeds in real world operations, did not achieve the NO<sub>x</sub> reduction that the Model Year 2010 diesel emissions standard intended. When a diesel vehicle is traveling on non-freeway facilities, such as arterials, collectors, and local streets, the diesel engine is experiencing low temperatures at which current technologies are unable to function properly. In addition, when a diesel vehicle is on the freeway in either recurring congested conditions or within a non-recurring situation (i.e., crash or accident) the diesel engine experiences low temperatures and, therefore, excessive emissions. The two graphics below

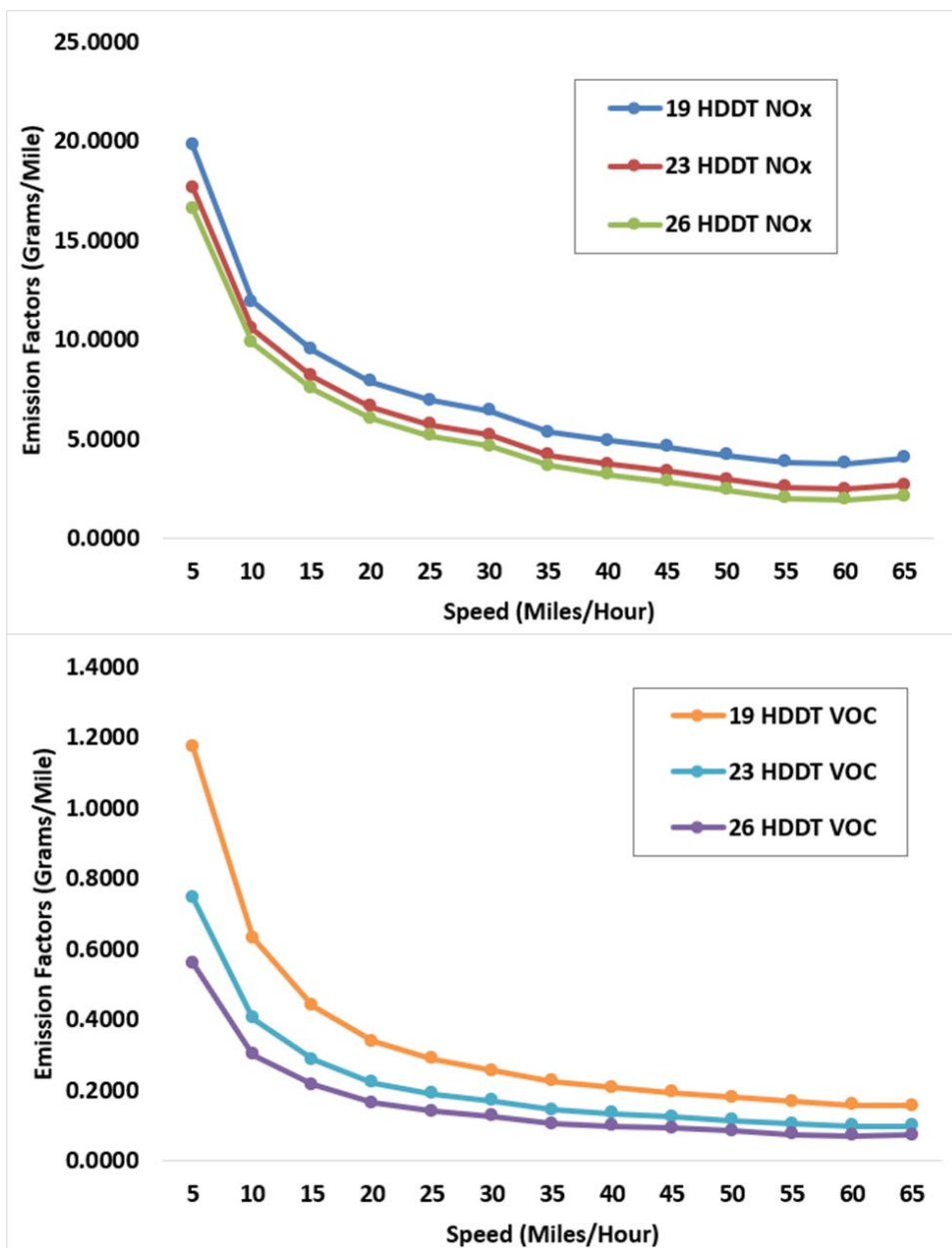
<sup>1</sup> U.S. EPA. *Updates to MOVES Heavy Duty Running Exhaust Rates: Diesel, Gasoline, and Natural Gas*. <https://www.epa.gov/sites/production/files/2019-06/documents/04-updates-hd-running-exhaust-rates-2019-04-10.pdf>.



from EPA's MOVES model show that when diesel engine equipped trucks are experiencing speeds below approximately 35 mph, their emission rates significantly increase. These conditions are more likely to occur around neighborhoods and heavily populated areas, compounding local health impacts.

(Please note that the Heavy-Duty Diesel Truck (HDDT) in the graphs below is the Combination Long-Haul Truck (Diesel) vehicle type in the EPA's MOVES model.)

Proposed lower standards need to have Original Equipment Manufacturers' (OEM) buy-in to develop appropriate technologies, and the certification rules on these technologies need to take into account real-world operating conditions so outcomes in the lab are reflected in the environment.

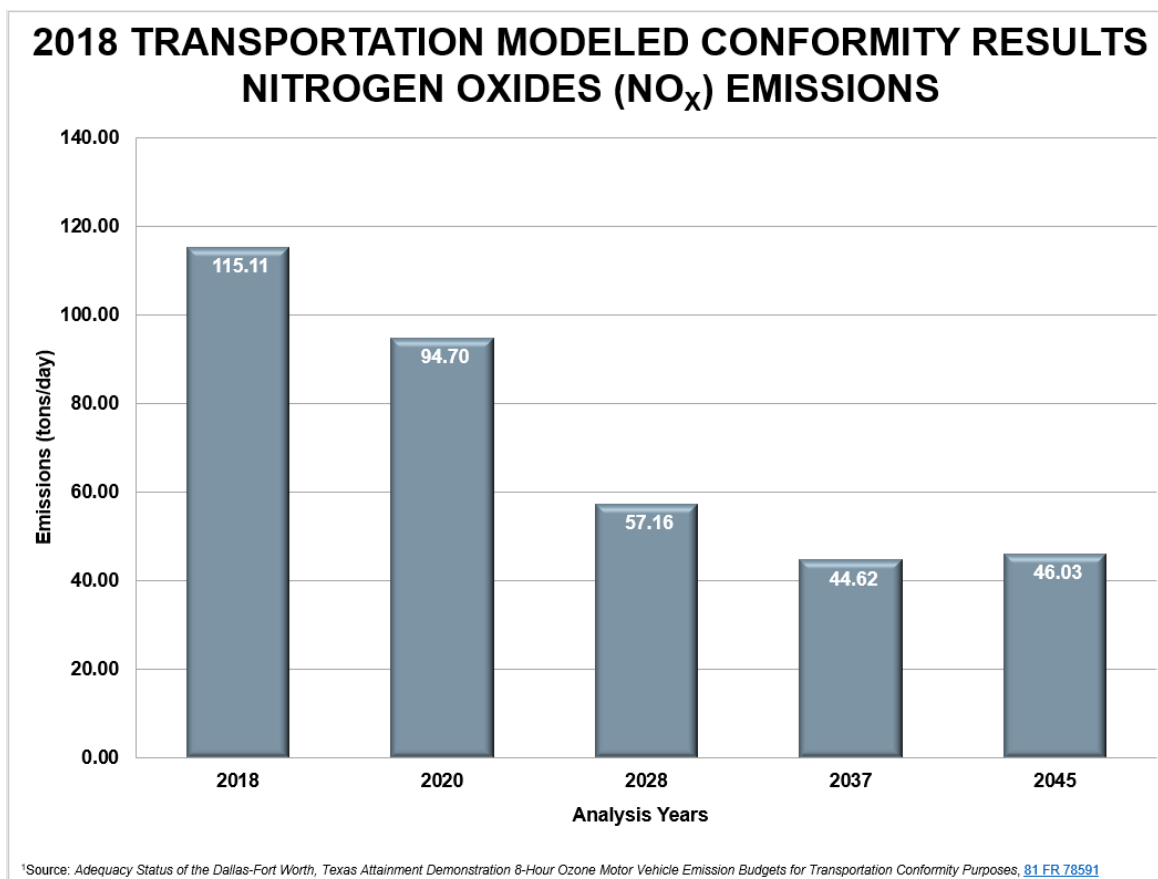


**3. Addressing Legacy Heavy-Duty Trucks (HD Trucks Model Years 2010 and Older without SCR and Trucks Model Years 2011 and newer with SCR):**

EPA must ensure that legacy HD trucks are still maintaining their emissions components and staying compliant with Clean Air Act requirements with regard to emissions component tampering and deterioration. To continue efforts, EPA must address legacy HD trucks and vehicles by providing funding incentives for replacing diesel engines with newer alternative fuel vehicles. Also, efforts to identify HD trucks on roadways that are in need of repair and HD trucks that have been tampered with must continue to be supported through state Inspection and Maintenance programs and other initiatives, including roadside inspections. NCTCOG supports the EPA's current anti-tampering efforts outlined in the 2020 National Compliance Initiatives and encourages significantly more attention to minimize excessive vehicle emissions.

**4. Transportation Conformity:**

Transportation Conformity is a planning requirement carried out by a regional Metropolitan Planning Organization (MPO) to ensure long-range transportation plans are consistent with air quality goals established to bring a region into compliance with National Ambient Air Quality Standards (NAAQS). Due to increases in truck population and urban congestion, emission inventories are beginning to show increases over time. Addressing engine standards now can aid in maintaining the reduction trend of future year emission inventories which will allow for successful USDOT conformity determinations. The chart below shows this emerging future year situation.





NCTCOG

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

FAST FACT  
SURFACE TRANSPORTATION TECHNICAL COMMITTEE  
6/23/2022

# Interest in Transportation Certification Program

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

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

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

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



# Transportation Infrastructure Certification Program Applicant Status

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



# RTC POLICY P22-02

## *Develop Process for the Innovative Transportation Technology Infrastructure Certification Program*

### Purpose

Provide transparent process for RTC coordination with providers

Periodic solicitation/ opportunity for new technology applications

Ensure level playing field for providers and local governments

### Guiding Principles

Must serve long-range transportation need (MTP)

Technology provider responsible for certification process

NCTCOG will facilitate mutual cooperation

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



# RTC POLICY P22-02

## *Develop Process for the Innovative Transportation Technology Infrastructure Certification Program*

### Process:

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



# CONTACT US



Brendon Wheeler, PE  
Program Manager

[bwheeler@nctcog.org](mailto:bwheeler@nctcog.org) | 682-433-0478



Dan Lamers, PE  
Senior Program Manager

[dlamers@nctcog.org](mailto:dlamers@nctcog.org) | 817-695-9263





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

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**NOTES:**

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

PROGRAM NAME	IIJA SECTION	NEW/ EXISTING	RULE- MAKING	PURPOSE	NCTCOG CONTACT	ELIGIBILITY		FUNDING					GRANT TIMING (FY 2022)				MERIT CRITERIA	AGENCY SUBMITTAL LIMIT/YR	NOTES	WEBSITE(S)
						Recipients	Project Types	Total Amount	Project Cost Limits	Award Limits	Set-Aside Limits	Federal Share	NOFO Release	Solicitation Period/Deadline	Award Announcement	Obligation/ Expenditure				
Nationally Significant Freight and Highway Projects (INFRA)	11110	Existing	Complete	Construct multimodal freight and highway projects of regional and national significance.	Jeff Neal	State Department of Transportation (DOT) Metropolitan Planning Organization (MPO) Local Government Political Subdivision of State/Local Government Special Purpose Transportation District/Authority Tribal Government Multi-State Corridor Organization Federal Land Management Agency (apply jointly w/ State)	National Multimodal Freight Network (NMFN): Highways Bridges Highway/Railroad Grade Separations Freight (Rail, Intermodal, or Port Facilities) Wildlife Crossings International Border Crossings	\$ 8 billion FY 22 - \$ 1.55 billion	*"Large" Project: Min. - \$ 100 million Max. - N/A *"Small" Project: Min. - \$ 10 million Max. - < \$ 100 million	*"Large" Project: Min. - \$ 25 million Max. - N/A *"Small" Project: Min. - \$ 5 million Max. - N/A	*"Large" Projects - 85% *"Small" Projects - 15%  Urban - 70% Rural - 30%  < 10% Max./State	60% - Grant 80% - Total	3/22/2022  (Closed for FY 22)	5/23/2022  (60 days)	Not specified  (Likely Aug/Sept 2022)	Obligation: Available 3 yrs after award announcement  Construction: Must begin 18 mths after obligation  Expenditure: Available 5 yrs after obligation	Supporting national/regional economic vitality Climate change & environmental justice impacts Racial equity & barriers to opportunity Leveraging of Federal funds Innovation (technology, delivery, & financing) Performance & accountability Project readiness (feasibility, schedule, & approvals) Assessment of project risks & mitigation strategies	3 (All)	Also known as Infrastructure for Rebuilding America (INFRA) grants. NOFO released under combined Multimodal Projects Discretionary Grant (MPDG) Program.	<a href="https://www.transportation.gov/grants/mpdg-announcement">https://www.transportation.gov/grants/mpdg-announcement</a>
Nationally Significant Federal Lands and Tribal Projects Program (NSFLTP)	11127	Existing	Complete	Improve transportation accessibility to Federal and tribal lands.	Dan Lamers	Any entity eligible for tribal transportation or Federal transportation or lands access program (including any sponsored State and local governments)	Projects to construct, reconstruct, or rehabilitate transportation facilities to access Federal/tribal lands.	\$ 275 million (\$ 55 million/yr)	Min. - \$ 12.5 million	Not specified	50% - Federal lands 50% - Tribal lands	90% - Federal lands 100% - Tribal lands	Pending  (Expected June 2022)	Not specified	Not specified	Not specified	Address USDOT goals: Safety & state of good repair Economic competitiveness & quality of life Improves critical multimodal facility conditions Construction, reconstruction, or rehabilitation needs Available matching funds National Register of Historic Places eligibility Increased efficiency via new technology/innovations	Unknown	Of annual Federal lands projects, at least 1 must occur in a National Park System unit with > 3 million visitors.	<a href="https://highways.dot.gov/federal-lands/programs/significant">https://highways.dot.gov/federal-lands/programs/significant</a>
Local and Regional Project Assistance Program (RAISE)	21202	Existing	Complete	Fund eligible projects that will have a significant local or regional impact and improve transportation infrastructure.	Jeff Neal	State Department of Transportation (DOT) Territorial Government Local Government Special Purpose Transportation District/Authority Transit Agency Tribal Government Public Agency/Chartered Authority (established by one or more States)	Federal aid-eligible highway/bridge projects Public transportation projects Passenger or freight rail projects Port infrastructure investments Surface transportation components of an airport Tribal land surface transportation facility projects Culvert rehabilitation/replacement projects Stormwater runoff prevention projects Other surface transportation projects to advance program goals	\$ 15 billion FY 22 - \$ 2.275 billion	*"Urban" Project: Min. - \$ 6.25 million Max. - N/A *"Rural" Project: Min. - \$ 1 million Max. - N/A	*"Urban" Project: Min. - \$ 5 million Max. - N/A *"Rural" Project: Min. - \$ 1 million Max. - N/A	< 15% - single State 50% - "Urban" 50% - "Rural"	80% - "Urban" > 80% - "Rural", historically disadvantaged, or persistent poverty area	1/14/2022  (Closed for FY 22)	4/14/2022  (90 days)	8/12/2022	Obligation: Available 3 yrs after award announcement  Expenditure: Available 5 yrs after obligation	Improves safety Improves environmental sustainability Improves quality of life Increases economic competitiveness & opportunities Contributes to a state of good repair Enhances mobility and community connectivity Collaboration w/ other public/private entities Adopts innovative technology, delivery, & financing Demonstrates project readiness Cost-effectiveness	3 (All)	Also known as Rebuilding American Infrastructure With Sustainability and Equity (RAISE) grants.  \$ 7.5 billion IIJA appropriation plus added \$ 7.5 billion subject to Congress approval.	<a href="https://www.transportation.gov/RAISEgrants">https://www.transportation.gov/RAISEgrants</a>
Pilot Program for Transit-Oriented Development (TOD) Planning	30009	Existing	Complete	Identify developments and implementation strategies to create compact, mixed use communities with easy accessibility to jobs, services, and new/existing public transit systems.	Karla Windsor	State, or a political subdivision of a State Metropolitan Planning Organization (MPO) Local Government	Financing comprehensive or site-specific planning associated w/ eligible projects that seek to:  Enhance economic development, ridership, & other goals established project development/engineering processes  Facilitate multimodal connectivity & accessibility  Increase transit hub access for bicycle/pedestrians  Enable mixed-use development  Identify infrastructure needs and/or private sector participation	\$ 68 million FY 22 - \$ 13 million	Not specified	Min. - \$ 250,000 Max. - \$ 2 million	Not specified	80% - Total	3/26/2022  (Active)	7/25/2022  (60 days)	Not specified	Obligation: Available 1 yr after award announcement  Expenditure: Available 4 yrs after award announcement	Demonstrated need: Address product implementation impediments Advancement of TOD implementation Justification for Federal funds Transit corridor benefit extent from TOD planning TOD planning extent to address climate change & challenges for environmental justice (EJ) populations Strength of work plan, schedule, & process Achievability & detail sufficiency of schedule Proportionality of project corridor coverage Extent of partnerships, including w/ private sector Capabilities to develop, adapt, & implement plans Extent of EJ transit accessibility & participation Equity-focused outreach/engagement incorporation Housing density/affordability zoning policy effects Climate change & greenhouse gas reduction effects Relation of performance measures to stated goals	1 (per transit capital project corridor)		<a href="https://www.transit.dot.gov/TODPilot">https://www.transit.dot.gov/TODPilot</a>
Port Infrastructure Development Grants	Division J	Existing	Complete	Financial assistance to improve the resiliency of ports to address sea-level rise, flooding, extreme weather events, earthquakes, and tsunami inundations, as well as for projects that reduce or eliminate port-related pollutant or greenhouse gas emissions.	Dan Lamers	State Department of Transportation (DOT) Local Government, or a political subdivision Tribal Government Port Authority/Commission, or authoritative agent Special Purpose Transportation District/Authority Multi-jurisdictional group of entities listed above Lead entity above jointly w/ private entities Chartered Public Agency (established by one or more States)	Port gate improvements Road improvements both within & connecting to port Rail improvements both within & connecting to port Berth improvements (docks, wharves, & piers) Fixed landside improvements for cargo operations Utilities necessary for safe operations Combination of activities described above	\$ 2.25 billion (\$ 450 million/yr)	Not specified	Min. - \$ 1 million Max. - N/A	< 25% - single State > 25% - "small projects at small ports": 10% - Max./project < 10% - Development	80% - Total > 80% - Rural > 80% - Large project grant awards < \$ 10 million > 80% - Small parts under 46 USC 50302(d)	2/28/2022  (Closed for FY 22)	5/16/2022  (75 days)	11/18/2022  (270 days after NOFO release)	Obligation: Available 3 yrs after award announcement  Expenditure: Available 5 yrs after obligation	Effects on goods movement Support national/regional economic vitality Cost effectiveness Address port competitiveness & externalities Effects on job creation & labor agreements Address climate change & environmental justice Advance racial equity & reduce opportunity barriers Leverage Federal funding & attract investment Project readiness Technical capacity & project constructibility Environmental risks, reviews, & permits Consideration of domestic preferences	1 (All)		<a href="https://www.maritime.dot.gov/PIDParants">https://www.maritime.dot.gov/PIDParants</a>

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

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

PROGRAM NAME	IIJA SECTION	NEW/ EXISTING	RULE- MAKING	PURPOSE	NCTCOG CONTACT	ELIGIBILITY		FUNDING					GRANT TIMING (FY 2022)				MERIT CRITERIA	AGENCY SUBMITTAL LIMIT/YR	NOTES	WEBSITE(S)
						Recipients	Project Types	Total Amount	Project Cost Limits	Award Limits	Set-Aside Limits	Federal Share	NOFO Release	Solicitation Period/Deadline	Award Announcement	Obligation/Expenditure				
Bridge Investment Program	11118	New	Pending	Improve bridge (and culvert) condition, safety, efficiency, and reliability.	Christie Gotti/ Jeff Neal	State Department of Transportation (DOT) Metropolitan Planning Organization (MPO) Local Government Political Subdivision of State/Local Government Special Purpose Transportation District/Authority Tribal Government Multi-State Corridor Organization Federal Land Management Agency (apply jointly w/ State)	Replace, rehabilitate, preserve, or protect bridges on the National Bridge Inventory.  Replace or rehabilitate culverts to improve flood control & habitat connectivity for aquatic species.	\$ 12.5 billion FY 22 - \$ 2.36 billion	"Large" Project: Min. - \$ 100 million Max. - N/A Other Eligible Project: Min. - \$ 2.5 million Max. - < \$ 100 million	"Large" Project: Min. - N/A Max. - < 50% of Cost Other Eligible Project: Min. - N/A Max. - < 80% of Cost	"Large" Projects - > 50% (aggregate)  Culverts - < 5%  Tribal facilities - \$ 100 million	80% - On System 90% - Off System	6/10/2022  (Active)	Planning - 7/25/2022  "Large" Projects - 8/09/2022  "Other Eligible" Projects - 9/08/2022	Not specified  (Likely Jan/Feb 2023)	Obligation: Available 3 yrs after award announcement  Construction: Must begin 18 mths after obligation  Expenditure: Available 5 yrs after obligation	Address need to improve bridge condition Extent to generate: Avoided costs by closure or reduced use prevention Safety benefits (accident reduction) Person and freight mobility benefits National/regional economic benefits Long-term resiliency/protection from natural events Non-vehicular/public transportation user benefits Innovative design/construction/technology benefits Maintenance cost reduction Demonstrate cost effectiveness Adequate ongoing maintenance/preservation support Transportation Asset Management Plan consistency	Unknown	Option of multi-year funding agreements for "large" projects.	<a href="https://www.fhwa.dot.gov/bridge/bip/index.cfm">https://www.fhwa.dot.gov/bridge/bip/index.cfm</a>
Wildlife Crossings Pilot Program	11123	New	Pending	Reduce number of wildlife-vehicle collisions and contribute to improved habitat connectivity for terrestrial and aquatic species.	Jeff Neal	State Department of Transportation (DOT) Metropolitan Planning Organization (MPO) Local Government Political Subdivision of State/Local Government Special Purpose Transportation District/Authority Tribal Government Multi-State Corridor Organization Federal Land Management Agency (apply jointly w/ State)	Reduce # of wildlife-vehicle collisions & contribute to improved terrestrial/aquatic species habitat connectivity through accomplishment of: Leveraging Federal Investment Support local economic/educational opportunities Incorporation of innovative technologies Standardize methodologies for collision avoidance Guidance for mitigation measure evaluations	\$ 350 million (\$ 70 million/yr)	Not specified	Not specified	Rural - > 60%	Not specified  (Date not specified)	Not specified	Not specified	Not specified	Likelihood of protection for motorists & wildlife Leveraging of Federal Investment Supporting local vibration & economic development Incorporating innovative technologies Provision of education/outreach opportunities Monitoring/research for best practice identification	Unknown			
Rural Surface Transportation Grant (RURAL) Program	11133	New	Complete	Improve and expand rural surface transportation infrastructure to generate economic growth and improve quality of life through increased connectivity and enhanced safety/reliability.	Jeff Neal	State Department of Transportation (DOT) Regional Planning Organization (RPO) Local Government Tribal Government Metropolitan Planning Organization (MPO) - only in designated rural areas	Projects eligible under National Highway Performance Program (NHPP), National Highway Freight Program (NHFP), Surface Transportation Block Grant Program (STBG), or Tribal Transportation Program: Highway, Bridge, Tunnel, or Freight projects Highway safety improvements Facility accessibility to support rural area economy On-demand mobility management system/services	\$ 2 billion FY 22 - \$ 300 million	"Large" Project: Min. - \$ 25 million Max. - N/A "Small" Project: Min. - N/A Max. - < \$ 25 million	"Large" Project: Min. - \$ 25 million Max. - N/A "Small" Project: Min. - N/A Max. - < \$ 25 million	"Small" Projects - < 10%  Appalachian Development Highway System - < 25%  Rural Roadway Lane Departures - < 15%	80% - Total  (100% - Appalachian Development Highway System and Denali access system projects)	3/22/2022  (Closed for FY 22)	5/23/2022  (60 days)	Not specified  (Likely Aug/Sept 2022)	Obligation: Available 3 yrs after award announcement  Construction: Must begin 18 mths after obligation  Expenditure: Available 5 yrs after obligation	Regional economic, mobility, & safety benefits Address economic development & job creation Enhance recreational & tourism opportunities Coordination to address broadband infrastructure Access to health providers & essential services Cost effectiveness Project feasibility & readiness State of good repair	3 (All)	Released under combined Multimodal Projects Discretionary Grant (MPDG) Program.	<a href="https://www.transportation.gov/grants/mpdg-announcement">https://www.transportation.gov/grants/mpdg-announcement</a>
Charging and Fueling Infrastructure Program	11401	New	Pending	Strategically deploy publicly accessible electric vehicle charging infrastructure and hydrogen, propane, and natural gas fueling infrastructure, particularly along designated alternate fuel corridors.	Tom Bamonte/ Chris Klaus	State, or political subdivision of a State Metropolitan Planning Organization (MPO) Local Government Special Purpose Transportation District/Authority Tribal Government Territorial Government  Private entities (corporation, company, partnership, or non-profit organization) can participate via contract w/ one or more listed public entities	Development phase activities, including feasibility planning, environmental review, preliminary engineering, & preconstruction efforts  Installation and operation (first 5 years) of electric vehicle charging or alternate fueling infrastructure  Traffic control devices for directional information/access to electric vehicle charging or alternate fueling infrastructure	\$ 2.5 billion FY 22 - \$ 300 million FY 23 - \$ 400 million FY 24 - \$500 million FY 25 - \$600 million FY 26 - \$700 million	Not specified	Max. - \$ 15 million  Education/community engagement efforts - < 5%	50% set-aside to install EV charging and alternate fueling infrastructure on public roads or in parking facilities at publicly accessible locations  50% set-aside for infrastructure along FHWA-designated alternate fuel corridors	80% - Total	Pending  (Date not specified)	Not specified	Not specified	Not specified	Extent for improving alternate fuel corridor networks: Corridor infrastructure demand readiness Meet current/anticipated market demands Accelerate construction unlikely without Federal aid Support a long-term competitive market Provide access to areas of current/forecasted need Support intermodal freight deployment Support alternate fuel geographic diversity Private entity experience & financial capacity	Unknown	Requirement to redesignate alternate fuel corridors and establish process for regular redesignation.	<a href="https://www.transportation.gov/rural/ev-to-olkt/ev-infrastructure-funding-and-financing/federal-funding-program">https://www.transportation.gov/rural/ev-to-olkt/ev-infrastructure-funding-and-financing/federal-funding-program</a>
Congestion Relief Program	11404	New	Pending	Advance innovative, integrated, and multimodal solutions to reduce congestion and related economic/environmental costs.	Natalie Betger	For urbanized area w/ population > 1 million: State Department of Transportation (DOT) Metropolitan Planning Organization (MPO) Local Government	Planning, design, deployment, and operation of: Integrated congestion management systems HOV/all electronic pricing/enforcement strategies Alternate mode/peak travel incentive programs Interstate System tolling (Secretary approved)	\$ 250 million (\$ 50 million/yr)	Not specified	Min. - \$10 million Max. - N/A	Not specified	80% - Total 80% - Award	Pending  (Date not specified)	Not specified	Not specified	Not specified	Reduce highway congestion, associated economic costs and environmental costs/emissions, and optimize usage of highway/transit systems through: Intermodal integration w/ highway performance Reducing/shifting user travel times and/or modes Pricing of parking, roadway use, and/or congestion	Unknown	OST may not approve use of Interstate System tolls under program in more than 10 urbanized areas.	

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PROGRAM NAME	IIJA SECTION	NEW/ EXISTING	RULE- MAKING	PURPOSE	NCTCOG CONTACT	ELIGIBILITY		FUNDING					GRANT TIMING (FY 2022)				MERIT CRITERIA	AGENCY SUBMITTAL LIMIT/YR	NOTES	WEBSITE(S)	
						Recipients	Project Types	Total Amount	Project Cost Limits	Award Limits	Set-Aside Limits	Federal Share	NOFO Release	Solicitation Period/Deadline	Award Announcement	Obligation/Expenditure					
<b>Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation Projects (PROTECT)</b>	11405	New	Pending	Enabling communities to assess vulnerabilities to current and future weather/climate events, plan transportation improvements and emergency response strategies to address those vulnerabilities, and protect surface transportation assets to provide greater resiliency, continued operation, rapid recovery, and improved ecosystem conditions against those events.	<b>Natalie Bellger/ Dan Lamers/ Jeff Neal</b>	State Department of Transportation (DOT) Metropolitan Planning Organization (MPO) Local Government Political Subdivision of State/Local Government Special Purpose Transportation District/Authority Tribal Government Federal Land Management Agency (apply jointly w/ State)	Resilience planning activities, including resilience improvement plans, evacuation planning/preparation, & capacity-building  Construction of (or improvement to) evacuation routes  Resiliency-based construction activities  Highway, transit, intercity passenger rail, & port facilities	<b>\$ 1.4 billion</b> (\$ 280 million/yr)	Not specified	Not specified	New capacity - < 40%  Planning grants - < 10%  Passenger rail - < 25% (intercity)  Tribal projects - > 2%  Rural - > 25%	80% - Total (capital)  100% - Total (planning)  100% - Tribes	Pending  (Date not specified)	Not specified	Not specified	Not specified	Resilience Improvement Grants: Cost effectiveness Address vulnerable assets w/ high impact risk Resiliency improvement plan inclusion Community Resilience and Evacuation Route Grants Cost effectiveness Address current/future evacuation vulnerabilities Incorporate development/demographic projections At-Risk Coastal Infrastructure Grants Cost effectiveness Address current/future natural disaster risks Reduce long-term infrastructure costs Access to coastal residences/businesses/assets Prioritize first responder & evacuation route access	Unknown	Federal share can increase by 7% if recipient develops a resiliency improvement plan, & by 3% more if that plan is incorporated into a State, MPO, or RPO long-range transportation plan.		
<b>Healthy Streets Program</b>	11406	New	Pending	Advancing projects to mitigate urban heat islands, improve air quality, and lower impact risks to streets by reducing the extent of impervious surfaces that contribute to excessive stormwater runoff and extreme heat.	<b>Jeff Neal/ Karla Windsor</b>	State Department of Transportation (DOT) Metropolitan Planning Organization (MPO) Local Government Tribal Government Non-Profit Organization (apply jointly w/ above entities)	Urban heat island assessment of "hot spot areas"  Comprehensive tree canopy inventory/assessment  Equity assessment of tree canopy gaps, flood-prone locations, & "hot spot areas" compared to public/active transportation facilities & disadvantaged communities  Investment planning to address heat island, flooding, & tree canopy gap assessments  Purchasing/deployment of "cool" and/or porous pavements in pedestrian-only and/or low-volume/speed vehicular use areas  Tree (native species) purchasing, site preparation, planting, maintenance/monitoring for projects in neighborhoods with comparatively low tree cover or higher maximum daytime summer temperatures  Underground infrastructure assessments coordinated with local transportation/utility providers  Hiring staff to conduct all above activities	<b>\$ 500 million</b> (\$ 100 million/yr)	Not specified	Max. - \$ 15 million	Urban - 80%	80% - Total  100% - Economic hardship (OST)	Pending  (Expected FY 23)	Not specified	Not specified	Not specified	Not specified	Not specified	Unknown	Priority given to entities where proposed projects are in disadvantaged communities, community benefits agreements, or youth/conservation corps partnerships.	
<b>Reconnecting Communities Pilot Program: Planning Grants</b>	11509	New	Pending	Pilot program to study, design, and/or construct the removal, retrofit, or mitigation of a highway or other transportation facility that alleviates or eliminates community mobility, access, or economic development barriers due to high speeds, grade separations, or other engineering factors.	<b>Jeff Neal</b>	State, or political subdivision of a State Metropolitan Planning Organization (MPO) Local Government Tribal Government Non-Profit Organization	Regarding a limited access highway, viaduct, or principal arterial facility:  Planning/feasibility study evaluating potential of removal, retrofit, or mitigation to restore community connectivity  Public engagement or other advanced planning efforts facilitating input on plans for removal or conversion	<b>\$ 250 million</b> FY 22 - \$ 50 million	Not specified	Min. - N/A Max. - \$ 2 million	Not specified	80% - Total	Pending  (Expected June 2022)	Not specified	Not specified	Not specified	Demonstrate replacement/reconstruction need Existence of mobility/safety/opportunity barriers Current facility not justified by current/future travel Productivity of advanced feasibility analysis	Unknown		<a href="https://www.transportation.gov/grants/reconnecting-communities">https://www.transportation.gov/grants/reconnecting-communities</a>	
<b>Reconnecting Communities Pilot Program: Capital Grants</b>							Regarding a limited access highway, viaduct, or principal arterial facility:  Construction to remove, retrofit, or mitigate facility  Replacement w/ new eligible context-sensitive facility that restores community connectivity	<b>\$ 750 million</b> FY 22 - \$ 145 million	Not specified	Min. - \$ 5 million Max. - N/A	Not specified	50% - Grant 80% - Total					Extent of mobility/access/opportunity barrier removal Appropriateness of action for current/future travel Impact on freight movement Cost effectiveness Opportunities for inclusive economic development Current facility's lack of current/future land use context Project readiness & feasibility study outcomes Potential for local job creation and/or DBE contracting		All necessary feasibility studies and other planning activities have been completed (pre-requisite).		
<b>Active Transportation Infrastructure Investment Program</b>	11529	New	Pending	Provide grants to construct eligible projects that provide safe and connected active transportation facilities in an active transportation spine or network.	<b>Karla Windsor</b>	State, or political subdivision of a State Metropolitan Planning Organization (MPO) Regional Planning Organization (RPO) Multi-County Special District Local Government Tribal Government Multi-State Group of Governments	Active transportation project or group of projects within or between a community or group of communities (at least one of which within recipient's jurisdiction)	<b>\$ 1 billion</b> (\$ 200 million/yr)	Min. - \$ 100,000 (Planning grants)  Min. - \$ 15 million (Capital grants)		\$ 3 million - Planning grants  > 30% - Active network connectivity  > 30% - Active "spines"	80% - Total  100% - If majority of census tracts have poverty rate > 40%	Pending  (Expected FY 23)	60 days	150 days after NOFO release	Not specified	Connect destinations within/between communities Integration w/ transit services Community support & implementation commitments Facilitating increased community walking/biking Extent of matching funds & land/in-kind contributions Address disparate disadvantaged area safety/access	Unknown		<a href="https://www.caltstpils.org/policy/trailtransformation/active-transportation-infrastructure-investment-program/">https://www.caltstpils.org/policy/trailtransformation/active-transportation-infrastructure-investment-program/</a>	

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

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

PROGRAM NAME	IIJA SECTION	NEW/ EXISTING	RULE- MAKING	PURPOSE	NCTCOG CONTACT	ELIGIBILITY		FUNDING				GRANT TIMING (FY 2022)				MERIT CRITERIA	AGENCY SUBMITTAL LIMIT/YR	NOTES	WEBSITE(S)	
						Recipients	Project Types	Total Amount	Project Cost Limits	Award Limits	Set-Aside Limits	Federal Share	NOFO Release	Solicitation Period/Deadline	Award Announcement					Obligation/Expenditure
<b>Strategic Innovation for Revenue Collection Pilot Program</b>	13001	New	Pending	Test the feasibility of a road usage fee and other user-based alternate revenue mechanisms to help maintain the long-term solvency of the Highway Trust Fund.	<b>Natalie Beltger/ Dan Lamers</b>	State Department of Transportation (DOT) Metropolitan Planning Organization (MPO) Local Government Groups of State DOTs, MPOs, or Local Governments	Projects must address one or more of the following:  Test design, acceptance, equity, & adoption of user-based alternate revenue mechanisms  Quantify & minimize relevant administrative costs  Test viability, reliability, & security data/fee collection solutions, including by third-party vendors  Public education/outreach to increase public need awareness for alternate revenue mechanisms  Evaluate compliance & enforcement ease of varied implementation approaches for different users  Consider innovative uses for revenue collection, including use of an alternate fuel station network  Evaluate imposition impacts on transportation revenues/costs, personal mobility, driving patterns, & congestion (freight & passenger vehicles)  Evaluate integration options w/ nationwide transportation revenue collection/regulations (including toll platforms or other relevant revenue mechanisms)	<b>\$ 75 million</b> (\$ 15 million/yr)	Not specified	Not specified	Not specified	80% - Total  70% - Repeat Grantee	Pending  (Date not specified)	Not specified	Not specified	Not specified	Not specified	Unknown		<a href="https://highways.dot.gov/research/about/legislation-budget/budget">https://highways.dot.gov/research/about/legislation-budget/budget</a>
<b>Advanced Transportation Technologies and Innovative Mobility Deployment (ATTIMD) Program</b>	13006	New	Pending	Deploy, install, and operate advanced transportation technologies to improve safety, mobility, efficiency, system performance, intermodal connectivity, and infrastructure return on investment (ROI).	<b>Tom Bamonte/ Natalie Beltger</b>	State Department of Transportation (DOT) Metropolitan Planning Organization (MPO) Local Government Transit Agency Consortium of Research or Academic Institutions Multi-Jurisdictional Group of Above Entities	Advanced systems/technology performing the following:  Traveler information; transportation/corridor management; improving evacuation/response by Federal/State/local authorities; asset condition assessment/monitoring/maintenance; public transportation management; performance data collection/analysis/dissemination; collision avoidance (incl. vehicle-to-vehicle & vehicle-to-infrastructure communications); ITS integration w/ Smart Grid & other energy distribution/charging infrastructure; parking reservation or variable pricing; electronic pricing/toll collection/payment apparatus; enhancement of HOV/cordon/congestion pricing initiatives; mobility/access/on-demand applications supporting human services for elderly/disabled individuals	<b>\$ 300 million</b> (\$ 60 million/yr)	Not specified	< 20% (single recipient)	> 20% Rural  \$ 2 million/yr: Reporting, evaluation, & administrative costs  Awards to not less than \$ and not more than 10 eligible entities/yr	80% - Total	Pending  (Date not specified)	Not specified	Not specified	Not specified	Unknown	Previously known as Advanced Transportation and Congestion Management Technologies Deployment (ATCMD) Program under FAST Act.		
<b>National Infrastructure Project Assistance (MEGA) Program</b>	21201	New	Complete	Provide single or multi-year grants for projects likely to generate national or regional economic, mobility, and safety benefits, but would not be achievable without substantial financial assistance.	<b>Jeff Neal</b>	State Department of Transportation (DOT) Metropolitan Planning Organization (MPO) Local Government Political Subdivision of State/Local Government Special Purpose Transportation District/Authority Tribal Government Amtrak Partnership (with one or more of the above entities)	Highway/bridge project on the National Multimodal Freight Network (NMFN), National Highway Freight Network (NHFN) or National Highway System (NHS)  Freight intermodal (including public ports) or freight rail project providing public benefit  Railway-highway grade separation/elimination project  Intercity passenger rail project  Public transportation project that is part of projects described above	<b>\$ 10 billion</b> FY 22 - \$ 1 billion	"Large" Project: Min. - \$ 100 million Max. - < \$ 500 million  "Larger" Project: Min. - \$ 500 million Max. - N/A	Min. - Not Specified Max. - > 60% of Cost	50% - "Large" Projects 50% - "Larger" Projects	< 60% - Grant 80% - Total	<b>3/22/2022</b>  (Closed for FY 22)	<b>5/23/2022</b>  (60 days)	Not specified  (Likely Aug/Sept 2022)	Obligation: Available 3 yrs after award announcement  Construction: Must begin 18 mths after obligation  Expenditure: Available 5 yrs after obligation	3 (All)	\$ 5 billion appropriated by IIJA. Released under combined Multimodal Projects Discretionary Grant (MPDG) Program.	<a href="https://www.transportation.gov/grants/mega-announcement">https://www.transportation.gov/grants/mega-announcement</a>	
<b>Railroad Crossing Elimination Program</b>	22104/ 22305	New	Pending	Award grants for highway-rail or pathway-rail crossing improvement projects that focus on improving the safety and mobility of people and goods.	<b>Dan Lamers</b>	State Department of Transportation (DOT) Territorial Government Metropolitan Planning Organization (MPO) Local Government Tribal Government Public Port Authority Group of above entities	Grade separation or closure, including use of a bridge, tunnel, embankment, or combination thereof  Track relocation  Improvement/installation of protective devices, signs, or other safety measures related to above project types  Other means or related group projects to improve the safety and mobility of people and goods  Planning, environmental review, & design/engineering for above project types	<b>\$ 3 billion</b> (\$ 600 million/yr)	Not specified	Min. - \$ 1 million (except planning grant)	Planning Grants: Total - > 3% (Rural/Tribal - > 25%)  Capital Grants: Rural/Tribal - > 20% Each State - < 20%	80% - Total	Pending  (Expected June 2022)	Not specified	Not specified	Not specified	Unknown	\$ 3 billion appropriated by IIJA.		

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PROGRAM NAME	IIJA SECTION	NEW/ EXISTING	RULE- MAKING	PURPOSE	NCTCOG CONTACT	ELIGIBILITY		FUNDING					GRANT TIMING (FY 2022)				MERIT CRITERIA	AGENCY SUBMITTAL LIMIT/YR	NOTES	WEBSITE(S)	
						Recipients	Project Types	Total Amount	Project Cost Limits	Award Limits	Set-Aside Limits	Federal Share	NOFO Release	Solicitation Period/Deadline	Award Announcement	Obligation/Expenditure					
Safe Streets and Roads for All (SS4A) Grant Program: Action Plan Grants	24112	New	Complete	Supporting efforts to advance "Vision Zero" safety plans and other complete street improvements to reduce crashes and fatalities, especially for cyclists and pedestrians.	Tom Bamonte/ Natalie Belger/ Karla Windsor	Metropolitan Planning Organization (MPO) Local Government Tribal Government Multi-jurisdictional group of entities listed above	Develop a comprehensive safety action plan  Conduct planning, design, and other developmental activities for projects and strategies identified in a comprehensive safety action plan	\$ 2 billion  FY 22 - \$ 400 million	Min. - \$ 250,000 (All)	Min. - \$ 200,000 (All)  Max. - \$ 1 million (Local/Tribal)  Max. - \$ 5 million (MPO/Group)	< 1.5% - single State	80% - Total	5/16/2022  (Active)	9/15/2022  (120 days)	Not specified  (Likely Dec 2022/Jan 2023)	Obligation: 1 yr after award announcement  Expenditure: 2 yrs after obligation	Safety Impact: Decreased roadway fatality count Decreased fatality rate  Equity: Pop. % in Underserved Community Census Tract  Additional Safety Considerations: Employ low-cost, high-impact strategies Engage variety of public/private stakeholders Seek to adopt innovative technologies/strategies Include evidence-based projects/strategies  Budget Costs	1 (All)	Applicants must complete Action Plan self-certification eligibility worksheet from NCTCOG. Applicants may not apply for Implementation Grant without eligible Action Plan. Applicants must have agreement w/ roadway facility owner and/or maintenance agent (e.g. State DOT).	<a href="https://www.transportation.gov/grants/SS4A">https://www.transportation.gov/grants/SS4A</a>	
							Implement projects and strategies identified in a comprehensive safety action plan	\$ 3 billion  FY 22 - \$ 600 million	Min. - \$ 6.25 million (All)	Min. - \$ 3 million (Local - Rural/Tribal)  Min. - \$ 5 million (Local - Urban/MPO/Group)  Max. - \$ 30 million (Local Rural/Urban/ Tribal)  Max. - \$ 50 million (MPO/Group)	< 1.5% - single State	80% - Total			Obligation: 1 yr after award announcement  Expenditure: 5 yrs after obligation	Safety Impact: Description, assessment, & implementation costs  Equity, Engagement, & Collaboration: Underserved Community Investment Decrease existing disparities among key groups Equity analysis (quantitative/qualitative) Meaningful public/stakeholder engagement Leveraging public/private partnerships Progress reporting  Effective Practices & Strategies: Create safer community for all users (w/ evidence) Safe system approach (data driven) Complete streets (policies & accessibility) Innovative practices/technologies					
Strengthening Mobility and Revolutionizing Transportation (SMART) Program	25005	New	Pending	Provide grants to conduct demonstration projects focused on advanced smart city or community technologies and systems to improve transportation efficiency and safety.	Tom Bamonte	State Department of Transportation (DOT) Metropolitan Planning Organization (MPO) Local Government Tribal Government Public Transit Agency/Authority Public Toll Authority Groups of entities listed above	Coordinated automation Connected vehicles Intelligent sensor-based infrastructure Intelligent transportation system integration Technology-based commerce delivery & logistics Leveraging use of innovative aviation technology Smart grid development/deployment Smart-technology traffic signal deployment	\$ 500 million (\$ 100 million/yr)	Not specified	Not specified	40% - Large communities (> 400k pop.)  30% - Midsized communities (200k < pop. < 400k)  30% - Regional partnerships and Rural communities (outside > 200k pop. Urbanized Area)			Pending  (Expected Sept 2022)	Not specified	Not specified	Not specified	Integration capabilities of public transit options Conductive population density & transportation needs Leadership & functional capacity continuity Public open data sharing commitments Public/private sector delivery likelihood Advanced data/technology contributing to: Reduced public/commerce congestion delay Improved safety & integrated multimodal systems Improved education, jobs, & health care access Underserved population connectivity & cost savings Medium/long-term economic competitiveness Improved transportation system reliability Broad public/system connected vehicle connectivity Improved energy efficient & pollution reduction Increased transportation system resiliency Incentivized private investments/partnerships, including w/ telecommunication service providers	Unknown		

**MINUTES****Regional Transportation Council  
PUBLIC MEETING****Mobility 2045 Update & Transportation Conformity****Proposed Awards from EV Charging Station Call for Projects****Parking Garage Policy and Projects****East/West Funding Formula Update****2023-2026 Transportation Improvement Program (TIP)****Meeting Date and Location**

The North Central Texas Council of Governments (NCTCOG) held a hybrid public meeting Monday, May 9, 2022, at noon at the North Central Texas Council of Governments (NCTCOG) in Arlington. Patrons could attend in person, via phone, or view the live stream at [www.nctcog.org/input](http://www.nctcog.org/input). Christie Gotti, Senior Program Manager, moderated the meeting, attended by 89 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:

- Mobility 2045 Update & 2022 Transportation Conformity – **presented by Brendon Wheeler and Jenny Narvaez**
- Proposed Awards from EV Charging Station Call for Projects – **presented by Jared Wright**
- Parking Garage Policy and Projects – **presented by Travis Liska**
- East/West Funding Formula Update – **presented by Cody Derrick**
- 2023-2026 Transportation Improvement Program (TIP) – **presented by Cody Derrick**

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

**Summary of Presentations*****Mobility 2045 Update & 2022 Transportation Conformity presentation:***

***<https://nctcog.org/getmedia/a0227a40-b11d-45b0-baa3-d0aafad399c3/Mobility-2045-Update-2022-Transportation-Conformity.pdf.aspx>***

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 has finalized a draft plan and financial forecasts. Policy and program updates include the Health Accessibility Program, Travel Demand Management (TDM) strategies, advancing high-speed transportation recommendations, and the safe integration of mobile technologies throughout the Dallas-Fort Worth region.

The official comment period began on April 1, 2022 and ends on May 31, 2022. For more information, visit [www.nctcog.org/PlanInProgress](http://www.nctcog.org/PlanInProgress).

2022 Transportation Air Quality Conformity is required by federal legislation and demonstrates that projected emissions from transportation projects are within emission limits established by the State Implementation Plan (SIP). Conformity also ensures federal funding is applied to transportation projects that are consistent with air quality planning goals.

The RTC will take action on the Mobility 2045 - 2022 Update on June 9, 2022.

***Proposed Awards from EV Charging Station Call for Projects presentation:***  
<https://nctcog.org/getmedia/0d761de0-8fa6-44f8-994e-c68ac063d908/Proposed-Awards-from-EV-Charging-Station-Call-for-Projects.pdf.aspx>

NCTCOG recently opened up a Call for Projects related to grant funding for the installation of Level 2 and Direct Current Fast Charge (DCFC) electric vehicle charging stations. Up to \$1 million in Congestion Mitigation and Air Quality Improvement Program funds is available, and all public entities are eligible to apply. Stations must be publicly accessible, located on an applicant-owned property in the 10-county ozone nonattainment area, and meet Federal Highway Administration Buy America requirements.

Eleven applications were received, and \$3 million in funding was requested for 55 charging stations on 26 charging sites. NCTCOG staff is recommending 19 projects receive funding, 35 projects be on a wait list, and noted three projects were considered ineligible. More information and additional funding opportunities are available at [www.dfwcleancities.org](http://www.dfwcleancities.org).

The RTC will take action on the proposed funding awards on June 9, 2022.

***Parking Garage Policy and Projects presentation:***  
<https://nctcog.org/getmedia/8bbc4c5b-2ec3-4528-a619-914ea212fec6/Parking-Garage-Policy-and-Projects.pdf.aspx>

Through a policy, NCTCOG seeks to support surface and structured parking with guiding criteria such as:

- Parking on public lands

- Parking that advances safety
- Parking that supports technology solutions and/or companies
- Parking that meets a special event use or location need
- Parking that significantly changes the transportation/land use balance of an area and solves a transportation problem using land use solutions
- Parking that supports transit operation
- Parking that provides environmental, air quality, and/or equity benefits

The policy will be part of a funding partnership, create efficient use of land to accommodate regional growth and fiscal resiliency, increase economic impact and expanded transportation options, promote data-driven decisions and technology as a solution, and support air quality goals.

Current projects under discussion and development include the Trinity Park Conservancy, Mockingbird Station, the Dallas Zoo, and several existing transit stations in Plano, Addison, and Downtown Farmers Branch.

***East/West Funding Formula Update presentation:***

<https://nctcog.org/getmedia/7bfd3b64-ea1f-46b9-998d-9fd1b82a9173/EastWest-Funding-Formula-Update.pdf.aspx>

Federal funding comes to our region from federal transportation apportionments via the Texas Department of Transportation (TxDOT). These apportionments are based on several factors and depend on the funding source. While funds cannot be sub-allocated to cities or counties (per federal law), funds can be split along TxDOT District lines. This practice has helped the Dallas-Fort Worth region stay focused on overall priorities.

RTC bylaws state funding distributions related to air quality and mobility initiatives are to be re-evaluated with each new transportation funding bill. (Transit funds are re-evaluated each year as federal apportionments are received.) On November 15, 2021, the Infrastructure Investment & Jobs Act (IIJA) was signed into law, which necessitates a review of the latest East/West funding distribution.

Air quality funding is intended for air quality projects that address attainment of national ambient air quality standards in nonattainment areas. Allocations to the region are based on population and air quality nonattainment factors. Mobility funds are designed for mobility projects addressing transportation needs within metropolitan area boundaries with populations of 200,000 or greater, and allocations are based on the populations of urbanized areas in the region. In addition to the inputs specific to each funding category, environmental justice and equity are also considered when developing funding distributions.

The RTC will take action on the East/West funding distribution for the IIJA on June 9, 2022.

***2023-2026 Transportation Improvement Program (TIP) presentation:***

<https://nctcog.org/getmedia/35edf999-f916-4aac-98a5-0776729e70e3/2023-2026-Transportation-Improvement-Program.pdf.aspx>

The TIP is a funding document and inventory of transportation projects within the Dallas-Fort Worth metropolitan planning boundary. It is mandated by the federal and State government and contains funding from federal, State, and local sources. A new TIP is developed every two



years and updated on a quarterly basis.

NCTCOG staff are currently reviewing existing projects, gathering information on additional locally funded projects, making needed revisions to existing project schedules and funding, and developing revised project listings for Fiscal Years 2023 through 2026. The draft 2023-2026 TIP roadway and transit listing includes approximately \$8.09 billion in funding and 955 roadway and transit projects.

The RTC will take action on the 2023-2026 TIP on May 12, 2022.

### **COMMENTS RECEIVED DURING THE MEETING**

No comments were received during the meeting.

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

#### **Mail**

#### **Other**

**Phyllis Silver, Citizen**

Please see attachment for comments submitted via postal mail.

Questions Based on May 9, 2022 Public Meeting  
and the Handouts for that Meeting

2023-2026 Transportation Improvement Program (TIP) Final Listings

Page 5 - What does "double entry" report refer to? Does it refer to roadway and transit or something else?

Page 5 - second <sup>major</sup> bullet - what is meant by "Staff converts the data into the STIP report format and submits it as part of the TIP document to TxDOT for inclusion in the statewide document"?

Page 5 - third <sup>major</sup> bullet - what aspect of the TIP Development Process that NCTCOG was performing did not meet the approval of the Federal review partners?

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Mobility 2045 Update

Page 5 - Slide #10

Under Management and Operations - what does remove trips from system mean?

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Proposed Awards from Electric Vehicle Charging Station Grant for Projects

Page 2 - Under Eligible Activities and Costs - also on other pages - What does Level 2 refer to?

Page 8 - why were the 3 City of Fort Worth Community Center applications considered to be eligible projects?

Thank you.



Phyllis Lilian  
5/29/2022

# TRANSPORTATION

## PUBLIC MEETING

JUNE 13 · NOON · 616 SIX FLAGS DR. ARLINGTON, TX

### PRESENTATIONS

#### 2023-2025 Disadvantaged Business Enterprise Goals

As a recipient of federal transportation funds, NCTCOG is required to establish and periodically update DBE participation goals to encourage contracting opportunities for socially and economically disadvantaged individuals. A draft update of the DBE participation goals will be posted for review and comment.

#### Regional 10-Year Plan

Each year, the Regional Transportation Council approves an update to the Regional 10-Year Plan, which identifies major projects to be implemented in the region. An updated draft of the project list covering projects from FY2023 to FY2032, including proposals to swap funding sources on several projects, will be presented for review and comment.

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

In 2021, work began on NCTCOG's regional planning exercise looking at future mobility development within the region—AV2.1: Planning for Local Partners. NCTCOG staff will present an update on the status of the project, including information about the early scenario development efforts, public outreach initiatives, and educational materials in development for interested school districts. More information: [connectNTXfutures.org](http://connectNTXfutures.org).

### ONLINE REVIEW & COMMENT (NO PRESENTATION)

#### Modifications to the FY2022 and FY2023 Unified Planning Work Program

The Unified Planning Work Program (UPWP) for Regional Transportation Planning provides a summary of the transportation and related air quality planning activities to be conducted in North Central Texas. Proposed modifications to the FY2022 and FY2023 UPWP will be posted online for review and comment.

*For special accommodations due to a disability or for language interpretation, contact Thao Tran at 817-704-2510 or [tctran@nctcog.org](mailto:tctran@nctcog.org) at least 72 hours prior to the meeting. Reasonable accommodations will be made.*

*To request a free roundtrip ride between NCTCOG and the Trinity Railway Express CentrePort/DFW Airport Station, contact Thao Tran at least 72 hours prior to the meeting: 817-704-2510 or [tctran@nctcog.org](mailto:tctran@nctcog.org).*

*Attend in person, watch the presentations live at [nctcog.org/input](http://nctcog.org/input), or participate via phone by dialing 855-925-2801 then code 2682.*



#### RESOURCES & INFORMATION

##### Mobility 2045 Update:

[nctcog.org/Mobility2045Update](http://nctcog.org/Mobility2045Update)

##### Regional Smoking Vehicle Program (RSVP):

[smokingvehicle.net](http://smokingvehicle.net)

##### Vehicle Incentives & Funding Opportunities:

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

##### Innovative Transportation Technology Infrastructure Certification Program: [nctcog.org/input](http://nctcog.org/input)

##### Fair Treatment & Meaningful Involvement:

[nctcog.org/equitybrochure](http://nctcog.org/equitybrochure)

## PUBLIC COMMENTS REPORT

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

#### Purpose

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

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

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

In addition, comments were accepted through a new, online map tool. Users can drop a pin on a location in the region and leave a detailed comment. This month, there were 30 bicycle and pedestrian comments, two roadway comments and 10 transit comments. To read them, visit: <http://nctcoggis.maps.arcgis.com/apps/CrowdsourcingReporter/index.html?appid=b014e6d39b604b3ca329d9094ed1e9e2>.

#### Air Quality

##### Twitter –

1. Sure, we can accommodate your desire to drive everywhere. The costs:

1) More illness for you. Poor air quality contributes to asthma, lung disease, cardiovascular disease and more. More sitting in a car also means less physical activity and increased risk of illness. – Suzi (@LocomotiveLib)



2. Ozone Action Day – DFW-area ozone on 5/7 is predicted to be at Level Orange, unhealthy for sensitive groups. Children, older adults and those with chronic lung conditions should limit outdoor activity. <http://bit.ly/9nC9vy>. – NCTCOGTransportation (@NCTCOGtrans)



You mean limit driving. – EvilLangBuildsMc (@lang\_evil)

### Bicycle & Pedestrian

#### Twitter –

1. It's time to vote for a name and logo 🚲 🚲 🚲

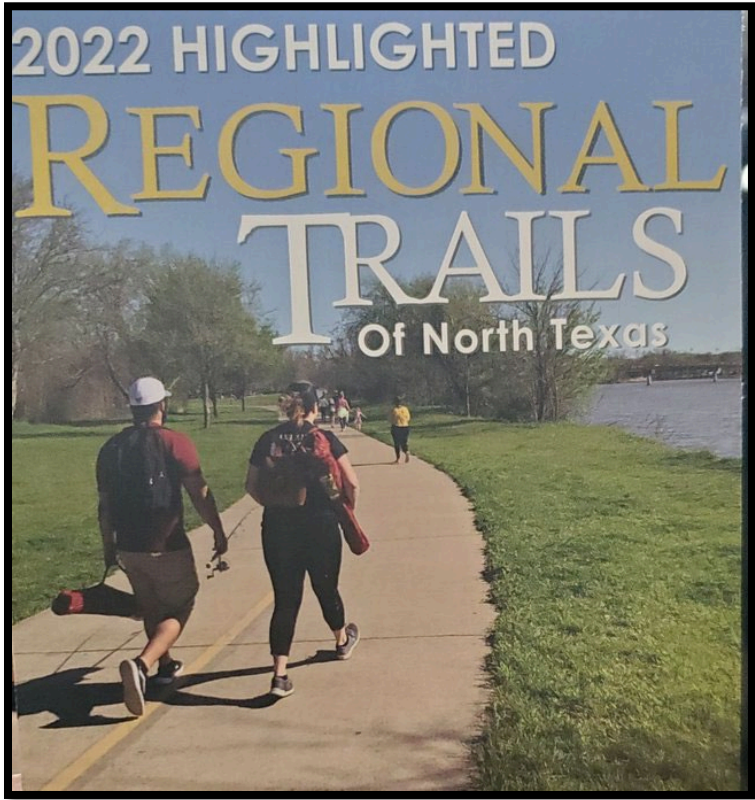
Read more about this trail in a story I did from last December! ➡️ <https://bit.ly/3KnD8ES> – Stacy Rickard - Spectrum News 1 (@stacyrickardTV)



2. Hey Bike People...it is time for Bike Month and we are super stoked to be partnering with @NCTCOGtrans Try Parking It app for the Inaugural DFW Bike Month Challenge 2022!! Celebrate National Bike Month from May 1 - May 31, 2022 by challenging yourself to bike everywhere! 1/5 – BikeDFW (@BikeDFW)

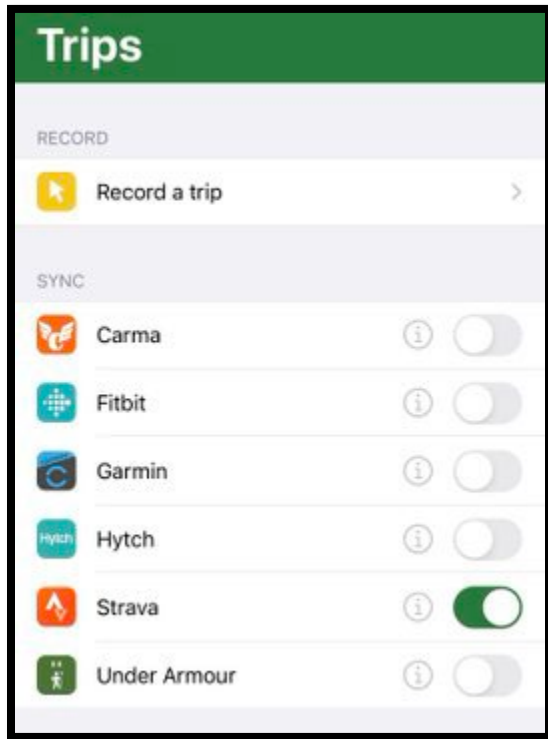


3. Plus made new friends and learned new things. Pretty excited about the @NCTCOGtrans Dallas-Ft Worth trail connection completing in 2024 (but many parts are now open). Going to take @Amtrak down with my bike and ride some their trails. – Shawn W (@shawn\_dubs)



This actually sounds like one of THE coolest trips. If you document any of it, tag us so we can see! – NCTCOGTransportation (@NCTCOGtrans)

4. Hi @NCTCOGtrans. Is there a way to pair Strava with the Try Parking It app? The app shows Strava as an option, but it won't sync with rides, and whenever I open the app, I'm asked to sign up again for the May Bike Challenge (which I've done several times already). cc: @BikeDFW – Jeff Kitner (@JeffKitner)



Thanks for pointing this out, Jeff! We'll forward this issue to our website vendor and follow up if and when we can. – NCTCOGTransportation (@NCTCOGtrans)

Hello again! Per the vendor: Steps to sync your TPI account with Strava: 1) Select "Strava" from the "Trips" tab 2) On the modal window that appears, enter the appropriate Strava login info and ensure the checkbox authorizing TPI to view data about your activities is checked. – NCTCOGTransportation (@NCTCOGtrans)

If you still encounter issues syncing the two accounts, please contact our vendor's dedicated support line by selecting "Contact us" from the "More" tab. They'll be happy to assist you directly to resolve the issue. – NCTCOGTransportation (@NCTCOGtrans)

Thanks! I tried all that but unfortunately there's no syncing. I also checked to confirm that my Strava privacy settings are on available to all (which they are). I'll use the vendor Contact Us tab. – Jeff Kitner (@JeffKitner)

Sorry to hear that didn't work. Do use the "Contact aid" feature and hopefully further assistance will get it resolved. – NCTCOGTransportation (@NCTCOGtrans)

Hi @NCTCOGtrans. I never heard back from the vendor and the App still doesn't work. Any suggestions? Would love to be a part of the May challenge! – Jeff Kitner (@JeffKitner)

Sorry to hear this, Jeff! I'll relay this message to the team and let you know of any updates. – NCTCOGTransportation (@NCTCOGtrans)

Good morning, Jeff! We reached out to the vendor and it looks like they did provide a response. Do you mind checking your spam/junk folder to see if it ended up there? – NCTCOGTransportation (@NCTCOGtrans)

Good morning! I did check there too, and unfortunately didn't see anything. – Jeff Kitner (@JeffKitner)

Hi, Jeff! Going to follow up with you via DM. – NCTCOGTransportation (@NCTCOGtrans)

5. The faster you drive, the more space you should give!! 🚲🚗 – Jessica Hartpence (@jhart\_OU)



6. Track your rides and sign up for the Bike Month Challenge, hosted by @BikeDFW and @NCTCOGtrans: - Bike Denton (@bikedenton)



**BikeDFW** @BikeDFW · Apr 28

Hey Bike People...it is time for Bike Month and we are super stoked to be partnering with @NCTCOGtrans Try Parking It app for the Inaugural DFW Bike Month Challenge 2022!! Celebrate National Bike Month from May 1 - May 31, 2022 by challenging yourself to bike everywhere! 1/5

[Show this thread](#)

## DFW Bike Month Challenge 2022

**WHERE WILL YOUR BIKE TAKE YOU?**

7. I ❤️ these bridges on the trail to keep folks dry... so sad we haven't gotten @dartmedia (yet) to agree to bridge on Preston Ridge Trail so nobody gets flattened by the #Silverline diesel TRAIN. @NCTCOGtrans @DallasCityMgr @VisionZeroTexas @ColinAllredTX @VanTaylorTX @JohnCornyn – caraathome (@🏠) (@caraathome)

**The Loop** @TheLoopDallas · May 19

Last week, we had a 145' bridge installed on the Trinity Forest Spine Trail!

This first section of trail has 11 bridges to keep users high and dry!

#ConnectingDallasWithDallas

## Innovative Vehicles & Technology

### Twitter –

1. Thanks to the Bipartisan Infrastructure Law, Texas will receive over \$60M to invest in electric vehicle charging infrastructure. Yesterday, I had the opportunity to join @NCTCOGtrans to see the firsthand impact of this law on the EV fleet here in North Texas! – Rep. Marc Veasey (@RepVeasey)



2. Last week, over 100 fleet owners, managers, industry experts and govt. officials joined @EnvDefenseFund and @NCTCOGtrans to convene on the state of zero-emission heavy-duty vehicles in Texas and where they're headed 🚛🔋 See what they learned:



3. Recent @EDFEbergEX @NCTCOGtrans workshop learned about the state of zero-emission heavy-duty vehicles in Texas, with presentations on topics such as: / • Regional air quality / • ZEV technology / • Utility & charging infrastructure / • Funding options – EDF Action (@EDFAction)



4. Attendees at a recent EDF / @NCTCOGtrans workshop learned about the state of zero-emission heavy-duty vehicles in Texas, with presentations on topics such as:

- Regional air quality
- ZEV technology
- Utility & charging infrastructure
- Funding options – EDF Texas (@EDFtx)



5. Medium- and heavy-duty vehicles are responsible for a disproportionate amount of transportation sector pollution. Last week, an @EnvDefenseFund / @NCTCOGtrans workshop explored the current state and direction of zero-emission trucks and buses in Texas. – EDF Texas (@EDFtx)



6. Last month, Nikola, supporting our dealer, @holt\_truck attended the @NCTCOGtrans ZEV Workshop where Nikola’s Manager of State & Local Relations, Omar discussed the future of state & federal grants for ZEVs. The #NikolaTreBEV & Nikola Mobile Charging Trailer were also there! – Nikola Motor Company



**Project Planning**

**Twitter –**

1. How did we get here?@TxDOT & @NCTCOGtrans has spent decades subsidizing outlying greenfield development & wasted billions in counterproductive hwy expansions rather than invest in walkable communities,convenient public #transit,& antisprawl policies.

What will change?^\_(ツ)\_/ – Loren S. (@txbornviking)

**Fort Worth Report** @FortWorthReport · May 4  
 Tarrant County could soon be classified as a “severe” violator of federal regulations aimed at improving air quality and reducing ozone levels. But what would change? [fortworthreport.org/2022/05/03/wit...](https://fortworthreport.org/2022/05/03/wit...)

Public comment period on Mobility 2045 Update open now:  
<https://nctcog.org/trans/plan/mtp/mobility-plan-update> – Thomas Bamonte (TomBamonte)

2. In this presentation, Natalie Bettger of @NCTCOGtrans discusses how @NCTCOGtrans utilizes planning processes to mainstream #TSMO into their daily operations. – NOCoE (@NOCoEOps)

youtube.com  
 Using Operations Data to Support Mainstreaming ...  
 This webinar is part of an FHWA Office of Operations project to support mainstreaming ...

**Safety**

**Twitter –**

1. Man dead after driving wrong way along Fort Worth highway, police say <https://star-telegram.com/news/local/fort-worth/article261470047.html> @RoyceWestTX @NCTCOGtrans @TxDOT Do we have to wait until it’s one of your loved ones that dies this way before we stop trying to put a square peg inside a round hole? – Sylvester Raymond, PhD (@SylvesterRaym13)

star-telegram.com  
 Man dead after driving wrong way along Fort Worth highway, police say  
 The incident closed all southbound lanes along the highway for several hours.

## Sustainability

### Email –

#### 1. **Brittney Bassett**

I am trying to reach Conserve North Texas, this is the only contact info i could find.

We're looking for some help getting the word out so the rules will change.

#### ***Texas Retail Energy Providers. (REPs) can steal solar power.***

If you don't have a battery for solar panels (and most of the time, even with a battery) you still have to be connected to the grid and in TX, REPs are not required to offer any incentives for solar power and can, in fact, steal solar power from residential suppliers.

We are in a unique situation that we purchased our home with solar panels already installed. So our first year (with our second energy provider) they had a great buy back program. And we saw the major benefits of over producing solar panels. Now the contracts have changed (and it looks like any REP with a solar buyback has similar contracts). There seems to be 3 buyback options - Wholesale rate (which averages about .03-.06 per kwh, which means they buy it from residential panel homes then sell it to other homes for 4x or more), capped limit (matching actual use, meaning when panels over produce, the REP can just take the excess energy), or net producing limits (so if your panels overproduce one year, you are ineligible for buyback the next year, meaning they can, again, just take the extra power produced).

I know for us, a major benefit of having clean energy through solar panels was that it would cost us next to nothing (again - unique situation that our home came with panels paid for) and that is far from true.

Thank you for your time!!

#### **Response by NCTCOG Transportation staff**

Hi, Brittney,

Thank you for contacting the North Central Texas Council of Governments Transportation department.

We are sorry to hear that you've had a negative experience. Conserve North Texas is an initiative of the North Central Texas Council of Governments (NCTCOG). We are working on changes and updates to the Conserve North Texas website to make our resources easier to find, and thank you for drawing attention to the need to add contact information. In the meantime, you can contact our team at [energy@nctcog.org](mailto:energy@nctcog.org).

You may be interested in connecting with the North Texas Renewable Energy Group: [www.ntreg.org](http://www.ntreg.org) and/or attending one of their monthly meetings. This organization advocates for solar energy and several of its members likely have expertise in the issue you've raised. Through them, you may also be able to connect with Mike Renner of the Renner "Off-Grid" House - DFW Solar Home Tour ([dfwsolartour.org](http://dfwsolartour.org)). He has essentially disconnected from the grid for reasons similar to the issue you've raised. You may also want to contact your local legislative representatives, as legislation may be required to address this concern.

The Texas chapter of Solar United Neighbors has a calculator linked to the top of their webpage that can be used to help identify which buyback program – or other retail electric plan - is the best fit for you, based on your home's specific electricity consumption. This is another organization that would be helpful to network with in terms of advocacy or policy support. Solar United Neighbors also has developed a webpage with resources and information on Consumer Protection at <https://www.solarunitedneighbors.org/learn-the-issues/consumer-protection/>. You can also use this page to schedule a phone call with one of Solar United Neighbors' solar experts.

### Transit

#### Twitter –

1. Ride transit.

Save money.

Smile like Luka.

#Mavs #MFFL – NCTCOGTransportation (@NCTCOGtrans)



Download the GoPass app for convenient, easy-to-use, contactless payment options and plan your trips, both locally and regionally! <http://gopass.org> – NCTCOGTransportation (@NCTCOGtrans)

Evening pass for a Mavs game would be \$3 – matt h (@matthavener)

### **Facebook –**

1. CORRECTION: DCTA's comment period, which was initially to end May 17, has been extended to June 10!

Provide your comments on DCTA's fare and service models. Join the virtual listening session TONIGHT at 6 pm! Connect with the meeting and complete the survey for a chance to win a \$100 Amazon gift card: <http://dctafeedback.net>. – NCTCOG Transportation Department



The public comment period has been extended through June 10! – Denton County Transportation Authority (DCTA)

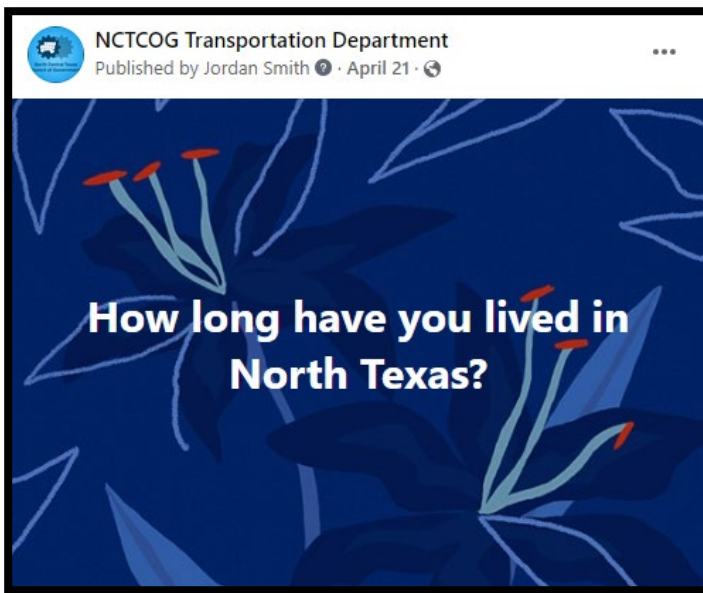
thanks for the correction! Will update. 😊 – NCTCOG Transportation Department



Other

Twitter –

1.



*\*\*Please note that this post (above) received over 40 comments. To read them, follow the link here: <https://www.facebook.com/NCTCOGtrans/posts/350010790495729>*



June 2022

Welcome to the Local Motion, a monthly email newsletter from the North Central Texas Council of Governments Transportation Department. This publication may look familiar, but it has been reimagined to deliver the same transportation news you are used to directly to your inbox. Thank you for reading.



## **N. Texans encouraged to #HopOn public transit**

With employers welcoming back their workers to offices, North Texans can ease back into their pre-pandemic routines by leaving the driving to someone else. The region's three major transit authorities – Dallas Area Rapid Transit, the Denton County Transportation Authority and Trinity Metro – have been providing service throughout the COVID-19 pandemic. Early on, they were a lifeline to healthcare, pharmacy,

grocery store and other “essential” employees responsible for keeping people healthy and safe.

As the pandemic has evolved, transit providers have continued to serve riders as those riders were ready to come back. Data shows people have been steadily returning to transit, a mode of transportation hit especially hard by the pandemic. Bus and train ridership climbed each quarter last year, and weekday ridership made steady gains throughout 2021 after being down by more than 50% at the outset of the pandemic.

Work schedules are not the same as they were pre-pandemic. Transit providers can serve workers across the region, regardless of their hours. For example, it may be helpful to people doing shift work, running errands after school or traveling to social gatherings.

The region's public transportation providers have maintained strict cleaning protocols to keep customers and employees safe. This is a practice that continues, even as people in North Texas and beyond have begun to resume their pre-pandemic routines.

With gas prices remaining high, now might be a good time for people to board the bus or train again. North Texans may not be able to control gas prices, but they can choose how they get around and commute. In addition to saving money by filling the gas tank less, leaving the driving

to someone else is less stressful and allows people to use their time wisely. For some, public transit can be a chance to decompress while commuting, leaving more time for people to get work done, answer emails, prepare for their day or just relax.

Not only can transit be less stressful than fighting traffic, but it could also improve the health of customers, especially if they walk or bicycle from the transit stop to their destination. Bicycles are permitted on all DART, DCTA and Trinity Metro buses and trains.

Flexibility is also key coming out of the pandemic. Those who do not live or work next to a transit stop may choose to combine traditional service with on-demand micro-transit options. DART (GoLink) or Trinity Metro (ZIPZones) and DCTA (Via) all offer on-demand services.

Wherever you need to go in North Texas, leave the driving to someone else and #hopon transit.



### **Spotlight: Electric Vehicle website revamped**

Did you know that there are almost 50,000 Electric Vehicles in North Texas? These clean-burning, fun-to-drive vehicles have grown in popularity across Dallas-Fort Worth and the state.

With manufacturers introducing new models and more federal funding available to boost infrastructure, this growth is poised to continue. Electric Vehicles North Texas, an initiative led by

the Dallas-Fort Worth Clean Cities Coalition, seeks to help reduce the barriers to EV adoption through resources and technical assistance. One issue that may be preventing people from making the switch to electric is range anxiety. A resource is available to answer this and other questions from North Texans and fleet operators thinking about transitioning to electric.

EVNT launched an upgraded webpage in May that includes a map of the charging locations across Dallas-Fort Worth as well as basic information about owning an EV. The expanded webpage provides easy access to new site resources such as:

- Electric Vehicles 101
- Regional and state EV registration dashboards
- Charging infrastructure locations and resources
- Hydrogen fuel cells
- Important information for fleets and consumers

The new site also provides information on incentives and future events. For the latest on EV resources, data and incentives, check out the new site for yourself at [www.dfwcleancities.org/evnt](http://www.dfwcleancities.org/evnt).

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## **RTC approves process to certify innovative transportation solutions**

The Regional Transportation Council has adopted a policy that establishes a process for coordination with transportation technology companies interested in coming to the region.

The policy outlines a fair, transparent process by which the RTC can coordinate with transportation infrastructure providers wishing to certify capitol-intensive innovative transportation technology to

move people and/or freight in the region. The policy also allows pilot applications of these particular technologies that may not need to be formally certified before implementation.

With this policy in place, the RTC can now guide a consensus-building path to innovative solutions that includes interested local governments and transportation providers of emerging technology. The goal of such an arrangement is a commercial application that serves a long-range transportation need.

This is a follow-up to a policy adopted in February to advance high-speed rail in the Dallas-Fort Worth High-Speed Transportation Connections Study along the Interstate Highway 30 corridor into the Phase 2 National Environmental Policy Act process.

In recent months, NCTCOG has been approached by hyperloop companies and others interested in proving their innovative transportation technologies for the first time. With the new policy, the RTC can coordinate with these transportation technology companies to find mutually beneficial opportunities as the region continues to push the boundaries on using innovative transportation solutions to meet increasingly complex transportation needs.

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## **By the Numbers**

**50,000**

**The approximate number of Electric Vehicles in North Texas.**

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## **RTC approves partnership to advance transit projects**

The RTC approved a funding partnership with Trinity Metro and the City of Fort Worth last month calling for the addition of \$62 million in federal funding to help move four transit and roadway projects forward. Here are the details:



- The 2.1-mile extension of the TEXRail commuter rail line to the Hospital District will receive \$51.36 million in new federal funding in addition to the previous RTC commitment of \$20 million. With funding from Fort Worth, Trinity Metro, leftover Federal Transit Administration funds from the original TEXRail project, and private sector, the project now has \$167 million.
- The Trinity Lakes Station, planned for the intersection of Interstate Highway 820 and the

Trinity Railway Express, will receive \$20.05 million in additional federal funding. This investment gives the project a total of \$26.74 million.

- The RTC programmed an additional \$2.01 million to guaranteed transit along IH 35W, which now has a total of \$16.01 million.
- NCTCOG has applied for \$100 million in federal grant funding to help with the construction of the East Lancaster Avenue project, for which the RTC has previously committed \$40 million. The Texas Department of Transportation has pledged \$30 million, to the project, with Fort Worth (\$16 million) and the private sector (\$2 million) also providing funding to the project to reconstruct East Lancaster Avenue from Dottie Lynn Parkway to downtown as a multimodal corridor that includes pedestrian and bicycle accommodations, enhanced transit, broadband and other features.

Another project, the Katy Lofts, will be funded by the private sector, allowing the RTC's previous commitment of \$11.36 million to be used on other projects.



## Progress North Texas 2022 available online

The North Central Texas Council of Governments' annual transportation state of the region report, Progress North Texas, is now available online. This year's report is organized around the theme of Transportation in the Age of COVID-19, which highlights the many ways North Texans have shifted their mindsets to navigate the ongoing COVID-19 pandemic and its effects on the transportation system.

Congratulations to Vianney Medellin, the winner of the 2022 art contest, whose artwork appears on the cover. Vianney was among the many talented Dallas ISD students asked to illustrate how COVID-19 has influenced the way they travel. Other top finishers in this year's competition are Penelope Levings, Marlene Posada, Xitlali Martinez, and Kimberly

Avalos. All of the art submitted was outstanding, and it was difficult to select a winner. Read this year's report and request copies at [www.nctcog.org/ourregion](http://www.nctcog.org/ourregion).



## NCTCOG to share updates, community initiative goals at public meeting June 13

NCTCOG will host a hybrid public meeting this month to provide an update on funding recommendations for the Regional 10-Year Plan, emerging transportation technologies and goals for goals for disadvantaged businesses.

The meeting will take place at NCTCOG's Arlington offices, 616 Six Flags Drive, at noon on Monday, June 13. Residents may attend the meeting, watch it online at [www.nctcog.org/input](http://www.nctcog.org/input) or participate via phone by dialing 855-925-2801 then code 2682.

The Regional Transportation Council updates and approves the Regional 10-Year Plan annually, offering North Texans a preview of approximately \$6.9 billion worth of projects developed with congestion, development, air quality and socioeconomic effects taken into consideration. Staff will present proposed changes to funding sources and an updated project list for the plan at the meeting.

NCTCOG is required by federal law to periodically update participation goals for the Disadvantaged Business Enterprise (DBE) program, which encourages transportation-specific contracting opportunities for socioeconomically disadvantaged businesses in the region. Staff will also provide a draft update of DBE participation goals for review and comment.

In 2021, work began on NCTCOG's regional planning exercise to prepare communities for new transportation technologies within the region—AV2.1: Planning for Local Partners. NCTCOG staff will present a project status update, including information about early scenario development efforts, and public outreach and education initiatives. More information on the project can be found at [www.connectntxfutures.org](http://www.connectntxfutures.org).

The Unified Planning Work Program (UPWP) for Regional Transportation Planning is developed by NCTCOG biennially and serves as a guide for planning activities to be conducted over the course of specified fiscal years. Proposed modifications to the Fiscal Year 2022 and Fiscal Year 2023 UPWP will be posted online for review and comment after the meeting.

Staff will also highlight resources such as the Mobility 2045: 2022 Update, the Regional Smoking Vehicle Program, a list of alternative fuel funding opportunities, and the RTC-adopted Innovative Transportation Technology Infrastructure Certification Program.

A recording of the presentations will also be posted at [www.nctcog.org/input](http://www.nctcog.org/input), where residents can comment through July 12.

For special accommodations due to a disability, language translation, printed copies of information discussed or to request a free roundtrip ride between NCTCOG and the Trinity Railway Express CentrePort/DFW contact Thao Tran at 817-704-2510 or [tctran@nctcog.org](mailto:tctran@nctcog.org) at least 72 hours prior to the meeting. Reasonable accommodations will be made.

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## **Fact Sheet: Bipartisan Infrastructure Law**

NCTCOG has published a fact sheet explaining the Infrastructure Investment and Jobs Act, or the Bipartisan Infrastructure Law, which was signed into law in November. The law funds federal-aid highways, highway safety, transit and other transportation programs with \$567.5 billion through Fiscal Year 2026. This five-year bill replaced the Fixing America's Surface Transportation Act, or the FAST Act, which expired in 2020 and was extended through FY2021.

Texas is projected to receive \$32.9 billion over five years for highways, transit and other related transportation projects.

This new legislation provides Texas with almost \$28 billion for federal-aid highway apportioned programs and \$537 million for bridge replacement and repairs over five years. The legislation authorizes more than a 40% increase over the FAST Act for public transportation. Texas

expects to receive \$3.3 billion over five years to improve public transportation options across the state.

To learn more about the legislation, read the fact sheet at: [www.nctcog.org/factsheets](http://www.nctcog.org/factsheets).

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

**Sent on behalf of North Central Texas Council of Governments (NCTCOG) by**  
[PublicInput.com](http://PublicInput.com)

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## DALLAS DISTRICT

## PROGRESS

Monthly Report on Dallas District Projects and Topics



COLLIN CO. | DALLAS CO. | DENTON CO. | ELLIS CO. | KAUFMAN CO. | NAVARRO CO. | ROCKWALL CO.

# 'GETTING IT DONE'



**DALLAS DISTRICT** – Working for a public transportation agency isn't always easy. We do our best to keep our citizens happy and safe while at the mercy of state regulations and processes, which we know

take time.

We often deal with negative comments and frustrated drivers and stakeholders, but it's always a good time to celebrate what's going well.

**TxDOT's SH 114 /US 377 project** in Roanoke (Denton County) has been making great strides in 'getting it done,' and people are noticing.

The \$32 million endeavor, awarded to Webber, LLC, started construction in Sept. 2021. It will construct six main lanes of SH 114 over US 377 to provide much-needed congestion relief in the corridor, while also enhancing safety.

Denton County Area Engineer Travis Campbell explained the current main lanes end just east of US 377, causing a large bottleneck of traffic in the area.

"The build is being constructed in between existing frontage road sections, which allows the contractor to move very quick," Campbell said. "We have a good contractor who has made a strong effort to finish



Credit: TxDOT graphics

**The project** at SH 114/US 377 in Roanoke is making great strides toward completion in early 2023.

this project ahead of schedule. The collaboration between the two agencies has made a lot of progress since construction began."

**Recently, Dallas District** Deputy Engineer Ceason Clemens visited the project site, and was impressed to see the progress made in such a short amount of time.

"The partnership between TxDOT and

Webber is a showcase of how developing a good plan ahead of time, alongside a contractor that has the right resources available, can deliver a project extremely quickly," Clemens said. "In a span of two months, more than 160 concrete beams have been set on the project."

**More on the BACK PAGE**



## MAY 2022 LET PROJECTS

	CSJ NUM-BER	HWY	LIMITS	TYPE OF WORK	COST EST. (M)	BID (M)	(%)	EST. TOTAL COST (M) <sup>3</sup>	CONTRACTOR
1	0092-06-105	I-45	Chambers Ck to Ellis C/L	Pvmt. repair, mill & overlay, seal coat & pvmt. markings	\$7.15	\$6.33	-11.38%	\$7.06	A. K. Gillis & Sons, LLC
2a - 2j	0095-04-072	US 80	East of FM 548 to SP 557	Install guide signs	\$2.26	\$2.58	14.02%	\$2.82	Mica Corporation
3a - 3c	0197-02-133	US 175	I-635 to SH 34	Installation of Wireless ITS System	\$2.29	\$2.10	-8.53%	\$2.62	Florida Traffic Control Devices, Inc.
4	0619-03-061	FM 544	At FM 1378	Construct Intersection Improvements	\$4.12	\$4.57	10.97%	\$5.36	New World Contracting, LLC
5a - 5b	0918-46-299	Seaborn Rd.	Seaborn Rd. at Hog Branch/ Cowling Rd. at Clear Creek	Bridge Replacement	\$2.75	\$2.85	3.70%	\$3.34	SEMA Construction, Inc.
<b>EST. MAY 2022 TOTALS</b>					<b>\$18.57</b>	<b>\$18.43</b>	<b>-0.75%</b>	<b>\$21.20</b>	
<b>DISTRICT FY ACCUMULATIVE LETTINGS</b>					<b>\$956.05</b>	<b>\$958.54</b>			
<b>DALLAS DISTRICT FY LETTING VOLUME CAP</b>					<b>\$1,388,769,377<sup>1</sup></b>				

<sup>1</sup>District FY 2022 Letting Volume Cap includes the IH 35E Phase II project for \$708,268,750.

<sup>2</sup>District Volume Cap subject to change pending final FIN Division Approval.

<sup>3</sup>Estimated Total Project Costs includes estimated PE, ROW, E, Indirect Costs and Potential Change Order Costs at the time of bid.

Note: Accumulative Letting/Obligations decreased due to bid rejection of Klyde Warren Deck Park Extension CSJ 0196-07-034.

## JUNE 2022 PROJECTED LETTING PROJECTS (SUBJECT TO CHANGE)

	CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. COST (M)
1	0047-06-161	US 75	At Ridgeview Dr.	Reconstruct Ridgeview interchange	\$40.28
2	0047-07-237	US 75	At 7 locations in Dallas, Cedar Hill and Duncanville	Traffic signal improvements	\$2.83
3	0091-05-079	SH 289	At Legacy Dr.	Landscape development	\$0.31
4	0095-03-080	US 80	Lawson Rd. (Dallas / Kaufman C/L) to FM 460	Reconstruct existing roadway & bridge replacement	\$92.91
5	0162-04-057	SH 31	At Hughes Branch and to at Melton Branch	Bridge replacement	\$4.34
6	0172-04-048	US 287	Johnson County line to W of US 287Q	Hazard elimination & safety	\$3.10
7	0195-02-076	I-35	At FM 455; FM 455 W of FM 2450 to E of Marion Rd.	Widen road and add lanes	\$83.90
8	0196-02-131	I-35E	Garden Ridge Blvd. to Lake Lewisville Bridge	Construct ramps	\$2.19
9	0196-02-132	I-35E	Frankford Rd. to Corporate Dr.	Highway operations program	\$12.37
10	0281-02-075	SH 78	At E Brown St./ At FM 544/ At McCreary Rd.	Hazard elimination & safety	\$1.12
11	0451-03-013	SH 205	N of John King (Rockwall C/L) to SH 78	Gravel, pavement, striping and signs	\$26.40
12	0568-01-059	SH 34	At Bradwell Reservoir	Bridge maintenance	\$3.63
13	0619-01-026	FM 6	SH 78 to Hunt County line	Restore existing pavement, add shoulders	\$7.97
14	0817-01-025	FM 428	At Pecan Creek and to at Culp Branch	Replace bridge and approaches	\$5.69
15	0918-24-266*	Renner	At Various locations to in the City of Richardson	Install traffic signal	\$2.80
16	0918-47-341	Lawson	North of Milam to South of E. Cartwright Rd.	Hazard elimination & safety	\$0.82
17	1392-01-050	FM 1378	South of Jessica Ln. to SH 5	Rehabilitate existing roadway	\$4.89
18	2679-03-015	FM 2514	East of Lavon Pkwy. to Brown St.	Reconstruct 2 lane rural to 4 lane divided	\$39.09
19	3325-01-014	FM 3243	End of maintenance to US 287	Rehabilitate existing roadway	\$6.07
20	0918-47-398*	VA	Various Locations to in the Dallas County	Preventive maintenance	\$2.47
<b>ESTIMATED TOTAL</b>					<b>\$343.18 M</b>

\* Unmapped.

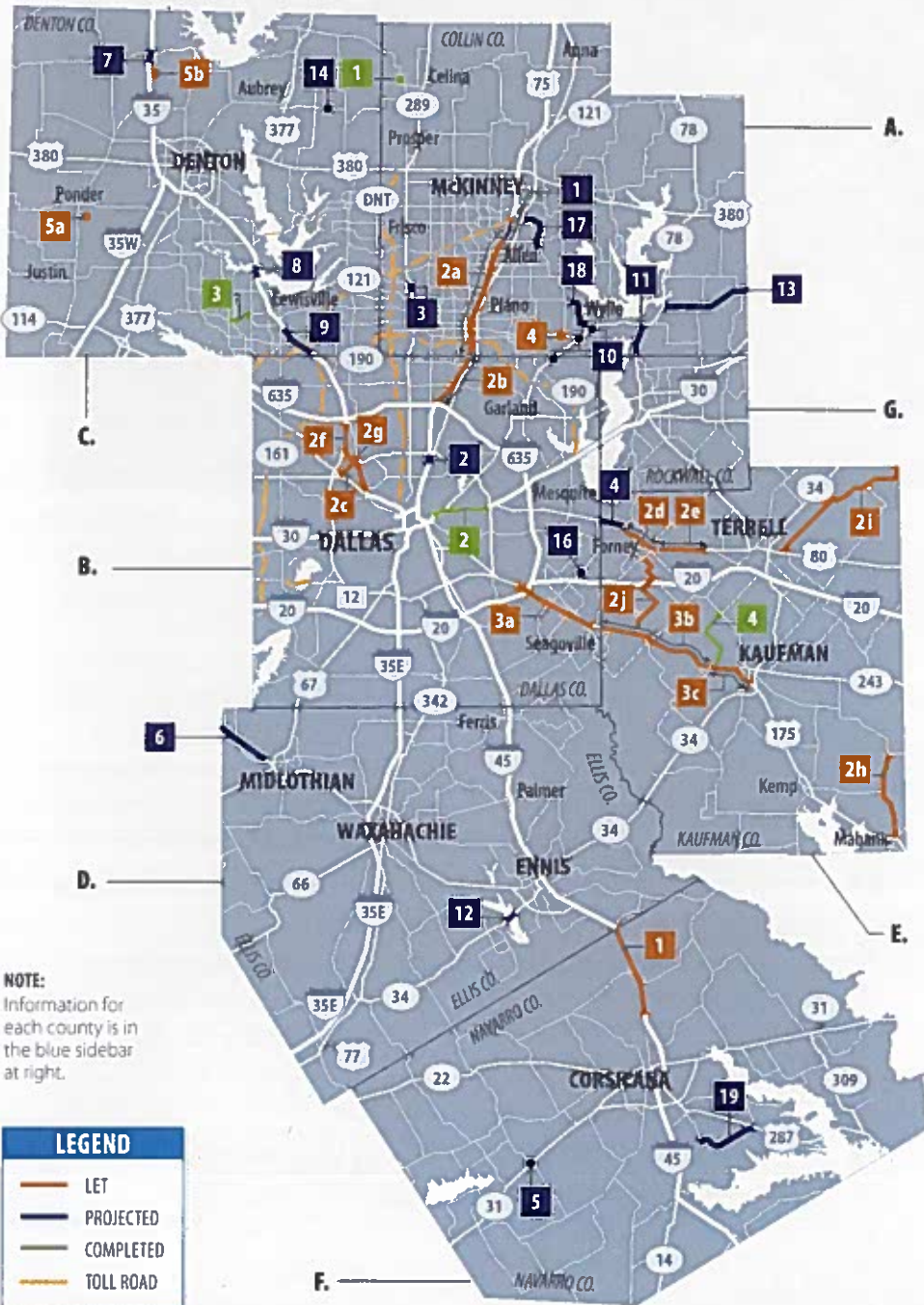
## COMPLETED CONSTRUCTION PROJECTS (FROM MAY 1-31, 2022)

	CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. COST (M)	COMPLETED DATE
1	0816-04-050	FM 455	At Cole's Branch (W of SH 289)	Replace bridge and approaches	\$4.12	5/17/2022
2	0009-11-250	I-30	Haskell Ave to West of Buckner Blvd.	Planing, concrete full depth repair, ACP overlay & pvmt markings	\$13.28	5/23/2022
3	1311-01-058	FM 1171	Long Praire Rd. to N Garland Ridge Blvd.	Construction of landscape	\$0.31	5/23/2022
4	2555-01-013	FM 2578	US 175 WBFR to FM 987	Overlay, rumble strips and pavement markings	\$1.31	5/23/2022
<b>ESTIMATED TOTAL</b>					<b>\$19.02 M</b>	

SOURCE: Texas Department of Transportation.

# DALLAS DISTRICT PROJECTS MAP

Colored and numbered boxes correspond with the charts on page 2 and show projects that have let in **May 2022**, are projected to let in **June 2022**, or have recently been **completed**.



**NOTE:**  
Information for each county is in the blue sidebar at right.

**LEGEND**

- LET
- PROJECTED
- COMPLETED
- TOLL ROAD

SOURCE: TxDOT research  
\*POPULATION ESTIMATE: NCTCOG



## 2021 DALLAS DISTRICT ESTIMATE TOTALS

VEHICLE REGISTRATION | 4,189,810  
\*POPULATION ESTIMATE | 5,090,613  
LANE MILES | 11,087.892

### A. COLLIN COUNTY

VEHICLE REGISTRATION: 865,094  
\*POPULATION ESTIMATE: 1,047,901  
LANE MILES: 1,856.034

### B. DALLAS COUNTY

VEHICLE REGISTRATION: 2,095,659  
\*POPULATION ESTIMATE: 2,647,627  
LANE MILES: 3,438.432

### C. DENTON COUNTY

VEHICLE REGISTRATION: 737,322  
\*POPULATION ESTIMATE: 904,005  
LANE MILES: 1,730.268

### D. ELLIS COUNTY

VEHICLE REGISTRATION: 195,865  
\*POPULATION ESTIMATE: 191,469  
LANE MILES: 1,547.372

### E. KAUFMAN COUNTY

VEHICLE REGISTRATION: 141,728  
\*POPULATION ESTIMATE: 140,667  
LANE MILES: 1,215.381

### F. NAVARRO COUNTY

VEHICLE REGISTRATION: 52,281  
\*POPULATION ESTIMATE: 52,973  
LANE MILES: 1,252.730

### G. ROCKWALL COUNTY

VEHICLE REGISTRATION: 101,840  
\*POPULATION ESTIMATE: 105,969  
LANE MILES: 347.675



Photo credit: TxDOT

Crews work to set 240-foot long steel beams over the Union Pacific Railroad for the new main lane extension of SH 114 in Roanoke, TX.



**TxDOT even received** unsolicited positive feedback from a private citizen regarding safety on the project.

"Just thought you would want to know in the construction of the overpass, EVERY worker had their tie-down on and hooked to the guidewires," she said. "Great job to this contractor!"

That doesn't mean the project hasn't been faced with challenges. The main lanes cross a Union Pacific railroad as well as a large water transmission line.

**Campbell said efficient coordination** between TxDOT and those entities has been key to avoiding roadblocks by getting approval ahead of time.

“

Just thought you would want to know in the construction of the overpass, EVERY worker had their tie-down on and hooked to the guidewires. Great job to this contractor!

— Roanoke resident  
Unsolicited comment

”

The entire team has worked together with the city of Roanoke and TxDOT Public Information Officer Kendall Kirkham Sloan to communicate and discuss traffic impacts, so the area can prepare for construction.

**Estimated project completion is expected in early 2023.**

'(Hard)hats off' to the TxDOT team and everyone involved with this very large mobility project, which was fully designed in-house by Dallas District engineers.

**Keep up the great work!**

Credit: TxDOT graphics

DALLAS DISTRICT | PROGRESS



TEXAS DEPARTMENT OF  
TRANSPORTATION  
4777 E. Highway 80  
Mesquite, TX  
75150-6643

FOR MORE INFORMATION:

214-320-4480  
dalinfo@txdot.gov  
[www.txdot.gov](http://www.txdot.gov)



REPORT A POTHOLE:

Visit <https://www.txdot.gov/inside-txdot/contact-us/contact-us/reportIssueSubPage/roadNeedsRepair.html> or call 800.452.9292. Progress report can be downloaded at <https://www.txdot.gov/inside-txdot/district/dallas/progress.html>