

coverage. While efforts are underway in finding a regional solution for all transit authorities regarding rail liability insurance, MATA faced an immediate need. Confronting limited options, NCTCOG staff issued a letter to MATA to ensure continuity of transit operations is maintained. A copy of the correspondence can be found in [Electronic Item 2.2.1](#). MATA is implementing safety and financial measures while exploring alternative options with Dallas Area Rapid Transit and NCTCOG. Ratification of emergency funding was approved by the RTC on November 12, 2020.

Staff requests endorsement of RTC's ratification of emergency funding to MATA utilizing existing Regional Toll Revenue funds previously authorized by the Regional Transportation Council for transit projects in an amount not to exceed \$400,000 to ensure continuation of transit services and enhanced connectivity between Uptown and Downtown Dallas. More details can be found in [Electronic Item 2.2.2](#).

Performance Measure(s) Addressed: Administrative, Transit

1:40 – 1:50

3. **Federal Highway Administration – Pavement/Bridge Condition Target Reaffirmation or Revisions**

Action Possible Action Information Minutes: 10

Presenter: Jeff Neal, NCTCOG

Item Summary: Staff will request a recommendation for Regional Transportation Council approval to reaffirm support for adjusted statewide pavement and bridge condition (PM2) targets on National Highway System (NHS) facilities, as established by the Texas Department of Transportation (TxDOT) in accordance with Fixing America's Surface Transportation (FAST) Act rulemaking for federally required performance measures.

Background: Subsequent to its execution in December 2015, FAST Act rulemaking requires certain performance measures, including pavement and bridge condition ratings for designated NHS facilities, be addressed in the long-range metropolitan transportation planning process. In 2018, the Committee affirmed regional support for TxDOT's statewide 2022 good and poor condition pavement and bridge (PM2) targets, and it also agreed to collaborate with TxDOT and local governments on project planning and programming that would contribute toward accomplishment of NHS pavement and bridge performance goals.

The rulemaking established an October 1, 2020, deadline for State Departments of Transportation (DOTs) to consider mid-range adjustments to statewide 2022 pavement and bridge targets as they each submit a Mid-Performance (MPP)

Progress Report to the Federal Highway Administration (FHWA). TxDOT adjusted five of the six PM2 targets according to its submittal, and as a result, Texas Metropolitan Planning Organizations have a new 180-day window to report whether they will affirm the adjusted targets or establish their own quantifiable targets. Considering received public/agency feedback, analysis of observed regional and statewide performance trends, trends, and potential effects on project development and implementation, staff recommends reaffirmation of support for TxDOT's adjusted statewide PM2 targets, as well as consensus for ongoing collaborative activities with partners that would further contribute toward accomplishment of NHS pavement and bridge performance goals. [Electronic Item 3](#) includes additional details on PM2 information, and the recommendation proposed by staff.

Performance Measure(s) Addressed: Administrative, Roadway

1:50 – 2:00

4. **2020 Metropolitan Planning Organization Milestone Policy Implementation (Round 2)**

Action Possible Action Information Minutes: 10

Presenter: Brian Dell, NCTCOG

Item Summary: Staff will brief the Committee on the next steps for implementing the second round of the Metropolitan Planning Organization (MPO) Milestone Policy.

Background: The MPO Milestone Policy was adopted by the Regional Transportation Council (RTC) to ensure that projects that have been funded are being implemented in a timely manner and funding is available for other projects in the region. The first MPO Milestone Policy implementation resulted in 51 of the 57 projects on the list advancing to construction. Since then, a second round of projects have been identified by staff as Milestone Policy projects. These projects were funded between 2006 and 2010 and have not begun construction. Letters were sent to all agencies with a project on the Milestone Policy list notifying them of the action needed to ensure that these projects remain funded. As with the first set of Milestone Policy projects, agencies were asked to review their projects and provide: 1) a realistic, achievable project schedule, 2) a new policy board action that reconfirms the agency's commitment to the project, and 3) a demonstration of the availability of local matching funds. Staff has reviewed the responses and the draft list of proposed recommendations for these projects can be found in [Electronic Item 4.1](#). Details on the MPO Milestone Policy can be found in [Electronic Item 4.2](#).

Performance Measure(s) Addressed: Roadway, Transit

2:00 – 2:05

5. **Executive Summary of Changing Mobility: Data, Insights, and Delivering Innovative Projects During COVID Recovery**

Action Possible Action Information Minutes: 5

Presenter: Michael Morris, NCTCOG

Item Summary: Staff will provide an Executive Summary on performance metrics to help understand the impacts of COVID-19 to the transportation system.

Background: Four performance metrics have been developed that will be tracked through the COVID-19 pandemic and recovery process: 1) travel behavior response to COVID-19; 2) financial implications to traditional revenue sources; 3) benefits of travel behavior responses to areas of RTC responsibility; and 4) prioritization of infrastructure improvements that offset unemployment increases. Additional information is summarized in [Electronic Item 5](#) and a more complete presentation can be found in the new dashboard at www.nctcog.org/pm/covid-19.

Performance Measure(s) Addressed: Roadway, Transit

2:05 – 2:15

6. **Regional Transportation Council Legislative Program, Legislative Update, and New Partnership Program with the Texas Transportation Commission**

Action Possible Action Information Minutes: 10

Presenters: Nick Allen and Michael Morris, NCTCOG

Item Summary: Staff will provide an overview of the Regional Transportation Council (RTC) 2021 Legislative Program for the 87th Texas Legislature. Staff will also provide an update on federal and State legislative actions related to transportation and air quality issues affecting the Dallas-Fort Worth area. A new RTC/Texas Transportation Commission (TTC) partnership program will be presented.

Background: The RTC approved the Legislative Program during the November RTC meeting. The RTC Legislative Program can be found in [Electronic Item 6](#). The 87th Texas Legislature will convene on January 12, 2021, and the 1st Session of the 117th United States Congress begins on January 3, 2021. Staff will introduce the new partnership program with the TTC to Committee members.

Performance Measure(s) Addressed: Roadway, Transit

2:15 – 2:25

7. **Overview of General Workshop on the Transportation Improvement Program Training**

Action Possible Action Information Minutes: 10

Presenter: Ken Bunkley, NCTCOG

Item Summary: A summary of the workshop that was held prior to the Surface Transportation Technical meeting will be provided.

Background: North Central Texas Council of Governments staff, in conjunction with Texas Department of Transportation staff, held a workshop that provided a general overview of the

Transportation Improvement Program (TIP) and project implementation, including the TIP development and modification processes, project selection, steps necessary after projects are selected, and a refresher on the Regional And Project Tracking System (RAPTS) for Regional Toll Revenue projects, and other available sources of information. The workshop included additional information on agreements, funding obligation, and project delivery.

Performance Measure(s) Addressed: Administrative, Roadway

2:25 – 2:35

8. **Success of SH 161 Pilot Project and Introduction of Wrecker Service on SH 121**

Action Possible Action Information Minutes: 10

Presenter: Natalie Bettger, NCTCOG

Item Summary: Staff will brief the Committee on the SH 121 technology lane and the staging of wreckers.

Background: Similar to the bottleneck improvement implemented on State Highway (SH) 161, a bottleneck improvement for SH 121 between Glade Road and SH 183 in Euless and Bedford is planned to open for traffic November 30, 2020. The improvement consists of shoulder restriping to enable three lanes of traffic during peak travel times. The additional capacity will provide congestion relief for travelers within and adjacent to this three-mile section. It will be accompanied by staged tow trucks to respond quickly to incidents along the project location. Additional information can be found in [Electronic Item 8](#), which summarizes the success of SH 161 and project improvement details on SH 121 activities.

Performance Measure(s) Addressed: Congestion, Safety

2:35 – 2:45

9. **End of Ozone Season, Compliance with Federal Requirements, and Future Outlook**

Action Possible Action Information Minutes: 10

Presenter: Jenny Narvaez, NCTCOG

Item Summary: Staff will provide a summary of the 2020 ozone season activity and other air quality updates for the Dallas-Fort Worth (DFW) region. The ozone season is from March 1 to November 30.

Background: The end of November concluded another ozone season for the DFW region. The region continues to work towards compliance for ozone National Ambient Air Quality Standards (NAAQS). Staff has been tracking the exceedance days at each monitor and will provide a summary of the 2020 ozone season data for the North Central Texas 9- and 10-county nonattainment areas.

As a reminder, the region remains in nonattainment for both the 2015 and 2008 NAAQS for ozone. The attainment dates for both standards are in 2021 and rely on ozone data from 2018, 2019, and 2020. Staff will discuss outcomes related to

the standards, and current and future analyses relating impacts on air quality. For further information see [Electronic Item 9](#).

Performance Measure(s) Addressed: Air Quality

2:45 – 2:45

10. **Fast Facts**

Action Possible Action Information Minutes: 0

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

1. 2021 Surface Transportation Technical Committee (STTC) and Regional Transportation Council Meeting Schedules ([Electronic Item 10.1](#))
2. STTC Survey on Virtual Work and Public Meetings ([Electronic Item 10.2](#))
3. Air Quality Funding Opportunities for Vehicles
(<https://www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle>)
4. Dallas-Fort Worth Clean Cities Upcoming Events
(<https://www.dfwcleancities.org/dfw-clean-cities-meetings>)
5. Reminder: Local Government Energy Reporting Coming Soon
([Electronic Item 10.3](#))
6. Status of Volkswagen Environmental Mitigation Funding Program
([Electronic Item 10.4](#))
7. October Online Input Opportunity Minutes ([Electronic Item 10.5](#))
8. December Online Input Opportunity 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):** This item provides an opportunity for members to bring items of interest before the group.

12. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for **1:30 pm on January 22, 2021.**

MINUTES**SURFACE TRANSPORTATION TECHNICAL COMMITTEE
October 23, 2020**

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, October 23, 2020, at 1:30 pm, by videoconference. The Regional Transportation Council Bylaws establish that the Technical Committee approved membership in attendance at a meeting shall constitute a quorum for action to be taken, therefore individual attendance was not taken for committee members or other attendees.

1. **Approval of September 25, 2020, Minutes:** The minutes of the September 25, 2020, meeting were approved as submitted in Electronic Item 1. Dan Vedral (M); Jim O'Connor (S). The motion passed unanimously.
2. **Consent Agenda:** The following items were included on the Consent Agenda.
 - 2.1. **FY2020 and FY2021 Unified Planning Work Program Modifications:** A recommendation for Regional Transportation Council (RTC) approval of modifications to the FY2020 and FY2021 Unified Planning Work Program (UPWP) was requested. Direction for staff to also administratively amend the Transportation Improvement Program and other administrative/planning documents, as appropriate, to reflect the approved modifications was included in the action. The proposed amendments were provided in Electronic Item 2.1.1. Additional information was provided in Electronic Item 2.1.2.
 - 2.2. **Endorsement of Regional Transportation Action on Clear Path™ Technology Program Funding:** Endorsement of Regional Transportation Council (RTC) approval of \$7.1 million in RTC federal funds as part of the total project cost to implement the Clear Path™ Technology system, as outlined in Electronic Item 2.2, was requested. Direction for staff to also administratively amend the Transportation Improvement Program/Statewide Transportation Improvement Program and other planning/administrative documents to include the project details was included in the action.
 - 2.3. **North Texas Center for Mobility Technologies: Research Project Funding Standards:** A recommendation for Regional Transportation Council (RTC) approval of selection criteria and a process for providing funding for sponsored research projects on mobility technologies proposed by the North Texas Center for Mobility Technologies was requested. Details were provided in Electronic Item 2.3.

A motion was made to approve the items on the Consent Agenda. Stanford Lynch (M); Alonzo Liñán (S). The motion passed unanimously.

3. **COVID-19 #00X Infrastructure Program (Round 3)/Collin County Funding Partnership:** Christie Gotti presented project recommendations for the third round of COVID-19 #00X Infrastructure Program, including two funding swaps with local partners. As a reminder, this program was created to infuse much needed cash into the local and State economy using infrastructure investments. Proposed projects meet one or more of the Regional Transportation Council (RTC) policies outlined in Mobility 2045 and other planning studies. An additional round of project selection is proposed for Spring 2021 and will potentially include new projects. Ms. Gotti noted the presentation will highlight proposed projects over \$10 million and that the complete list of proposed projects can be found in Electronic

Item 3.1. The first highlighted project is Butler Place at US 287, IH 35W and IH 30. Fort Worth Housing Solutions has been slowly moving current residents off the property. Improved accessibility for redevelopment of the property is needed, and in April 2019 the RTC approved funding for preconstruction efforts. Staff proposed \$10 million in Surface Transportation Block Grant Program (STBG) funds matched with Transportation Development Credits (TDC) for improved accessibility to and from Butler Place, with half of the funding repaid to the RTC through Tax Increment Finance (TIF) revenues over time. RTC policies addressed include accessibility and infill development. The next proposed set of projects is to advance two people/goods mover systems in the region. Staff proposed \$10 million, matched with regional TDCs, for each system for engineering, testing, and construction of automated cargo and people mover systems. The RTC policies addressed are innovative technology, air quality, goods movement, and public transportation. Next, staff proposed \$25 million in STBG funding, matched with regional TDCs, for investments in transit. Staff recently assessed funding by project type, which has not included significant funding to transit. In addition, investments in various transit initiatives will help address the substantial impacts of COVID-19 on transit ridership and operations. Staff will be working with transportation authorities to determine specific projects, which will be brought back to the Committee, but could include insurance for passenger rail integration onto freight lines, engineering funding for passenger rail/roadway interfaces, next generation high-intensity bus expansion, review of bus stop amenities, and partnerships with Class 1 railroads on passenger rail corridors. The RTC policies addressed through this effort are transit, air quality, and freight. Highlighted next was Worth Creek Parkway at Chisholm Trail Parkway. This is a new roadway being developed as a result of the new Tarleton State University campus constructed in south Fort Worth. The North Central Texas Council of Governments (NCTCOG) has been working with local partners to implement an interchange to create better access to the school and \$20 million in STBG funding, matched with regional TDCs, is proposed for construction of the interchange. The RTC policy addressed through this project is mobility. The next proposed project is the Weatherford Downtown Bypass Loop. The RTC previously funded the northern section of the bypass and now funding is proposed for the southern section. Approximately \$10 million in STBG funds, matched with State funds and regional TDCs, was proposed to reconstruct and widen the two-lane roadway to a four-lane roadway, including an intersection improvement. RTC policies addressed include mobility, safety, and complete streets. The next highlighted project addresses City of Dallas traffic signals. In 2019, the City of Dallas sustained significant tornado damage to traffic signals. This project helps rebuild damaged signals and signals in two other corridors, Lancaster Road and Hampton Road. Proposed funding includes \$220,000 in Congestion Mitigation and Air Quality improvement Program (CMAQ) and approximately \$13 million in STBG funding, as well as cash and Dallas Policy Bundle TDCs as local match. Funding will be used to design and construct 44 traffic signals, including signal retiming. RTC policies addressed include air quality, maintenance, reliability, mobility, and environmental justice. Next, staff highlighted a proposed project in the City of Denton. The Hickory Creek Road project is a partnership with the City of Denton and Denton County. Staff proposed \$10 million in STBG, matched with \$2.5 million in local cash to reconstruct and widen the roadway from two to four lanes. RTC policies addressed include mobility and safety. The next project is an extension of COVID-19 #00X Round 2 in which a funding swap between Denton County and the RTC was approved that would free up Regional Toll Revenue (RTR) funds in the western subregion in exchange for federal funds to Denton County. Staff proposed \$24 million in STBG funds, matched with \$6 million in State funds to construct a missing freeway segment on SH 114 from US 377 to IH 35W. RTC policies addressed include mobility and reliability. Next, Ms. Gotti presented a funding partnership proposed by Collin County. NCTCOG has been working with the Texas Department of Transportation (TxDOT) and local government partners on the US 380 project in Collin County to develop consensus along the alignment and for north/south roadway projects that are part of the

Regional 10-Year Plan. This proposal helps address two of the impacts to the future US 380 corridor and associated connections. She noted the partnership is only needed if US 380 is constructed as a freeway. In the first piece of the partnership, TxDOT has proposed an alignment change for US 380 to prevent a water line relocation that runs through Frisco. The change reduces developable land in Frisco. In exchange for agreeing to the alignment change, Frisco has requested \$30 million to fund an extension of Panther Creek Parkway. Collin County is willing to pay for the extension with bond program funds. Since bond program funds are not eligible, Collin County has requested a funding exchange. The RTC would fund the Panther Creek project with \$30 million STBG funding and in exchange, \$30 million of Category 2 funds would be taken off the US 380 project and replaced with \$30 million of Collin County bond funds. Costs above and beyond \$30 million on the Panther Creek Parkway project would be the responsibility of Frisco. The second half of the partnership involves the City of McKinney. McKinney has received a \$15 million TxDOT grant for a runway extension at McKinney National Airport which was originally planned to be extended to the south. Extending the runway to the north would reduce impacts to neighboring cities and give more flexible alignment options for the future extension of Spur 399 to US 380 but would cost more than an extension to the south. Collin County is willing to cover the cost, but cannot utilize bond funding, so another funding change was proposed. Staff proposed the RTC use \$30 million in Regional Toll Revenue funds to offset costs of the northern runway extension as mitigation to the US 380 project. In return, \$30 million in Category 2 funding will be removed from the US 380 project and replaced with \$30 million of Collin County bond funding. Ms. Gotti reminded members that the complete list of proposed projects was provided in Electronic Item 3.1 and details of the funding program were provided in Electronic Item 3.2. A motion was made to recommend Regional Transportation Council approval of the funded projects outlined in the presentation and in the cost revenue matrix provided in Electronic Item 3.1, as well as the funding exchanges between the Regional Transportation Council, Collin County, and the Cities of McKinney and Frisco. Action also included a recommendation to approve staff to administratively amend the Transportation Improvement Program/Statewide Transportation Improvement Program and other administrative/planning documents as needed. Clarence Daugherty (M); John Polster (S). The motion passed unanimously.

4. **Overview of Next Steps Involving the Travel Demand Management Program:** Caryn Sanders presented the impacts of travel behavior changes related to COVID-19 on Travel Demand Management (TDM) projects and programs. The goal of the regional Travel Demand Management Program is to reduce single-occupancy vehicle travel by encouraging alternatives to driving alone. Related programs and initiatives include the Employer Trip Reduction Program, the Regional Vanpool Program, transit, active transportation, park-and-ride facilities, and others. As a result of changes in traffic and commute patterns experienced during the COVID-19 pandemic, the North Central Texas region has experienced a decrease in traffic congestion and improvement in air quality. In addition, travel behavior has also caused decreased transit ridership, a decline in freeway and tollway usage, and increased bicycle/pedestrian trail usage. COVID-19 has also impacted both public and private sector employees, with many employers allowing their workforce to primarily work remote. Although public and private employers make reduction decisions for different reasons, decreased congestion and reduced emissions may be a positive result regardless of the initial reasons for action. Both sectors have identified various trip reduction targets for this year and future years. In an effort to sustain positive impacts of traffic and commute pattern changes post COVID-19, staff is exploring opportunities to retain benefits associated with current commuter behavior. Successful trip reduction programs require strong public support, promotion, and participation. Feedback from members was requested on methods to sustain the positive impacts, acceptable tradeoffs associated with implementing TDM strategies, and consideration of potential negative impacts to the urban

lifestyle. Lastly, Ms. Sanders noted that during the last Surface Transportation Technical Committee meeting a request was received to survey members on how the agencies are dealing with remote work and public meetings. Internal discussions on this request are currently occurring and an update will be provided once an action plan has been decided.

5. **Dallas-Fort Worth High-Speed Transportation Study Update:** Kevin Feldt presented an update regarding the Dallas to Fort Worth High-Speed Transportation (DFW HST) Connections Study. Evaluation is underway of high-speed transportation alternatives to connect the downtown areas of Dallas and Fort Worth to other proposed high-performance passenger systems in the State and other regional transportation systems, as well as obtain federal environmental approval of a viable alternative. The project is divided into two phases. Phase 1 is the alternative analysis phase to identify technology and alignments to be carried into Phase 2. Staff expects to complete Phase 1 by April 2021. The goal of Phase 2, the engineering and environmental phase, is to obtain federal environmental approval of the alignment and technology by April 2023. The draft preliminary project purpose is to connect downtown Dallas and downtown Fort Worth with high-speed intercity passenger rail service or an advanced high-speed ground transportation technology to: provide an alternative to existing ground transportation travel options, advance the state high-performance rail transportation network, support economic development opportunities, and enhance connectivity. Currently, five technologies have been identified for study and include conventional rail, higher speed rail, high speed rail, magnetic levitation technology, and hyperloop technology. Similarities and differences between the transportation options were highlighted. Mr. Feldt noted initial alignments/corridors were developed based on previous studies and 43 alignments/corridors connect downtown Dallas and downtown Fort Worth. Proposed evaluation methodology and screening criteria levels were highlighted. Level one will evaluate the ability of the corridor to meeting the purpose and need of the project. Level two will evaluate for fatal flaws and ranking, and level three will be a detailed evaluation of costs, potential impacts, and constructability/operability. In addition, the Phase 1 schedule through April 2021 was reviewed and meetings held to date regarding the study were highlighted. Future meetings include a Technology Forum in early December, an elected official briefing in January 2021, and upcoming public meetings will be held January 2021 through early spring. Entities interested in a presentation or briefing to interested groups were asked to complete a speaker request form available at www.nctcog.org/trans/about/educate/request-a-speaker. Project information is also available at www.nctcog.org/dfw-hstcs. Members were also asked to provide feedback and comments about the proposed evaluation methodology and screening criteria levels.
6. **Federal Highway Administration – Pavement/Bridge Condition Target Reaffirmation or Revisions:** Jeff Neal provided an update on pavement and bridge condition ratings for designated National Highway System (NHS) facilities to be addressed in the long-range metropolitan transportation planning process. As required by federal legislation, the North Central Texas Council of Governments (NCTCOG) tracks and monitors targets for several federal performance measures including Performance Measure (PM 2), pavement and bridge. In November 2018, the Regional Transportation Council (RTC) affirmed the Texas Department of Transportation's (TxDOT's) statewide pavement and bridge condition targets for 2020 and 2022. Rulemaking allows targets to be revisited at the mid-point of the performance period, which is 2020, with reports from state Departments of Transportation (DOT) due October 1, 2020. If a state DOT decides to adjust any of their PM 2 statewide targets, a new 180 day review window is reopened for Metropolitan Planning Organizations (MPOs) to consider whether or not they want to affirm their support for the adjusted targets or establish their own targets. When submitting its report, TxDOT changed five out of six of its targets reopening the review period for NCTCOG. Mr. Neal highlighted the NHS facilities in the region. PM 2 targets relate to these facilities and state DOTs are required to establish

their PM 2 targets for the full extent of the NHS within their state regardless of ownership. NCTCOG has divided regional NHS facilities into five classifications: interstate highways, non-interstate highways, on-system arterials, off-system toll roads, and off-system arterials. Mr. Neal highlighted NHS pavement good condition targets noting an increasing trend reflects improvement. The Texas Department of Transportation (TxDOT) has updated the targets for good pavement condition on both interstate and non-interstate NHS facilities from 66.4 percent to 66.5 percent, and 52.3 percent to 54.1 percent, respectively. A breakdown of pavement good condition targets for NHS facilities in the region was also highlighted. Mr. Neal also highlighted NHS pavement poor condition targets noting a decreasing trend reflects improvement. TxDOT has updated the targets for poor pavement condition on both interstate and non-interstate NHS facilities from 0.3 percent to 0.2 percent, and 14.3 percent to 14.2 percent, respectively. Estimates of pavement poor condition targets for NHS facilities in the region based on trend analysis of available data was provided. Although the trend analysis indicated mixed results among the different NHS roadway classification, Mr. Neal noted the continued comparatively poor state for off-system NHS arterials. He discussed pavement data considerations and differences between Highway Performance Monitoring System (HPMS) and Pavement Management Information System (PMIS) data system ratings, and how that impacts the data that is reported. He also noted TxDOT decisions regarding pavement management plans and development of maintenance projects are using the PMIS. He also discussed the International Roughness Index (IRI) and its relation to the performance measure targets. Mr Neal highlighted NHS bridge good and poor condition targets. For good condition targets, an increase is considered improvement and in poor condition targets, a decrease is the desired trend. TxDOT did not revise its good bridge condition target for 2020, which means reevaluation by the MPO for this target is not opened. However, TxDOT did change its poor bridge condition target from 0.8 percent to 1.5 percent. For NHS facilities in the region, and again based on linear trend analysis estimates, NCTCOG proposed an updated bridge poor condition target for 2020 from 2.3 percent to 2.0 percent. Poor and “near-poor” condition NHS bridges in the region were highlighted. In 2018, the region had 14 NHS bridges listed in poor condition. Through various project efforts, 12 of those 14 bridges will be addressed within the next 10 years. However, as a result of the new data, the poor condition bridges in the region have increased to 34. After review of projects included in the Transportation Improvement Program (TIP), Statewide TIP, and Unified Transportation Program, a total of 24 of the bridges will be addressed through a maintenance or construction project within the next 10 years leaving 10 poor condition bridges remaining to be addressed. Mr. Neal reminded members that in 2018, the RTC took action to support TxDOT’s statewide targets for both good and poor condition of pavements and bridges across the NHS. NCTCOG staff committed to collaborating to plan/program projects contributing toward accomplishment of pavement and bridge goals by working with local governments to expedite improvements for NHS off-system arterials in poor condition and with TxDOT and local governments to expedite improvements for NHS bridges in poor condition. He noted the region was recently awarded INFRA grant funds to address bridges in poor condition throughout the metroplex. Mr. Neal discussed considerations to think about when deciding whether to support TxDOT statewide PM 2 targets or establishing its own targets. In addition, he highlighted the schedule for NCTCOG to review and consider reaffirmation or revision of PM 2 targets. TxDOT submitted its Mid Performance Period progress report to the Federal Highway Administration on October 1. MPOs must report to state DOTs whether they will agree to plan/program projects contributing to adjusted state targets or commit to new quantifiable targets for the metropolitan planning area by March 30, 2021. Proposed reaffirmation or revision of targets will be provided for public comment in November and presented for Committee and Regional Transportation Council approval in December.

7. **Transit Oriented Development Survey Results:** Travis Liska provided an overview of results from the Dallas Area Rapid Transit (DART) Transit Oriented Development (TOD) Survey produced by the North Central Texas Council of Governments (NCTCOG) as part of a Federal Transit Administration Planning Pilot for TOD grant. The survey included those who live, work, and operate businesses within a one-mile radius of 28 DART red and blue line stations in the Cities of Dallas, Richardson, Garland, and Plano to help understand travel, perceptions, and preferences regarding transit and land use. Data was collected from August 2019-to February 2020, prior to COVID-19 restrictions. Random sampling was used and over 1,500 responses from residents, over 1,000 from businesses, and over 500 employee responses received. The survey covered many topics, with focus on travel and transit use, the relationship of land use and transportation choices, and potential challenges and opportunities related to TOD. Results indicate that TOD residents are more likely than most Dallas-Fort Worth residents to commute via transit. Residents also use transit for some non-work trips more than others. Regarding a core TOD topic, respondents who live closer to DART rail stations are more likely to commute by transit. Those who live within a quarter mile of a station are more than three times as likely to commute by transit than those who live farther away. However, those living near transit report being just as dependent on vehicles as most of the region. Additional survey topics included land-use decisions related to transportation patterns, factors in home choice, and transit business location influence. Responses reveal challenges regarding TOD. TOD residents still use cars more than transit and cite the need for frequent stops, long trips and too many transfers as barriers to transit use. In addition, businesses and employees see transit as less influential when considering business locations. Mr. Liska noted results of the survey will help staff understand what role demographics play in transportation choices for TOD residents and how TOD can be better implemented. He also noted a full report on the survey, including data tables and an executive summary are available online at www.nctcog.org/TOD under the Federal Transit Administration Pilot webpage. The information can be used as a resource to better understand challenges and opportunities for TOD in the region and provides additional insight on general topics of walking biking, and the relationship to land use. Committee Chair Brian Moen noted that McKinney and others in Collin County have been discussing trip characteristics related to new urban developments and how those behave differently if there is no transit aspect, as well as the challenges to implement these types of developments. He added he would be contacting staff regarding this topic.
8. **Changing Mobility: Data, Insights, and Delivering Innovative Projects During COVID Recovery:** Michael Morris provided a brief update on performance metrics to help understand the impacts of COVID-19 to the transportation system. Four performance metrics have been developed that will be tracked through the COVID-19 pandemic and recovery process: 1) travel behavior response to COVID-19; 2) financial implications to traditional revenue sources; 3) benefits of travel behavior responses to areas of RTC responsibility; and 4) prioritization of infrastructure improvements that offset unemployment increases. He discussed Metric 3 and the benefit of reduced letting costs due to expediting projects during this time. Staff will continue to follow metrics and provide updates to the Committee. Additional details were provided in Electronic Item 8.
9. **DFW Connector Pilot Program Results:** Amanda Wilson provided an overview of the results of the DFW Connector Pilot Program initiated to develop strategies to increase TollTag usage and apply successful techniques in the IH 35W corridor to reduce the Texas Department of Transportation's (TxDOT's) toll collection risk, consistent with previous Regional Transportation Council (RTC) approval. For TxDOT Concession comprehensive development agreement (CDA) projects such as the North Tarrant Express and LBJ, the developer is entitled to all toll transactions less the fees due to the North Texas Tollway

Authority (NTTA). TxDOT and NTTA have a tolling services agreement in which uncollected tolls are still required to go to the developer. The uncollected fees are considered the toll collection risk, with the risk being higher for pay-by-mail collection due to the higher cost to collect versus TollTags. For concession CDAs, NTTA has the collection risk and for non-concession lanes like the DFW Connector the risk is with TxDOT. For the IH 35W portion of the North Tarrant Express, TxDOT has the toll collection risk and requested that the uncollected tolls be paid by the RTC on the IH 35W project. The RTC did not approve the request but approved the DFW Connector Pilot Program in two phases. In Phase One, the surcharge was increased first to 75 percent and then to 90 percent to see if the increase would encourage TollTag usage. The effort increased the TollTag penetration rate to approximately 70 percent on the DFW Connector even though traffic was increasing which was not deemed acceptable to cover a collection risk. As a result, staff proceeded with Phase Two, the implementation of a market-driven approach to increase the TollTag penetration rate. The RTC approved \$300,000 in Regional Toll Revenue funds to implement five marketing efforts: 1) additional TollPerks for new TollTag customers, 2) prize giveaways, 3) preloaded TollTags to targeted areas, 4) TollTag sales at inspection stations in targeted areas, and 5) TollTag sales at car dealerships in targeted areas. The first marketing concept to award additional TollPerks for new TollTag customers was conducted in concert with the second marketing concept, prize giveaways. Advertising was conducted through social media and other digital platforms and was targeted to customers along the DFW Connector. Details were highlighted for each. While there was an increase in new TollTag accounts, staff did not find the marketing effort successful and did not recommend as a strategy in the future. Ongoing education on the benefits of TollTags to Zip Cash (pay-by-mail) customers is needed. The largest marketing concept was to offer a \$20 credit to high-use Zip Cash customers using the DFW Connector in average to low income zip codes. A direct mail piece and Zip Cash bill insert was used for advertisement to the target group and 27 accounts were opened using the provided promo code. An additional 475 TollTag accounts were created by individuals who received the direct mail piece/insert but did not redeem the code. As a result, not all allocated funding was used and the remaining will be returned to the Regional Toll Revenue pool. For those who redeemed the promo code, only 26 percent of those TollTag accounts remained active after a year. However, 98 percent of those accounts created by users who received the information but did not use the promo code remain active. Staff did not feel this was a successful promotion and did not recommend in the future. Ongoing messaging is more successful. The fourth marketing concept was the sale of TollTags at inspection stations. Since the North Central Texas Council of Governments had several contacts at inspection stations due to the AirCheckTexas Program, the effort was to recruit inspection stations near the DFW Connector corridor. The final concept was similar, with the sale of TollTags at car dealerships. Since the initial development of the marketing efforts, NTTA began regional toll partner programs at several car dealerships within the region to sell TollTags. Ms. Wilson provided a summary of the overall impact to the toll collection risk on IH 35W. Although there has been an increase in the TollTag penetration rate, which has increased from 70 percent to 85 percent as of 2019, staff does not believe the increased rate can be attributed to the pay-by-mail surcharge or marketing efforts and therefore does not recommend the efforts for other corridors. Staff recommended increased and regular outreach and education on the benefits of TollTags in high pay-by-mail zip codes. Details were provided in Electronic Item 9.

10. **FY2021 Project Tracking Initiative:** Brian Dell presented the Fiscal Year (FY) 2021 Project Tracking Initiative being initiated to reduce the region's carryover funding balances and ensure timely implementation of projects. Over the years, many projects in the region have experienced significant implementation delays, which led to the implementation of the Metropolitan Planning Organization (MPO) Milestone Policy that identifies project that have

not advanced to construction after ten or more years of being funded. Because of the region's large carryover balance of Congestion Mitigation and Air Quality Improvement Program (CMAQ), Surface Transportation Block Grant Program (STBG), and Transportation Alternatives (TA) Set-Aside funds, the funds are receiving scrutiny from both State and federal governments. North Central Texas Council of Governments (NCTCOG) staff currently follows up with implementing agencies on project schedules periodically and at least every other year when developing a new Transportation Improvement Program (TIP). Moving forward, staff will be conducting a more robust tracking effort to highlight and prevent some of the delays, to the extent possible. At the beginning of each fiscal year, staff will provide the Committee and the Regional Transportation Council (RTC) with a list of project phases scheduled to advance during the coming year based on the project schedules submitted by agencies. Agencies will also be asked to report project status on a more frequent basis. The status of projects scheduled for the year will be presented to the Committee and RTC on a quarterly or bi-annual basis to show how projects are progressing throughout the fiscal year. This will provide opportunities for agencies to address issues earlier and help ensure that projects are not added to the future MPO Milestone Policy list. A summary of FY2021 CMAQ, STBG, and TA Set-Aside funds allocated in the Unified Transportation Program for the region, as well as FY2020 carryover funds, were highlighted. The summary includes FY2021 project phases, project phases obligated to date, and project phases past their original estimated start date. Future updates to the Committee and RTC will also include a summary of obligated funding and phases. Mr. Dell noted that obligations are based on the federal fiscal year that runs from October to September. Also, staff's reference to FY2021 is the TIP fiscal year which is significant because of double listing in the TIP, which refers to projects obligated in FY2020 but also double listed in FY2021 in case project delays are experienced. FY2020 obligations for such projects will ultimately count against FY2020. Mr. Dell noted that to address the issue of projects being delayed, staff will continue to implement the MPO Milestone Policy, with a Round 2 update to the Committee in the next few months. Staff will also work with project sponsors and TxDOT to resolve issues that may be causing delays in project implementation and will hold a workshop in December to provide training on project implementation and drafting project schedules. Staff is also looking at other ways to address project implementation delays, including in future project selection initiatives. Members were asked to provide input regarding the proposed effort. Michael Morris added that projects delays will be reviewed by entity to help identify what types of issues may be hindering projects. He also discussed scrutiny expected during the upcoming legislative session regarding carryover balances and the importance of maintaining the support of TxDOT districts. He noted member input on constructive ideas to help expedite projects is important so delays can be addressed effectively. Staff also noted the SBTG carryover balance for FY2020 is higher the amount of STBG funds allocated for FY2021, which represents the problem and leads TxDOT Austin or the FHWA to question why the MPO has the authority to select projects but cannot get the projects implemented. As of July 31, 2020, only \$45 million of STBG funds for FY2020 have obligated out of the \$115-130 million available. A list of projects that are scheduled to begin in FY2021 was provided in Electronic Item 10.1, and additional details on the initiative were provided in Electronic Item 10.2.

11. **AV 2.2/AV 2.3 Projects Update:** Thomas Bamonte briefed the Committee on the status of Automated Vehicle (AV) 2.2 and 2.3 projects, including the availability of funding, the process for advancing proposed projects, and application review criteria. In October 2018, the Regional Transportation Council (RTC) adopted the AV 2.0 Program that included three projects: AV 2.1 - regional planning exercise for future mobility technology (\$1.5 M), AV 2.2 - AV deployment support for local partners (\$10 M), and AV 2.3 - strategic investments in AV services (\$20 M). An important part of the AV 2.0 efforts is the adoption of the RTC policy that all communities should have the resources necessary to plan for AV deployments

and to build effective partnerships with AV developers when they deploy AVs in a community and that the region will make strategic investments in AV services to explore use cases and AV deployments in communities overlooked by AV developers. The AV 2.1 regional planning process is expected to be completed by early to mid-2021. Current AV 2.2 and 2.3 efforts include review of use cases and private-sector partners to roll out meaningful automated vehicles services to communities throughout the region. Project proposals should request a minimum of \$500,000 and specify an AV 2.2 and/or AV 2.3 funding request. Proposing agencies will be the grant recipients and agencies should detail the benefits/costs of use cases, list private sector and agency contributions, include the project evaluation process, and commit to share lessons learned with the region. Proposals will be evaluated on the following criteria: substantial AV deployment, advancement of regional goals, contributions from public/private sectors, and community involvement/support for deployment. North Central Texas Council of Governments staff will evaluate proposals and those meeting the proposed criteria will be included in Transportation Improvement Program modifications and updates will be provided to the Committee. Awardees will be asked to report projects lessons learned to the Committee as well. Details were provided in Electronic Item 11. Mr. Bamonte highlighted current AV activities in the region. Four automated vehicle trucking companies have located in Dallas-Fort Worth, there have been sidewalk delivery robot deployments, the City of Arlington is rolling out an automated vehicle program in March 2021. There are continuing developments on the land and in the air, as well as new vehicle technologies. In addition, he discussed connected vehicle projects and programs and crowdsourced data for incident detection. Efforts also continue towards building crowdsourced vehicle data infrastructure to help understand the condition of the region's transportation assets, make the transportation system safer, and deliver a better travel experience for the user. Mr. Bamonte noted that staff was available to provide technical assistance for AV 2.2 and AV 2.3 projects and encouraged members to contact staff.

12. **Unmanned Aircraft Systems Draft Resolution:** Ernest Huffman provided an overview of efforts to develop a resolution to support a coordinated approach to Unmanned Aircraft Systems (UAS) planning activities and implementation opportunities. With the advent of air taxi or urban air mobility as a viable transportation method, planning for UAS integration is of growing importance. The Federal Aviation Administration (FAA), National Aeronautics and Space Administration (NASA), United States Air Force, and other interested stakeholders have agreed that one of the most difficult barriers to overcome UAS integration in a metropolitan area is community acceptance. An overview of the current variety of drone usage in the region was provided and it was noted that automated systems are expected to exponentially increase drones in the Dallas-Fort Worth region's airspace. As a result, a resolution is being considered to prepare the region for UAS integration and the associated challenges. Decision makers and the public need credible, transparent, and unbiased information so they can be empowered to make good decisions. Investment in UAS education is key in the prevention of negative perceptions about UAS technology. Mr. Huffman highlighted important considerations for the metropolitan area. These include policies to facilitate safe and efficient UAS operation throughout the region, operational safety within the regional aerospace, public engagement and equity within the region, land use regulations versus municipal priorities, mitigation of adverse impacts associated with varying vehicle types, economic impact, urban transportation system integration with existing urban transportation ecosystems, and privacy of data/network security. Also highlighted were deal points proposed for the draft resolution. Staff proposed to utilize the current transportation planning process for the integration of UAS, support safe and responsible UAS activity, encourage agencies to support their public safety services use of UAS systems, adopt pilot programs to demonstrate properly operated technologies, provide UAS-oriented educational opportunities to prepare workforce development, and participate in the North Texas UAS Safety and Integration Task Force Community Integration Working

Group. The working group will discuss community best practices and categorize community concerns. The group will also inventory available applications, funding mechanism and training, as well as identify how drone operations can supplement existing transportation methods and be used in natural disasters and other emergencies. North Central Texas Council of Governments staff is seeking feedback from Committee members, Regional Transportation Council members, and UAS Task Force members regarding a proposed resolution for the integration of UAS technologies in the region and will be providing future updates. Committee Chair Brian Moen discussed feedback from the Surface Transportation Technical Committees and other subcommittees currently researching related topics. Mr. Huffman provided an overview of the North Texas Safety and Integration Task Force. He encouraged those interested to attend the next Task Force meeting and encouraged participation in the upcoming community forum. Clarence Daugherty asked what staff intended the resolution to target. Mr. Huffman noted that feedback from members and stakeholders will help guide the process and end result, which staff envisions as a resolution to be adopted by cities and counties in the region. Michael Morris noted that staff may need to work with the Committee Chair to integrate the technology elements, especially those that overlap.

13. **Fast Facts:** Staff presentations were not given. Information was provided to members electronically for the following items.
 1. Contingency Action for High-Speed Rail Approved by STTC at the September 25, 2020, Meeting Not Needed and No Action Taken by the RTC
 2. Air Quality Funding Opportunities for Vehicles
(<https://www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle>)
 3. Dallas-Fort Worth Clean Cities Upcoming Events
(<https://www.dfwcleancities.org/dfw-clean-cities-meetings>)
 4. Status of Texas Volkswagen Environmental Mitigation Program Funding Programs (Electronic Item 13.1)
 5. Status Report on Ozone (Electronic Item 13.2)
 6. Fall 2020 TIM Executive Level Course Virtual Training Announcement (Electronic Item 13.3)
 7. Deadline to Submit Requests for Transportation Improvement Program Modifications through the February 2021 Cycle – October 23, 2020
(<https://rtrinternal.nctcog.org/login>)
 8. East/West Equity Update (Electronic Item 13.4)
 9. September Online Input Opportunity Minutes (Electronic Item 13.5)
 10. November Online Input Opportunity Notice (Electronic Item 13.6)
 11. Public Comments Report (Electronic Item 13.7)
 12. Written Progress Reports:
 - Local Motion (Electronic Item 13.8)
 - Partner Progress Reports (Electronic Item 13.9)
14. **Other Business (Old and New):** There was no discussion on this item.
15. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on December 4, 2020.

The meeting adjourned at 3:35 pm.

How to Read the Project Modification Listings - Roadway Section

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

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

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

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

PROPOSED FEBRUARY 2021 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 14042 **Facility:** FM 113 **Location/Limits From:** OLD MILLSAP ROAD **Modification #:** 2021-0088
Impementing Agency: TXDOT-FORT WORTH **Location/Limits To:** NORTH OF OLD MILLSAP ROAD
County: PARKER **CSJ:** 0717-01-025
City: MILLSAP **Desc:** REALIGN FM 113 (2 TO 2 LANES)
Request: INCREASE CONSTRUCTION FUNDING IN FY2022
Comment: LOCAL CONTRIBUTION PAID BY PARKER COUNTY

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	ENG	0717-01-025	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$128,225	\$128,225
2018	ROW	0717-01-025	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$500,000	\$500,000
2019	UTIL	0717-01-025	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$145,000	\$145,000
2022	CON	0717-01-025	STBG:	\$480,000	\$120,000	\$0	\$0	\$0	\$600,000
Grand Total:				\$480,000	\$120,000	\$0	\$0	\$773,225	\$1,373,225

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	ENG	0717-01-025	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$128,225	\$128,225
2018	ROW	0717-01-025	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$500,000	\$500,000
2019	UTIL	0717-01-025	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$145,000	\$145,000
2022	CON	0717-01-025	Cat 1:	\$1,120,000	\$280,000	\$0	\$0	\$0	\$1,400,000
2022	CON	0717-01-025	STBG:	\$480,000	\$120,000	\$0	\$0	\$0	\$600,000
Phase Subtotal:				\$1,600,000	\$400,000	\$0	\$0	\$0	\$2,000,000
Grand Total:				\$1,600,000	\$400,000	\$0	\$0	\$773,225	\$2,773,225

PROPOSED FEBRUARY 2021 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 13059 **Facility:** US 287 **Location/Limits From:** HERITAGE PKWY **Modification #:** 2021-0094
Impementing Agency: TXDOT-FORT WORTH **Location/Limits To:** JOHNSON COUNTY LINE
County: TARRANT **CSJ:** 0172-09-037
City: MANSFIELD **Desc:** CONSTRUCT 0/4 TO 4 LANE FRONTAGE ROADS
Request: ADD ROW PHASE IN FY 2020; INCREASE UTILITY PHASE FUNDING IN FY2021; DELAY CONSTRUCTION PHASE TO FY 2022 AND INCREASE FUNDING AS APPROVED BY THE RTC ON OCTOBER 8, 2020; REVISE LIMITS AS US 287 FROM UNION PACIFIC RAILROAD TO JOHNSON COUNTY LINE; REVISE SCOPE TO CONSTRUCT FREEWAY AUX LANES, CONSTRUCT 0/4 TO 4 FRONTAGE ROAD LANES, U-TURN LANE, RETAINING WALLS, DRAINAGE STRUCTURES, SIDEWALKS, AND SIGNALIZATION
Comment: REGIONAL 10 YEAR PLAN PROJECT

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0172-09-037	SW PE:	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000
2021	UTIL	0172-09-037	SW ROW:	\$40,000	\$10,000	\$0	\$0	\$0	\$50,000
2021	CON	0172-09-037	Cat 2M:	\$6,000,000	\$1,500,000	\$0	\$0	\$0	\$7,500,000
Grand Total:				\$6,040,000	\$2,510,000	\$0	\$0	\$0	\$8,550,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0172-09-037	SW PE:	\$960,000	\$240,000	\$0	\$0	\$0	\$1,200,000
2020	ROW	0172-09-037	SW ROW:	\$40,000	\$10,000	\$0	\$0	\$0	\$50,000
2021	UTIL	0172-09-037	SW ROW:	\$64,000	\$16,000	\$0	\$0	\$0	\$80,000
2022	CON	0172-09-037	Cat 2M:	\$9,000,000	\$2,250,000	\$0	\$0	\$0	\$11,250,000
Grand Total:				\$10,064,000	\$2,516,000	\$0	\$0	\$0	\$12,580,000

PROPOSED FEBRUARY 2021 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 13060	Facility: US 287	Location/Limits From: TARRANT COUNTY LINE	Modification #: 2021-0095
Impementing Agency: TXDOT-FORT WORTH		Location/Limits To: LONE STAR ROAD/FM 157	
County: JOHNSON	CSJ: 0172-10-013		
City: MANSFIELD	Desc: CONSTRUCT 0 TO 4 LANE FRONTAGE ROADS AND INTERSECTION IMPROVEMENTS AT US 287 AND LONE STAR ROAD/FM 157		
	Request: DELAY ENGINEERING TO FY2019; INCREASE CONSTRUCTION FUNDING; REVISE SCOPE AFTER RTC APPROVAL TO CONSTRUCT FREEWAY AUX LANES, NEW 0 TO 2 LANE FR, RAMPS, TEXAS U-TURN AT LONE STAR BRIDGE, LONE STAR RD WIDEN 2 TO 3 LANES, SHARED USE PATH, WIDEN LONE STAR RD BRIDGE FROM 2 TO 3 LANES, INTERSECTION IMPROVEMENTS AT US 287 AND LONE STAR RD/FM 157, RETAINING WALL, DRAINAGE STRUCTURES, SIDEWALKS AND SIGNALIZATION		
	Comment: REGIONAL 10 YEAR PLAN PROJECT		

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	ENG	0172-10-013	SW PE:	\$0	\$1,200,000	\$0	\$0	\$0	\$1,200,000
2021	ROW	0172-10-013	SW ROW:	\$40,000	\$10,000	\$0	\$0	\$0	\$50,000
2021	UTIL	0172-10-013	SW ROW:	\$40,000	\$10,000	\$0	\$0	\$0	\$50,000
2021	CON	0172-10-013	Cat 2M:	\$14,240,000	\$3,560,000	\$0	\$0	\$0	\$17,800,000
Grand Total:				\$14,320,000	\$4,780,000	\$0	\$0	\$0	\$19,100,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0172-10-013	SW PE:	\$0	\$1,200,000	\$0	\$0	\$0	\$1,200,000
2021	ROW	0172-10-013	SW ROW:	\$40,000	\$10,000	\$0	\$0	\$0	\$50,000
2021	UTIL	0172-10-013	SW ROW:	\$40,000	\$10,000	\$0	\$0	\$0	\$50,000
2021	CON	0172-10-013	Cat 2M:	\$18,240,000	\$4,560,000	\$0	\$0	\$0	\$22,800,000
Grand Total:				\$18,320,000	\$5,780,000	\$0	\$0	\$0	\$24,100,000

TIP Code: 13060.2	Facility: US 287	Location/Limits From: LONE STAR RD	Modification #: 2021-0096
Impementing Agency: TXDOT-FORT WORTH		Location/Limits To: ENTRANCE RAMP TO SB US 287	
County: JOHNSON	CSJ: 0172-10-017		
City: MANSFIELD	Desc: CONSTRUCT NEW 0 TO 2 LANE SB FRONTAGE ROAD, INTERSECTION IMPROVEMENTS AT US 287 AND LONE STAR RD, SIDEWALKS, DRAINAGE STRUCTURES		
	Request: ADD NEW PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)		

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2020	ENG	0172-10-017	SW PE:	\$120,000	\$30,000	\$0	\$0	\$0	\$150,000
2021	CON	0172-10-017	STBG:	\$1,200,000	\$300,000	\$0	\$0	\$0	\$1,500,000
Grand Total:				\$1,320,000	\$330,000	\$0	\$0	\$0	\$1,650,000

PROPOSED FEBRUARY 2021 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 11652.1 **Facility:** VA **Location/Limits From:** VARIOUS LOCATIONS ALONG SH 199 AND US 377 **Modification #:** 2021-0149
Impementing Agency: TXDOT-FORT WORTH
County: TARRANT **CSJ:** 0902-00-278
City: VARIOUS **Desc:** INSTALLATION OF MINOR INTERSECTION IMPROVEMENTS, INCLUDING BROAD BAND RADIOS AND CCTV IP CAMERAS
Request: UPDATE LOCATIONS TO INCLUDE FM 1220

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0902-00-278	SW PE:	\$0	\$2,000	\$0	\$0	\$0	\$2,000
2021	CON	0902-00-278	Cat 5:	\$133,200	\$33,300	\$0	\$0	\$0	\$166,500
Grand Total:				\$133,200	\$35,300	\$0	\$0	\$0	\$168,500

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0902-00-278	SW PE:	\$0	\$2,000	\$0	\$0	\$0	\$2,000
2021	CON	0902-00-278	Cat 5:	\$133,200	\$33,300	\$0	\$0	\$0	\$166,500
Grand Total:				\$133,200	\$35,300	\$0	\$0	\$0	\$168,500

PROPOSED FEBRUARY 2021 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 11955.2 **Facility:** FM 917 **Location/Limits From:** S. MAIN STREET **Modification #:** 2021-0155
Impementing Agency: TXDOT-FORT WORTH **Location/Limits To:** SH 174
County: JOHNSON **CSJ:** 1181-03-036
City: JOSHUA **Desc:** CONSTRUCT RR GRADE SEPARATION AND REALIGN FM 917
Request: CLARIFY LIMITS AS FM 917 FROM MAIN STREET TO EAST OF SH 174; DELAY ROW PHASE TO FY2022; DELAY UTILITY PHASE TO FY2023; DELAY CONSTRUCTION PHASE TO FY2024 AND REDUCE FUNDING
Comment: REGIONAL 10 YEAR PLAN PROJECT; RELATED TO TIP 11955.1/CSJ 1181-02-033

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	1181-03-036	SW PE:	\$0	\$400,000	\$0	\$0	\$0	\$400,000
2021	ROW	1181-03-036	SW ROW:	\$0	\$547,000	\$0	\$0	\$0	\$547,000
2021	UTIL	1181-03-036	SW ROW:	\$0	\$200,000	\$0	\$0	\$0	\$200,000
2023	CON	1181-03-036	Cat 2M:	\$2,792,598	\$698,150	\$0	\$0	\$0	\$3,490,748
Grand Total:				\$2,792,598	\$1,845,150	\$0	\$0	\$0	\$4,637,748

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	1181-03-036	SW PE:	\$0	\$400,000	\$0	\$0	\$0	\$400,000
2022	ROW	1181-03-036	SW ROW:	\$0	\$547,000	\$0	\$0	\$0	\$547,000
2023	UTIL	1181-03-036	SW ROW:	\$0	\$200,000	\$0	\$0	\$0	\$200,000
2024	CON	1181-03-036	Cat 2M:	\$2,400,000	\$600,000	\$0	\$0	\$0	\$3,000,000
Grand Total:				\$2,400,000	\$1,747,000	\$0	\$0	\$0	\$4,147,000

PROPOSED FEBRUARY 2021 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 11955.1 **Facility:** FM 917 **Location/Limits From:** EDDY AVENUE **Modification #:** 2021-0156
Impementing Agency: TXDOT-FORT WORTH **Location/Limits To:** S. MAIN STREET
County: JOHNSON **CSJ:** 1181-02-033
City: JOSHUA **Desc:** CONSTRUCT RAILROAD GRADE SEPARATION AND REALIGN FM 917
Request: REVISE LIMITS TO FM 917 FROM WEST OF AVE F TO MAIN STREET; DELAY ROW PHASE TO FY2022; DELAY UTILITY PHASE TO FY2023; DELAY CONSTRUCTION PHASE TO FY2024
Comment: REGIONAL 10 YEAR PLAN PROJECT; RELATED TO TIP 11955.2/CSJ 1181-03-036

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	1181-02-033	SW PE:	\$0	\$1,100,000	\$0	\$0	\$0	\$1,100,000
2021	ROW	1181-02-033	SW ROW:	\$0	\$2,000,000	\$0	\$0	\$0	\$2,000,000
2021	UTIL	1181-02-033	SW ROW:	\$0	\$500,000	\$0	\$0	\$0	\$500,000
2023	CON	1181-02-033	Cat 2M:	\$8,000,000	\$2,000,000	\$0	\$0	\$0	\$10,000,000
Grand Total:				\$8,000,000	\$5,600,000	\$0	\$0	\$0	\$13,600,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	1181-02-033	SW PE:	\$0	\$1,100,000	\$0	\$0	\$0	\$1,100,000
2022	ROW	1181-02-033	SW ROW:	\$0	\$2,000,000	\$0	\$0	\$0	\$2,000,000
2023	UTIL	1181-02-033	SW ROW:	\$0	\$500,000	\$0	\$0	\$0	\$500,000
2024	CON	1181-02-033	Cat 2M:	\$8,000,000	\$2,000,000	\$0	\$0	\$0	\$10,000,000
Grand Total:				\$8,000,000	\$5,600,000	\$0	\$0	\$0	\$13,600,000

PROPOSED FEBRUARY 2021 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 14063	Facility: SH 174	Location/Limits From: N OF ELK DR	Modification #: 2021-0169
Impementing Agency: TXDOT-FORT WORTH		Location/Limits To: S OF HULEN ST	
County: JOHNSON	CSJ: 0019-01-146		
City: BURLESON	Desc: WIDEN FROM 4 TO 6 LANES RURAL DIVIDED WITH SIDEWALKS		
	Request: REVISE LIMITS TO ON SH 174 FROM N OF ELK DR TO WICKER HILL RD		
	Comment: LOCAL CONTRIBUTION PAID BY CITY OF BURLESON		

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	ENG	0019-01-146	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,100,000	\$1,100,000
2019	ROW	0019-01-146	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$100,000	\$100,000
2023	CON	0019-01-146	Cat 5:	\$720,000	\$180,000	\$0	\$0	\$0	\$900,000
2023	CON	0019-01-146	STBG:	\$5,208,000	\$1,302,000	\$0	\$0	\$0	\$6,510,000
Phase Subtotal:				\$5,928,000	\$1,482,000	\$0	\$0	\$0	\$7,410,000
Grand Total:				\$5,928,000	\$1,482,000	\$0	\$0	\$1,200,000	\$8,610,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	ENG	0019-01-146	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,100,000	\$1,100,000
2019	ROW	0019-01-146	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$100,000	\$100,000
2023	CON	0019-01-146	Cat 5:	\$720,000	\$180,000	\$0	\$0	\$0	\$900,000
2023	CON	0019-01-146	STBG:	\$5,208,000	\$1,302,000	\$0	\$0	\$0	\$6,510,000
Phase Subtotal:				\$5,928,000	\$1,482,000	\$0	\$0	\$0	\$7,410,000
Grand Total:				\$5,928,000	\$1,482,000	\$0	\$0	\$1,200,000	\$8,610,000

PROPOSED FEBRUARY 2021 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 54018 **Facility:** US 377 **Location/Limits From:** END OF BRAZOS RIVER BRIDGE **Modification #:** 2021-0179
Impementing Agency: TXDOT-FORT WORTH **Location/Limits To:** HOLMES DR
County: HOOD **CSJ:** 0080-03-049
City: GRANBURY **Desc:** WIDEN 3/4 LANE TO 4/6 LANE DIVIDED WITH INTERCHANGE AT SH 144 AND FM 51
Request: ADVANCE ROW PHASE TO FY2022; ADVANCE UTILITY PHASE TO FY2023; ADD CONSTRUCTION PHASE AND FUNDING TO FY2026
Comment: REGIONAL 10 YEAR PLAN PROJECT; THIS MOD REPRESENTS CHANGES TO LIMITS, SCOPE AND FISCAL YEAR SINCE LAST RTC APPROVAL

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0080-03-049	SW PE:	\$4,000,000	\$1,000,000	\$0	\$0	\$0	\$5,000,000
2023	ROW	0080-03-049	SW ROW:	\$2,800,000	\$700,000	\$0	\$0	\$0	\$3,500,000
2024	UTIL	0080-03-049	SW ROW:	\$800,000	\$200,000	\$0	\$0	\$0	\$1,000,000
Grand Total:				\$7,600,000	\$1,900,000	\$0	\$0	\$0	\$9,500,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0080-03-049	SW PE:	\$4,000,000	\$1,000,000	\$0	\$0	\$0	\$5,000,000
2022	ROW	0080-03-049	SW ROW:	\$2,800,000	\$700,000	\$0	\$0	\$0	\$3,500,000
2023	UTIL	0080-03-049	SW ROW:	\$800,000	\$200,000	\$0	\$0	\$0	\$1,000,000
2026	CON	0080-03-049	Cat 2M:	\$20,000,000	\$5,000,000	\$0	\$0	\$0	\$25,000,000
Grand Total:				\$27,600,000	\$6,900,000	\$0	\$0	\$0	\$34,500,000

TIP Code: 11572 **Facility:** CS **Location/Limits From:** US 81/US 287 AT FM 3479/HARMON ROAD/NORTH TARRANT PARKWAY **Modification #:** 2021-0200
Impementing Agency: TXDOT-FORT WORTH
County: TARRANT **CSJ:** 0902-48-579
City: VARIOUS **Desc:** CONSTRUCT NORTH TARRANT PARKWAY OVER US 287 WITH TURNAROUND ON EASTSIDE; CONSTRUCT HARMON RD OVER US 287; RECONSTRUCT EXISTING SB ENTRANCE RAMP TO US 287 W/AUXILIARY LANE
Request: REVISE SCOPE TO REMOVE RECONSTRUCT EXISTING SB ENTRANCE RAMP TO US 287 W/AUXILIARY LANE; ADVANCE CONSTRUCTION PHASE TO FY2022 AND INCREASE FUNDING
Comment: MPO MILESTONE POLICY (ROUND 2) PROJECT; LOCAL CONTRIBUTION PAID BY CITY OF FORT WORTH; RELATED TO TIP 53029/CSJ 0014-15-033, TIP 53030/CSJ 0014-15-034, TIP 53031/CSJ 0014-15-035, TIP 53032/CSJ 0014-15-036

PROPOSED FEBRUARY 2021 TIP MODIFICATIONS FOR STTC CONSIDERATION

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0902-48-579	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$125,352	\$125,352
2021	ENG	0902-48-579	STBG:	\$501,000	\$125,250	\$0	\$0	\$0	\$626,250
Phase Subtotal:				\$501,000	\$125,250	\$0	\$0	\$125,352	\$751,602
2021	ROW	0902-48-579	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$32,500	\$32,500
2021	ROW	0902-48-579	STBG:	\$260,000	\$65,000	\$0	\$0	\$0	\$325,000
Phase Subtotal:				\$260,000	\$65,000	\$0	\$0	\$32,500	\$357,500
2021	UTIL	0902-48-579	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$28,000	\$28,000
2021	UTIL	0902-48-579	STBG:	\$220,000	\$55,000	\$0	\$0	\$0	\$275,000
Phase Subtotal:				\$220,000	\$55,000	\$0	\$0	\$28,000	\$303,000
2023	CON	0902-48-579	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,467,850	\$1,467,850
2023	CON	0902-48-579	STBG:	\$3,739,000	\$934,750	\$0	\$0	\$0	\$4,673,750
Phase Subtotal:				\$3,739,000	\$934,750	\$0	\$0	\$1,467,850	\$6,141,600
Grand Total:				\$4,720,000	\$1,180,000	\$0	\$0	\$1,653,702	\$7,553,702

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0902-48-579	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$125,352	\$125,352
2021	ENG	0902-48-579	STBG:	\$501,000	\$125,250	\$0	\$0	\$0	\$626,250
Phase Subtotal:				\$501,000	\$125,250	\$0	\$0	\$125,352	\$751,602
2021	ROW	0902-48-579	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$32,500	\$32,500
2021	ROW	0902-48-579	STBG:	\$260,000	\$65,000	\$0	\$0	\$0	\$325,000
Phase Subtotal:				\$260,000	\$65,000	\$0	\$0	\$32,500	\$357,500
2021	UTIL	0902-48-579	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$28,000	\$28,000
2021	UTIL	0902-48-579	STBG:	\$220,000	\$55,000	\$0	\$0	\$0	\$275,000
Phase Subtotal:				\$220,000	\$55,000	\$0	\$0	\$28,000	\$303,000
2022	CON	0902-48-579	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,653,702	\$1,653,702
2022	CON	0902-48-579	STBG:	\$10,256,881	\$2,564,221	\$0	\$0	\$0	\$12,821,102
Phase Subtotal:				\$10,256,881	\$2,564,221	\$0	\$0	\$1,653,702	\$14,474,804
Grand Total:				\$11,237,881	\$2,809,471	\$0	\$0	\$1,839,554	\$15,886,906

PROPOSED FEBRUARY 2021 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 53029 **Facility:** US 287 **Location/Limits From:** ON US 81/US 287 FROM FM 3479 (HARMON ROAD) **Modification #:** 2021-0201
Impementing Agency: TXDOT-FORT WORTH **Location/Limits To:** SOUTH OF NORTH TARRANT PARKWAY CROSSOVER
County: TARRANT **CSJ:** 0014-15-033
City: FORT WORTH **Desc:** RECONSTRUCT NORTHBOUND FRONTAGE ROAD AND EXIT RAMP SOUTH OF FM 3479
Request: REVISE LIMITS TO ON US 287 FROM NORTH OF HARMON RD TO NORTH OF IH 35W; REVISE SCOPE TO RECONSTRUCT 2 TO 2 NORTHBOUND FRONTAGE ROAD; ADD ROW PHASE TO FY2021; INCREASE CONSTRUCTION FUNDING AND ADVANCE TO FY2022
Comment: MPO MILESTONE POLICY (ROUND 2) PROJECT; RELATED TO TIP 53030/CSJ 0014-15-034, 53031/CSJ 0014-15-035, 53032/CSJ 0014-15-036, 11572/CSJ 0902-48-579

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0014-15-033	SW PE:	\$400,000	\$100,000	\$0	\$0	\$0	\$500,000
2023	CON	0014-15-033	Cat 2M:	\$1,233,335	\$308,334	\$0	\$0	\$0	\$1,541,669
Grand Total:				\$1,633,335	\$408,334	\$0	\$0	\$0	\$2,041,669

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0014-15-033	SW PE:	\$400,000	\$100,000	\$0	\$0	\$0	\$500,000
2021	ROW	0014-15-033	SW ROW:	\$136,000	\$34,000	\$0	\$0	\$0	\$170,000
2022	CON	0014-15-033	Cat 2M:	\$1,233,335	\$308,334	\$0	\$0	\$0	\$1,541,669
2022	CON	0014-15-033	STBG:	\$4,813,065	\$1,203,266	\$0	\$0	\$0	\$6,016,331
Phase Subtotal:				\$6,046,400	\$1,511,600	\$0	\$0	\$0	\$7,558,000
Grand Total:				\$6,582,400	\$1,645,600	\$0	\$0	\$0	\$8,228,000

PROPOSED FEBRUARY 2021 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 53030 **Facility:** US 287 **Location/Limits From:** ON US 81/US 287 FROM FM 3479 (HARMON ROAD) **Modification #:** 2021-0202
Impementing Agency: TXDOT-FORT WORTH **Location/Limits To:** SOUTHBOUND ENTRANCE RAMP
County: TARRANT **CSJ:** 0014-15-034
City: FORT WORTH **Desc:** CONSTRUCT TURNAROUND FROM NB TO SB AT NORTH TARRANT PARKWAY; RECONSTRUCT EXISTING SOUTHBOUND FRONTAGE ROAD FROM FM 3479 TO US 287
Request: REVISE LIMITS TO ON US 287 FROM NORTH OF HARMON RD TO NORTH OF IH 35W; REVISE SCOPE TO RECONSTRUCT 2 TO 2 LANE EXISTING SOUTHBOUND FRONTAGE ROAD; ADD ROW PHASE TO FY2021; INCREASE FUNDING FOR CONSTRUCTION AND ADVANCE CONSTRUCTION TO FY2022
Comment: MPO MILESTONE POLICY (ROUND 2)PROJECT; RELATED TO TIP 53029/CSJ 0014-15-033, 53031/CSJ 0014-15-035, 53032/CSJ 0014-15-036, 11572/CSJ 0902-48-579

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0014-15-034	SW PE:	\$400,000	\$100,000	\$0	\$0	\$0	\$500,000
2023	CON	0014-15-034	Cat 2M:	\$1,230,543	\$307,636	\$0	\$0	\$0	\$1,538,179
Grand Total:				\$1,630,543	\$407,636	\$0	\$0	\$0	\$2,038,179

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0014-15-034	SW PE:	\$400,000	\$100,000	\$0	\$0	\$0	\$500,000
2021	ROW	0014-15-034	SW ROW:	\$113,600	\$28,400	\$0	\$0	\$0	\$142,000
2022	CON	0014-15-034	Cat 2M:	\$1,230,543	\$307,636	\$0	\$0	\$0	\$1,538,179
2022	CON	0014-15-034	STBG:	\$5,782,257	\$1,445,564	\$0	\$0	\$0	\$7,227,821
Phase Subtotal:				\$7,012,800	\$1,753,200	\$0	\$0	\$0	\$8,766,000
Grand Total:				\$7,526,400	\$1,881,600	\$0	\$0	\$0	\$9,408,000

PROPOSED FEBRUARY 2021 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 53031 **Facility:** US 287 **Location/Limits From:** ON US 81/US 287 FROM NORTH ENTRANCE/EXIT RAMP NORTH **Modification #:** 2021-0203
Impementing Agency: TXDOT-FORT WORTH **Location/Limits To:** FM 3479 (HARMON ROAD)
County: TARRANT **CSJ:** 0014-15-035
City: FORT WORTH **Desc:** RECONSTRUCT NB FRONTAGE ROAD FROM FM 3479 TO RAMP AND SOUTHBOUND FRONTAGE ROAD FROM RAMP TO FM 3479
Request: REVISE LIMITS TO ON US 287 FROM NORTH OF HARMON RD TO NORTH OF IH 35W; REVISE SCOPE TO RECONSTRUCT NB AND SB EXIT RAMP TO HARMON ROAD/NORTH TARRANT PARKWAY AND SB ENTRANCE RAMP FROM HARMON ROAD; ADVANCE CONSTRUCTION PHASE TO 2022; RELATED TO TIP 53029/CSJ 0014-15-033 AND TIP 53030/CSJ 0014-15-034
Comment: MPO MILESTONE POLICY (ROUND 2) PROJECT; RELATED TO TIP 53029/CSJ 0014-15-033, 53030/CSJ 0014-15-034, 53032/CSJ 0014-15-036, 11572/CSJ 0902-48-579

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0014-15-035	SW PE:	\$400,000	\$100,000	\$0	\$0	\$0	\$500,000
2023	CON	0014-15-035	Cat 2M:	\$1,230,543	\$307,636	\$0	\$0	\$0	\$1,538,179
Grand Total:				\$1,630,543	\$407,636	\$0	\$0	\$0	\$2,038,179

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0014-15-035	SW PE:	\$400,000	\$100,000	\$0	\$0	\$0	\$500,000
2022	CON	0014-15-035	Cat 2M:	\$1,230,543	\$307,636	\$0	\$0	\$0	\$1,538,179
Grand Total:				\$1,630,543	\$407,636	\$0	\$0	\$0	\$2,038,179

PROPOSED FEBRUARY 2021 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 53032 **Facility:** US 287 **Location/Limits From:** ON US 81/US 287 FROM NORTH OF FM 3479 **Modification #:** 2021-0204
Impementing Agency: TXDOT-FORT WORTH **Location/Limits To:** NORTH OF IH 35W INTERCHANGE
County: TARRANT **CSJ:** 0014-15-036
City: FORT WORTH **Desc:** CONSTRUCT AUXILIARY LANE FROM NORTHBOUND ENTRANCE FROM FM 3479 AND IH 35W TO NORTH TARRANT PARKWAY; AUXILIARY LANE FOR SOUTHBOUND EXIT TO FM 3479 AND ENTRANCE FROM NORTH TARRANT PKWY
Request: REVISE SCOPE TO CONSTRUCT AUXILIARY LANE FOR NORTHBOUND EXIT TO NORTH TARRANT PARKWAY; AUXILIARY LANE FOR SOUTHBOUND ENTRANCE FROM NORTH TARRANT PKWY; ADVANCE CONSTRUCTION TO FY2022

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0014-15-036	SW PE:	\$400,000	\$100,000	\$0	\$0	\$0	\$500,000
2023	CON	0014-15-036	Cat 2M:	\$1,245,183	\$311,296	\$0	\$0	\$0	\$1,556,479
Grand Total:				\$1,645,183	\$411,296	\$0	\$0	\$0	\$2,056,479

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0014-15-036	SW PE:	\$400,000	\$100,000	\$0	\$0	\$0	\$500,000
2022	CON	0014-15-036	Cat 2M:	\$1,245,183	\$311,296	\$0	\$0	\$0	\$1,556,479
Grand Total:				\$1,645,183	\$411,296	\$0	\$0	\$0	\$2,056,479

TIP Code: 84162 **Facility:** CS **Location/Limits From:** ON AVONDALE HASLET ROAD FROM CHARLOTTE ANN LANE **Modification #:** 2021-0209
Impementing Agency: FORT WORTH **Location/Limits To:** WEST OF HASLET COUNTY LINE ROAD
County: TARRANT **CSJ:** 0902-90-188
City: FORT WORTH **Desc:** RECONSTRUCT A 2-LANE UNDIVIDED RURAL ROAD TO A 4-LANE DIVIDED URBAN ROADWAY, INCLUDING INTERSECTION, TRAFFIC SIGNAL, PEDESTRIAN, BICYCLE, SIGNAGE AND ILLUMINATION IMPROVEMENTS
Request: ADD PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
Comment: LOCAL CONTRIBUTION BY THE CITY OF FORT WORTH

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2000	ENG	0902-90-188	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,600,000	\$1,600,000
2020	ENV	0902-90-188	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$325,000	\$325,000
2021	ROW	0902-90-188	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$5,000,000	\$5,000,000
2021	UTIL	0902-90-188	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$900,000	\$900,000
Grand Total:				\$0	\$0	\$0	\$0	\$7,825,000	\$7,825,000

PROPOSED FEBRUARY 2021 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 11655.1 **Facility:** VA **Location/Limits From:** REVENUE AND PROJECT TRACKING SYSTEM (RAPTS) **Modification #:** 2021-0215
Impementing Agency: NCTCOG
County: VARIOUS **CSJ:** 0902-00-239, 0902-00-240, 0902-00-241
City: VARIOUS **Desc:** TRACK, MONITOR, AND ASSESS REGIONAL TRANSPORTATION AND AIR QUALITY PROJECTS THROUGH THE RAPTS WEBSITE; INCLUDES SOFTWARE DEVELOPMENT AND NCTCOG STAFF TIME
Request: DELAY FY2020 FUNDING TO FY2022 WITH NO CHANGE TO OVERALL FUNDED AMOUNT
Comment: 247,520 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; CATEGORY 5 TDCS

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2020	IMP	0902-00-239	Cat 3 - TDC (MPO):	\$0	\$0	\$66,560	\$0	\$0	\$0
2020	IMP	0902-00-239	Cat 7:	\$332,800	\$0	\$0	\$0	\$0	\$332,800
Phase Subtotal:				\$332,800	\$0	\$66,560	\$0	\$0	\$332,800
2021	IMP	0902-00-240	Cat 3 - TDC (MPO):	\$0	\$0	\$89,440	\$0	\$0	\$0
2021	IMP	0902-00-240	STBG:	\$447,200	\$0	\$0	\$0	\$0	\$447,200
Phase Subtotal:				\$447,200	\$0	\$89,440	\$0	\$0	\$447,200
2022	IMP	0902-00-241	Cat 3 - TDC (MPO):	\$0	\$0	\$91,520	\$0	\$0	\$0
2022	IMP	0902-00-241	STBG:	\$457,600	\$0	\$0	\$0	\$0	\$457,600
Phase Subtotal:				\$457,600	\$0	\$91,520	\$0	\$0	\$457,600
Grand Total:				\$1,237,600	\$0	\$0	\$0	\$0	\$1,237,600

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2020	IMP	0902-00-239	Cat 3 - TDC (MPO):	\$0	\$0	\$0	\$0	\$0	\$0
2020	IMP	0902-00-239	STBG:	\$0	\$0	\$0	\$0	\$0	\$0
Phase Subtotal:				\$0	\$0	\$0	\$0	\$0	\$0
2021	IMP	0902-00-240	Cat 3 - TDC (MPO):	\$0	\$0	\$89,440	\$0	\$0	\$0
2021	IMP	0902-00-240	STBG:	\$447,200	\$0	\$0	\$0	\$0	\$447,200
Phase Subtotal:				\$447,200	\$0	\$89,440	\$0	\$0	\$447,200
2022	IMP	0902-00-241	Cat 3 - TDC (MPO):	\$0	\$0	\$158,080	\$0	\$0	\$0
2022	IMP	0902-00-241	STBG:	\$790,400	\$0	\$0	\$0	\$0	\$790,400
Phase Subtotal:				\$790,400	\$0	\$158,080	\$0	\$0	\$790,400
Grand Total:				\$1,237,600	\$0	\$0	\$0	\$0	\$1,237,600

PROPOSED FEBRUARY 2021 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 25089.1 **Facility:** VA **Location/Limits From:** REGIONAL RAIL INFORMATION SYSTEM (RRIS) **Modification #:** 2021-0224
Impementing Agency: NCTCOG
County: VARIOUS **CSJ:** 0902-00-300
City: VARIOUS **Desc:** DEVELOPMENT & IMPLEMENTATION OF A (RRIS) TO ASSIST WITH FREIGHT & PASSENGER TRAIN INTERACTIONS; INCREASED PLANNED FREIGHT & PASSENGER RAIL GROWTH, IDENTIFY RAIL BOTTLENECKS & ENHANCE LONG TERM MOBILITY PLAN PROJECTS INCLU. CONSULTANT AND STAFF ACTIVITIES
Request: ADD PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP); 1,420,000 TRANSPORTATION DEVELOPMENT CREDITS (TDCS) REQUESTED AFTER APPROVAL BY THE RTC ON OCTOBER 8, 2020
Comment: 1,420,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; CLEAR PATH TECHNOLOGY FOR MAINTENANCE OF SYSTEMS; CATEGORY 5 TDC; RELATED TO TIP 25089.2 AND 25089.3

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	IMP	0902-00-300	Cat 3 - TDC (MPO):	\$0	\$0	\$1,420,000	\$0	\$0	\$0
2021	IMP	0902-00-300	STBG:	\$7,100,000	\$0	\$0	\$0	\$0	\$7,100,000
Phase Subtotal:				\$7,100,000	\$0	\$1,420,000	\$0	\$0	\$7,100,000
2024	IMP	0902-00-300	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$3,100,000	\$3,100,000
Grand Total:				\$7,100,000	\$0	\$0	\$0	\$3,100,000	\$10,200,000

PROPOSED FEBRUARY 2021 TIP MODIFICATIONS FOR STTC CONSIDERATION

TIP Code: 25022 **Facility:** VA **Location/Limits From:** CENTERPOINT TRAIL FROM TRINITY BLVD/SKYVIEW DR **Modification #:** 2021-0227
Impementing Agency: FORT WORTH **Location/Limits To:** TRINITY RAILWAY EXPRESS (TRE) CENTREPORT RAIL STATION
County: VARIOUS **CSJ:** 0902-90-050
City: VARIOUS **Desc:** 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
Request: DECREASE ENV FUNDING IN FY2017; INCREASE ENGINEERING FUNDING IN FY2019; DECREASE ROW FUNDING, INCREASE UTILITIES FUNDING, AND INCREASE CONSTRUCTION FUNDING IN FY2021

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENG	0902-90-050	Cat 5:	\$312,000	\$0	\$0	\$78,000	\$0	\$390,000
2019	ENV	0902-90-050	Cat 5:	\$252,000	\$0	\$0	\$63,000	\$0	\$315,000
2019	ENG	0902-90-050	Cat 5:	\$396,000	\$0	\$0	\$99,000	\$0	\$495,000
2021	ROW	0902-90-050	Cat 5:	\$116,000	\$0	\$0	\$29,000	\$0	\$145,000
2021	UTIL	0902-90-050	Cat 5:	\$36,000	\$0	\$0	\$9,000	\$0	\$45,000
2021	CON	0902-90-050	Cat 5:	\$1,688,000	\$0	\$0	\$422,000	\$0	\$2,110,000
Grand Total:				\$2,800,000	\$0	\$0	\$700,000	\$0	\$3,500,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENV	0902-90-050	Cat 5:	\$295,000	\$0	\$0	\$73,750	\$0	\$368,750
2019	ENG	0902-90-050	Cat 5:	\$672,600	\$0	\$0	\$168,150	\$0	\$840,750
2021	ROW	0902-90-050	Cat 5:	\$110,200	\$0	\$0	\$27,550	\$0	\$137,750
2021	UTIL	0902-90-050	Cat 5:	\$34,200	\$0	\$0	\$8,550	\$0	\$42,750
2021	CON	0902-90-050	Cat 5:	\$2,706,334	\$0	\$0	\$676,583	\$0	\$3,382,917
Grand Total:				\$3,818,334	\$0	\$0	\$954,583	\$0	\$4,772,917

How to Read the Project Modification Listings – Transit Section

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

Implementing Agency: NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS **Apportionment Year:** FY2015 PROGRAM OF PROJECTS **Modification #:** 2015-0695
Request: REFINE FY2015 PROGRAM OF PROJECTS **UZA:** DALLAS-FORT WORTH-ARLINGTON
Comment: 20,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL **Funding Source:** TRANSIT SECTION 5310 FUNDS

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

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

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

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

Sample

PROPOSED FEBRUARY 2021 TRANSIT TIP MODIFICATIONS FOR STTC CONSIDERATION

Implementing Agency: DENTON COUNTY TRANSIT AUTHORITY

Apportionment Year: FY2019 PROGRAM OF PROJECTS

Modification #: 2021-0229

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

UZA: DENTON-LEWISVILLE

Funding Source: TRANSIT SECTION 5309 FUNDS

Revision Requested:				FUNDING TABLE:						REVISION REQUESTED	
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>	
12946.19	COMPREHENSIVE TOD PLANNING ALONG THE KANSAS CITY SOUTHERN RAIL CORRIDOR	2021	PLANNING	\$600,000	\$0	\$0	\$150,000	0	\$750,000	ADD PROJECT TO TIP/STIP	
TOTAL:				\$600,000	\$0	\$0	\$150,000	0	\$750,000		

Implementing Agency: FORT WORTH TRANSIT AUTHORITY

Apportionment Year: FY2019 PROGRAM OF PROJECTS

Modification #: 2021-0230

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

UZA: DALLAS-FORTH WORTH-ARLINGTON

Funding Source: TRANSIT SECTION 5309 FUNDS

Revision Requested:				FUNDING TABLE:						REVISION REQUESTED	
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>	
12947.19	TRANSIT CAPITAL IMPROVEMENT	2021	PLANNING	\$600,000	\$0	\$0	\$150,000	0	\$750,000	ADD PROJECT TO TIP/STIP	
TOTAL:				\$600,000	\$0	\$0	\$150,000	0	\$750,000		

Implementing Agency: DALLAS AREA RAPID TRANSIT

Apportionment Year: FY2018 PROGRAM OF PROJECTS

Modification #: 2021-0231

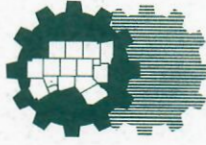
Request: REFINE FY2018 PROGRAM OF PROJECTS; INCREASE IN FUNDING ON TIP 12028.18 IS OFFSET BY A DECREASE ON TIP 12846.18

UZA: DALLAS-FORT WORTH-ARLINGTON

Funding Source: TRANSIT SECTION 5307 FUNDS

Currently Approved:				FUNDING TABLE:					
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>
12028.18	SYSTEM PREVENTIVE MAINTENANCE	2019	CAPITAL	\$37,323,515	\$0	\$0	\$9,330,879	0	\$46,654,394
12515.18	ACQUISITION OF SURVEILLANCE/SECURITY EQUIPMENT	2019	CAPITAL	\$582,965	\$0	\$0	\$145,742	0	\$728,707
12846.18	VARIOUS PROJECTS (RAIL)	2018	CAPITAL	\$12,800,000	\$0	\$0	\$3,200,000	0	\$16,000,000
TOTAL:				\$50,706,480	\$0	\$0	\$12,676,621	0	\$63,383,101

Revision Requested:				FUNDING TABLE:						REVISION REQUESTED	
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>	
12028.18	SYSTEM PREVENTIVE MAINTENANCE	2021	CAPITAL	\$45,799,311	\$0	\$0	\$11,449,828	0	\$57,249,139	INCREASE FUNDING AND ADD TO TIP/STIP	
12515.18	ACQUISITION OF SURVEILLANCE/SECURITY EQUIPMENT	2019	CAPITAL	\$582,965	\$0	\$0	\$145,742	0	\$728,707	NO CHANGE	
12846.18	VARIOUS PROJECTS (RAIL)	2019	CAPITAL	\$4,324,204	\$0	\$0	\$1,081,051	0	\$5,405,255	DECREASE FUNDING	
TOTAL:				\$50,706,480	\$0	\$0	\$12,676,621	0	\$63,383,101		



North Central Texas Council Of Governments

October 30, 2020

Mr. Vic Cervantes
President
McKinney Avenue Transit Authority
3153 Oak Grove Ave
Dallas, TX 75204

Dear Mr. Cervantes:

RE: Emergency Funding Authorization for McKinney Avenue Transit Authority for Rail Liability Insurance to Avoid Shutdown of Service

In response to your request for emergency assistance regarding McKinney Avenue Transit Authority's (MATA) potential gap in rail liability insurance, I am writing to confirm that the North Central Texas Council of Governments (NCTCOG) along with the Regional Transportation Council (RTC) stand committed in supporting MATA and finding a resolution to this issue. You indicated that MATA may have no choice but to discontinue service as of November 2, 2020, without the RTC's immediate funding assistance. While efforts are underway in finding a regional solution for all transit authorities, MATA's immediate need must be addressed now. As such, I am exercising the emergency authority granted to me by the RTC to authorize emergency funding up to \$400,000 for expenses associated with rail liability insurance premiums to ensure continuity of service.

Over the coming weeks, staff will seek RTC ratification of this emergency funding along with Executive Board authorization to amend the existing agreement between NCTCOG and MATA related to expansion of service. NCTCOG will modify insurance requirements outlined in the existing agreement with MATA to reflect current market conditions with the understanding that MATA will continue to exhaust all avenues in seeking coverage including possibly partnering with Dallas Area Rapid Transit.

We look forward to a continued partnership with MATA as we work together to ensure that safe and reliable transit operations continue without interruption. If you have any questions or would like further clarification, please contact me at (817) 695-9241 or at mmorris@nctcog.org.

Sincerely,

Michael Morris, P.E.
Director of Transportation

SS:tmb

cc: Roger Harmon, RTC Chair, Judge, Johnson County
Gary Thomas, President/Executive Director, DART

Endorsement of RTC's Ratification of Emergency Funding for McKinney Avenue Transit Authority for Rail Liability Insurance

SURFACE TRANSPORTATION TECHNICAL COMMITTEE

December 4, 2020

GYPSY GAVIA

SENIOR TRANSPORTATION PLANNER, TRANSIT MANAGEMENT & PLANNING



Background

- October 27, 2020:** NCTCOG with all transit agencies who provide rail service, met to discuss significant issues related to rail liability insurance, dramatic increases in premiums, and overall difficulty in obtaining insurance
- October 29, 2020:** MATA notified NCTCOG about rail liability insurance issues and limited market options. Requested emergency assistance from NCTCOG with their annual renewal of rail liability insurance as they faced an impending gap in coverage
- October 30, 2020:** NCTCOG issued letter to MATA to ensure continuity of transit operations is maintained
- November 12, 2020:** Regional Transportation Council endorsed Ratification of Emergency Funding for MATA for Rail Liability Insurance

MATA Request

How Much:

\$400,000 in Regional Toll Revenue (RTR) Funds previously approved for Transit Projects to amend current agreement with MATA to ensure continuation of transit services

What:

One-time bridge gap funding

Future Plans:

MATA is working with NCTCOG and DART to identify a regional solution to rail liability insurance

Action Requested

STTC Endorsement of RTC's Ratification:

To utilize up to \$400,000 in existing Regional Toll Revenue funds previously approved for transit in an amount not to exceed \$400,000 to ensure continuation of transit services and enhanced connectivity between Uptown and Downtown Dallas.

To revise administrative documents as appropriate to incorporate this project.

For More Information

Gypsy Gavia

Senior Transportation Planner
Transit Management & Planning

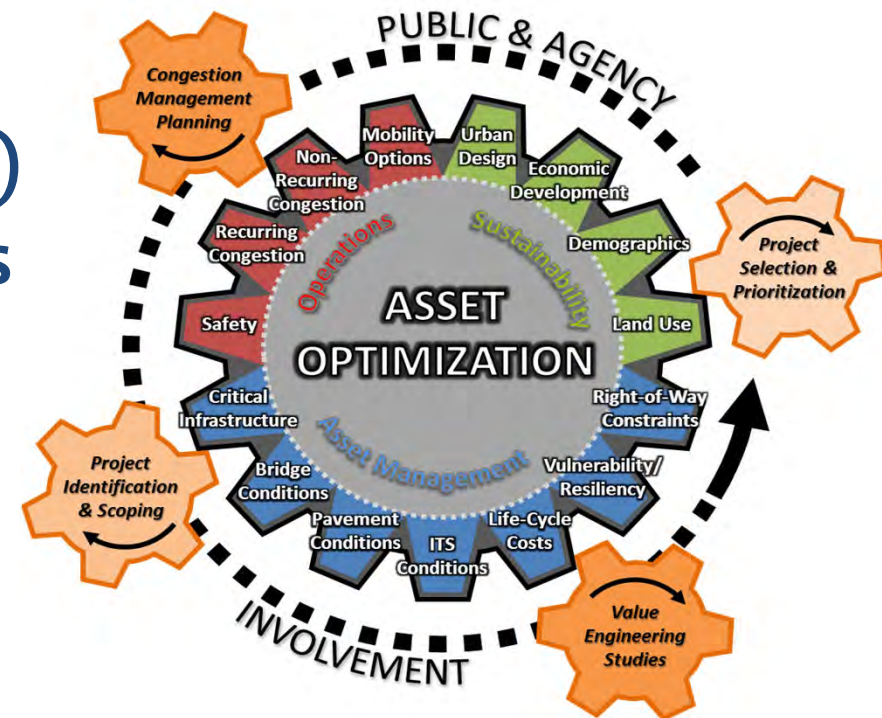
ggavia@nctcog.org

817-695-9134

Federal Highway Administration: Pavement/Bridge Condition (PM2) Target Reaffirmation or Revisions

Presented by:

Jeffrey C. Neal – Senior Program Manager
Streamlined Project Delivery & Data Management



December 4, 2020

Surface Transportation Technical Committee (STTC) – Action Item

NCTCOG Performance Measurement Activities

FAST Act – Performance Measures and Target Setting

2

Complete	Rulemaking	Number of Measures	DOT/Provider Target Setting Deadline	MPO Target Setting Deadline	Reporting Period	Reporting Schedule
LATER	Safety (PM1)	5	8/31/2020	2/27/2021	Annually	Annually
NOW	Pavement/Bridge Condition (PM2)	6	10/01/2020	3/30/2021	Four-Year Performance Periods (starting 2018-2022)	Biennially (beginning, middle, & end of performance periods)
YES	System Performance (PM3)	7	10/01/2020	10/01/2020	Four-Year Performance Periods (starting 2018-2022)	Biennially (beginning, middle, & end of performance periods)
LATER	Public Transportation Safety Plan (PTASP)	7	12/31/2020	6/29/2021	Annually	Annually
LATER	Transit Asset Management (TAM)	4	1/01/2021	6/30/2021	Annually	Annually

NCTCOG Performance Measurement Activities (cont.)

PM2 Performance Period Schedule

3



2018

First Performance Period began

November 8, 2018:
RTC affirms TxDOT statewide PM2 targets for 2020 and 2022 on National Highway System (NHS) facilities



2020

Mid-Performance Period Report due October 1, 2020

If TxDOT adjusts PM2 statewide targets (2022), MPOs have 180 days to either reaffirm support for adjusted targets, or set new regional targets



2022

First Performance Period ends

Second Performance Period begins

MPOs adopt new targets (statewide or regional) for 2024 and 2026

NHS PM2 Pavement Analysis

Statewide vs. Regional Data/Targets – Good Condition

4

NHS ROADWAY CATEGORIES	DESIRED IMPROVEMENT TREND	2018 BASELINE	2020 CONDITION (NEW)	2022 TARGET (ORIGINAL)	2022 TARGET (UPDATED)
<i>State of Texas</i> ¹					
Good Pavement Condition					
Interstate National Highway System (NHS)	↗	66.8%	66.6%	66.4%	66.5%
Non-Interstate National Highway System (NHS)	↗	54.4%	55.2%	52.3%	54.1%
<i>North Central Texas (NCTCOG) Region</i> ^{1,2}					
Good Pavement Condition					
Interstate NHS (TxDOT)	↗	50.1% ²	34.9%	52.7% ²	19.8%
Non-Interstate NHS: On-System Freeways (TxDOT)	↗	43.2% ²	48.8%	40.4% ²	54.4%
Non-Interstate NHS: On-System Arterials (TxDOT)	↗	36.1% ²	43.3%	34.5% ²	50.9%
Non-Interstate NHS: Off-System Arterials (Local)	↗	1.2% ²	1.1%	1.9% ²	1.0%
Non-Interstate NHS: Off-System Toll Roads (NTTA) ³	↗	93.4% ³	91.4% ³	91.0% ³	90.9% ³

1. New target estimates based on 3-year (2017-19) Highway Performance Monitoring System (HPMS) moving average; assumes International Roughness Index (IRI) ratings only for non-Interstate NHS; assumes IRI, cracking, rutting, & faulting metrics for Interstate NHS.

2. TxDOT Pavement Management Information System (PMIS) data where indicated; estimation/reporting of original NCTCOG regional targets in 2018 based on 5-year (2013-17) moving average for all non-Interstate NHS roadways combined (good condition only).

3. Indicated figures/target estimates based on NTTA's Condition Rating System (CRS) which addresses surface condition, IRI, rutting, faulting, & pavement type. NTTA CRS and TxDOT HPMS/PMIS data reconciliation is being evaluated and will not impact target action.

NHS PM2 Pavement Analysis (cont.)

Statewide vs. Regional Data/Targets – Poor Condition

5

NHS ROADWAY CATEGORIES	DESIRED IMPROVEMENT TREND	2018 BASELINE	2020 CONDITION (NEW)	2022 TARGET (ORIGINAL)	2022 TARGET (UPDATED)
<i>State of Texas</i> ¹					
Poor Pavement Condition					
Interstate National Highway System (NHS)	↘	0.3%	0.2%	0.3%	0.2%
Non-Interstate National Highway System (NHS)	↘	13.8%	14.2%	14.3%	14.2%
<i>North Central Texas (NCTCOG) Region</i> ^{1,2}					
Poor Pavement Condition					
Interstate NHS (TxDOT)	↘	5.8% ²	0.7%	8.0% ²	1.3%
Non-Interstate NHS: On-System Freeways (TxDOT)	↘	6.8% ²	6.8%	8.9% ²	7.2%
Non-Interstate NHS: On-System Arterials (TxDOT)	↘	18.5% ²	20.4%	18.4% ²	22.1%
Non-Interstate NHS: Off-System Arterials (Local)	↘	73.7% ²	74.3%	69.8% ²	74.1%
Non-Interstate NHS: Off-System Toll Roads (NTTA) ³	↘	0.0% ³	0.0% ³	0.0% ³	0.0% ³

1. New target estimates based on 3-year (2017-19) Highway Performance Monitoring System (HPMS) moving average; assumes International Roughness Index (IRI) ratings only for non-Interstate NHS; assumes IRI, cracking, rutting, & faulting metrics for Interstate NHS.

2. TxDOT Pavement Management Information System (PMIS) data where indicated; estimation/reporting of original regional targets in 2018 based on 5-year (2013-17) moving average (poor condition only).

3. Indicated figures/target estimates based on NTTA's Condition Rating System (CRS) which addresses surface condition, IRI, rutting, faulting, & pavement type. NTTA CRS and TxDOT HPMS/PMIS data reconciliation is being evaluated and will not impact target action.

NHS PM2 Bridge Analysis

Statewide vs. Regional Data/Targets – Good/Poor Condition

6

NHS ROADWAY CATEGORIES	DESIRED IMPROVEMENT TREND	2018 BASELINE	2020 CONDITION (NEW)	2022 TARGET (ORIGINAL)	2022 TARGET (UPDATED)
<i>State of Texas</i>					
Good Bridge Condition					
All NHS Facilities ¹	↗	50.7%	50.7%	50.4%	50.4%
Poor Bridge Condition					
All NHS Facilities ¹	↘	0.9%	1.3%	0.8%	1.5%
<i>North Central Texas (NCTCOG) Region</i>					
Good Bridge Condition					
All NHS Facilities ¹	↗	55.3%	56.0%	58.4% ²	57.9% ³
Poor Bridge Condition					
All NHS Facilities ¹	↘	1.9%	2.3%	1.5% ²	2.0% ³

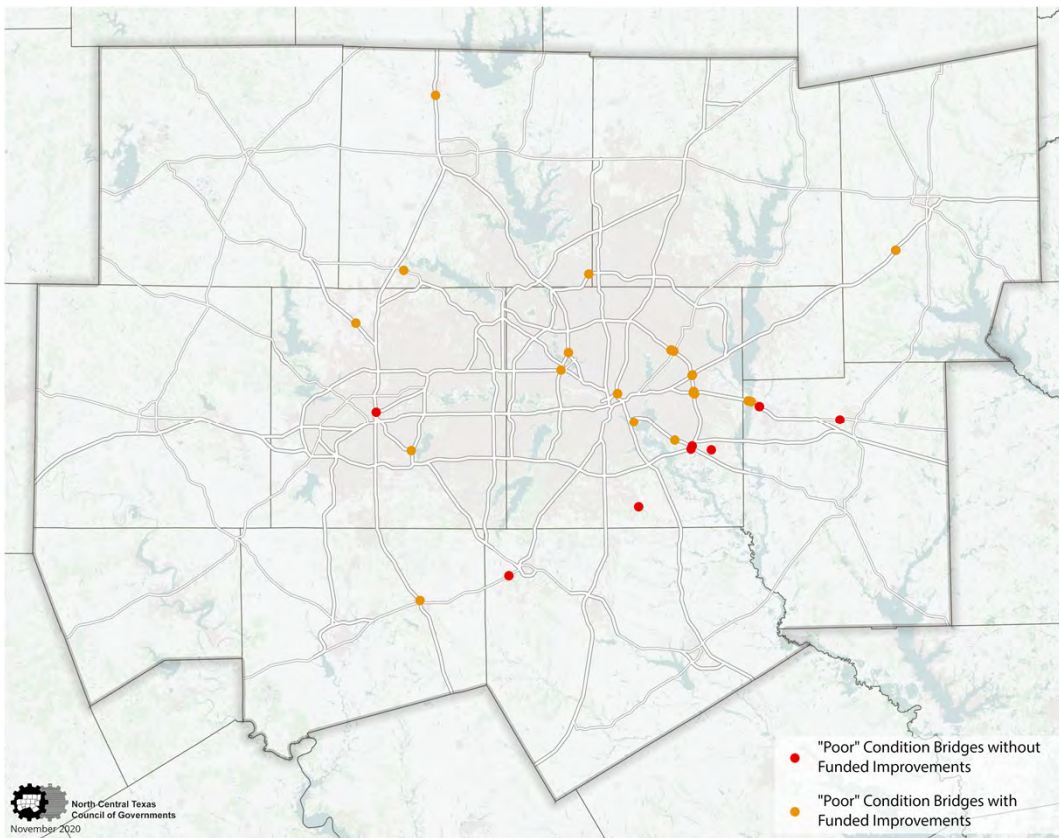
1. All percentages based on total deck area.

2. Estimation/reporting of original regional targets in 2018 based on 6-year (2012-18) linear trend analysis; condition data reported in 2-year increments.

3. Estimation/reporting of new regional targets based on 8-year (2012-20) linear trend analysis; condition data reported in 2-year increments.

NHS PM2 Bridge Analysis (cont.)

Extent/Status of Regional Poor Condition Bridges



NCTCOG Region – Bridge Performance Status

BRIDGE PERFORMANCE	2018	2020
"Poor Condition" NHS Bridges	14	34
Funded – 2018 (UTP –or– TIP/STIP) ¹	12	
Repeat Listings		12
Funded – 2020 (UTP –or– TIP/STIP) ¹		25
Not Addressed (< 10 Years)	2	9

1. UTP = Unified Transportation Program (TxDOT); TIP/STIP = (Statewide) Transportation Improvement Program

NCTCOG Region – "Poor Condition" Bridges Not Addressed (2020)

FACILITY CARRIED	FEATURE(S) CROSSED	COUNTY	NHS CATEGORY
IH 20 EB Connector D	IH 20/US 175 Interchange	Dallas	Interstate
IH 20 WB Connector C	IH 20/US 175 Interchange	Dallas	Interstate
Belt Line Rd	Goff Branch	Dallas	Off-System Arterial
Belt Line Rd	Keller Branch	Dallas	Off-System Arterial
US 67 EB	Ward Branch	Ellis	Non-IH Freeway
US 80 EB	Buffalo Creek Relief	Kaufman	Non-IH Freeway
US 80 WB	Buffalo Creek Relief	Kaufman	Non-IH Freeway
US 80 EB	Bachelor Creek	Kaufman	Non-IH Freeway
SH 121 WB	IH 35W SB	Tarrant	Non-IH Freeway

PM2 Target Decision-Making

Proposed STTC Action – Reaffirming Statewide Support

8

Good

- Recommend RTC approval **reaffirming NCTCOG support** for adjusted TxDOT statewide 2022 “Good Condition” NHS pavement and bridge targets

Poor

- Recommend RTC approval **reaffirming NCTCOG support** for adjusted TxDOT statewide 2022 “Poor Condition” NHS pavement and bridge targets
- Collaboration to plan/program projects contributing toward accomplishment of pavement and bridge goals includes the following actions:
 - ▣ NCTCOG will work with local governments to expedite improvements for NHS Off-System Arterials in “Poor Condition” (*COVID-19 #00X Round 3 Program – Project #17*)
 - ▣ NCTCOG will work with TxDOT/local governments to expedite improvements for NHS Bridges in “Poor Condition” (*North Texas Strategic NHS Bridge Program – INFRA/BUILD Discretionary Grant Program*)

PM2 Target Decision-Making (cont.)

Schedule

9

October 1, 2020	TxDOT Submits Mid Performance Period (MPP) Progress Report to FHWA (adjustments to 5 out of 6 PM2 targets restarts 180-day MPO review)
October 23, 2020	STTC Information
November 9, 2020	Online Public Input Opportunity (comment period ends December 8, 2020)
November 12, 2020	RTC Information
December 4, 2020	STTC Action
December 10, 2020	RTC Action
March 30, 2021	Deadline for MPOs to Report to State DOTs Whether They Will <u>Either</u> : <ul style="list-style-type: none">(i.) Agree to plan/program projects contributing to adjusted State targets; or,(ii.) Commit to new quantifiable targets for the Metropolitan Planning Area (MPA)

Contacts:

NCTCOG – Transportation

Christie Gotti

Senior Program Manager
(817) 608-2338
cgotti@nctcog.org

Chris Klaus

Senior Program Manager
(817) 695-9286
cklaus@nctcog.org

Jody Loza

Principal Transportation Planner
(817) 704-5609
jloza@nctcog.org

James McLane

Senior Information Analyst
(817) 704-5636
jmclane@nctcog.org

Jenny Narvaez

Program Manager
(817) 608-2342
jnarvaez@nctcog.org

Jeffrey C. Neal

Senior Program Manager
(817) 608-2345
jneal@nctcog.org

Patricia Rohmer

Project Engineer
(817) 608-2307
prohmer@nctcog.org

John Starnes

Senior Information Analyst
(817) 704-5607
jstarnes@nctcog.org

TxDOT

Bernie Carrasco

Director – Bridge Management Section
(512) 416-2255
bernie.carrasco@txdot.gov

Jenny Li

Director – Pavement Asset Management Section
(512) 416-3288
jenny.li@txdot.gov

Peggy Thurin

Director – TP&P System Planning Section
(512) 463-8588
peggy.thurin@txdot.gov

December 4, 2020

Surface Transportation Technical Committee (STTC) – Action Item

REGIONAL TRANSPORTATION COUNCIL MILESTONE POLICY (ROUND 2) RECOMMENDATION LIST

CALL FOR PROJECTS/ SELECTION TIMEFRAME	TIP CODE	CSJ	PROJECT SPONSOR	CITY	EST. START DATE	FISCAL YEAR	NEW ESTIMATED/ ACTUAL START DATE	LIMITS	PROJECT DESCRIPTION	TOTAL FUNDING	FUNDING CATEGORY	RECENT POLICY BOARD ACTION SUPPORT?	MATCH AVAILABLE?	UPDATED PROJECT SCHEDULE?	COMMENTS	RECOMMENDATION
PROJECTS PROPOSED FOR CANCELLATION																
2004 PARTNERSHIP PROGRAM	11237.2	0918-45-812	IRVING	IRVING	02/2021	2023	N/A	CONFLANS RD FROM SH 161 TO VALLEY VIEW LANE	CONSTRUCT 0 TO 4 LANE DIVIDED FACILITY WITH NEW SIDEWALKS AND SHARED USE PATH	\$13,057,834	STBG, LOCAL CONTRIBUTION	YES	YES	NO	RESPONSE FROM IRVING DOES NOT INCLUDE A TIMELINE; NEED TO FINALIZE TIMELINE AND FUNDING SOURCE FOR SHORTFALL	TBD - POSSIBLY CANCEL PROJECT AND RETURN FUNDS TO REGIONAL POOL (NEED TO FINALIZE TIMELINE AND FUNDING SHORTFALL)
2005 PARTNERSHIP PROGRAM 2	11544	0902-48-805	TRINITY METRO	FORT WORTH	11/2021	2011	N/A	TRE CROSSING AT HALTOM ROAD	UPGRADE TO QUAD GATES AND RESURFACE CROSSING	\$50,000	STBG	NO	N/A	N/A	PROJECT TO BE FUNDED WITH ANOTHER SOURCE (TXDOT SECTION 130 FUNDS); TRINITY METRO REQUESTS REPROGRAMMING OF FUNDS TO ANOTHER PROJECT	CANCEL PROJECT AND RETURN FUNDS TO REGIONAL POOL
2005 PARTNERSHIP PROGRAM 2	11548	0902-48-809	TRINITY METRO	FORT WORTH	02/2021	2011	N/A	TRE CROSSING AT JUDKINS STREET (SOUTH)	UPGRADE TO QUAD GATE	\$93,600	STBG	NO	N/A	N/A	TRINITY METRO NO LONGER HAS PLANS FOR IMPROVEMENTS AT THIS LOCATION; TRINITY METRO REQUESTS REPROGRAMMING OF FUNDS TO ANOTHER PROJECT	CANCEL PROJECT AND RETURN FUNDS TO REGIONAL POOL
2005 PARTNERSHIP PROGRAM 2	11549	0902-48-806	TRINITY METRO	FORT WORTH	05/2021	2011	N/A	TRE CROSSING AT RIVERSIDE DRIVE	REPLACE CROSSING AND ADD 2ND TRACK	\$32,500	STBG	NO	N/A	N/A	PROJECT TO BE FUNDED WITH ANOTHER SOURCE (TXDOT SECTION 130 FUNDS); PROJECT NO LONGER INCLUDES ADDING A SECOND TRACK; TRINITY METRO REQUESTS REPROGRAMMING OF FUNDS TO ANOTHER PROJECT	CANCEL PROJECT AND RETURN FUNDS TO REGIONAL POOL
2005 PARTNERSHIP PROGRAM 2	11593	0902-90-142	TRINITY METRO	VARIOUS	06/2020	2020	N/A	16 TRE GRADE CROSSINGS THROUGHOUT TARRANT COUNTY	UPGRADE CROSSINGS BY PROVIDING NEW CROSSING PANELS, NEW AND LONGER CROSSING ARMS, NEW RAILROAD SIGNALS, AND A NON-MOUNTABLE CURB MEDIAN	\$1,054,223	CAT 12(S)	NO	N/A	N/A		CANCEL PROJECT AND RETURN FUNDS TO REGIONAL POOL
2006-2008 LOCALLY FUNDED	82399	0000-18-022	FLOWER MOUND	FLOWER MOUND	02/2022	2022	N/A	COLLEGE PKWY AT TIMBER CREEK	SIGNAL INSTALLATION	\$215,000	LOCAL CONTRIBUTION	NO	N/A	N/A	THE TOWN OF FLOWER MOUND REQUESTS CANCELLATION; PROJECT CANCELED VIA THE 2021-2024 TIP DEVELOPMENT EFFORT	N/A - CANCELLATION ALREADY APPROVED THROUGH A CONCURRENT PROCESS
2008-2011 LOCALLY FUNDED	83052	0000-18-026	DALLAS COUNTY	MESQUITE	10/2020	2021	N/A	LAWSON RD FROM MILAM RD TO CLAY-MATHIS RD	WIDEN FROM 2 LANES TO 4 LANES	\$10,500,000	LOCAL CONTRIBUTION	YES	N/A	N/A	DALLAS COUNTY AND THE CITY OF MESQUITE REQUEST CANCELLATION OF THIS PROJECT	CANCEL PROJECT
2008-2011 LOCALLY FUNDED	83112	0000-18-027	FRISCO	FRISCO	10/2024	2025	N/A	LEBANON RD FROM COIT RD TO INDEPENDENCE PKWY	WIDEN FROM 2 LANES TO 4 LANES	\$5,800,000	LOCAL CONTRIBUTION	NO	N/A	N/A	CITY OF FRISCO REQUESTS THAT THE PROJECT BE REMOVED FROM THE TIP DUE TO THE PROJECT NOT BEING IN ITS 5 YEAR CAPITAL IMPROVEMENT PROGRAM (CIP) PLAN	CANCEL PROJECT
2008-2011 TXDOT SELECTED	53138.2	0495-01-064	TERRELL	TERRELL	03/2026	2026	N/A	SP 557 AT LAS LOMAS PARKWAY (CR 305)	CONSTRUCT PHASE 1 (4-LANES) OF ULTIMATE 8 LANE BRIDGE PLUS CONNECTIONS TO LAS LOMAS PARKWAY	\$2,961,583	LOCAL CONTRIBUTION	NO	N/A	N/A	CITY REQUESTS CANCELLATION OF THIS PROJECT	CANCEL PROJECT
2008 REGIONAL TOLL REVENUE FUNDING INITIATIVE	20115	0081-03-047	TXDOT DALLAS	ARGYLE	09/2024	2025	09/2024	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	YES	YES	YES	CONSTRUCTION IS NOT FULLY FUNDED; READY TO LET DATE IS 01/2022 ONCE FUNDING IS SECURED; APPROXIMATELY \$76M IS NEEDED TO FULLY FUND CONSTRUCTION ON THIS PROJECT	CANCEL PROJECT AND RETURN FUNDS TO THE RTR POOL
2009 CONGRESSIONAL EARMARK	83219	0918-47-073	IRVING	IRVING	07/2018	2018	N/A	IRVING BOULEVARD/2ND STREET FROM SOWERS ROAD TO LEE STREET	PLANNING AND IMPLEMENTATION STUDY FOR IRVING BOULEVARD/2ND STREET TO MOVE FROM TXDOT ON-SYSTEM TO CITY OF IRVING CONTROL; IMPLEMENTING COMPLETE STREETS THROUGH THE DOWNTOWN CORE	\$380,000	CAT 10 (CONGRESSIONAL EARMARK)	N/A	N/A	N/A	EARMARK FUNDS ARE AT RISK OF RESCISSION BY FHWA; CITY REQUESTS CANCELLATION OF THIS PROJECT	CANCEL PROJECT AND RETURN FUNDS

REGIONAL TRANSPORTATION COUNCIL MILESTONE POLICY (ROUND 2) RECOMMENDATION LIST

DRAFT

CALL FOR PROJECTS/ SELECTION TIMEFRAME	TIP CODE	CSJ	PROJECT SPONSOR	CITY	EST. START DATE	FISCAL YEAR	NEW ESTIMATED/ ACTUAL START DATE	LIMITS	PROJECT DESCRIPTION	TOTAL FUNDING	FUNDING CATEGORY	RECENT POLICY BOARD ACTION SUPPORT?	MATCH AVAILABLE?	UPDATED PROJECT SCHEDULE?	COMMENTS	RECOMMENDATION
2009 SUSTAINABLE DEVELOPMENT CFP	20236	0918-47-023	DALLAS	DALLAS	06/2018	2018	N/A	OMNI CONVENTION HOTEL AND CONVENTION CENTER DART STATION IMPROVEMENT PROJECT ON LAMAR STREET; FROM ROSS ST TO CANYON ST	PEDESTRIAN IMPROVEMENTS; LANDSCAPING; AND TRAFFIC SIGNALIZATION	\$2,696,052	RTR	NO	N/A	N/A	PROJECT HAS BEEN CLOSED OUT WITH NCTCOG STAFF THROUGH A CONCURRENT PROCESS; \$750,000 WAS SPENT; REMAINING BALANCE TO BE RETURNED TO REGIONAL SUSTAINABLE DEVELOPMENT CALL FOR PROJECTS (SD CFP) POOL	CANCEL PROJECT AND RETURN UNSPENT FUNDS TO THE SD CFP POOL
PROJECTS UNDER CONSTRUCTION OR COMPLETE																
1992 CALL FOR PROJECTS	3089	N/A	GARLAND	GARLAND	10/2019	2020	10/2019	CITY WIDE BOTTLENECK IMPROVEMENTS	CONSTRUCT INTERSECTION IMPROVEMENTS AT VARIOUS LOCATIONS IN CITY OF GARLAND	\$3,202,833	LOCAL CONTRIBUTION	NO	YES	N/A	PROJECT ORIGINALLY FUNDED FEDERALLY AND WAS DEFEDERALIZED THROUGH THE 2013-2016 TIP DEVELOPMENT PROCESS; PROJECT CONSISTS OF 14 INTERSECTIONS AND IS BEING IMPLEMENTED IN PHASES; CONSTRUCTION ON THE FIRST INTERSECTON BEGAN OCTOBER 2019 AND HAS BEEN COMPLETED	CONTINUE MONITORING PROGRESS OF THE REMAINING INTERSECTIONS THAT ARE PART OF THIS PROJECT
2004 RAILROAD CROSSING RELIABILITY PARTNERSHIP PROGRAM	11263.2	0902-48-645	HALTOM CITY	HALTOM CITY	06/2020	2014	10/2020	UNION PACIFIC RAILROAD CROSSING AT NORTH HALTOM ROAD AND GLENVIEW DRIVE	INSTALL NON-TRANSVERSABLE MEDIANS ON NORTH HALTOM AND NON-TRANSVERSABLE MEDIANS AND OFF-SETTING FOUR QUADRANT GATES AT GLENVIEW DR	\$550,000	STBG, CAT 12(S), LOCAL CONTRIBUTION	YES	YES	YES	FUNDING HAS BEEN OBLIGATED AND WORK AT ONE LOCATION (HALTOM ROAD) STARTED IN OCTOBER 2020; WORK AT THE OTHER LOCATION (GLENVIEW) IS PENDING APPROVAL BY UNION PACIFIC	N/A
2004 PARTNERSHIP PROGRAM 1	11527	0581-02-124	TXDOT DALLAS	IRVING	05/2020	2021	05/2020	SL 12 AT SH 183	RECONSTRUCT INTERCHANGE (PH 2)	\$232,100,000	SBPE, S102, CAT 1, CAT 12	YES	YES	YES	PROJECT LET IN MAY 2020	N/A
2005 PARTNERSHIP PROGRAM 2	11559	0902-48-799	TRINITY METRO	FORT WORTH	02/2020	2013	02/2020	TRE CROSSING AT CALLOWAY CEMETERY	UPGRADE TO QUAD GATES AND RESURFACE CROSSING	\$1,313,233	STBG	NO	N/A	N/A	PROJECT BEGAN CONSTRUCTION FEBRUARY 2020	N/A
2006-2008 LOCALLY FUNDED	82389	0000-18-021	FLOWER MOUND	FLOWER MOUND	01/2020	2020	01/2020	SILVERON BLVD AT FM 2499	SIGNAL INSTALLATION	\$405,000	LOCAL CONTRIBUTION	YES	YES	YES	PROJECT COMPLETED APRIL 2020	N/A
2008 REGIONAL TOLL REVENUE FUNDING INITIATIVE	20261	0918-47-064	GARLAND	GARLAND	07/2020	2020	05/2020	MGR BIKEWAY FROM JUPITER & APOLLO TO SOUTH CITY LIMITS AT DUCK CREEK	CONSTRUCT BIKEWAY/TRAIL CONNECTING MESQUITE AND RICHARDSON, BRIDGE OVER DUCK CREEK, TRAIL CONNECTOR UNDER IH 30, DUCK CREEK GREENBELT, DUCK CREEK BRIDGE ADJACENT TO CENTERVILLE, ON/OFF STREET GLENBROOK/KINGS BRIDGE/APOLLO CONNECTOR, LINKS TO VELOWEB	\$3,620,086	RTR, LOCAL CONTRIBUTION	YES	YES	YES	PROJECT LET IN MAY 2020; CONSTRUCTION EXPECTED TO BEGIN NOVEMBER 2020	N/A
2008 REGIONAL TOLL REVENUE FUNDING INITIATIVE	20058	0918-24-156	PLANO	PLANO	07/2020	2020	09/2020	PARKER ROAD AT COIT ROAD AND ALMA ROAD	ADD DUAL LEFT AND RIGHT TURN LANES	\$1,734,842	RTR	YES	YES	YES	PROJECT LET IN SEPTEMBER 2020; CONSTRUCTION IS EXPECTED TO BEGIN IN NOVEMBER 2020	N/A
2008 REGIONAL TOLL REVENUE FUNDING INITIATIVE	20059	0918-24-155	PLANO	PLANO	06/2020	2020	05/2020	PARK BOULEVARD FROM COIT ROAD TO JUPITER ROAD	INTERSECTION IMPROVEMENTS TO INCLUDE SIGNAL MODIFICATIONS, REMOVAL OF ROAD HUMP, MAXIMIZING LEFT LANE LENGTHS, RIGHT TURN LANES AND DUAL LEFT TURN LANES ALONG PARK BLVD AT COIT RD, CUSTER RD, ALMA DR, K AVE AND JUPITER RD	\$3,247,097	RTR	YES	YES	YES	PROJECT LET IN MAY 2020 AND CONSTRUCTION BEGAN IN AUGUST 2020	N/A

REGIONAL TRANSPORTATION COUNCIL MILESTONE POLICY (ROUND 2) RECOMMENDATION LIST

DRAFT

CALL FOR PROJECTS/ SELECTION TIMEFRAME	TIP CODE	CSJ	PROJECT SPONSOR	CITY	EST. START DATE	FISCAL YEAR	NEW ESTIMATED/ ACTUAL START DATE	LIMITS	PROJECT DESCRIPTION	TOTAL FUNDING	FUNDING CATEGORY	RECENT POLICY BOARD ACTION SUPPORT?	MATCH AVAILABLE?	UPDATED PROJECT SCHEDULE?	COMMENTS	RECOMMENDATION
PROJECTS LOCAL AGENCIES INDICATED WOULD BE IMPLEMENTED IN FY 2021																
2005-2006 PARTNERSHIP PROGRAM 3	11726.4	0918-47-168	DALLAS COUNTY	DALLAS	02/2021	2021	01/2021	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	YES	YES	YES	DESIGN IS NEARING COMPLETION AND THE CONSTRUCTION LET DATE IS JANUARY 2021 CONTINGENT ON THE ONGOING EMINENT DOMAIN PROCESS BETWEEN THE CITY OF DALLAS AND UNION PACIFIC RAILROAD. PROJECT IS SCHEDULED TO BEGIN IN MAY 2021	CONFIRM FUNDING IN FY 2021
2008 REGIONAL TOLL REVENUE FUNDING INITIATIVE	20108	0918-46-238	LEWISVILLE	LEWISVILLE	01/2021	2021	05/2021	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	YES	YES	YES		CONFIRM FUNDING IN FY 2021
2008 REGIONAL TOLL REVENUE FUNDING INITIATIVE	20111	0918-46-239	LEWISVILLE	LEWISVILLE	11/2020	2021	01/2021	CORPORATE DR FROM HOLFORD'S PRAIRIE RD TO FM 2281	CONSTRUCT FOUR LANE DIVIDED ROADWAY; SEGMENT 5	\$6,843,921	RTR, LOCAL CONTRIBUTION	YES	YES	YES		CONFIRM FUNDING IN FY 2021
2008 REGIONAL TOLL REVENUE FUNDING INITIATIVE	20113	0918-46-240	LEWISVILLE	LEWISVILLE	11/2020	2021	03/2021	CORPORATE DRIVE FROM FM 544 TO JOSEY LANE	CONSTRUCT FOUR LANE DIVIDED ROADWAY; SEGMENT 6	\$19,164,449	RTR	YES	YES	YES		CONFIRM FUNDING IN FY 2021
2008 REGIONAL TOLL REVENUE FUNDING INITIATIVE	20131	0918-46-236	LEWISVILLE	LEWISVILLE	11/2020	2021	05/2021	CORPORATE DRIVE FROM ELM FORK TRINITY RIVER BRIDGE TO DGNO RR	CONSTRUCT FOUR LANE DIVIDED ROADWAY; SEGMENT 2	\$11,812,679	RTR, LOCAL CONTRIBUTION	YES	YES	YES		CONFIRM FUNDING IN FY 2021
2008 REGIONAL TOLL REVENUE FUNDING INITIATIVE	20152	0918-46-237	LEWISVILLE	LEWISVILLE	01/2021	2021	05/2021	CORPORATE DRIVE AT ELM FORK TRINITY RIVER BRIDGE	CONSTRUCT FOUR LANE DIVIDED ROADWAY; SEGMENT 3	\$21,844,715	RTR; LOCAL CONTRIBUTION	YES	YES	YES		CONFIRM FUNDING IN FY 2021
2008 REGIONAL TOLL REVENUE FUNDING INITIATIVE	20261.2	0918-47-297	MESQUITE	MESQUITE	07/2020	2020	01/2021	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	YES	YES	YES		CONFIRM FUNDING IN FY 2021
2008 REGIONAL TOLL REVENUE FUNDING INITIATIVE	20060	0918-24-154	PLANO	PLANO	10/2020	2021	02/2021	LEGACY DRIVE FROM INDEPENDENCE PARKWAY TO K AVENUE	ADD RIGHT TURN LANES AND DUAL LEFT TURN LANES	\$2,015,500	RTR, LOCAL CONTRIBUTION	YES	YES	YES		CONFIRM FUNDING IN FY 2021
2008 REGIONAL TOLL REVENUE FUNDING INITIATIVE	20066	2374-03-074	TXDOT DALLAS	DALLAS	05/2021	2021	05/2021	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	YES	YES	YES	CITY OF DALLAS RESPONSIBLE FOR ANY COST OVERRUNS	CONFIRM FUNDING IN FY 2021
DECEMBER 2009 EMERGENCY RTR FUNDING CHANGES	20213	0918-47-051	DALLAS COUNTY	GRAND PRAIRIE	12/2020	2021	01/2021	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	YES	YES	YES		CONFIRM FUNDING IN FY 2021
2009 SUSTAINABLE DEVELOPMENT CFP	20240	0918-47-027	DALLAS	DALLAS	11/2020	2021	06/2021	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	NO	YES	YES	PHASE 1 OF PROJECT HAS BEEN COMPLETED (NO INVOICES RECEIVED YET); DESIGN FOR PHASE 2 EXPECTED TO BE COMPLETED IN DECEMBER 2020; PHASE 2 CONSTRUCTION ANTICIPATED TO BEGIN SUMMER 2021	CONFIRM FUNDING IN FY 2021
PROJECTS LOCAL AGENCIES INDICATED WOULD BE IMPLEMENTED IN FY 2022																
2006-2008 LOCALLY FUNDED	83129.1	0000-18-030	FLOWER MOUND	FLOWER MOUND	07/2020	2020	07/2022	DENTON CREEK BLVD AT GRAHAM BRANCH	BUILD NEW LOCATION 0 TO 4 LANE BRIDGE	\$7,000,000	LOCAL CONTRIBUTION	YES	YES	YES		CONFIRM FUNDING IN FY 2022

REGIONAL TRANSPORTATION COUNCIL MILESTONE POLICY (ROUND 2) RECOMMENDATION LIST

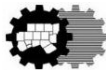
DRAFT

CALL FOR PROJECTS/ SELECTION TIMEFRAME	TIP CODE	CSJ	PROJECT SPONSOR	CITY	EST. START DATE	FISCAL YEAR	NEW ESTIMATED/ ACTUAL START DATE	LIMITS	PROJECT DESCRIPTION	TOTAL FUNDING	FUNDING CATEGORY	RECENT POLICY BOARD ACTION SUPPORT?	MATCH AVAILABLE?	UPDATED PROJECT SCHEDULE?	COMMENTS	RECOMMENDATION
PROJECTS LOCAL AGENCIES INDICATED WOULD BE IMPLEMENTED IN FY 2023																
2004 PARTNERSHIP PROGRAM 1	11572	0902-48-579	TXDOT FORT WORTH	VARIOUS	10/2022	2023	01/2023	US 81/US 287 AT FM 3479/HARMON ROAD/NORTH TARRANT PARKWAY	CONSTRUCT NORTH TARRANT PARKWAY OVER US 287 WITH TURNAROUND ON EASTSIDE; CONSTRUCT HARMON RD OVER US 287; RECONSTRUCT EXISTING SB ENTRANCE RAMP TO US 287 W/AUXILIARY LANE	\$7,553,702	STBG, LOCAL CONTRIBUTION	YES	YES	YES	PROJECT IS RELATED TO TIP 53029, 53030, 53031, AND 53032; PROJECT IS PARTIALLY FUNDED; PROJECT HAS AN \$8,333,204 FUNDING GAP	CONCURRENTLY REQUESTING RTC APPROVAL TO COVER COST OVERRUN AMOUNT VIA TIP MODIFICATION; CONFIRM FUNDING IN FY 2023
2004 PARTNERSHIP PROGRAM 1	53029	0014-15-033	TXDOT FORT WORTH	FORT WORTH	10/2022	2023	01/2023	US 81/US 287 FROM FM 3479 (HARMON ROAD) TO SOUTH OF NORTH TARRANT PARKWAY CROSSOVER	RECONSTRUCT NORTHBOUND FRONTAGE ROAD AND EXIT RAMP SOUTH OF FM 3479	\$2,041,669	SW PE, CAT 2M	YES	YES	YES	PROJECT IS RELATED TO TIP 53029, 53030, 53031, AND 53032; PROJECT IS PARTIALLY FUNDED; PROJECT HAS AN \$6,016,331 FUNDING GAP	CONCURRENTLY REQUESTING RTC APPROVAL TO COVER COST OVERRUN AMOUNT VIA TIP MODIFICATION; CONFIRM FUNDING IN FY 2023
2004 PARTNERSHIP PROGRAM 1	53030	0014-15-034	TXDOT FORT WORTH	FORT WORTH	10/2022	2023	01/2023	US 81/US 287 FROM FM 3479 (HARMON ROAD) TO SOUTHBOUND ENTRANCE RAMP	CONSTRUCT TURNAROUND FROM NB TO SB AT NORTH TARRANT PARKWAY; RECONSTRUCT EXISTING SOUTHBOUND FRONTAGE ROAD FROM FM 3479 TO US 287	\$2,038,179	SW PE, CAT 2M	YES	YES	YES	PROJECT IS RELATED TO TIP 53029, 53030, 53031, AND 53032; PROJECT IS PARTIALLY FUNDED; PROJECT HAS AN \$7,227,821 FUNDING GAP	CONCURRENTLY REQUESTING RTC APPROVAL TO COVER COST OVERRUN AMOUNT VIA TIP MODIFICATION; CONFIRM FUNDING IN FY 2023
2004 PARTNERSHIP PROGRAM 1	53031	0014-15-035	TXDOT FORT WORTH	FORT WORTH	10/2022	2023	01/2023	US 81/US 287 FROM NORTH ENTRANCE/EXIT RAMP NORTH TO FM 3479 (HARMON ROAD)	RECONSTRUCT NB FRONTAGE ROAD FROM FM 3479 TO RAMP AND SOUTHBOUND FRONTAGE ROAD FROM RAMP TO FM 3479	\$2,038,179	SW PE, CAT 2M	YES	YES	YES	PROJECT IS RELATED TO TIP 53029, 53030, 53031, AND 53032	CONFIRM FUNDING IN FY 2023
2004 PARTNERSHIP PROGRAM 1	53032	0014-15-036	TXDOT FORT WORTH	FORT WORTH	10/2022	2023	01/2023	US 81/US 287 FROM NORTH OF FM 3479 TO NORTH OF IH 35W INTERCHANGE	CONSTRUCT AUXILIARY LANE FROM NORTHBOUND ENTRANCE FROM FM 3479 AND IH 35W TO NORTH TARRANT PARKWAY; AUXILIARY LANE FOR SOUTHBOUND EXIT TO FM 3479 AND ENTRANCE FROM NORTH TARRANT PKWY	\$2,056,479	SW PE, CAT 2M	YES	YES	YES	PROJECT IS RELATED TO TIP 53029, 53030, 53031, AND 53032	CONFIRM FUNDING IN FY 2023
2005-2006 PARTNERSHIP PROGRAM 3	11734	0902-90-034	DFW AIRPORT	VARIOUS	10/2021	2022	12/2022	EAST-WEST CONNECTOR FROM SH 360 TO RENTAL CAR DRIVE	CONSTRUCTION OF EAST-WEST CONNECTOR 0 TO 2 LANES DIVIDED URBAN WITH INTERSECTIONS AT SH 360, 20TH AVE, AND RENTAL CAR DRIVE	\$37,597,032	STBG, LOCAL CONTRIBUTION	YES	YES	YES	PROPOSED LET DATE UPDATED FROM WHAT WAS ORIGINALLY SUBMITTED AFTER DISCUSSIONS WITH TXDOT	CONFIRM FUNDING IN FY 2023
2006-2008 LOCALLY FUNDED	82384	0000-18-019	FLOWER MOUND	FLOWER MOUND	06/2022	2022	10/2022	KIRKPATRICK LN (PHASE III) FROM FM 1171 TO BELLAIRE BLVD	CONSTRUCT 0 TO 4 LANE ROADWAY	\$9,500,000	LOCAL CONTRIBUTION	YES	YES	YES	DESIGN ON PROJECT IS SCHEDULED FOR OCTOBER 2021 WITH CONSTRUCTION FOLLOWING IN OCTOBER 2022.	CONFIRM FUNDING IN FY 2023
2010 CONGRESSIONAL EARMARK	53079	0902-50-104	BURLESON	BURLESON	05/2022	2025	03/2023	ALSBUARY FROM HULEN ST TO CR 1020 (APPROXIMATELY 0.2 MILES)	CONSTRUCTION OF A 4 LANE EXTENSION OF ALSBUARY BOULEVARD	\$1,287,880	CAT 10 (CONGRESSIONAL EARMARK), LOCAL CONTRIBUTION	YES	YES	YES	EARMARK FUNDS ARE AT RISK OF RESCISSION BY FHWA; PROPOSED LET DATE UPDATED FROM WHAT WAS ORIGINALLY SUBMITTED AFTER DISCUSSIONS WITH TXDOT	CONFIRM FUNDING IN FY 2023
PROJECTS LOCAL AGENCIES INDICATED WOULD BE IMPLEMENTED IN FY 2024 OR BEYOND																
2008 REGIONAL TOLL REVENUE FUNDING INITIATIVE	20084	0047-14-053	TXDOT DALLAS	VARIOUS	08/2025	2028	09/2023	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	\$27,000,000	SW PE, S102, RTR	YES	YES	YES	PROJECT IS PARTIALLY FUNDED; CATEGORY 12 FUNDS HAVE BEEN REQUESTED IN THE PAST FOR THIS PROJECT, BUT NOT RECEIVED; DESIGN IS COMPLETE AND RIGHT-OF-WAY HAS BEEN ACQUIRED; UTILITIES WILL BE RELOCATED UPON CONFIRMATION OF FUNDING COMMITMENT; PROJECT IS PARTIALLY FUNDED WITH \$5,000,00 RTR ACCT 1 FUNDS	CONTINUE MONITORING PROJECT PROGRESS AND CONTINUE TO REQUEST TTC APPROVAL OF CATEGORY 12 FUNDS FOR THIS PROJECT
TOTAL FUNDING										\$610,527,034						

METROPOLITAN PLANNING ORGANIZATION (MPO) MILESTONE POLICY IMPLEMENTATION (ROUND 2)

Surface Transportation Technical Committee

December 4, 2020



North Central Texas
Council of Governments
Transportation Department

BACKGROUND

- ❖ The Regional Transportation Council (RTC) has been selecting projects since 1992.
- ❖ The first round of the MPO Milestone Policy was adopted by the RTC in June 2015, and it reviewed projects selected from 1992 to 2005 that had not yet gone to construction.
- ❖ That initiative was successful in getting 51 out of 57 projects to construction.
- ❖ A second round of the Milestone Policy was initiated to review projects currently over 10 years old that have not been implemented.
- ❖ In October 2019, the second round of Milestone Policy Projects was introduced.

INTENDED OUTCOMES OF THE MILESTONE POLICY

- ❖ Providing a realistic assessment of project status for decision-making
- ❖ Balancing project construction schedule capacity within the current financial constraints
- ❖ Increasing the amount of available funds for priority, “ready-to-go” projects, rather than long delayed projects
- ❖ Getting old projects to construction/implementation

MILESTONE POLICY ROUND 1 UPDATE

- ❖ At its November 2019 meeting, the RTC granted a deadline extension to a project being implemented by the City of Dallas (TIP 11258.9) from the first round of the Milestone Policy.
- ❖ The project had to go to construction by December 2020 or funding would be removed from the project.
- ❖ This project's funding was obligated in October and project bidding is set for December 2020.
- ❖ With this update, all projects from the Milestone Policy, Round 1 have either advanced to construction or were canceled at the request of the project sponsor.

MILESTONE POLICY ROUND 2 OVERVIEW

❖ Affected projects:

- Funded between 2006 and 2010 that had not let or obligated as of December 2019
- Funded prior to 2006 that had let, but have had implementation issues (e.g., re-bid, utility delays)
- Funded with RTC-selected sources
- Locally funded and added to the Transportation Improvement Program (TIP) prior to 2010
- Funded with Congressional Earmarks that are subject to rescission

❖ 41 projects needed to be reconfirmed or cancelled

THE REAPPROVAL PROCESS

- ❖ Agencies with projects on the Milestone Policy Project List were notified via letter (in addition to STTC & RTC agenda items in 2019)
- ❖ Agencies were required to reconfirm the projects as a priority by:
 - Providing a realistic and achievable schedule, which must receive NCTCOG & TxDOT concurrence
 - Providing documentation of policy board support
 - If projects are advancing imminently or have policy board approval within the last six months, new action was not needed (just submit latest approval documentation)
 - If policy support documentation is greater than six months old, new action was requested
 - Documenting the availability of local matching funds

PROJECTS SUMMARY

PROJECT CATEGORIES	NUMBER OF PROJECTS	TOTAL FUNDING OF PROJECTS
Proposed for Cancellation	12	\$88,848,038
Under Construction or Complete	8	\$246,173,091
Scheduled Letting FY 2021	11	\$177,392,785
Scheduled Letting FY 2022	1	\$7,000,000
Scheduled Letting FY 2023	8	\$64,113,120
Scheduled Letting FY 2024 or Beyond	1	\$27,000,000
Total	41	\$610,527,034

Note: Some projects have let but actual construction has not begun. Staff will continue to monitor those projects.

UPDATES TO THE MILESTONE POLICY PROCEDURES

- ❖ In the Round 1 effort, the action included a one-year grace period after the fiscal year in which each agency indicated their project would be ready.
 - Now that the program is established and agencies understand the implications of setting their schedules, staff proposes that this grace period not be continued.

- ❖ Also, when NCTCOG staff briefed STTC and RTC about the status of projects in Round 1, further extensions were offered to projects that had missed their deadlines.
 - Now that the program is fully understood, staff proposes that failure to meet the schedules set forth will result in automatic removal of funding from a project.

TIMELINE

- ❖ January 2020 – Notification to project sponsors
- ❖ July 31, 2020 – Formal responses due to NCTCOG staff
- ❖ December 4, 2020 – STTC Information Item
- ❖ December 10, 2020 – RTC Information Item
- ❖ December 2020 – Public Meeting
- ❖ January 22, 2021 – STTC Action Item
- ❖ February 11, 2021 – RTC Action Item

QUESTIONS?

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

Brian Dell
Senior Transportation Planner
Ph: (817) 704-5694
bdell@nctcog.org

James Adkins
Transportation Planner
Ph: (682) 433-0482
jadkins@nctcog.org

CHANGING MOBILITY

DATA, INSIGHTS, AND DELIVERING
INNOVATIVE PROJECTS DURING COVID
RECOVERY

Surface Transportation Technical Committee
November/December 2020

Michael Morris, PE
Director of Transportation

TRAVEL BEHAVIOR BY MODE



Bicycle/Pedestrian (+36%, September)



Freeway Volumes (-8%, September)

Toll Road (-24%, August)



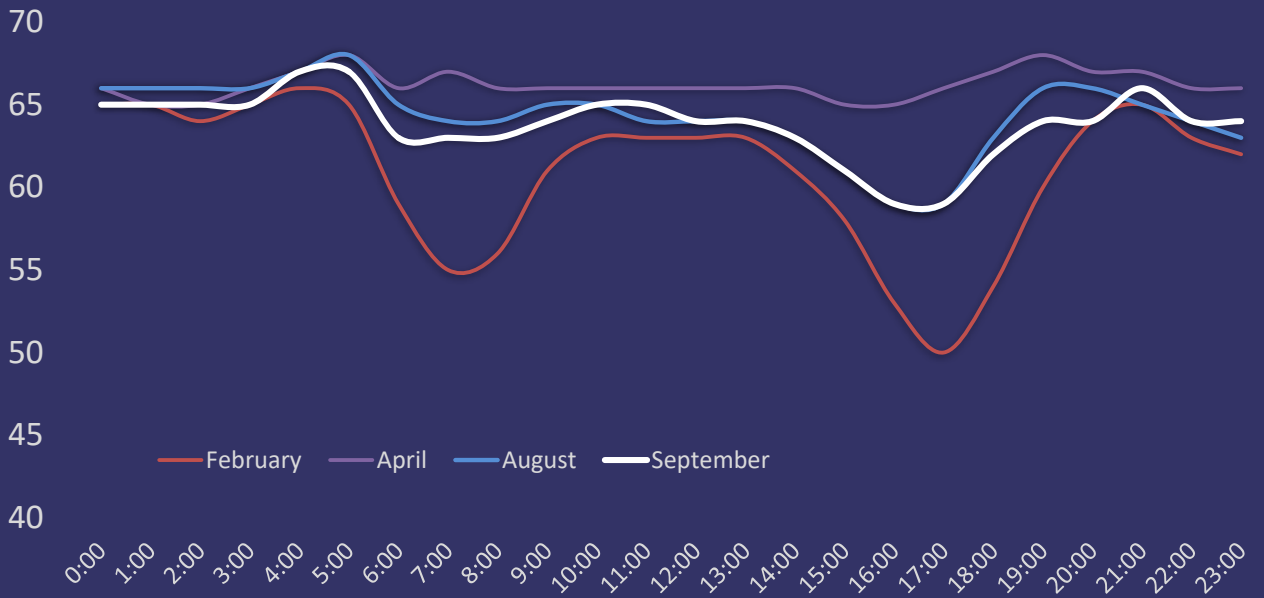
Airport Passengers (-47%, September)

Transit Ridership (-57%, September)

ROADWAY TRENDS

Regional Average
Freeway Speeds

Average Weekday Speeds, Weighted by Traffic Volumes

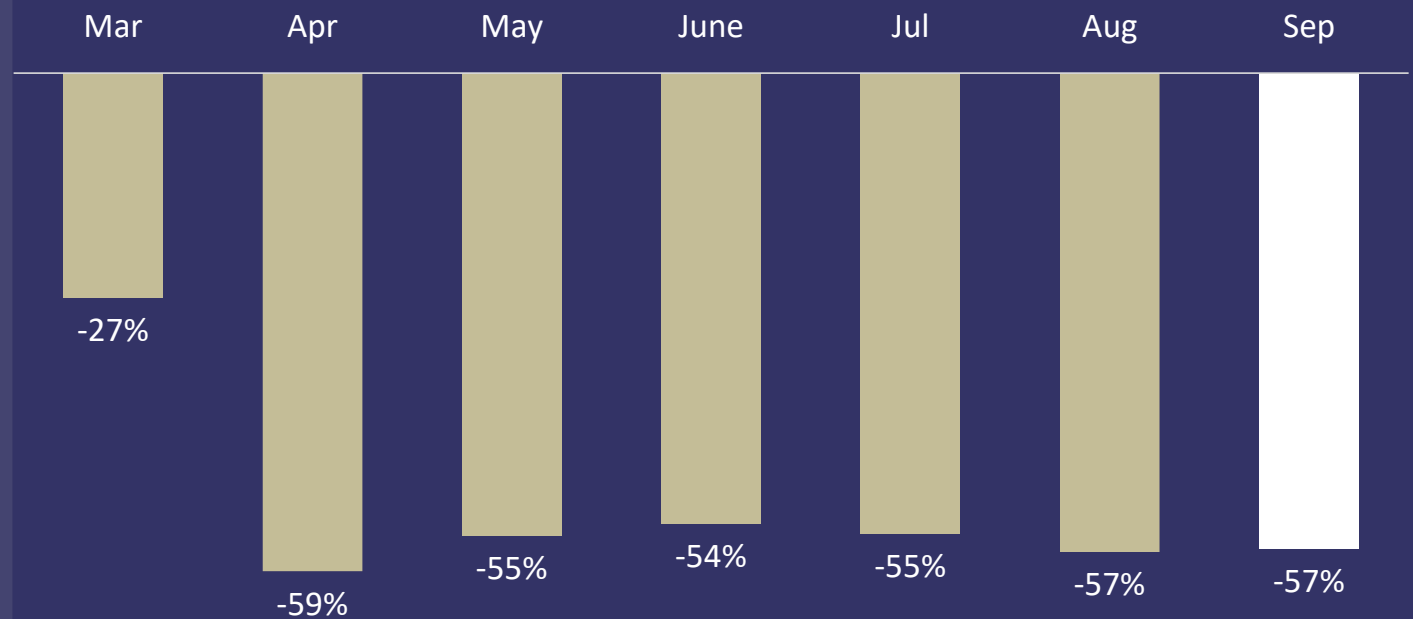


Source: TxDOT Sidefire Devices

TRANSIT IMPACTS

Weekday Ridership

Passenger Decrease : 2019 vs 2020



Source: DART, DCTA, and Trinity Metro

FINANCIAL IMPLICATIONS



Motor Vehicle Sales and Rental Tax (4.3%, September)



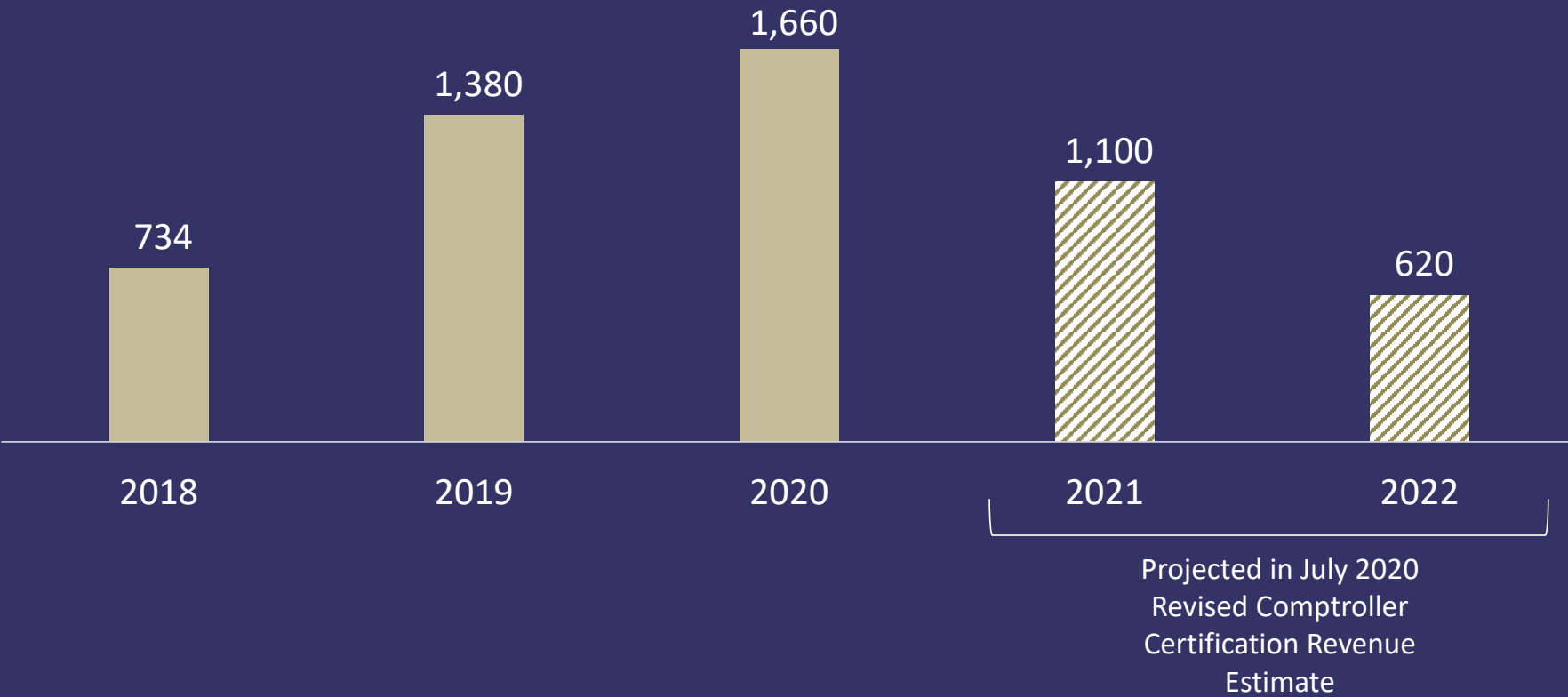
Sales Tax (-6%, September)

Motor Fuel Tax (-10%, September)

Transit Sales Tax Allocations (-11%, August)



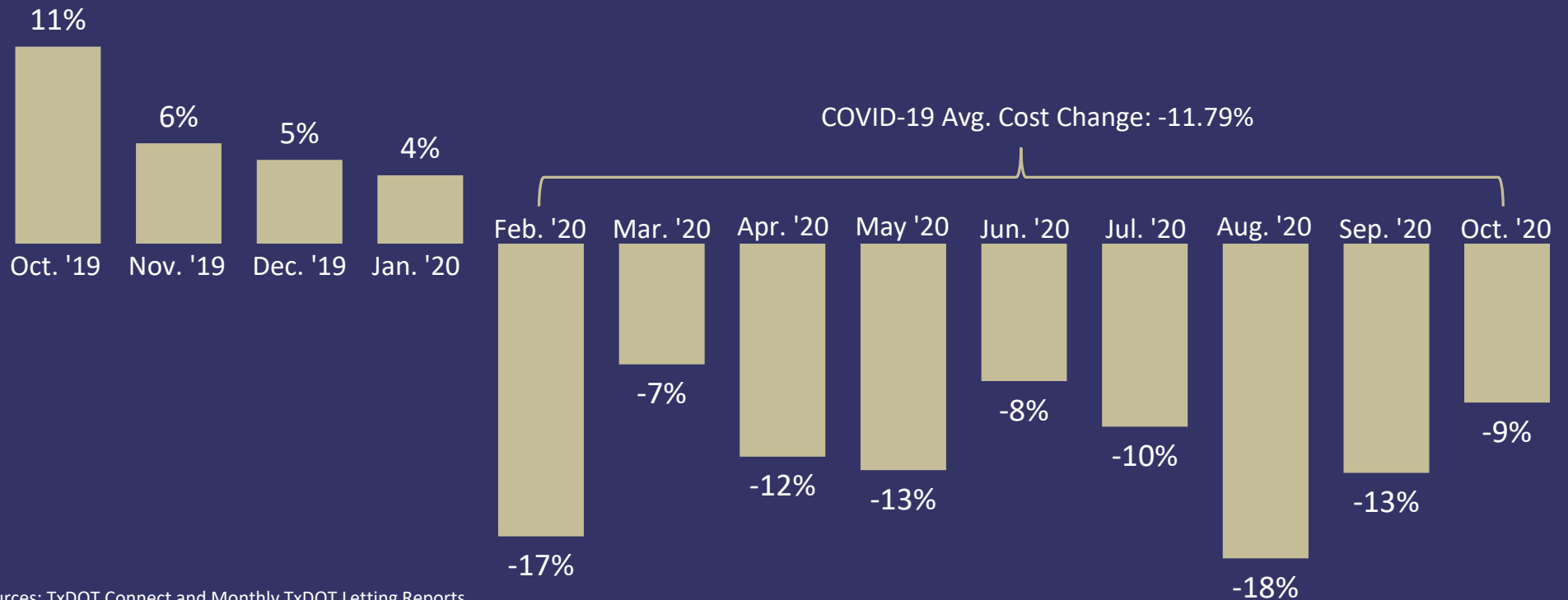
Proposition 1 (Oil & Gas Severance Tax) Transfers to the State Highway Fund, Millions



Source: Texas Comptroller of Public Accounts

October 2019 to October 2020 Construction Cost Changes

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



Sources: TxDOT Connect and Monthly TxDOT Letting Reports

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

CANDIDATE PROJECTS

High Speed Rail: Dallas to Houston

High Speed Rail: Dallas to Fort Worth

Autonomous Transit (Tarrant, Midtown)

Technology (Freeway Induction Loops)

State Highway 183 (Section 2E+)

Y Connector (IH820/IH20)

COVID-19 #00X Program



DASHBOARD PLATFORM

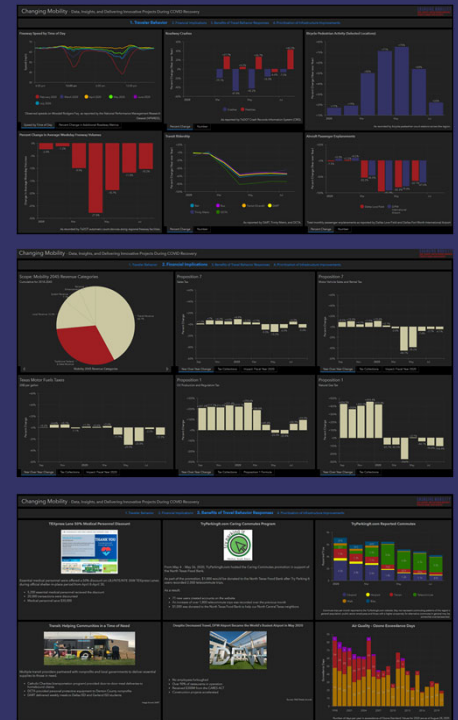
www.nctcog.org/pm/covid-19

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

Replicates material presented to committees with enhanced interactivity

Separate dashboard for each metric tracked

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



**REGIONAL TRANSPORTATION COUNCIL LEGISLATIVE PROGRAM
87TH TEXAS LEGISLATURE****Adequately Fund Transportation and Utilize Tools**

- Ensure fair-share allocation of funds to metropolitan regions
- Identify additional revenue for all modes of transportation
- Support full appropriation of funding initiatives, including Proposition 1 and Proposition 7, previously approved by the Legislature

Expand Transportation Options in Mega-Metropolitan Regions

- Allow for the ability to utilize tolling, managed lanes, debt financing and public-private partnerships for roadway and transit projects through a MPO and local decision-making process
- Authorize the use of a Comprehensive Development Agreement for specific needed projects
- Plan, fund, and support the implementation of all modes of transportation, including transit
- Retain eminent domain authority to allow planning and development of new and/or expanded transportation corridors including high-speed rail, commuter rail, freight rail, roadways, and trails
- Support legislation using a balanced liability insurance program that would allow North Texas transit agencies to operate on additional rail corridors as part of the regional transportation system

Pursue Innovation, Technology, and Safety

- Utilize innovation in high-speed transportation, transit, autonomous vehicles, and freight
- Support the collaboration between local governments, the military, the State, and FAA to advance regulations for compatible land use and the safe operations of unmanned aircraft vehicles
- Plan for shared mobility solutions; enable transportation data sharing and accessibility with appropriate privacy protection
- Increase safety, including but not limited to texting while driving, speed limits, driving under the influence, bicycle, and pedestrian safety

Improve Air Quality

- Protect the TERP Trust fund and revenue balance to ensure funds are used for TERP purposes; modernize the program and ensure flexibility to accommodate innovative approaches to improving air quality and reducing emissions, including purchase of heavy-duty zero emission vehicles such as hydrogen fuel cell and battery electric vehicles and associated infrastructure
- Modernize and increase flexibility in the Local Initiative Projects (LIP) through a limited program focused on transportation and air quality improvements; appropriate LIRAP's residual balance of previously collected funds back to counties
- Support system reliability, congestion relief, and encourage trip reduction strategies while maintaining lifestyle choices
- Support legislation that improves air quality

Success of SH 161 Pilot Project and Introduction of Wrecker Service on SH 121

NATALIE BETTGER

Surface Transportation Technical Committee
December 4, 2020



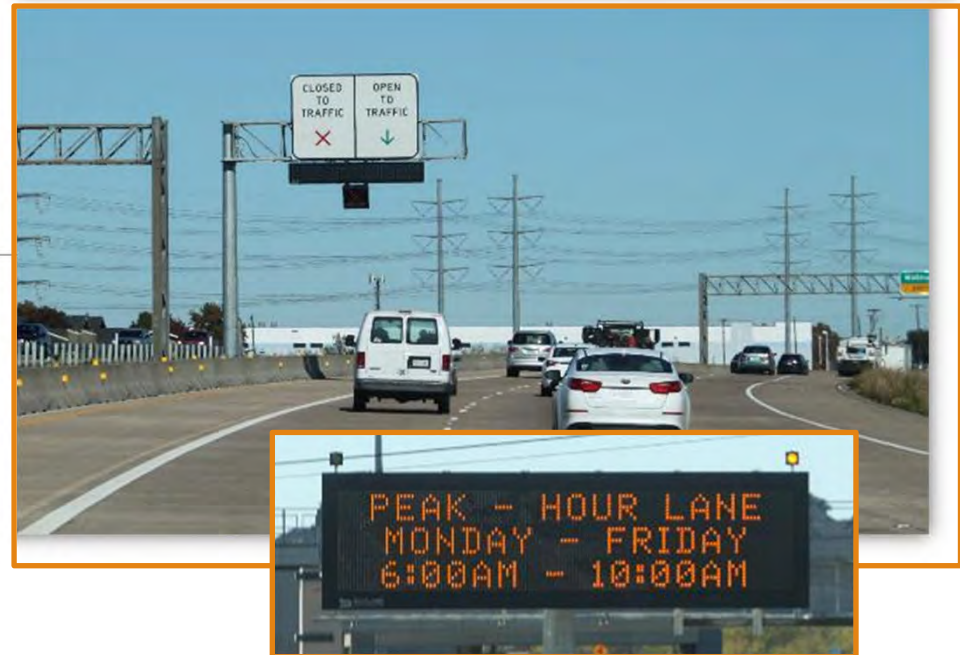
SH 161 Peak-Period Lane



PEAK HOUR



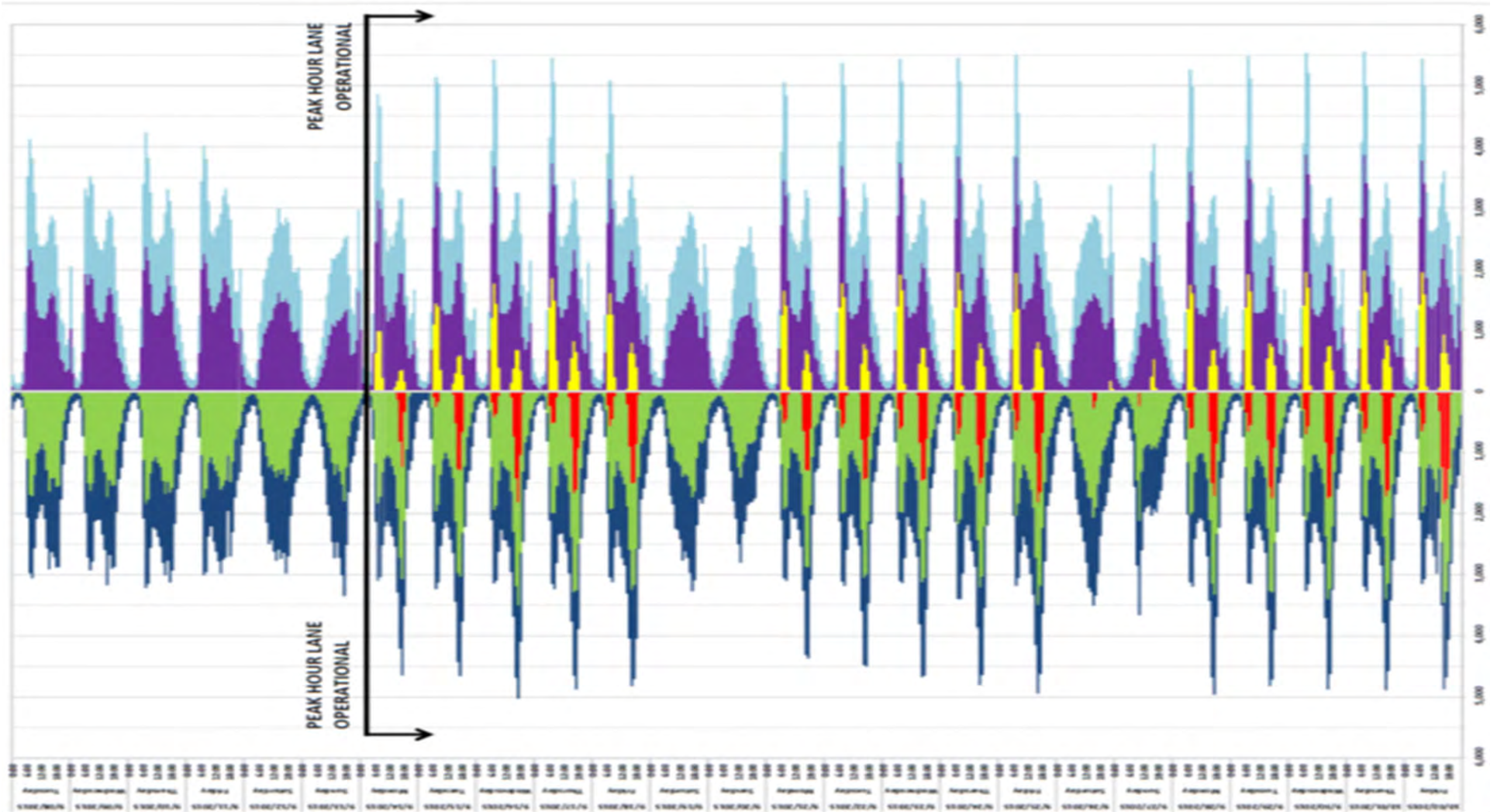
OFF-PEAK HOUR



Project Overview

- Lanes Open to Traffic September 2015
- Assist Irving PD in Expedited Vehicle Removal
- DalTrans (TxDOT Dallas) Operates Lane
- Tow Truck Company Sweeps Lane and Stages
- Began Opening Lane for Special Events in 2017
- Lane Opened All Hours once TxDOT Construction on Ultimate Section Commenced December 2018

Directional Hourly Volume by Lane Belt Line Toll Plaza (9/8/15-10/2/15)



SOUTHBOUND

■ Sum of *PK HR LN (SB)

■ Sum of *LANE 2 (SB)

■ Sum of *LANE 3 (SB)

NORTHBOUND

■ Sum of PK HR LN (NB)

■ Sum of LANE 2 (NB)

■ Sum of LANE 3 (NB)

Data Source: NTTA

Before (8/3/15-9/11/15)

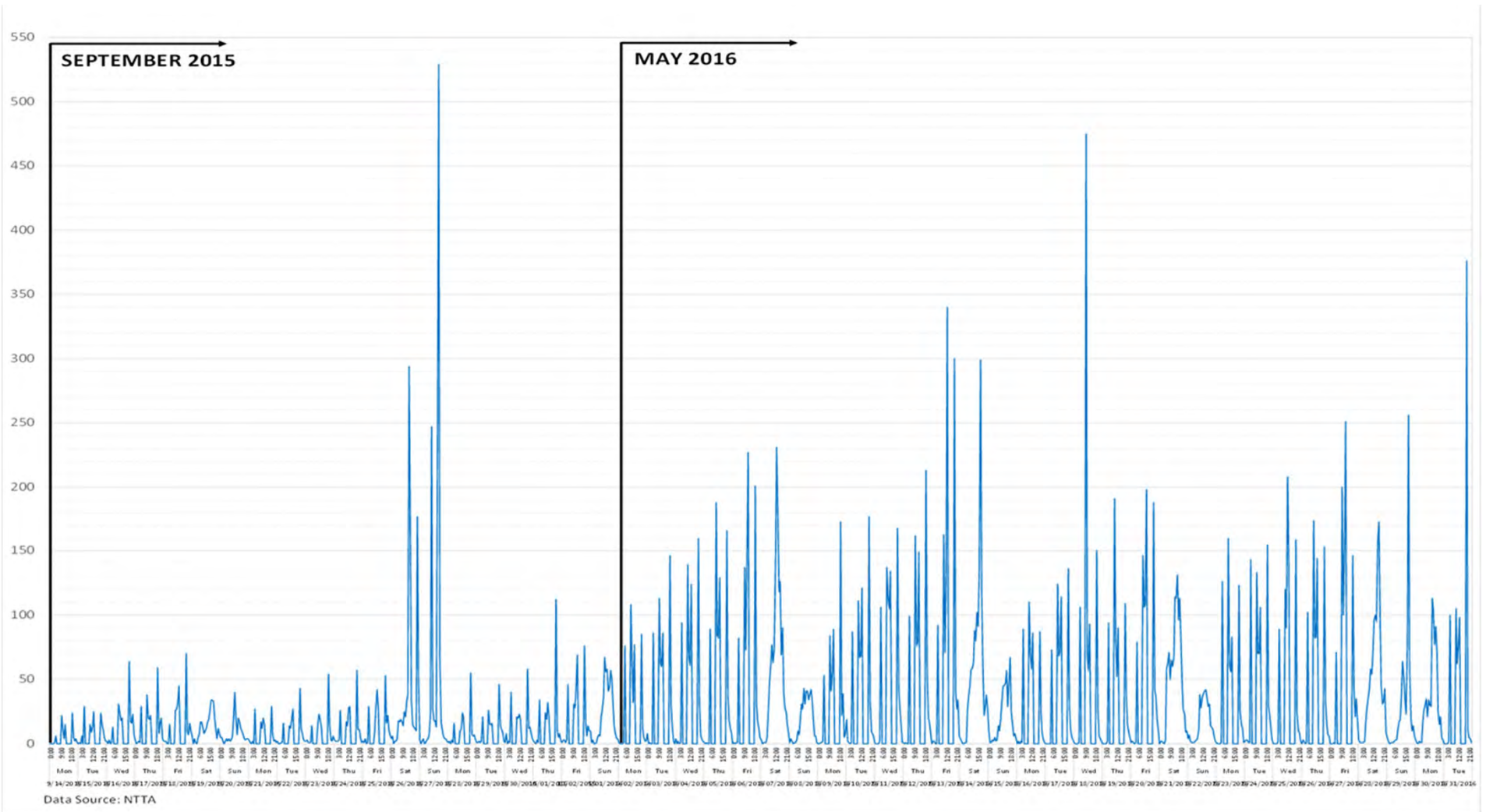
Open (9/14/15 -10/30/15)

After (11/2/15-12/31/15)

Day	D O W	Northbound										Southbound																			
		Morning Peak										Afternoon Peak																			
		6:00	6:15	6:30	6:45	7:00	7:15	7:30	7:45	8:00	8:15	8:30	8:45	9:00	9:15	9:30	15:30	15:45	16:00	16:15	16:30	16:45	17:00	17:15	17:30	17:45	18:00	18:15	18:30	18:45	19:00
August 3, 2015	Mon	69	66	55	48	44	31	29	26	23	26	24	29	42	54	63	69	47	33	26	25	21	8	9	20	23	23	27	39	64	
August 4, 2015	Tue	57	66	49	35	37	38	34	26	22	23	21	26	41	61	65	38	28	30	29	22	7	23	20	8	20	21	9	21	32	52
August 5, 2015	Wed	70	58	50	46	44	32	27	25	20	20	21	30	48	63	67	37	35	30	23	17	8	8	8	8	8	8	8	21	22	33
August 6, 2015	Thu	68	59	47	37	36	29	21	21	8	22	23	31	50	67	64	46	31	26	25	21	8	8	8	8	23	24	28	36	55	63
August 7, 2015	Fri	68	60	41	41	38	33	30	30	33	32	35	47	67	64	72	28	20	26	20	8	17	8	20	23	20	25	39	49	60	64
August 10, 2015	Mon	69	68	48	33	34	31	24	24	22	21	24	26	41	64	67	49	37	34	25	24	28	25	29	32	42	43	50	67	64	
August 11, 2015	Tue	67	66	39	40	37	32	33	25	22	26	29	43	59	63	62	37	29	27	24	23	25	8	24	25	33	35	45	63	68	
August 12, 2015	Wed	66	60	42	37	33	32	24	22	23	25	29	37	63	64	64	61	35	31	24	22	21	22	23	26	29	31	37	48	66	
August 13, 2015	Thu	70	65	41	37	32	25	21	8	22	23	33	57	66	64	46	31	28	21	20	21	20	21	25	24	31	35	45	64	63	
August 14, 2015	Fri	67	67	59	46	44	37	31	27	34	39	56	65	63	68	67	30	25	24	22	8	20	8	20	23	25	31	34	56	60	
August 17, 2015	Mon	67	64	43	36	36	28	24	22	8	9	22	6	28	41	62	55	38	36	28	26	8	21	20	21	25	26	27	28	32	47
August 18, 2015	Tue	65	58	36	36	31	35	27	26	24	24	28	36	60	67	69	40	30	30	21	23	22	20	17	8	22	24	23	29	46	
August 19, 2015	Wed	69	66	48	34	35	31	31	22	22	21	26	37	58	55	32	47	38	28	28	27	25	28	28	33	41	49	48	67	67	
August 20, 2015	Thu	67	63	41	37	34	31	20	17	20	23	28	32	49	68	70	36	27	28	21	20	21	22	23	26	31	34	38	52	66	62
August 21, 2015	Fri	73	62	47	40	39	32	31	33	35	41	48	51	65	69	64	31	27	30	30	24	21	8	17	23	26	38	45	57	64	63
August 24, 2015	Mon	69	62	42	38	38	41	42	39	37	32	34	41	53	69	66	60	46	29	31	30	28	24	21	28	40	43	41	54	64	63
August 25, 2015	Tue	68	52	41	35	39	28	21	20	9	6	21	22	27	42	52	47	33	29	26	22	25	22	23	26	25	27	32	46	63	
August 26, 2015	Wed	70	64	43	36	38	26	24	20	20	23	25	27	33	53	62	47	35	29	8	23	22	20	24	23	26	29	30	36	50	
August 27, 2015	Thu	67	64	44	35	36	29	28	17	22	21	23	30	41	49	69	34	33	34	29	26	22	22	25	23	27	31	45	64	64	
August 28, 2015	Fri	69	63	43	33	36	31	26	23	23	28	33	43	65	67	68	34	17	24	23	22	21	20	8	24	21	25	28	36	45	
August 31, 2015	Mon	70	65	37	37	34	29	25	8	22	21	22	31	44	51	66	54	37	36	24	26	8	21	8	23	26	34	43	54	69	64
September 1, 2015	Tue	65	61	47	36	35	31	21	8	20	21	23	33	45	54	66	44	37	35	26	24	21	20	23	23	33	38	44	60	61	
September 2, 2015	Wed	70	65	45	35	33	28	22	8	17	21	8	23	32	64	63	43	34	33	26	22	8	21	21	23	27	29	38	53	69	
September 3, 2015	Thu	66	59	41	30	30	26	22	8	23	24	28	42	61	64	32	25	21	21	21	21	21	21	21	21	21	21	21	21	21	21
September 4, 2015	Fri	68	58	42	35	37	34	29	28	30	37	48	54	66	66	67	28	21	8	21	8	8	8	8	26	49	57	65	63	68	
September 7, 2015	Mon	68	63	64	66	76	73	67	67	63	61	67	67	60	63	75	66	64	66	67	69	66	68	69	72	67	65	64	71	66	61
September 8, 2015	Tue	66	60	45	40	34	28	22	25	27	26	35	47	63	65	34	26	23	20	14	4	8	5	7	21	20	27	31	27	35	
September 9, 2015	Wed	62	57	42	32	26	14	4	8	5	7	17	20	21	27	34	64	44	28	8	20	23	32	37	40	39	33	36	49	66	
September 10, 2015	Thu	69	57	44	32	29	33	29	22	22	22	24	45	66	64	40	32	25	22	25	24	23	24	28	30	37	44	57	65	68	
September 11, 2015	Fri	71	63	45	37	33	30	27	21	8	22	24	33	47	60	65	26	25	23	8	8	8	8	14	5	4	5	22	27	29	46

Day	D O W	Northbound										Southbound																			
		Morning Peak										Afternoon Peak																			
		6:00	6:15	6:30	6:45	7:00	7:15	7:30	7:45	8:00	8:15	8:30	8:45	9:00	9:15	9:30	15:30	15:45	16:00	16:15	16:30	16:45	17:00	17:15	17:30	17:45	18:00	18:15	18:30	18:45	19:00
September 14, 2015	Mon	69	67	65	66	67	70	66	59	68	64	59	62	64	68	65	62	65	66	67	70	66	59	68	64	59	62	64	68	65	
September 15, 2015	Tue	71	67	63	69	64	64	66	61	63	68	67	65	63	66	66	62	65	66	60	59	60	33	34	39	47	54	65	63	59	
September 16, 2015	Wed	66	68	65	71	67	65	62	56	66	68	67	65	66	67	67	64	61	63	53	59	56	45	38	32	27	33	38	46	62	62
September 17, 2015	Thu	69	68	62	63	66	66	62	51	65	67	65	67	64	67	67	54	60	64	49	43	41	36	27	23	25	33	44	63	62	
September 18, 2015	Fri	69	71	67	67	68	68	66	69	71	71	65	66	68	64	70	58	58	62	47	42	37	39	38	36	41	51	56	66	62	64
September 21, 2015	Mon	67	69	66	65	66	68	66	66	66	65	63	65	65	66	65	65	66	66	64	65	63	57	54	64	63	68	68	67	66	66
September 22, 2015	Tue	67	65	63	69	68	65	65	65	65	66	66	63	63	62	64	67	66	66	65	69	67	61	54	44	46	53	47	53	62	69
September 23, 2015	Wed	66	63	65	60	67	65	66	48	55	67	67	62	68	69	65	67	64	63	55	68	62	54	49	46	59	63	65	65	64	61
September 24, 2015	Thu	69	70	66	66	67	64	60	59	68	66	64	63	63	64	66	61	68	66	60	55	60	45	42	37	41	47	64	64	67	67
September 25, 2015	Fri	70	68	66	68	60	57	66	63	64	65	64	70	64	68	67	64	54	58	43	38	30	27	26	26	31	52	70	69	66	69
September 28, 2015	Mon	68	66	68	66	65	66	67	66	66	66	66	63	68	67	65	64	63	60	59	54	51	49	40	39	34	47	65	66	65	67
September 29, 2015	Tue	68	69	66	67	70	68	66	64	62	64	62	64	60	63	68	65	64	63	60	48	31	30	28	27	30	40	53	64	68	65
September 30, 2015	Wed	67	66	65	65	70	63	64	64	66	63	66	63	66	63	68	66	64	61	49	39	35	29	23	8	14	14	22	47	66	66
October 1, 2015	Thu	63	69	70	70	67	63	63	63	64	68	63	66	64	69	67	66	62	68	51	47	33	33	24	17	6	20	24	33	60	67
October 2, 2015	Fri	66	66	66	61	67	65	66	54	60	67	68	56	63	61	63	42	42	48	35	33	27	28	22	24	25	23	25	30	52	64
October 5, 2015	Mon	69	66	64	63	69	62	61	60	61	68	64	67	64	70	69	68	67	64	60	52	56	55	57	63	66	66	63	66	65	
October 6, 2015	Tue	72	67	62	70	67	64	65	55	62	64	66	64	64	67	64	66	66	61	46	46	31	39	43	43	47	62	65	63	66	64
October 7, 2015	Wed	67	67	67	68	67	60	46	44	48	53	55	53	63	64	64	66	64	52	49	42	39	40	41	60	62	69	68	69	63	
October 8, 2015	Thu	67	67	68	65	66	65	58	56	42	63	67	63	66	67	64	57	58	58	49	44	41	38	35	45	55	64	65	65	64	59
October 9, 2015	Fri	71																													

Total Lane Violations by Hour at Belt Line Road Toll Plaza



Lessons Learned

- The Peak-Hour Lane increased traffic volume through the bottleneck portion of SH 161, between the two segments of President George Bush Turnpike
- Faster speeds were observed after the opening of the lane, but as volume increased, speeds normalized
- Violations (driving in lane while closed) occurred frequently
 - Most frequently within approximately 30 minutes of opening/closing lane and on weekends
 - Enforcement v. safety was a major issue for first responders
- Few crashes occur on Peak-Hour Lane

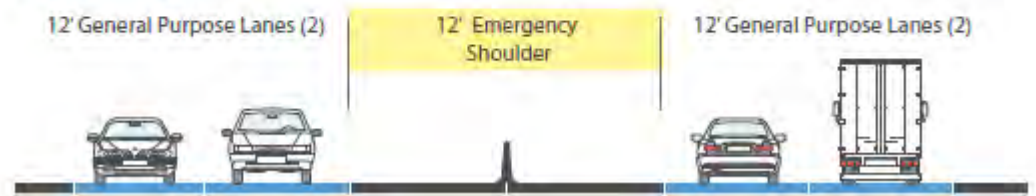
SH 121 Technology Lane



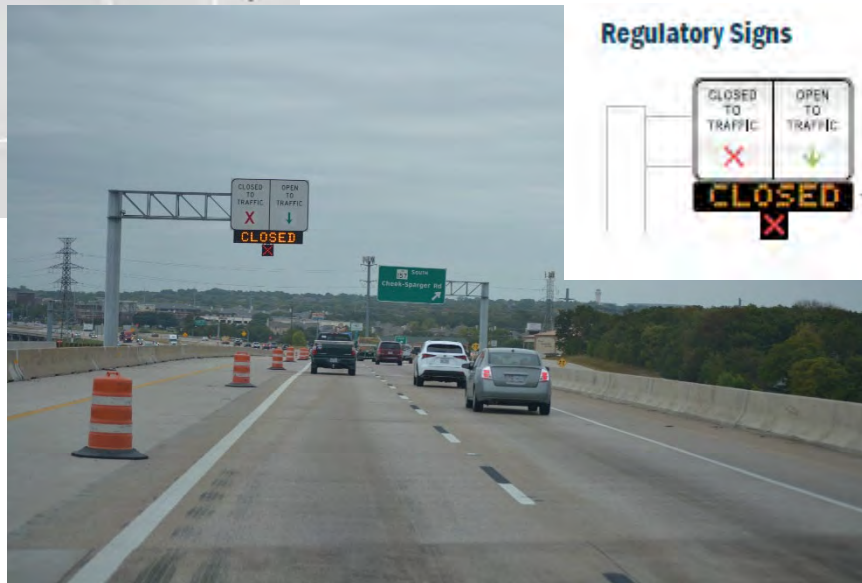
Peak Hours



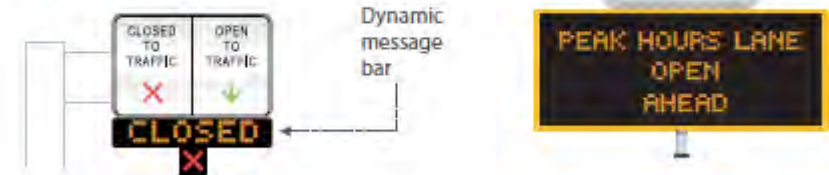
Off Peak Hours



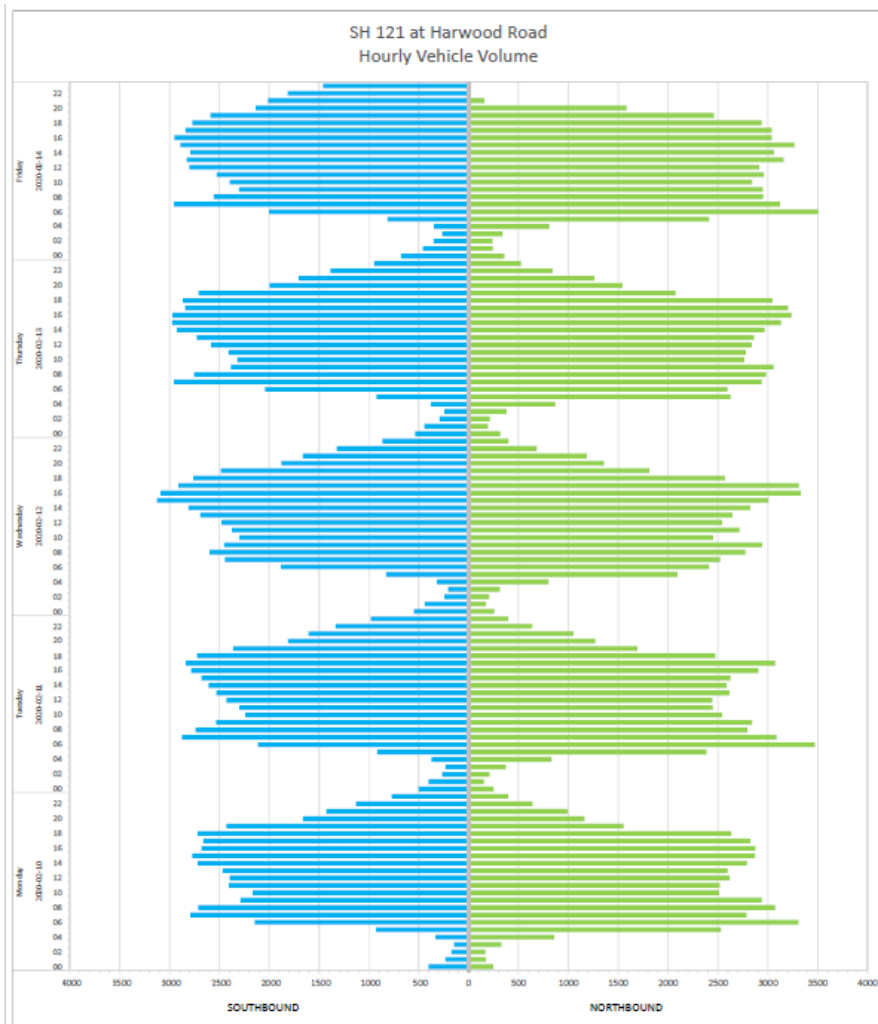
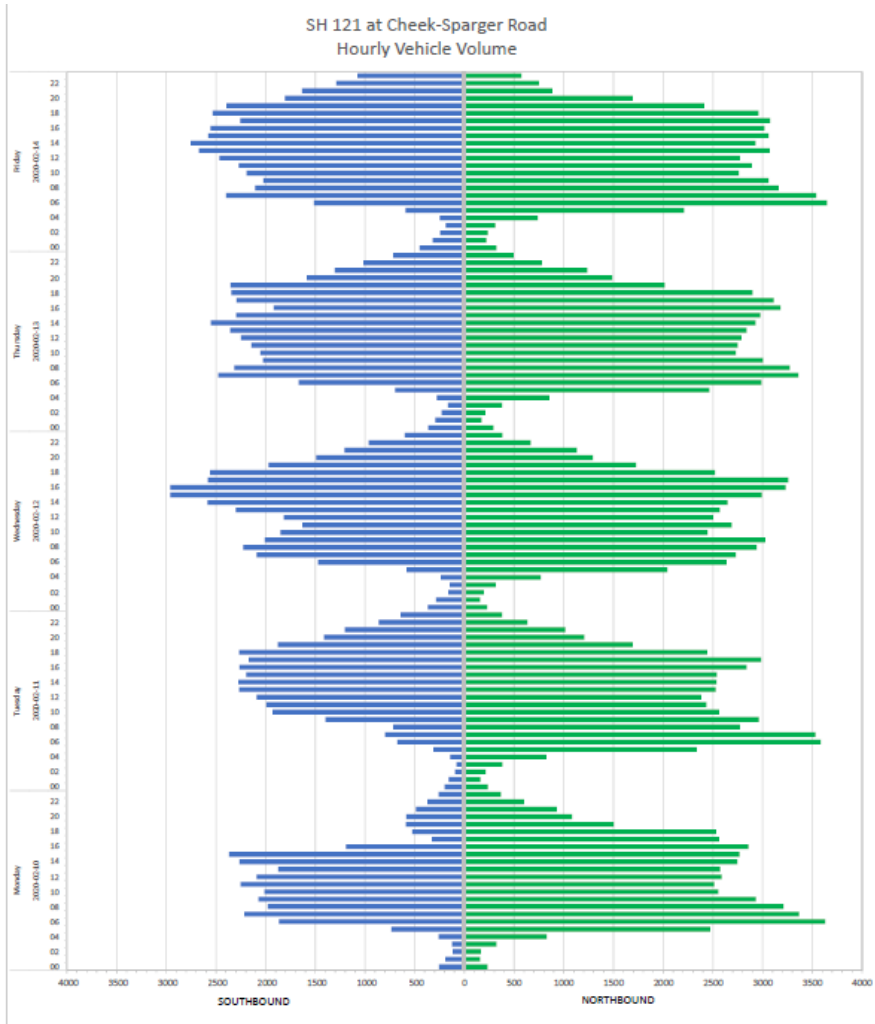
NOTE: Illustrations are not drawn to scale.



Regulatory Signs



Hourly Vehicle Volume



SH 121 Technology Lane

Project Overview

Limits: SH 121 between Glade Road and SH 183

Lanes: 4 General Purpose Lanes and 2 Technology Lanes

Hours of Operation: 5 am to 8 pm

Project Elements: Traffic Cameras, Dynamic Message Signs, Illumination and Staging of Wrecker Services

Partner Agencies: Cities of Bedford and Euless, TxDOT-Fort Worth District, Tarrant County Sheriff's Office Courtesy Patrol, Texas Transportation Institute (TTI) and B&B Wrecker Services

Project Opening: Planned for November 30, 2020

Before and After Assessment: TTI

Schedule Milestones

Committee	Date
Regional Transportation Council – Action to Change TIP Project	November 12, 2020
Executive Board – Action to Enter Into Contract with B&B Wrecker Services	November 19, 2020
Planned Lane Opening	November 30, 2020
Surface Transportation Technical Committee – Information on Operation and Implementation of the Technology Lane	December 4, 2020

Contact Information

Natalie Bettger
Sr. Program Manager
817-695-9280
nbettger@nctcog.org

End of Ozone Season, Compliance with Federal Requirements, and Future Outlook

Surface Transportation Technical Committee • December 4, 2020

Jenny Narvaez, Program Manager



North Central Texas
Council of Governments

Attainment Deadlines

2008 NAAQS Attainment Date (≤ 75 ppb): No later than **July 20, 2021**

Serious Classification

2015 NAAQS Attainment Date (≤ 70 ppb): No later than **August 3, 2021**

Marginal Classification

Attainment for Both Standards will be Based on 2018-2020 Ozone Monitor Data (3-Year Average of Fourth Highest Monitor Reading)

Federal Attainment Requirements

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

Five Highest Monitors	4 th Highest Value for Season			2020 Ozone Season Design Value
	2018	2019	2020	
Grapevine Fairway	82	71	77	76
Frisco	81	76	70	75
Eagle Mountain Lake	75	75	76	75
Dallas North	81	73	69	74
Cleburne	81	73	67	73

Federal Attainment Requirements

Conditional Regulatory Test: 1-year extension

Five Highest Monitors	4 th Highest Value for Season			2020 Ozone Season Design Value
	2018	2019	2020	
Grapevine Fairway	82	71	77	76
Eagle Mountain Lake	75	75	76	75
Frisco	81	76	70	75
Dallas North	81	73	69	74
Cleburne	81	73	67	73

Reclassification Due to Failure to Attain – Stricter Standards

Going from Serious Classification to Severe:

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

Impacts businesses that require CAA permitting for new/continued operations

Penalty fee program for major sources

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

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

Low VOC reformulated gas

No implications, because our region has already opted in previously

VMT growth offset required

Analysis to see if more transportation control strategies are needed

A continued and thorough assessment of regional implications is ongoing.

VMT Growth Offset

VMT Growth Offset is an additional analysis required due to the reclassification to severe category

This analysis assesses if existing transportation control strategies are sufficient to offset anticipated emission increases due to the VMT growth from a base year to the attainment year.

If these do not offset, additional transportation control strategies will be required

Examples: Trip Reduction Strategies such as Telecommuting, that is proving effective during the COVID-19 pandemic, and Workplace Flexibility Programs, Public Transit, Traffic Signal Improvements, Intersection Improvements and, Bike and Pedestrian Improvements

COVID-19 IMPACTS VS AIR QUALITY



0



Bicycle/Pedestrian (+78%, May)

Truck travel time reliability

Speed of traffic and congestion* (+7%, May)

Freeway Volumes (-19%, May)

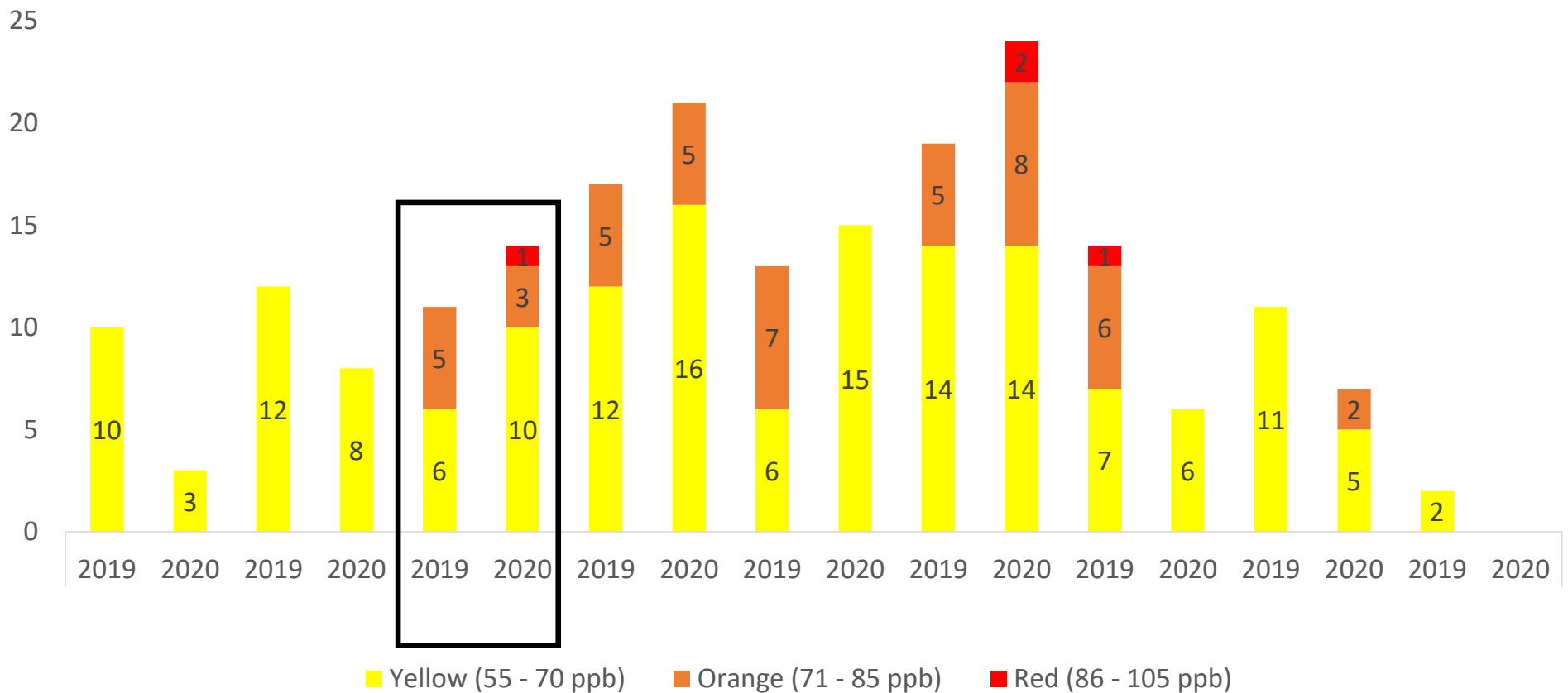
Airport Passengers (~-80%, May)

Transit Ridership (-55%, May)

**For more information, please see the Changing Mobility Dashboard:
<https://www.nctcog.org/trans/data/info/asures/transportation-trends-related-to-covid-19>**

* indicates compared to February 2020 instead of a corresponding for a 2019 – 2020 comparison

North Central Texas Ozone Exceedance Comparison: 2019-2020



Ongoing and Future Investigations

Inaccurate ozone alerts for predicted exceedances

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

State forecasted 72 ppb for 2020 – actual is 76 ppb

Impacts of background emissions

Nonattainment Boundaries – Multistate air quality plans

Comprehensive Multipollutant Interactions

Unexplained emission increases (May, June, and August)

Potential changing of NOX:VOC stoichiometric ratio

COVID-19 literature research - Transportation Review Board (TRB), TCEQ, TxDOT

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

Timeline and Milestones

November 30 – End of 2020 ozone season

March 1st – Beginning of 2021 ozone season

Official Reclassification of both 2008 and 2015 standards to be determined

Compliance with VMT offsets must be determined by SIP submittal

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

Severe Classification

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

Moderate Classification

FOR MORE INFORMATION

CHRIS KLAUS
Senior Program Manager
cklaus@nctcog.org
817-695-9286

VIVEK THIMMAVAJJHALA
Transportation System Modeler II
vthimmavajjhala@nctcog.org
817-704-2504

JENNY NARVAEZ
Program Manager
inarvaez@nctcog.org
817-608-2342

NICHOLAS VAN HAASEN
Air Quality Planner II
nvanhaasen@nctcog.org
817-608-2335

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

**SURFACE TRANSPORTATION TECHNICAL COMMITTEE
2021 SCHEDULE OF MEETINGS
(Fourth Friday, 1:30 pm)**

January 22, 2021

February 26, 2021

March 26, 2021

April 23, 2021

May 28, 2021

June 25, 2021

July 23, 2021

August 27, 2021

September 24, 2021

October 22, 2021

December 3, 2021

(Proposed combination of the November and December meetings)

Dates are subject to change.

**REGIONAL TRANSPORTATION COUNCIL
2021 SCHEDULE OF MEETINGS
(Second Thursday, 1:00 pm)**

January 14, 2021

February 11, 2021

March 11, 2021¹

April 8, 2021

May 13, 2021

June 10, 2021

July 8, 2021

August 12, 2021²

September 9, 2021²

October 14, 2021³

November 11, 2021⁴

December 9, 2021

Dates are subject to change.

¹ The 2021 National League of Cities Congressional City Conference is scheduled for March 7-10 and does not conflict with the RTC meeting schedule.

² This meeting date may be rescheduled for a different date in August or September to coincide with the annual Irving Transportation Investment Summit.

³ The 2021 Texas Municipal League Annual Conference and Exhibition is scheduled for October 6-8 and does not conflict with the RTC meeting schedule.

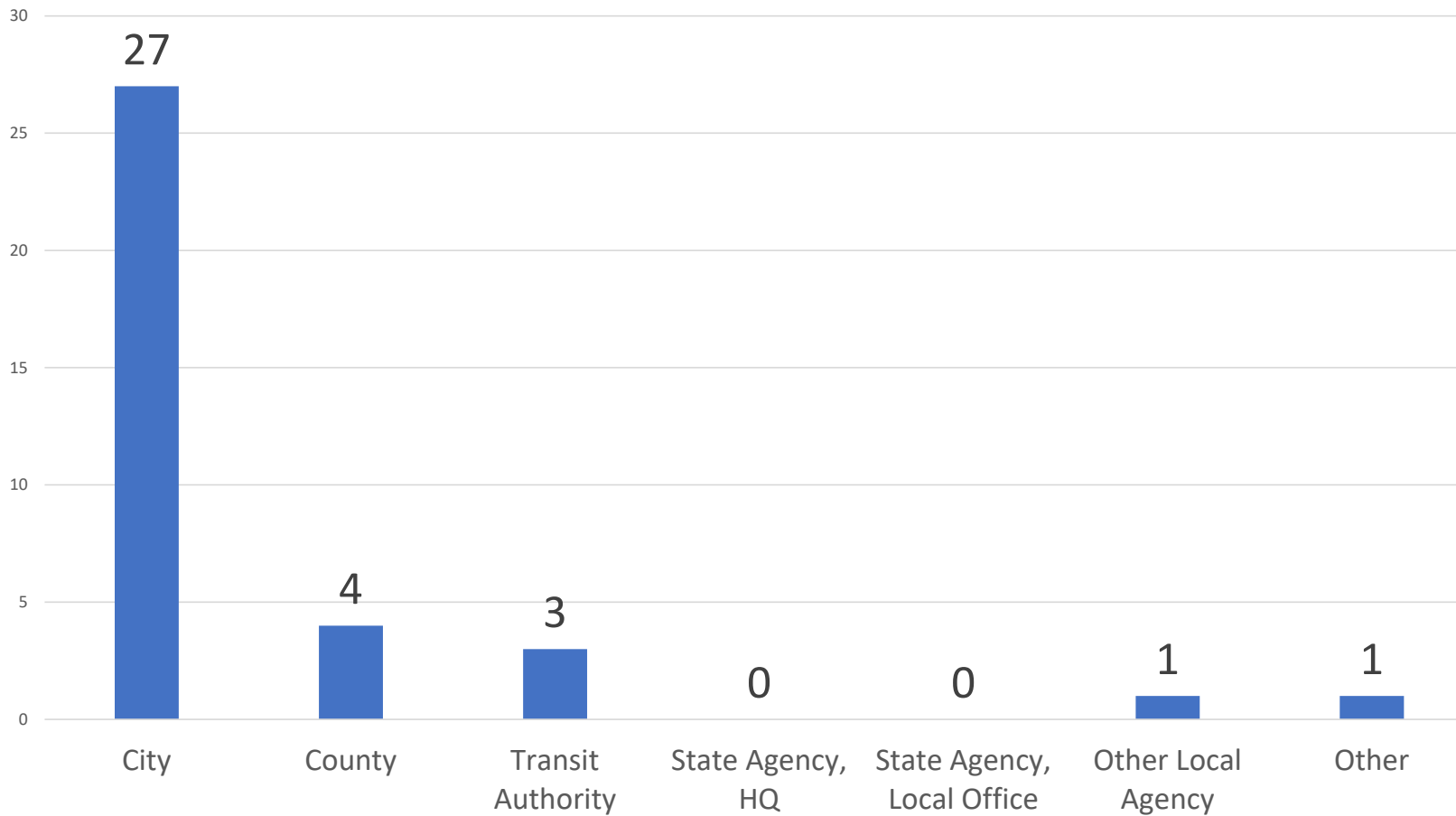
⁴ The 2021 National League of Cities City Summit is scheduled for November 17-20 and does not conflict with the RTC meeting schedule.

STTC Survey on Virtual Work and Public Meetings Results

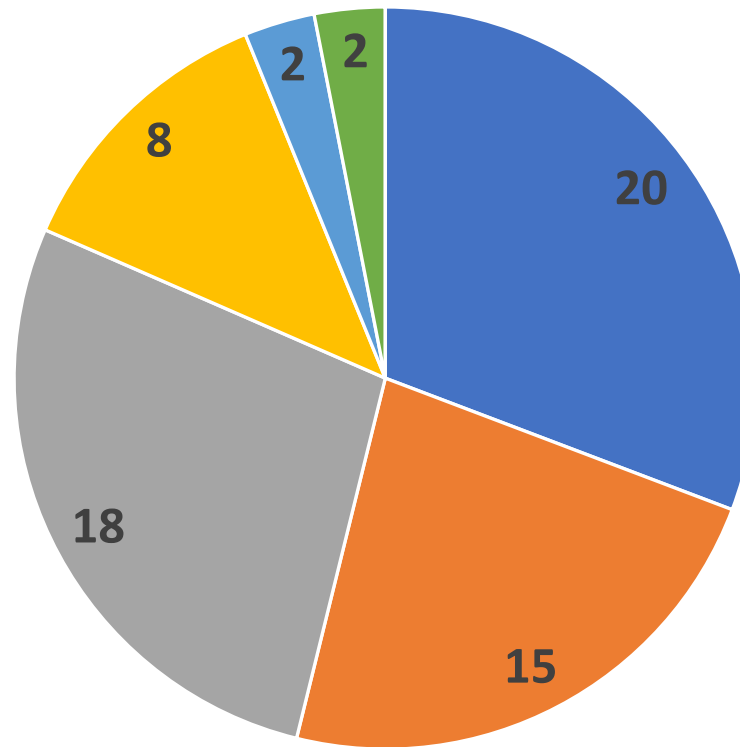
Survey Conducted November 12-19, 2020

36 Responses

1. What type of entity do you represent on STTC?

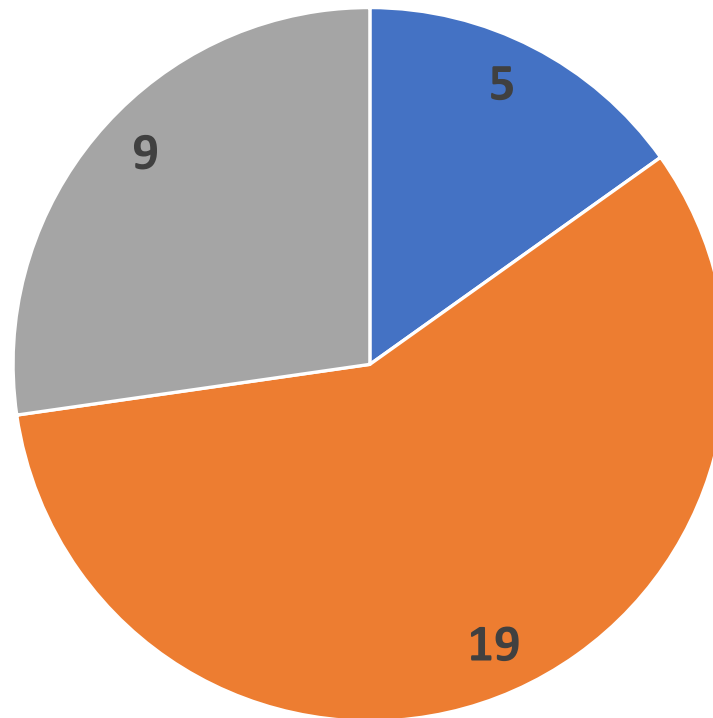


2. What type of department do you represent within your entity? (select all that apply)



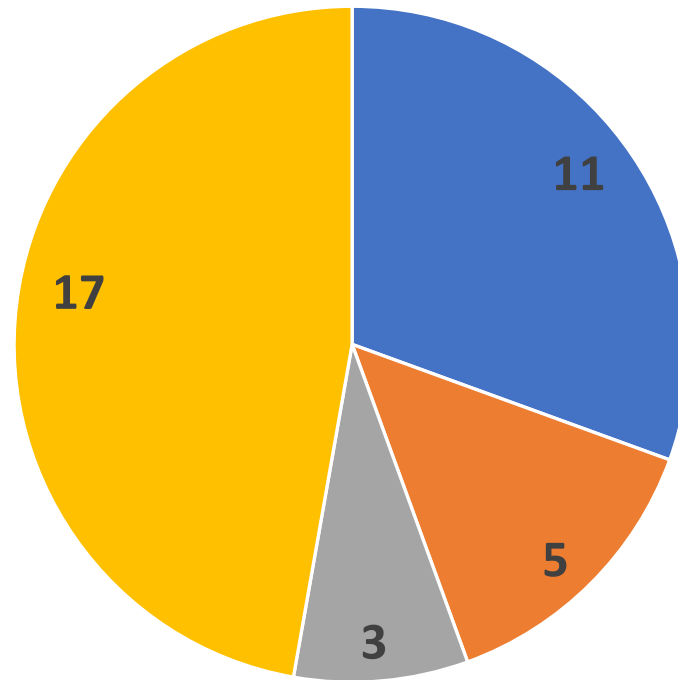
■ Engineering ■ Public Works ■ Transportation ■ Planning ■ Finance ■ Government Relations

3. For city and county representatives, what size community do you represent?



■ Small ■ Medium ■ Large

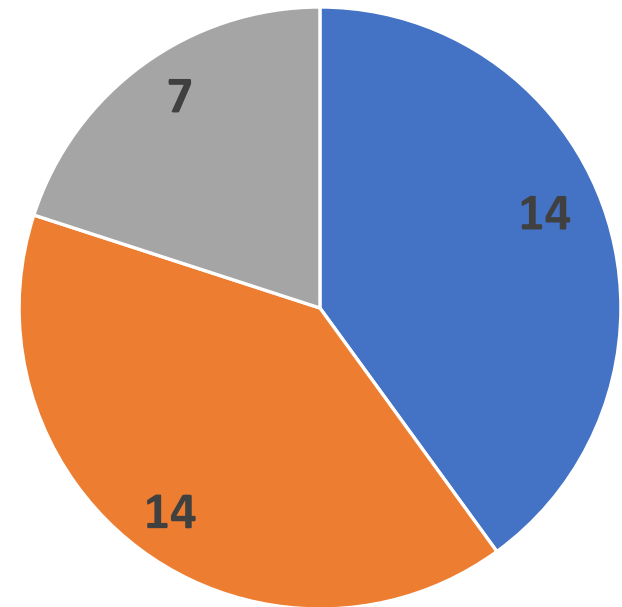
4. Which of the following applies to your entity's non-operations / general office staff?



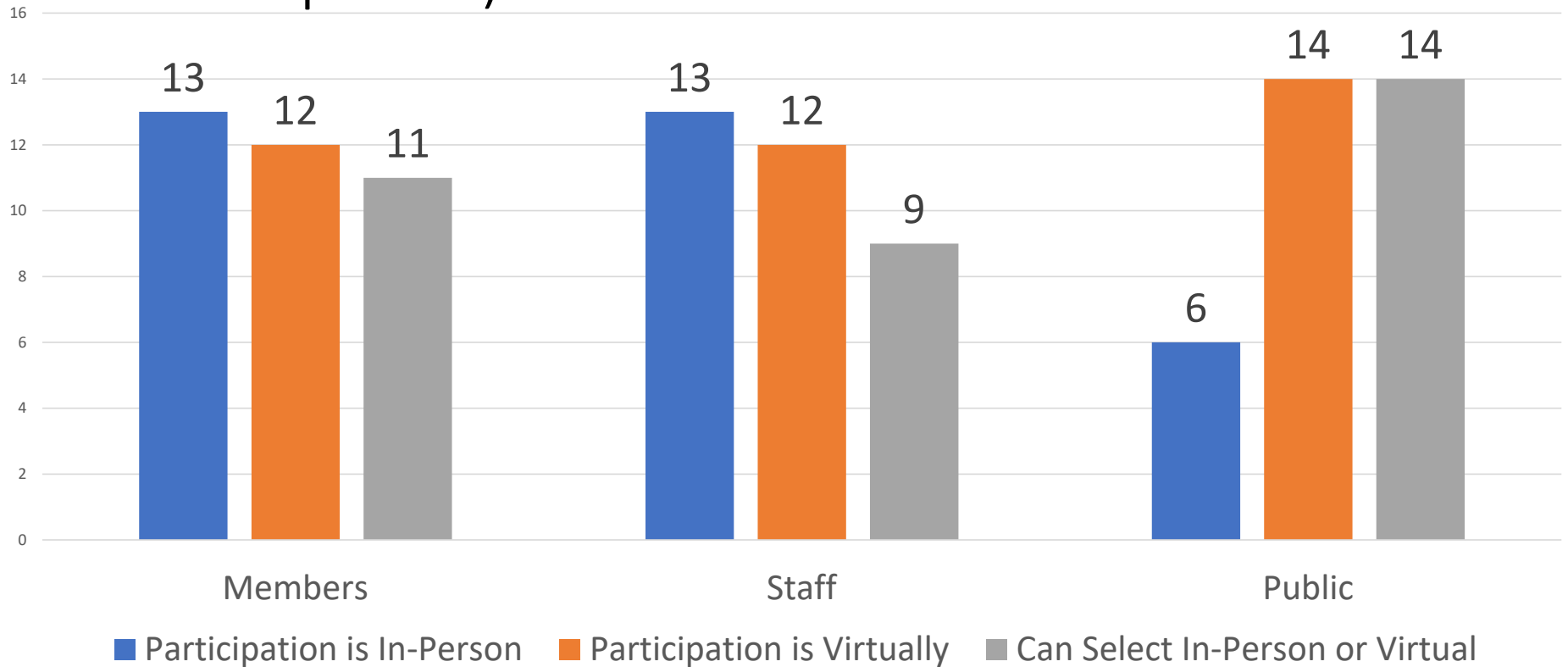
■ 0-24% working in the office ■ 25-49% working in the office
■ 50-74% working in the office ■ 75-100% working in the office

5. Thinking of the percent you marked in the previous question that are working in the office. Are those employees doing so every day or staggered schedule?

- All of those employees are working in the office full time
- Some of those employees are working in the office full time, others part of the time
- All of those employees are working a staggered schedule



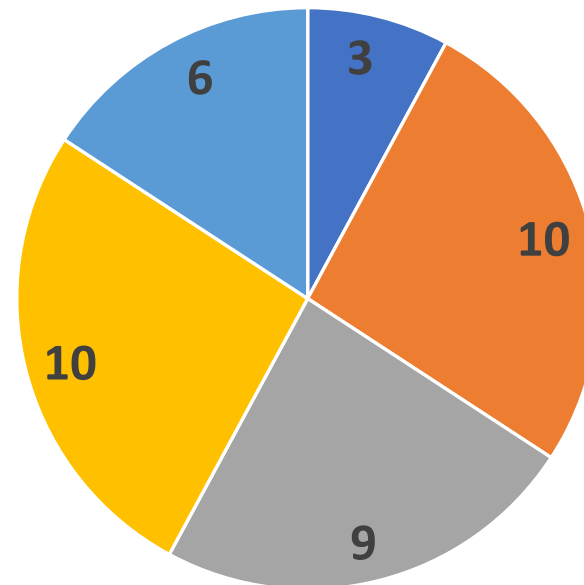
6. How are meetings of your governing body being held? (Select an answer for members, staff and the public)



Additional Response Notes: 1 entity currently in-person, but it has flipped; 1 entity has public participation in-person or the public can submit a comment card in advance

7. How are you conducting other public meetings (advisory boards, public meetings, or hearings on projects, etc.)? (Select all that apply)

- Only in-person options
- Only virtual options
- Offer in-person or virtual options for meetings
- Mainly virtual options, unless in-person is required
- Other*



*Other: 3 entities have not held other public meetings, 2 entities have had some in-person and other virtual meetings, 1 entity is trying to decide when to transition back to in-person meetings



North Central Texas Council of Governments

TO: City Managers, County Administrators,
City Secretaries, County Clerks,
Special District Secretaries
in Nonattainment and Affected Counties

DATE: November 20, 2020

FROM: Chris Klaus
Senior Program Manager

SUBJECT: Local Government Energy Reporting - Reminder and 2020 Update to Reporting

On behalf of the Texas State Energy Conservation Office (SECO), the North Central Texas Council of Governments (NCTCOG) would like to remind you of the state mandated energy reporting requirement.

Under Texas Health and Safety Code §388.005(c), all political subdivisions, state agencies and institutes of higher education in a non-attainment area or an affected county are required to establish a goal to reduce electricity consumption by at least five percent each year. Reporting is required for political subdivisions within the following North Texas counties: Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant, and Wise. In 2019, the 86th Legislature passed Senate Bill 241, extending the timeline for this requirement seven years with a new baseline of September 1, 2019.

Each political subdivision must submit a report annually to SECO regarding the entity's progress and efforts to meet the five percent annual reduction goal. A political subdivision, institution of higher education or state agency that does not attain the established goals must justify in their annual report to SECO that the entity has already implemented all cost-effective measures.

The next report should reflect electricity consumption from January 1, 2020, to December 31, 2020, and must be submitted by **February 1, 2021**. Please note that the 2020 reporting form is undergoing some modifications and is not yet available. For updates on the Local Government Energy Reporting program and to access the online reporting form once available, visit the [SECO Local Government Energy Reporting webpage](http://www.seco.org) at www.comptroller.texas.gov/programs/seco/reporting/local-gov.php.

To assist local governments in achieving the five percent reduction goal and required reporting, NCTCOG developed a whitepaper to help resolve frequent challenges and highlight best practices. The "Texas' Mandated Local Government Energy Reduction Goal: Challenges and Best Practices" whitepaper can be accessed from the Local Government Energy Reporting Toolkit at www.conservenorthtexas.org/item/local-government-energy-reporting-toolkit. A webinar presenting this whitepaper and other key reporting tips will be provided on January 12, 2021, from 2:00 to 3:30 pm CST. To receive information on this webinar, sign up for the NCTCOG Energy and Solar Newsletter at www.nctcog.org/envir/natural-resources/energy-efficiency.

Thank you in advance for your compliance with these reporting requirements. For more information about the Local Government Energy Reporting program or report submission, please contact energy@nctcog.org. Please forward to an appropriate staff member if needed.

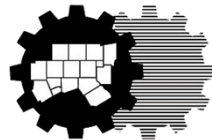
Chris Klaus

Chris Klaus, Senior Program Manager

DG:ch

STATUS OF TEXAS VOLKSWAGEN ENVIRONMENTAL MITIGATION PROGRAM FUNDING PROGRAMS

**Surface Transportation Technical Committee
December 4, 2020**



North Central Texas
Council of Governments

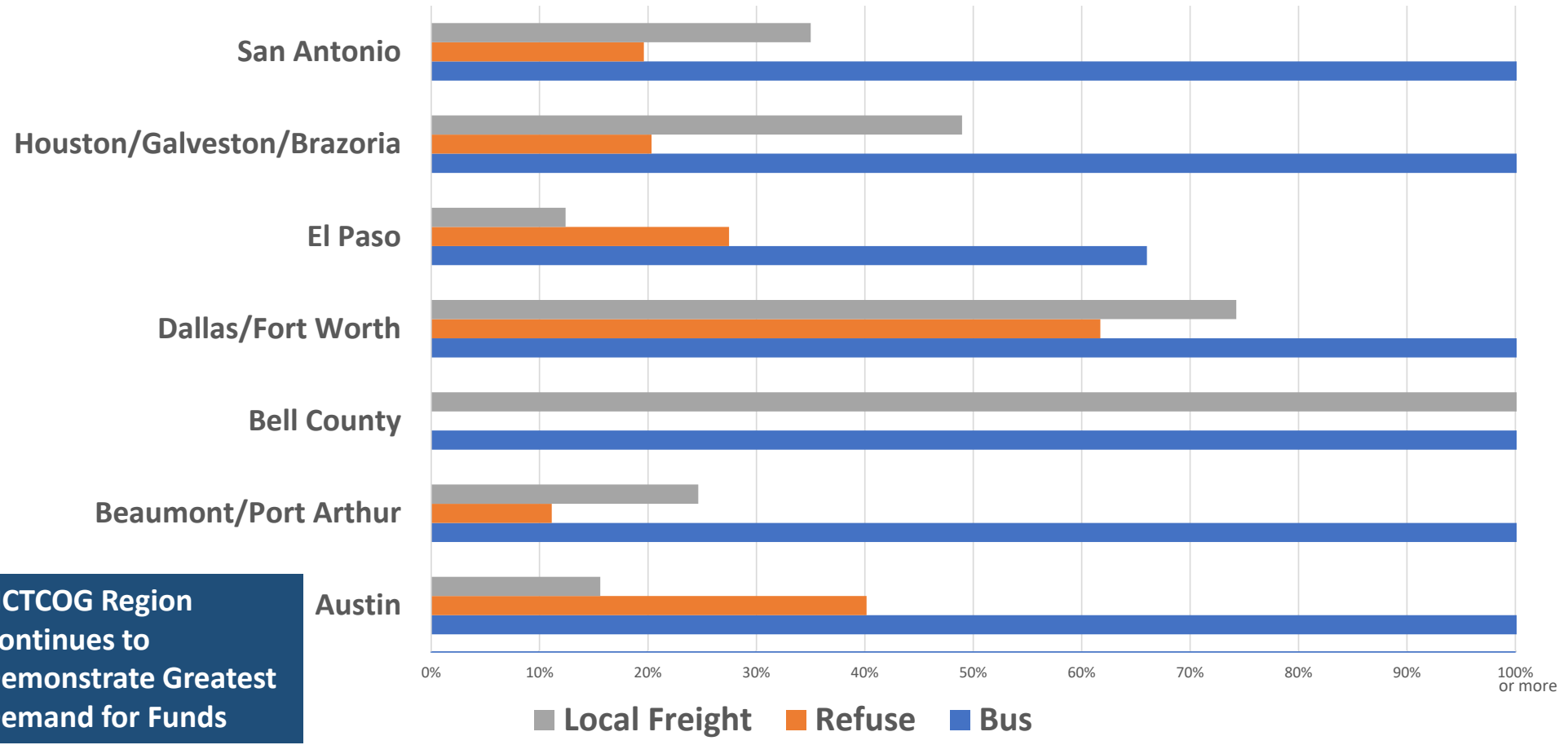
TEXAS VOLKSWAGEN ENVIRONMENTAL MITIGATION PROGRAM

Statewide Allocation	Program	DFW Area Allocation	Schedule	Status (as of November 16, 2020)
~\$169.5 Million	School, Shuttle, and Transit Buses	\$11,684,806	Closed	All Funds Awarded; Over \$17.3 Million Requested
	Refuse Vehicles	\$8,346,290	Open; First-Come First Served Until 1/27/2021	\$5,151,370 Requested* \$3,194,920 Available
	Freight & Port Drayage Vehicles	\$6,677,032	Open; First-Come First-Served Until 1/27/2021	\$4,958,484 Requested* \$1,718,548 Available
	Electric Forklifts and Port Cargo-Handling Equipment	\$6,677,032	To Be Determined	
	Electric Airport Ground Support Equipment			
	Ocean-Going Vessel Shore Power			
~\$35.5 Million	ZEV Infrastructure - Level 2 Rebate	\$10,465,958 (Statewide)	Open; First-Come First Served Until 8/11/2021	\$332,500 Requested* \$10,133,458 Available
	ZEV Infrastructure – DC Fast Charge Funding	~\$25 Million (Statewide)	May Open Late 2020/Early 2021	

*Requested grant amounts are subject to change once an application has been reviewed.

PROGRESS OF FUNDING BY REGION

Percent Available Funds Requested by Funding Round

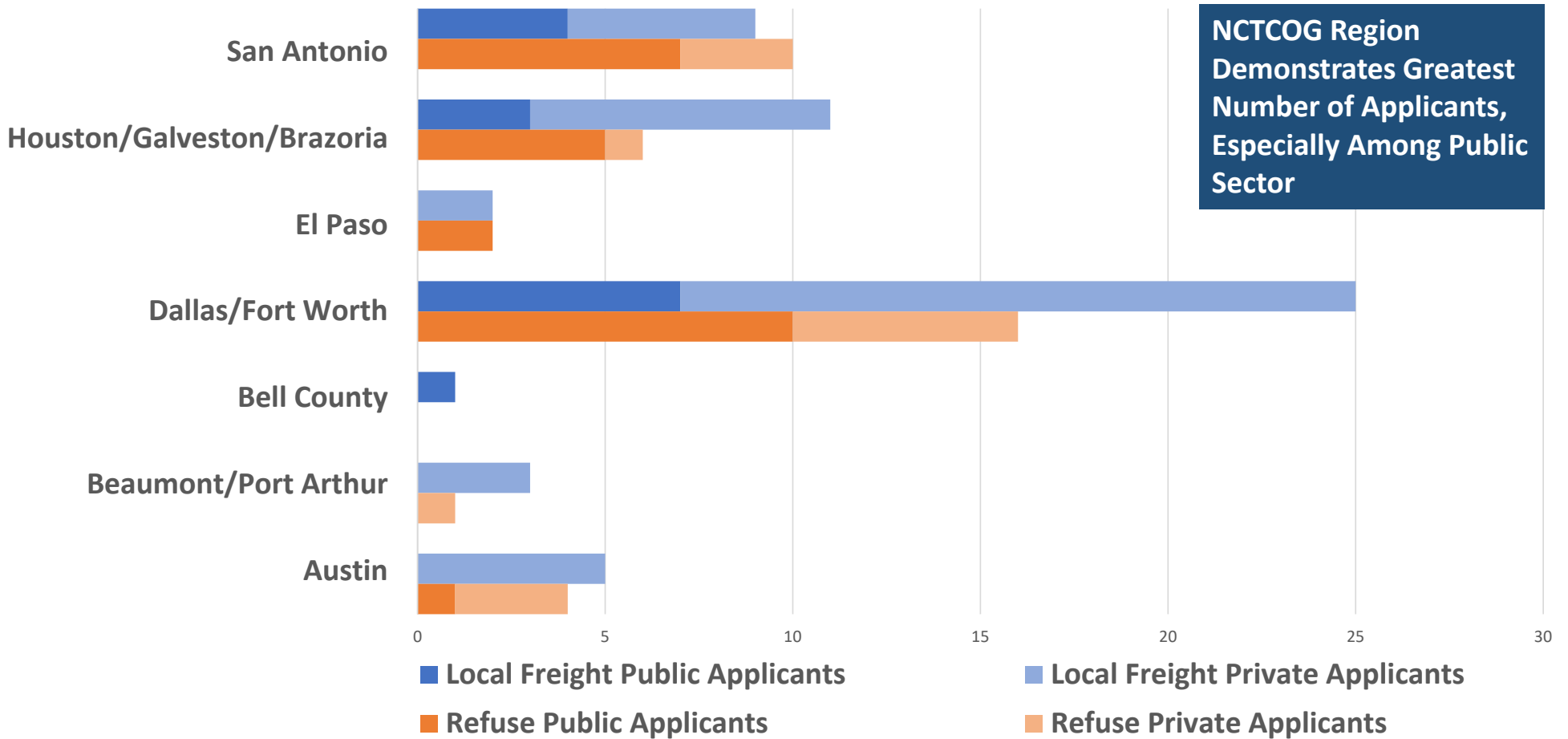


**NCTCOG Region
Continues to
Demonstrate Greatest
Demand for Funds**

Data sourced from www.texasvfund.org on November 16, 2020

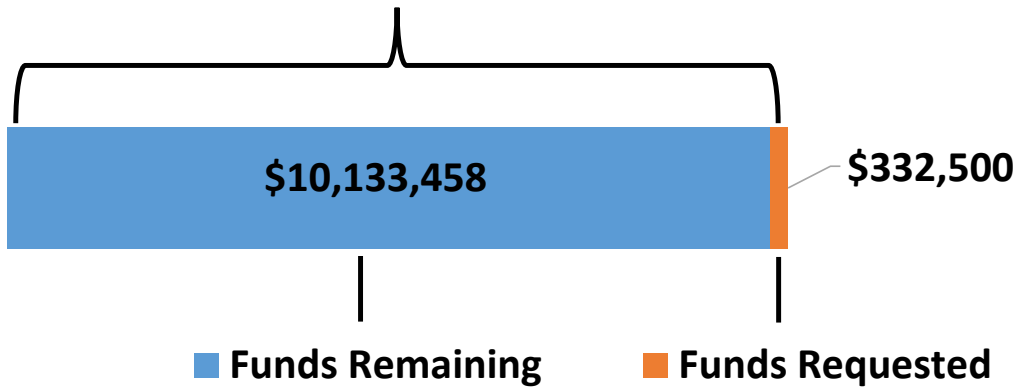
PUBLIC AND PRIVATE APPLICANTS BY REGION

Local Freight and Refuse Vehicle Applicants



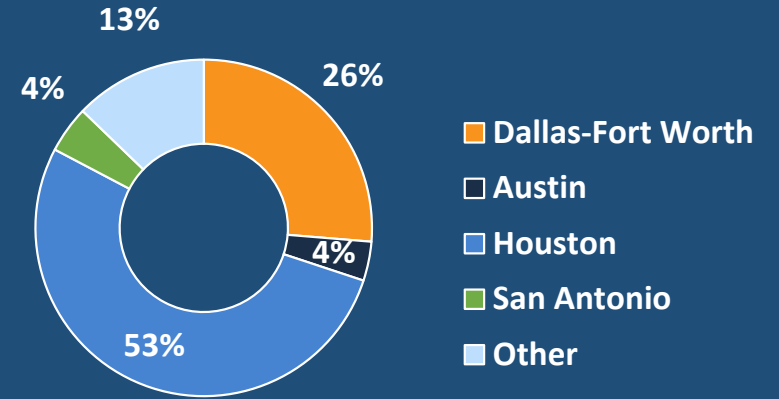
TXVEMP ZEV INFRASTRUCTURE LEVEL 2 REBATE

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

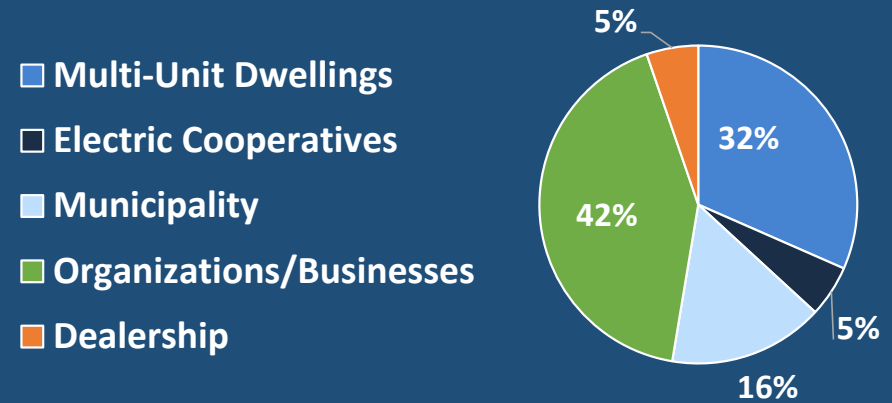


All Rebates First Come, First Served
DEADLINE: 9/9/2021 or until funds run out, whichever is first

Geographic Distribution to Date



Applicant Composition to Date



FOR MORE INFORMATION

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

Kassandra Gamez
Air Quality Intern
817-695-9240
kmgamez@nctcog.org

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

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



**North Central Texas
Council of Governments**

MINUTES

REGIONAL TRANSPORTATION COUNCIL ONLINE INPUT OPPORTUNITY

Cotton Belt Trail Design Funding

Work Program Modifications

Online Public Input Opportunity Dates

Monday, October 12, 2020 - Tuesday, November 10, 2020 – The North Central Texas Council of Governments (NCTCOG) posted information at www.nctcog.org/input for public review and comment.

Purpose and Topics

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

1. Cotton Belt Trail Design Funding
2. Work Program Modifications

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

Summary of Presentations

Cotton Belt Trail Design Funding handout:

<https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2020/10/Tail-Funding.pdf>

In coordination with the DART Silver Line rail project, a 26-mile regional trail corridor is being designed and will be constructed in various phases. The corridor will run parallel to the Silver Line and connect seven cities across three counties from DFW Airport to Plano.

On September 10, 2020, the Regional Transportation Council (RTC) approved the following actions needed to complete the design phase of the project:

- Design of 100 percent of the entire trail:
 - Increase RTC award of \$8.2M to \$14.9M
 - Increase use of Regional Transportation Development Credits (TDC) to 3.0 million in lieu of local match
- Construction of strategic critical trail bridge sections will be done with two DART contractors.

- Fund additional safety walls near school locations for \$245K STBG funds. RTC Transportation Development Credits will be used for match.
- Assemble inventory for locations for second DART contractor.
- Administratively amending the TIP/STIP and amending other planning/administrative documents to incorporate these changes.

Work Program Modifications handout:

<https://www.nctcog.org/nctcog/media/Transportation/DocsMaps/Involve/InputMeetings/2020/10/UPWP-Handout.pdf>

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

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

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

The RTC will take action on the FY2020 and FY2021 UPWP modifications in November 2020.

COMMENTS SUBMITTED BY WEBSITE, MAIL, EMAIL and SOCIAL MEDIA

Email

Cotton Belt Trail Design Funding

Paul McManus

The Cotton Belt Rail Trail will be absolutely wonderful in not only providing easy access to DART’s Silver Line, but it will also be a critical addition to DFW’s Trail network and also help to promote more walking, running and bicycling!

Sophie Sun

I’m really excited for this project to be approved!

Susan Kenney

I am very much in favor of the DART Silver Line project and also the Cotton Belt Trail project. I also would like to see light rail in Fort Worth along I-35 corridor connecting the north and south parts of Fort Worth to downtown Fort Worth and I would also like to see light rail connecting North Fort Worth to other parts of the metroplex, such as to Dallas, UT Dallas in Richardson, Arlington, etc.

Rod Scales

These comments are submitted on behalf of North Dallas Neighborhood Alliance and Friends of Preston Ridge Trail (PRT) (which the Line intersects) in the vicinity of Districts 11 & 12. These same comments have been given piecemeal to Jared White previously. For convenience, here is a consolidated list of comments for timely consideration in the design process :

1. Some illumination would be desirable. Light pollution issues possible.
2. How will RR barriers, if any, work for the PRT crossing vs the roadway traffic. Walkers will simply go around road and trail barriers. Why spend on movable mechanical barriers vs a cheaper zig/zag walk thru to slow you to a stop before crossing.
3. Will the landscaping allow for (small) trees to provide some shade for users, but not to interfere with the RR Line. Shade is important.
4. What design devices will be used on the trail to slow down speeding cyclists - a zig/zag barrier across the trail won't work as cyclists will go around it on the grass. And cannot interfere with the tractor mowers
5. On PRT three 4" steel posts were installed at every street intersection. Some ended in the grass, not the trail. We think the concept was flawed and a waste of money. At most, one post in the middle of the trail would suffice. Three posts do not prevent vehicle access as they just go around the posts. Abuse has not been a problem
6. Change metal benches to big stone blocks (Lueder Stone) and not on concrete pads- see those blocks at Willow Greene Condos entrance (Meandering Way/DART line). Victor Stanley metal benches (City standard) run \$3000 installed. Stone blocks run \$300 each.
7. If signage is again 3ft square stone posts, they are NOT practical as designed where the caps protrude 1 " as mower rollover bars knock the caps askew and pull off the underlying masonry (see example at Arapaho/Meandering Way north east corner). Top precast stone caps must not protrude.

And Jared has already confirmed that:
the name will be Cotton Belt Trail
it will be concrete, 12ft wide

Maura Schreier-Fleming

It is most unfortunate and frustrating that the North Texas Council of Governments doesn't have an adequate method to obtain input from the many citizens who will be impacted by DART's Cotton Belt/Silver line. Your website indicates public comments are accepted Oct. 12, 2020 - Nov. 10, 2020 for the Cotton Belt Trail (Silver Line.) The Highlands of McKamy IV & V Board has submitted many comments to DART about its work. DART has our contact information. Yet, the NTXCOG made no effort to contact us to solicit our input on the trails. We learned October 29 that the deadline for input is November 10. You can use this email for future correspondence needing citizen input. We will communicate your need to our 247 HOA neighbors.

We are very concerned and have expressed our concern that our elected officials and governing bodies consider it safe to run 60-90 trains running 45 MPH daily at-grade over the Preston Ridge walking trail. DART proposes a 4 ft chain link fence and pedestrian cages to make this situation safe. We consider this proposed solution inadequate, hazardous and unsafe. DART's answer is that the trail has been there for years and the agreement many years ago allowed at-grade trains. Years ago there were infrequent trains, not the current proposal of

double-tracking 60-90 trains DAILY! A reasonable person would recognize the difference and reject DART's proposal.

We encourage the North Texas Council of Governments to do a better job of outreach if your intent is to obtain citizen input. We hope you will address our concerns and make changes to DART's proposed Silver line.

Summary of response by Carli Baylor, NCTCOG Transportation Department

Ms. Schreier-Fleming,

Thank you for contacting the NCTCOG Transportation Department. We appreciate you providing input related to the Cotton Belt/Silver Line initiatives.

Information related to funding for this project is currently posted for public review during our October online input opportunity, and the comment period does end on November 10. However, you are welcome to contact us and/or submit any comments or questions at any point in time via email, fax, phone, web or postal mail. (I'm enclosing below all of our contact information.)

Additionally, I will make sure the below comments are included in our October online input opportunity minutes, which will be provided to the Regional Transportation Council for review during their next meeting on Thursday, November 12.

Should you have any additional questions related to the Cotton Belt Trail project, I've copied Karla Weaver and Kevin Kokes from our staff on this email.

Submit Comments & Questions to:

Email: transinfo@nctcog.org

Website: www.nctcog.org/input

Fax: 817-640-3028

Phone: 817-695-9240

Mail: P.O. Box 5888

Arlington, TX 76005-5888

Jennifer Mitchell

Highly support trail connectivity along the silver line to the west.

Kathy Nelson

Support! Regional system for alternative modes of transportation especially for the construction of trails is desperately needed to improve the economy and individual well-being in North Texas.

Terry Musar

We are very excited to see the current work on the Cotton Belt Trail and hope we can quickly move forward with the complete extension to Plano. Our current trails have always been busy but our changing work/school environment has gotten more families and commuters in the habit of biking on our trails and they are very, very busy now. It looks to only increase in traffic. So

whatever can be done to complete the Cotton Belt trail as soon as possible will be a huge benefit to all our cities. Can't wait! Fully support this project!

Gary Clinkingbeard

I love the Cotton Belt Trail-great place to exercise safely. Very much support extending it to Plano.

Don Mayo

I am a resident of Grapevine and a cyclist. It is wonderful that the trail will be extended from Grapevine to Plano. Many area citizens will be able to use it to safely access areas that have not been directly available to them. Please continue the good work and strive, with DART, to achieve the proposed completion dates.

Kurt Martin

We are very excited to see the current work on the Cotton Belt Trail and hope we can quickly move forward with the complete extension to Plano. Our current trails have always been busy but our changing work/school environment has gotten more families and commuters in the habit of biking on our trails and they are very, very busy now. It looks to only increase in traffic. So whatever can be done to complete the Cotton Belt trail as soon as possible will be a huge benefit to all our cities. Can't wait! Fully support this project!

Clarence Muller

We are very excited to see the current work on the Cotton Belt Trail and hope we can quickly move forward with the complete extension to Plano. Our current trails have always been busy but our changing work/school environment has gotten more families and commuters in the habit of biking on our trails and they are very, very busy now. It looks to only increase in traffic. So whatever can be done to complete the Cotton Belt trail as soon as possible will be a huge benefit to all our cities. Can't wait! Fully support this project!

Kellie Woolley

Please Fund this project completely and quickly !!! Cyclists need safe routes . My nightmare as a parent and wife would be to get a call saying that my daughter or husband who are both avid cyclists had been killed while cycling on a road.

Ed Dickau

We are very excited to see the current work on the Cotton Belt Trail and hope we can quickly move forward with the complete extension to Plano. Our current trails have always been busy but our changing work/school environment has gotten more families and commuters in the habit of biking on our trails and they are very, very busy now. It looks to only increase in traffic. So whatever can be done to complete the Cotton Belt trail as soon as possible will be a huge benefit to all our cities. Can't wait! Fully support this project!

Scott Briggs

I am a member of several cycling clubs and we would love to see this trail and the connections happen. For the many families who have become cyclists in 2020, this trail would be much safer than riding on the roads.

Edgard A Pinero

We are very excited to see the current work on the Cotton Belt Trail and hope we can quickly move forward with the complete extension to Plano. Our current trails have always been busy but our changing work/school environment has gotten more families and commuters in the habit of biking on our trails and they are very, very busy now. It looks to only increase in traffic. So whatever can be done to complete the Cotton Belt trail as soon as possible will be a huge benefit to all our cities. Can't wait! Fully support this project!

Jeffrey Parry

I use the trails daily. Please continue to expand.

Rosely Altschul

We are very excited to see the current work on the Cotton Belt Trail and hope we can quickly move forward with the complete extension to Plano. Our current trails have always been busy but our changing work/school environment has gotten more families and commuters in the habit of biking on our trails and they are very, very busy now. It looks to only increase in traffic. So whatever can be done to complete the Cotton Belt trail as soon as possible will be a huge benefit to all our cities. Can't wait! Fully support this project!

Rich Curtis

Please approve this trail for a safer cycling corridor

David Repinski

We are very excited to see the current work on the Cotton Belt Trail and hope we can quickly move forward with the complete extension to Plano. Our current trails have always been busy but our changing work/school environment has gotten more families and commuters in the habit of biking on our trails and they are very, very busy now. It looks to only increase in traffic. So whatever can be done to complete the Cotton Belt trail as soon as possible will be a huge benefit to all our cities. Can't wait! Fully support this project!

Tom Geppert

Please fund this important bike trail

Thomas Cecil

As a Dallas resident, I write to generally support the funding request for the Cotton Belt Trail. The linked presentation does not provide an explicit question, but to the extent that the presentation seeks comment on the increased funding request and the strategy of utilizing two contractors, I support the funding and have no comment on the use of an additional contractor.

As the committee is likely aware, outdoor trail use is a popular feature for both residents and visitors alike, improving recreation and commute options.

Joe Malangoni

I am writing in support of additional funding for the design of the Cotton Belt Trail. I use this trail frequently and would love to see it expanded.

Randy Petree

Cotton Belt extension would save lives by keeping walkers and cyclists off busy DFW streets. The pandemic has greatly increased use of the existing trail as there are many new users realizing the physical and mental aspects of exercise

Jeromy Denton

We are very excited to see the current work on the Cotton Belt Trail and hope we can quickly move forward with the complete extension to Plano. Our current trails have always been busy but our changing work/school environment has gotten more families and commuters in the habit of biking on our trails and they are very, very busy now. It looks to only increase in traffic. So whatever can be done to complete the Cotton Belt trail as soon as possible will be a huge benefit to all our cities. Can't wait! Fully support this project!

Mark Solow

I've been organizing and leading year-round weekly MUP rides in DFW for 10-years. I've seen a huge increase in trail usage since Covid 19. I'm sure that you know that there has been record bike sales too. Please continue to fund the Cottonbelt Trail extension from Grapevine to Plano.

Curtis Farrar

I am very excited to see the current work on the Cotton Belt Trail and hope we can quickly move forward with the complete extension to Plano. Our current trails have always been busy but our changing work/school environment has gotten more families and commuters in the habit of biking on our trails and they are very, very busy now. It looks to only increase in traffic. So whatever can be done to complete the Cotton Belt trail as soon as possible will be a huge benefit to all our cities. Can't wait! Fully support this project!

Sharon Haney

All for extending trails

Nancy Cline

Please keep the funding for the Cotton Belt trail on track.

Anna Odum

I am currently looking for a safer riding path as traffic has increased due to our growing community. Please continue to develop bike path.

Salil Shilotri

I am very excited to see the current work on the Cotton Belt Trail and hope we can quickly move forward with the complete extension to Plano. Our current trails have always been busy but our changing work/school environment has gotten more families and commuters in the habit of biking on our trails and they are very, very busy now. It looks to only increase in traffic. So whatever can be done to complete the Cotton Belt trail as soon as possible will be a huge benefit to all our cities. Can't wait! Fully support this project!

Mark Adams

I really enjoy biking on the Cotton Belt Trail and hope we can quickly move forward with the complete extension to Plano. Our current trails have always been busy but our changing work/school environment has gotten more families and commuters in the habit of biking on our trails and they are very, very busy now. It looks to only increase in traffic. So whatever can be done to complete the Cotton Belt trail as soon as possible will be a huge benefit to all our cities. Please do everything possible to complete this project as soon as possible.

Jim Burmeister

I am very excited to see the current work on the Cotton Belt Trail and hope we can quickly move forward with the complete extension to Plano. Our current trails have always been busy but our changing work/school environment has gotten more families and commuters in the habit of biking on our trails and they are very, very busy now. It looks to only increase in traffic. So whatever can be done to complete the Cotton Belt trail as soon as possible will be a huge benefit to all our cities. Can't wait! Fully support this project! Thanks.

Cyndy Lovejoy

I am very excited to see the current work on the Cotton Belt Trail and hope we can quickly move forward with the complete extension to Plano. Our current trails have always been busy but our changing work/school environment has gotten more families and commuters in the habit of biking on our trails and they are very, very busy now. It looks to only increase in traffic. So whatever can be done to complete the Cotton Belt trail as soon as possible will be a huge benefit to all our cities. Can't wait! Fully support this project!

Shanen Pankrez

I am very excited to see the current work on the Cotton Belt Trail and hope we can quickly move forward with the complete extension to Plano. Our current trails have always been busy but our changing work/school environment has gotten more families and commuters in the habit of biking on our trails and they are very, very busy now. It looks to only increase in traffic. So whatever can be done to complete the Cotton Belt trail as soon as possible will be a huge benefit to all our cities. Can't wait! Fully support this project!

John Sims

I fully support the project to extend the Cotton Belt Trail.

Amy Turner

I am very excited to see the current work on the Cotton Belt Trail and hope we can quickly move forward with the complete extension to Plano. Our current trails have always been busy but our changing work/school environment has gotten more families and commuters in the habit of biking on our trails and they are very, very busy now. It looks to only increase in traffic. So whatever can be done to complete the Cotton Belt trail as soon as possible will be a huge benefit to all our cities. Can't wait! Fully support this project!

Morgan Nichols

This is a great project! I fully support it.

Michael Dubrick

am very excited to see the current work on the Cotton Belt Trail and hope we can quickly move forward with the complete extension to Plano. Our current trails have always been busy but our changing work/school environment has gotten more families and commuters in the habit of biking on our trails and they are very, very busy now. It looks to only increase in traffic. So whatever can be done to complete the Cotton Belt trail as soon as possible will be a huge benefit to all our cities. Can't wait! Fully support this project!

Carole Cross

We are very excited to see the current work on the Cotton Belt Trail and hope we can quickly move forward with the complete extension to Plano. Our current trails have always been busy but our changing work/school environment has gotten more families and commuters in the habit of biking on our trails and they are very, very busy now. It looks to only increase in traffic. So whatever can be done to complete the Cotton Belt trail as soon as possible will be a huge benefit to all our cities. Can't wait! Fully support this project!

Charles Haney

It would be awesome to connect city trails.

Steve Simmons

I am very excited to see the current work on the Cotton Belt Trail and hope we can quickly move forward with the complete extension to Plano. Our current trails have always been busy but our changing work/school environment has gotten more families and commuters in the habit of biking on our trails and they are very, very busy now. It looks to only increase in traffic. So whatever can be done to complete the Cotton Belt trail as soon as possible will be a huge benefit to all our cities. Can't wait! Fully support this project!

Rogelio Gonzalez

We are very excited to see the current work on the Cotton Belt Trail and hope we can quickly move forward with the complete extension to Plano. Our current trails have always been busy but our changing work/school environment has gotten more families and commuters in the habit of biking on our trails and they are very, very busy now. It looks to only increase in traffic. So

whatever can be done to complete the Cotton Belt trail as soon as possible will be a huge benefit to all our cities. Can't wait! Fully support this project!

Dan Amos

I am very excited to see the current work on the Cotton Belt Trail and hope we can quickly move forward with the complete extension to Plano. Our current trails have always been busy but our changing work/school environment has gotten more families and commuters in the habit of biking on our trails and they are very, very busy now. It looks to only increase in traffic. So whatever can be done to complete the Cotton Belt trail as soon as possible will be a huge benefit to all our cities. Can't wait! Fully support this project!

Vivek Karnik

With the steady increase in outdoor activities such as biking, walking, running, I feel the expansion of the Cottonbelt Trail from Grapevine to Plano would be an awesome extension to have. Fully support this initiative.

Karen Clark

We are very excited to see the current work on the Cotton Belt Trail and hope we can quickly move forward with the complete extension to Plano. Our current trails have always been busy but our changing work/school environment has gotten more families and commuters in the habit of biking on our trails and they are very, very busy now. It looks to only increase in traffic. So whatever can be done to complete the Cotton Belt trail as soon as possible will be a huge benefit to all our cities. Can't wait! Fully support this project!

Aaron Sturman

I am very excited to see the current work on the Cotton Belt Trail and hope we can quickly move forward with the complete extension to Plano. Our current trails have always been busy but our changing work/school environment has gotten more families and commuters in the habit of biking on our trails and they are very, very busy now. It looks to only increase in traffic. So whatever can be done to complete the Cotton Belt trail as soon as possible will be a huge benefit to all our cities. Can't wait! Fully support this project!

Chris Morgan

strongly support building a MUP trail alongside the new DART Silver Line currently being planned.

David Norris

I am very excited to see the current work on the Cotton Belt Trail and hope we can quickly move forward with the complete extension to Plano. Our current trails have always been busy but our changing work/school environment has gotten more families and commuters in the habit of biking on our trails and they are very, very busy now. These trails provide a safer alternative than cycling on the streets. Whatever can be done to complete the Cotton Belt trail as soon as possible will be a huge benefit to all our cities. I completely support this project! Thank you.

Ellis H. Rice

It's awesome to see the progress with the current work on the Cotton Belt Trail. It's a great continuation and I am hopeful that we can quickly move forward with the complete extension of that trail all the way to Plano. Our current trails have always been busy but our changing work/school environment has gotten more families and commuters in the habit of biking on our trails and they are very, very busy now. They are no longer more of a place just for exercise and local trips. Traffic is increased in commuters, those exploring farther on two wheels, those who are eliminating as many automobile trips as possible, and many other reasons. It appears to me that traffic will continue to increase dramatically. So whatever can be done to complete the Cotton Belt trail as soon as possible will be a huge benefit to all our cities. I fully support this project with no reservations!

Mail**Cotton Belt Trail Design Funding**

Please see attachment for comment submitted via mail.

November 1, 2020

Dear Carli,

What follows are my comments and questions regarding the October topics due to you by

November 10, 2020:

Packet called "Regional Cotton Belt Velocities Trail Design Funding"

Comment - It seems like a wise choice to have two construction contractors to keep costs down and to obtain a contractor with "trail" experience.

Question and Related Comments

Has anyone thought about changing the name of the Cotton Belt Trail to the Silver Line Trail for consistency with the rail line's name? Those of us who have been living in this area for a long time know the history of the corridor being called Cotton Belt and the decision was made to change the name. I think it might be confusing for newcomers to the area to have two different names. Can the CoG recommend that the trails be re-named Silver Line for consistency?

Also, it was thought that the name Cotton Belt Rail Line might be insensitive and

derogatory to African-Americans and that is why the name was changed. If it is insensitive and derogatory for the tram line name, wouldn't it also have negative connotations for the name of the trail? My recommendation is to change the name of the Trail.

I realize the COG is mainly involved in the funding. I'd like to know if the recommendation can be filtered down to the appropriate party.

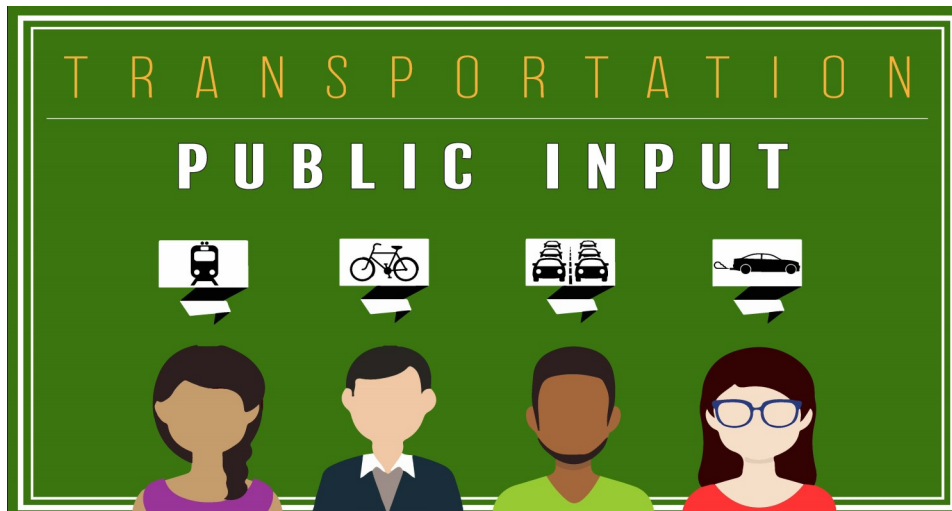
Thank you.

Sincerely,
Phyllis Schwin

RECEIVED

NOV - 4 2020

TRANSPORTATION



WHAT DO YOU THINK? TELL US.

Information will be posted online at www.nctcog.org/input for public review and comment **December 14, 2020 - January 12, 2021**. To request printed copies of the information, call 817-608-2365 or email cbaylor@nctcog.org.

MPO Milestone Policy: Round 2

The MPO Milestone Policy identifies projects funded by the Regional Transportation Council (RTC) at least 10 years ago that have not advanced to construction. Project sponsors have been asked to review these projects and confirm whether they are still interested in pursuing them. Staff will present the list of these projects along with recommendations to ensure that they are implemented in a timely manner.

End of 2020 Ozone Season, Compliance with Federal Requirements & Future Outlook

November marks the end of the 2020 ozone season for North Central Texas. Staff will present an update on current air quality standings, compare current standings against previous ozone seasons, and highlight potential implications facing the region for not meeting Federal attainment requirements. Current studies of COVID-19 on air quality will also be covered.

2020 Changes in Regional Trail & Shared Bicycle Use

Staff will provide an update and overview of changes in the use of the regional trail network, including time of day, day of week and mode share.

Regional Rail Information System

NCTCOG staff is working with regional rail partners to develop and implement a Regional Rail Information System (RRIS). This system will maximize efficiency on shared-use freight and passenger rail networks by allowing all rail agencies to exchange timely, accurate and actionable information on train movements in the region. NCTCOG will be publishing a Request for Proposals to solicit interest from potential consultants and will provide an overview of project activities to date.

RESOURCES AND INFORMATION

- Regional Smoking Vehicle Program: www.smokingvehicle.net
- Vehicle Incentives & Funding Opportunities: www.nctcog.org/aqfunding

WWW.NCTCOG.ORG/INPUT



NCTCOGtrans



North Central Texas
Council of Governments

REGIONAL TRANSPORTATION ONLINE INPUT OPPORTUNITY

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

Submit comments and questions to NCTCOG:

Email: transinfo@nctcog.org

Website: www.nctcog.org/input

Fax: 817-640-3028

Phone: 817-695-9240

Mail: P.O. Box 5888

Arlington, TX 76005-5888

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

Reasonable accommodations will be made.

Para ajustes especiales por discapacidad o para interpretación de idiomas, llame al 817-608-2365 o por email: cbaylor@nctcog.org.

Se harán las adaptaciones razonables.

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

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

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

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

Air Quality

Email –

1. **P. Mehta**

As a citizen I am concerned about traffic and pollution, especially contributing to climate change and the recent IPCC reports that we must help lower the temperature of the Earth. Here is a summary of the IPCC report:

https://www.ipcc.ch/site/assets/uploads/sites/2/2019/06/SR15_Headline-statements.pdf

During this covid 19 pandemic, as less people have been on the roads resulting in less traffic, the air quality has significantly improved per the daily accuweather air quality measurements.

Here is an article about how traffic is a cause of global warming along with solutions from The Union of Concerned Scientists: <https://www.ucsusa.org/transportation>

As a citizen, I wanted to suggest the idea of offering some type of carpool incentive program, such as the hov lanes, but going further with that, or getting cities, companies and transportation authorities to reduce toll fees and taxes to those who carpool, and of course solutions that the above science website show as it is coming from experts.

Also wondering if there could be some type of electric tram in the middle of our highways to include in the solutions.

Response by NCTCOG

Thank you for contacting the NCTCOG Transportation Department.

The effects of the pandemic have profoundly impacted the North Central Texas region, and NCTCOG staff has been monitoring these impacts on our regional air quality. Emission pollutant levels have reduced in some ways but have remained stagnant in terms of ozone. Since the region is in nonattainment for the pollutant ozone, tracking ozone measures is a key component of our ongoing analysis, which we plan to continue in the forthcoming months.

NCTCOG also works with stakeholders across the region to implement a variety of initiatives to help improve air quality, including transportation system management (e.g. signal timing, intersection improvements), travel demand management (e.g. public transportation, programs to encourage carpooling and other alternative commutes), and programs focused on reducing vehicle emissions through proper vehicle maintenance, idle reduction and the use of alternative fuels and/or electric vehicles.

Additionally, I've enclosed below details on several of our existing programs that aid in travel demand and congestion management.

Again, thank you for contacting us and feel free to let us know if you have any additional questions.

Kind regards,

Carli

Try Parking It

Try Parking It (TPI) is a free alternative commute resource for the North Central Texas region. TPI rewards commuters for carpooling, vanpooling, taking transit, walking, biking, teleworking, working a compressed week and even brown bagging your lunch. If you currently drive alone, you can use TPI to find carpool or vanpool matches. You can also track your greener trips, including biking, walking and telecommuting to earn instant rewards. To establish a Try Parking It account, visit www.tryparkingit.com

or download the free app from the App store or from Google Play.

GoCarma

The Regional Transportation Council, NCTCOG Transportation Department's policy body, established policies for all managed lanes. One of these policies provides a High Occupancy Vehicle (HOV) toll discount during weekday peak periods. Managed lane users can receive this discount utilizing the GoCarma application, which automatically links to their toll tag account to provide a discount when two or more passengers are riding together in their vehicle. For more information, visit : <https://www.gocarma.com/dfw>

Thank you.

Bicycle & Pedestrian

Email –

1. Mitzi Davis

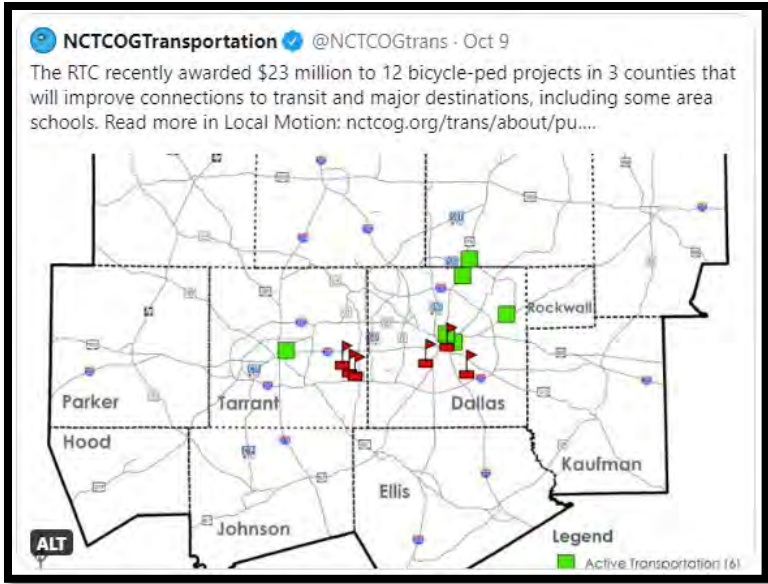
Hello,

My name is Mitzi Davis and I work with the City of Farmers Branch. I wanted to send comments so that Dallas is aware of the possible Denton Road revitalization and connectivity.

Please note that Farmers Branch has done a survey and taken into consideration a cycle track that connects to Dallas. I realize that the limits of the study do not extend all the way to Farmers Branch but it's worth noting to consider future alignment.

Twitter –

1. Fort Worth was awarded \$2,332,000 to “Construct new separated bicycle lanes, PHB signal, bicycle traffic signals, bicycle/pedestrian traffic counters, and related intersection improvements along E First St / E Fourth St from Haltom Rd to IH 35W.” @BikeFortWorth @NCTCOGtrans – Fort Worth Urban (@UrbanFortWorth)

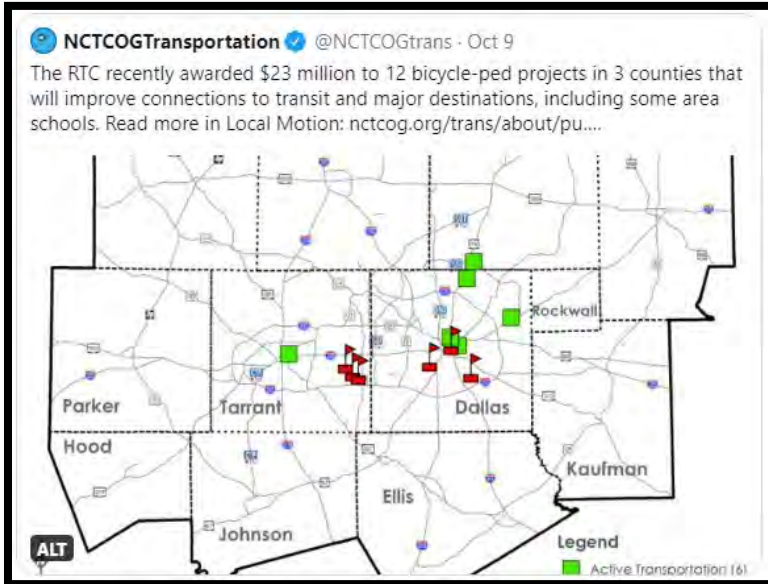


I moved to Fort Worth in May and I still have not seen a single person using any bicycle lane. This seems like having 60 people over for dinner and not having steak because there's one vegetarian in the group. – Jeremy Ross (@jrosstx)

Welcome to communist Russia (@yuri ronin)

I have seen riders using Sylvania's poorly marked and maintained bike lanes. If traffic was less chaotic, I expect there would be more. – Safety on North Sylvania (@SaveSylvania)

2. Exciting stuff all across the region!! – BikeDFW (@BikeDFW)



Electric Vehicles

Fax –

1. John Nolan (See Attachment #1)

Twitter –

1. Check out these BTS shots of an electric lawn service video we're working with @MotorWeek on in Lantana today! #GoElectric – NCTCOG Transportation (@NCTCOGtrans)



Really grateful with the PBS Motorweek Show and the NCTCOG Transportation Department for the interview today! – Carlos Ojeda Treviño (@carlosrojeda)

Facebook –

1. Check out these behind-the-scenes shots of an electric lawn service video we're working with MotorWeek on in Lantana today! #GoElectric – NCTCOG Transportation Department



Awesome, and I live here in Lantana, too! – Paul McManus

😊 – NCTCOG Transportation Department

2. National Drive Electric Week is almost here! From September 26 - October 4, communities across the country will be celebrating electrified transportation in a variety of forms. DFW Clean Cities and NCTCOG are excited to participate in a virtual event being produced just for DFW and will be hosting meetings for our local governments in the following week. We will be providing more EV info will be provided through posts all throughout NDEW! Find details on the full lineup at www.driveelectricdfw.org. #TexasEV #DFWCleanCities #NDEWDFW #DriveElectric #NDEW2020 – NCTCOG Transportation Department



Awesome! I was at the last one and really enjoyed it. – Jamie Howard Pirtle

Glad you enjoyed it, Jamie! 😊 – NCTCOG Transportation Department

3. Don't miss our Electrification for Utilities: Multi-Port, 1+MW Charging System for Medium- and Heavy-Duty EVs Part 2 webinar on Wednesday, Sept. 23 at 11 AM, featuring speakers from Argonne National Laboratory, HDR, and NACFE!

#electricvehicles #EVs #CleanCities #cleanfuels #cleanair #altfuels #alternativefuels
#electrification #utilities

Register: https://us02web.zoom.us/.../register/WN_jbymvAXLSp6XIKETNgVyug – Louisiana Clean Fuels

CLEAN CITIES WEBINAR: Transportation Electrification for Utilities
Part 2: Multi-Port, 1+MW Charging System for Medium- and Heavy-Duty EVs

Join this free webinar to learn the latest on EV charging research and standards for large electrified fleet vehicles; who are the current industry leaders; some of the best practices from pilot programs; and what lies ahead for charging technology and standards.

Wednesday, September 23rd
11 AM CDT / 12 PM EST

REGISTER NOW

LCF Webinar Wednesdays

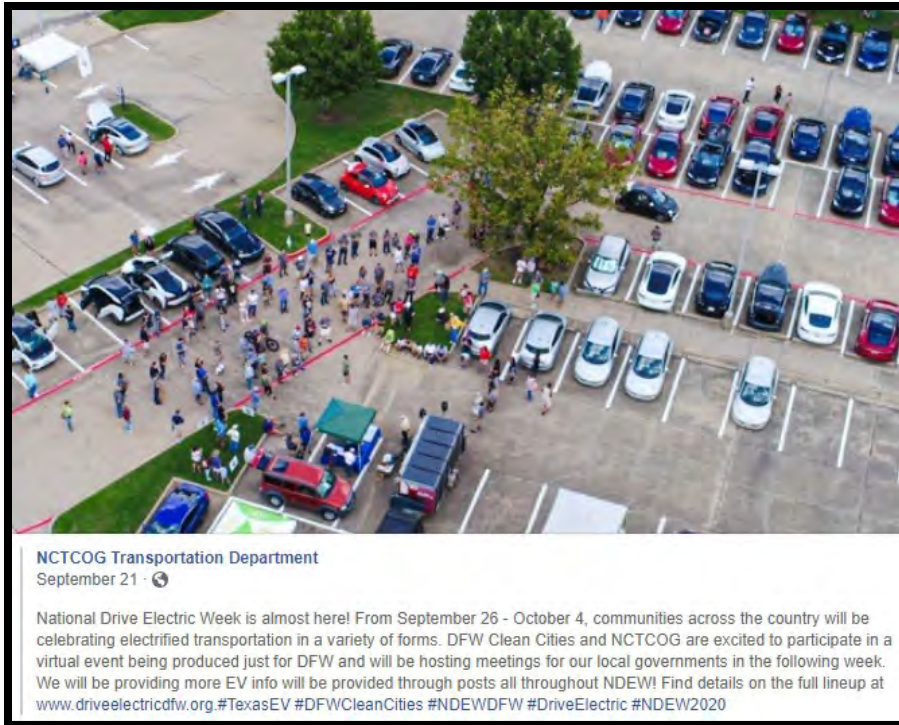
Meet our Speakers:

 <p>Ted Bohn Principle Engineer, Smart Metering/Electric Vehicle-Smart Charging Standards, Argonne National Laboratory</p>	 <p>Fernando Garcia Vice President, HDR Inc.</p>	 <p>David Schaller Industry Engagement Director, NACFE</p>
--	--	--

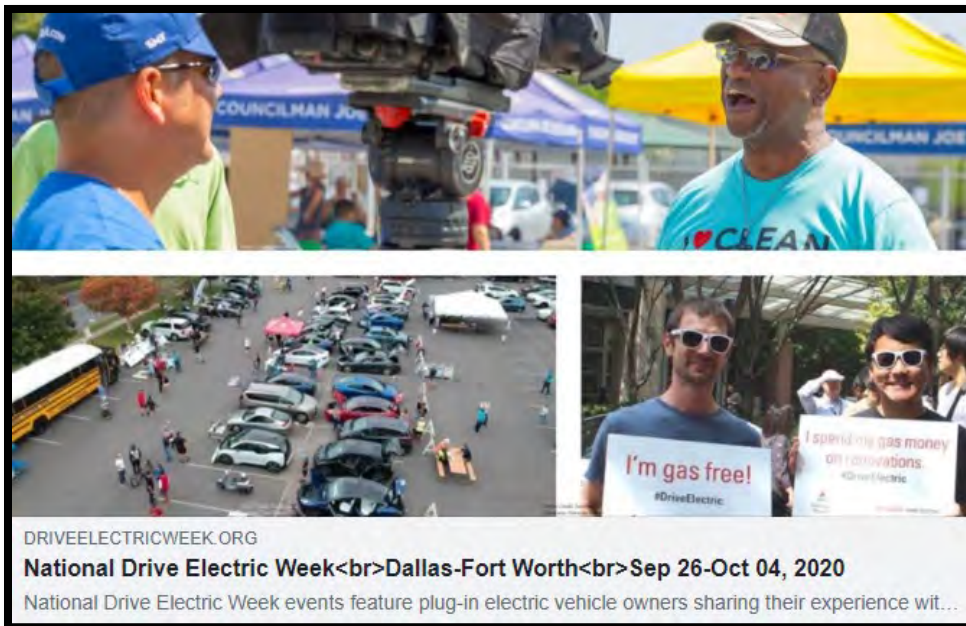
CLEAN CITIES PARTNERS:

 <p>Dallas-Fort Worth CLEAN CITIES</p>	 <p>LAND OF ENCHANTMENT Clean Cities</p>	 <p>ARKANSAS CLEAN CITIES COALITION</p>
---	---	--

4. We love National Drive Electric week. Choosing electric reduces emissions. See NCTCOG Transportation Department post below to learn more about this effort and their virtual event on Saturday, September 26. – Keep Grapevine Beautiful



5. Tomorrow join NCTCOG Transportation Department's FREE National Drive Electric Week webinar out of Dallas-Fort Worth. Topics will include: Cost of Ownership, Driving Experience, EV 101, Home Charging, Incentives, Used EVs. Register at <https://driveelectricweek.org/event?eventid=2461&view=public> – Keep Grapevine Beautiful



6. Don't miss out on these upcoming LCF #cleanfuels webinars!

Sept 30:

- Transportation Electrification for Utilities | Preparing Utilities for EVs (10:00 AM)
- Fleet Electrification (Pt. 1): EV Market Watch - Work Trucks (2:00 PM) Register:

Oct. 7: Fleet Electrification (Pt. 2): First Steps for Fleets Interested in EVs (2:00 PM)

Oct. 9: Pro Tips for Legacy CNG Fleets (Pt 2) - CNG Stations (10:30 AM)

Learn more on our website: <https://louisianacleanfuels.org/meetinginfo.php>

#cleanair #electrification #EVs #naturalgas #electricvehicles #renewables #CNG #fleets #utilities #CleanCities #altfuels #alternativefuels – Louisiana Clean Fuels

Hear from EV expert utilities on how to implement a successful electrification program! Join this free webinar to hear best practices and lessons learned for utilities that are getting started with developing their own programs for EVs and infrastructure.

Wednesday, September 30th
10 AM CDT / 11 AM EST

REGISTER NOW

Meet our Speakers:

- Edward O'Brien, Senior Economist, Louisiana Department of Natural Resources
- Scott Barrios, Senior Account Manager, Entergy eTech
- Jeffrey Lehman, Electric Transportation Manager, AEP

Wednesday, September 30th
2 PM CDT / 3 PM EST

REGISTER NOW

Meet our Speakers:

- Scott Barrios, Senior Account Manager, Entergy eTech
- Alexander Vanni, Senior Policy Analyst, Louisiana Department of Natural Resources
- Kurt Wittmann, Senior Account Manager, Entergy eTech
- Michael Covert, Senior Account Manager, Entergy eTech

Wednesday, October 7th
2 PM CDT / 3 PM EST

REGISTER NOW

Meet our Speakers:

- Amy Wolf
- Mary Hill
- Edward Mousi

Friday, October 9th

7. Join Dallas-Fort Worth Clean Cities (NCTCOG Transportation Department) for a virtual National Drive Electric Week event taking place in Dallas!

Learn more and register: <https://driveelectricweek.org/event?eventid=2461&view=public>

#electricvehicles #EVs #electrification #NDEW #driveelectric #texasEV #NDEWdfw – Louisiana Clean Fuels



Join us as we go virtual for

National Drive Electric Week Dallas

9.26.20

what to expect

- Historic panel reuniting the director + cast of "Who Killed the Electric Car?"
- Tips from Plug In America founders on getting your first EV
- EV owner + dealership testimonials and test drives from North Texas and beyond
- Special content from the City of Dallas and Trinity Metro
- An exclusive sneak peak from Chevy
- A Tesla Cybertruck like you've never seen before
- Virtual Timed EV Road Rally

Sponsors + Collaborators

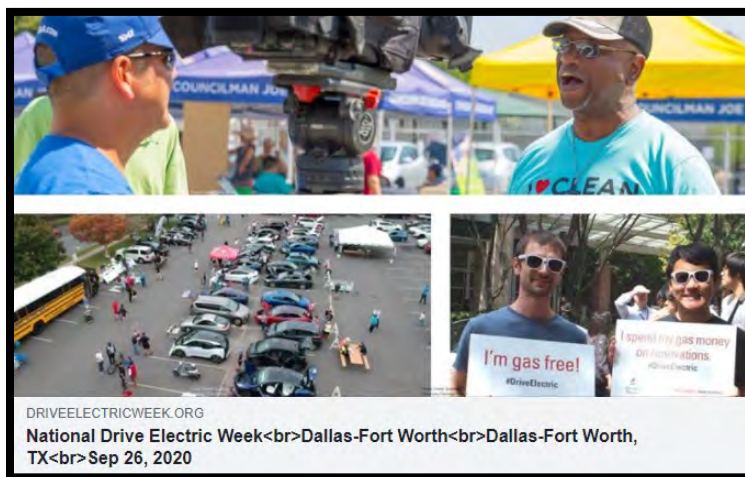
- CarbonLITE Recycling
- Oncor
- NCTCOG ● PinnPACK Packaging ● EarthX ● FortH Mobility
- North Texas Tesla Owners Group ● Adopt a Charger ● Current EV

Click here to register on our National Drive Electric Week webpage and to receive your webinar code!

#texasEV #NDEWdfw

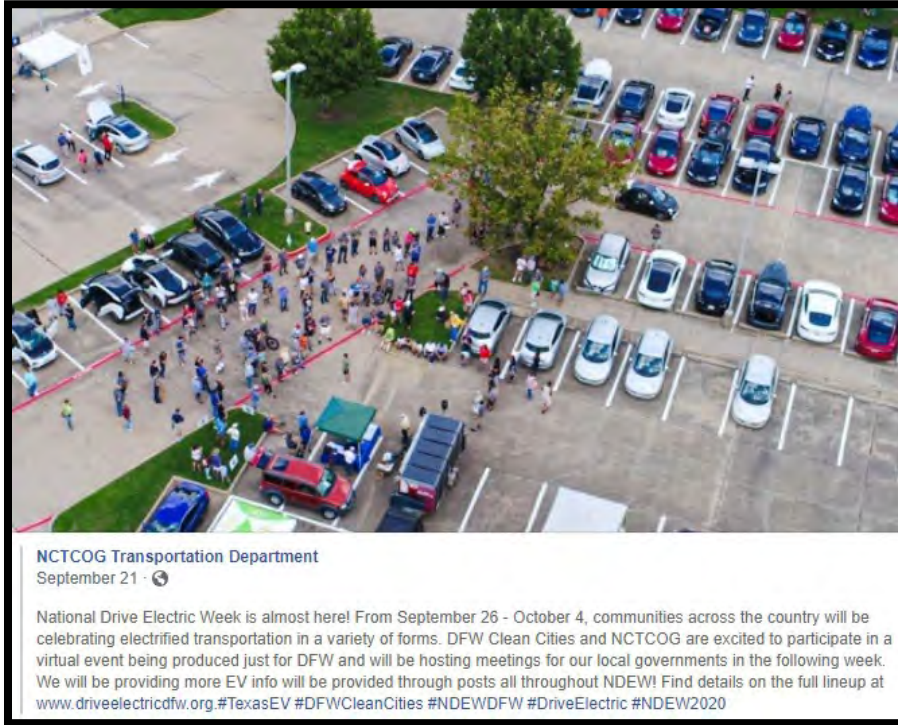
8. TOMORROW! Join Dallas-Fort Worth Clean Cities (NCTCOG Transportation Department) for a virtual National Drive Electric Week event taking place in Dallas!

#electricvehicles #EVs #electrification #NDEW #driveelectric #texasEV #NDEWdfw – PlugIn Louisiana: Electric Driving and Charging



DRIVEELECTRICWEEK.ORG
National Drive Electric Week
Dallas-Fort Worth, TX
Sep 26, 2020

10. Today is the start of National Drive Electric Week! NCTCOG Transportation Department and DFW Clean Cities are hosting several virtual events. Learn more at www.driveelectricdfw.org. #TexasEV #DFWCleanCities #NDEWDFW #DriveElectric #NDEW2020 – City of Denton Sustainably



11. Did you know people are 20 times more likely to purchase an electric vehicle when their workplace provides charging stations? If you come across any charging stations, post a photo of it in the comments!

For more information on charging station rebates go to:
[https://www.chargepoint.com/incentives/commercial/...](https://www.chargepoint.com/incentives/commercial/) #ISpy – NCTCOG Transportation Department



High-Speed Transportation

Email –

1. Thomas Wall Simmons

I have heard rumors that there will be a bullet train running in between Dallas and Houston.

In my opinion this is a good thing, but and that's a big butt, This is competition with Airlines and will be almost mute as far as a good form of transportation. Airlines will fight this to thin nail.

The real place that we need to have rapid rail is in between Dallas Fort Worth running down the middle of I 30.

Present rail systems are slower than a vehicle so no one will ride them until we beat the speed of automobiles or gridlock slow down traffic.

Please move this to a top priority.

Twitter –

1. Transportation planners are considering innovative ways to move people between Dallas, Arlington and Fort Worth. Do you want to learn more about high-speed technologies being considered? We have our last public meeting on them tonight at 6 pm! <http://bit.ly/DFWHST> – NCTCOGTransportation (@NCTCOGtrans)



How 'bout we start with just providing reliable and faster modern public transit with buses - something DFW hasn't managed to pull off in decades. – Downwinders at Risk (@cleanerair)

Project Planning

Email –

1. Clyde Picht

I'd like to know when the access bridges from and to Chisholm Trail Parkway from I-20 E and Chisholm Trail W will be completed. It appears that access both to and from I-20 is warranted.

2. Mike Gregory

Don't expand Heartlee Field

Rd Denton TX. If there is a need for a major artery place it north of Heartlee and in the development or make the expansion on the side of Heartlee in order to save the houses on the south side.

3. Scott Lebsack

Please do not permit the large new development north of Hartlee Field Road to access and utilize Hartlee Field Road. Please require the development to provide ingress/egress access from Highway 428, Sherman Drive. Thank you for this requirement to protect our neighborhood.

4. Carolyn Barnes

I believe the transportation plans for the area north of Loop 288 and east of I35 in Denton unnecessarily harm existing neighborhoods and rural space to build an overabundance of roads that seem to duplicate service and/or that could provide service in a less disruptive, more coherent manner.

5. Bridget Marshall

At the intersection of FM 428, the proposed Ganzer Freeway will be 3.1 miles from the proposed Outer Loop Freeway and 1.2 miles from Loop 288 Freeway. At its western end, connecting with I35, the spacing is even less with 2.9 miles between Loop 288 and the

proposed Outer Loop Freeway. Based on the NCTCOG standards of freeway spacing of 10 miles in the Outer Loop/Greenbelt Corridor Feasibility Study, the Ganzer Freeway is unnecessary. Also, the proposed Ganzer Freeway would run through an Environmentally Sensitive Area (ESA) and require several bridges to cross Clear Creek, Elm Fork of the Trinity River, the Greenbelt and floodplains in Denton County. It would be a very expensive undertaking financially, and cause an immensely negative impact on the environment. Please eliminate the proposed Ganzer Freeway from your plans.

6. Wanda Conlin

Looking at the difference in beautification of retaining walls and overpasses as you travel east from Fort Worth is eye opening. Why can those be beautiful with embellishments and warm colors while the routes through Fort Worth are dull concrete gray? Give Fort Worth roadways more artistic touches.

7. Lee L Mason

Decades of research show us that building more lanes is the best way to increase the use of personal motor vehicles. Please continue to support complete streets for cyclists and pedestrians, to provide alternative means of transit.

Twitter –

1. Nice work, but we STILL don't need @SouthwestAir Herb Kelleher Way to be rammed through the middle of Bachman Lake Park. – Wylie H Dallas (@Wylie_H_Dallas)



It's not. @VoteOmarNarvaez is getting \$upport from @NCTCOGtrans for an area plan. @CityOfDallas pausing to give CoG process a chance to catch up. Lee M. Kleinman (@LeeforDallas)

Thank you for your leadership, @LeeforDallas! – Wylie H Dallas (@Wylie_H_Dallas)

And thanks to @VoteOmarNarvaez for his leadership on this issue, as well. Great to see a City Council working well together! – Wylie H Dallas (@Wylie_H_Dallas)

Let's see what happens. Every problem is Dallas seems to be solved with concrete. Need to stop this. – JJC (@jjcflyin)

Public Meetings & Forums

Email –

1. Catherine Morgan Butschek

We stopped coming to the meeting couple yrs ago as it appeared nothing was getting done. just meeting after meeting. vote and get something approved

Facebook –

1. The Dallas Department of Transportation wants your feedback on potential changes to the City's Dockless Vehicle Program. The meeting begins at 6 pm tonight. Visit <http://bit.ly/36L5jNK> to join. Access code: 146 183 2055. – NCTCOG Transportation Department




It is great that officials want to hear from the public on this topic! – Carlos Ojeda Treviño


Safety

Twitter –


1. Our @TxDOT and @NCTCOGtrans designed transportation system in North Texas consistently kills several hundred residents each year, seriously injuring thousands more. They don't seem inclined to do much about it. – Wylie H Dallas (@Wylie_H_Dallas)

 **Don Kostelec** @KostelecPlan · Oct 1


I'm working on another piece about the continued use of the myth that 94% of crashes are caused by human error. It's amazing how pervasive its use has become. It's continued use inhibits our country's ability to address the root issues that lead to traffic deaths.

 **GMSA**
@GMSAHO


GMSA is proud to support Heidi King's nomination as NHTSA Administrator. With 94% of crashes caused by human error, King has shown unwavering commitment to

 **GMSA**
@GMSAHO

W/94% of crashes due to driver error, active safety could help
onforb.es/1DJR7fH via @forbes
[@dougnewcomb](#)


 **GMSA**
@GMSAHO

T&I Hearing, Danielson on fatalities: 94% of crashes caused by human error. 2/3 of NHTSA budget goes to states to tackle behavioral issues.


 **GMSA**
@GMSAHO


Drivers may be #StuckInTraffic but 90% of fatalities caused by human error. States need freedom to tackle issues of concern.

TxDOT is another agency that spreads the false claim that 94% of crashes are due to human error. @TxDOTCommission @TxDOTCEO should demand their staff stop using it. <https://news4sanantonio.com/news/local/state-responds-to-safety-concerns-at-finesilver-curve-07-03-2017> – Don Kostelec (@KostelecPlan)




NEWS4SA





WEATHER



WATCH

TxDOT says 94% of all crashes are due to human error.

Transit

Email –

1. Patricia Adkins

I would really like to see public transportation connecting to more in-depth Coppell, Texas area. Those without private transportation that do not live right on the bus routes have to walk miles to the nearest connection location; through all kinds of weather and lots of these people are trying to get to their daily jobs. Those that have late or night shifts can't find late night transportation either. Most of these people can't afford to pay for taxis, ubers, etc. So it is a real challenge for the low income to try and ever get ahead...

Response by NCTCOG

Thank you for reaching out to us about public transportation in Coppell. Your concerns about connectivity and accessibility in this area are very important and we appreciate you sharing them. Identifying gaps such as this can help us better understand where the need for expanded public transportation service exists. The following are a few transportation services currently serving the City of Coppell:

The City of Coppell has partnered with Denton County's non-profit SPAN Transit, to provide public transportation services, by appointment, for seniors age 60+ and individuals with disabilities. Service is provided to individuals residing in Coppell to locations in Coppell, northward to Vista Ridge Mall in Lewisville, Westward to Baylor Scott and White Grapevine, Southward to Las Colinas Medical Facility and Eastward along the I-35 corridor. The current fare for Coppell is \$2.50 per one-way trip. To learn more, you can visit their website at <https://span-transit.org/>.

Metrocrest Services currently provides limited transportation to qualifying Coppell residents. They offer door-to-door rides to local appointments for seniors 65+ or individuals with disabilities. The one-way cost is based on income and ranges from \$3 to \$10. To learn more, you can visit their website at <http://metrocrestresourceguide.org/services/senior-programs/transportation/>.

The city of Coppell has also partnered with Lyft and the Denton County Transportation Authority (DCTA) to launch "Work Hard, Get a Lyft," a workforce transit program designed to provide local employees first- and last-mile transportation. Employees at participating businesses can request discounted Lyft rides from several public transit stops directly to the workplace and back, providing an easy solution for the extra few miles of commuting. Passengers will pay the first \$2 of their trip and the City of Coppell will subsidize the next \$15. Any remaining fare over \$17 will be paid by the passenger. To learn more, you can visit their website at <https://www.dcta.net/coppell-lyft>.

We recognize there is still additional demand for public transportation services in the area. In coordination with a wide range of stakeholders, we document in Access North Texas the transportation needs of older adults, individuals with disabilities, individuals with lower incomes and others with transportation challenges within our 16-county region and outline strategies to address those needs for the next four years. From our last update of the plan in 2018, our coordination with Dallas and Denton County residents

revealed specific transportation needs, all of which can be found in the Dallas County and Denton County Chapters of the plan, along with strategies for future transportation coordination and development. We will be conducting public outreach in these counties again in 2021. You are welcome to participate if you would like to voice your concerns with transportation staff. More information will be posted to the Access North Texas website as it becomes available.

If you have additional questions or concerns, please feel free to contact Rachel Jenkins at rjenkins@nctcog.org.

2. Robert Brown

There is no easy way for those disabled like myself to schedule transportation from Greenville TX to specialty physicians in Dallas. I have Syringomyelia with a Syrinx in my Thoracic that has damaged my spinal cord. So far, it's impact is pain, heart, and the fight or flight reaction from pain. I cannot find anyone that can drive me from Greenville to Carrollton for my pain mgmt appointment.

Response by NCTCOG

Thank you for reaching out to us about public transportation options in the Greenville area. Your concern about transportation accessibility in this area is very important, and we appreciate you sharing. Identifying gaps such as this can help us better understand where the need for expanded public transportation service exists. The following are a few transportation services in the Greenville area:

Senior Center Resources and Public Transit (or The Connection) is a service that is available in your area for individuals who are seniors, low-income, or have a disability. At this time, The Connection serves primarily Greenville and Hunt Counties but can provide round trip service to Dallas at a higher cost for trips booked at least a week in advance. To learn more, you can visit their website at <https://www.scrpt.org/transportation.htm> or call (903) 454-1444 to speak to a representative.

Hunt County is also serviced by On the Go Taxi service, which is a small private operation. According to their representative, you can reach this service through their Facebook page, On The Go Taxi Service, or through their phone number at (903) 456-6525 during the following times of day:

Monday – Wednesday, 8:00am - 1:00pm

Friday & Saturday, 8:00am - 11:00am & 1:00pm - 7:00pm

Closed Thursday and Sunday

On the Go Taxi indicated that they can take individuals into Dallas County, although it is likely to be costly as they are a small, private operation.

We recognize that transportation accessibility and costs can be burdens, and it is our goal to better understand the transportation gaps in our 16-county North Central Texas region. One of the ways we work toward this goal is through our Access North Texas initiative, which aims to coordinate with the public to document the needs of regional

transit riders. From our last update of the plan in 2018, our coordination with Hunt County residents revealed specific transportation needs, all of which can be found in the Hunt County Chapter of the plan, along with strategies for future transportation coordination and development. We will be conducting public outreach in Hunt county again in 2021. You are welcome to participate if you would like to voice your concerns with transportation staff among other residents of Hunt county. More information will be posted to the Access North Texas website as it becomes available.

If you have any other questions or concerns, please feel free to contact Vivian Fung at vfung@nctcog.org.

3. Tyson Moeller

There should be coordinated meetings with DART, UPRR, FWWR and DGNO discussing safety concerns of this proposal.

Twitter –

1. Attending a virtual mtg of the Planning, Operations, & Marketing (POM) Committee of @TrinityMetro: Update on System Redesign known as A Better Connection. Here is link to presentation: <https://ridetrinitymetro.org/wp-content/uploads/2020/09/A-Better-Connection-Presentation-by-Huitt-Zollars-September-2020.pdf> @CityofFortWorth @TarrantCountyTX @TarrantTransit @NCTCOGtrans – Salvador Espino Michel (@SAL_FW)



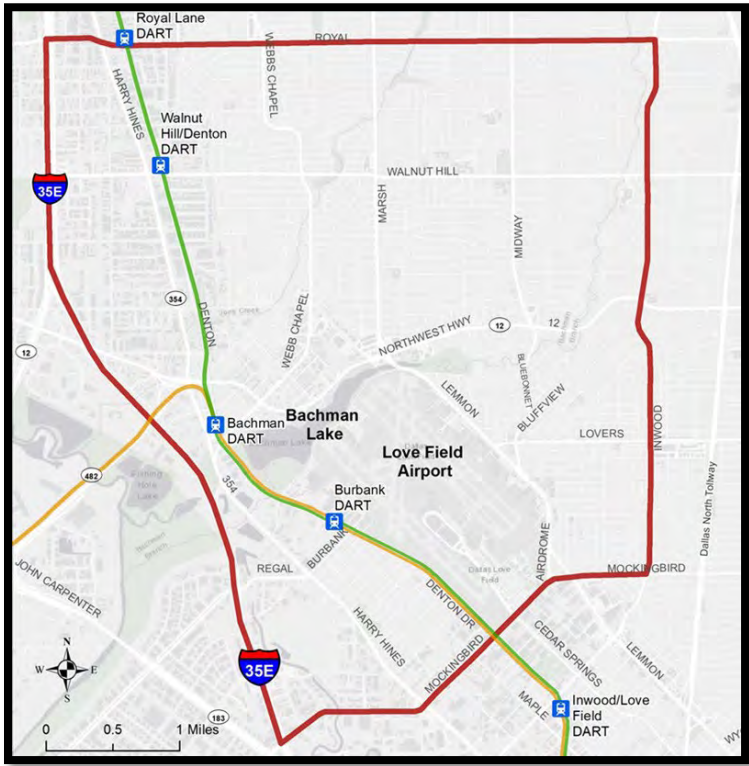
Bottom line: Does it make a difference in @CityofFortWorth funding? Or are facts too much for the them to comprehend? – Linda Ld Thornton, APR (@LindaLdThornton)

2. @TrinityMetro's @nearsouthside ZIPZONE, an on-demand daily transportation option, is expanding its service area to include more access to grocery shopping and medical facilities. @CityofFortWorth @TarrantTransit @NCTCOGtrans @JPS_Health – Salvador Espino Michel (@SAL_FW)


 Trinity Metro expands on-demand service in Near So...
 The fourth on-demand service encompasses numerous medical facilities as well as grocery stores, ...
fortworthtexas.gov

Facebook –

1. ¡Ayuda a crear una visión para mejorar el transporte en el noroeste de Dallas! Se invita a todos los residentes, negocios, y miembros de la comunidad a unirse a una conversación virtual, una “Orientación 101,” sobre un próximo proyecto. Para mas información, visite: www.nctcog.org/landuseplanning. – NCTCOG Transportation Department



Seems an obvious potential for ecotourism along the greenbelt and forks of the Trinity?
 Where are current and planned on-street bikeways? – Bud Melton

Hi, Bud! We have a lot of information on current and planned facilities on our website here: <https://www.nctcog.org/.../bik.../veloweb/on-street-bikeways>. If you have any other questions, just let us know! 😊 – NCTCOG Transportation Department

Yes, I'm aware; but concerned those less familiar with your resources would have no sense of that depth. Trying to see this from a beginner's mind. (Picture's worth a thousand words...) – Bud Melton

Wonder if having Veloweb alignments on this map would be helpful. Irving and other areas within these borders are just a short bike ride away once such connections are completed. – Bud Melton

Other

Facebook –

1. Is your traffic management center ready to go virtual? David Halloin, P.E., PTOE, and Tom Hartmann, P.E., PTOE, IMSA II, explain how we coordinated a weekend-long interstate closure remotely. City of Grand Prairie - Municipal Government City of Arlington, TX - City Hall NCTCOG Transportation Department Texas A&M Transportation Institute – Kimley-Horn



Attachment #1

Sept 22, 2020

Dear Judge Harman, Chair Regional Transportation Council

I have just received a copy of the "Fall 2020 mobility matters" I do enjoy reading about various mobility issues, as it affects all of us. I noted that Michael Morris referred to the possibility of installing induction loops on freeways for electric vehicle recharging. That is interesting to research and think of the possibilities. However, that is certainly far in the future.

It is good to think about getting off the carbon diet, even though much work will need to be done to realize that dream.

Today we need to address having the electric vehicles pay their share to keep up all the roads we all drive on. Currently I have a Toyota Tacoma pickup and drive around 15,000 miles a year. I average approximately 18 MPG. The gas tax (including state and federal) is 38.4 cents/gal. Based upon the above I am paying approximately \$320 a year in gas tax.

As we get more and more plug-in electric vehicle on the road the inequity burden of allowing electric vehicle to drive on the roads and not pay a "road tax" is substantial.

We put dye in the farmers non-taxed fuel, to prevent them from fueling their highway vehicles with a non-taxes source. How is this any different. Previously when farmers converted their pickups to propane, they had to get a tax certificate to ensure that the highway fuel was taxes.

Being at the forefront of transportation I would think the Metropolitan Planning Organization for DFW would have addressed this inequity long ago. Where is the leadership?

Sincerely,



John Nolan

2313 Garden Lane

Arlington, Texas 76015

Jnolan212@sbcglobal.net

RECEIVED

CC Theresa Daniel Vice Chair

SEP 24 2020

TRANSPORTATION



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

November 2020

INSIDE

DCTA introduces equipment to count users of rail trail

A network of devices that count the number of bicycles and pedestrians at strategic locations along the region's growing trail network is helping NCTCOG and its partners understand where potential enhancements might be needed. The region is welcoming more bicycle-pedestrian counters.

The Denton County Transportation Authority recently announced the installation of four new counters along its 19-mile A-train Rail Trail, enabling the agency to better track use of the facility that parallels its commuter rail line, the A-train. See more on page 2.



North Central Texas
Council of Governments

Research center aims to move transportation forward

North Texas has become a popular destination for testing of transportation innovation. To make sure this continues, the North Central Texas Council of Governments is partnering with the Texas Research Alliance and four area universities to create the North Texas Center for Mobility Technologies.

Expected to open next year, the newly created center includes The University of North Texas, The University of Texas at Arlington, The University of Texas at Dallas and Southern Methodist University. The center will have competitive calls for projects and will partner with the community through research and innovation projects that will help them meet their mobility challenges and serve their customers.

The Regional Transportation Council approved \$2.5 million in start-up funds earlier this year to help establish the center. The center will provide a research and development network consisting of mobility companies, cities and public agencies and use the network to attract industry and academic talent to the Dallas-Fort Worth area.

The RTC is developing sponsored research project selection criteria it will use to evaluate and approve funding for university research projects advanced for funding consideration by the North Texas Center for Mobility Technologies. The universities and NCTCOG will provide matching funding for the projects, splitting the costs of the projects with sponsors. Projects eligible for seed funding must accomplish one or more of the following:

- Address mobility challenges
- Contribute to economic development and jobs
- Provide mobility models that will help address regional environmental concerns
- Provide mobility solutions for underserved communities
- Demonstrate technology leadership

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

DCTA introduces equipment to count users of rail trail

A network of devices that count the number of bicycles and pedestrians at strategic locations along the region's growing trail network is helping NCTCOG and its partners understand where potential enhancements might be needed. The region is welcoming more bicycle-pedestrian counters.

The Denton County Transportation Authority recently announced the installation of four new counters along its 19-mile A-train Rail Trail, enabling the agency to better track use of the facility that parallels its commuter rail line, the A-train. The agency now has six bicycle-pedestrian counters.

The new automated counters will allow DCTA to report important statistics related to the popularity of the trail, including the number of users, areas of high usage and where people access the trail. Each counter can collect separate tallies of cyclists and pedestrians using the trail.



Newly installed equipment along the A-train Rail Trail will provide DCTA with figures on how many bicyclists and pedestrians use the 19-mile trail.

DCTA will use the data received to provide better reporting of rail trail utilization, according to the agency. In addition, the data will help the agency best determine future rail trail amenities and safety enhancements such as signage, mile markers, lighting and benches. For more information about DCTA's A-train Rail Trail, visit www.ridedcta.net.

RTC approves targets for federal performance measures

The RTC has approved recommended targets for federal performance measures it is required to track, reaffirming most, while making slight adjustments to others. Targets for interstate reliability and non-SOV travel remain the same for the 2022 reporting period. The RTC adjusted the goal for truck time reliability to 1.90. This means a trip that should normally take 10 minutes would take 19 minutes. Adjustments were also approved to air quality measures, reflecting improvements being made in the pollutants responsible for ozone formation. The measures reflecting the daily savings of nitrogen oxides and volatile organic compounds both were increased for 2022.

Monitoring and reporting of transportation performance measurement is part of a strategic approach that uses quantitative, repeated observations of the transportation system's performance to make investment and policy decisions to achieve regional and national performance goals. The performance measure goals include safety, infrastructure condition, congestion reduction, system reliability, freight movement and economic vitality, environmental sustainability and reduced project delivery delays. Federal transportation legislation requires these performance measures to be included in the long-range metropolitan transportation planning process. For more on these performance measures, visit www.nctcog.org/pm/fed.

NCTCOG beginning study of Bachman Lake area

NCTCOG is meeting with community members in the Bachman Lake area of Dallas in preparation for a study to identify safe pedestrian access and facilities along major roads in the area, and connections to nearby bicycle-pedestrian trails. The study will also examine access to transit stations and Dallas Love Field. NCTCOG will coordinate this with multiple transportation plans underway in the area, including a second entrance to Love Field Airport and studies of the Northwest Highway and Harry Hines corridors. NCTCOG is also coordinating public engagement with the City of Dallas and the National Park Service as they create a concept plan for the [Love Field Loop Trail](#), which will identify a route around airport property, local neighborhoods and public parks to connect residents to destinations and recreational options.

The RTC has allocated \$1 million to develop a plan for possible improvements. A community planning orientation meeting was held in early October to introduce the grassroots focus of working with the community for this planning effort. A transportation needs survey and a feedback form to provide comments on public engagement needs can be accessed at the project webpage, www.nctcog.org/BachmanArea. They are available in English, Spanish and Korean.

REGIONAL News

Funds available to help reduce diesel emissions

NCTCOG has opened three separate calls for projects offering a combined \$4 million in grant funding for diesel emissions reduction projects.

The North Texas Freight Terminal Electrification 2020 Call for Projects is open to private freight terminals or distribution centers primarily receiving heavy-duty truck Transport Refrigeration Units and trailer TRUs and located in the 10-county ozone nonattainment area.

Eligible projects include construction and installation of Electrified Parking Spaces for heavy-duty truck TRUs and trailer TRUs, electric power monitoring equipment and electric power connection kits. The funding can be applied for up to 30% of eligible costs.

The North Texas Emissions Reduction Project 2020 Call for Projects is open to private-sector fleets for high-use diesel vehicles and equipment operating in the ozone nonattainment area as well as Hood and Navarro counties.

The call for projects covers replacement of older diesel on-road vehicles and non-road equipment with newer models of on-road vehicles or non-road equipment. This also includes installation of Environmental Protection Agency SmartWay verified locomotive idle reduction technology for rail and switch yards.

Grant funding will cover 25%-45% of eligible costs, depending on the type of project.

Local governments or private companies that contract with local governments are eligible to apply replace older diesel vehicles and equipment operating in the ozone nonattainment area through the Clean Fleets North Texas 2020 Call for Projects.

Grant funding will cover 25%-45% of eligible costs, depending on the type of project.

More information is available at www.nctcog.org/aqfunding. The first application deadline is January 8, 2021. Email aqgrants@nctcog.org with questions about these funding opportunities.

Transportation Resources

Facebook

Facebook.com/nctcogtrans

Twitter

Twitter.com/nctcogtrans

YouTube

YouTube.com/nctcogtrans

Instagram

Instagram.com/nctcogtrans

Publications

NCTCOG.org/trans/outreach/publications.asp

Partners

Dallas Area Rapid Transit
DART.org

**Denton County
Transportation Authority**
DCTA.net

North Texas Tollway Authority
NTTA.org

**Texas Department
of Transportation**
TxDOT.gov

Trinity Metro
RideTrinityMetro.org

By the Numbers

\$2.5 million

The amount of start-up funding approved by the RTC for the North Texas Center for Mobility Technologies.

PUBLIC *Involvement*

Residents can comment online on transportation

North Texas residents are encouraged to comment on a series of transportation programs and measures presented by NCTCOG staff beginning November 9. Presentations will be available online at www.nctcog.org/input, and comments will be accepted through December 8.

Staff will present details on projects related to the Collin County Partnership and COVID-19 Infrastructure Program. The infrastructure program awards federal and regional funding to projects that need expedited action and meet one or more of the RTC policies outlined in Mobility 2045. This includes better school integration, improved freight connections, and new regional bicycle and pedestrian facilities. The overall goal is to stimulate the economy while providing funding to key transportation projects.

The Fixing America's Surface Transportation (FAST) Act requires NCTCOG staff to plan projects and programs that assist in achieving statewide performance targets for National Highway System pavement and bridge conditions. Target adjustments are being considered. Staff will describe and present NCTCOG's role in the target-setting process, present recent regional and statewide performance changes and explain how NCTCOG will continue to help improve NHS infrastructure conditions.

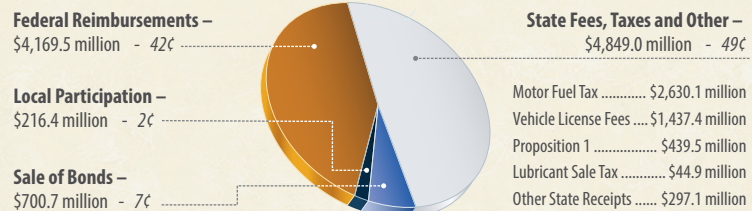
Finally, staff will provide updates on this year's National Drive Electric Week virtual event, held in September. NDEW is a nationwide celebration to raise awareness of the benefits of all-electric and plug-in hybrid cars, trucks, motorcycles and more. It serves an opportunity to educate and highlight the benefits of electric vehicles and the role they play in improving the region's air quality. Staff will provide an update on local electric vehicle trends and highlight successful electric vehicle projects in North Texas.

The Regional Smoking Vehicle Program, vehicle incentive opportunities and administrative revisions for Mobility 2045, the region's long-term transportation plan, will also be highlighted. An audio recording of the presentations will be posted at www.nctcog.org/input.

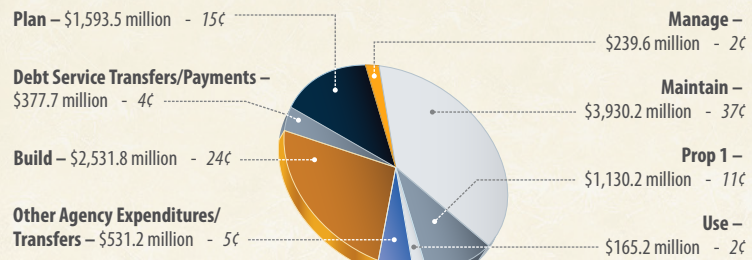
Prepared in cooperation with the US Department of Transportation (Federal Highway Administration and Federal Transit Administration) and the Texas Department of Transportation. The contents of this report reflect the views of the authors who are responsible for the opinions, findings and conclusions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

DISTRIBUTION OF TOTAL STATE HIGHWAY FUND* RECEIPTS

TOTAL RECEIPTS: \$9.936 billion



TOTAL DISBURSEMENTS*: \$10.499 billion



Transfer to Other Agencies: \$200.8 million | Other Agency Expenditures: \$330.4 million

*Includes all expenditures to appropriated State Highway Fund.

1. FUNDING SOURCES

- Motor Fuel Taxes
- Vehicle Registration Fees
- Prop 1/Prop 7
- Federal Reimbursements

SOURCE: TxDOT

2. ADVANCED PLANNING

- 1. Public Involvement
- 2. Feasibility Analysis
- 3. Environmental
- 4. Engineering
- 5. Right of Way
- 6. Utility Adjustment
- 7. Contractor Procurement

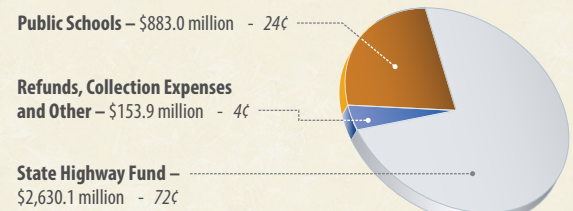
3. MOBILITY AND MAINTENANCE PROJECTS

- 8. Connectivity
- 9. Preservation
- 10. Safety
- 11. Mobility
- 12. Roadway Maintenance

TxDOT graphic by DEAN HOLLINGSWORTH/Information Specialist

DISTRIBUTION OF TEXAS MOTOR FUEL TAXES

GROSS TAX COLLECTED BY STATE COMPTROLLER: \$3.667 billion



DISTRIBUTION OF TEXAS MOTOR VEHICLE REGISTRATION FEES

GROSS COLLECTIONS: \$1.850 billion



TxDOT graphics

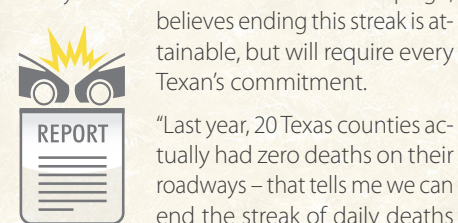
DALLAS DISTRICT
PROGRESS

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

TxDOT URGES DRIVERS TO 'END THE STREAK' OF DAILY DEATHS ON TEXAS ROADS AS 20TH ANNIVERSARY APPROACHES

Nov. 7, 2000 was the last deathless day on Texas roadways

TEXAS—This November 7, Texas marks 20 years of daily deaths on our roadways with more than 70,000 innocent lives lost to preventable fatal crashes. Texas Transportation Commissioner Laura Ryan, a champion for road safety and TxDOT's #EndTheStreakTX campaign,



believes ending this streak is attainable, but will require every Texan's commitment. "Last year, 20 Texas counties actually had zero deaths on their roadways – that tells me we can end the streak of daily deaths in Texas," Ryan said. "This is why in 2019 the Texas Transportation Commission adopted a new goal of having zero deaths on our roadways by 2050, and to cut the number of fatalities in half by 2035. We will do our part, and we need drivers to do theirs."

An average of 10 people die every day in crashes in the state.

"The effort to end the streak of daily deaths in Texas is a shared responsibility and we are committed to including safety enhancements in every project we build or maintain," said TxDOT Executive Director James Bass. "It's going to take education, engineering and enforcement to get this done, and that's why this call to action to every Texan is so imperative."

What we're asking is simple: when you get behind the wheel buckle up; pay attention and avoid all distractions like phones; never drive under the influence of alcohol or drugs; watch your speed, and always drive to the conditions around you.

Earlier this year, during the height of the COVID-19 pandemic, traffic levels on Texas highways dropped nearly 44 percent in some parts of the state. This decrease in traffic encouraged TxDOT to think the horrific streak

might finally come to an end. Instead, the death rate was unchanged, even with fewer drivers on Texas roads.

"We can and we must do better," said Ryan. ■

TEXAS TRAFFIC CRASHES

4 DEADLY STATISTICS FOR 2020



1 Deaths per day
An average of 10 people die every day in crashes in the state.



2 Alcohol-related
One in four deaths in 2019 were caused by drunk driving.



3 Excessive speed
Last year in Dallas County, the leading cause of fatal crashes was speeding.



4 Annual deaths
More than 3,600 people lost their lives just last year on Texas roadways. = 1 death

HELP #EndTheStreakTX
End the streak of daily deaths on Texas roadways.

SOURCE: TxDOT

TxDOT graphic

1176_102120

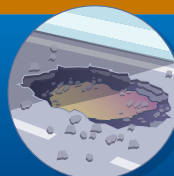
KUDOS! : Project-Related Comments for the Texas Department of Transportation

FROM AN INTERNAL TxDOT COMMUNICATION: "Our crews in the Denton County Maintenance Section went to inspect this intersection and the pothole. The pothole wasn't located on the FM road but on the local city street. Since our crew was already there, they went ahead and took care of it."



TEXAS DEPARTMENT OF TRANSPORTATION
4777 E. Highway 80
Mesquite, TX
75150-6643

FOR MORE INFORMATION:
214-320-4480
dalinfo@txdot.gov
www.txdot.gov



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

OCTOBER 2020 LET PROJECTS (SUBJECT TO CHANGE)

CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	COST EST. (M)	BID (M)	(%)	EST. TOTAL COST (M) ²	CONTRACTOR
1	0121-05-051	SH 22 NW CR 2060/1190 to east of N. 38th St. in Corsicana	Overlay, shoulder texture, safety end treatments	\$3.81	\$2.36	-37.88	\$4.27	Knife River Corp. - South
2	0195-03-095	IH 35; BS 121H; FM 2181	IH 35: US 380 to IH 35W; BS 121H: SH 121S to SH 121; FM 2181: IH 35E to Lillian Miller Pkwy.	\$1.49	\$1.11	-25.45	\$1.71	O. Trevino Constr., LLC
3	0197-02-124	US 175 East of E. Malloy Bridge Rd. to W of FM 1389	Ramp mods, mill and inlay existing FRs	\$2.51	\$2.15	-14.51	\$2.93	Fluor Heavy Civil, LLC
4	0197-03-054	US 175 FM 148 to CR 4106 in Crandall	Constr. new 2-lane FRs; convert exist. FR (2-ln 2-way to 2-ln 1-way FR & ramp mods)	\$13.20	\$12.97	-1.71	\$15.08	Austin Bridge & Road Services, LP
5	0549-03-024	SH 121 Collin Co. Outer Loop to CR 635 (Fannin C/L)	Reconstr./widen 2-ln to 4-ln rural div.; constr. 0 to 4-ln disc. FR/FM 455 interchange	\$109.09	\$91.39	-16.23	\$126.82	Mario Sinacola & Sons Excavating, Inc.
6	1048-03-011	FM 780 FM 660 to end of maint.	Reconstr. existing pvmt. and add shoulders	\$9.24	\$6.87	-25.66	\$10.43	Ed Bell Constr. Co.
*	0048-04-101	Various	Various locations in the Dallas District	\$12.00	\$11.33	-5.56	\$14.24	Brannan Paving Co., LTD.
*	0918-00-353	Various	Digital video project	\$1.34	\$1.05	-21.60	\$1.77	American Lighting and Signalization, LLC
EST. OCTOBER 2020 TOTALS				\$152.68	\$129.24	-15.36	\$177.24	
DISTRICT FY ACCUMULATIVE LETTINGS				\$221.55	\$183.36			
DALLAS DISTRICT FY LETTING VOLUME CAP				\$2,057.70 M¹				

*Unmapped.

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

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

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

NOVEMBER 2020 PROJECTED LETTING PROJECTS (SUBJECT TO CHANGE)

CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. COST (M)
1	0092-01-057	SH 310 At Lamar St. and Union Pacific Railroad	Replace bridge and approaches	\$14.72
2	0280-03-004	BS 78 D,E,G, F & SH 160 SH 78 (south) to Grayson County Line	Restore existing pavement and add shoulders and mill, base repair and overlay	\$10.11
3	0918-11-096	CR 4106 At South and North Draw	Replace bridge and approaches	\$0.9
ESTIMATED TOTAL				\$25.73 M

COMPLETED CONSTRUCTION PROJECTS (FROM OCTOBER 1-31, 2020)

CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. COST (M)	COMPLETED DATE
1	1047-02-050	FM 1382 West of Straus Road to Polk Street	Improvement of Traffic Signals	\$1.67	10/01/2020
2	0081-13-066	IH 35W Tarrant C/L to South of SH 114	Mill, Overlay, Full Depth Repair & Pavement Markings	\$5.91	10/13/2020
3	2681-01-025	FM 2499 FM 1171 to Tarrant C/L	Full Depth Concrete Repair and Pavement Markings	\$1.00	10/06/2020
4	0172-05-122	US 287 Park House School Rd to BS 287R	Pavement Repair and Overlay	\$7.98	10/06/2020
5	1091-03-012	FM 1140 FM 740 South to FM 740 North	Restore Existing Pavement and Add Shoulders	\$4.35	10/01/2020
6	2363-01-007	FM 2453 Blockdale Road to FM 35	Reconstruct Existing Pavement and Add Shoulders	\$2.75	10/15/2020
*	0918-00-295	VA	Various Locations in the Dallas District	\$2.99	10/01/2020
ESTIMATED TOTAL				\$26.65 M	

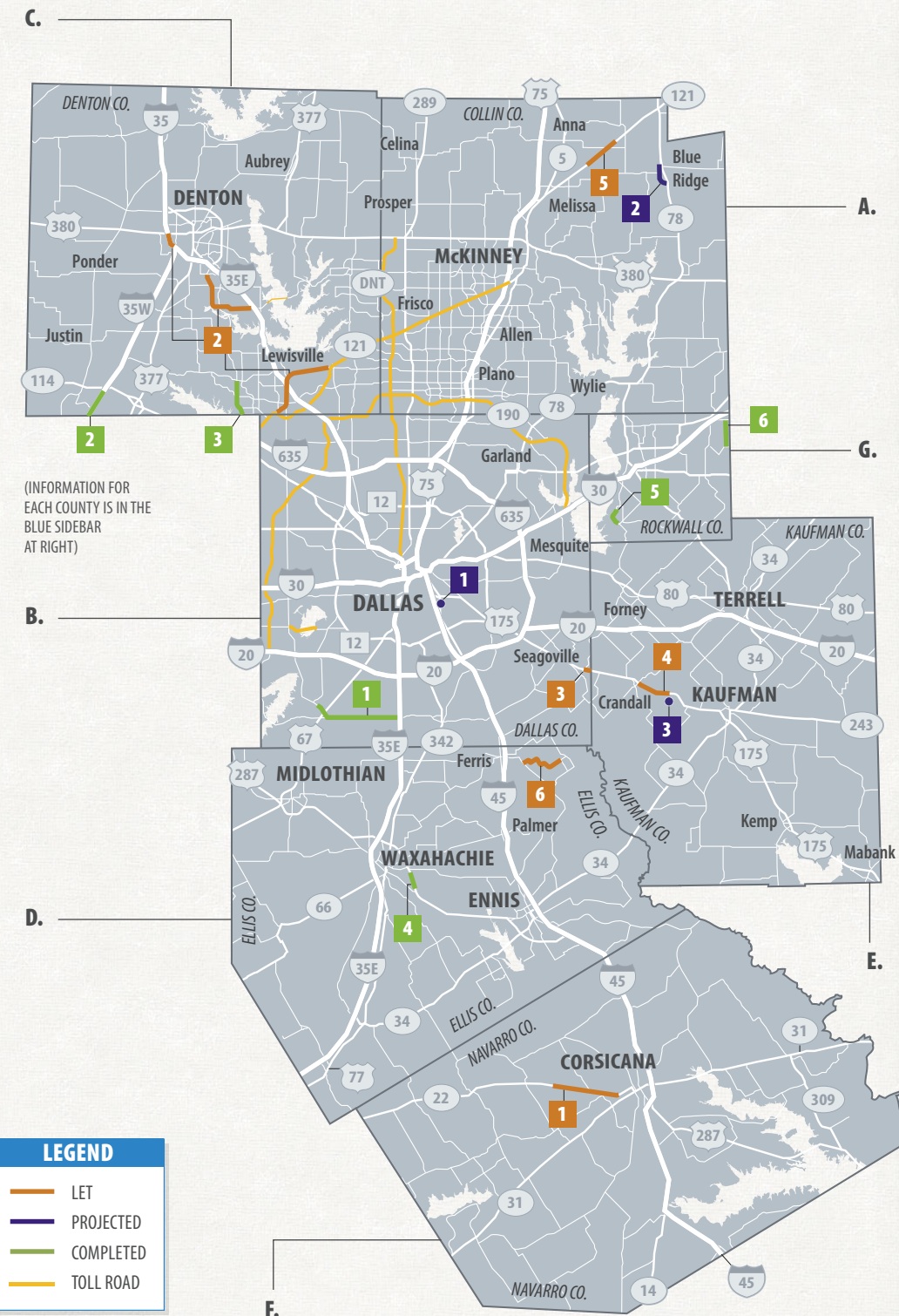
*Unmapped.

SOURCE: Texas Department of Transportation.

TxDOT graphics

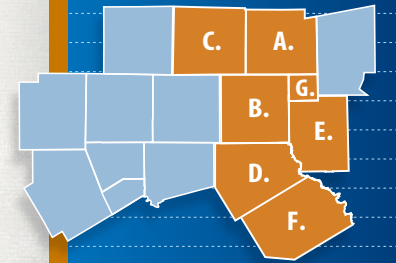
DALLAS DISTRICT PROJECTS MAP

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



(INFORMATION FOR EACH COUNTY IS IN THE BLUE SIDEBAR AT RIGHT)

SOURCE: TxDOT research.
*POPULATION ESTIMATE: NCTCOG.



2020 DALLAS DISTRICT ESTIMATE TOTALS

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

A. | COLLIN COUNTY

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

B. | DALLAS COUNTY

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

C. | DENTON COUNTY

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

D. | ELLIS COUNTY

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

E. | KAUFMAN COUNTY

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

F. | NAVARRO COUNTY

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

G. | ROCKWALL COUNTY

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