



consideration. These modifications have been reviewed for consistency with the mobility plan, the air quality conformity determination and financial constraint of the TIP.

Performance Measure(s) Addressed: Roadway, Transit

**3.2. Congestion Management Process Update**

Presenter: Natalie Bettger, NCTCOG

Item Summary: Regional Transportation Council (RTC) approval of the 2021 Congestion Management Process (CMP), including the corridor evaluation process and the process to develop the CMP program of projects, will be requested.

Background: The CMP is a systemic and regionally coordinated approach for managing congestion that provides up-to-date information on multimodal transportation performance and assesses alternative strategies for mitigating congestion that meets State and local needs. Federal requirements specify that urbanized areas with a population over 200,000 must implement and maintain a CMP. The current CMP for the North Central Texas region was adopted by the Regional Transportation Council in 2013. Staff presented a detailed workshop and information to the Surface Transportation Technical Committee in May and June 2021, and the RTC in June 2021. [Electronic Item 3.2.1](#) provides the detailed evaluation of the performance measures and available assets for each CMP segment. An overview of the CMP can be found in [Electronic Item 3.2.2](#).

Performance Measure(s) Addressed: Air Quality, Safety

1:20 – 1:40

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

Action       Possible Action       Information      Minutes: 20

Presenter: Michael Morris, NCTCOG

1. Status of Approval for the 2021-2024 Transportation Improvement Program: Letter from the North Central Texas Council of Governments (NCTCOG) Transportation Director to the Office of the Secretary ([Electronic Item 4.1](#))
2. Approval of a Letter from the Regional Transportation Council (RTC) to Texas Transportation Commission Chairman Bugg Requesting Approval of Two Projects ([Electronic Item 4.2](#))
3. Chair Theresa Daniel's Approval of Events for August 12, 2021, RTC Meeting at the Irving Convention Center:
  - Regular RTC Meeting at 1:00 pm
  - Lunch for RTC Members at 12:00 pm
  - RTC New Member Orientation Open to all RTC Members at 9:45 am
4. Federal Certification Review Completed June 14-16, 2021: Thank you to RTC Members

5. Proposed Update on Transportation Commitments for Uber Headquarters
6. Revenue Sharing Proposal for the IH 635/IH 35E Interchange
7. Acknowledgement of Transportation Staff: Changing Mobility Performance Metrics Effort ([Electronic Item 4.3](#))
8. Blue-Green-Grey Funding Initiative Request for Proposals ([Electronic Item 4.4](#))
9. Status of Texas Volkswagen Environmental Mitigation Program Funding ([Electronic Item 4.5](#))
10. Dallas-Fort Worth Clean Cities Events (<https://www.dfwcleancities.org/dfw-clean-cities-meetings>)
11. Air Quality Funding Opportunities for Vehicles (<https://www.nctcog.org/trans/quality/air/funding-and-resources>)
12. Status Report on Ozone ([Electronic Item 4.6](#))
13. 2020 Transportation Safety Performance Measures Report ([Electronic Item 4.7](#) and [Electronic Item 4.8](#))
14. 2020 Travel Demand Management Performance Report (<https://www.nctcog.org/trans/manage/tdm/tdm-performance-measures>)
15. World Cup 2026 ([Electronic Item 4.9](#))
16. Access North Texas 2022 Plan Update ([Electronic Item 4.10](#)) ([www.accessnorthtexas.org](http://www.accessnorthtexas.org))
17. Progress North Texas
18. June Online Input Opportunity Minutes ([Electronic Item 4.11](#))
19. Public Comments Report ([Electronic Item 4.12](#))
20. Recent News Articles ([Electronic Item 4.13](#))
21. Recent Press Releases ([Electronic Item 4.14](#))

1:40 – 1:50

5. **FY2022 and FY2023 Unified Planning Work Program**

Action       Possible Action       Information      Minutes: 10

Presenter: Vickie Alexander, NCTCOG

Item Summary: Regional Transportation Council approval of the proposed FY2022 and FY2023 Unified Planning Work Program (UPWP) will be requested, as well as reaffirmation of the UPWP policies contained in Exhibit I-8 of the Work Program. Direction for staff to administratively amend the Transportation Improvement Program and other administrative/planning documents, as appropriate, to reflect the approved projects contained in the Work Program will also be sought.

Background: The North Central Texas Council of Governments (NCTCOG) staff, in cooperation with local governments and transportation agencies, has developed the draft FY2022 and FY2023 UPWP. The Work Program is a federal requirement for NCTCOG, as the Metropolitan Planning Organization, in order to receive federal Transportation Planning Funds and identifies NCTCOG staff work activities to be performed between October 1, 2021, and September 30, 2023. [Electronic Item 5.1](#) contains the Work Program policies that guide the allocation of these federal Transportation Planning Funds. No changes are being proposed to these existing policies.

The draft FY2022 and FY2023 UPWP has been submitted to the Texas Department of Transportation (TxDOT) for review

and comment, and information was presented as part of an online public outreach opportunity that began on June 7, 2021. A copy of the draft document has also been available on NCTCOG's Website for review. [Electronic Item 5.2](#) contains additional information on the draft FY2022 and FY2023 UPWP, and a full copy of the document is located at [www.nctcog.org/trans/study/unified-planning-work-program](http://www.nctcog.org/trans/study/unified-planning-work-program). Paper copies of the document are also available by contacting NCTCOG staff. A draft Regional Transportation Council (RTC) resolution for action is provided in [Electronic Item 5.3](#). The Surface Transportation Technical Committee took action at its June 25 meeting to recommend RTC approval of the FY2022 and FY2023 Unified Planning Work Program.

Performance Measure(s) Addressed: Administrative

1:50 – 2:00

6. **2022 Unified Transportation Program and Regional 10-Year Plan Update**

Action       Possible Action       Information      Minutes: 10

Presenter: Christie Gotti, NCTCOG

Item Summary: Staff will brief the Council on the latest activities being undertaken and the plan going forward for the 2022 UTP and Regional 10-Year Plan Update. Regional Transportation Council (RTC) approval of the project listings will be requested.

Background: In December 2016, the Regional Transportation Council (RTC) approved a set of projects in FY 2017-2026 funded with Category 2 (MPO selected) and Category 4 (TxDOT District selected), and submitted for Texas Transportation Commission (TTC) consideration with Category 12 (Commission selected) funds. That action was the Dallas-Fort Worth region's response to the House Bill (HB) 20 10-year planning requirement. A series of updates to the 10-Year Plan have been made annually in conjunction with the development of the UTP. Since the last update in 2020, North Central Texas Council of Governments (NCTCOG) staff has been coordinating regularly with the Texas Department of Transportation Dallas, Paris (Hunt County), and Fort Worth districts regarding updates to previously approved projects, as well as potential additions to the 10-Year Plan to be included in the 2022 UTP. Staff has drafted a list that includes these project updates, potential new candidate projects, and scores for each project.

As part of this update to the 10-Year Plan, a proposal for a Category 2/Category 7 exchange is being made. To reduce the region's large carryover balance of Category 7 funds, Category 2 funds would be removed from two projects that are slated for construction in FY 2021 and replaced with Category 7 funds. The freed-up Category 2 funds would then be used to replace Surface Transportation Block Grant Program funds on projects across the region or to cover 10-Year Plan project cost overruns. [Electronic Item 6.1](#) contains the proposed list of projects for the Regional 10-Year Plan. [Electronic Item 6.2](#)

includes additional information about the process. [Electronic Item 6.3](#) contains additional details on the scoring methodology.

Performance Measure(s) Addressed: Roadway, Transit

2:00 – 2:10

7. **Dallas-Fort Worth High-Speed Transportation Connections Study**

Action       Possible Action       Information      Minutes: 10

Presenter: Brendon Wheeler, NCTCOG

Item Summary: Staff will request Regional Transportation Council (RTC) adoption of a policy related to the Phase 1 recommendations of the Dallas to Fort Worth High-Speed Transportation (DFWHST) Connections Study. Currently, the project is nearing completion of its first phase, including analysis of route and mode alternatives.

Background: In April 2020, North Central Texas Council of Governments staff began work on the DFWHST Connections Study with consultant assistance. The project is divided into two phases, the first being an alternatives analysis effort. The second phase will include preliminary engineering and a National Environmental Policy Act (NEPA) effort resulting in a federal government action identifying the project's next steps. Staff and the consultant have been analyzing alternatives while engaging the public and stakeholders. The Phase 1 efforts are designed to reduce the number of alternatives (technology and alignment) to a minimum for more detailed analysis in the Phase 2 effort. The proposed policy for RTC consideration is provided in [Electronic Item 7.1](#). Details are provided in [Electronic Item 7.2](#).

Performance Measure(s) Addressed: Transit, Safety

2:10 – 2:15

8. **Automated Vehicles 2.2/2.3 Program: Approval of Proposed Projects**

Action       Possible Action       Information      Minutes: 5

Presenter: Thomas Bamonte, NCTCOG

Item Summary: Staff will request Regional Transportation Council (RTC) approval of projects recommended for funding under the consolidated Automated Vehicles 2.2/2.3 Program.

Background: In October 2018, the RTC approved Automated Vehicle Program 2.0, which included \$10 million for assisting local partners in hosting automated vehicle deployments (AV 2.2) and \$20 million for AV deployments to explore use cases that further regional priorities (AV 2.3). In November 2020, with the funding now available, the RTC approved the application process and selection criteria for the consolidated program. In December 2020 staff held an information session for Committee members. From then until the end of March 2021, staff provided technical assistance to local partners considering applications. Staff briefed the RTC last month on the projects recommended for funding and seeks approval at this time. Information is provided in [Electronic Item 8](#).

Performance Measure(s) Addressed: Roadway, Safety

2:15 – 2:25

9. **2021 Rebuilding American Infrastructure with Sustainability and Equity Discretionary Grant Program**

Action       Possible Action       Information      Minutes: 10

Presenter: Jeff Neal, NCTCOG

Item Summary: Staff will request Regional Transportation Council (RTC) approval of projects to be submitted for funding consideration through the Fiscal Year (FY) 2021 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Discretionary Grant Program.

Background: In April 2021, the United States Department of Transportation (US DOT) announced the solicitation of project applications for the 2021 RAISE Discretionary Grant Program regarding strategic capital investments in surface transportation that will have significant local or regional impacts. [Electronic Item 9.1](#) is a copy of the Notice of Funding Opportunity that details the \$1 billion discretionary grant program for FY2021, as well as the application requirements. [Electronic Item 9.2](#) provides an overview of the RAISE Discretionary Grant Program, and outlines proposed candidate projects for submittal. Applications are due to the US DOT by July 12, 2021.

Performance Measure(s) Addressed: Roadway, Transit

2:25 – 2:35

10. **2023-2026 Transportation Improvement Program Development**

Action       Possible Action       Information      Minutes: 10

Presenter: Brian Dell, NCTCOG

Item Summary: Staff will brief the Council on the 2023-2026 Transportation Improvement Program (TIP) development process, expectations, and upcoming meetings.

Background: A new TIP is developed every two years through a cooperative effort among the North Central Texas Council of Governments (NCTCOG), the Texas Department of Transportation (TxDOT), local governments, and transportation authorities. The TIP is a staged, multi-year listing of transportation projects with committed funding from federal, State, and local sources within the Dallas-Fort Worth Metropolitan Area.

For regionally significant projects to proceed to implementation, they must be included in the TIP listings correctly. To this end, NCTCOG staff will meet with local partners to receive input and updates on active projects. The data from these meetings will be assessed and organized into a draft project listing, which will be financially constrained against the funding allocations to be identified in the Unified Transportation Program. Details on the 2023-2026 TIP Development process, timeline, and focus areas are available in [Electronic Item 10](#).

Performance Measure(s) Addressed: Roadway, Transit

2:35 – 2:45 11. **Metropolitan Planning Organization Milestone Policy (Round 2) - Quarterly Status Update**

Action       Possible Action       Information      Minutes: 10

Presenter: Brian Dell, NCTCOG

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

Background: The Metropolitan Planning Organization (MPO) Milestone Policy was adopted by the Regional Transportation Council (RTC) to ensure that projects that have been funded for more than 10 years and have not gone to construction are being implemented in a timely manner and funding is available for other projects in the region. In February 2021, the RTC took action on the second round of the Milestone Policy, including a project tracking process and revised set of policy procedures. Staff was instructed to create a project risk rating system and solicit quarterly status updates on all Milestone Policy projects until they go to construction. The responses were reviewed and a rating has been assigned to each project. Status updates on each project, along with their ratings, can be found in [Electronic Item 11.1](#). Details on the MPO Milestone Policy can be found in [Electronic Item 11.2](#).

Performance Measure(s) Addressed: Roadway, Transit

12. **Progress Reports**

Action       Possible Action       Information

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

- RTC Attendance ([Electronic Item 12.1](#))
- STTC Attendance and Minutes ([Electronic Item 12.2](#))
- Local Motion ([Electronic Item 12.3](#))

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

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

15. **Next Meeting:** The next meeting of the Regional Transportation Council is scheduled for **1:00 pm, Thursday, August 12, 2021, at the Irving Convention Center.**

**REGIONAL TRANSPORTATION COUNCIL  
June 10, 2021**

In accordance with the Texas Governor's March 13, 2020, Disaster Declaration which was renewed through July 4, 2021, and subsequent suspension of certain Texas Open Meetings Act provisions, the June 10, 2021, meeting of the Regional Transportation Council (RTC) was conducted as a videoconference via Zoom. Staff conducted a roll call of members, and the presence of a quorum was confirmed. The following members or representatives were present on the videoconference: Tennell Atkins, Richard E. Aubin, Dennis Bailey, Ceason Clemens (representing Mohamed Bur), Dianne Costa, Theresa Daniel, Jeff Davis, Pat Deen, Andy Eads, Kevin Falconer, Gary Fickes, George Fuller, Stephen Mason (representing Barry L. Gordon), Rick Grady, Lane Grayson, Mojoy Haddad, Roger Harmon, Clay Lewis Jenkins, Ron Jenson, Carl. L. Johnson, Brandon Jones, Jungus Jordan, John Keating, Mike Leyman, B. Adam McGough, Cara Mendelsohn, Cary Moon, Barbara Odom-Wesley (representing City of Arlington), Philip J. Ritter, Chris Schulmeister, Mark Aldredge (representing Casey Thomas II), William Tsao, Paul Voelker (representing the cities of Richardson and Addison), Paul N. Wageman, Duncan Webb, Devan Allen (representing B. Glen Whitley), W. Jeff Williams, and Ann Zadeh. Individual attendance was not taken for non-RTC member attendees.

1. **Opportunity for the Public to Speak on Today's Agenda: Consistent with HB 2840:**  
This item allows members of the public an opportunity to give input on agenda items. Regional Transportation Council Chair Roger Harmon asked if there were any public comments. No members of the public chose to speak.
2. **Approval of the May 13, 2021, Minutes:** The minutes of the May 13, 2021, meeting were approved as submitted in Reference Item 2. Theresa Daniel (M); George Fuller (S). The motion passed unanimously.
3. **Consent Agenda:** The following items were included on the Consent Agenda.
  - 3.1. **Federal Transit Administration Pilot Program for Transit-Oriented Development Planning Grant Application for Dallas Area Rapid Transit Silver Line:** Regional Transportation Council action on the proposed Dallas Area Rapid Transit Silver Line Transit-Oriented Development (TOD) Corridor Plan project to be submitted for the 2021 Federal Transit Administration Pilot Program for TOD Grant Planning grant initiative was requested. An overview of the proposed project was provided in Electronic Item 3.1.1 and additional information on the notice of funding opportunity was provided in Electronic Item 3.1.2.
  - 3.2. **Air Quality Funding Recommendations Related to the Environmental Protection Agency National Clean Diesel Funding Assistance Program:** Regional Transportation Council approval of funding recommendations for the Clean Fleets North Texas 2020 Call for Projects (CFP) and North Texas Emissions Reduction Project 2020 CFP was requested. An overview of the CFPs and staff recommendations was provided in Electronic Item 3.2.1. Detailed project listings were provided in Electronic Item 3.2.2 and Electronic Item 3.2.3.

A motion was made to approve the items on the Consent Agenda. Theresa Daniel (M); Ann Zadeh (S). The motion passed unanimously.

4. **Orientation to the Agenda/Director of Transportation Report:** Michael Morris reviewed items on the Director of Transportation Report. He thanked Regional Transportation Council (RTC) Roger Harmon for his service as RTC Chair and recognized members who would be concluding their service on the RTC. Staff will work with the incoming RTC Chair to develop a path forward to return to meeting in person. In addition, he thanked members who met with Federal Highway Administration and Federal Transit Administration as part of the Metropolitan Planning Organization's Federal Certification Review. Mr. Morris noted that information on the draft FY2022 and FY2023 Unified Planning Work Program was provided to members in Electronic Item 4.1 and that action would be requested to approve the document at the July 8, 2021, RTC meeting. He also noted that staff have been working with the Texas Department of Transportation (TxDOT) regarding the revenue sharing proposal for the IH 635/IH 35E Interchange and would present additional details at the July meeting. Also discussed was a partnership with the National Aeronautics and Space Administration (NASA). The goal of the partnership is to demonstrate and prepare for early adoption of Advance Air Mobility and Urban Air Mobility development through the Advanced Air Mobility Community Planning and Integration Agreement. Details were provided at <https://www.nasa.gov/aeroresearch/programs/iasp/aam/nasa-to-help-local-governments-plan-for-advanced-air-mobility>. He also noted the GoCarma application competed nationally in a program to assist in the implementation of technology lanes on US 75 and has potential to serve as relief of congestion in other corridors within the region. Staff has been working with Collin County elected officials and the Texas Department of Transportation to implement the project and remove the pylons on US 75. Details were provided in Electronic Item 4.2. Mr. Morris highlighted recent conversations with the Texas Transportation Commission (TTC) held in follow up to the December 8, 2020, letter from the RTC, provided in Electronic Item 4.3, regarding partnership with the TTC. There is interest in potentially developing a statewide safety program. He also noted efforts were continuing on IH 345 and the D2 Light Rail Line. Details were provided in Electronic Item 4.4. Mr. Morris highlighted the \$10 million transportation and stormwater infrastructure partnership. If successful, the pilot could become a national model to reduce stormwater flooding. Information was provided in Electronic Item 4.5. In addition, he highlighted metrics from Changing Mobility: Data, Insights, and Delivering Innovative Projects during COVID Recovery. Travel behavior by mode was discussed, as well as traffic volumes during peak period travel times. Construction cost changes were also discussed, as well as efforts to move projects to implementation within the region. Details were included in Electronic Item 4.6 and available at [www.nctcog.org/pm/covid-19](http://www.nctcog.org/pm/covid-19). He noted that Clean Air Action Day will be held August 4, 2021. Information was provided at [www.airnorthtexas.org/cleanairactionday](http://www.airnorthtexas.org/cleanairactionday). Current Dallas-Fort Worth Clean Cities events were provided [www.dfwcleancities.org/dfw-clean-cities-meetings](http://www.dfwcleancities.org/dfw-clean-cities-meetings) and current air quality funding opportunities for vehicles were provided at [www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle](http://www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle). Electronic Item 4.7 contained the latest status report on ozone. Texas Volkswagen Environmental Mitigation Program funding information was provided in Electronic Item 4.8. Progress North Texas was available to members online at <https://nctcog.org/trans/about/publications/2021> and printed copies will be made at the first RTC meeting held in person. Electronic Item 4.9 contained the June online input opportunity notice. The current Public Comments Report was provided in Electronic Item 4.10, recent correspondence in Electronic Item 4.11, recent new articles in Electronic Item 4.12, and recent press releases in Electronic Item 4.13. Rick Grady noted that in discussions with Plano staff, there were safety concerns expressed about the use of pylons or concrete barriers and asked if there had been any discussion about having a technology lane on US 75 that it not separated by a physical barrier. Mr. Morris noted that the Texas Department of Transportation has reviewed safety elements in the corridor and will move forward with implementation of the technology lane, removal of the pylons, and no additional barriers.

5. **Regional Single-Occupancy Vehicle Trip Reduction Target Development Resolution:** Sonya Landrum presented an overview of the proposed Resolution Supporting the Establishment of a Regional Single-Occupancy Vehicle (SOV) Trip Reduction Target to Reduce Drive Alone Vehicle Trips in North Central Texas: Sustaining Benefits of Changes in Travel Behavior on Congestion Levels Experienced During COVID-19, provided in Electronic Item 5.1. As a result of the COVID-19 pandemic, the Dallas-Fort Worth region experienced drastic changes in commute patterns. The proposed resolution concept was initially discussed and developed as a way to sustain the positive benefits of changes in travel behavior experienced during the COVID-19 restrictions. To assist in establishing a realistic target, staff conducted a thorough analysis of travel demand management strategies used by both public and private sector employers and trip reduction targets implemented by metropolitan planning organizations (MPOs) of comparable size regions throughout the country. The Travel Demand Management (TDM) strategies that were assessed through this analysis included carpooling, vanpooling, taking transit, biking, walking, telecommuting, and using flexible work schedules. During development of the regional trip reduction target, staff considered the possible public policy tradeoffs and unintended consequences that could occur from a target that was set too high or too low and recommended that a regional target of 20 percent as a realistic and achievable target. Because TDM strategies are not a one size fits all solution, regional partners and employers will be encouraged to select and implement TDM strategies that work best for their needs. Ms. Landrum highlighted various sections of the proposed Regional Transportation Council (RTC) resolution. The resolution outlines support for the establishment of a regional trip reduction target of 20 percent to reduce the number of SOV commute trips during the peak period, encourages public and private sector employers to reduce employees' SOV trips by implementing employer-specific trip reduction programs, encourages both public and private sector employers to monitor and track agency participation through an online commute tracking platform, and encourages use of [www.TryParkingIt.com](http://www.TryParkingIt.com) (or a comparable tracking platform) to aid in tracking and monitoring activities. In addition, the RTC will evaluate public agencies' participation and implementation of the program through a new policy established as part of the Metropolitan Transportation Plan (MTP) Policy Bundle with non-participation possibly impacting the level of Transportation Development Credits received through the policy bundle survey process. For private sector agencies, the RTC will monitor the agency's participation and implementation of the program through [www.TryParkingIt.com](http://www.TryParkingIt.com) or a comparable tracking platform, with participation possibly resulting in awarding regional funding for TDM-related efforts such as transit passes. Also outlined in the resolution, staff will provide the RTC with annual updates on the status of the trip reduction target to reduce SOV commute trips and include [www.TryParkingIt.com](http://www.TryParkingIt.com) usage rates, number of users, trips reduced, and emissions reduced. Details were provided in Electronic Item 5.2. The schedule for this effort was highlighted. Richard E. Aubin discussed the section of the resolution that states non-participation may impact the level of Transportation Development Credits received through the policy bundle survey process and noted he was concerned about how the policy would be administered and the potential impacts associated if an agency does not adopt the policy. Michael Morris noted the trip reduction policy is not intended to punish an agency but to encourage adoption of the policy by providing an incentive through the MTP Policy Bundle process. In addition, there will be a review of the MTP Policy Bundle to determine the appropriate points for this and all elements of the policy bundle. Duncan Webb noted how most of the change in behavior from COVID-19 was related to telecommuting and asked if this is the right incentive for both the public and private sector. Mr. Morris noted that an MPO has no regulatory authority over a public or private sector, but that local governments could be encouraged to adopt the policy as part of the MTP Policy Bundle so that when combined with other efforts, TDCs can be awarded and used to pay for local match on federal funds. For the private sector, TDCs are not applicable. Instead, an

option for private sector incentive could be transit passes especially considering that transit ridership has continued to be low. A motion was made to approve the Regional Transportation Council Resolution Supporting the Establishment of a Regional Single-Occupancy Vehicle Trip Reduction Target to Reduce Drive Alone Vehicle Trips in North Central Texas, provided in Electronic Item 5.1. Richard E. Aubin (M); Theresa Daniel (S). The motion passed unanimously.

6. **Regional Pedestrian Safety Action Plan (2021):** Kevin Kokes presented details of the regional Pedestrian Safety Action Plan (PSAP), which was developed in response to the high number of pedestrian-involved crashes and fatalities in the region. The safety plan helps address the Regional Transportation Council (RTC's) safety position that even one death on the transportation system is unacceptable and will compliment Mobility 2045 by enhancing existing goals and policies with a more targeted focus on pedestrian safety. The plan also aims to create a specific roadmap for activities, investments, and improvements in the region and to serve as a guide and template for partners to develop detailed local safety action plans of their own. He noted that staff anticipated developing a comparable bicycle safety plan in the near future. Goals of the plan aim to eliminate crashes across the region by 2050, balance the safety and needs of all roadway users with priority given to those most vulnerable, include level of comfort in the design and other phases of development, integrate the most direct routes for pedestrian without forcing them to walk miles out of their way to cross roadways safely, and implement countermeasures to achieve adopted regional safety performance targets. A summary of the Plan policies was also provided and included development of educational programs related to pedestrian safety, implementation of safety countermeasures along safety corridors, and support law enforcement and State legislation focused on safety. In addition, action items within the Plan were highlighted and included developing performance measures for tracking the effectiveness of the Plan, regular updates to the Plan, coordination and support for safety programs, policies, and campaigns, among other actionable items. Future efforts include roadway safety audits with a focus on pedestrian safety, development of a regional Bicycle Safety Action Plan, and approval of the Pedestrian Safety Action Plan by reference within the Mobility 2045 Update. The schedule for this effort was reviewed, which included several stakeholder meetings and information briefings to the Surface Transportation Technical Committee and the Council. Details were provided in Electronic Item 6 and the finalized plan was made available at [www.nctcog.org/pedsafetyplan](http://www.nctcog.org/pedsafetyplan). A motion was made to endorse the Pedestrian Safety Action Plan, including direction for staff to incorporate the recommendations, including projects, programs, and policies, into future metropolitan transportation plans, specifically the upcoming Mobility 2045 update, as appropriate. Ann Zadeh (M); Dianne Costa (S). The motion passed unanimously.
7. **Legislative Update:** Rebekah Hernandez provided an update on federal legislative items. She noted negotiations between President Biden and GOP Senators recently ended with no agreement on spending or definition of infrastructure for the American Jobs Plan. A bipartisan group of House members released a compromise bill that contains \$1.25 trillion in new spending and of that \$949 billion would be for traditional infrastructure although no funding source for the bill has been identified. She noted staff would continue to track the different versions as they take shape over the summer. Regarding federal surface transportation reauthorization, the Senate Environment and Public Works Committee approved a bipartisan bill that contains only highway section funding of approximately \$304 billion over five years. In addition, the House Transportation and Infrastructure Committee approved its version of a surface transportation bill that totals approximately \$547 billion over five years. This proposed bill includes funding for highway and transit, with \$343 billion identified for highway funding. Staff will also continue to track federal surface

transportation reauthorization and provide updates. Ms. Hernandez also provided an update on the Texas Legislature, which concluded May 31. SB 1, the two-year statewide budget totaling approximately \$248 billion was approved. This is a decrease of \$13.5 billion mainly due to stimulus funds and other funds that are expected to be allocated to the State. Related to transportation, funding for the Texas Department of Transportation (TxDOT) totals just over \$30 billion which does include Proposition 1 and Proposition 7 revenues with no diversions. She noted the Governor must sign or veto bills by June 20. In addition, the Legislature is expected to convene in a fall Special Session to allocate \$16 billion in federal funds. Bills that have been approved were highlighted. HB 2219 would reauthorize TxDOT to issue bonds based on revenues that flow into the Texas Mobility Fund. A Senate amendment excludes funds from being used on toll roads. Then HJR 99 is a constitutional amendment that will go to voters on the November 2021 ballot. If approved this would provide authority for counties to bond revenue from the transportation reinvestment zones. HB 4472 would require the Texas Commission on Environmental Quality to remit a portion of the Texas Emissions Reduction Program funds to the State Highway Fund for Congestion Mitigation and Air Quality Improvement Projects in nonattainment areas. The comptroller estimates funding to average \$90 to \$95 million a year over the next few years. She noted that no electric vehicle bills or electric vehicle charging infrastructure bills were approved. Safety bills approved included SB 1055, which would create harsher penalties for accidents that involve a pedestrian in a crosswalk and would also require vehicles to stop and yield to a pedestrian in a crosswalk. In addition, HB 2048 would add vehicles operated by a tolling entity to the current move over slow down law and HB 3319 creates a public awareness campaign for the overall move over slow down law. The only speed limit approved was HB 3282 that would authorize a TxDOT district engineer to temporarily lower speed limits in a highway construction zone if conditions are unsafe. Approved technology bills included HB 5 that would create a broadband development office to award grants and loans to expand broadband areas in the state, SB 507 that would direct TxDOT to adopt rules to allow broadband providers to use right-of-way similar to utilities, SB 149 that would prohibit the operation of drones near State or federal military installations and public or private airports, and SB 763 that creates an Urban Air Mobility Advisory Committee at TxDOT to facilitate the development of urban air operations and infrastructure and to determine what regulatory changes may be needed. Miscellaneous transportation bills approved included HB 113 that creates uniform regulations for peer-to-peer car sharing services and HB 2223 that would require a study by TxDOT with TTI on the impact of the different classification of vehicles in addition to overweight vehicles on roads in the state. She noted staff will be watching to see which bills the Governor vetoes and would also be working on a detailed summary of all transportation and air quality bills that were tracked over the session. The summary is expected to be provided to members in July. Michael Morris noted that during the legislative session, Senator Nichols made it clear to then Executive Director James Bass in Senate testimony that TxDOT was not honoring fair share allocation. In the House, Representative Kraus worked on legislation and a House budget amendment that would have require TxDOT to document how it allocates Category 12 funds. The House budget amendment did not pass, but staff will continue to explore with TxDOT how discretionary funds are allocated. He thanked members of the legislature that supported the region and noted staff will continue to be an advocate for fair share allocation to the region.

8. **2020 Unified Transportation Program and Regional 10-Year Plan Update:** Christie Gotti briefed the Council on the latest activities being undertaken and the plan going forward for the 2022 Unified Transportation Program (UTP) and Regional 10-Year Plan. As a reminder, Texas House Bill (HB) 20 requires that Metropolitan Planning Organizations (MPO) develop 10-Year Plans using performance-based planning and project selection methods for projects funded with Category 2 (MPO selected), Category 4 (TxDOT District selected), and

Category 12 (Texas Transportation Commission selected) funds. The region's first 10-Year Plan was approved in December 2016 and has been updated annually since that time in conjunction with development of the Texas Department of Transportation's (TxDOT's) UTP. NCTCOG staff has coordinated with the TxDOT districts on updates to existing projects and potential new projects. The proposed list of projects for the Regional 10-Year Plan was provided in Electronic Item 8.1. Proposed new projects were scored using the same process used in previous years, which was outlined in Electronic Item 8.3. To satisfy a March 2021 deadline set by TxDOT, a draft project listing was developed that included project scores, revisions, and potential new projects. Principles for the development of the Regional 10-Year Plan were highlighted. Proposed projects should be included in Mobility 2045 with a focus on system versus stand along projects and efforts made to full fund existing projects before funding new projects. Ensuring equity of county allocations was also considered. She noted tracking the equity will become more complicated as projects are completed and no longer appear on the list, and that staff are working to track completed projects in county balances. Additional principles included maintaining toll project or selected corridor, refunding previously unfunded projects when possible, ensuring all Regional Transportation Council (RTC) projects are approved in the 2022 UTP, and scoring projects to ensure they qualify for funding. In addition, historic allocations for each of the funding categories were highlighted back to the 2017 UTP. For Category 2, funding allocations have remained relatively similar for the first four years, but during development of the 2021 UTP funding dropped by approximately \$600 million, which has been projected to continue for 2022. Category 4 funding has been relatively consistent and is anticipated to remain consistent for 2022. She noted Category 12 funds are more variable and largely depend on the specific projects selected by the Texas Transportation Commission, which have not yet been selected for 2022. Also highlighted was a proposed Surface Transportation Block Grant Program (STBG)/Category 2 funding exchange. Given that the region has accumulated a significant carryover balance of STBG funds, staff proposed a funding exchange. Two projects have been identified that can advance in 2021, which would allow the region to quickly reduce its carryover balance of STBG funds. The first proposed project was US 287, which has about \$34 million in Category 2 funds currently allocated. Staff proposed those funds be exchanged for \$34 million STBG funds. Similarly the second proposed project, State Loop 9 currently has about \$107 million in Category 2 across four projects, proposed to be exchanged with \$107 million STBG funds. A proposal will be brought back at a later time with specific projects on which to program the freed-up Category 2 funds. Maps showing approved and proposed projects in the Regional 10-Year Plan and their current status were highlighted. Details were provided in Electronic Item 8.2. Staff noted the maps do not reflect projects completed prior to 2017 and only included projects approved through the Regional 10-Year Plan process. Staff is working on the appropriate way to show all project listings that is not overly complicated. NCTCOG staff will work to finalize projects selection in coordination with TxDOT and await decisions by the TTC on Category 12 funds. Action on the proposed projects listings will be requested at the July meeting and staff will bring back any project changes once the TTC selects projects and approves the 2022 UTP. Ms. Gotti highlighted a comment received from the City of Dallas on Loop 12 at Skillman. Staff has proposed to remove funding from the project, funded at the beginning of the 10-Year Plan process, because there had been no activity on the project. It was staff's understanding that the project was no longer viable. Staff has been alerted that this is not the case and are working to schedule meetings with the City of Dallas and TxDOT to resolve. Results of the meeting will be included with the projects listings proposed for action at the July meeting. The timeline for this effort was highlighted. The NCTCOG public comment period will begin in June, followed by proposed action by the RTC in July. TxDOT will conduct public meetings on the 2022 UTP in the summer, with TTC approval anticipated in August 2021.

9. **Automated Vehicles 2.2/2.3 Program: Proposed Projects:** Thomas Bamonte presented proposed projects for advancement under the Automated Vehicle (AV) Program. In 2018, the Regional Transportation Council approved approximately \$31.5 million for AV projects, and in 2020 the AV 2.2 and AV 2.3 programs were consolidated. Staff began working with the Surface Transportation Technical Committee and local partners to provide technical assistance to those considering submittal of applications for AV 2.2 and AV 2.3 funding. Applications were due in March 2021, and North Central Texas Council of Governments (NCTCOG) staff then reviewed applications. A review of how automated vehicle technology has advanced in the region was provided. In 2017, there were no automated trucks operating in this region. Since then, four leading AV truck firms have come to the region, located operations, and are making regular automated trips between Dallas and Houston and other destinations. Similar progress has been seen for people mover projects. In 2017, Arlington had a single shuttle running in a single quarter mile line and two years later Arlington and Frisco were providing passenger service on a fixed route with stops along the way. Four years later Arlington has integrated automated vehicle service into its citywide VIA transportation service. The goal of projects funded through this effort is to move from individual projects to a regional AV Program covering multiple AV types and use cases. There will also be focus on workforce development and how to prepare the workforce for a changed transportation future. Impact to infrastructure, equity, economic development, and regional coordination to leverage resources will also be advanced. Staff will work with project partners to bring projects forward in a timely and effective manner. The first proposed project sponsor is Dallas College for AV service that will include the Cedar Valley Campus, a nearby high school and multiple community sites and the surrounding neighborhood to the south of the campus. The next proposed project sponsor is also Dallas College for AV service using the Eastfield Campus as a hub for service to three feeder high schools, community destinations, medical facilities, and others. He noted a key component for both the Cedar Valley and Eastfield Campus projects is a workforce development program designed to train students for jobs in automated transportation. The campuses have been working with AV companies on curriculum development. A community food delivery bot service project is the next proposed project that will serve the neighborhoods surrounding Paul Quinn College in South Dallas, which is in a food desert. Paul Quinn College will be using sidewalk delivery bots to deliver food from its college garden to local households. Ensuring participants have sufficient Internet access to interact with the delivery bots, as well as other opportunities available by accessing the Internet, will be an important component of the project. Next, is a project that would develop the nation's first AV truckport in northwest Fort Worth. The truckport will serve as a first mile/last mile stop for human-driven trucks before the cargo is transferred to long-haul automated trucks. Next, a connected vehicle test bed and community connector project is proposed in northeast Richardson to advance ITS technology in and around a rail station with heavy pedestrian and vehicle use. As part of the deployment, AV service will connect neighborhoods in the area to community and civic buildings, parks, recreation, and social services. The project would also serve the Richardson Innovation Quarter and the new University of Texas Dallas Center for Smart and Connected Mobility. The final proposed project, Dallas Area Rapid Transit Love Link AV Airport Connector, would provide AV service along an established route between Inwood Station and Love Field. A summary of the recommended projects was highlighted and also provided in Electronic Item 9. Members were encouraged to view the proposed projects as bundle of projects on which shared resources and best practices can be used to bring the projects over the goal line cost effectively and successfully. The schedule for this effort was reviewed. Mr. Bamonte noted that in most cases, leadership of the individual projects will transition to the project sponsors with staff providing assistance for successful implementation.

10. **Mobility 2045 Update and Map Your Experience Interactive Online Tool for Public Comments:** Brendon Wheeler presented efforts to update Mobility 2045, which was adopted by the Regional Transportation Council (RTC) in June 2018. Federal guidelines require the Dallas-Fort Worth region to update the region's long-range transportation plan a minimum of every four years. In addition, Transportation Conformity expires in November 2022. As a result, efforts to update Mobility 2045 have begun with targeted adoption of the Mobility Plan Update by the RTC in June 2022. The updated plan will include a base year of 2023, a horizon year of 2045, and use revised 2045 demographics and revenue forecasts. Project refinement will be the focus of the update, versus the addition of new projects and programs. Vision, goals, and objectives shape the foundation of the program, policies, and projects in the plan, and the mobility planning process is strengthened through the performance-based framework that informs project selection, project prioritization, and adoption within the plan. Mobility 2045 includes nine goals within four goal themes: 1) mobility, 2) quality of life, 3) system sustainability, and 4) implementation. Mr. Wheeler reviewed progress to date, as well as current staff efforts. He noted the vision and goals from Mobility 2045 have been reaffirmed, and a public involvement framework has been developed. Current efforts include performance measures development, policy and program review, Policy Bundle review, agency and partner coordination, and development of the financial plan. As part of the framework, staff has developed the Map Your Experience tool to inform the plan and other planning efforts within the Transportation Department. The interactive online tool recently went live on the NCTCOG website and allows the public to provide feedback on various transportation elements at specific locations and will be used to quantify needs holistically. The schedule for the Mobility Plan update was highlighted. Development will continue through the end of 2021, including continued coordination with partner agencies. Draft recommendations are expected in early 2022, with Regional Transportation Council action anticipated in June 2022. Additional information on the Mobility Plan is available at [www.nctcog.org/PlaninProgress](http://www.nctcog.org/PlaninProgress) and the Map Your Experience Tool is available at [www.nctcog.org/MapYourExperience](http://www.nctcog.org/MapYourExperience).
  
11. **2021 Rebuilding American Infrastructure with Sustainability and Equity Discretionary Grant Program:** Jeff Neal provided an overview of the Fiscal Year 2021 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Discretionary Grant program. This program replaces the Better Utilizing Investment to Leverage Development (BUILD). Approximately \$1 billion is available nationwide for capital projects, and approximately \$30 million is dedicated to planning grants with up to 100 percent available to "areas of persistent poverty." He noted the division of funding between rural and urban has shifted back to 50 percent rural/50 percent urban. The submittal deadline for grant applications is July 12, 2021. Project awards are expected to be announced by the United States Department of Transportation by November 22, 2021. Projects will have an obligation deadline of September 30, 2024 and RAISE Grant funds must be full expended by September 30, 2029. Mr. Neal noted that while the seven merit criteria are the same as the BUILD program, but reflecting the grant's name change there are several points of additional focus within the criteria including climate change and environmental justice considerations, reducing emissions and supporting a renewable energy supply chain, increasing resiliency and disaster preparedness, increasing transportation choice and equity, expanding access and connectivity to essential services, and addressing racial equality and barriers to opportunities. Projects proposed for submittal to the grant program include an opportunity to advance the North Tarrant Express project on IH 820 and SH 183. A total of \$25 million in RAISE grant funds would be requested to address additional mobility, reliability, and sustainability needs in the corridor, and would be used in addition to the funds anticipated from the private sector for provided new general purpose and TEXpress lane capacity. Also highlighted was a project to be submitted by the Texas

Department of Transportation, the Dallas Loop Trinity Forest Spine Trail (Phase 3). North Central Texas Council of Governments (NCTCOG) staff will be providing technical assistance for the benefit cost analysis. The project will not count as one of the three projects to be submitted by NCTCOG. The next proposed project is the planned extension of the TEXRail commuter rail line from the Fort Worth TP&P Station to the Near Southside/Medical District. Proposed grant funds requested is \$25 million and would be used towards cost overruns and improving serviceability, sustainability, and equity issues. Enhancing Mobility within the Southern Dallas Inland Port was also proposed, which has been submitted in previous grant opportunities, and would include transit and intersection improvements to enhance employment, education, and healthcare accessibility in southern Dallas/Dallas County. Proposed grant funds requested is \$7.7 million. The schedule for this effort was highlighted. By the June Surface Transportation Technical Committee meeting, staff expects to have finalized project scopes, costs, funding sources, and funding shares identified. Action on the proposed project submittals will be requested at the July Regional Transportation Council meeting. Entities submitting their own projects who are interested in receiving a letter of support from the RTC were asked to contact staff by June 21. A copy of the Notice of Funding Opportunity was provided in Electronic Item 11.1 and an overview of proposed candidate projects was provided in Electronic Item 11.2.

Michael Morris noted that this item and other important actions items will be considered at the July RTC and that he would coordinate with the incoming RTC Chair to determine the appropriate format for the July meeting since it may be beneficial for members to be able to attend virtually due to council recess and other family obligations in July.

12. **Congestion Management Process Update:** Natalie Bettger presented an overview of the update to the region's Congestion Management Process (CMP). The CMP is one of five federally mandated planning documents required for urbanized areas with populations over 200,000. The region's most recent update to the Congestion Management Process was approved in 2013. A CMP helps staff determine how to better operate the transportation system and demand on corridors and is used to manage travel demand, reduce single occupancy vehicle travel, improve efficiency of the transportation system, improve safety for all users, maximize transportation funds, justify additional capacity is needed, and coordinate with regional partners. A graphic explaining the steps of the Congestion Management Process was highlighted. Performance criteria is used to evaluate corridors based on crash rate, travel time index (recurring congestion), travel time reliability (non-recurring congestion), and bridge and pavement condition to identify deficiencies within each corridor. Available assets within the corridors are also evaluated based on the categories of roadway infrastructure, modal options, and operational strategies. Identifying if construction has recently been completed in the corridor and funded through the Transportation Improvement Program is also included in the process. The process concludes with the following output categories: sufficient, no performance deficiencies; construction, construction has taken place since information was last gather or construction expected in the next three years; CMP strategy candidates, based on performance deficiencies and available assets there is an opportunity to balance demand on the corridor; and corridor study candidate, assets to match performance deficiencies not available with further study needed. A map showing the results of the process for the corridors was highlighted. A total of 16 corridors have been determined to be in the CMP Strategy candidates category, 3 in the rehab category due to bridge and pavement condition, and 1 in the corridor study category. Staff proposed coordination with the Texas Department of Transportation (TxDOT) or the roadway operator to see if maintenance funds are available to improve those facilities and that the 1 project in the corridor study category be moved into a corridor type study analysis. For those projects in the CMP Strategy Selection category,

staff will review performance deficiencies, look at available strategies, and matches those with performance deficiencies and available assets to narrow the possible strategies for each of the corridors. This process will be automated. Review groups will be organized for CMP strategy corridor evaluations including North Central Texas Council of Governments staff, TxDOT or North Texas Tollway Authority, transit agencies, and municipalities along the corridors and evaluation of smaller segment, as well as review of the existing TIP projects in corridors. The review groups will then select appropriate strategies which will be used to establish the CMP program of projects to be presented to the Surface Transportation Technical Committee and Regional Transportation for approval, to then be added to the Transportation Improvement Program. Also highlighted was project performance evaluation. As part of the CMP, once strategies are implemented performance measures will be used to evaluate strategies for effectiveness and overall impact on the corridors. The timeline for this effort was highlighted. The proposed updated Congestion Management Process will be available for public comment through July 6, with Regional Transportation Council action requested at the July 8, 2021, meeting. Additional information was provided in Electronic Item 12.

13. **Election of Regional Transportation Council Officers:** Andy Eads, Chair of the Regional Transportation Council (RTC) Nominating Subcommittee, announced the slate of officers recommended by the Subcommittee for the 2021-2022 term: Chair Theresa Daniel, Ph.D., Commissioner, Dallas County; Vice Chair Duncan Webb, Commissioner, Collin County; and Secretary Cary Moon, Councilmember, City of Fort Worth. A motion was made to approve the slate of officers recommended for the 2021-2022 term. Andy Eads (M); Rick Grady (S). The motion passed unanimously.
14. **Progress Reports:** Regional Transportation Council attendance was provided in Electronic Item 14.1, Surface Transportation Technical Committee attendance and minutes in Electronic Item 14.2, and the current Local Motion in Electronic Item 14.3.
15. **Other Business (Old or New):** There was no discussion on this item.
16. **Future Agenda Items:** There was no discussion on this item.
17. **Next Meeting:** The next meeting of the Regional Transportation Council is scheduled for 1:00 pm, Thursday, July 8, 2021.

The meeting adjourned at 3:10 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
<b>Phase Subtotal:</b>				<b>\$2,480,000</b>	<b>\$310,000</b>	<b>\$0</b>	<b>\$310,000</b>	<b>\$0</b>	<b>\$3,100,000</b>
<b>Grand Total:</b>				<b>\$2,880,000</b>	<b>\$360,000</b>	<b>\$0</b>	<b>\$360,000</b>	<b>\$0</b>	<b>\$3,600,000</b>

### REVISION REQUESTED:

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

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

## PROPOSED AUGUST 2021 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 55277.1     **Facility:** SS 348     **Location/Limits From:** SH 114     **Modification #:** 2021-0190  
**Impementing Agency:** TXDOT-DALLAS     **Location/Limits To:** LAS COLINAS BLVD  
**County:** DALLAS     **CSJ:** 0353-04-118  
**City:** VARIOUS     **Desc:** CONSTRUCT 0 TO 2 CONCURRENT HOV/MANAGED LANES (TRANSITIONAL SEGMENT)  
**Request:** ADD PROJECT TO APPENDIX D OF 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
2045	ENG	0353-04-118	SW PE:	\$0	\$100,000	\$0	\$0	\$0	\$100,000
<b>Grand Total:</b>				<b>\$0</b>	<b>\$100,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$100,000</b>

**TIP Code:** 55277.2     **Facility:** SS 348     **Location/Limits From:** SH 114     **Modification #:** 2021-0196  
**Impementing Agency:** TXDOT-DALLAS     **Location/Limits To:** LAS COLINAS BLVD  
**County:** DALLAS     **CSJ:** 0353-04-115  
**City:** VARIOUS     **Desc:** RECONSTRUCT EXISTING 4 TO 4 GENERAL PURPOSE LANES AND RECONSTRUCT 4 TO 4 LANE FRONTAGE ROADS (TRANSITIONAL SEGMENT)  
**Request:** ADD PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
**Comment:** RELATED TO TIP 55277.1/CSJ 0353-04-118

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	ENG	0353-04-115	SW PE:	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000
2022	ROW	0353-04-115	SW ROW:	\$1,600,000	\$200,000	\$0	\$200,000	\$0	\$2,000,000
<b>Grand Total:</b>				<b>\$1,600,000</b>	<b>\$1,200,000</b>	<b>\$0</b>	<b>\$200,000</b>	<b>\$0</b>	<b>\$3,000,000</b>

## PROPOSED AUGUST 2021 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 54085      **Facility:** US 67      **Location/Limits From:** IH 20      **Modification #:** 2021-0220  
**Impementing Agency:** TXDOT-DALLAS      **Location/Limits To:** IH 35E  
**County:** DALLAS      **CSJ:** 0261-03-030  
**City:** DALLAS      **Desc:** WIDEN 4 TO 6 MAINLANES, RECONSTRUCT EXISTING 2 LANE CONCURRENT HOV TO 1 REVERSIBLE EXPRESS LANE  
**Request:** DECREASE STBG FUNDING IN FY2018 AND MOVE FUNDS TO TIP 54008/CSJ 0442-02-088; INCREASE RTR FUNDING IN FY2018 WITH FUNDS TRANSFERRED FROM TIP 55166/CSJ 0918-47-177

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	ENG	0261-03-030	Cat 7:	\$10,329,161	\$2,582,290	\$0	\$0	\$0	\$12,911,451
2018	ROW	0261-03-030	Cat 7:	\$5,203,040	\$1,300,760	\$0	\$0	\$0	\$6,503,800
2018	CON	0261-03-030	Cat 12:	\$20,200,000	\$5,050,000	\$0	\$0	\$0	\$25,250,000
2018	CON	0261-03-030	Cat 2M:	\$8,000,000	\$2,000,000	\$0	\$0	\$0	\$10,000,000
2018	CON	0261-03-030	Cat 3 - RTR 121 - DA1:	\$0	\$0	\$19,580,000	\$0	\$0	\$19,580,000
2018	CON	0261-03-030	Cat 5:	\$4,550,662	\$1,137,665	\$0	\$0	\$0	\$5,688,327
2018	CON	0261-03-030	Cat 7:	\$15,243,373	\$3,810,843	\$0	\$0	\$0	\$19,054,216
<b>Phase Subtotal:</b>				<b>\$47,994,035</b>	<b>\$11,998,508</b>	<b>\$19,580,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$79,572,543</b>
<b>Grand Total:</b>				<b>\$63,526,236</b>	<b>\$15,881,558</b>	<b>\$19,580,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$98,987,794</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	ENG	0261-03-030	Cat 7:	\$10,329,161	\$2,582,290	\$0	\$0	\$0	\$12,911,451
2018	ROW	0261-03-030	Cat 7:	\$5,203,040	\$1,300,760	\$0	\$0	\$0	\$6,503,800
2018	CON	0261-03-030	Cat 12:	\$20,200,000	\$5,050,000	\$0	\$0	\$0	\$25,250,000
2018	CON	0261-03-030	Cat 2M:	\$8,000,000	\$2,000,000	\$0	\$0	\$0	\$10,000,000
2018	CON	0261-03-030	Cat 3 - RTR 121 - DA1:	\$0	\$0	\$19,580,000	\$0	\$0	\$19,580,000
2018	CON	0261-03-030	Cat 3 - RTR 121 - DA2:	\$0	\$0	\$12,310,400	\$0	\$0	\$12,310,400
2018	CON	0261-03-030	Cat 5:	\$4,550,662	\$1,137,665	\$0	\$0	\$0	\$5,688,327
2018	CON	0261-03-030	Cat 7:	\$2,932,973	\$733,243	\$0	\$0	\$0	\$3,666,216
<b>Phase Subtotal:</b>				<b>\$35,683,635</b>	<b>\$8,920,908</b>	<b>\$31,890,400</b>	<b>\$0</b>	<b>\$0</b>	<b>\$76,494,943</b>
<b>Grand Total:</b>				<b>\$51,215,836</b>	<b>\$12,803,958</b>	<b>\$31,890,400</b>	<b>\$0</b>	<b>\$0</b>	<b>\$95,910,194</b>

**Revisions since STTC Meeting:** CLARIFIED THAT STBG FUNDS ARE BEING MOVED TO TIP 54008/CSJ 0442-02-088.

## PROPOSED AUGUST 2021 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 11651.5    **Facility:** VA    **Location/Limits From:** ARTHUR INTERMEDIATE AND DELANEY ELEM SAFE ROUTES TO SCHOOL, BOUNDED BY ARTHUR DR TO THE N    **Modification #:** 2021-0232

**Impementing Agency:** KENNEDALE    **Location/Limits To:** W KENNEDALE PARKWAY TO THE S, RUTH DR TO THE E, CORRY A EDWARDS DR TO THE W

**County:** TARRANT    **CSJ:** 0902-90-199

**City:** KENNEDALE    **Desc:** CONSTRUCT NEW AND RECONSTRUCT EXISTING SIDEWALKS, CROSSWALKS, AND CROSSING SAFETY IMPROVEMENTS; CONSTRUCT NEW SIGNAGE, TRAFFIC CALMING TREATMENTS, AND LIGHTING

**Request:** ADD PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); NEW FUNDS OFFSET BY A DECREASE ON THE BICYCLE/PEDESTRIAN SAFETY POOL (TIP 11651/CSJ 0902-00-173)

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	ENV	0902-90-199	Cat 5:	\$24,000	\$0	\$0	\$6,000	\$0	\$30,000
2022	ENG	0902-90-199	Cat 5:	\$91,273	\$0	\$0	\$22,818	\$0	\$114,091
2024	CON	0902-90-199	Cat 5:	\$768,483	\$0	\$0	\$192,121	\$0	\$960,604
<b>Grand Total:</b>				<b>\$883,756</b>	<b>\$0</b>	<b>\$0</b>	<b>\$220,939</b>	<b>\$0</b>	<b>\$1,104,695</b>

**TIP Code:** 40044    **Facility:** VA    **Location/Limits From:** ALONG CHIESA ROAD FROM SCHRADER ROAD    **Modification #:** 2021-0280

**Impementing Agency:** ROWLETT    **Location/Limits To:** NORTH OF MILLER ROAD

**County:** DALLAS    **CSJ:** 0918-47-207

**City:** ROWLETT    **Desc:** SAFE ROUTES TO SCHOOL PEDESTRIAN IMPROVEMENTS IN PROXIMITY TO HEFURTH ELEMENTARY SCHOOL INCLUDING NEW SIDEWALKS, BICYCLE/PEDESTRIAN SIGNALS, CROSSWALKS, RAMPS, AND SIGNAGE

**Request:** CANCEL PROJECT AT THE CITY'S REQUEST; CITY WILL FUND THE CONSTRUCTION OF SIDEWALKS IN FY2024 AS A PART OF A PROJECT TO WIDEN CHIESA ROAD

**Comment:** 2017 TA SET-ASIDE CFP

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2020	ENG	0918-47-207	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$134,900	\$134,900
2022	CON	0918-47-207	Cat 9 TA Set Aside:	\$349,348	\$0	\$0	\$87,337	\$0	\$436,685
<b>Grand Total:</b>				<b>\$349,348</b>	<b>\$0</b>	<b>\$0</b>	<b>\$87,337</b>	<b>\$134,900</b>	<b>\$571,585</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2020	ENG	0918-47-207	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$0	\$0
2022	CON	0918-47-207	Cat 9 TA Set Aside:	\$0	\$0	\$0	\$0	\$0	\$0
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

## PROPOSED AUGUST 2021 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 25069      **Facility:** VA      **Location/Limits From:** COLLIN CREEK MALL AT PARK BLVD AND US 75      **Modification #:** 2021-0283

**Impementing Agency:** PLANO

**County:** COLLIN      **CSJ:** 0918-24-262

**City:** PLANO      **Desc:** CONSTRUCT 2,000 VEHICLE CAPACITY PARKING GARAGE TO PROVIDE PARKING FOR DOWNTOWN PLANO LIGHT RAIL STATION AND ADJACENT MIXED-USE DEVELOPMENT; INCLUDES ELECTRIC VEHICLE CHARGING INFRASTRUCTURE

**Request:** REVISE LIMITS FROM COLLIN CREEK GARAGE AT 15TH STREET AND US 75; DELAY CONSTRUCTION PHASE TO FY2022

**Comment:** FEDERAL FUNDS FOR PUBLIC SPACES; LOCAL FUNDS FOR PRIVATE SPACES; \$15 MILLION TO BE REPAID BY PLANO; LOCAL CONTRIBUTION PAID BY CITY OF PLANO

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	CON	0918-24-262	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$17,500,000	\$17,500,000
2021	CON	0918-24-262	STBG:	\$30,000,000	\$0	\$0	\$7,500,000	\$0	\$37,500,000
<b>Phase Subtotal:</b>				<b>\$30,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$7,500,000</b>	<b>\$17,500,000</b>	<b>\$55,000,000</b>
<b>Grand Total:</b>				<b>\$30,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$7,500,000</b>	<b>\$17,500,000</b>	<b>\$55,000,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	CON	0918-24-262	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$17,500,000	\$17,500,000
2022	CON	0918-24-262	STBG:	\$30,000,000	\$0	\$0	\$7,500,000	\$0	\$37,500,000
<b>Phase Subtotal:</b>				<b>\$30,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$7,500,000</b>	<b>\$17,500,000</b>	<b>\$55,000,000</b>
<b>Grand Total:</b>				<b>\$30,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$7,500,000</b>	<b>\$17,500,000</b>	<b>\$55,000,000</b>

## PROPOSED AUGUST 2021 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 25036      **Facility:** IH 30      **Location/Limits From:** MACARTHUR      **Modification #:** 2021-0284  
**Impementing Agency:** GRAND PRAIRIE      **Location/Limits To:** SH 161  
**County:** DALLAS      **CSJ:** 1068-04-176  
**City:** GRAND PRAIRIE      **Desc:** INSTALLATION OF NEW DYNAMIC MESSAGE SIGNS AND NEW CCTV CAMERAS  
**Request:** DELAY ENGINEERING PHASE TO FY2021 AND CONSTRUCTION PHASE TO FY2023; INCREASE ENGINEERING FUNDING IN FY2021  
**Comment:** LOCAL CONTRIBUTION PAID BY CITY OF GRAND PRAIRIE

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2020	ENG	1068-04-176	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$75,000	\$75,000
2021	CON	1068-04-176	Cat 5:	\$400,480	\$100,120	\$0	\$0	\$0	\$500,600
<b>Grand Total:</b>				<b>\$400,480</b>	<b>\$100,120</b>	<b>\$0</b>	<b>\$0</b>	<b>\$75,000</b>	<b>\$575,600</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	1068-04-176	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$76,322	\$76,322
2023	CON	1068-04-176	Cat 5:	\$400,480	\$100,120	\$0	\$0	\$0	\$500,600
<b>Grand Total:</b>				<b>\$400,480</b>	<b>\$100,120</b>	<b>\$0</b>	<b>\$0</b>	<b>\$76,322</b>	<b>\$576,922</b>

## PROPOSED AUGUST 2021 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 19010      **Facility:** CS      **Location/Limits From:** ON US 380/WEST UNIVERSITY DRIVE AT COMMUNITY AVE      **Modification #:** 2021-0286  
**Impementing Agency:** MCKINNEY  
**County:** COLLIN      **CSJ:** 0135-02-067  
**City:** MCKINNEY      **Desc:** CONSTRUCT INTERSECTION IMPROVEMENTS INCLUDING DUAL LEFT TURN LANES AND RIGHT TURN LANES  
**Request:** INCREASE CMAQ FUNDING IN FY2023 AND REMOVE LOCAL CONTRIBUTION FUNDING IN FY2023 IN ORDER TO UTILIZE ADDITIONAL MTP POLICY BUNDLE TDCS  
**Comment:** 240,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; CATEGORY 2 AND MTP POLICY BUNDLE TDCS; LOCAL CONTRIBUTION PAID BY CITY OF MCKINNEY

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0135-02-067	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$250,000	\$250,000
2022	ROW	0135-02-067	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$340,000	\$340,000
2023	CON	0135-02-067	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$535,294	\$535,294
2023	CON	0135-02-067	Cat 3 - TDC (MPO):	\$0	\$0	\$132,941	\$0	\$0	\$0
2023	CON	0135-02-067	Cat 5:	\$664,706	\$0	\$0	\$0	\$0	\$664,706
<b>Phase Subtotal:</b>				<b>\$664,706</b>	<b>\$0</b>	<b>\$132,941</b>	<b>\$0</b>	<b>\$535,294</b>	<b>\$1,200,000</b>
<b>Grand Total:</b>				<b>\$664,706</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,125,294</b>	<b>\$1,790,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0135-02-067	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$250,000	\$250,000
2022	ROW	0135-02-067	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$340,000	\$340,000
2024	CON	0135-02-067	Cat 3 - TDC (MPO):	\$0	\$0	\$240,000	\$0	\$0	\$0
2024	CON	0135-02-067	Cat 5:	\$1,200,000	\$0	\$0	\$0	\$0	\$1,200,000
<b>Phase Subtotal:</b>				<b>\$1,200,000</b>	<b>\$0</b>	<b>\$240,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,200,000</b>
<b>Grand Total:</b>				<b>\$1,200,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$590,000</b>	<b>\$1,790,000</b>

## PROPOSED AUGUST 2021 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 40065      **Facility:** VA      **Location/Limits From:** JULIA BURGEN LINEAR PARK TRAIL SYSTEM; FROM THE EXISTING PATH EAST OF MARY STREET      **Modification #:** 2021-0287  
**Impementing Agency:** ARLINGTON      **Location/Limits To:** S. PECAN STREET  
**County:** TARRANT      **CSJ:** 0902-90-085  
**City:** ARLINGTON      **Desc:** CONSTRUCT NEW SHARED-USE PATH FOR BICYCLISTS AND PEDESTRIANS OVER TRADING HORSE TRIBUTARY  
**Request:** DELAY CONSTRUCTION AND CONSTRUCTION ENGINEERING PHASES TO FY2023  
**Comment:** 2017 TA SET-ASIDE CFP; TOTAL PROJECT FUNDING IS SPLIT 50% FEDERAL/50% LOCAL; LOCAL CONTRIBUTION PAID BY CITY OF ARLINGTON; PROJECT GROUPE UNDER 5000-00-916

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0902-90-085	Cat 9 TA Set Aside:	\$126,496	\$0	\$0	\$31,624	\$0	\$158,120
2021	CON	0902-90-085	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$406,926	\$406,926
2021	CON	0902-90-085	Cat 9 TA Set Aside:	\$379,092	\$0	\$0	\$94,773	\$0	\$473,865
<b>Phase Subtotal:</b>				<b>\$379,092</b>	<b>\$0</b>	<b>\$0</b>	<b>\$94,773</b>	<b>\$406,926</b>	<b>\$880,791</b>
2021	CONENG	0902-90-085	Cat 9 TA Set Aside:	\$36,980	\$0	\$0	\$9,245	\$0	\$46,225
<b>Grand Total:</b>				<b>\$542,568</b>	<b>\$0</b>	<b>\$0</b>	<b>\$135,642</b>	<b>\$406,926</b>	<b>\$1,085,136</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0902-90-085	Cat 9 TA Set Aside:	\$126,496	\$0	\$0	\$31,624	\$0	\$158,120
2023	CON	0902-90-085	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$406,926	\$406,926
2023	CON	0902-90-085	Cat 9 TA Set Aside:	\$379,092	\$0	\$0	\$94,773	\$0	\$473,865
<b>Phase Subtotal:</b>				<b>\$379,092</b>	<b>\$0</b>	<b>\$0</b>	<b>\$94,773</b>	<b>\$406,926</b>	<b>\$880,791</b>
2023	CONENG	0902-90-085	Cat 9 TA Set Aside:	\$36,980	\$0	\$0	\$9,245	\$0	\$46,225
<b>Grand Total:</b>				<b>\$542,568</b>	<b>\$0</b>	<b>\$0</b>	<b>\$135,642</b>	<b>\$406,926</b>	<b>\$1,085,136</b>

## PROPOSED AUGUST 2021 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 11682      **Facility:** VA      **Location/Limits From:** CITY OF FRISCO - AUTOMATED VEHICLE DEPLOYMENT; BOUNDED BY LEBANON RD TO THE NORTH,      **Modification #:** 2021-0289  
**Impementing Agency:** FRISCO      **Location/Limits To:** DALLAS PARKWAY TO THE EAST, SH 121 TO THE SOUTH, AND LEGACY DR TO THE WEST  
**County:** COLLIN      **CSJ:** 0918-24-257  
**City:** FRISCO      **Desc:** IMPLEMENT A LOW/MEDIUM SPEED AV SHUTTLE DEPLOYMENT FOR EMPLOYEES/RESIDENTS/VISITORS OF \$5 BILLION DOLLAR MILE, AND HALL PARK; CITY WILL CONTRACT FOR SERVICES/OPERATION OF SHUTTLE  
**Request:** CANCEL PROJECT AT THE CITY'S REQUEST (PROJECT NOT VIABLE)

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	IMP	0918-24-257	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$125,000	\$125,000
2021	IMP	0918-24-257	Cat 7:	\$300,000	\$0	\$0	\$75,000	\$0	\$375,000
<b>Phase Subtotal:</b>				<b>\$300,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$75,000</b>	<b>\$125,000</b>	<b>\$500,000</b>
<b>Grand Total:</b>				<b>\$300,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$75,000</b>	<b>\$125,000</b>	<b>\$500,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	IMP	0918-24-257	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$0	\$0
2021	IMP	0918-24-257	Cat 7:	\$0	\$0	\$0	\$0	\$0	\$0
<b>Phase Subtotal:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

## PROPOSED AUGUST 2021 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 84158      **Facility:** MH      **Location/Limits From:** ON CHISHOLM TRAIL PARKWAY FROM FM 1187      **Modification #:** 2021-0293  
**Impementing Agency:** NTTA      **Location/Limits To:** US 67  
**County:** JOHNSON      **CSJ:** 0000-02-052  
**City:** VARIOUS      **Desc:** CONSTRUCT 0 TO 2 LANE SOUTH BOUND FRONTAGE ROAD  
**Request:** CHANGE SCOPE TO CONSTRUCT 0 TO 2 LANE SOUTHBOUND TOLL LANES  
**Comment:** LOCAL CONTRIBUTION PAID BY NTTA

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0000-02-052	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$25,000,000	\$25,000,000
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$25,000,000</b>	<b>\$25,000,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0000-02-052	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$25,000,000	\$25,000,000
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$25,000,000</b>	<b>\$25,000,000</b>

**Revisions since STTC Meeting:** CHANGED REQUESTED SCOPE FROM "CONSTRUCT 0 TO 2 LANE SOUTHBOUND MAINLANES" TO "CONSTRUCT 0 TO 2 LANE SOUTHBOUND TOLL LANES" IN ORDER TO BE CONSISTENT WITH MOBILITY 2045.

**TIP Code:** 21020      **Facility:** CS      **Location/Limits From:** FOREST HILL DR AT FOREST HILL CIRCLE      **Modification #:** 2021-0296  
**Impementing Agency:** FOREST HILL  
**County:** TARRANT      **CSJ:** 0902-90-219  
**City:** FOREST HILL      **Desc:** CONSTRUCT SIGNAL AND INTERSECTION IMPROVEMENTS, INCLUDING SIGNAL RETIMING  
**Request:** DELAY CONSTRUCTION TO FY2024 AFTER ORIGINAL RTC APPROVAL; ADD PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) AS APPROVED BY THE RTC ON NOVEMBER 12, 2020  
**Comment:** 100,000 OF TRANSPORATION DEVELOPMENT CREDITS (CAT 3-TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; REGIONAL TDCS

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	CON	0902-90-219	Cat 3 - TDC (MPO):	\$0	\$0	\$100,000	\$0	\$0	\$0
2024	CON	0902-90-219	Cat 5:	\$500,000	\$0	\$0	\$0	\$0	\$500,000
<b>Phase Subtotal:</b>				<b>\$500,000</b>	<b>\$0</b>	<b>\$100,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$500,000</b>
<b>Grand Total:</b>				<b>\$500,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$500,000</b>

## PROPOSED AUGUST 2021 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 25091      **Facility:** VA      **Location/Limits From:** SPRING VALLEY/SHERMAN, BUCKINGHAM/COLLEGE PARK, BELT LINE/PLANO, CAMPBELL/GREENVILLE, CENTENNIAL/ABRAMS      **Modification #:** 2021-0301  
**Impementing Agency:** RICHARDSON      **Location/Limits To:** CENTENNIAL/GREENVILLE, RENNER/SHILOH, COIT/SPRING VALLEY  
**County:** VARIOUS      **CSJ:** 0918-24-266  
**City:** RICHARDSON      **Desc:** TRAFFIC SIGNAL IMPROVEMENTS  
**Request:** ADD PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) AS A GROUPED PROJECT  
**Comment:** 332,132 OF TRANSPORATION DEVELOPMENT CREDITS (CAT 3-TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; POLICY BUNDLE TDCS; GROUPED CSJ 5800-00-915; LOCAL CONTRIBUTION PAID BY CITY OF RICHARDSON; RELATED TO CSJS 0918-47-334, 0918-47-335, 0918-47-338, 0918-47-337, 0918-47-336, 0918-47-332, 0918-47-331

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0918-24-266	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$240,000	\$240,000
2022	CON	0918-24-266	Cat 3 - TDC (MPO):	\$0	\$0	\$332,132	\$0	\$0	\$0
2022	CON	0918-24-266	Cat 8:	\$3,321,316	\$0	\$0	\$0	\$0	\$3,321,316
<b>Phase Subtotal:</b>				<b>\$3,321,316</b>	<b>\$0</b>	<b>\$332,132</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,321,316</b>
<b>Grand Total:</b>				<b>\$3,321,316</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$240,000</b>	<b>\$3,561,316</b>

**TIP Code:** 14081      **Facility:** VA      **Location/Limits From:** ON GREAT SOUTHWEST PARKWAY FROM EASTBOUND IH 20 FRONTAGE ROAD      **Modification #:** 2021-0309  
**Impementing Agency:** GRAND PRAIRIE      **Location/Limits To:** WESTBOUND IH 20 FRONTAGE ROAD  
**County:** TARRANT      **CSJ:** 2374-05-092  
**City:** GRAND PRAIRIE      **Desc:** WIDEN ROADWAY FROM 4 TO 6 LANES WITH SIDEWALKS  
**Request:** DELAY ENGINEERING PHASE TO FY2021; DELAY ROW AND UTILITY PHASES TO FY2023; DELAY CONSTRUCTION PHASE TO FY2025  
**Comment:** LOCAL CONTRIBUTION PAID BY CITY OF GRAND PRAIRIE; CMAQ FOR SIDEWALKS ONLY

## PROPOSED AUGUST 2021 TIP MODIFICATIONS FOR RTC MEETING

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2020	ENG	2374-05-092	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$330,300	\$330,300
2020	ROW	2374-05-092	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$100,000	\$100,000
2020	UTIL	2374-05-092	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$100,000	\$100,000
2021	CON	2374-05-092	Cat 5:	\$375,200	\$93,800	\$0	\$0	\$0	\$469,000
2021	CON	2374-05-092	STBG:	\$1,751,200	\$437,800	\$0	\$0	\$0	\$2,189,000
<b>Phase Subtotal:</b>				<b>\$2,126,400</b>	<b>\$531,600</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,658,000</b>
<b>Grand Total:</b>				<b>\$2,126,400</b>	<b>\$531,600</b>	<b>\$0</b>	<b>\$0</b>	<b>\$530,300</b>	<b>\$3,188,300</b>

**STTC APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	2374-05-092	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$330,300	\$330,300
2021	ROW	2374-05-092	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$100,000	\$100,000
2021	UTIL	2374-05-092	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$100,000	\$100,000
2025	CON	2374-05-092	Cat 5:	\$375,200	\$93,800	\$0	\$0	\$0	\$469,000
2025	CON	2374-05-092	STBG:	\$1,751,200	\$437,800	\$0	\$0	\$0	\$2,189,000
<b>Phase Subtotal:</b>				<b>\$2,126,400</b>	<b>\$531,600</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,658,000</b>
<b>Grand Total:</b>				<b>\$2,126,400</b>	<b>\$531,600</b>	<b>\$0</b>	<b>\$0</b>	<b>\$530,300</b>	<b>\$3,188,300</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	2374-05-092	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$330,300	\$330,300
2023	ROW	2374-05-092	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$100,000	\$100,000
2023	UTIL	2374-05-092	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$100,000	\$100,000
2025	CON	2374-05-092	Cat 5:	\$375,200	\$93,800	\$0	\$0	\$0	\$469,000
2025	CON	2374-05-092	STBG:	\$1,751,200	\$437,800	\$0	\$0	\$0	\$2,189,000
<b>Phase Subtotal:</b>				<b>\$2,126,400</b>	<b>\$531,600</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,658,000</b>
<b>Grand Total:</b>				<b>\$2,126,400</b>	<b>\$531,600</b>	<b>\$0</b>	<b>\$0</b>	<b>\$530,300</b>	<b>\$3,188,300</b>

Revisions since STTC Meeting: **DELAYED ROW AND UTILITY PHASES TO FY2023 TO BE CONSISTENT WITH ANTICIPATED START DATES.**

## PROPOSED AUGUST 2021 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 14000      **Facility:** CS      **Location/Limits From:** ON PRAIRIE CREEK RD FROM N OF MILITARY PKWY      **Modification #:** 2021-0324  
**Impementing Agency:** DALLAS      **Location/Limits To:** NORTH OF FORNEY ROAD  
**County:** DALLAS      **CSJ:** 0918-47-244  
**City:** DALLAS      **Desc:** CONSTRUCT GRADE SEPARATION OVER UPRR  
**Request:** ADD STBG FUNDING TO CONSTRUCTION PHASE AND MOVE \$150,000 LOCAL CONTRIBUTION FOR STBG FUNDING AWARDED TO THE DALLAS BICYCLE MASTER PLAN (TIP 21030) THROUGH COVID ROUND 3 APPROVED BY THE RTC ON NOVEMBER 12, 2020 IN ORDER TO DEFEDERALIZE THE SMALLER PROJECT; DELAY ROW AND UTILITIES TO FY2022 AND CONSTRUCTION TO FY2024  
**Comment:** LOCAL CONTRIBUTION PAID BY UNION PACIFIC RAILROAD, CITY OF DALLAS, AND DALLAS COUNTY

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2020	ENG	0918-47-244	Cat 10 - Cong Earmark:	\$1,602,360	\$0	\$0	\$400,590	\$0	\$2,002,950
2020	ENG	0918-47-244	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,600,000	\$1,600,000
<b>Phase Subtotal:</b>				<b>\$1,602,360</b>	<b>\$0</b>	<b>\$0</b>	<b>\$400,590</b>	<b>\$1,600,000</b>	<b>\$3,602,950</b>
2021	ROW	0918-47-244	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$200,000	\$200,000
2021	UTIL	0918-47-244	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$4,000,000	\$4,000,000
2022	CON	0918-47-244	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$6,847,837	\$6,847,837
2022	CON	0918-47-244	Cat 5:	\$5,172,653	\$0	\$0	\$1,293,163	\$0	\$6,465,816
<b>Phase Subtotal:</b>				<b>\$5,172,653</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,293,163</b>	<b>\$6,847,837</b>	<b>\$13,313,653</b>
<b>Grand Total:</b>				<b>\$6,775,013</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,693,753</b>	<b>\$12,647,837</b>	<b>\$21,116,603</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2020	ENG	0918-47-244	Cat 10 - Cong Earmark:	\$1,602,360	\$0	\$0	\$400,590	\$0	\$2,002,950
2020	ENG	0918-47-244	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,600,000	\$1,600,000
<b>Phase Subtotal:</b>				<b>\$1,602,360</b>	<b>\$0</b>	<b>\$0</b>	<b>\$400,590</b>	<b>\$1,600,000</b>	<b>\$3,602,950</b>
2022	ROW	0918-47-244	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$200,000	\$200,000
2022	UTIL	0918-47-244	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$4,000,000	\$4,000,000
2024	CON	0918-47-244	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$6,660,337	\$6,660,337
2024	CON	0918-47-244	Cat 5:	\$5,322,653	\$0	\$0	\$1,330,663	\$0	\$6,653,316
<b>Phase Subtotal:</b>				<b>\$5,322,653</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,330,663</b>	<b>\$6,660,337</b>	<b>\$13,313,653</b>
<b>Grand Total:</b>				<b>\$6,925,013</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,731,253</b>	<b>\$12,460,337</b>	<b>\$21,116,603</b>

**Revisions since STTC Meeting:** CONSTRUCTION PROPOSED FOR DELAY TO FY2024 AFTER PUBLIC INVOLVEMENT AND STTC.

## PROPOSED AUGUST 2021 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 25092      **Facility:** VA      **Location/Limits From:** DEEP ELLUM PARKING IMPROVEMENTS; FROM ELM ST      **Modification #:** 2021-0333

**Impementing Agency:** DALLAS      **Location/Limits To:** IH 30

**County:** DALLAS      **CSJ:** 0918-47-363

**City:** DALLAS      **Desc:** CONSTRUCT NEW PARKING FACILITIES IN THE VACANT LAND UNDER IH 345 AND CONSTRUCT IMPROVEMENTS TO THE EXISTING PARKING LOTS UNDER IH 345, INCLUDING ELECTRIC VEHICLES CHARGING TECHNOLOGY, PARKING METERS, WAYFINDING, AND OTHER INNOVATIVE IMPROVEMENTS

**Request:** APPROVE PROJECT DETAILS AND THE USE OF TDCS AFTER RTC ACTION, AND ADD PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) AS APPROVED BY THE RTC ON SEPTEMBER 12, 2019; DELAY CONSTRUCTION PHASE TO FY2024 AFTER RTC ACTION

**Comment:** 900,000 TRANSPORTATION DEVELOPMENT CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; REGIONAL TDCS

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	ENG	0918-47-363	Cat 3 - TDC (MPO):	\$0	\$0	\$100,000	\$0	\$0	\$0
2022	ENG	0918-47-363	STBG:	\$500,000	\$0	\$0	\$0	\$0	\$500,000
<b>Phase Subtotal:</b>				<b>\$500,000</b>	<b>\$0</b>	<b>\$100,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$500,000</b>
2024	CON	0918-47-363	Cat 3 - TDC (MPO):	\$0	\$0	\$800,000	\$0	\$0	\$0
2024	CON	0918-47-363	STBG:	\$4,000,000	\$0	\$0	\$0	\$0	\$4,000,000
<b>Phase Subtotal:</b>				<b>\$4,000,000</b>	<b>\$0</b>	<b>\$800,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,000,000</b>
<b>Grand Total:</b>				<b>\$4,500,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,500,000</b>

## PROPOSED AUGUST 2021 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 25093      **Facility:** VA      **Location/Limits From:** DEEP ELLUM AREA PEDESTRIAN AND TRAFFIC SIGNAL IMPROVEMENTS, BOUNDED BY LIVE OAK ST TO THE NORTH,      **Modification #:** 2021-0334  
**Impementing Agency:** DALLAS      **Location/Limits To:** HALL ST TO THE EAST, IH 30 TO THE SOUTH, AND CESAR CHAVEZ BLVD TO THE WEST  
**County:** DALLAS      **CSJ:** 0918-47-362  
**City:** DALLAS      **Desc:** CONSTRUCT NEW SIDEWALKS, ADA RAMPS, CURB EXTENSIONS, PEDESTRIAN LIGHTING, AND UPGRADES TO TRAFFIC SIGNALS IN THE DEEP ELLUM AREA  
**Request:** APPROVE PROJECT DETAILS AND THE USE OF TDCS, AND ADD PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) AS APPROVED BY THE RTC ON SEPTEMBER 12, 2019  
**Comment:** 1,100,000 TRANSPORTATION DEVELOPMENT CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; REGIONAL TDCS

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	ENG	0918-47-362	Cat 3 - TDC (MPO):	\$0	\$0	\$80,000	\$0	\$0	\$0
2022	ENG	0918-47-362	Cat 5:	\$400,000	\$0	\$0	\$0	\$0	\$400,000
<b>Phase Subtotal:</b>				<b>\$400,000</b>	<b>\$0</b>	<b>\$80,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$400,000</b>
2024	CON	0918-47-362	Cat 3 - TDC (MPO):	\$0	\$0	\$1,020,000	\$0	\$0	\$0
2024	CON	0918-47-362	Cat 5:	\$5,100,000	\$0	\$0	\$0	\$0	\$5,100,000
<b>Phase Subtotal:</b>				<b>\$5,100,000</b>	<b>\$0</b>	<b>\$1,020,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,100,000</b>
<b>Grand Total:</b>				<b>\$5,500,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,500,000</b>

## PROPOSED AUGUST 2021 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 25095      **Facility:** CS      **Location/Limits From:** BOUNDED BY LOGAN ST ON THE NORTH, BUDD ST ON THE SOUTH      **Modification #:** 2021-0338  
**Impementing Agency:** DALLAS      **Location/Limits To:** IDEAL AVE ON THE EAST, AND TO IH 45 ON THE WEST  
**County:** DALLAS      **CSJ:** 0918-47-365  
**City:** DALLAS      **Desc:** CREATE A TECHNOLOGY ARTERIAL IN THE SM WRIGHT CORRIDOR AREA BY DEPLOYING A WIDE ARRAY OF INTERCONNECTED TRANSPORTATION, PEDESTRIAN, AND TRANSIT INFRASTRUCTURE IMPROVEMENTS  
**Request:** ADD NEW FUNDING AND NEW PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	CON	0918-47-365	Cat 10 - ATCMTD	\$4,000,000	\$0	\$0	\$0	\$0	\$4,000,000
2022	CON	0918-47-365	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$2,000,000	\$2,000,000
2022	CON	0918-47-365	Cat 3 - RTC/Local:	\$0	\$0	\$2,000,000	\$0	\$0	\$2,000,000
<b>Phase Subtotal:</b>				<b>\$4,000,000</b>	<b>\$0</b>	<b>\$2,000,000</b>	<b>\$0</b>	<b>\$2,000,000</b>	<b>\$8,000,000</b>
<b>Grand Total:</b>				<b>\$4,000,000</b>	<b>\$0</b>	<b>\$2,000,000</b>	<b>\$0</b>	<b>\$2,000,000</b>	<b>\$8,000,000</b>

## PROPOSED AUGUST 2021 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 13044      **Facility:** US 75      **Location/Limits From:** AT RIDGEVIEW DRIVE      **Modification #:** 2021-0347  
**Impementing Agency:** TXDOT-DALLAS  
**County:** COLLIN      **CSJ:** 0047-06-161  
**City:** ALLEN      **Desc:** RECONSTRUCT INTERCHANGE  
**Request:** ADD STBG FUNDING TO THE CONSTRUCTION PHASE AND ADVANCE CONSTRUCTION TO FY2022; FUNDING INCREASE OFFSET BY A DECREASE ON TIP 30006/CSJ 0047-06-158  
**Comment:** REGIONAL 10 YEAR PLAN PROJECT

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0047-06-161	SW PE:	\$0	\$1,500,000	\$0	\$0	\$0	\$1,500,000
2021	ROW	0047-06-161	SW ROW:	\$4,000,000	\$500,000	\$0	\$500,000	\$0	\$5,000,000
2024	CON	0047-06-161	Cat 1:	\$2,000,000	\$500,000	\$0	\$0	\$0	\$2,500,000
2024	CON	0047-06-161	Cat 2M:	\$20,924,082	\$5,231,020	\$0	\$0	\$0	\$26,155,102
<b>Phase Subtotal:</b>				<b>\$22,924,082</b>	<b>\$5,731,020</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$28,655,102</b>
<b>Grand Total:</b>				<b>\$26,924,082</b>	<b>\$7,731,020</b>	<b>\$0</b>	<b>\$500,000</b>	<b>\$0</b>	<b>\$35,155,102</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0047-06-161	SW PE:	\$0	\$1,500,000	\$0	\$0	\$0	\$1,500,000
2021	ROW	0047-06-161	SW ROW:	\$4,000,000	\$500,000	\$0	\$500,000	\$0	\$5,000,000
2022	CON	0047-06-161	Cat 1:	\$2,000,000	\$500,000	\$0	\$0	\$0	\$2,500,000
2022	CON	0047-06-161	Cat 2M:	\$20,924,082	\$5,231,020	\$0	\$0	\$0	\$26,155,102
2022	CON	0047-06-161	STBG:	\$7,156,475	\$1,789,119	\$0	\$0	\$0	\$8,945,594
<b>Phase Subtotal:</b>				<b>\$30,080,557</b>	<b>\$7,520,139</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$37,600,696</b>
<b>Grand Total:</b>				<b>\$34,080,557</b>	<b>\$9,520,139</b>	<b>\$0</b>	<b>\$500,000</b>	<b>\$0</b>	<b>\$44,100,696</b>

## PROPOSED AUGUST 2021 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 14071      **Facility:** FM 1378      **Location/Limits From:** AT FM 3286      **Modification #:** 2021-0349  
**Impementing Agency:** TXDOT-DALLAS  
**County:** COLLIN      **CSJ:** 1392-01-044  
**City:** LUCAS      **Desc:** CONSTRUCT INTERSECTION IMPROVEMENTS (SIDEWALKS AND TURN LANES)  
**Request:** SPLIT PROJECT INTO TWO SEGMENTS WITH THIS PROJECT BEING THE FIRST SEGMENT; REVISE LIMITS TO FM 1378 FROM FM 3286 TO SOUTH OF FM 3286  
**Comment:** RELATED TO TIP 14071.2/CSJ 3476-02-013; CMAQ IS FOR NEW SIGNALS, TURN LANES, PEDESTRIAN IMPROVEMENTS, AND INTERSCION IMPROVEMENTS ONLY

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	1392-01-044	SW PE:	\$0	\$300,000	\$0	\$0	\$0	\$300,000
2021	ROW	1392-01-044	SW ROW:	\$800,000	\$100,000	\$0	\$100,000	\$0	\$1,000,000
2024	CON	1392-01-044	Cat 5:	\$3,028,548	\$757,137	\$0	\$0	\$0	\$3,785,685
<b>Grand Total:</b>				<b>\$3,828,548</b>	<b>\$1,157,137</b>	<b>\$0</b>	<b>\$100,000</b>	<b>\$0</b>	<b>\$5,085,685</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	1392-01-044	SW PE:	\$0	\$300,000	\$0	\$0	\$0	\$300,000
2021	ROW	1392-01-044	SW ROW:	\$800,000	\$100,000	\$0	\$100,000	\$0	\$1,000,000
2024	CON	1392-01-044	Cat 5:	\$1,660,000	\$415,000	\$0	\$0	\$0	\$2,075,000
2024	CON	1392-01-044	STBG:	\$1,368,548	\$342,137	\$0	\$0	\$0	\$1,710,685
<b>Phase Subtotal:</b>				<b>\$3,028,548</b>	<b>\$757,137</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,785,685</b>
<b>Grand Total:</b>				<b>\$3,828,548</b>	<b>\$1,157,137</b>	<b>\$0</b>	<b>\$100,000</b>	<b>\$0</b>	<b>\$5,085,685</b>

**Revisions since STTC Meeting:**    **REVISED REQUEST TO REMOVE "ADVANCE CONSTRUCTION IN FY2023"**

## PROPOSED AUGUST 2021 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 14071.2      **Facility:** FM 3286      **Location/Limits From:** FM 1378      **Modification #:** 2021-0350  
**Impementing Agency:** TXDOT-DALLAS      **Location/Limits To:** EAST OF FM 1378  
**County:** COLLIN      **CSJ:** 3476-02-013  
**City:** LUCAS      **Desc:** CONSTRUCT INTERSECTION IMPROVEMENT (SIDEWALK AND TURN LANES)  
**Request:** SPLIT FROM TIP 14071/CSJ 1392-01-044 AND ADD PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); THIS PROJECT REPRESENTS A \$2,750,000 COST INCREASE FROM THE AMOUNT FUNDED ON THE ORIGINAL PROJECT

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	ENG	3476-02-013	SW PE:	\$0	\$200,000	\$0	\$0	\$0	\$200,000
2022	ROW	3476-02-013	SW ROW:	\$400,000	\$50,000	\$0	\$50,000	\$0	\$500,000
2024	CON	3476-02-013	Cat 5:	\$744,000	\$186,000	\$0	\$0	\$0	\$930,000
2024	CON	3476-02-013	STBG:	\$1,456,000	\$364,000	\$0	\$0	\$0	\$1,820,000
<b>Phase Subtotal:</b>				<b>\$2,200,000</b>	<b>\$550,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,750,000</b>
<b>Grand Total:</b>				<b>\$2,600,000</b>	<b>\$800,000</b>	<b>\$0</b>	<b>\$50,000</b>	<b>\$0</b>	<b>\$3,450,000</b>

**Revisions since STTC Meeting:**

## PROPOSED AUGUST 2021 TIP MODIFICATIONS FOR RTC MEETING

<b>TIP Code:</b> 53086	<b>Facility:</b> US 80	<b>Location/Limits From:</b> LAWSON ROAD (DALLAS/KAUFMAN C/L)	<b>Modification #:</b> 2021-0351
<b>Impementing Agency:</b> TXDOT-DALLAS		<b>Location/Limits To:</b> FM 460	
<b>County:</b> KAUFMAN	<b>CSJ:</b> 0095-03-080		
<b>City:</b> DALLAS	<b>Desc:</b>	RECONSTRUCT AND WIDEN 4 TO 6 MAINLANES AND RECONSTRUCT AND WIDEN 2/4 LANE DISCONTINUOUS TO 4/6 LANE CONTINUOUS FRONTAGE ROADS	
	<b>Request:</b>	ADVANCE CONSTRUCTION TO FY2023; ADD CAT 11 FUNDING TO CONSTRUCTION IN FY2023	
	<b>Comment:</b>	REGIONAL 10 YEAR PLAN PROJECT	

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0095-03-080	SW PE:	\$0	\$7,000,000	\$0	\$0	\$0	\$7,000,000
2021	ROW	0095-03-080	SW ROW:	\$9,600,000	\$1,200,000	\$0	\$1,200,000	\$0	\$12,000,000
2025	CON	0095-03-080	Cat 4:	\$106,400,000	\$26,600,000	\$0	\$0	\$0	\$133,000,000
<b>Grand Total:</b>				<b>\$116,000,000</b>	<b>\$34,800,000</b>	<b>\$0</b>	<b>\$1,200,000</b>	<b>\$0</b>	<b>\$152,000,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0095-03-080	SW PE:	\$0	\$7,000,000	\$0	\$0	\$0	\$7,000,000
2021	ROW	0095-03-080	SW ROW:	\$9,600,000	\$1,200,000	\$0	\$1,200,000	\$0	\$12,000,000
2023	CON	0095-03-080	Cat 11:	\$803,053	\$200,763	\$0	\$0	\$0	\$1,003,816
2023	CON	0095-03-080	Cat 4:	\$106,400,000	\$26,600,000	\$0	\$0	\$0	\$133,000,000
<b>Phase Subtotal:</b>				<b>\$107,203,053</b>	<b>\$26,800,763</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$134,003,816</b>
<b>Grand Total:</b>				<b>\$116,803,053</b>	<b>\$35,000,763</b>	<b>\$0</b>	<b>\$1,200,000</b>	<b>\$0</b>	<b>\$153,003,816</b>

<b>TIP Code:</b> 13043.2	<b>Facility:</b> IH 30	<b>Location/Limits From:</b> IH 635	<b>Modification #:</b> 2021-0353
<b>Impementing Agency:</b> TXDOT-DALLAS		<b>Location/Limits To:</b> BASS PRO DRIVE (IN GARLAND)	
<b>County:</b> DALLAS	<b>CSJ:</b> 0009-11-259		
<b>City:</b> VARIOUS	<b>Desc:</b>	OPERATIONAL IMPROVEMENTS AND BOTTLENECK REMOVAL	
	<b>Request:</b>	SPLIT FROM TIP 13043/CSJ 0009-11-129 AND ADD PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)	
	<b>Comment:</b>	RELATED TO TIP 13043/CSJ 0009-11-129	

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	ENG	0009-11-259	SW PE:	\$0	\$4,000,000	\$0	\$0	\$0	\$4,000,000
<b>Grand Total:</b>				<b>\$0</b>	<b>\$4,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,000,000</b>

## PROPOSED AUGUST 2021 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 21028      **Facility:** VA      **Location/Limits From:** HIGH-SPEED RAIL/CEDARS PLANNING STUDY BOUNDED BY GOOD LATIMER ON THE EAST, CORINTH ON THE SOUTH      **Modification #:** 2021-0361

**Impementing Agency:** NCTCOG      **Location/Limits To:** THE TRINITY RIVER ON THE WEST, AND YOUNG STREET ON THE NORTH PLANNING STUDY TO LOOK AT POTENTIAL

**County:** DALLAS      **CSJ:** 0918-46-364

**City:** DALLAS      **Desc:** IMPROVEMENTS TO THE GRID SYSTEM OVER IH 30 & IN THE CEDARS NEIGHBORHOOD OF DALLAS, & TO REVIEW THE POTENTIAL FOR PLACING STRUCTURES ON TOP OF IH 30; INCL. PRELIMINARY ENGINEERING FOR IMPROVEMENTS THAT COME OUT OF PLANNING WORK

**Request:** CHANGE SOURCE OF MATCH FROM LOCAL TO TRANSPORTATION DEVELOPMENT CREDITS (TDCS) AFTER ORIGINAL RTC ACTION; ADD PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**Comment:** 800,000 OF TRANSPORATION DEVELOPMENT CREDITS (CAT 3-TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; REGIONAL TDCS

**STTC APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	ENG	0918-46-364	Cat 3 - TDC (MPO):	\$0	\$0	\$800,000	\$0	\$0	\$0
2022	ENG	0918-46-364	STBG:	\$4,000,000	\$0	\$0	\$0	\$0	\$4,000,000
<b>Phase Subtotal:</b>				<b>\$4,000,000</b>	<b>\$0</b>	<b>\$800,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,000,000</b>
<b>Grand Total:</b>				<b>\$4,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,000,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	0918-46-364	Cat 3 - TDC (MPO):	\$0	\$0	\$800,000	\$0	\$0	\$0
2023	ENG	0918-46-364	STBG:	\$4,000,000	\$0	\$0	\$0	\$0	\$4,000,000
<b>Phase Subtotal:</b>				<b>\$4,000,000</b>	<b>\$0</b>	<b>\$800,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,000,000</b>
<b>Grand Total:</b>				<b>\$4,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,000,000</b>

**Revisions since STTC Meeting:** PROPOSED DELAY TO FY2023 FOR FINANCIAL CONSTRAINT PURPOSES.

## PROPOSED AUGUST 2021 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 25094      **Facility:** VA      **Location/Limits From:** AGILE CURRICULUM PROGRAM      **Modification #:** 2021-0370  
**Impementing Agency:** NCTCOG  
**County:** VARIOUS      **CSJ:** N/A  
**City:** VARIOUS      **Desc:** AGILE CURRICULUM PROGRAM  
**Request:** ADD NEW PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	IMP	N/A	Cat 3 - RTC/Local:	\$0	\$0	\$150,000	\$0	\$0	\$150,000
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$150,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$150,000</b>

**TIP Code:** 11237.2      **Facility:** CS      **Location/Limits From:** ON CONFLANS RD FROM SH 161      **Modification #:** 2021-0373  
**Impementing Agency:** IRVING      **Location/Limits To:** VALLEY VIEW LANE  
**County:** DALLAS      **CSJ:** 0918-45-812  
**City:** IRVING      **Desc:** CONSTRUCT 0 TO 4 LANE DIVIDED FACILITY WITH NEW SIDEWALKS AND SHARED USE PATH  
**Request:** INCREASE CONSTRUCTION AND CONSTRUCTION ENGINEERING FUNDING IN FY2025; DECREASE LOCAL CONTRIBUTION FOR ROW PHASE IN FY2019  
**Comment:** MPO MILESTONE POLICY PROJECT (ROUND 2); LOCAL CONTRIBUTION PAID BY CITY OF IRVING

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2007	ENG	0918-45-812	Cat 7:	\$780,078	\$0	\$0	\$197,250	\$0	\$977,328
2015	ENG	0918-45-812	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$315,756	\$315,756
2019	ENV	0918-45-812	Cat 7:	\$126,400	\$0	\$0	\$31,600	\$0	\$158,000
2019	ENG	0918-45-812	Cat 7:	\$462,910	\$0	\$0	\$115,727	\$0	\$578,637
2019	ROW	0918-45-812	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$2,440,000	\$2,440,000
2019	ROW	0918-45-812	STBG:	\$960,000	\$0	\$0	\$240,000	\$0	\$1,200,000
<b>Phase Subtotal:</b>				<b>\$960,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$240,000</b>	<b>\$2,440,000</b>	<b>\$3,640,000</b>
2019	UTIL	0918-45-812	STBG:	\$1,760,000	\$0	\$0	\$440,000	\$0	\$2,200,000
2025	CON	0918-45-812	STBG:	\$3,744,090	\$0	\$0	\$936,023	\$0	\$4,680,113
2025	CONENG	0918-45-812	STBG:	\$406,400	\$0	\$0	\$101,600	\$0	\$508,000
<b>Grand Total:</b>				<b>\$8,239,878</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,062,200</b>	<b>\$2,755,756</b>	<b>\$13,057,834</b>

## PROPOSED AUGUST 2021 TIP MODIFICATIONS FOR RTC MEETING

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2007	ENG	0918-45-812	Cat 7:	\$780,078	\$0	\$0	\$197,250	\$0	\$977,328
2015	ENG	0918-45-812	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$315,756	\$315,756
2019	ENV	0918-45-812	Cat 7:	\$126,400	\$0	\$0	\$31,600	\$0	\$158,000
2019	ENG	0918-45-812	Cat 7:	\$462,910	\$0	\$0	\$115,727	\$0	\$578,637
2019	ROW	0918-45-812	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$300,000	\$300,000
2019	ROW	0918-45-812	STBG:	\$960,000	\$0	\$0	\$240,000	\$0	\$1,200,000
<b>Phase Subtotal:</b>				<b>\$960,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$240,000</b>	<b>\$300,000</b>	<b>\$1,500,000</b>
2019	UTIL	0918-45-812	STBG:	\$1,760,000	\$0	\$0	\$440,000	\$0	\$2,200,000
2025	CON	0918-45-812	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,125,000	\$1,125,000
2025	CON	0918-45-812	STBG:	\$13,500,000	\$0	\$0	\$3,375,000	\$0	\$16,875,000
<b>Phase Subtotal:</b>				<b>\$13,500,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,375,000</b>	<b>\$1,125,000</b>	<b>\$18,000,000</b>
2025	CONENG	0918-45-812	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$18,750	\$18,750
2025	CONENG	0918-45-812	STBG:	\$625,000	\$0	\$0	\$156,250	\$0	\$781,250
<b>Phase Subtotal:</b>				<b>\$625,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$156,250</b>	<b>\$18,750</b>	<b>\$800,000</b>
<b>Grand Total:</b>				<b>\$18,214,388</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,555,827</b>	<b>\$1,759,506</b>	<b>\$24,529,721</b>

**TIP Code:** 83219      **Facility:** CS      **Location/Limits From:** IRVING BOULEVARD/2ND STREET FROM SOWERS ROAD      **Modification #:** 2021-0374  
**Implementing Agency:** IRVING      **Location/Limits To:** LEE STREET  
**County:** DALLAS      **CSJ:** 0918-47-073  
**City:** IRVING      **Desc:** 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  
**Request:** REMOVE THE PROJECT AND ASSOCIATED CONGRESSIONAL EARMARK FUNDING FROM APPENDIX D OF THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) AS PROJECT IS NO LONGER VIABLE  
**Comment:** MPO MILESTONE POLICY PROJECT (ROUND 2)

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2025	IMP	0918-47-073	Cat 10 - Cong Earmark:	\$380,000	\$0	\$0	\$0	\$0	\$380,000
<b>Grand Total:</b>				<b>\$380,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$380,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2025	IMP	0918-47-073	Cat 10 - Cong Earmark:	\$0	\$0	\$0	\$0	\$0	\$0
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

## PROPOSED AUGUST 2021 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 25093.3     **Facility:** VA     **Location/Limits From:** DEEP ELLUM RIDESHARE PLAZA; NORTHEAST CORNER OF N. GOOD LATIMER     **Modification #:** 2021-0379  
**Impementing Agency:** DART     **Location/Limits To:** AT MONUMENT STREET  
**County:** DALLAS     **CSJ:** 0918-47-361  
**City:** DALLAS     **Desc:** CONSTRUCT DEEP ELLUM RIDESHARE PLAZA TO PROVIDE OFF-STREET PASSENGER PICK-UP/DROP-OFF AREA FOR TRANSPORTATION NETWORK COMPANIES IN ORDER TO IMPROVE TRAFFIC FLOW IN DEEP ELLUM  
**Request:** ADD PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) AS APPROVED BY THE RTC ON SEPTEMBER 12, 2019

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	TRANS	0918-47-361	Cat 5:	\$320,000	\$0	\$0	\$80,000	\$0	\$400,000
<b>Grand Total:</b>				<b>\$320,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$80,000</b>	<b>\$0</b>	<b>\$400,000</b>

**TIP Code:** 11546     **Facility:** CS     **Location/Limits From:** TRE CROSSING     **Modification #:** 2021-0390  
**Impementing Agency:** FWTA     **Location/Limits To:** AT BEACH STREET  
**County:** TARRANT     **CSJ:** 0902-48-808  
**City:** FORT WORTH     **Desc:** REPLACE CROSSING  
**Request:** CANCEL PROJECT; MOVE FUNDS TO TRINITY LAKES STATION PROJECT (TIP 14078/CSJ 0902-90-155) AS TRANSFERRED FUNDS CANNOT EASILY BE RETURNED TO REGIONAL POOL

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2012	CON	0902-48-808	Cat 7:	\$89,780	\$0	\$0	\$22,445	\$0	\$112,225
<b>Grand Total:</b>				<b>\$89,780</b>	<b>\$0</b>	<b>\$0</b>	<b>\$22,445</b>	<b>\$0</b>	<b>\$112,225</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2012	CON	0902-48-808	Cat 7:	\$0	\$0	\$0	\$0	\$0	\$0
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

## PROPOSED AUGUST 2021 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 11558      **Facility:** CS      **Location/Limits From:** TRE CROSSING      **Modification #:** 2021-0397  
**Impementing Agency:** FWTA      **Location/Limits To:** AT BELL SPUR  
**County:** TARRANT      **CSJ:** 0902-48-810  
**City:** FORT WORTH      **Desc:** UPGRADE TO QUAD GATES AND RESURFACE CROSSING  
**Request:** CANCEL PROJECT; MOVE FUNDS TO TRINITY LAKES STATION PROJECT (TIP 14078/CSJ 0902-90-155) AS TRANSFERRED FUNDS CANNOT BE EASILY RETURNED TO THE REGIONAL POOL  
**Comment:** PART OF RICHLAND HILLS AND HURST-BELL STATIONS IMPROVEMENTS (TIP 11411/CSJ 0902-48-551)

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2011	CON	0902-48-810	Cat 7:	\$185,600	\$0	\$0	\$46,400	\$0	\$232,000
<b>Grand Total:</b>				<b>\$185,600</b>	<b>\$0</b>	<b>\$0</b>	<b>\$46,400</b>	<b>\$0</b>	<b>\$232,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2011	CON	0902-48-810	Cat 7:	\$0	\$0	\$0	\$0	\$0	\$0
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

**TIP Code:** 11560      **Facility:** CS      **Location/Limits From:** TRE CROSSING      **Modification #:** 2021-0398  
**Impementing Agency:** FWTA      **Location/Limits To:** AT CARSON STREET  
**County:** TARRANT      **CSJ:** 0902-48-811  
**City:** HALTOM CITY      **Desc:** INSTALL VERTICAL PANELS  
**Request:** PROJECT COMPLETE; DECREASE FUNDING AND MOVE REMAINING FUNDS TO TRINITY LAKES STATION PROJECT (TIP 14078/CSJ 0902-90-155) AS TRANSFERRED FUNDS CANNOT BE EASILY RETURNED TO THE REGIONAL POOL

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2011	CON	0902-48-811	Cat 7:	\$279,610	\$0	\$0	\$69,903	\$0	\$349,513
<b>Grand Total:</b>				<b>\$279,610</b>	<b>\$0</b>	<b>\$0</b>	<b>\$69,903</b>	<b>\$0</b>	<b>\$349,513</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2011	CON	0902-48-811	Cat 7:	\$18,771	\$0	\$0	\$4,693	\$0	\$23,464
<b>Grand Total:</b>				<b>\$18,771</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,693</b>	<b>\$0</b>	<b>\$23,464</b>

## PROPOSED AUGUST 2021 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 11651.4      **Facility:** VA      **Location/Limits From:** ALONG US 377 FROM DESERT RIDGE DR TO EAST OF FLOYD DR, ALONG FLOYD DR FROM US 377 TO W CLAYTON RD      **Modification #:** 2021-0399  
**Impementing Agency:** TXDOT-FORT WORTH      **Location/Limits To:** ALONG CAMP BOWIE W BLVD FROM ALTA MERE DR TO LACKLAND RD, ALONG LACKLAND RD FROM CAMP BOWIE W BLVD TO Z BOAZ PL  
**County:** TARRANT      **CSJ:** 0902-90-126  
**City:** FORT WORTH      **Desc:** SAFE ROUTES TO SCHOOL; CONSTRUCT PEDESTRIAN IMPROVEMENTS INCLUDING SIDEWALKS AND CROSSWALKS IN PROXIMITY TO THE APPLIED LEARNING ACADEMY  
**Request:** REVISE FACILITY AND LIMITS TO SS 580 FROM ALTA MERE DRIVE TO LACKLAND RD; CHANGE SCOPE TO CONSTRUCT PEDESTRIAN IMPROVEMENTS INCLUDING SIDEWALKS AND CURB RAMPS; INCREASE CAT 1 CONSTRUCTION FUNDING AND DELAY TO FY2023; REMOVE CMAQ AND LOCAL CONTRIBUTION FUNDING FROM CONSTRUCTION IN FY2022; RETURN CMAQ FUNDING TO THE BICYCLE/PEDESTRIAN SAFETY POOL (TIP 11651/CSJ 0902-00-173)

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0902-90-126	SW PE:	\$0	\$313,610	\$0	\$0	\$0	\$313,610
2021	ROW	0902-90-126	SW ROW:	\$122,400	\$30,600	\$0	\$0	\$0	\$153,000
2021	UTIL	0902-90-126	SW ROW:	\$40,000	\$10,000	\$0	\$0	\$0	\$50,000
2022	CON	0902-90-126	Cat 1:	\$120,000	\$30,000	\$0	\$0	\$0	\$150,000
2022	CON	0902-90-126	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$37,500	\$37,500
2022	CON	0902-90-126	Cat 5:	\$410,000	\$0	\$0	\$102,500	\$0	\$512,500
<b>Phase Subtotal:</b>				<b>\$530,000</b>	<b>\$30,000</b>	<b>\$0</b>	<b>\$102,500</b>	<b>\$37,500</b>	<b>\$700,000</b>
<b>Grand Total:</b>				<b>\$692,400</b>	<b>\$384,210</b>	<b>\$0</b>	<b>\$102,500</b>	<b>\$37,500</b>	<b>\$1,216,610</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0902-90-126	SW PE:	\$0	\$313,610	\$0	\$0	\$0	\$313,610
2021	ROW	0902-90-126	SW ROW:	\$122,400	\$30,600	\$0	\$0	\$0	\$153,000
2021	UTIL	0902-90-126	SW ROW:	\$40,000	\$10,000	\$0	\$0	\$0	\$50,000
2023	CON	0902-90-126	Cat 1:	\$440,000	\$110,000	\$0	\$0	\$0	\$550,000
<b>Grand Total:</b>				<b>\$602,400</b>	<b>\$464,210</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,066,610</b>

## PROPOSED AUGUST 2021 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 11562      **Facility:** CS      **Location/Limits From:** TRE CROSSING      **Modification #:** 2021-0401  
**Impementing Agency:** FWTA      **Location/Limits To:** AT MOSIER VALLEY ROAD  
**County:** TARRANT      **CSJ:** 0902-48-798, 0902-48-801  
**City:** FORT WORTH      **Desc:** UPGRADE TO QUAD GATES AND RESURFACE CROSSING  
**Request:** CANCEL PROJECT; MOVE FUNDING TO TRINITY LAKES STATION PROJECT (TIP 14078/CSJ 0902-90-155) AS TRANSFERRED FUNDS CANNOT EASILY BE RETURNED TO THE REGIONAL POOL

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2011	ENG	0902-48-798	Cat 7:	\$40,000	\$0	\$0	\$10,000	\$0	\$50,000
2011	CON	0902-48-801	Cat 7:	\$221,900	\$0	\$0	\$55,475	\$0	\$277,375
<b>Grand Total:</b>				<b>\$261,900</b>	<b>\$0</b>	<b>\$0</b>	<b>\$65,475</b>	<b>\$0</b>	<b>\$327,375</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2011	ENG	0902-48-798	Cat 7:	\$0	\$0	\$0	\$0	\$0	\$0
2011	CON	0902-48-801	Cat 7:	\$0	\$0	\$0	\$0	\$0	\$0
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

## PROPOSED AUGUST 2021 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 53030      **Facility:** US 81      **Location/Limits From:** NORTH OF HARMON ROAD      **Modification #:** 2021-0403  
**Impementing Agency:** TXDOT-FORT WORTH      **Location/Limits To:** NORTH OF IH 35W  
**County:** TARRANT      **CSJ:** 0014-15-034  
**City:** FORT WORTH      **Desc:** RECONSTRUCT 2 TO 2 LANE EXISTING SOUTHBOUND FRONTAGE ROAD  
**Request:** INCREASE ROW FUNDING IN FY2021; INCREASE OFFSET BY A DECREASE ON TIP 11572/CSJ 0902-48-579; DELAY CONSTRUCTION PHASE TO FY2023  
**Comment:** MPO MILESTONE POLICY (ROUND 2) PROJECT; RELATED TO TIP 53029/CSJ 0014-14-033, 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
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
<b>Phase Subtotal:</b>				<b>\$7,012,800</b>	<b>\$1,753,200</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$8,766,000</b>
<b>Grand Total:</b>				<b>\$7,526,400</b>	<b>\$1,881,600</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$9,408,000</b>

**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:	\$593,600	\$148,400	\$0	\$0	\$0	\$742,000
2023	CON	0014-15-034	Cat 2M:	\$1,230,543	\$307,636	\$0	\$0	\$0	\$1,538,179
2023	CON	0014-15-034	STBG:	\$5,782,257	\$1,445,564	\$0	\$0	\$0	\$7,227,821
<b>Phase Subtotal:</b>				<b>\$7,012,800</b>	<b>\$1,753,200</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$8,766,000</b>
<b>Grand Total:</b>				<b>\$8,006,400</b>	<b>\$2,001,600</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$10,008,000</b>

## PROPOSED AUGUST 2021 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 14078      **Facility:** VA      **Location/Limits From:** TRE STATION AT TRINITY LAKES      **Modification #:** 2021-0406

**Impementing Agency:** FWTA

**County:** TARRANT      **CSJ:** 0902-90-155

**City:** FORT WORTH      **Desc:** CONSTRUCT NEW TRE STATION WITH 4 BUS BAYS AND 500-SPACE PARKING LOT

**Request:** TRANSFER FUNDS \$2,733,205 TOTAL (\$2,186,563 FEDERAL AND \$546,642 LOCAL) FROM TRE GRADE CROSSINGS TIP 11544/CSJ 0902-48-805 \$50,000 STBG (\$40,000 FEDERAL AND \$10,000 LOCAL), TIP 11546/CSJ 0902-48-808 \$112,225 STBG (\$89,780 FEDERAL AND \$22,445 LOCAL), TIP 11548/CSJ 0902-48-809 \$93,600 STBG (\$74,880 FEDERAL AND \$18,720 LOCAL), TIP 11549/CSJ 0902-48-806 \$32,500 STBG (\$26,000 FEDERAL AND \$6,500 LOCAL), TIP 11558/CSJ 0902-48-810 \$232,000 STBG (\$185,600 FEDERAL AND \$46,400 LOCAL), TIP 11559/CSJ 0902-48-799 & 0902-48-807 \$505,233 STBG (\$404,186 FEDERAL AND \$101,047 LOCAL), TIP 11560/CSJ 0902-48-811 \$326,049 STBG (\$260,839 FEDERAL AND \$65,210 LOCAL), TIP 11562/CSJ 0902-48-798 & 0902-48-801 \$327,375 STBG (\$261,900 FEDERAL AND \$65,475 LOCAL), TIP 11593/CSJ 0902-90-142 \$1,054,223 12(S) (\$843,378 FEDERAL AND \$210,845 LOCAL); ADD STBG FUNDING TO FY2022

**Comment:** LOCAL CONTRIBUTION PAID BY TRINITY METRO; TRINITY METRO IS RECEIVING FUNDING FROM MILESTONE POLICY ROUND 2 PROJECTS, THEREFORE, THIS PROJECT MUST BE IMPLEMENTED IN A TIMELY MANNER

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	TRANS	0902-90-155	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,000,000	\$1,000,000
2020	TRANS	0902-90-155	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$6,875,000	\$6,875,000
2020	TRANS	0902-90-155	Cat 5:	\$4,500,000	\$0	\$0	\$1,125,000	\$0	\$5,625,000
<b>Phase Subtotal:</b>				<b>\$4,500,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,125,000</b>	<b>\$6,875,000</b>	<b>\$12,500,000</b>
<b>Grand Total:</b>				<b>\$4,500,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,125,000</b>	<b>\$7,875,000</b>	<b>\$13,500,000</b>

**REVISION REQUESTED:**

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

## PROPOSED AUGUST 2021 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 54018      **Facility:** US 377      **Location/Limits From:** END OF BRAZOS RIVER BRIDGE      **Modification #:** 2021-0413  
**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:** INCREASE ROW FUNDING IN FY2022; INCREASE UTILITIES FUNDING IN FY2023; REVISE LIMITS TO US 377 FROM EAST OF BRAZOS RIVER BRIDGE TO WEST OF FM 51; REVISE SCOPE TO US 377: WIDEN 4 LANE TO 6 LANE (WITH A 4 LANE TRANSITIONAL SECTION AT END) WITH 0 TO 4 LN DISCONTINUOUS ACCESS ROADS AND RAMP; SH 144: WIDEN 4 LN UNDIVIDED TO 4/5 LN DIVIDED AND INTERSECTION IMPROVEMENTS; FM 51: WIDEN 2 LN UNDIVIDED TO 4 LN UNDIVIDED  
**Comment:** REGIONAL 10 YEAR PLAN PROJECT

**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
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
2025	CON	0080-03-049	Cat 2M:	\$20,000,000	\$5,000,000	\$0	\$0	\$0	\$25,000,000
<b>Grand Total:</b>				<b>\$27,600,000</b>	<b>\$6,900,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$34,500,000</b>

**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:	\$4,000,000	\$1,000,000	\$0	\$0	\$0	\$5,000,000
2023	UTIL	0080-03-049	SW ROW:	\$4,000,000	\$1,000,000	\$0	\$0	\$0	\$5,000,000
2025	CON	0080-03-049	Cat 2M:	\$20,000,000	\$5,000,000	\$0	\$0	\$0	\$25,000,000
<b>Grand Total:</b>				<b>\$32,000,000</b>	<b>\$8,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$40,000,000</b>

## PROPOSED AUGUST 2021 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 11559      **Facility:** CS      **Location/Limits From:** TRE CROSSING      **Modification #:** 2021-0428  
**Impementing Agency:** FWTA      **Location/Limits To:** AT CALLOWAY CEMETERY  
**County:** TARRANT      **CSJ:** 0902-48-799, 0902-48-807  
**City:** FORT WORTH      **Desc:** UPGRADE TO QUAD GATES AND RESURFACE CROSSING  
**Request:** DECREASE FUNDS BY \$505,233 TOTAL (\$404,186 FEDERAL AND \$101,047 LOCAL) AND TRANSFER SAVINGS TO TRINITY LAKES STATION (TIP 14078/CSJ 0902-90-155) AS TRANSFERRED FUNDS CANNOT EASILY BE RETURNED TO THE REGIONAL POOL  
**Comment:** MPO MILESTONE POLICY (ROUND 2) PROJECT

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2011	ENG	0902-48-807	Cat 7:	\$40,000	\$0	\$0	\$10,000	\$0	\$50,000
2013	CON	0902-48-799	Cat 7:	\$506,400	\$0	\$0	\$126,600	\$0	\$633,000
2021	TRANS	0902-48-799	Cat 7:	\$504,186	\$0	\$0	\$126,047	\$0	\$630,233
<b>Grand Total:</b>				<b><u>\$1,050,586</u></b>	<b><u>\$0</u></b>	<b><u>\$0</u></b>	<b><u>\$262,647</u></b>	<b><u>\$0</u></b>	<b><u>\$1,313,233</u></b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2011	ENG	0902-48-807	Cat 7:	\$40,000	\$0	\$0	\$10,000	\$0	\$50,000
2013	CON	0902-48-799	Cat 7:	\$506,400	\$0	\$0	\$126,600	\$0	\$633,000
2021	TRANS	0902-48-799	Cat 7:	\$100,000	\$0	\$0	\$25,000	\$0	\$125,000
<b>Grand Total:</b>				<b><u>\$646,400</u></b>	<b><u>\$0</u></b>	<b><u>\$0</u></b>	<b><u>\$161,600</u></b>	<b><u>\$0</u></b>	<b><u>\$808,000</u></b>

## PROPOSED AUGUST 2021 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 14090.3     **Facility:** IH 635     **Location/Limits From:** SOUTH GARLAND TRANSIT CENTER     **Modification #:** 2021-0429  
**Impementing Agency:** DART     **Location/Limits To:** DFW AIRPORT  
**County:** DALLAS     **CSJ:** 0918-47-316  
**City:** VARIOUS     **Desc:** IMPLEMENT HIGH-INTENSITY BUS SERVICE  
**Request:** CANCEL PROJECT AND MOVE FUNDING TO TIP 14090.1/CSJ 0902-00-207  
**Comment:** RELATED TO TIP 14090.1/CSJ 0000-02-054 AND 14090.2/CSJ 0000-18-111

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	TRANS	0918-47-316	Cat 5:	\$7,000,000	\$0	\$0	\$1,750,000	\$0	\$8,750,000
<b>Grand Total:</b>				<b>\$7,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,750,000</b>	<b>\$0</b>	<b>\$8,750,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2024	TRANS	0918-47-316	Cat 5:	\$0	\$0	\$0	\$0	\$0	\$0
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

**TIP Code:** 14090.2     **Facility:** IH 35W     **Location/Limits From:** FORT WORTH CENTRAL STATION     **Modification #:** 2021-0430  
**Impementing Agency:** DCTA     **Location/Limits To:** TEXAS HEALTH PRESBYTERIAN HOSPITAL PARK AND RIDE LOT IN DENTON  
**County:** VARIOUS     **CSJ:** 0000-18-111  
**City:** VARIOUS     **Desc:** IMPLEMENT HIGH-INTENSITY BUS SERVICE ALONG THE IH 35W CORRIDOR  
**Request:** CANCEL PROJECT AND MOVE FUNDING TO TIP 14090.1/CSJ 0902-00-207

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	TRANS	0000-18-111	Cat 3 - TDC (MPO):	\$0	\$0	\$420,000	\$0	\$0	\$0
2022	TRANS	0000-18-111	Cat 5:	\$2,100,000	\$0	\$0	\$0	\$0	\$2,100,000
<b>Phase Subtotal:</b>				<b>\$2,100,000</b>	<b>\$0</b>	<b>\$420,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,100,000</b>
<b>Grand Total:</b>				<b>\$2,100,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,100,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	TRANS	0000-18-111	Cat 3 - TDC (MPO):	\$0	\$0	\$0	\$0	\$0	\$0
2022	TRANS	0000-18-111	Cat 5:	\$0	\$0	\$0	\$0	\$0	\$0
<b>Phase Subtotal:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>



## PROPOSED AUGUST 2021 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 55269      **Facility:** IH 35E      **Location/Limits From:** FRANKFORD RD      **Modification #:** 2021-0470  
**Impementing Agency:** TXDOT-DALLAS      **Location/Limits To:** CORPORATE DR  
**County:** DENTON      **CSJ:** 0196-02-132  
**City:** VARIOUS      **Desc:** CONSTRUCT OPERATIONAL IMPROVEMENTS ON NORTHBOUND MAINLANES  
**Request:** DELAY ENGINEERING AND CONSTRUCTION PHASES TO FY2025

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0196-02-132	SW PE:	\$0	\$300,000	\$0	\$0	\$0	\$300,000
2022	CON	0196-02-132	STBG:	\$7,200,000	\$1,800,000	\$0	\$0	\$0	\$9,000,000
<b>Grand Total:</b>				<b>\$7,200,000</b>	<b>\$2,100,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$9,300,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2025	ENG	0196-02-132	SW PE:	\$0	\$300,000	\$0	\$0	\$0	\$300,000
2025	CON	0196-02-132	STBG:	\$7,200,000	\$1,800,000	\$0	\$0	\$0	\$9,000,000
<b>Grand Total:</b>				<b>\$7,200,000</b>	<b>\$2,100,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$9,300,000</b>

**Revisions since STTC Meeting:** Changed modification number from 2021-0441 to 2021-0470.

## PROPOSED AUGUST 2021 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 14026      **Facility:** US 180      **Location/Limits From:** INTERSECTION AT US 180/FM 2552      **Modification #:** 2021-0471  
**Impementing Agency:** WEATHERFORD      **Location/Limits To:** INTERSECTION AT US180/WACO ST  
**County:** PARKER      **CSJ:** 0008-03-121  
**City:** WEATHERFORD      **Desc:** CONSTRUCT INTERSECTION IMPROVEMENTS AT US 180/FM 2552 AND US 180/WACO ST FOR NEW 4 LANE BYPASS CONNECTIONS  
**Request:** DELAY CONSTRUCTION PHASE TO FY2025 DUE TO FISCAL CONSTRAINTS

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0008-03-121	STBG:	\$253,440	\$63,360	\$0	\$0	\$0	\$316,800
2023	CON	0008-03-121	STBG:	\$1,939,773	\$484,943	\$0	\$0	\$0	\$2,424,716
<b>Grand Total:</b>				<b>\$2,193,213</b>	<b>\$548,303</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,741,516</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0008-03-121	STBG:	\$253,440	\$63,360	\$0	\$0	\$0	\$316,800
2025	CON	0008-03-121	STBG:	\$1,939,773	\$484,943	\$0	\$0	\$0	\$2,424,716
<b>Grand Total:</b>				<b>\$2,193,213</b>	<b>\$548,303</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,741,516</b>

**Revisions since STTC Meeting:**    Changed modification number from 2021-0457 to 2021-0471

## PROPOSED AUGUST 2021 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 14026.3    **Facility:** FM 51    **Location/Limits From:** SOUTH OF INTERSECTION OF FM 51/BRIDGE STREET    **Modification #:** 2021-0472  
**Impementing Agency:** WEATHERFORD    **Location/Limits To:** NORTH OF INTERSECTION OF FM 51/BRIDGE STREET  
**County:** PARKER    **CSJ:** 0313-02-065  
**City:** WEATHERFORD    **Desc:** CONSTRUCT INTERSECTION IMPROVEMENTS AT FM 51 FOR NEW 4 LANE BYPASS  
**Request:** DELAY CONSTRUCTION PHASE TO FY2025 DUE TO FINANCIAL CONSTRAINTS

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0313-02-065	STBG:	\$221,760	\$55,440	\$0	\$0	\$0	\$277,200
2023	CON	0313-02-065	STBG:	\$1,651,528	\$412,882	\$0	\$0	\$0	\$2,064,410
<b>Grand Total:</b>				<b>\$1,873,288</b>	<b>\$468,322</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,341,610</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0313-02-065	STBG:	\$221,760	\$55,440	\$0	\$0	\$0	\$277,200
2025	CON	0313-02-065	STBG:	\$1,651,528	\$412,882	\$0	\$0	\$0	\$2,064,410
<b>Grand Total:</b>				<b>\$1,873,288</b>	<b>\$468,322</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,341,610</b>

**Revisions since STTC Meeting:** Changed modification number from 2021-0459 to 2021-0472.

# How to Read the Project Modification Listings – Transit Section

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

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

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

**Request:** REFINE FY2015 PROGRAM OF PROJECTS

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

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

**Funding Source:** TRANSIT SECTION 5310 FUNDS

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

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

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

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

Sample

# PROPOSED AUGUST 2021 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

**Implementing Agency:** FORT WORTH TRANSPORTATION AUTHORITY

**Apportionment Year** FY2014 PROGRAM OF PROJECTS

**Modification #:** 2021-0108

**Request:** REFINE FY2014 PROGRAM OF PROJECTS AND ADD PROJECTS TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

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

**Funding Source:** TRANSIT SECTION 5307 FUNDS

<b>Currently Approved:</b>				<b>FUNDING TABLE:</b>						
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12390.14	PURCHASE REPLACEMENT VEHICLES	2019	CAPITAL	\$160,624	\$0	\$0	\$28,346	0	\$188,970	
12872.14	OPERATING ASSISTANCE - JARC (TRE SERVICE)	2019	OPERATING	\$615,734	\$0	\$0	\$615,734	0	\$1,231,468	
<b>TOTAL:</b>				<b>\$776,358</b>	<b>\$0</b>	<b>\$0</b>	<b>\$644,080</b>	<b>0</b>	<b>\$1,420,438</b>	

<b>Revision Requested:</b>				<b>FUNDING TABLE:</b>						<b>REVISION REQUESTED</b>
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
12390.14	PURCHASE REPLACEMENT VEHICLES	2022	CAPITAL	\$160,624	\$0	\$0	\$28,346	0	\$188,970	DELAY TO FY2022 AND ADD TO TIP/STIP
12872.14	OPERATING ASSISTANCE - JARC (TRE SERVICE)	2022	OPERATING	\$617,535	\$0	\$0	\$617,535	0	\$1,235,070	INCREASE FUNDING AND ADD TO TIP/STIP
<b>TOTAL:</b>				<b>\$778,159</b>	<b>\$0</b>	<b>\$0</b>	<b>\$645,881</b>	<b>0</b>	<b>\$1,424,040</b>	

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

**Apportionment Year** FY2017 PROGRAM OF PROJECTS

**Modification #:** 2021-0121

**Request:** REFINE FY2017 PROGRAM OF PROJECTS; DECREASE IN FUNDING IS OFFSET BY AN INCREASE ON TIP 12934.20

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

**Comment:** 54,014 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

**Funding Source:** TRANSIT SECTION 5310 FUNDS

<b>Currently Approved:</b>				<b>FUNDING TABLE:</b>						
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12678.17	PROGRAM ADMINISTRATION	2018	CAPITAL	\$343,766	\$0	\$0	\$0	0	\$343,766	
12752.17	MOBILITY MANAGEMENT	2020	CAPITAL	\$947,069	\$0	\$0	\$0	189414	\$947,069	
<b>TOTAL:</b>				<b>\$1,290,835</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>189,414</b>	<b>\$1,290,835</b>	

<b>Revision Requested:</b>				<b>FUNDING TABLE:</b>						<b>REVISION REQUESTED</b>
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
12678.17	PROGRAM ADMINISTRATION	2022	CAPITAL	\$343,766	\$0	\$0	\$0	0	\$343,766	DELAY TO FY2022 AND ADD TO TIP/STIP
12752.17	MOBILITY MANAGEMENT	2022	CAPITAL	\$270,069	\$0	\$0	\$0	54,014	\$270,069	DECREASE FUNDING
<b>TOTAL:</b>				<b>\$613,835</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>54,014</b>	<b>\$613,835</b>	

# PROPOSED AUGUST 2021 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

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

**Apportionment Year** FY2018 PROGRAM OF PROJECTS

**Modification #:** 2021-0432

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

**UZA:** DENTON-LEWISVILLE

**Comment:** 25,498 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

**Funding Source:** TRANSIT SECTION 5307 FUNDS

<b>Revision Requested:</b>			<b>FUNDING TABLE:</b>							<b>REVISION REQUESTED</b>
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
12989.18	GENERAL PLANNING	2022	CAPITAL	\$127,489	\$0	\$0	\$0	25,498	\$127,489	ADD PROJECT (MPO TDCs)
<b>TOTAL:</b>				<b>\$127,489</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>25,498</b>	<b>\$127,489</b>	

**Implementing Agency:** DALLAS AREA RAPID TRANSIT

**Apportionment Year** FY2018 PROGRAM OF PROJECTS

**Modification #:** 2021-0433

**Request:** REFINE FY2018 PROGRAM OF PROJECTS

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

**Funding Source:** TRANSIT SECTION 5307 FUNDS

<b>Currently Approved:</b>			<b>FUNDING TABLE:</b>						
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>
12028.18	SYSTEM PREVENTIVE MAINTENANCE	2021	CAPITAL	\$45,799,311	\$0	\$0	\$11,449,828	0	\$57,249,139
12515.18	ACQUISITION OF SURVEILLANCE/SECURITY EQUIPMENT	2019	CAPITAL	\$582,965	\$0	\$0	\$145,742	0	\$728,707
12846.18	VARIOUS PROJECTS (RAIL)	2019	CAPITAL	\$4,324,204	\$0	\$0	\$1,081,051	0	\$5,405,255
<b>TOTAL:</b>				<b>\$50,706,480</b>	<b>\$0</b>	<b>\$0</b>	<b>\$12,676,621</b>	<b>0</b>	<b>\$63,383,101</b>

<b>Revision Requested:</b>			<b>FUNDING TABLE:</b>							<b>REVISION REQUESTED</b>
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
12028.18	SYSTEM PREVENTIVE MAINTENANCE	2021	CAPITAL	\$42,799,311	\$0	\$0	\$10,699,828	0	\$53,499,139	DECREASE FUNDING
12515.18	ACQUISITION OF SURVEILLANCE/SECURITY EQUIPMENT	2022	CAPITAL	\$3,582,965	\$0	\$0	\$895,742	0	\$4,478,707	INCREASE FUNDING
12846.18	VARIOUS PROJECTS (RAIL)	2019	CAPITAL	\$4,324,204	\$0	\$0	\$1,081,051	0	\$5,405,255	NO CHANGE
<b>TOTAL:</b>				<b>\$50,706,480</b>	<b>\$0</b>	<b>\$0</b>	<b>\$12,676,621</b>	<b>0</b>	<b>\$63,383,101</b>	

**Implementing Agency:** FORT WORTH TRANSPORTATION AUTHORITY

**Apportionment Year** FY2021 PROGRAM OF PROJECTS

**Modification #:** 2021-0434

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

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

**Comment:** 195,064 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

**Funding Source:** TRANSIT SECTION 5310 FUNDS

<b>Revision Requested:</b>			<b>FUNDING TABLE:</b>							<b>REVISION REQUESTED</b>
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
12947.21	TCTS PURCHASE OF SERVICE	2022	CAPITAL	\$275,000	\$0	\$0	\$0	55,000	\$275,000	ADD PROJECT (MPO TDCs)
12948.21	PURCHASE REPLACEMENT VEHICLES	2022	CAPITAL	\$933,758	\$0	\$0	\$0	140,064	\$933,758	ADD PROJECT (MPO TDCs)
<b>TOTAL:</b>				<b>\$1,208,758</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>195,064</b>	<b>\$1,208,758</b>	

# PROPOSED AUGUST 2021 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

**Implementing Agency:** FORT WORTH TRANSPORTATION AUTHORITY

**Apportionment Year:** FY2022 PROGRAM OF PROJECTS

**Modification #:** 2021-0435

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

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

**Funding Source:** TRANSIT SECTION 5309 FUNDS

<b>Revision Requested:</b>		<b>FUNDING TABLE:</b>								<b>REVISION REQUESTED</b>	
<b>TIP Code</b>	<b>DESCRIPTION</b>	<b>FY</b>	<b>PROJECT TYPE</b>	<b>FEDERAL</b>	<b>STATE</b>	<b>REGIONAL</b>	<b>LOCAL</b>	<b>TDC</b>	<b>TOTAL</b>	<b>BY PROJECT</b>	
12949.22	TRANSIT ENHANCEMENTS	2022	CAPITAL	\$1,098,800	\$0	\$0	\$274,700	0	\$1,373,500	ADD PROJECT	
12950.22	SERVICE FACILITY IMPROVEMENTS	2022	CAPITAL	\$5,131,200	\$0	\$0	\$1,282,800	0	\$6,414,000	ADD PROJECT	
12951.22	FORT WORTH BIKE SHARE EXPANSION	2022	CAPITAL	\$321,600	\$0	\$0	\$80,400	0	\$402,000	ADD PROJECT	
12952.22	IT SUSTAINABILITY	2022	CAPITAL	\$3,336,000	\$0	\$0	\$834,000	0	\$4,170,000	ADD PROJECT	
12953.22	IT INFRASTRUCTURE	2022	CAPITAL	\$3,119,200	\$0	\$0	\$779,800	0	\$3,899,000	ADD PROJECT	
12954.22	ENTERPRISE RESOURCE PLANNING SYSTEM DEVELOPMENT	2022	CAPITAL	\$760,000	\$0	\$0	\$190,000	0	\$950,000	ADD PROJECT	
<b>TOTAL:</b>				<b>\$13,766,800</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,441,700</b>	<b>0</b>	<b>\$17,208,500</b>		

**Implementing Agency:** STAR TRANSIT

**Apportionment Year:** FY2021 PROGRAM OF PROJECTS

**Modification #:** 2021-0436

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

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

**Comment:** 92,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

**Funding Source:** TRANSIT SECTION 5307 FUNDS

<b>Revision Requested:</b>		<b>FUNDING TABLE:</b>								<b>REVISION REQUESTED</b>	
<b>TIP Code</b>	<b>DESCRIPTION</b>	<b>FY</b>	<b>PROJECT TYPE</b>	<b>FEDERAL</b>	<b>STATE</b>	<b>REGIONAL</b>	<b>LOCAL</b>	<b>TDC</b>	<b>TOTAL</b>	<b>BY PROJECT</b>	
12627.21	PREVENTIVE MAINTENANCE	2022	CAPITAL	\$350,000	\$0	\$0	\$0	70,000	\$350,000	ADD PROJECT (MPO TDCs)	
12717.21	MOBILITY MANAGEMENT	2022	CAPITAL	\$110,000	\$0	\$0	\$0	22,000	\$110,000	ADD PROJECT (MPO TDCs)	
<b>TOTAL:</b>				<b>\$460,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>92,000</b>	<b>\$460,000</b>		

**Implementing Agency:** SPECIAL PROGRAMS FOR AGING NEEDS

**Apportionment Year:** FY2021 PROGRAM OF PROJECTS

**Modification #:** 2021-0437

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

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

**Comment:** 28,943 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

**Funding Source:** TRANSIT SECTION 5307 FUNDS

<b>Revision Requested:</b>		<b>FUNDING TABLE:</b>								<b>REVISION REQUESTED</b>	
<b>TIP Code</b>	<b>DESCRIPTION</b>	<b>FY</b>	<b>PROJECT TYPE</b>	<b>FEDERAL</b>	<b>STATE</b>	<b>REGIONAL</b>	<b>LOCAL</b>	<b>TDC</b>	<b>TOTAL</b>	<b>BY PROJECT</b>	
12150.21	OPERATING ASSISTANCE	2022	OPERATING	\$275,682	\$0	\$0	\$275,682	0	\$551,364	ADD PROJECT	
12625.21	PREVENTIVE MAINTENANCE	2022	CAPITAL	\$45,309	\$0	\$0	\$0	9,062	\$45,309	ADD PROJECT (MPO TDCs)	
12711.21	MOBILITY MANAGEMENT	2022	CAPITAL	\$87,405	\$0	\$0	\$0	17,481	\$87,405	ADD PROJECT (MPO TDCs)	
12714.21	ACQUISITION OF SIGNAGE	2022	CAPITAL	\$12,000	\$0	\$0	\$0	2,400	\$12,000	ADD PROJECT (MPO TDCs)	
<b>TOTAL:</b>				<b>\$420,396</b>	<b>\$0</b>	<b>\$0</b>	<b>\$275,682</b>	<b>28,943</b>	<b>\$696,078</b>		

# PROPOSED AUGUST 2021 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

**Implementing Agency:** CITY OF GRAND PRAIRIE

**Apportionment Year** FY2019 PROGRAM OF PROJECTS

**Modification #:** 2021-0438

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

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

**Comment:** 80,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 6 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

**Funding Source:** TRANSIT SECTION 5310 FUNDS

**Currently Approved:**

				<b>FUNDING TABLE:</b>							
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>		
12650.19	OPERATING ASSISTANCE	2020	OPERATING	\$262,000	\$170,584	\$0	\$91,416	0	\$524,000		
<b>TOTAL:</b>				<b>\$262,000</b>	<b>\$170,584</b>	<b>\$0</b>	<b>\$91,416</b>	<b>0</b>	<b>\$524,000</b>		

**Revision Requested:**

				<b>FUNDING TABLE:</b>						<b>REVISION REQUESTED</b>	
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>	
12650.19	OPERATING ASSISTANCE	2022	OPERATING	\$262,000	\$0	\$0	\$262,000	0	\$524,000	REVISE FUNDING	
12962.19	PURCHASE REPLACEMENT VEHICLES	2022	CAPITAL	\$400,000	\$0	\$0	\$0	80,000	\$400,000	ADD PROJECT (MPO TDCs)	
<b>TOTAL:</b>				<b>\$662,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$262,000</b>	<b>80,000</b>	<b>\$924,000</b>		

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

**Apportionment Year** FY2019 PROGRAM OF PROJECTS

**Modification #:** 2021-0439

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

**UZA:** DENTON-LEWISVILLE

**Comment:** 14,503 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

**Funding Source:** TRANSIT SECTION 5307 FUNDS

**Currently Approved:**

				<b>FUNDING TABLE:</b>							
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>		
12916.19	SUPPORT URBANIZED AREA TRANSIT SERVICE	2020	CAPITAL	\$128,626	\$0	\$0	\$32,157	0	\$160,783		
<b>TOTAL:</b>				<b>\$128,626</b>	<b>\$0</b>	<b>\$0</b>	<b>\$32,157</b>	<b>0</b>	<b>\$160,783</b>		

**Revision Requested:**

				<b>FUNDING TABLE:</b>						<b>REVISION REQUESTED</b>	
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>	
12916.19	SUPPORT URBANIZED AREA TRANSIT SERVICE	2020	CAPITAL	\$56,115	\$0	\$0	\$14,029	0	\$70,144	DECREASE FUNDING	
12989.19	GENERAL PLANNING	2022	CAPITAL	\$72,511	\$0	\$0	\$0	14,503	\$72,511	ADD PROJECT (MPO TDCs)	
<b>TOTAL:</b>				<b>\$128,626</b>	<b>\$0</b>	<b>\$0</b>	<b>\$14,029</b>	<b>14,503</b>	<b>\$142,655</b>		

# PROPOSED AUGUST 2021 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

**Implementing Agency:** NORTHEAST TRANSPORTATION SERVICES

**Apportionment Year** FY2021 PROGRAM OF PROJECTS

**Modification #:** 2021-0440

**Request:** REFINE FY2021 PROGRAM OF PROJECTS AND ADD PROJECTS TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

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

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

**Funding Source:** TRANSIT SECTION 5310 FUNDS

<b>Currently Approved:</b>			<b>FUNDING TABLE:</b>							
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12653.21	PURCHASE OF SERVICE	2021	CAPITAL	\$416,000	\$0	\$0	\$0	83200	\$416,000	
<b>TOTAL:</b>				<b>\$416,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>83,200</b>	<b>\$416,000</b>	

<b>Revision Requested:</b>			<b>FUNDING TABLE:</b>							<b>REVISION REQUESTED</b>
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<b>BY PROJECT</b>
12653.21	PURCHASE OF SERVICE	2021	CAPITAL	\$416,000	\$0	\$0	\$0	83,200	\$416,000	NO CHANGE
12965.21	PURCHASE OF REPLACEMENT VEHICLES	2022	CAPITAL	\$361,250	\$0	\$0	\$63,750	0	\$425,000	ADD PROJECT
12966.21	PURCHASE OF EXPANSION VEHICLES	2022	CAPITAL	\$216,750	\$0	\$0	\$38,250	0	\$255,000	ADD PROJECT
<b>TOTAL:</b>				<b>\$994,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$102,000</b>	<b>83,200</b>	<b>\$1,096,000</b>	

**Implementing Agency:** CITY OF MCKINNEY

**Apportionment Year** FY2021 PROGRAM OF PROJECTS

**Modification #:** 2021-0441

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

**UZA:** MCKINNEY

**Comment:** 40,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 6 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

**Funding Source:** TRANSIT SECTION 5307 FUNDS

<b>Revision Requested:</b>			<b>FUNDING TABLE:</b>							<b>REVISION REQUESTED</b>
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<b>BY PROJECT</b>
12823.21	OPERATING ASSISTANCE	2022	OPERATING	\$2,935,729	\$477,778	\$0	\$2,457,951	0	\$5,871,458	ADD PROJECT
12866.21	PREVENTIVE MAINTENANCE	2022	CAPITAL	\$100,000	\$0	\$0	\$0	20,000	\$100,000	ADD PROJECT (MPO TDCs)
12867.21	MOBILITY MANAGEMENT	2022	CAPITAL	\$100,000	\$0	\$0	\$0	20,000	\$100,000	ADD PROJECT (MPO TDCs)
<b>TOTAL:</b>				<b>\$3,135,729</b>	<b>\$477,778</b>	<b>\$0</b>	<b>\$2,457,951</b>	<b>40,000</b>	<b>\$6,071,458</b>	

**Implementing Agency:** CITY OF GRAND PRAIRIE

**Apportionment Year** FY2021 PROGRAM OF PROJECTS

**Modification #:** 2021-0442

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

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

**Comment:** 28,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 6 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

**Funding Source:** TRANSIT SECTION 5307 FUNDS

<b>Revision Requested:</b>			<b>FUNDING TABLE:</b>							<b>REVISION REQUESTED</b>
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<b>BY PROJECT</b>
12006.21	PREVENTIVE MAINTENANCE	2022	CAPITAL	\$140,000	\$0	\$0	\$0	28,000	\$140,000	ADD PROJECT (MPO TDCs)
<b>TOTAL:</b>				<b>\$140,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>28,000</b>	<b>\$140,000</b>	

# PROPOSED AUGUST 2021 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

**Implementing Agency:** FORT WORTH TRANSPORTATION AUTHORITY

**Apportionment Year** FY2021 PROGRAM OF PROJECTS

**Modification #:** 2021-0443

**Request:** REFINE FY2021 PROGRAM OF PROJECTS AND ADD PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

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

**Comment:** 2,283,674 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

**Funding Source:** TRANSIT SECTION 5307 FUNDS

<b>Currently Approved:</b>			<b>FUNDING TABLE:</b>							
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12038.21	SYSTEM PREVENTIVE MAINTENANCE	2021	CAPITAL	\$11,000,000	\$0	\$0	\$0	2200000	\$11,000,000	
12732.21	ACQUISITION OF SECURITY EQUIPMENT	2021	CAPITAL	\$550,000	\$0	\$0	\$0	110000	\$550,000	
<b>TOTAL:</b>				<b>\$11,550,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>2,310,000</b>	<b>\$11,550,000</b>	

<b>Revision Requested:</b>			<b>FUNDING TABLE:</b>							<b>REVISION REQUESTED</b>	
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>	
12038.21	SYSTEM PREVENTIVE MAINTENANCE	2022	CAPITAL	\$16,095,303	\$0	\$0	\$0	2,186,074	\$16,095,303	INCREASE FUNDING	
12549.21	ADA PARATRANSIT SERVICE	2022	CAPITAL	\$4,591,757	\$0	\$0	\$1,147,939	0	\$5,739,696	ADD PROJECT	
12732.21	ACQUISITION OF SECURITY EQUIPMENT	2021	CAPITAL	\$488,000	\$0	\$0	\$0	97,600	\$488,000	DECREASE FUNDING	
<b>TOTAL:</b>				<b>\$21,175,060</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,147,939</b>	<b>2,283,674</b>	<b>\$22,322,999</b>		

**Implementing Agency:** DALLAS AREA RAPID TRANSIT

**Apportionment Year** FY2021 PROGRAM OF PROJECTS

**Modification #:** 2021-0444

**Request:** REFINE FY2021 PROGRAM OF PROJECTS

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

**Funding Source:** TRANSIT SECTION 5307 FUNDS

<b>Currently Approved:</b>			<b>FUNDING TABLE:</b>							
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12028.21	SYSTEM PREVENTIVE MAINTENANCE	2021	CAPITAL	\$48,323,515	\$0	\$0	\$12,080,879	0	\$60,404,394	
12515.21	ACQUISITION OF SECURITY EQUIPMENT	2021	CAPITAL	\$592,774	\$0	\$0	\$148,194	0	\$740,968	
<b>TOTAL:</b>				<b>\$48,916,289</b>	<b>\$0</b>	<b>\$0</b>	<b>\$12,229,073</b>	<b>0</b>	<b>\$61,145,362</b>	

<b>Revision Requested:</b>			<b>FUNDING TABLE:</b>							<b>REVISION REQUESTED</b>	
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>	
12028.21	SYSTEM PREVENTIVE MAINTENANCE	2022	CAPITAL	\$54,219,969	\$0	\$0	\$13,554,992	0	\$67,774,961	INCREASE FUNDING	
12515.21	ACQUISITION OF SECURITY EQUIPMENT	2021	CAPITAL	\$585,161	\$0	\$0	\$146,290	0	\$731,451	DECREASE FUNDING	
<b>TOTAL:</b>				<b>\$54,805,130</b>	<b>\$0</b>	<b>\$0</b>	<b>\$13,701,282</b>	<b>0</b>	<b>\$68,506,412</b>		

# PROPOSED AUGUST 2021 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

**Implementing Agency:** CITY OF ARLINGTON

**Apportionment Year** FY2021 PROGRAM OF PROJECTS

**Modification #:** 2021-0445

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

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

**Comment:** 733,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 6 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

**Funding Source:** TRANSIT SECTION 5307 FUNDS

<b>Revision Requested:</b>			<b>FUNDING TABLE:</b>							<b>REVISION REQUESTED</b>	
<b>TIP Code</b>	<b>DESCRIPTION</b>	<b>FY</b>	<b>PROJECT TYPE</b>	<b>FEDERAL</b>	<b>STATE</b>	<b>REGIONAL</b>	<b>LOCAL</b>	<b>TDC</b>	<b>TOTAL</b>	<b>BY PROJECT</b>	
12904.21	CAPITAL COST OF CONTRACTING - VIA	2022	CAPITAL	\$3,000,000	\$0	\$0	\$0	600,000	\$3,000,000	ADD PROJECT (MPO TDCs)	
12906.21	CAPITAL COST OF CONTRACTING - HANDITRAN	2022	CAPITAL	\$480,000	\$0	\$0	\$0	96,000	\$480,000	ADD PROJECT (MPO TDCs)	
12973.21	OPERATING ASSISTANCE - HANDITRAN	2022	OPERATING	\$1,087,777	\$0	\$0	\$1,087,777	0	\$2,175,554	ADD PROJECT	
12975.21	PREVENTIVE MAINTENANCE - HANDITRAN	2022	CAPITAL	\$185,000	\$0	\$0	\$0	37,000	\$185,000	ADD PROJECT (MPO TDCs)	
<b>TOTAL:</b>				<b>\$4,752,777</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,087,777</b>	<b>733,000</b>	<b>\$5,840,554</b>		

**Implementing Agency:** CITY/COUNTY TRANSPORTATION

**Apportionment Year** FY2021 PROGRAM OF PROJECTS

**Modification #:** 2021-0446

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

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

**Comment:** 14,591 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

**Funding Source:** TRANSIT SECTION 5307 FUNDS

<b>Revision Requested:</b>			<b>FUNDING TABLE:</b>							<b>REVISION REQUESTED</b>	
<b>TIP Code</b>	<b>DESCRIPTION</b>	<b>FY</b>	<b>PROJECT TYPE</b>	<b>FEDERAL</b>	<b>STATE</b>	<b>REGIONAL</b>	<b>LOCAL</b>	<b>TDC</b>	<b>TOTAL</b>	<b>BY PROJECT</b>	
12781.21	ACQUISITION OF SIGNAGE	2022	CAPITAL	\$7,500	\$0	\$0	\$1,500	0	\$9,000	ADD PROJECT	
12782.21	PREVENTIVE MAINTENANCE	2022	CAPITAL	\$44,579	\$0	\$0	\$0	8,916	\$44,579	ADD PROJECT (MPO TDCs)	
12871.21	MOBILITY MANAGEMENT	2022	CAPITAL	\$28,375	\$0	\$0	\$0	5,675	\$28,375	ADD PROJECT (MPO TDCs)	
<b>TOTAL:</b>				<b>\$80,454</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,500</b>	<b>14,591</b>	<b>\$81,954</b>		

**Implementing Agency:** PUBLIC TRANSIT SERVICES

**Apportionment Year** FY2021 PROGRAM OF PROJECTS

**Modification #:** 2021-0447

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

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

**Comment:** 7,333 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

**Funding Source:** TRANSIT SECTION 5307 FUNDS

<b>Revision Requested:</b>			<b>FUNDING TABLE:</b>							<b>REVISION REQUESTED</b>	
<b>TIP Code</b>	<b>DESCRIPTION</b>	<b>FY</b>	<b>PROJECT TYPE</b>	<b>FEDERAL</b>	<b>STATE</b>	<b>REGIONAL</b>	<b>LOCAL</b>	<b>TDC</b>	<b>TOTAL</b>	<b>BY PROJECT</b>	
12666.21	MOBILITY MANAGEMENT	2022	OPERATING	\$36,663	\$0	\$0	\$0	7,333	\$36,663	ADD PROJECT (MPO TDCs)	
<b>TOTAL:</b>				<b>\$36,663</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>7,333</b>	<b>\$36,663</b>		

# PROPOSED AUGUST 2021 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

**Implementing Agency:** DALLAS AREA RAPID TRANSIT

**Apportionment Year** FY2021 PROGRAM OF PROJECTS

**Modification #:** 2021-0448

**Request:** INCREASE FUNDING BY \$588,269 TRANSIT SECTION 5339 FUNDS TOTAL (\$470,615 FEDERAL AND \$117,654 LOCAL) FOR A REVISED TOTAL OF \$5,588,269 TRANSIT SECTION 5339 FUNDS (\$4,470,615 FEDERAL AND \$1,117,654 LOCAL)

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

**Funding Source:** TRANSIT SECTION 5339 FUNDS

**Currently Approved:**

<b>Currently Approved:</b>				<b>FUNDING TABLE:</b>						
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12730.21	PURCHASE REPLACEMENT VEHICLES	2021	CAPITAL	\$4,000,000	\$0	\$0	\$1,000,000	0	\$5,000,000	
<b>TOTAL:</b>				<b>\$4,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,000,000</b>	<b>0</b>	<b>\$5,000,000</b>	

**Revision Requested:**

<b>Revision Requested:</b>				<b>FUNDING TABLE:</b>						<b>REVISION REQUESTED</b>
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
12730.21	PURCHASE REPLACEMENT VEHICLES	2021	CAPITAL	\$4,470,615	\$0	\$0	\$1,117,654	0	\$5,588,269	INCREASE FUNDING
<b>TOTAL:</b>				<b>\$4,470,615</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,117,654</b>	<b>0</b>	<b>\$5,588,269</b>	

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

**Apportionment Year** FY2020 PROGRAM OF PROJECTS

**Modification #:** 2021-0453

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

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

**Comment:** 105,387 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

**Funding Source:** TRANSIT SECTION 5339 FUNDS

**Currently Approved:**

<b>Currently Approved:</b>				<b>FUNDING TABLE:</b>						
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12736.20	PURCHASE REPLACEMENT VEHICLES	2021	CAPITAL	\$600,355	\$0	\$0	\$0	120071	\$600,355	
12793.20	PROJECT ADMINISTRATION	2021	CAPITAL	\$76,663	\$0	\$0	\$0	15333	\$76,663	
<b>TOTAL:</b>				<b>\$677,018</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>135,404</b>	<b>\$677,018</b>	

**Revision Requested:**

<b>Revision Requested:</b>				<b>FUNDING TABLE:</b>						<b>REVISION REQUESTED</b>
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
12736.20	PURCHASE REPLACEMENT VEHICLES	2021	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	CANCEL PROJECT
12793.20	PROJECT ADMINISTRATION	2021	CAPITAL	\$76,663	\$0	\$0	\$0	15,333	\$76,663	NO CHANGE
12796.20	PURCHASE EXPANSION VEHICLES	2021	CAPITAL	\$600,355	\$0	\$0	\$0	90,054	\$600,355	ADD PROJECT (MPO TDCs)
<b>TOTAL:</b>				<b>\$677,018</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>105,387</b>	<b>\$677,018</b>	

# PROPOSED AUGUST 2021 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

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

**Apportionment Year** FY2018 PROGRAM OF PROJECTS

**Modification #:** 2021-0454

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

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

**Comment:** 92,004 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

**Funding Source:** TRANSIT SECTION 5339 FUNDS

<b>Currently Approved:</b>				<b>FUNDING TABLE:</b>						
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12796.18	PURCHASE EXPANSION VEHICLES	2019	CAPITAL	\$613,355	\$0	\$0	\$0	92004	\$613,355	
<b>TOTAL:</b>				<b>\$613,355</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>92,004</b>	<b>\$613,355</b>	
<b>Revision Requested:</b>				<b>FUNDING TABLE:</b>						<b>REVISION REQUESTED</b>
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<b>BY PROJECT</b>
12736.18	PURCHASE REPLACEMENT VEHICLES	2022	CAPITAL	\$613,355	\$0	\$0	\$0	92,004	\$613,355	ADD PROJECT (MPO TDCs)
12796.18	PURCHASE EXPANSION VEHICLES	2019	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	CANCEL PROJECT (MPO TDCs)
<b>TOTAL:</b>				<b>\$613,355</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>92,004</b>	<b>\$613,355</b>	

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

**Apportionment Year** FY2016 PROGRAM OF PROJECTS

**Modification #:** 2021-0455

**Request:** REVISE FY2016 PROGRAM OF PROJECTS AND ADD PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) WITH NO CHANGE TO OVERALL FUNDED AMOUNT

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

**Comment:** 211,068 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

**Funding Source:** TRANSIT SECTION 5339 FUNDS

<b>Currently Approved:</b>				<b>FUNDING TABLE:</b>						
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12793.16	PROJECT ADMINISTRATION	2016	CAPITAL	\$58,138	\$0	\$0	\$0	11628	\$58,138	
12796.16	PURCHASE EXPANSION VEHICLES	2016	CAPITAL	\$1,329,597	\$0	\$0	\$0	199440	\$1,329,597	
<b>TOTAL:</b>				<b>\$1,387,735</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>211,068</b>	<b>\$1,387,735</b>	
<b>Revision Requested:</b>				<b>FUNDING TABLE:</b>						<b>REVISION REQUESTED</b>
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<b>BY PROJECT</b>
12736.16	PURCHASE REPLACEMENT VEHICLES	2022	CAPITAL	\$1,088,722	\$0	\$0	\$0	163,309	\$1,088,722	ADD PROJECT (MPO TDCs)
12793.16	PROJECT ADMINISTRATION	2016	CAPITAL	\$58,138	\$0	\$0	\$0	11,628	\$58,138	NO CHANGE
12796.16	PURCHASE EXPANSION VEHICLES	2016	CAPITAL	\$240,875	\$0	\$0	\$0	36,131	\$240,875	DECREASE FUNDING
<b>TOTAL:</b>				<b>\$1,387,735</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>211,068</b>	<b>\$1,387,735</b>	

# PROPOSED AUGUST 2021 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

**Implementing Agency:** FORT WORTH TRANSPORTATION AUTHORITY

**Apportionment Year** FY2022 PROGRAM OF PROJECTS

**Modification #:** 2021-0456

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

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

**Comment:** 502,650 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

**Funding Source:** TRANSIT SECTION 5310 FUNDS

<b>Revision Requested:</b>				<b>FUNDING TABLE:</b>						<b>REVISION REQUESTED</b>	
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>	
12948.22	PURCHASE REPLACEMENT VEHICLES	2022	CAPITAL	\$3,351,000	\$0	\$0	\$0	502,650	\$3,351,000	ADD PROJECT (MPO TDCs)	
<b>TOTAL:</b>				<b>\$3,351,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>502,650</b>	<b>\$3,351,000</b>		

**Implementing Agency:** FORT WORTH TRANSPORTATION AUTHORITY

**Apportionment Year** FY2021 PROGRAM OF PROJECTS

**Modification #:** 2021-0457

**Request:** INCREASE FUNDING BY \$1,275,000 TRANSIT SECTION 5339 FUNDS TOTAL (\$1,275,000 FEDERAL AND 371,262 REGIONAL TDC [MPO]) FOR A REVISED TOTAL OF \$2,475,000 TRANSIT SECTION 5339 FUNDS (\$2,475,000 FEDERAL AND 371,262 REGIONAL TDC [MPO])

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

**Comment:** 371,262 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

**Funding Source:** TRANSIT SECTION 5339 FUNDS

<b>Currently Approved:</b>				<b>FUNDING TABLE:</b>					
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>
12728.21	PURCHASE REPLACEMENT VEHICLES	2021	CAPITAL	\$1,200,000	\$0	\$0	\$0	240000	\$1,200,000
<b>TOTAL:</b>				<b>\$1,200,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>240,000</b>	<b>\$1,200,000</b>

<b>Revision Requested:</b>				<b>FUNDING TABLE:</b>						<b>REVISION REQUESTED</b>	
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>	
12728.21	PURCHASE REPLACEMENT VEHICLES	2022	CAPITAL	\$2,475,080	\$0	\$0	\$0	371,262	\$2,475,080	INCREASE FUNDING	
<b>TOTAL:</b>				<b>\$2,475,080</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>371,262</b>	<b>\$2,475,080</b>		

**Implementing Agency:** FORT WORTH TRANSPORTATION AUTHORITY

**Apportionment Year** FY2021 PROGRAM OF PROJECTS

**Modification #:** 2021-0459

**Request:** INCREASE FUNDING BY \$2,549,510 TRANSIT SECTION 5337 FUNDS TOTAL (\$1,539,608 FEDERAL AND \$1,009,902 LOCAL) FOR A REVISED FUNDING TOTAL OF \$5,049,510 TRANSIT SECTION 5337 FUNDS (\$4,039,608 FEDERAL AND \$1,009,902 LOCAL) AND REMOVE REGIONAL TDC (MPO)

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

**Funding Source:** TRANSIT SECTION 5337 FUNDS

<b>Currently Approved:</b>				<b>FUNDING TABLE:</b>					
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>
12462.21	RAIL PREVENTIVE MAINTENANCE	2021	CAPITAL	\$2,500,000	\$0	\$0	\$0	500000	\$2,500,000
<b>TOTAL:</b>				<b>\$2,500,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>500,000</b>	<b>\$2,500,000</b>

<b>Revision Requested:</b>				<b>FUNDING TABLE:</b>						<b>REVISION REQUESTED</b>	
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>	
12462.21	RAIL PREVENTIVE MAINTENANCE	2022	CAPITAL	\$4,039,608	\$0	\$0	\$1,009,902	0	\$5,049,510	INCREASE FUNDING AND REMOVE TDCs	
<b>TOTAL:</b>				<b>\$4,039,608</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,009,902</b>	<b>0</b>	<b>\$5,049,510</b>		

# PROPOSED AUGUST 2021 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

**Implementing Agency:** DALLAS AREA RAPID TRANSIT

**Apportionment Year** FY2021 PROGRAM OF PROJECTS

**Modification #:** 2021-0460

**Request:** INCREASE FUNDING BY \$3,673,923 TRANSIT SECTION 5337 FUNDS TOTAL (\$2,939,138 FEDERAL AND \$734,785 LOCAL) FOR A REVISED FUNDING TOTAL OF \$34,923,923 TRANSIT SECTION 5337 FUNDS (\$27,939,138 FEDERAL AND \$6,984,785 LOCAL)

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

**Funding Source:** TRANSIT SECTION 5337 FUNDS

**Currently Approved:**

			<b>FUNDING TABLE:</b>							
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12471.21	RAIL PREVENTIVE MAINTENANCE	2021	CAPITAL	\$25,000,000	\$0	\$0	\$6,250,000	0	\$31,250,000	
			<b>TOTAL:</b>	<b>\$25,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$6,250,000</b>	<b>0</b>	<b>\$31,250,000</b>	

**Revision Requested:**

			<b>FUNDING TABLE:</b>						<b>REVISION REQUESTED</b>	
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
12471.21	RAIL PREVENTIVE MAINTENANCE	2022	CAPITAL	\$27,939,138	\$0	\$0	\$6,984,785	0	\$34,923,923	INCREASE FUNDING
			<b>TOTAL:</b>	<b>\$27,939,138</b>	<b>\$0</b>	<b>\$0</b>	<b>\$6,984,785</b>	<b>0</b>	<b>\$34,923,923</b>	

**Implementing Agency:** DALLAS AREA RAPID TRANSIT

**Apportionment Year** FY2021 PROGRAM OF PROJECTS

**Modification #:** 2021-0461

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

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

**Funding Source:** TRANSIT SECTION 5312 FUNDS

**Revision Requested:**

			<b>FUNDING TABLE:</b>						<b>REVISION REQUESTED</b>	
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
12988.21	REAL TIME TRANSIT INFRASTRUCTURE	2022	CAPITAL	\$184,000	\$0	\$0	\$46,000	0	\$230,000	ADD PROJECT
			<b>TOTAL:</b>	<b>\$184,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$46,000</b>	<b>0</b>	<b>\$230,000</b>	

**Implementing Agency:** STAR TRANSIT

**Apportionment Year** FY2021 PROGRAM OF PROJECTS

**Modification #:** 2021-0462

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

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

**Funding Source:** TRANSIT SECTION 5310 FUNDS

**Revision Requested:**

			<b>FUNDING TABLE:</b>						<b>REVISION REQUESTED</b>	
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
12704.21	PURCHASE OF SERVICE	2022	OPERATING	\$485,072	\$0	\$0	\$121,268	0	\$606,340	ADD PROJECT
			<b>TOTAL:</b>	<b>\$485,072</b>	<b>\$0</b>	<b>\$0</b>	<b>\$121,268</b>	<b>0</b>	<b>\$606,340</b>	

# PROPOSED AUGUST 2021 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

**Implementing Agency:** SPECIAL PROGRAMS FOR AGING NEEDS

**Apportionment Year** FY2021 PROGRAM OF PROJECTS

**Modification #:** 2021-0463

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

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

**Comment:** 67,738 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

**Funding Source:** TRANSIT SECTION 5310 FUNDS

<b>Revision Requested:</b>				<b>FUNDING TABLE:</b>						<b>REVISION REQUESTED</b>	
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>	
12919.21	PURCHASE OF SERVICE - THE COLONY	2022	CAPITAL	\$161,877	\$0	\$0	\$0	32,375	\$161,877	ADD PROJECT (MPO TDCs)	
12920.21	PURCHASE OF SERVICE - LITTLE ELM	2022	CAPITAL	\$176,815	\$0	\$0	\$0	35,363	\$176,815	ADD PROJECT (MPO TDCs)	
<b>TOTAL:</b>				<b>\$338,692</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>67,738</b>	<b>\$338,692</b>		

**Implementing Agency:** CITY OF MCKINNEY

**Apportionment Year** FY2021 PROGRAM OF PROJECTS

**Modification #:** 2021-0464

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

**UZA:** MCKINNEY

**Comment:** 29,854 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 6 - TDC [TPP]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

**Funding Source:** TRANSIT SECTION 5339 FUNDS

<b>Revision Requested:</b>				<b>FUNDING TABLE:</b>						<b>REVISION REQUESTED</b>	
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>	
12992.21	PURCHASE REPLACEMENT VEHICLES	2022	CAPITAL	\$149,270	\$0	\$0	\$0	29,854	\$149,270	ADD PROJECT (TPP TDCs)	
<b>TOTAL:</b>				<b>\$149,270</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>29,854</b>	<b>\$149,270</b>		

**Implementing Agency:** FORT WORTH TRANSPORTATION AUTHORITY

**Apportionment Year** FY2022 PROGRAM OF PROJECTS

**Modification #:** 2021-0465

**Request:** REFINE FY2022 PROGRAM OF PROJECTS AND ADD PROJECTS TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

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

**Comment:** 375,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDCS [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

**Funding Source:** TRANSIT SECTION 5339 FUNDS

<b>Currently Approved:</b>				<b>FUNDING TABLE:</b>					
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>
12728.22	PURCHASE REPLACEMENT VEHICLES	2022	CAPITAL	\$1,200,000	\$0	\$0	\$0	240000	\$1,200,000
<b>TOTAL:</b>				<b>\$1,200,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>240,000</b>	<b>\$1,200,000</b>

<b>Revision Requested:</b>				<b>FUNDING TABLE:</b>						<b>REVISION REQUESTED</b>	
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>	
12728.22	PURCHASE REPLACEMENT VEHICLES	2022	CAPITAL	\$2,500,000	\$0	\$0	\$0	375,000	\$2,500,000	INCREASE FUNDING	
12994.22	SERVICE VEHICLE REPLACEMENTS	2022	CAPITAL	\$646,400	\$0	\$0	\$161,600	0	\$808,000	ADD PROJECT	
12995.22	REVENUE VEHICLE REPLACEMENTS	2022	CAPITAL	\$23,500,800	\$0	\$0	\$4,147,200	0	\$27,648,000	ADD PROJECT	
<b>TOTAL:</b>				<b>\$26,647,200</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,308,800</b>	<b>375,000</b>	<b>\$30,956,000</b>		

# PROPOSED AUGUST 2021 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

**Implementing Agency:** DENTON COUNTY TRANSPORTATION AUTHORITY

**Apportionment Year** FY2021 PROGRAM OF PROJECTS

**Modification #:** 2021-0468

**Request:** REFINE FY2021 PROGRAM OF PROJECTS AND ADD PROJECTS TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**UZA:** DENTON-LEWISVILLE

**Comment:** 316,699 OF CAT 1 - TDCS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

**Funding Source:** TRANSIT SECTION 5307 FUNDS

**Currently Approved:**

				<b>FUNDING TABLE:</b>							
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>		
12354.21	ACQUISITION OF SECURITY EQUIPMENT	2021	CAPITAL	\$2,500,000	\$0	\$0	\$0	500000	\$2,500,000		
12416.21	SYSTEM PREVENTIVE MAINTENANCE	2021	CAPITAL	\$2,500,000	\$0	\$0	\$0	500000	\$2,500,000		
<b>TOTAL:</b>				<b>\$5,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>1,000,000</b>	<b>\$5,000,000</b>		

**Revision Requested:**

				<b>FUNDING TABLE:</b>						<b>REVISION REQUESTED</b>	
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>	
12354.21	ACQUISITION OF SECURITY EQUIPMENT	2021	CAPITAL	\$64,194	\$0	\$0	\$0	12,839	\$64,194	DECREASE FUNDING	
12356.21	ADA PARATRANSIT SERVICE	2022	CAPITAL	\$641,931	\$0	\$0	\$0	128,386	\$641,931	ADD PROJECT (MPO TDCs)	
12416.21	SYSTEM PREVENTIVE MAINTENANCE	2021	CAPITAL	\$877,370	\$0	\$0	\$0	175,474	\$877,370	DECREASE FUNDING	
12465.21	OPERATING ASSISTANCE (SPECIAL RULE)	2022	OPERATING	\$4,707,432	\$0	\$0	\$4,707,432	0	\$9,414,864	ADD PROJECT	
<b>TOTAL:</b>				<b>\$6,290,927</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,707,432</b>	<b>316,699</b>	<b>\$10,998,359</b>		

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

**Apportionment Year** FY2021 PROGRAM OF PROJECTS

**Modification #:** 2021-0469

**Request:** REFINE FY2021 PROGRAM OF PROJECTS AND ADD PROJECTS TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

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

**Comment:** 428,306 OF CAT 1 - TDCS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

**Funding Source:** TRANSIT SECTION 5307 FUNDS

**Currently Approved:**

				<b>FUNDING TABLE:</b>							
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>		
12901.21	TRANSIT MAINTENANCE, VEHICLES, AND OTHER CAPITAL PROJECTS	2021	CAPITAL	\$50,000,000	\$0	\$0	\$12,500,000	0	\$62,500,000		
<b>TOTAL:</b>				<b>\$50,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$12,500,000</b>	<b>0</b>	<b>\$62,500,000</b>		

**Revision Requested:**

				<b>FUNDING TABLE:</b>						<b>REVISION REQUESTED</b>	
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>	
12005.21	GENERAL PLANNING	2022	CAPITAL	\$200,000	\$0	\$0	\$0	40,000	\$200,000	ADD PROJECT (MPO TDCs)	
12205.21	PROJECT ADMINISTRATION	2022	CAPITAL	\$430,265	\$0	\$0	\$0	86,053	\$430,265	ADD PROJECT (MPO TDCs)	
12542.21	SUPPORT URBANIZED AREA TRANSIT SERVICE	2022	CAPITAL	\$1,721,062	\$0	\$0	\$430,265	0	\$2,151,327	ADD PROJECT	
12783.21	PURCHASE EXPANSION VEHICLES	2022	CAPITAL	\$1,081,000	\$0	\$0	\$0	216,200	\$1,081,000	ADD PROJECT (MPO TDCs)	
12870.21	MOBILITY MANAGEMENT	2022	CAPITAL	\$430,265	\$0	\$0	\$0	86,053	\$430,265	ADD PROJECT (MPO TDCs)	
12901.21	TRANSIT MAINTENANCE, VEHICLES, AND OTHER CAPITAL PROJECTS	2021	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	CANCEL PROJECT	
<b>TOTAL:</b>				<b>\$3,862,592</b>	<b>\$0</b>	<b>\$0</b>	<b>\$430,265</b>	<b>428,306</b>	<b>\$4,292,857</b>		

## Detailed Evaluation by CMP Corridor Segment

CMP Segmen	Facility	From_Facility	To_Facility	CrashRate	TravelTimeIndex	LOTRR	Pavement Condition	Bridge Condition	Roadway Infrastru	Modal Options	Roadway Operations	CMP Output
31.1	CTP	IH 30	IH 20	Sufficient	Sufficient	Sufficient	Sufficient	Sufficient	L	M	L	Continue to Monitor
31.2	CTP	IH 20	US 67	Sufficient	Sufficient	Sufficient	Sufficient	Sufficient	L	L	M	Continue to Monitor
21.4	DNT	IH 635 (North)	IH 35E	Sufficient	Sufficient	Needs Improvement	Sufficient	Sufficient	H	M	M	CMP Strategy
21.1	DNT	S of US 380 (Freeway Lanes)	SRT	Needs Improvement	Sufficient	Sufficient	Sufficient	Sufficient	M	L	L	Partial Construction
21.2	DNT	SRT	PGBT (North)	Needs Improvement	Sufficient	Needs Improvement	Sufficient	Sufficient	L	L	M	CMP Strategy
21.3	DNT	PGBT (North)	IH 635 (North)	Needs Improvement	Needs Improvement	Needs Improvement	Sufficient	Sufficient	M	M	M	CMP Strategy
30.4	IH 20	CTP	IH 35W	Sufficient	Sufficient	Sufficient	Sufficient	Sufficient	L	M	M	Continue to Monitor
30.2	IH 20	IH 30	IH 820 (West)	Sufficient	Sufficient	Sufficient	Sufficient	Sufficient	L	L	L	Continue to Monitor
30.12	IH 20	IH 35E	IH 45	Sufficient	Sufficient	Sufficient	Sufficient	Sufficient	L	L	M	Continue to Monitor
30.5	IH 20	IH 35W	IH 820 (East)	Sufficient	Sufficient	Sufficient	Sufficient	Sufficient	L	M	M	Continue to Monitor
30.13	IH 20	IH 45	US 175	Sufficient	Sufficient	Sufficient	Sufficient	Sufficient	L	L	L	Continue to Monitor
30.15	IH 20	IH 635 (East)	US 80	Sufficient	Sufficient	Sufficient	Sufficient	Sufficient	L	L	L	Continue to Monitor
30.6	IH 20	IH 820 (East)	US 287	Sufficient	Sufficient	Sufficient	Sufficient	Sufficient	L	L	M	Partial Construction
30.3	IH 20	IH 820 (West)	CTP	Sufficient	Sufficient	Sufficient	Sufficient	Sufficient	L	L	M	Continue to Monitor
30.9	IH 20	PGBT	SL 12	Sufficient	Sufficient	Needs Improvement	Sufficient	Sufficient	L	L	M	Partial Construction
30.8	IH 20	SH 360	PGBT	Sufficient	Needs Improvement	Needs Improvement	Sufficient	Sufficient	L	L	M	CMP Strategy
30.10	IH 20	SL 12	US 67	Sufficient	Sufficient	Sufficient	Sufficient	Sufficient	L	L	L	Partial Construction
30.1	IH 20	SS 312	IH 30	Sufficient	Sufficient	Sufficient	Sufficient	Sufficient	L	L	L	Partial Construction
30.14	IH 20	US 175	IH 635 (East)	Needs Improvement	Sufficient	Sufficient	Sufficient	Sufficient	L	L	L	CMP Strategy
30.7	IH 20	US 287	SH 360	Sufficient	Sufficient	Sufficient	Sufficient	Sufficient	L	L	M	Partial Construction
30.11	IH 20	US 67	IH 35E	Needs Improvement	Sufficient	Sufficient	Sufficient	Sufficient	M	L	M	CMP Strategy
30.16	IH 20	US 80	Kaufman C/L	Sufficient	Sufficient	Sufficient	Sufficient	Sufficient	L	L	L	Continue to Monitor
28.1	IH 30	IH 20	IH 820 (West)	Sufficient	Sufficient	Sufficient	Sufficient	Sufficient	L	L	L	Continue to Monitor
28.9	IH 30	IH 35E	IH 45	Needs Improvement	Needs Improvement	Sufficient	Sufficient	Sufficient	H	H	M	Full Construction
28.3	IH 30	IH 35W	IH 820 (East)	Sufficient	Sufficient	Sufficient	Sufficient	Sufficient	H	H	M	Continue to Monitor
28.10	IH 30	IH 45	US 80	Needs Improvement	Needs Improvement	Sufficient	Sufficient	Sufficient	L	M	M	CMP Strategy
28.12	IH 30	IH 635 (East)	PGBT	Sufficient	Sufficient	Needs Improvement	Sufficient	Sufficient	L	L	L	Corridor Study
28.4	IH 30	IH 820 (East)	SH 360	Sufficient	Sufficient	Needs Improvement	Sufficient	Sufficient	L	L	L	Partial Construction
28.2	IH 30	IH 820 (West)	IH 35W	Sufficient	Sufficient	Sufficient	Sufficient	Sufficient	H	M	L	Continue to Monitor
28.13	IH 30	PGBT	Rockwall C/L	Sufficient	Sufficient	Sufficient	Sufficient	Sufficient	L	L	L	Partial Construction
28.6	IH 30	PGBT	SL 12	Sufficient	Sufficient	Sufficient	Sufficient	Sufficient	L	L	H	Partial Construction
28.14	IH 30	Rockwall C/L	SS 302	Sufficient	Sufficient	Sufficient	Sufficient	Sufficient	L	L	L	Partial Construction
28.5	IH 30	SH 360	PGBT	Sufficient	Needs Improvement	Sufficient	Sufficient	Sufficient	L	L	L	Full Construction
28.7	IH 30	SL 12	IH 35E	Sufficient	Sufficient	Sufficient	Sufficient	Sufficient	L	M	H	Partial Construction
28.11	IH 30	US 80	IH 635 (East)	Sufficient	Sufficient	Sufficient	Sufficient	Sufficient	L	L	L	Continue to Monitor
28.8	IH 30 "Horsesh"	IH 35E	IH 35E	Needs Improvement	Needs Improvement	Needs Improvement	Sufficient	Needs Improvement	L	H	L	Recent Construction
25.1	IH 345	SS 366	IH 30	Sufficient	Needs Improvement	Sufficient	Sufficient	Needs Improvement	L	H	L	CMP Strategy
3.1	IH 35	Denton C/L	IH 35E/IH35W	Sufficient	Sufficient	Sufficient	Sufficient	Sufficient	L	L	M	Continue to Monitor
7.7	IH 35E	DNT	IH 30	Needs Improvement	Needs Improvement	Sufficient	Sufficient	Sufficient	L	H	M	Partial Construction
7.10	IH 35E	IH 20	US 77	Sufficient	Sufficient	Sufficient	Sufficient	Sufficient	L	L	L	Partial Construction
7.8	IH 35E	IH 30	US 67	Needs Improvement	Sufficient	Sufficient	Sufficient	Needs Improvement	L	H	L	Full Construction
7.1	IH 35E	IH 35W	SRT	Needs Improvement	Sufficient	Sufficient	Sufficient	Sufficient	L	H	H	CMP Strategy
7.4	IH 35E	IH 635 (North)	SL 12	Needs Improvement	Sufficient	Sufficient	Sufficient	Sufficient	L	H	H	CMP Strategy
7.3	IH 35E	PGBT	IH 635 (North)	Needs Improvement	Needs Improvement	Sufficient	Sufficient	Sufficient	H	H	H	Full Construction
7.6	IH 35E	SH 183	DNT	Sufficient	Needs Improvement	Needs Improvement	Sufficient	Sufficient	L	H	L	Full Construction
7.5	IH 35E	SL 12	SH 183	Sufficient	Needs Improvement	Needs Improvement	Sufficient	Sufficient	L	H	L	Full Construction
7.2	IH 35E	SRT	PGBT	Needs Improvement	Sufficient	Sufficient	Sufficient	Sufficient	L	H	H	Full Construction
7.9	IH 35E	US 67	IH 20	Sufficient	Sufficient	Sufficient	Sufficient	Sufficient	H	M	M	Continue to Monitor
5.1	IH 35W	FM 917	US 67	Sufficient	Sufficient	Sufficient	Sufficient	Sufficient	L	L	L	Partial Construction
5.8	IH 35W	IH 20	Tarrant C/L	Sufficient	Sufficient	Sufficient	Sufficient	Sufficient	L	L	M	Continue to Monitor
5.7	IH 35W	IH 30	IH 20	Sufficient	Sufficient	Sufficient	Sufficient	Sufficient	M	M	M	Continue to Monitor
5.5	IH 35W	IH 820 (North)	SH 121	Needs Improvement	Needs Improvement	Sufficient	Sufficient	Sufficient	L	M	H	Partial Construction
5.2	IH 35W	SH 114	US 287	Sufficient	Needs Improvement	Sufficient	Sufficient	Sufficient	L	L	L	Partial Construction
5.6	IH 35W	SH 121	IH 30	Needs Improvement	Needs Improvement	Needs Improvement	Sufficient	Sufficient	L	H	H	Partial Construction
5.9	IH 35W	Tarrant C/L	FM 917	Sufficient	Sufficient	Sufficient	Sufficient	Sufficient	L	L	L	Full Construction
5.4	IH 35W	US 287	IH 820 (North)	Needs Improvement	Sufficient	Needs Improvement	Sufficient	Sufficient	L	L	L	Partial Construction
27.3	IH 45	IH 20	SL 9	Sufficient	Sufficient	Sufficient	Sufficient	Sufficient	L	L	L	Continue to Monitor
27.1	IH 45	IH 30	US 175	Needs Improvement	Needs Improvement	Sufficient	Sufficient	Sufficient	L	H	M	CMP Strategy
27.2	IH 45	US 175	IH 20	Sufficient	Sufficient	Sufficient	Sufficient	Sufficient	L	M	M	Continue to Monitor
131.2	IH 635 (East)	IH 30	US 80	Sufficient	Needs Improvement	Needs Improvement	Sufficient	Sufficient	L	L	M	CMP Strategy
131.1	IH 635 (East)	US 75	IH 30	Sufficient	Needs Improvement	Sufficient	Sufficient	Sufficient	L	M	H	Full Construction
131.3	IH 635 (East)	US 80	IH 20	Sufficient	Sufficient	Sufficient	Sufficient	Sufficient	L	L	M	Continue to Monitor
130.4	IH 635 (North)	DNT	US 75	Sufficient	Sufficient	Sufficient	Sufficient	Sufficient	L	M	H	Continue to Monitor
130.3	IH 635 (North)	IH 35E	DNT	Sufficient	Sufficient	Sufficient	Sufficient	Sufficient	M	M	H	Continue to Monitor

Detailed Evaluation by CMP Corridor Segment

CMP Segmen	Facility	From_Facility	To_Facility	CrashRate	TravelTimeIndex	LOTR	Pavement Condition	Bridge Condition	Roadway Infrastru	Modal Options	Roadway Operations	CMP Output
130.2	IH 635 (North)	PGBT (West)	IH 35E	Sufficient	Sufficient	Sufficient	Sufficient	Sufficient	H	M	L	Continue to Monitor
130.1	IH 635 (North)	SH 121	PGBT (West)	Sufficient	Sufficient	Needs Improvement	Sufficient	Sufficient	H	M	L	Partial Construction
151.3	IH 820 (East)	IH 30	US 287	Needs Improvement	Sufficient	Sufficient	Sufficient	Sufficient	L	L	L	Full Construction
151.2	IH 820 (East)	SH 121	IH 30	Sufficient	Sufficient	Sufficient	Sufficient	Sufficient	L	L	L	Partial Construction
151.1	IH 820 (East)	SH 183	SH 121	Needs Improvement	Needs Improvement	Needs Improvement	Sufficient	Sufficient	L	L	L	Full Construction
151.4	IH 820 (East)	US 287	IH 20	Sufficient	Needs Improvement	Sufficient	Sufficient	Sufficient	H	L	L	Full Construction
150.2	IH 820 (North)	IH 35W	SH 183	Sufficient	Sufficient	Sufficient	Sufficient	Sufficient	L	L	H	Continue to Monitor
150.1	IH 820 (North)	SH 199	IH 35W	Sufficient	Sufficient	Sufficient	Sufficient	Sufficient	L	L	M	Continue to Monitor
153.1	IH 820 (West)	IH 20	IH 30	Sufficient	Sufficient	Sufficient	Sufficient	Sufficient	M	L	M	Continue to Monitor
153.2	IH 820 (West)	IH 30	SH 199	Sufficient	Sufficient	Sufficient	Sufficient	Sufficient	L	L	M	Continue to Monitor
13.1	International	FSH 114	SH 183	Sufficient	Sufficient	Sufficient	Sufficient	Sufficient	H	M	L	Continue to Monitor
121.1	PGBT (East)	US 75	IH 30	Sufficient	Sufficient	Sufficient	Sufficient	Sufficient	L	L	L	Continue to Monitor
120.2	PGBT (North)	DNT	US 75	Sufficient	Sufficient	Sufficient	Sufficient	Sufficient	L	M	M	Continue to Monitor
120.1	PGBT (North)	IH 35E	DNT	Needs Improvement	Sufficient	Needs Improvement	Sufficient	Sufficient	H	L	M	Recent Construction
15.3	PGBT (West)	IH 30	IH 20	Needs Improvement	Sufficient	Sufficient	Sufficient	Sufficient	H	L	M	Full Construction
123.2	PGBT (West)	IH 635 (North)	IH 35E	Sufficient	Sufficient	Sufficient	Sufficient	Sufficient	L	L	M	Full Construction
15.2	PGBT (West)	SH 183	IH 30	Sufficient	Sufficient	Needs Improvement	Sufficient	Sufficient	H	L	M	Full Construction
123.1	PGBT (West)	SL 12	IH 635 (North)	Sufficient	Sufficient	Needs Improvement	Sufficient	Sufficient	L	L	L	Full Construction
15.1	PGBT/SH 161	SH 114	SH 183	Sufficient	Sufficient	Sufficient	Sufficient	Sufficient	L	M	L	Full Construction
12.5	SH 114	International Parkway	PGBT (West)	Sufficient	Sufficient	Needs Improvement	Sufficient	Sufficient	H	H	H	CMP Strategy
12.6	SH 114	PGBT (West)	SH 183	Sufficient	Sufficient	Sufficient	Sufficient	Sufficient	L	M	H	Partial Construction
12.4	SH 114	SH 121	International Parkway/DFW Connec	Sufficient	Sufficient	Sufficient	Sufficient	Sufficient	L	L	H	Continue to Monitor
12.3	SH 114	SH 170	SH 121	Sufficient	Sufficient	Sufficient	Sufficient	Sufficient	L	L	L	Partial Construction
11.5	SH 121	IH 35E	IH 635 (North)	Sufficient	Sufficient	Needs Improvement	Needs Improvement	Sufficient	L	L	L	Partial Construction
11.6	SH 121	IH 635 (North)	SH 114	Sufficient	Sufficient	Sufficient	Sufficient	Sufficient	L	M	L	Continue to Monitor
11.10	SH 121	IH 820 (East)	IH 35W	Sufficient	Sufficient	Sufficient	Sufficient	Sufficient	L	H	L	Partial Construction
11.7	SH 121	SH 114	SH 360	Sufficient	Sufficient	Sufficient	Sufficient	Sufficient	L	L	L	Continue to Monitor
11.9	SH 121	SH 183	IH 820 (East)	Sufficient	Sufficient	Sufficient	Sufficient	Sufficient	L	L	H	Continue to Monitor
11.8	SH 121	SH 360	SH 183	Sufficient	Needs Improvement	Sufficient	Sufficient	Sufficient	L	L	L	Recent Construction
22.3	SH 183	PGBT	SL 12	Sufficient	Sufficient	Sufficient	Sufficient	Sufficient	M	H	H	Recent Construction
22.5	SH 183	SH 114	IH 35E	Sufficient	Needs Improvement	Sufficient	Sufficient	Sufficient	L	M	H	Full Construction
22.1	SH 183	SH 121	SH 360	Sufficient	Sufficient	Sufficient	Sufficient	Sufficient	L	L	H	Recent Construction
22.2	SH 183	SH 360	PGBT	Sufficient	Needs Improvement	Needs Improvement	Sufficient	Sufficient	L	H	H	Recent Construction
22.4	SH 183	SL 12	SH 114	Sufficient	Sufficient	Sufficient	Sufficient	Sufficient	H	H	H	Full Construction
14.2	SH 199	Tarrant C/L	IH 820 (North)	Needs Improvement	Sufficient	Sufficient	Sufficient	Sufficient	L	L	L	Recent Construction
9.3	SH 360	IH 30	IH 20	Sufficient	Sufficient	Sufficient	Needs Improvement	Sufficient	H	L	M	Full Construction
9.1	SH 360	SH 121	SH 183	Sufficient	Sufficient	Sufficient	Sufficient	Sufficient	M	L	L	Continue to Monitor
9.2	SH 360	SH 183	IH 30	Sufficient	Needs Improvement	Sufficient	Sufficient	Sufficient	H	L	M	Full Construction
9.4	SH 360 (Toll)	IH 20	US 287	Needs Improvement	Sufficient	Sufficient	Sufficient	Sufficient	L	L	M	Recent Construction
17.3	SL 12	IH 30	IH 20	Sufficient	Sufficient	Sufficient	Needs Improvement	Sufficient	L	L	L	Rehab
17.1	SL 12	IH 35E	SH 183	Sufficient	Needs Improvement	Needs Improvement	Needs Improvement	Sufficient	H	L	H	Full Construction
17.2	SL 12	SH 183	IH 30	Sufficient	Needs Improvement	Sufficient	Needs Improvement	Sufficient	L	M	L	Partial Construction
11.4	SRT	DNT	IH 35E	Sufficient	Sufficient	Sufficient	Sufficient	Sufficient	L	L	M	Full Construction
11.3	SRT	US 75	DNT	Sufficient	Sufficient	Sufficient	Sufficient	Sufficient	L	L	M	Full Construction
52.1	SS 280	IH 35W	IH 30	Sufficient	Sufficient	Sufficient	Sufficient	Sufficient	L	M	L	Continue to Monitor
44.1	SS 366	IH 35E	US 75	Needs Improvement	Needs Improvement	Needs Improvement	Needs Improvement	Sufficient	H	M	L	CMP Strategy
42.1	SS 482	SH 183	IH 35E	Sufficient	Sufficient	Sufficient	Needs Improvement	Sufficient	L	M	L	Rehab
36.3	US 175	IH 20	SH 34	Sufficient	Sufficient	Sufficient	Sufficient	Sufficient	L	L	L	Continue to Monitor
36.1	US 175	IH 45	IH 20	Sufficient	Sufficient	Sufficient	Sufficient	Sufficient	L	M	L	Partial Construction
1.6	US 287	IH 20	SH 360 Toll	Sufficient	Sufficient	Sufficient	Sufficient	Sufficient	L	L	L	Continue to Monitor
1.5	US 287	IH 35W	IH 820 (East)	Sufficient	Sufficient	Sufficient	Sufficient	Sufficient	L	M	L	Continue to Monitor
1.4	US 287	Tarrant C/L	IH 35W	Sufficient	Sufficient	Sufficient	Sufficient	Sufficient	L	L	L	Partial Construction
38.2	US 67	IH 20	SH 360	Sufficient	Sufficient	Sufficient	Sufficient	Sufficient	L	L	L	Partial Construction
38.1	US 67	IH 35E	IH 20	Sufficient	Sufficient	Needs Improvement	Needs Improvement	Sufficient	M	M	M	Full Construction
23.1	US 75	Collin C/L	Collin Co. Outer Loop	Sufficient	Sufficient	Sufficient	Sufficient	Sufficient	L	L	L	Continue to Monitor
23.2	US 75	Collin Co. Outer Loop	SH 121	Sufficient	Sufficient	Sufficient	Sufficient	Sufficient	M	L	L	Continue to Monitor
23.6	US 75	IH 635 (North)	SS 366	Sufficient	Needs Improvement	Needs Improvement	Sufficient	Sufficient	H	H	L	CMP Strategy
23.5	US 75	PGBT	IH 635 (North)	Sufficient	Needs Improvement	Needs Improvement	Needs Improvement	Sufficient	L	H	L	CMP Strategy
23.3	US 75	SH 121	SRT	Sufficient	Sufficient	Sufficient	Sufficient	Sufficient	L	L	L	Continue to Monitor
23.4	US 75	SRT	PGBT	Sufficient	Sufficient	Sufficient	Sufficient	Sufficient	L	L	L	Continue to Monitor
32.1	US 80	IH 30	IH 635 (East)	Sufficient	Sufficient	Sufficient	Sufficient	Sufficient	M	L	L	Continue to Monitor
32.2	US 80	IH 635 (East)	IH 20	Sufficient	Sufficient	Sufficient	Sufficient	Needs Improvement	L	L	L	Rehab

# CONGESTION MANAGEMENT PROCESS UPDATE

Regional Transportation Council

July 8, 2021

Natalie Bettger



North Central Texas  
Council of Governments

# CMP Overview

One of five federally-mandated planning documents  
(MTP, TIP, UPWP, Public Participation Plan, CMP)

Utilized to:

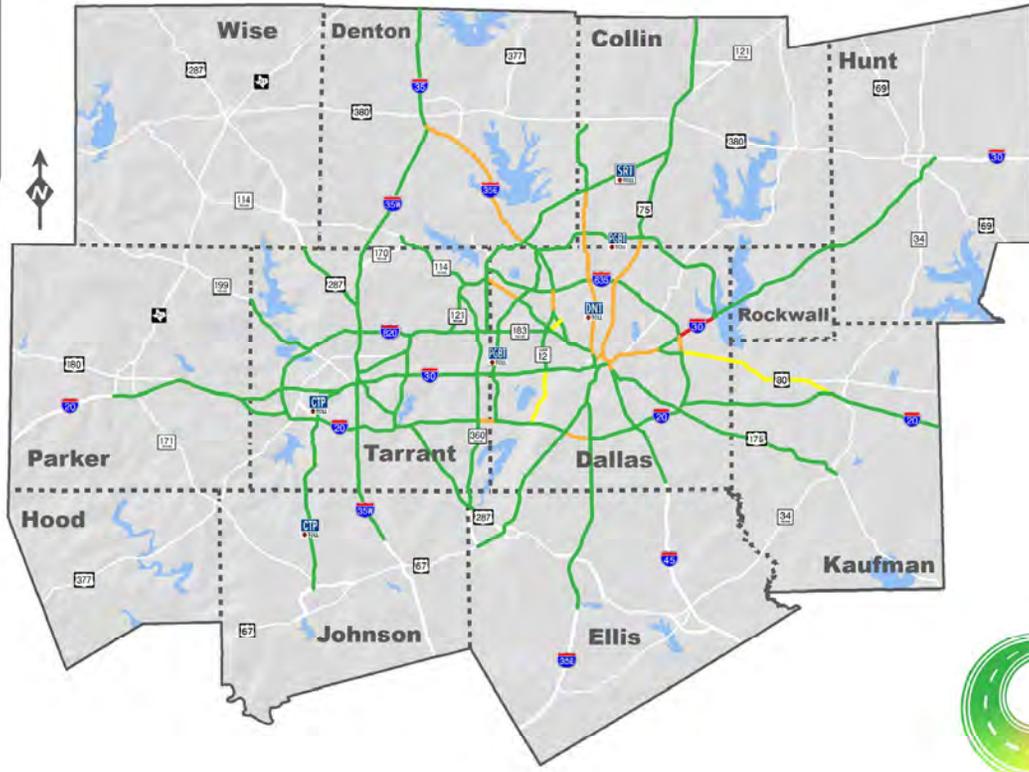
- Manage Travel Demands
- Reduce Single Occupancy Vehicle Travel
- Improve Efficiency of Transportation System
- Improve Safety for all System Users
- Maximize Transportation Funds
- Justify Additional Capacity is Needed
- Coordinate with Regional Partners

# Congestion Management Process Flow



# Process Outputs

-  Construction (Recent or Planned) (61)
-  Continue to Monitor (45)
-  CMP Strategy (16)
-  Rehab (3)
-  Corridor Study (1)



 North Central Texas Council of Governments  
January 2021



# CMP Strategy Corridors

Facility	From	To
DNT (3 segments)	SRT	IH 35E
US 75 (2 segments)	SS 366	PGBT
IH 20	SH 360	PGBT
IH 20	US 67	IH 35E
IH 20	US 175	IH 635 (East)
IH 30	IH 45	US 80
IH 345	SS 366	IH 30
IH 35E	IH 35W	SRT
IH 35E	IH 635 (North)	SL 12
IH 45	IH 30	US 175
IH 635 (East)	IH 30	US 80
SH 114	International Parkway	PGBT (West)
SS 366	IH 35E	US 75

# CMP Strategy Selection

Expert Review Process

Review  
Possible  
Strategies

Evaluate  
Smaller  
Segments

Select  
Strategies

Add to TIP

# CMP Strategy Review

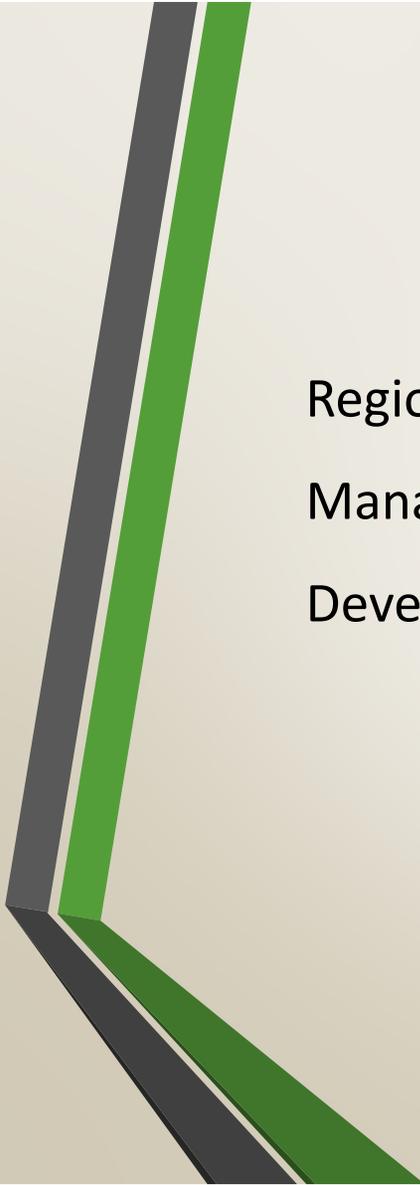
- Organize Review Group
  - Cities, TxDOT/NTTA, Transit Agencies, Counties
  - NCTCOG Staff in Associated Program Areas
- Review Existing TIP Projects on Corridor
- Group Selects Strategies
- Establish CMP Program of Projects
  - Request STTC and RTC Approval
  - Program into TIP

# Project Performance Evaluation

- Develop a Set of Baseline Performance Measures to Evaluate Strategies for Effectiveness
- Look to Existing Before/After Studies for Relevant Measures
  - Before/After Speeds
  - Before/After Volumes
  - Before/After Crash Rate
  - Transit Ridership/Mode Split
  - Changes in Asset Condition
  - Changes in Criteria Performance Measures, Peak Hour LOS, Crash Rate, Travel Time Reliability
- Focus on “Initial Criteria” Performance Measures (Crash Rate, Reliability, etc.)
- Use Process to Track Federal Performance Measures as Necessary

# CMP Schedule

Committee	Dates
<del>STTC Workshop and STTC Information</del>	<del>May 28, 2021</del>
<del>Public Online Input Opportunity</del>	<del>June 7, 2021-July 6, 2021</del>
<del>RTC Information</del>	<del>June 10, 2021</del>
<del>STTC Action</del>	<del>June 25, 2021</del>
RTC Action	July 8, 2021



# Requested Action

Regional Transportation Council action to approve the 2021 Congestion Management Process, Corridor Evaluation Process and Process to Develop CMP Program of Projects



## Contacts

Michael Bills  
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(817) 695-9294  
mbils@nctcog.org

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Transportation Planner  
(817) 608-2381  
equintana@nctcog.org

Natalie Bettger  
Senior Program Manager  
(817) 614-8083  
nbettger@nctcog.org



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

July 2, 2021

The Honorable Peter Buttigieg  
United States Department of Transportation  
1200 New Jersey Ave, SE  
Washington, DC 20590

Dear Secretary Buttigieg:

It is our understanding that USDOT and TxDOT are at an impasse on approval of the Transportation Improvement Program in Texas. The Regional Transportation Council (RTC) and North Central Texas Council of Governments, serving as the Metropolitan Planning Organization approved the 2021-2024 Transportation Improvement Program (TIP) in May 2020 and submitted it for inclusion in the 2021-2024 Statewide TIP (STIP) in July 2020. In November 2020, the Texas Department of Transportation initiated a series of changes designed to help the State achieve statewide financial constraint that culminated in a submittal to the U.S. Department of Transportation in February 2021. Federal approval of the STIP has extended past the originally anticipated timeframe, and projects slated for FY 2021 and early FY 2022 implementation are being delayed.

The 2021-2024 TIP for North Central Texas includes \$16.76 billion in projects that are designed to improve air quality, safety, mobility, and reknit communities through transit services and innovative programs. Without STIP approval, agreements for these projects cannot be executed, nor can procurements be finalized. Approval is being delayed by a single project not in our region. Please help us expedite approval of the 2021-2024 STIP to enable these important projects to proceed to implementation.

Information on current and future projects reconnecting communities in the North Texas was included in a recent letter inviting you to the region (Attachment). Thank you for your time and leadership on transportation issues. If you have any questions, please contact me at (817) 695-9241 or [mmorris@nctcog.org](mailto:mmorris@nctcog.org).

Sincerely,

A handwritten signature in black ink that reads "Michael Morris". The signature is fluid and cursive, with a large, stylized "M" and "M" at the end.

Michael Morris, P.E.  
Director of Transportation

CG:tw  
Attachment

cc: The Honorable Eddie Bernice Johnson, US House of Representatives  
The Honorable Beth Van Duyne, US House of Representatives  
The Honorable Collin Allred, US House of Representatives  
Michael Leary, Federal Highway Administration Division, Texas  
Dr. Theresa Daniel, Dallas County Commissioner, Regional Transportation Council  
Bill Hale, P.E, Texas Department of Transportation Headquarters



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

March 15, 2021

The Honorable Peter Buttigieg  
United States Department of Transportation  
1200 New Jersey Ave, SE  
Washington, DC 20590

Dear Secretary Buttigieg:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization for the Dallas-Fort Worth (DFW) area, we would like to congratulate you on your confirmation as Secretary of Transportation. I would like to commend you on your early commitment to equity in the transportation system and reconnecting communities where transportation facilities now serve as barriers. A membership roster of the RTC is included as Attachment 1.

The RTC has been taking a holistic approach to reconnecting communities, sometimes removing freeways and sometimes depressing or lowering freeways. Additional information on current and future projects is enclosed as Attachment 2 but let me highlight a few notable efforts. The foremost example is S. M. Wright freeway south of downtown Dallas. This is an elevated highway that bifurcated a community and had a number of safety concerns. A new connection to IH 45 was provided to preserve access for the community, and a section of S. M. Wright is being torn down and turned into a boulevard. We invite you and your staff to visit the Dallas-Fort Worth region in person or virtually so you can visualize your policy direction already in operation.

Klyde Warren Park was built as a freeway deck plaza over Woodall Rogers Freeway and serves to connect downtown Dallas with Uptown Dallas. The RTC is assisting with funding an expansion to this premier community amenity. Our region is replicating this freeway deck plaza model in the reconstruction of the Southern Gateway project south of downtown Dallas in a primarily low-income and minority neighborhood to reconnect communities separated by a highway facility that is being reconstructed as a highway but in a way that can bring economic development opportunities. In Fort Worth, examples of projects include the Hemphill-Lamar connection and Fort Worth Housing Solutions land acquisition near downtown.

Thank you for your leadership on transportation issues facing the Nation. We look forward to working with you on reconnecting communities historically separated by transportation facilities and would like to invite you to visit the DFW region to see these project examples for yourself. If you have any questions, feel free to contact me or Michael Morris, P.E., Director of Transportation for NCTCOG, at [mmorris@nctcog.org](mailto:mmorris@nctcog.org) or (817) 695-9241.

Sincerely,

A handwritten signature in black ink that reads "Roger Harmon". The signature is written in a cursive style with a large, prominent "R" at the beginning.

Roger Harmon, Chair  
Regional Transportation Council  
County Judge, Johnson County

AW:kw  
Enclosures

cc: Mr. Al Alonzi, Texas Division Director, Federal Highway Administration  
Ms. Gail Lyssy, Region 6 Administrator, Federal Transit Administration

DRAFT



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

July 8, 2021

Mr. J. Bruce Bugg, Jr.  
Chairman  
Texas Transportation  
Commission  
125 East 11<sup>th</sup> St.  
Austin, TX 78701

Mr. Alvin New  
Commissioner  
Texas Transportation  
Commission  
125 East 11<sup>th</sup> St.  
Austin, TX 78701

Ms. Laura Ryan  
Commissioner  
Texas Transportation  
Commission  
125 East 11<sup>th</sup> St.  
Austin, TX 78701

Mr. Robert C. Vaughn  
Commissioner  
Texas Transportation  
Commission  
125 East 11<sup>th</sup> St.  
Austin, TX 78701

Dear Chairman Bugg and Commissioners New, Ryan, and Vaughn:

The Texas Transportation Commission (TTC) and the Regional Transportation Council (RTC) have partnered previously on the Interstate Highway (IH) 35E – Phase 2 project and on the North Tarrant Express (NTE) project. The Texas Department of Transportation (TxDOT) has encountered obstacles in implementing these important projects and the RTC is seeking your assistance to help achieve implementation of both projects.

The IH 35E – Phase 2 project from IH 635 to the Denton County Line (CSJ 0196-03-274) is funded with \$229 million of Category 12 Clear Lanes, \$182 million of Strategy 111/Design-Build funds, \$202 million of Category 2, and \$29 million of design funds. It has been approved in the Regional 10-Year Plan and in the 2021-2024 Transportation Improvement Program. In April 2020, the Commission authorized the issuance of a Request for Qualifications to design, construct, and maintain IH 35E – Phase 2. In July 2020, the Commission short-listed firms and authorized the issuance of a Request for Proposals, with an expected Commission conditional award in the Spring of 2021, and contract execution by Summer 2021. The project is part of the approved FY2021 Unified Transportation Program.

The NTE project involves a \$1.52 billion private-sector commitment previously memorialized in a Comprehensive Development Agreement with TxDOT. No public-sector funds are needed to implement this project, one that will provide nearly 20 miles of IH 820 and State Highway (SH) 183 improvements between IH 35W in Fort Worth and Story Road in Irving.

Both projects have been in the region's Mobility Plan for at least two decades. They are critical to implementation of the region's Congestion Management Process and Air Quality Conformity, and are part of the system of improvements required to meet our federal obligations. They include important safety improvements as well. These corridors are grandfathered projects from the State's perspective.

July 8, 2021

We are anxious for these projects to proceed. Please let us know what we can do to get them approved as soon as possible. Please contact Michael Morris, P.E., Director of Transportation at 817-695-9241 or [mmorris@nctcog.org](mailto:mmorris@nctcog.org) to let us know how we can help advance these projects to construction.

Sincerely,

Theresa M. Daniel, Ph. D., Chair  
Regional Transportation Council  
County Commissioner, Dallas County

CG:al

cc: Mr. Marc Williams, Executive Director, TxDOT  
Mr. Bill Hale, P.E., Chief Engineer, TxDOT  
Mr. Mohamed Bur, P.E., District Engineer, TxDOT, Dallas District  
Mr. Carl L. Johnson, P.E., District Engineer, TxDOT, Fort Worth District

# CHANGING MOBILITY

DATA, INSIGHTS, AND DELIVERING  
INNOVATIVE PROJECTS DURING COVID  
RECOVERY

Regional Transportation Council  
July 2021

Michael Morris, PE  
Director of Transportation

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# NCTCOG STAFF ACKNOWLEDGEMENT

---

Thomas Bamonte

Berrien Barks

Kenny Bergstrom

Natalie Bettger

Jesse Brown

Pamela Burns

Brian Dell

Cody Derrick

Camille Fountain

David Garcia

Christie Gotti

Clint Hail

Jeff Hathcock

Victor Henderson

Rebekah Hernandez

Ernest Huffman

Amy Johnson

Mike Johnson

Dan Kessler

Ken Kirkpatrick

Chris Klaus

Kevin Kokes

Kevin Kroll

Dan Lamers

Sonya Landrum

April Leger

Erin Lewis

Jody Loza

James McLane

Arash Mirzaei

Jenny Narvaez

Jeff Neal

Brock Pair

Caryn Sanders

Daniel Snyder

Teresa Taitt

Francisco Torres

Nicholas VanHassen

Kim Wilder

Amanda Wilson

Brian Wilson

Norma Zuniga

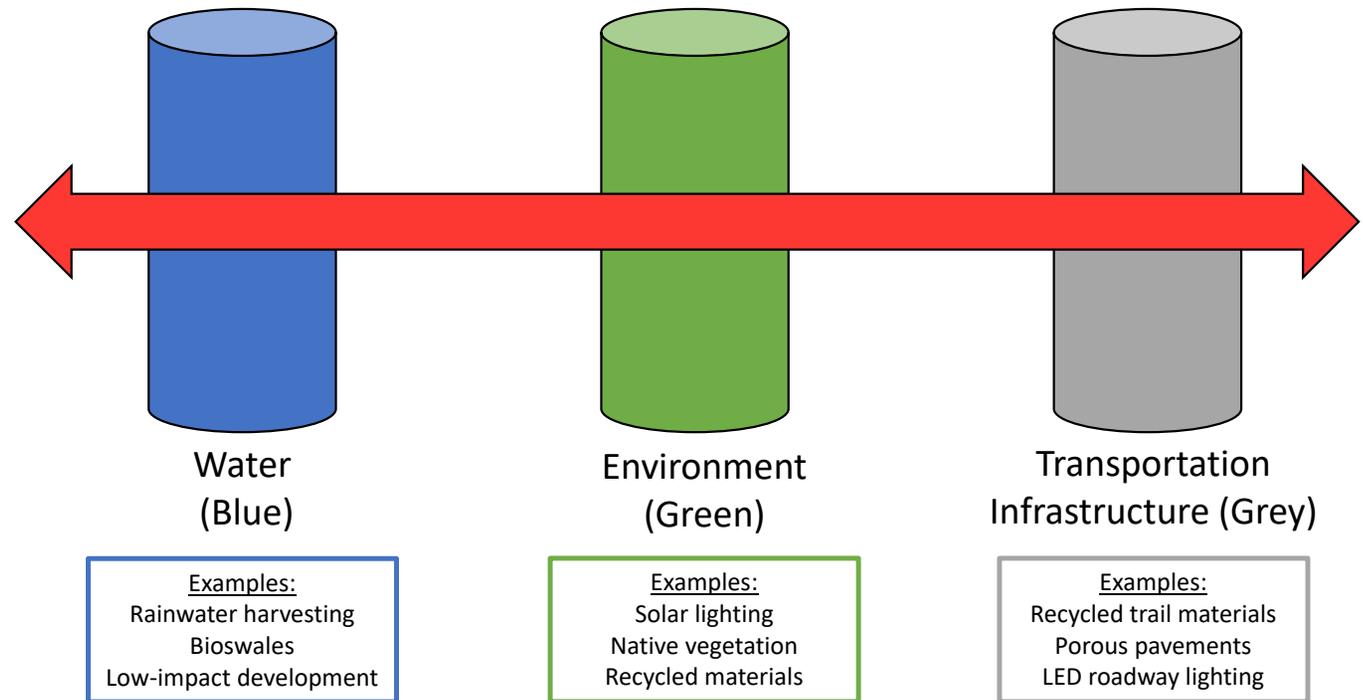
*\*\*\*And other NCTCOG staff members who may have been missed*

# Blue-Green-Grey Funding Initiative

## SILO BUSTING

### Purpose:

1. Promote the planning and construction of green or sustainable infrastructure in the region.
2. Advance small projects with innovative outcomes that can be replicated regionally.



# Blue-Green-Grey Funding Initiative

## Previous Rounds

FY 18: \$109,170 for three projects (RTC Local)

FY 19: \$138,500 for three projects (RTC Local)

Project reports at: <http://www.nctcog.org/greeninfrastructure>

## 2021 Round

Up to \$300,000 RTC Local available for the total; maximum of \$75,000 awarded to each applicant

Eligible applicants: Universities, Cities, Counties, Transit Authorities, Private Firms, Non-Profits, School Districts, and Individuals

Pre-application workshop: Week of July 12, 2021

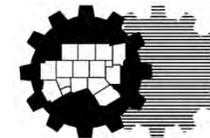
Proposals submittal period open: July 19, 2021

Proposals due: August 12, 2021

Announce funding awards: October-December 2021

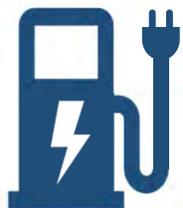
# STATUS OF TEXAS VOLKSWAGEN ENVIRONMENTAL MITIGATION PROGRAM FUNDING

**Regional Transportation Council  
July 8th, 2021**



North Central Texas  
Council of Governments

# KEY TAKEAWAYS



**Over 1600 Level 2 Charger Rebates Requested, Up From 350 Last Month**



**NCTCOG Region Has Requested 26% of All Level 2 Funds Statewide**



**Applications Have Been Submitted for 138 of 254 Counties, Including 65 Counties With No Existing Chargers**

# TEXAS VOLKSWAGEN ENVIRONMENTAL MITIGATION PROGRAM

Statewide Allocation	Program	DFW Area Allocation	Schedule	Status*
~\$169.5 Million	School, Shuttle, and Transit Buses	\$11,684,806	Closed	>\$17.3 Million Requested All Available Funds Awarded
	Refuse Vehicles	\$8,346,290	Closed	\$9,448,544 Requested \$4,421,139 Awarded
	Freight & Port Drayage Vehicles	\$6,677,032	Closed	\$8,876,616 Requested \$5,294,158 Awarded
	Electric Forklifts and Port Cargo-Handling Equipment	\$6,677,032	To Be Determined	
	Electric Airport Ground Support Equipment			
Ocean-Going Vessel Shore Power				
~\$35.5 Million	ZEV Infrastructure - Level 2 Rebate	\$10,465,958 (Statewide)	Open; First-Come First Served Until 9/9/2021	\$3,985,500 Requested \$415,000 Awarded <b>\$10,050,958 Available</b>
	ZEV Infrastructure – DC Fast Charge Funding	~\$25 Million (Statewide)	Possible Opening Summer/Fall 2021	

\*Data reflects information posted at [www.texasvwfund.org](http://www.texasvwfund.org) as of June 24, 2021

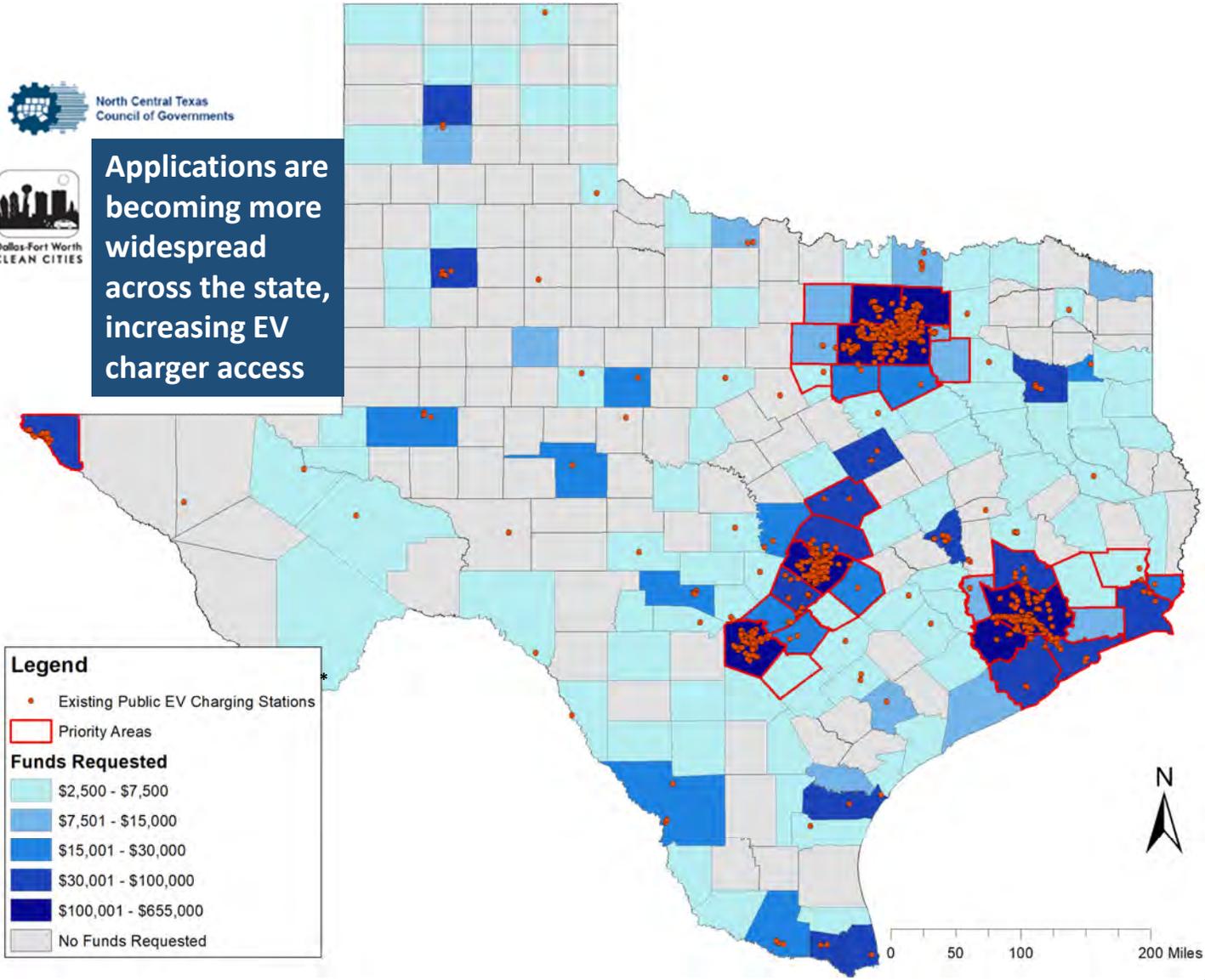
# GEOGRAPHIC DISTRIBUTION OF ZEV LEVEL 2 FUNDING REQUESTS

## Priority Areas

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



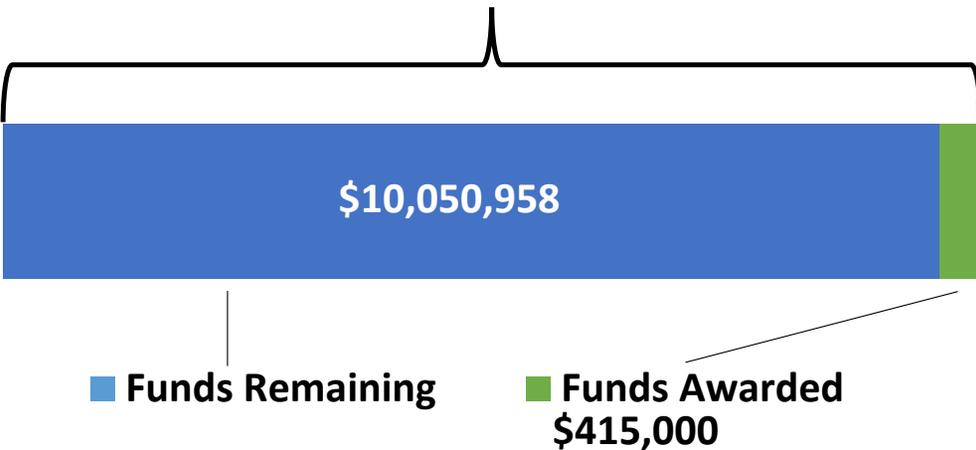
Applications are becoming more widespread across the state, increasing EV charger access



\*Public Charging stations from Department of Energy Alternative Fuel Station Locator, January 2021

# TxVEMP ZEV Infrastructure Level 2 Rebate

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



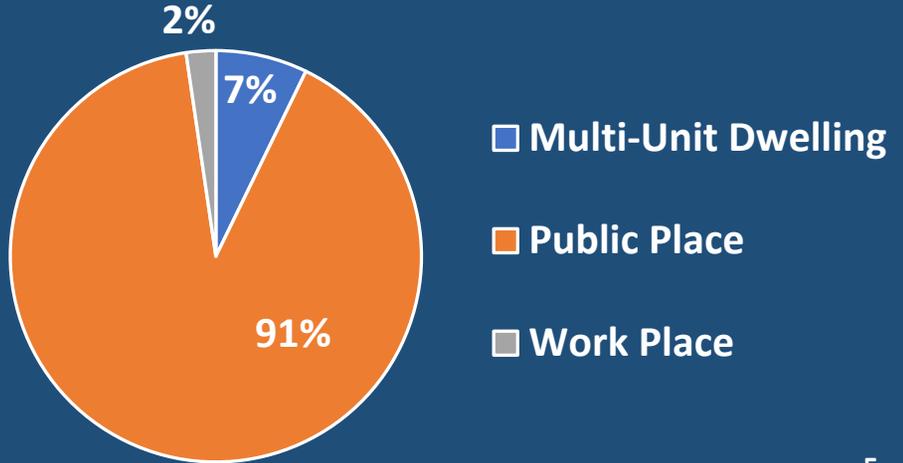
**All Rebates First Come, First Served**  
**DEADLINE: 9/9/2021 or until funds run out, whichever is first**

Data reflects information posted at [www.texasvfund.org](http://www.texasvfund.org) as of June 24, 2021

## Quick Facts

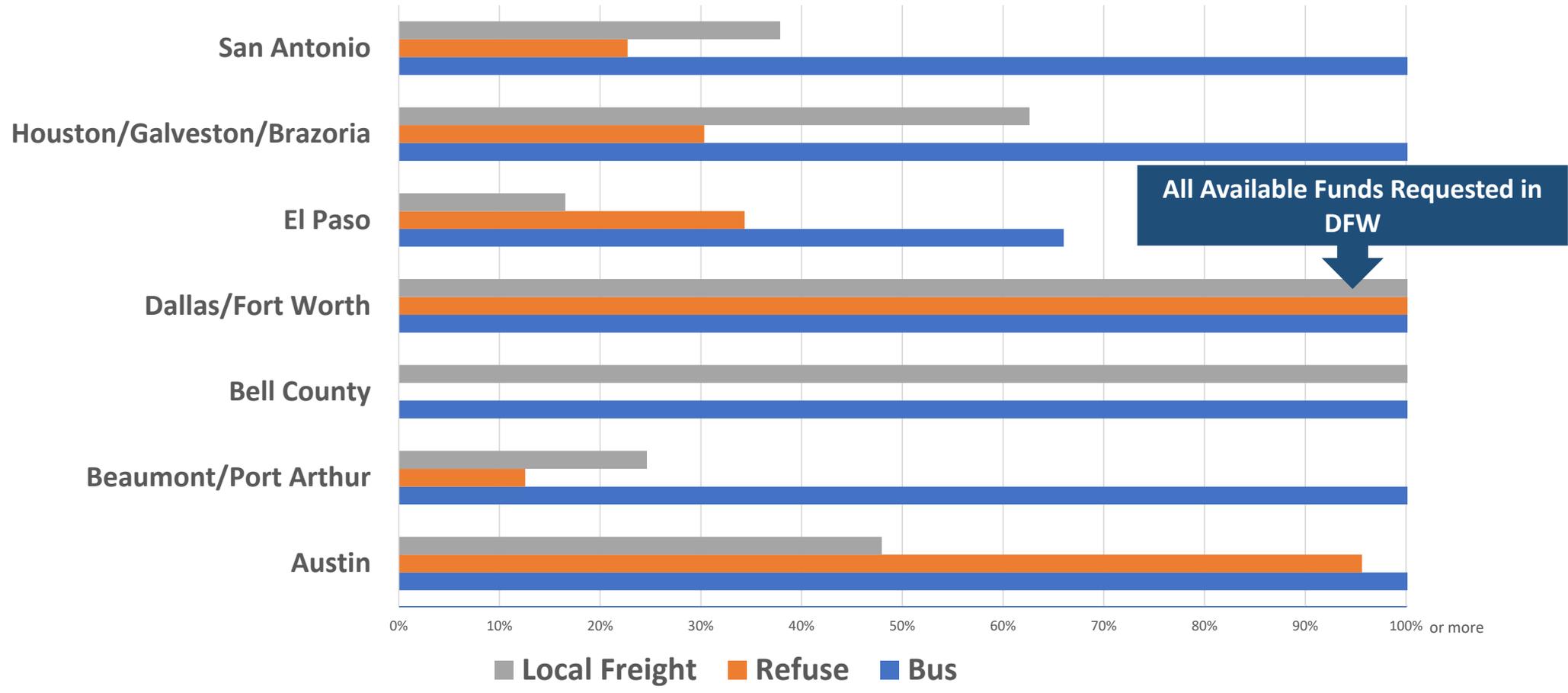
**1608**  
Charger Rebates Requested  
For Total of \$3,985,500

## Infrastructure Distribution to Date



# PERCENT FUNDING REQUESTED BY REGION

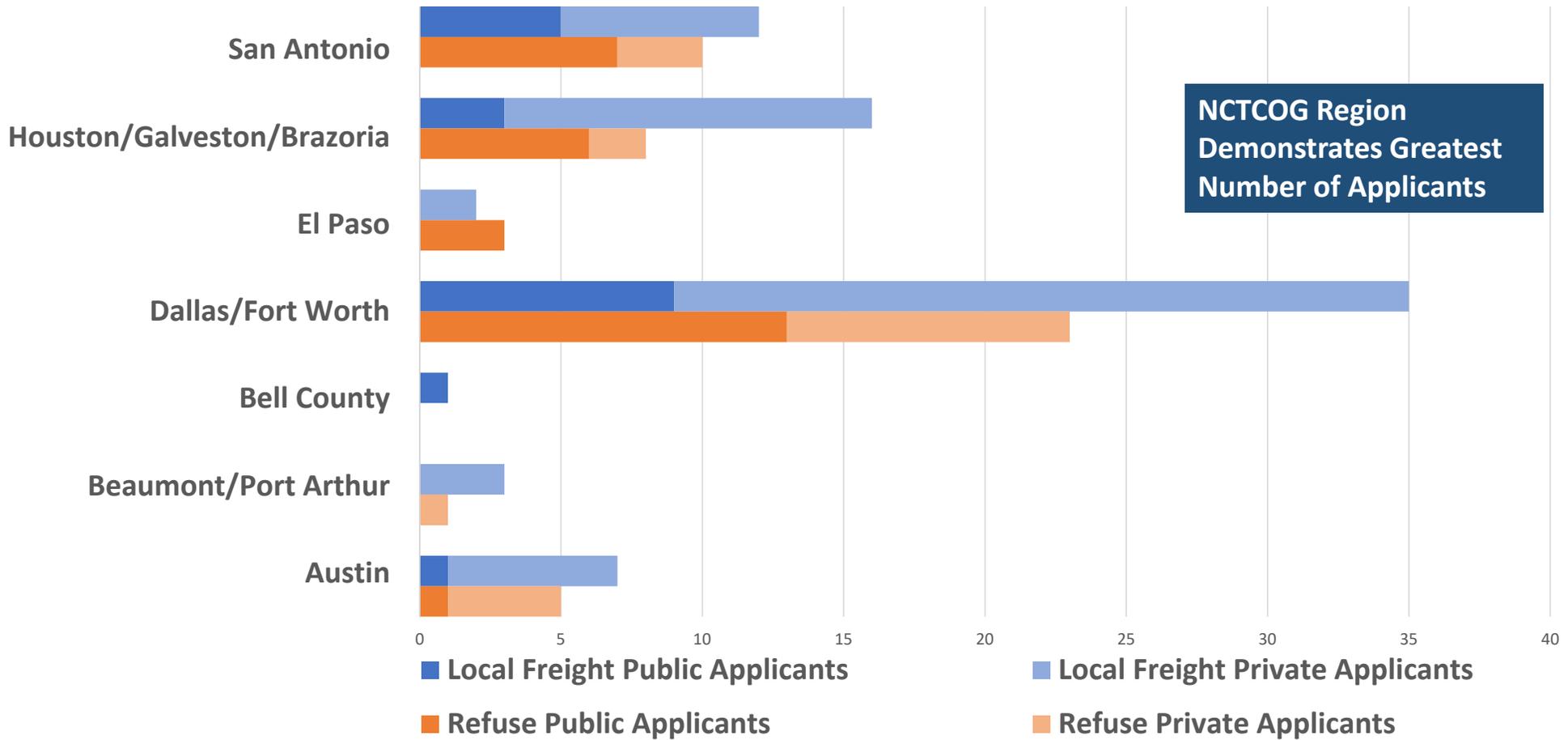
Percent Available Funds Requested by Funding Round



Data reflects information posted at [www.texasvfund.org](http://www.texasvfund.org) as of June 24, 2021

# NUMBER OF APPLICANTS BY REGION

## Local Freight and Refuse Vehicle Applicants



Data reflects information posted at [www.texasvfund.org](http://www.texasvfund.org) as of June 24, 2021

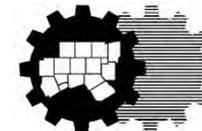
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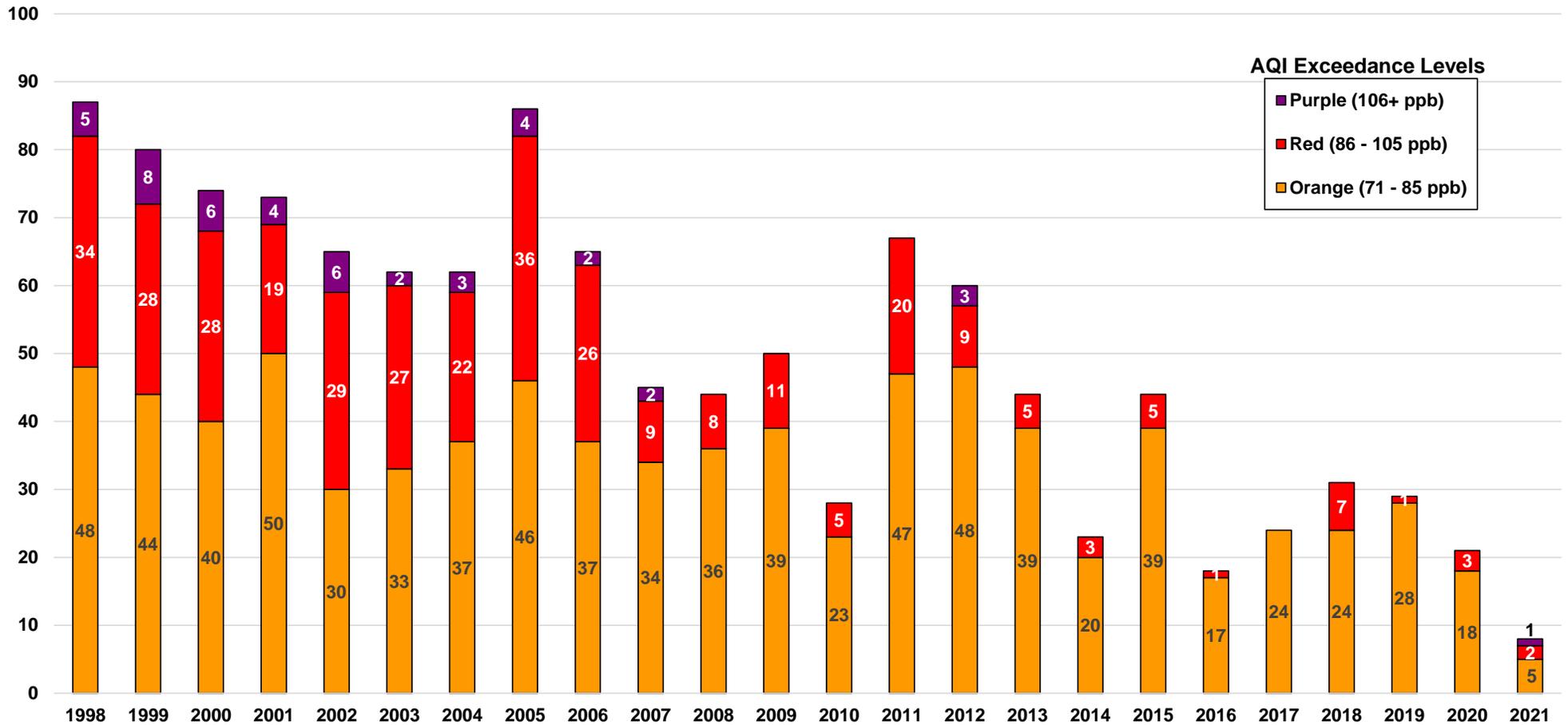
[www.nctcog.org/aqfunding](http://www.nctcog.org/aqfunding), “Hot Topics”



North Central Texas  
Council of Governments

# 8-HOUR OZONE NAAQS HISTORICAL TRENDS

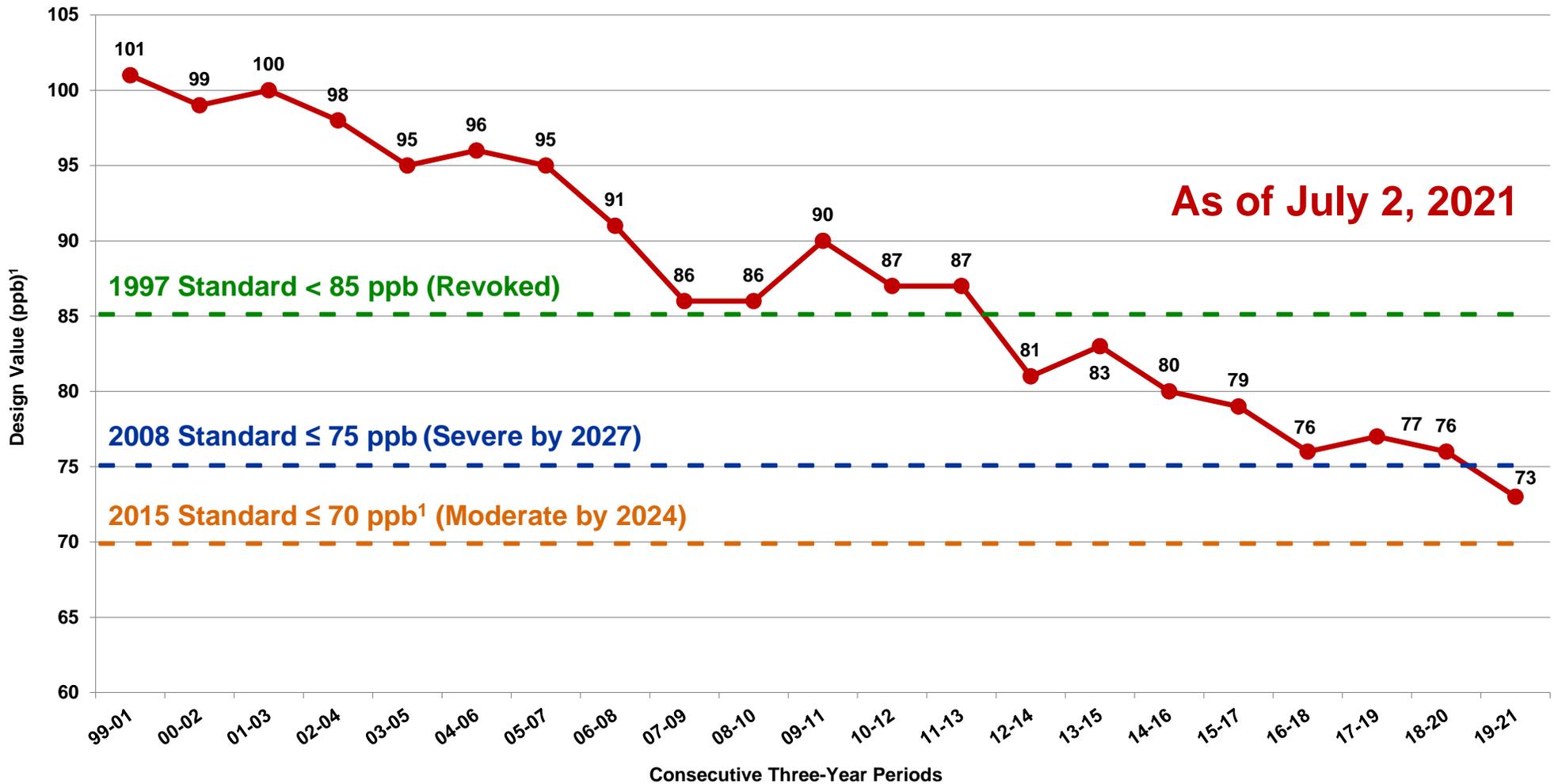
Based on  $\leq 70$  ppb (As of July 2, 2021)



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

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

# 8-HOUR OZONE NAAQS HISTORICAL TRENDS



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

## FOR MORE INFORMATION

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# NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

## 2020 Safety Program Performance Measures

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

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

Safety Performance Targets	2019 TxDOT Targets	2019 NCTCOG Targets	2020 TxDOT Targets	2020 NCTCOG Targets	2021 TxDOT Targets	2021 NCTCOG Targets
	0.8% Reduction		1.2% Reduction		1.6% Reduction	
<b>No. of Fatalities</b>	3,791.0	5,992	4,068	589.3	3,687*	572.4
<b>Fatality Rate</b>	1.414	0.838	1.48	0.803	1.33*	0.762
<b>No. of Serious Injuries</b>	17,751.0	3,999.6	18,602	3,514.7	17,151	3,375.3
<b>Serious Injury Rate</b>	6.550	5.568	6.56	4.768	6.06	4.485
<b>No. of Non-motorized Fatalities and Serious Injuries</b>	2,237.6	582.4	2,477	595.0	2,316.4	592.3

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

### Actual Safety Performance Reporting for 2019 Targets

- Biennial reporting schedule for Actual Performance reporting of Safety Performance Targets.
- Reporting of 2019 Actual Performance was conducted during the first quarter of 2021.
- Reporting of the 2020 Actual Performance will be conducted during the first quarter of 2022.
- An agency is determined to have met or made significant progress toward meeting its targets when at least four of the five established performance targets a) are met or b) the outcome for a performance measure is less than the five-year rolling average data for the performance measure for the year prior to the establishment of the State's target.

Safety Performance Measures	2019 Original Target	2019 Actual Performance	2012-2016 Baseline Performance	Met Target?	Better than the Baseline?	Met or Made Significant Progress?
<b>Number of Fatalities</b>	599.2	557.2	496	Yes	No	Yes
<b>Rate of Fatalities</b>	0.838	0.781	0.768	Yes	No	
<b>Number of Serious Injuries</b>	3,999.6	3,692	3,754	Yes	Yes	
<b>Rate of Serious Injuries</b>	5.568	5.200	5.807	Yes	Yes	
<b>No. of Non-Motorized Fatalities and Serious Injuries</b>	582.4	559	497	Yes	No	

# NCTCOG's 12-County MPA Crash and Fatality Data 2016-2020

NCTCOG receives regional crash data from TxDOT's Crash Records Information System annually. The performance measures below highlight reportable crashes and fatalities that occurred in the NCTCOG 12-county Metropolitan Planning Area (MPA) from 2016 to 2020. The data below indicates that in 2020 the NCTCOG region experienced **one crash every four minutes** and **one fatality every 12 hours**.

2016-2020 Crashes						
County	2016	2017	2018	2019	2020	% Change 2019-2020
Collin	13,905	13,102	13,209	13,940	10,270	-26.33%
Dallas	55,680	50,556	49,754	55,254	48,291	-12.60%
Denton	12,232	11,965	11,762	12,192	9,551	-21.66%
Ellis	2,595	2,724	2,811	2,796	2,838	1.50%
Hood	794	821	725	798	706	-11.53%
Hunt	1,418	1,346	1,470	1,364	1,357	-0.51%
Johnson	2,283	2,353	2,368	2,394	2,190	-8.52%
Kaufman	2,025	1,913	2,128	2,016	1,954	-3.08%
Parker	2,177	2,308	2,217	2,201	2,035	-7.54%
Rockwall	1,374	1,364	1,412	1,592	1,428	-10.30%
Tarrant	34,732	34,312	33,049	32,458	27,428	-15.50%
Wise	970	954	971	930	900	-3.23%
<b>Total</b>	<b>130,185</b>	<b>123,718</b>	<b>121,876</b>	<b>127,935</b>	<b>108,948</b>	<b>-14.84%</b>

2016-2020 Fatalities						
County	2016	2017	2018	2019	2020	% Change 2019-2020
Collin	50	68	45	53	64	20.75%
Dallas	316	281	295	271	333	22.88%
Denton	49	49	51	52	59	13.46%
Ellis	28	33	16	27	49	81.48%
Hood	15	11	5	12	9	-25.00%
Hunt	28	27	17	25	26	4.00%
Johnson	23	21	23	39	20	-48.72%
Kaufman	28	31	25	32	33	3.13%
Parker	21	20	29	26	21	-19.23%
Rockwall	12	13	8	2	7	250%
Tarrant	166	182	169	171	188	9.94%
Wise	19	22	16	14	11	-21.43%
<b>Total</b>	<b>755</b>	<b>758</b>	<b>699</b>	<b>724</b>	<b>820</b>	<b>13.26%</b>

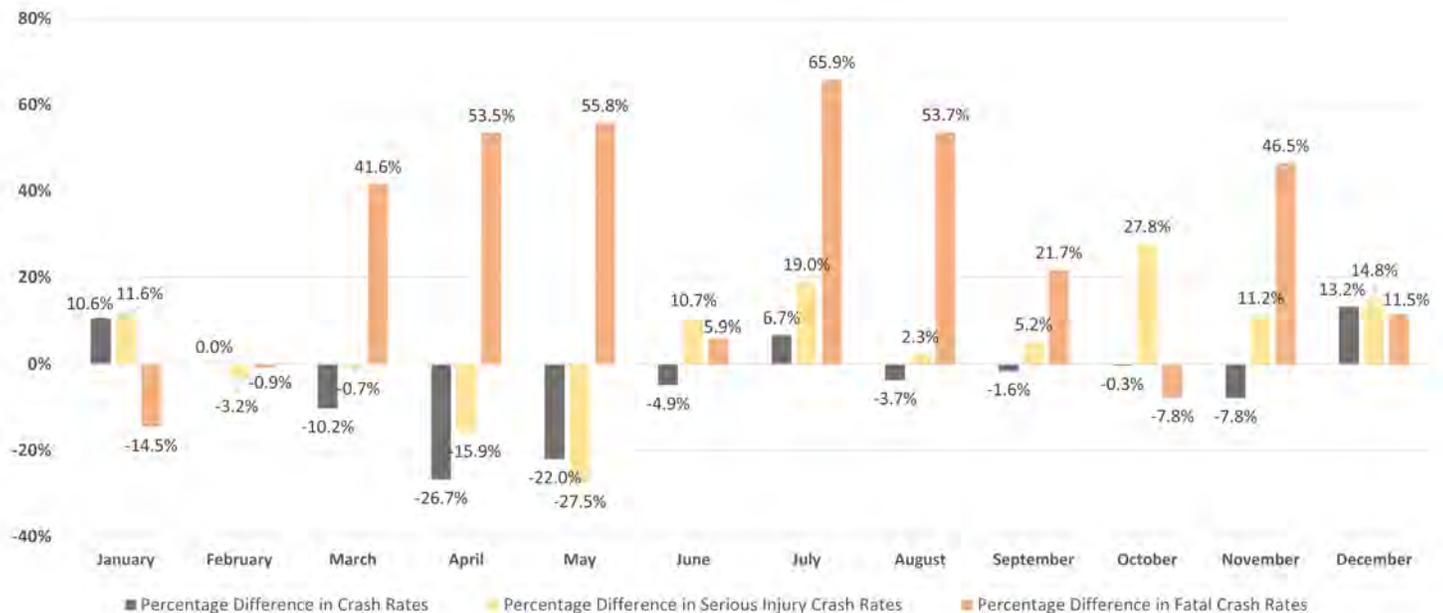
Data Source: TxDOT Crash Records Information System (CRIS) current as of 4/7/2020 - All TxDOT disclaimers apply to this information.

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

## Impact of COVID-19 Related Travel Behavior Changes on Crashes in 2020

As soon as the COVID-19 pandemic began, NCTCOG began monitoring how our region's traffic patterns were effected. The stay-at-home orders which began in March 2020 had an immediate effect on traffic safety as can be seen in the graph below. While the total number and rate of crashes\* fell in March, the number of fatal crashes actually increased due to excessive speeds on empty roadways. This trend of fewer overall crashes but more fatal crashes continued through the rest of 2020 and into 2021.

### Percentage Difference in Fatal, Serious Injury, and All Crash Rates from 2019—2020



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

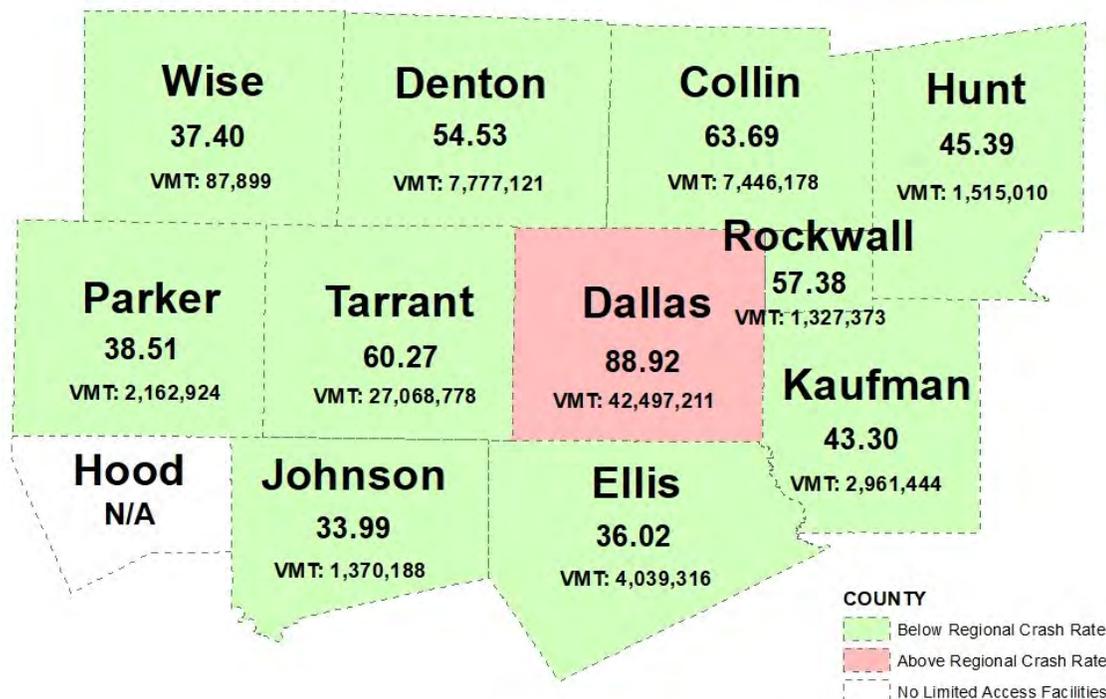
# 2020 Contributing Factors for Serious Injury and Fatality Crashes

	Top Ten Contributing Factors — Limited Access Facilities Only	2019	2020
1	Speeding (Overlimit / Unsafe Speed / Failed to Control Speed)	32.37%	33.04%
2	Impaired Driving (Under Influence: Had Been Drinking, Alcohol, Drug / Taking Medication / Fatigued or Asleep)	10.84%	11.99%
3	Failed to Drive in Single Lane	10.84%	9.86%
4	Driver Related (Distraction in Vehicle / Driver Inattention / Road Rage / Cell/Mobile Device Use - (Talking / Texting / Other / Unknown) - [0.48%])	10.01%	9.41%
5	Faulty Evasive Action	6.22%	8.35%
6	Changed Lane When Unsafe	8.95%	7.10%
7	Disabled/Parked in Traffic Lane	1.92%	5.60%
8	Pedestrian Failed to Yield Right of Way to Vehicle	5.00%	5.24%
9	Followed Too Closely	4.02%	2.93%
10	Wrong Way Driving (Wrong Way—One Way Road / Wrong Side—Not Passing)	1.02%	1.42%

Note: The Contributing Factor Analysis above includes Primary, Secondary, and Tertiary Contributing Crash Factors on limited access facilities in the NCTCOG 12-County MPA only. Speeding has been the number one contributing factor for all analysis done from 2010-2020. For more information on contributing factor trends for previous years, please visit the [NCTCOG Safety Program](#) webpage.

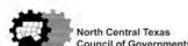
## 2020 Crash Rates by County

NCTCOG calculates crash rates on limited access facilities for counties within the NCTCOG 12-County MPA. The map below displays these crash rates by county in comparison to the regional crash rate of 69.83. This represents a slight decrease from the 2019 rate of 79.32 crashes per 100 million vehicle miles traveled (VMT). Dallas County was the only county with a crash rate above the regional average in 2020.



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

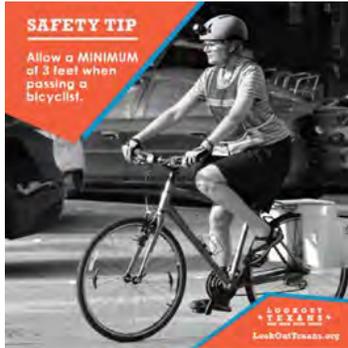
2020 Regional Crash Rate = 69.83



# NCTCOG Bicycle and Pedestrian Safety Program Updates

## Look Out Texans Campaign and Planning Efforts

Look Out Texans is a safety and education campaign that encourages North Texans to watch out for one another and offers specific tips to bike, walk, and drive safely together. The campaign features North Texans promoting various safety tips to help everyone understand how people bicycling, walking, and driving should interact together. bring a greater sense of community and respect to our roads. Unfortunately, between 2015 and 2019, there were more than 10,000 reported bicycle and pedestrian crashes involving a motor vehicle and over 845 fatalities in North Central Texas, according to TxDOT. Look Out Texans wants to improve safety on our North Texas roads and remind everyone to look out for our friends, families, and neighbors.



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

[LookOutTexans.org](http://LookOutTexans.org).

## Pedestrian Safety Action Plan

In response to the steadily increasing number of reported pedestrian crashes across North Texas in the past decade, NCTCOG has completed a Pedestrian Safety Action Plan (PSAP) for the 12-county MPA. Between 2014 and 2018, a total of 7,072 pedestrian crashes were reported in the MPA, resulting in 672 pedestrian deaths, well above state and national averages. For example, in 2018, the national average was 1.92 pedestrian fatalities per 100k population, whereas the State of Texas and the MPA were and 2.13 and 2.06 per 100k population, respectively. Due to these high numbers of crashes and fatalities, the Federal Highway Administration designated two cities in the region, Dallas and Fort Worth, as Focus Cities, and the State of Texas as a Focus State for pedestrian safety.



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

Throughout the development of the PSAP, data analysis was used to determine the demographics of individuals involved in the incidents, as well as the most common contributing crash factors. Crash density maps were also developed to identify where crashes are happening most frequently. The PSAP further identifies pedestrian safety corridors, which are roadway segments with a high frequency of documented crashes between motor vehicles and pedestrians. A total of 105 safety corridors were identified, within four counties and 10 cities, capturing nearly 30 percent of all reported crashes in the region. These corridors will be used in a targeted approach to assist in future project and program selection, where applying proven safety countermeasures will be most effective in reducing the region’s overall crash numbers.

Goals of the PSAP aim to eliminate crashes across the region by 2050, balance the safety and needs of all roadway users with priority given to those most vulnerable, to include level of comfort in the design and other phases of development, to integrate the most direct routes for pedestrians (without forcing them to walk far out of their way to cross roadways safely), and to implement countermeasures where needed. Policies of the PSAP include collaboration with stakeholders, educational programs for the public and for law enforcement, implementation of safety countermeasures along the safety corridors, and support for key statewide legislation, amongst others. All the goals and policies established within the PSAP fit within one of the Three Es: Education, Engineering or Enforcement. The PSAP, including all appendices, can be viewed at [www.nctcog.org/pedsafetyplan](http://www.nctcog.org/pedsafetyplan).

# NCTCOG Traffic Incident Management Program

## 2020 Regional Crash Pyramid — NCTCOG 12-County MPA

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



On average, each injury crash requires

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

Potentially 36 responders “working in or near moving traffic” every hour 24/7/365.

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

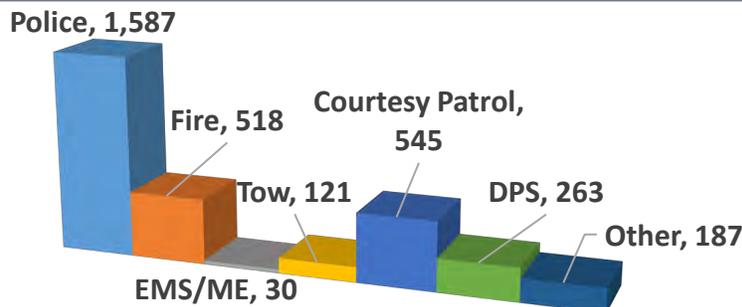
### NCTCOG TIM First Responder and Manager’s Course

The Traffic Incident Management (TIM) training series was developed in February of 2003 and first offered in December of 2003. The goal of the TIM training course is to initiate a common, coordinated response to traffic incidents that will build partnerships, enhance safety for emergency personnel, reduce upstream traffic accidents, improve the efficiency of the transportation system, and improve the air quality in the Dallas-Fort Worth region. The **First Responder and Manager’s Course**, geared towards those with daily involvement in responding to traffic incidents, is offered six times per year. The training is eligible for TCOLE Credits, Fire Commission Credits, and Emergency Medical Services Continuing Education Units.

NCTCOG First Responder and Manager’s Course Attendance		
2003 - 2019	January 2020 — February 2021*	Total
3,190	76	3,266

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

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



### NCTCOG TIM Executive Level Course Attendance \*

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

Police	Fire	City Staff	Elected Officials	Public Works/ Strategic Services Transportation	Medical Staff	Other	Total (February 2005 - November 2020)
398	168	33	14	55	15	253	936

\*May 2020 TIM Executive Level Course cancelled due to COVID-19 restrictions. The November 2020 Course was held virtually.

# NCTCOG Traffic Incident Management Program

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

Cities and Counties Represented (78): August 2013 - February 2021

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

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

### Notes:

1. Agencies shown in **bold text** have attended both the First Responder and Manager's Course and the Executive Level Course.
2. The last major course update was done in August 2013.
3. *Due to COVID-19 related restrictions, there was a reduced number of "n-person" NCTCOG TIM training classes (3) held in 2020.*
4. A complete list of Agency Attendance from 2003 is available upon request.

## First Responder Struck-By 'Fatality' Stats (2019-2020)

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

Discipline	2019 National	2020 National	2019 Statewide	2020 Statewide	2019 NCTCOG Region	2020 NCTCOG Region
Police	18	17	5	3	1	0
Fire/EMS	9	4	2	1	0	0
Towing	14	21	3	1	2	0
Roadside Assistance Patrol	0	3	0	0	0	0
<b>Total Responder Fatality Struck-bys</b>	<b>41</b>	<b>45</b>	<b>10</b>	<b>5</b>	<b>3</b>	<b>0</b>

"Between January—April 2021, nationwide **seventeen** responders have been struck and killed by vehicles (*one in Dallas TX*)."  
[www.ResponderSafety.com](http://www.ResponderSafety.com)

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

Roadside Assistance Patrol	Dallas County	LBJ Express	NTE Express	NTTA	Tarrant County	NCTCOG Region
2017	*	2	0	*	1	3
2018	*	1	1	13	3	5
2019	1	7	4	9	0	12
2020	*	0	1	15	2	3

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

\* Information Unavailable or Pending from reporting agency.

# NCTCOG Incident Management Equipment Purchases 2020 Call for Projects

NCTCOG opened the second Incident Management Equipment Purchase Call for Projects (CFP) to assist regional police, fire, and public works agencies in purchasing equipment and technology that aid in quick incident clearance and mitigation. Equipment and technology that aid in quick incident clearance assists with both keeping motorists and first responders safe on the roadway and in improved air quality for the region. The CFP covered multiple jurisdictions throughout the Dallas-Fort Worth nonattainment area, including Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Rockwall, Tarrant, and Wise Counties. A total of \$1.5 million was available to regional first responder agencies to assist them in purchasing equipment and technology used to mitigate traffic incidents.

## Eastern Subregion Agencies - Projects Approved for Funding

1	City of Balch Springs	\$31,190	Portable Solar Message Boards
2	City of Balch Springs	\$7,760	Traffic Control & Scene Management Equipment
3	City of Frisco	\$245,000	Closest To Dispatching Enhancement
4	Dallas County Sheriff's Office	\$66,540	Highway Incident Reporting Software & Equipment
5	City of Balch Springs	\$8,160	Radio & Communication Equipment
6	Town of Prosper	\$68,505	Thermal Imaging Cameras
7	Town of Prosper	\$3,200	Traffic Safety Vests
8	City of Dallas	\$38,500	LED Active Lighting Reflective Safety Vests
9	City of Dallas	\$70,000	Portable Hand-held Radios
10	City of Terrell	\$70,522	FARO Laser Scanner System
11	Kaufman Police & Fire Department	\$16,595	Portable Message Board
12	Kaufman Police & Fire Department	\$9,300	Arrowboard Trailers
13	Kaufman Police & Fire Department	\$2,400	Reflective Class 2 Vests
14	Kaufman Police & Fire Department	\$950	Traffic Cones
15	City of Terrell	\$9,307	Traffic Control & Scene Management Equipment
16	Town of Flower Mound	\$54,250	Response Trailer & Equipment
17	Irving Police Department	\$5,585	Crash Data Recovery Kit
18	Farmersville Police Department	\$9,042	Speed Trailer & Equipment
19	City of Richardson	\$57,590	FARO 3D Scanner
20	City of Richardson	\$39,790	Video Management System
21	Cedar Hill Police Department	\$26,570	Dynamic Message Signs
22	Irving Police Department	\$98,384	Traffic Control, Safety & Personal Protective Equipment
	<b>Total</b>	<b>\$939,140</b>	

## Western Subregion Agencies - Projects Approved for Funding

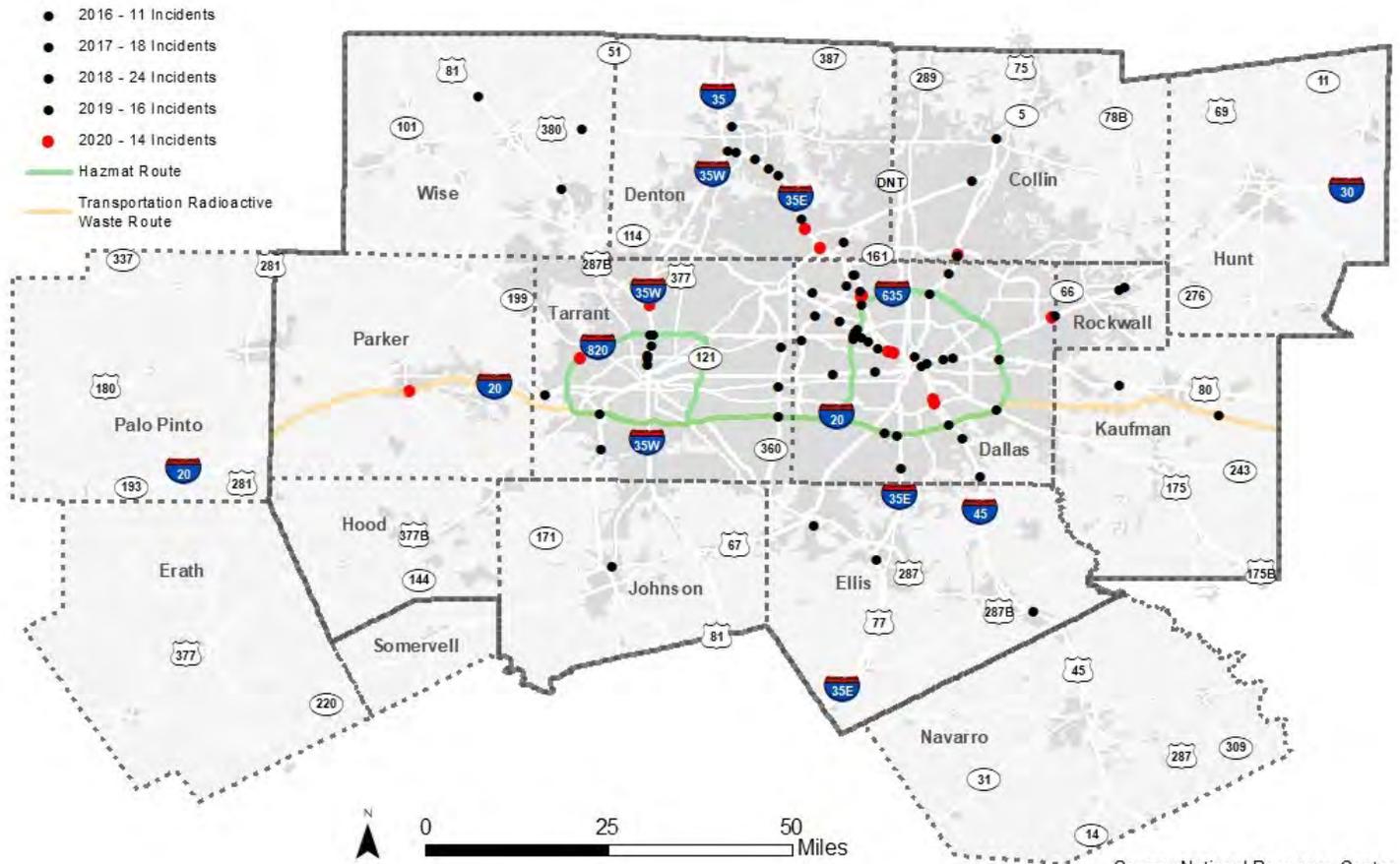
1	North Richland Hills Police Department	\$27,338	Crash Data Retrieval Premium Kit
2	North Richland Hills Fire Department	\$27,285	HAAS Alert Safety Cloud Service
3	City of Keller	\$32,000	Crash Data Retrieval Kit (CDR)
4	City of Colleyville	\$40,000	Portable Radios and Batteries
5	City of Keller	\$24,700	Traffic Control & Scene Management Equipment
6	Fort Worth Police Department	\$6,150	Traffic Cones
7	Fort Worth Police Department	\$3,480	Roadside Assistance Equipment
8	Fort Worth Police Department	\$2,669	Tow/Recovery Equipment
9	Fort Worth Police Department	\$32,680	PPE Equipment
10	City of Fort Worth	\$107,500	Pan-Tilt-Zoom Camera
	<b>Total</b>	<b>\$303,802</b>	

## Blocking Equipment Pilot Projects (Funded using Regional Toll Revenue (RTR) Funds)

1	Mesquite Fire Department	\$39,200	Scorpion Attenuator/Blocker
2	City of Grand Prairie	\$34,500	204 Scorpion Blocker
		\$31,400	A1R1 Scorpion Blocker
3	Town of Flower Mound	\$26,900	Scorpion Trailer Attenuator/Blocker & Arrowboard
	<b>Total</b>	<b>\$132,000</b>	

# 2020 NCTCOG 16-County HazMat Incidents

NCTCOG continues to monitor major hazardous material spills on limited access facilities using data obtained from the National Response Center. This analysis helps identify roadway corridors which have been impacted by incidents involving a hazardous material. Currently, the IH 20 corridor and the regional loops IH 820 and IH 635 are designated as radioactive waste routes. In 2020, there were 14 significant HazMat spills within the 16-county region. This is down from the previous year, which had 16 such incidents.



Source: National Response Center  
Data current as of January 21, 2021

County	2016	2017	2018	2019	2020	Total
Collin	0	3	0	0	0	3
Dallas	4	10	11	8	8	41
Denton	2	1	4	1	2	10
Ellis	0	0	1	2	0	3
Erath	0	0	0	0	0	0
Hood	0	0	0	0	0	0
Hunt	0	0	0	0	0	0
Johnson	0	1	0	0	0	1
Kaufman	0	0	1	1	0	2
Navarro	0	0	0	0	0	0
Parker	0	0	0	0	1	1
Palo Pinto	0	0	0	0	0	0
Rockwall	0	0	2	0	0	2
Somervell	0	0	0	0	0	0
Tarrant	4	3	3	3	3	16
Wise	0	0	2	1	0	3
<b>Total</b>	<b>10</b>	<b>18</b>	<b>24</b>	<b>16</b>	<b>14</b>	<b>82</b>

# Roadside Assistance Program

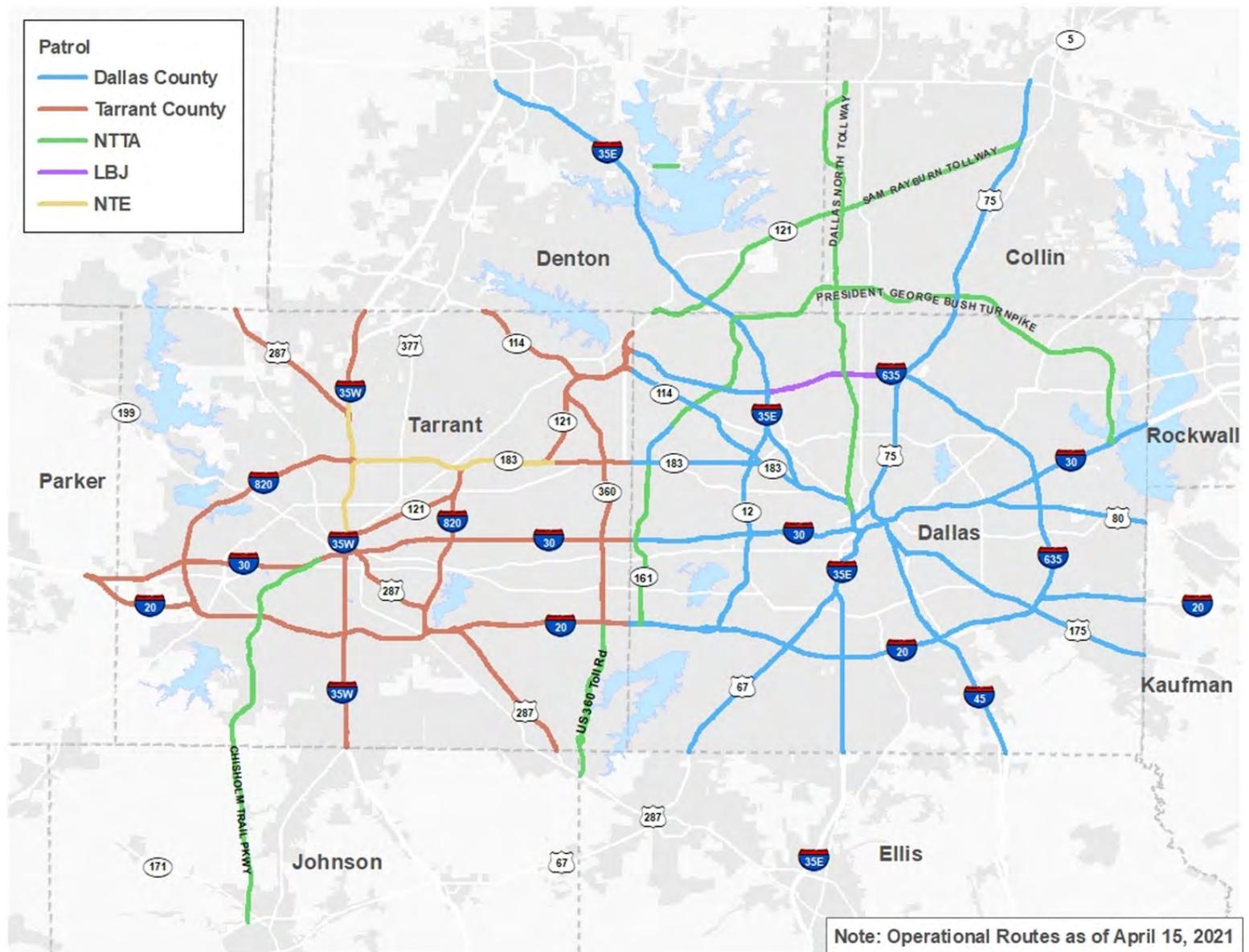
The Roadside Assistance Program (RAP) is a crucial part of incident response and traffic safety efforts in North Texas. Area RAP programs help alleviate congestion and prevent secondary crashes on busy highways/freeways and toll roads by providing free assistance to stalled and stranded motorists by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

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

## Roadside Assistance Program Performance Measures

Agency	2019 Assists	2020 Assists
Dallas County Operations	68,649	67,251
Tarrant County Operations	27,135	23,706
NTTA	44,702	43,747
NTE Express	6,185	3,604
LBJ Express	6,080	4,023

## Patrol Routes

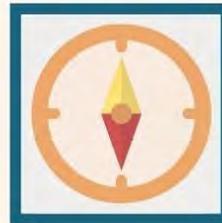


# In 2020, Dallas/Fort Worth Area Roadside Assistance Patrols

provided:



**65,197**  
Driver Assistance /  
Stalled Vehicle



**26,891**  
Courtesy Check /  
Directions



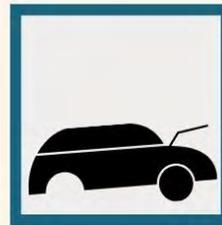
**4,909**  
Crash  
Assistance



**17,106**  
Debris  
Removal



**16,600**  
Protection to  
First Responders



**7,680**  
Abandoned  
Vehicle Check

**Total Combined Assists: 142,331**

**Notes:**

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

2,467 assists were either not found or were cancelled before a patrol vehicle arrived, 1,481 assists were not categorized.

## Hours of Operation

## Phone Number

**Dallas County**



Mon - Fri 5 AM - 9:30 PM  
Sat - Sun 11 AM - 7:30 PM



(214) 320-4444

**Tarrant County**



Mon - Sun 6 AM - 10 PM



(817) 884-1213

**NTTA**



Mon - Sun 24 Hours a Day



(214) 224-2203  
or #999

**NTE and  
LBJ TEXpress**



Mon - Sun 24 Hours a Day



(972) 661-8693  
or #789



## Regional Wrong Way Driving Mitigation Projects — 2020 Update

The NCTCOG Wrong-Way Driving (WWD) Mitigation Pilot Program focuses on preventing incidents where a driver enters a limited access facility in the wrong direction by installing WWD countermeasures at known hotspots. Phase 1 of this program began in Dallas County in 2014 by introducing low cost systemic countermeasures such as replacing conflicting lane signage and arrow markings. Since its initiation, the project has expanded to several additional counties shown in the table below. Over the past year the Dallas District has worked to complete intersection improvements in Denton and Navarro Counties. Only 33 intersections remain to be completed out of the 417 proposed intersections.

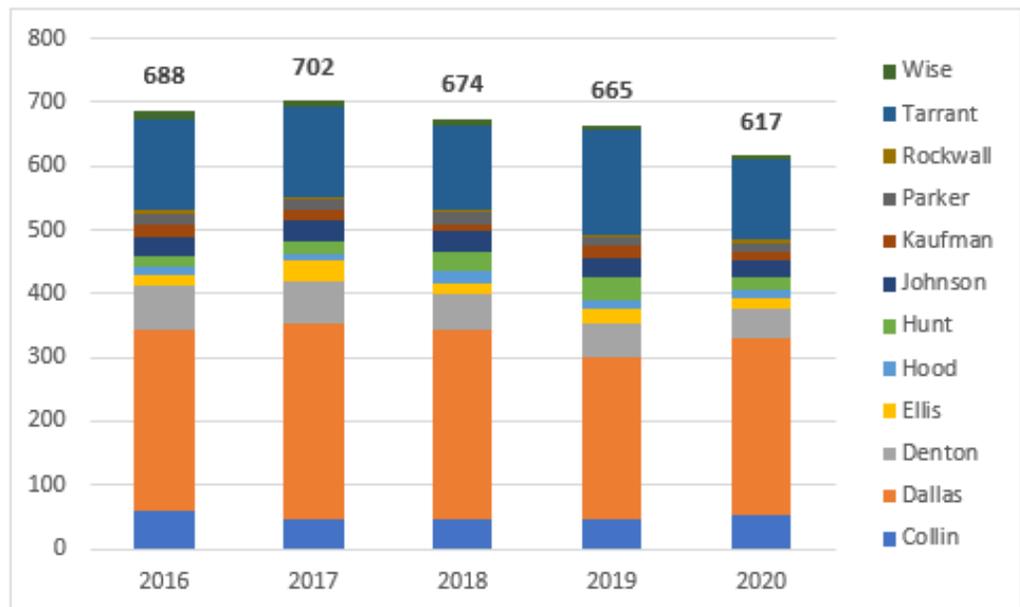
The North Texas Tollway Authority (NTTA) uses thermal cameras and sensors embedded in ramps to detect wrong way drivers on their tolled facilities. If this happens, automatic alerts are sent to NTTA staff who notify law enforcement. NTTA has also added prevention measures like flashing signs to correct a wrong way driver's travel before they enter the highway. Dynamic messaging signs are also used to warn oncoming traffic about the presence of a wrong way vehicle. In 2020, NTTA expanded these countermeasures to several new locations throughout North Texas.

### Phase I Signalized and Non-signalized Intersections: TxDOT Dallas District

Dallas County Intersections			Additional Counties		
	Proposed Intersections	Remaining Intersections		Proposed Intersections	Remaining Intersections
Carrollton	11	0	Collin County	39	17
Dallas	174	7	Denton County	20	0
Farmers Branch	2	0	Ellis County	6	6
Garland	17	0	Rockwall County	4	0
Grand Prairie	25	0	Navarro County	3	0
Irving	38	0	Kaufman County	3	3
Mesquite	17	0	Dallas (DNT)*	13	0
Richardson	6	0			
Rowlett	5	0			
TxDOT	34	0			
Totals	329	7		88	26

## 12-County MPA - Wrong Way Driving Crashes: 2016-2020

From 2016 to 2020, the number of crashes on all roadways caused by a wrong way driver decreased 10.3 percent within the 12-county MPA. The total number of crashes caused by a wrong way driver fell to a five year low in 2020.



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

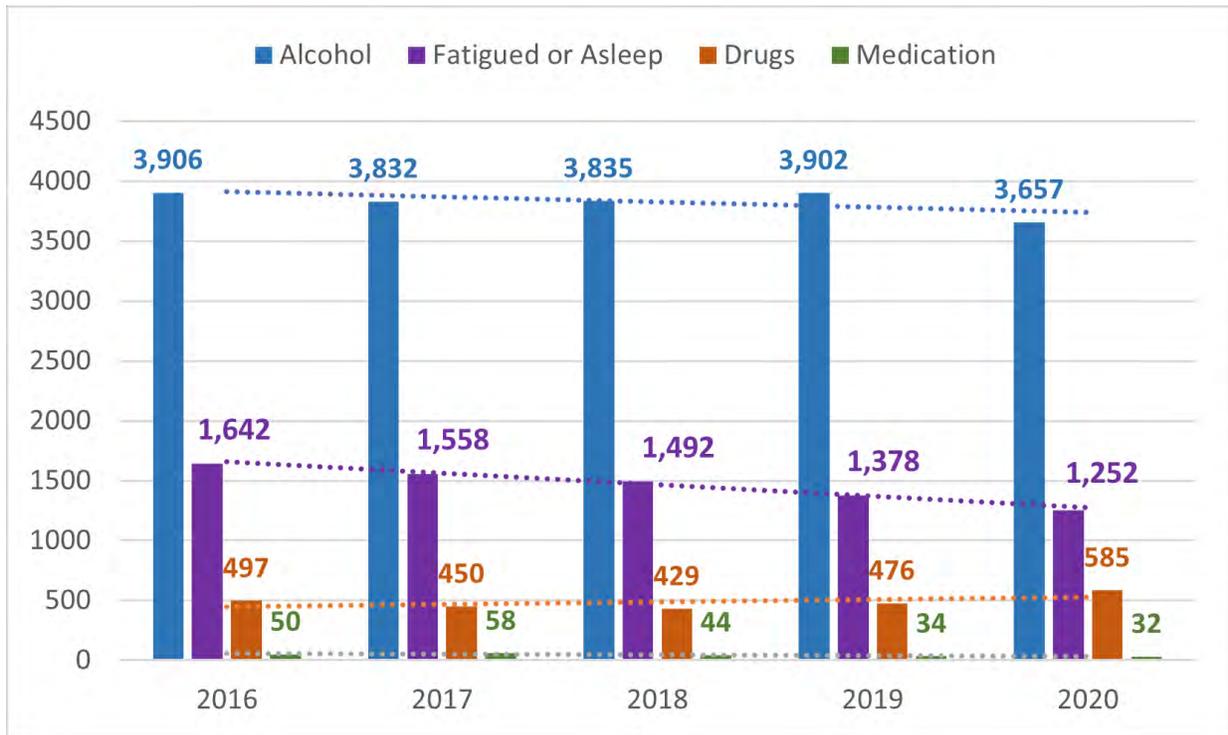
## Highway Safety Improvement Program

The TxDOT Highway Safety Improvement Program (HSIP) Call for Projects (CFP) is a funding opportunity for highway safety projects that decrease the number of fatalities and serious injuries on all public roadways. Funds are provided for construction and operational improvements that address crash types outlined in the Texas Strategic Highway Safety Program. The 2020 TxDOT HSIP CFP resulted in the following projects for our region:

- The Dallas District received approval on 30 projects for a total of \$12,549,274.73.
- The Fort Worth District received approval on 34 projects for a total of \$27,992,387.

# Crashes Involving Impaired Drivers: 2016 — 2020

Crashes involving a driver impaired by alcohol, illegal drugs, legal medication, or fatigue have remained one of the top ten contributing factors in both the state of Texas and NCTCOG region. The graph below highlights these crashes in the North Central Texas 12-county region from the past five years. During this time period, the number of crashes involving an impaired driver has decreased close to 9.3 percent overall and included a drop in the number of crashes where medication was cited as a contributing factor.



*Note: The Impaired Driving Analysis includes TxDOT crash records where the primary, secondary, or tertiary contributing factors were cited as "Had been drinking", "Taking medication", "Under influence—alcohol", "Under influence—drugs", or "Fatigued or Asleep". Motor vehicle crash within the NCTCOG 12-County area are included.*

## Commercial Vehicle Enforcement Equipment and Training Program

In 2020, NCTCOG contracted with Intercomp Company to purchase and distribute 26 sets of LP600 portable scales (104 scales total) to Commercial Vehicle Enforcement (CVE) agencies in North Central Texas. As part of the program, the LP600 scales and usage training were provided to 15 unique CVE agencies free of charge. The goal of the CVE Equipment and Training Program is to increase our area CVE agencies' ability to enforce commercial vehicle weight requirements; in doing so, reducing the number of crashes caused by overloaded and unsafe commercial motor vehicles and protecting regional roadways and bridges from damage by enforcing compliance with state laws regulating commercial vehicle weight. CVE agencies that received the equipment and training are included below.

Arlington Police Department	Kaufman County Sheriff's Office
Bedford Police Department	Midlothian Police Department
Cedar Hill Police Department	Plano Police Department
Dallas County Sheriff's Department	Richardson Police Department
Fort Worth Police Department	Southlake Police Department
Grand Prairie Police Department	The Colony Police Department
Haltom City Police Department	Wylie Police Department
Irving Police Department	

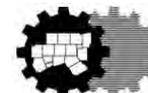
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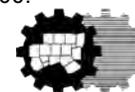


North Central Texas  
Council of Governments  
Transportation Department

# NCTCOG Regional Crash Fact Sheet (Calendar Year 2020)

1. The Fatality Rate on North Central Texas (12-county) roadways for 2020 was 1.027 deaths per one-hundred million vehicle miles traveled. This is an increase from the 2019 fatality rate.
2. The North Central Texas (12-county) Region experienced an increase in the number of motor vehicle traffic fatalities. The 2020 death toll of 820 was an increase of 13.26% from the 724 deaths recorded in 2019.
3. There were 2,942 serious injury crashes in the North Central Texas (12-county) Region in 2020 with 3,323 people sustaining a serious injury.
4. Fatalities in traffic crashes in rural areas of the North Central Texas (12-county) Region accounted for 19.15% of the region's traffic fatalities. There were 157 deaths in rural traffic crashes.\*
5. Single vehicle, run off the road crashes resulted in 222 deaths in 2020. This was 26.8% of all motor vehicle traffic deaths in 2020.
6. There were 192 people killed in crashes occurring in intersections or related to an intersection in 2020.
7. There were 76 people killed in head-on crashes in 2020.
8. Based on reportable crashes in 2020:
  - o One person was killed every 10 hours 35 minutes.
  - o One person was injured every 9 minutes 53 seconds.
  - o One reportable crash occurred every 4 minutes 49 seconds.
9. Of all persons killed in vehicles in 2020 where restraint usage was applicable and usage was known, 24.26% were reported as not restrained when the fatal crash occurred.
10. 51,949 persons were injured in motor vehicle traffic crashes in 2020.
11. There were 122 motorcyclists (operators and passengers) killed in 2020. About 48% of motorcyclists killed were not wearing helmets at the time of the crash.
12. Pedestrian fatalities totaled 203 in 2020. This is a 20.69% increase from 2019.
13. Pedalcyclist fatalities totaled 13 in 2020. This is a 46.15% increase from 2019.
14. There were 98 people killed in motor vehicle traffic crashes in 2020 where the use of alcohol was cited by police as a crash contributing factor. This is 12.98% of the total number of people killed in motor vehicle traffic crashes in 2020.
15. During 2020, 49.5% of alcohol-related crashes were reported from between 10:00 PM and 3:59 AM. Also, 45.58% of alcohol-related crashes occurred on weekends.
16. There were 57 people killed in crashes involving distracted driving in 2020. This is a 20% increase from 2019.

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





North Central Texas Council Of Governments

June 17, 2021

Fédération Internationale de Football Association  
C/O: Mr. Colin Smith  
FIFA-Strasse 20,  
P.O. Box 8044  
Zurich, Switzerland

Dear Mr. Smith:

I am committing our support for Dallas and our region to host the greatest sporting event in the world, the FIFA World Cup. Our commitment for 2026 is on behalf of the transportation elements provided by the North Central Texas Council of Governments.

This event can knit together the sport and non-sport worlds. It can create a near-term deadline to do more of the things we are already doing. It gives us a reason to do them better. Special events provide solutions that aid in daily travel and enhance daily life. Our transportation system is second to none and is ready to shine.

Our agency exemplifies the values demanded by FIFA. We wish to show case these values on a world stage. As Transportation Director, our transportation system exemplifies the system demanded by FIFA. We also wish to show case these transportation systems on a world stage.

As staff to the Regional Transportation Council, we wish to partner with the Fédération on advancing both the experience of the games as well as the permanent social rights that the World Cup demands. We documented transportation commitments to you previously but summarize them here:

- Financial assistance to the transit agencies to provide free transit passes for game days and for events at Fair Park
- Financial assistance to TxDOT to provide free toll access on IH 30 on game days to AT&T Stadium
- Provide needed portable dynamic message signs for all events
- Provide electric transit vehicles for the FIFA Family
- No cost toll travel on IH 30 express lanes on game days
- A regional limousine permit
- Stand-up a local transportation committee for coordination purposes

Mr. Smith  
Page Two

July 17, 2021

The North Central Texas Council of Governments welcomes you to the Dallas-Fort Worth Region.

Thank you for your time in previous meetings and thank you for this opportunity today.

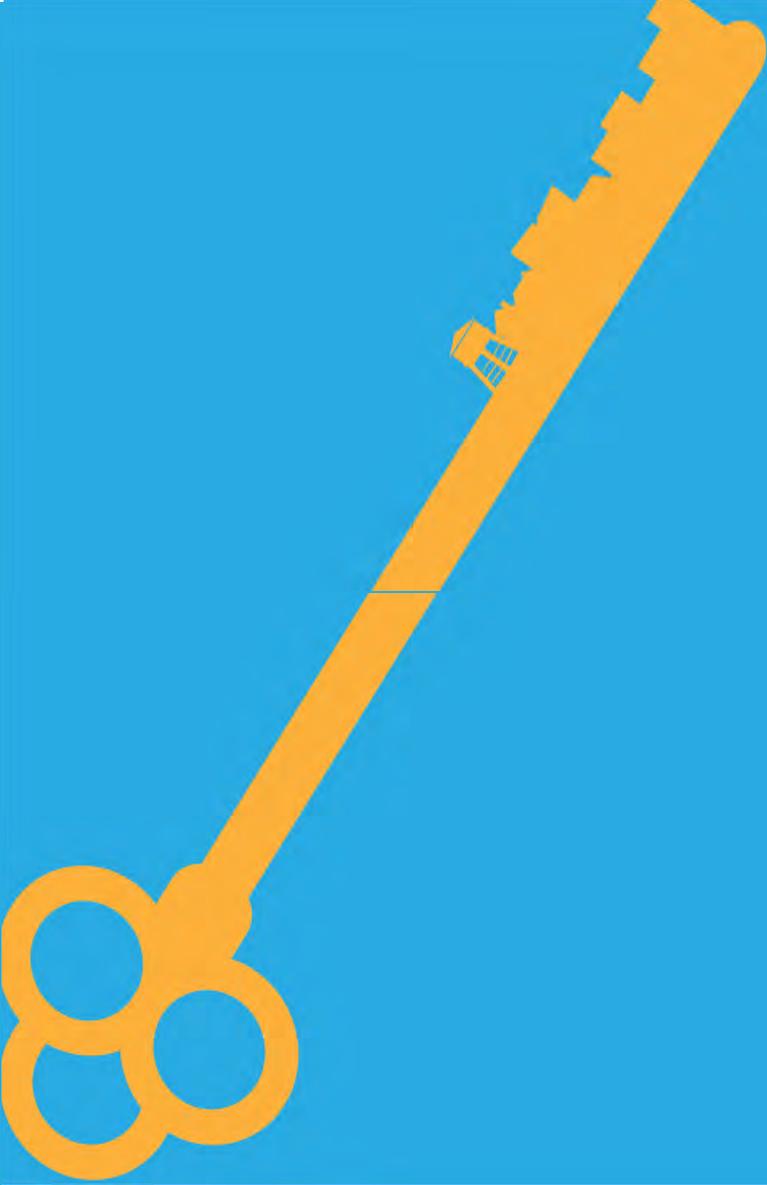
Sincerely,

A handwritten signature in black ink that reads "Michael Morris". The signature is written in a cursive style with a large, sweeping flourish at the end.

Michael Morris, P.E.  
Director of Transportation

MM:aa

cc: Monica Paul, Executive Director, Dallas Sports Commission



# Access North Texas 2022 Plan Update

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Regional Transportation Council  
July 8, 2021

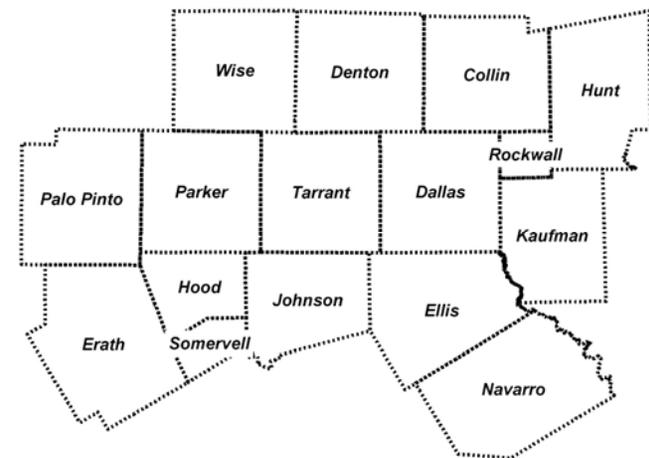
# Background

Regional public transportation coordination plan to:

- Identify the public transportation needs of older adults, individuals with disabilities, low-income individuals and others with transportation challenges
- Specify strategies to:
  - Address needs and current challenges
  - Eliminate gaps in service
  - Avoid duplication of transit services
  - Meet federal and State requirements for transit coordination in the 16 counties

RTC adopted the last update on March 8, 2018

Updates are required every 4 years



# Background

Regional Public Transportation Coordination Plan  
Required by FTA & TxDOT

Information is used for planning & funding  
decisions

Visit [www.accessnorthtexas.org](http://www.accessnorthtexas.org) to find the 2018  
update and public input opportunities for the  
2022 update.



**Federal Transit  
Administration**



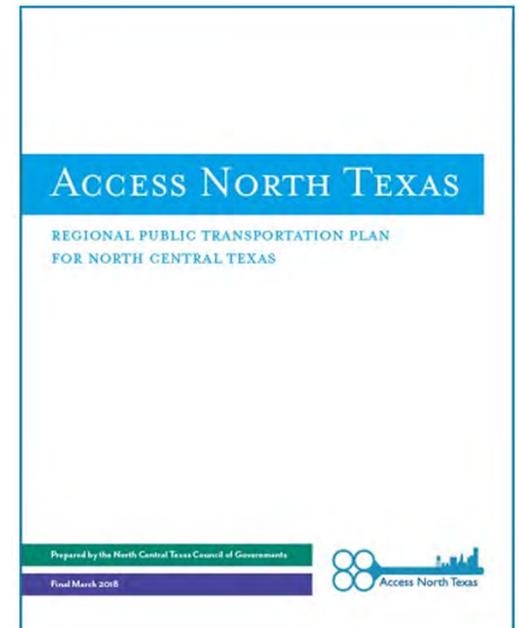
**Texas  
Department  
of Transportation**

# The 2018 Plan Update

Regional and County-Specific Strategies Identified

Encourages non-traditional transit solutions

Used as a guide for funding and project implementation decisions since the plan was released



# Regional Strategies from 2018 Update



**Regional Strategy 1** In areas with no public transit service, assess community needs and implement transit



**Regional Strategy 2** Expand projects that have a no-wrong-door approach



**Regional Strategy 3** Create partnerships to simplify regional trips



**Regional Strategy 4** Explore partnerships to increase the affordability of fares



**Regional Strategy 5** Work towards uniform, regional fares



**Regional Strategy 6** Integrate funding sources to maximize efficiency and increase affordability



**Regional Strategy 7** Utilize non-traditional partnerships to deliver public transportation



**Regional Strategy 8** Recruit and educate, influential champions for public transit

# Plan In Progress

## COMPLETED/CURRENT

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### Public Involvement Framework:

- Develop Survey Template
- Access North Texas Update webpage
- Press Release and Articles

### Public Outreach Activities:

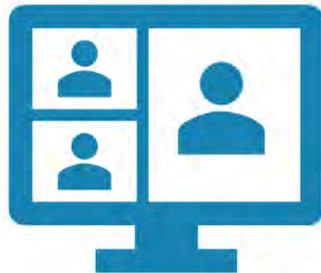
- Kick-Off Meeting with Partners
- Virtual Public Meetings
- Surveys
- Map Your Experience Tool

## FUTURE

- Continue Partner Coordination
- Data Analysis and Develop Goals/Strategies
- Draft Plan Review
- Incorporate Public Comments on Proposed Plan
- Board Approval
- Plan Implementation

# Current Outreach Efforts

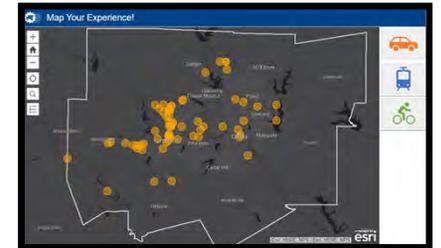
Virtual Public Meetings



Survey



Map Your Experience



Meeting schedule and outreach materials are available on [www.accessnorthtexas.org](http://www.accessnorthtexas.org)



# Access North Texas 2022 Update Timeline





# CONTACT US

## For More Information

Website: [www.AccessNorthTexas.org](http://www.AccessNorthTexas.org)

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### **Gypsy Gavia**

Principal Transportation Planner

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**MINUTES**

**REGIONAL TRANSPORTATION COUNCIL ONLINE INPUT OPPORTUNITY**

**10-Year Plan Update**

**Congestion Management Process (CMP)**

**Public Transportation Funding: American Rescue Plan & FY21 Programs of Projects**

**FY2022 and FY2023 Unified Planning Work Program**

**Project Proposals for AV2.2 and AV2.3**

**Federal Certification Review of the Metropolitan Transportation Planning Process**

**Proposed Modifications to the List of Funded Projects**

**Online Public Input Opportunity Dates**

Monday, June 7, 2021 - Tuesday, July 6, 2021 – The North Central Texas Council of Governments (NCTCOG) posted information at [www.nctcog.org/input](http://www.nctcog.org/input) for public review and comment.

**Purpose and Topics**

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

1. 10-Year Plan Update
2. Congestion Management Process (CMP)
3. Public Transportation Funding: American Rescue Plan & FY21 Programs of Projects
4. FY2022 and FY 2023 Unified Planning Work Program
5. Project Proposals for AV2.2 and AV2.3
6. Federal Certification Review of the Metropolitan Transportation Planning Process
7. Proposed Modifications to the List of Funded Projects

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

## **Summary of Presentations**

### **10-Year Plan Update presentation:**

<https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2021/06/2021-10-Year-Plan-Update.pdf>

### **Project List:**

<https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2021/06/10-Year-Plan-Project-List.pdf>

Metropolitan Planning Organizations (MPO) are required by law to develop 10-year plans using performance-based planning and project selection methods. A regional 10-Year Plan was first approved by the Regional Transportation Council (RTC) in December 2016 and includes projects selected by NCTCOG, the Texas Department of Transportation (TxDOT) and the Texas Transportation Commission (TTC). A series of updates were made to the Plan in August 2017, August 2018, September 2019, and October 2020 in conjunction with the development of TxDOT's Unified Transportation Program (UTP).

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

- Projects should be included in Mobility 2045
- Focus on system versus new, stand-alone projects
- Fully fund existing projects before funding new projects
- Ensure equity of county allocations
- Maintain toll lanes/toll managed lanes on selected corridors
- Refund previously unfunded projects when possible
- Ensure all RTC projects are approved in the 2022 UTP
- Projects must be scored and should have a score sufficient to qualify for funding

Since the last 10-Year Plan update, TxDOT has begun developing the 2022 UTP and has coordinated with NCTCOG staff on project updates as well as potential new projects. Proposed new projects to be included in the 10-Year Plan were scored using the same process used in previous years, and a draft project listing was developed that included project scores, project revisions and potential new projects.

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

The RTC will take action on the 10-Year Plan update on July 8, 2021. The TTC will take action on the 2022 UTP in August 2021.

### **Congestion Management Process (CMP) presentation:**

<https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2021/06/CMP.pdf>

A Congestion Management Process (CMP) is a federal requirement in any urbanized area with a population exceeding 200,000. Developed and implemented as part of the Metropolitan Transportation Planning Process, it is a regionally accepted approach for managing congestion and provides information on transportation system performance. The CMP assists in managing

travel demands, reducing single occupancy vehicle travel, improves safety and efficiency of the transportation system, and maximizes transportation funds.

The CMP strategy corridor review process includes organizing a group of NCTCOG staff and staff from cities, counties, and transit agencies to review upcoming projects on the corridor and select appropriate strategies. These strategies include demand management, operational traffic and public transportation improvements, and additional system capacity where necessary.

The projects are packaged and brought to the Surface Transportation Technical Committee (STTC) and the Regional Transportation Council for approval. Additionally, a set of performance measures is developed to evaluate the effectiveness of the selected strategies.

The RTC will take action on the CMP in July 2021.

**Public Transportation Funding: American Rescue Plan & FY21 Programs of Projects presentation:**

<https://www.nctcog.org/nctcog/media/Transportation/DocsMaps/Involve/InputMeetings/2021/06/POPs.pdf>

**Public Transportation Funding: Fiscal Year 2021 Programs of Projects**

Public transportation is part of a comprehensive transportation system and includes various types of services, such as fixed route, commuter, demand response and rail. Investing in these modes has a positive economic impact within communities, provides access for people with mobility impairments, reduces roadway congestion and improves air quality as well as safety.

Three urbanized areas: Dallas-Fort Worth-Arlington, Denton-Lewisville, and McKinney are eligible to receive formula funds through the Programs of Projects. There are four federal funding programs for the aforementioned areas:

- Urbanized Area Formula
- Enhanced Mobility of Seniors and Individuals with Disabilities
- State of Good Repair
- Bus and Bus Facilities

The Dallas-Fort Worth region received approximately \$136 million in Federal Transit Administration (FTA) formula funds through the Fiscal Year 2021 award cycle. NCTCOG utilizes two different processes to award these funds. Two percent of the funding is set aside for strategic partnerships. Ninety-eight percent of the funding is available annually through the Programs of Projects process.

Approximately \$124.48 million of the Programs of Projects funding for Fiscal Year 2021 was utilized by transit authorities. Of this \$124.48 million, 63 percent was utilized by Dallas Area Rapid Transit (DART), 21 percent by Trinity Metro and 6 percent by the Denton County Transit Authority (DCTA). The remaining 10 percent of funding was utilized by all other transit providers.

**Public Transportation Funding: American Rescue Plan Act**

The American Rescue Plan (ARP) Act was signed into law on March 11, 2021 and helps alleviate the nation's public transportation funding shortfalls due to the pandemic.

The Federal Transit Administration (FTA) was provided with \$30.5 billion in supplemental funding to allocate to transit agencies and is being provided with no local match required. The ARP Act prioritizes use of funds for operational and payroll needs but also supports expenses traditionally eligible under the Urbanized Area Formula Program and Enhanced Mobility of Seniors and Individuals with Disabilities Program.

NCTCOG is a designated recipient of FTA Urbanized Area (UZA) Formula funds for North Texas and will receive the following funding amounts through the ARP Act:

- DFW-Arlington UZA: \$339,826,672
- Denton-Lewisville UZA: \$14,073,192

For a complete list of federal funding allocations for transit providers in North Central Texas, visit [www.nctcog.org/input](http://www.nctcog.org/input).

***FY2022 and FY2023 Unified Planning Work Program presentation:***

<https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2021/06/UPWP.pdf>

***Draft Program:***

<https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2021/06/UPWP-Draft.pdf>

The Unified Planning Work Program (UPWP) summarizes transportation activities for NCTCOG's metropolitan planning area, which covers the 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 UPWP for Fiscal Years 2022 and 2023 will focus on several planning initiatives, including an update to Mobility 2045, the 2023-2026 Transportation Improvement Program (TIP), automated vehicle technology, high-speed passenger technology, bicycle/pedestrian plans, corridor and transit studies, freight planning and an air quality conformity analysis, among others.

A draft of the work program is posted at [www.nctcog.org/input](http://www.nctcog.org/input) for review and comment. The RTC will take action on the recommended Fiscal Years 2022 and Fiscal Years 2023 UPWP on July 8, 2021.

***Project Proposals for AV2.2 and 2.3 presentation:***

<https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2021/06/AV2-2-3-Project-Proposals.pdf>

In October 2018, the Regional Transportation Council (RTC) approved the Automated Vehicle Program 2.0, which includes \$10 million for assisting local partners in hosting automated vehicle

deployments (AV 2.2) and \$20 million for AV deployments that further regional priorities (AV 2.3).

In November 2020, the RTC approved the application process and selection criteria for the program and from December 2020 through March 2021, NCTCOG staff provided technical assistance to local partners considering applications.

The following projects are being recommended to receive funding:

- Cedar Valley College AV Service & Workforce Development
- Eastfield College AV Service & Workforce Development
- Paul Quinn College Food & Internet Delivery
- I 35W AV Truckport
- Richardson CAV Infrastructure
- DART Love Link AV Bus Service

The RTC will take action on the recommended projects in July 2021, and project implementation is expected to take place in Fiscal Year 2023.

***Federal Certification Review of the Metropolitan Transportation Planning Process presentation:***

<https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2021/06/Federal-Certification.pdf>

Every four years the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) jointly review the metropolitan transportation planning process for regions with a population over 200,000.

The metropolitan transportation planning process decides how a substantial share of federal funding is spent nationwide, and NCTCOG must prioritize the regional needs and determine the best economical solutions. The process also lays the framework for the future transportation system. Products of the process include the following:

- Unified Planning Work Program (UPWP)
- Metropolitan Transportation Plan (MTP)
- Congestion Management Process (CMP)
- Transportation Improvement Program (TIP)
- Public Participation Plan (PPP)

The Federal Certification Review also includes gathering public input. Comments are taken into consideration while evaluating transportation planning completed for the region and will be included in a report summarizing discussions during the review.

The presentation and survey questions from the federal agencies are available online at [www.nctcog.org/input](http://www.nctcog.org/input). All public comments should be submitted directly to FHWA and FTA by July 15, 2021.

***Proposed Modifications to the List of Funded Projects handout:***

<https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2021/06/TIP-Mods.pdf>

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

The current modification cycle includes project updates and funding adjustments for transportation initiatives in Collin, Dallas, Hood, Johnson, Kaufman, and Tarrant Counties. Additionally, financial adjustments related to public transportation services managed by Denton County Transportation Authority (DCTA), Trinity Metro, Dallas Area Rapid Transit (DART), City of McKinney, City of Grand Prairie and City of Arlington are also included.

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

No comments were submitted via website, mail, email, or social media.

**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 Thursday, May 20, through Monday, June 19. Comments and questions are submitted for the record and can be submitted via Facebook, Twitter, fax, email and online.

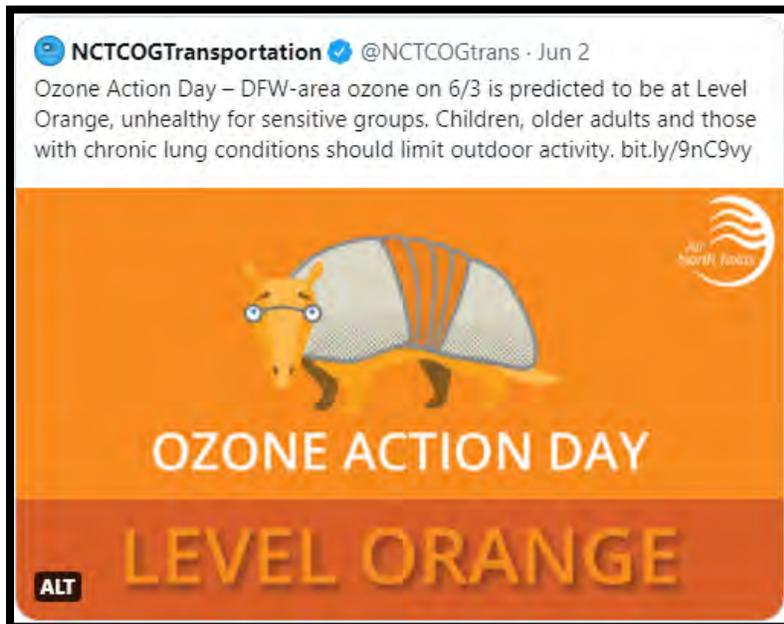
This month, public comments were received on a number of topics across social media platforms and via email. Project planning comments, including the Bachman Lake Study, were in the majority.

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

**Air Quality**

**Twitter –**

1. Or, you know, maybe we cut back on the cause of the pollution and drive less? – Andrew Wallace (@agwallace92)



2. Take precautions tomorrow, yikes! – Emily (@EmilyMcCannPIO)



3. Stay safe this weekend @garlandtxgov!

Tomorrow our Ozone levels are predicted to be at Red Level. Learn more at <http://AirNorthTexas.org>

#AirNTX #cleanair @NCTCOGtrans – GoGreenGarland (@GoGreenGarland)



### Aviation

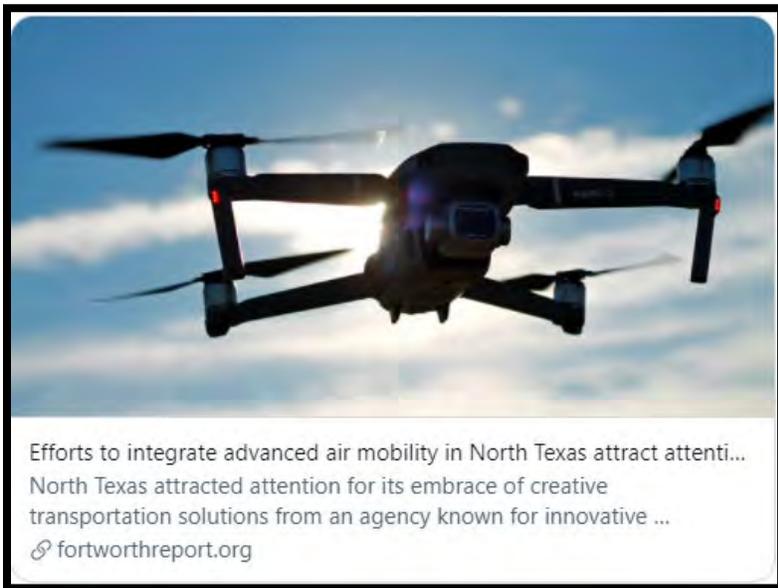
#### Twitter –

1. Aviation geek alert: @NCTCOGtrans and @NASA to study #drone technology and incorporate into #NorthTexas #transportation plans. #Mobility #FortWorth @FWTXmag

<https://fortworthinc.com/news/cog-nasa-to-study-drone-technology-and-incorporate-into-tran/> – Scott Nishimura (@JScottNishimura)



2. Fort Worth's high-flying mobility plans has caught the attention of @NASA. Excited for the #Drones future <https://fortworthreport.org/2021/05/27/efforts-to-integrate-advanced-air-mobility-in-north-texas-attract-attention-of-nasa/> via @NCTCOGtrans – Neetish Basnet (@NeetishBasnet)



Efforts to integrate advanced air mobility in North Texas attract attentio...  
North Texas attracted attention for its embrace of creative transportation solutions from an agency known for innovative ...  
[fortworthreport.org](https://fortworthreport.org)

### **Bicycle & Pedestrian**

#### **Twitter –**

1. Hey guys, we did it!! We dodged the rain and got to celebrate #BikeToWorkDay this morning at our coffee stop!! Cannot wait to see you all at the B2WD Happy Hour this evening, 5:30-8 at

@fcbrewing !! Thanks to @meritcoffee , @NCTCOGtrans , @thatsbullzerk , and BikeDFW Board!! – BikeDFW (@BikeDFW)



2. Take the @NCTCOGtrans bike survey! – Wylie H Dallas (@Wylie\_H\_Dallas)

Dallas & Fort Worth District 2021 Bike Hearing  
Take this quick survey to weigh in on Dallas and Fort Worth's 2021 Bicycle Hearing!  
[live.metroquestsurvey.com](https://live.metroquestsurvey.com)

### Electric Vehicles

#### Twitter –

1. Hello, I made a list with almost all upcoming battery electric car model launches from 2021 onwards (482 entries) with links to news articles for each model in case you are interested. – Stephan90 (@Stephan9015)

new BEV models  
new BEV models total number of new BEV models = 500,Stephan90 (@Stephan9015) / Twitter note: this...  
[docs.google.com](https://docs.google.com)

## Programs

### Email –

#### 1. **Hung Nguyen**

I have a question about Aircheck program is still going on? I am very appreciated your reply.

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

Thank you for contacting the NCTCOG Transportation Department.

In 2017, during the 85th Legislative Session funding for the AirCheckTexas Drive a Clean Machine Program was vetoed. At this time, no additional funding has been secured and program operations have closed. However, additional funding assistance may be available at [www.nctcog.org/aqfunding](http://www.nctcog.org/aqfunding).

## Project Planning

### Email –

#### 1. **Oscar Ward**

When is this major congested intersection to be let for bid . Is it still funded ? Is design completed ? If not designed, when?

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

Mr. Ward,

Thank you for your public comment regarding the SH 183 at Belt Line intersection in Irving. This intersection is being evaluated by NCTCOG and TxDOT staff to determine what improvements would be appropriate. Funding is not currently available for potential improvements, but NCTCOG staff are in the process of drafting an application for a federal Rebuilding American Infrastructure with Sustainability and Equity (RAISE) discretionary grant. TxDOT and Cintra have been coordinating over the past year on a project to build additional TEXpress managed lanes along SH 183, including the section from SH 161 to Story Road where the Belt Line intersection is located. If the grant is received, the funding would be utilized to make improvements at the intersection of SH 183 and Belt Line among other improvements.

#### 2. **Alan Stewart**

I would really appreciate your assistance or please forward to the appropriate department.

I live next to Preston Center Northwest Highway/Tollroad/Preston Road. I know there have been numerous studies made to remedy the traffic. Would you please forward me either the most current PDF of the proposals or links to retrieve them online.

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

Good afternoon. I was forwarded the e-mail inquiry below that you had sent to our Public Involvement Team. NCTCOG is currently providing various forms of technical assistance to the Texas Department of Transportation (TxDOT) as they work to complete the Northwest Highway (Loop 12) Feasibility Study. The best location for you to view the latest project information...including detailed assessments of current and projected future conditions, as well as drawings/visualizations of several initial improvement concepts...would be at the following TxDOT website: <https://nwhstudy.com/>. Also, if you wish to be contacted automatically when there is updated information and/or the scheduling of future public meetings...I would suggest e-mailing or calling TxDOT's project manager so you can be on the project's regular contact list. His name is Stephen Endres...and he can be reached either at [Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov) or at (214) 320-4469. I will also be happy to assist you if you have any follow-up questions/comments regarding this project.

**Alan Stewart**

I sincerely appreciate you contacting with this information and I contact Stephen Endres to keep updated on the roads. I am rather unusual as a 4th generation Dallasite and I grew up just north of Preston Center and now live just south of it. So for 71 years I have seen quite the changes in traffic, buildings, etc.

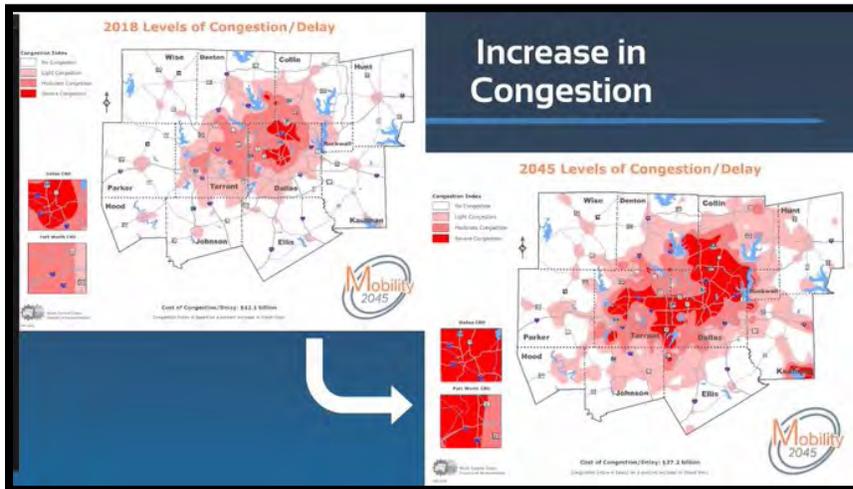
I appreciate your courtesy.

**Twitter –**

1. The unholy trinity of exclusionary zoning: minimum parking requirements, single-family zoning, and minimum lot sizes. They gotta go! – Nolan Gray (@mnolangray)

Don't common sense my Dallas! @NCTCOGtrans @ridleyfordallas – GerrardGerrard 🏆  
 🏆 🏆 🏆 🏆 🏆 (GerrardGerrard7)

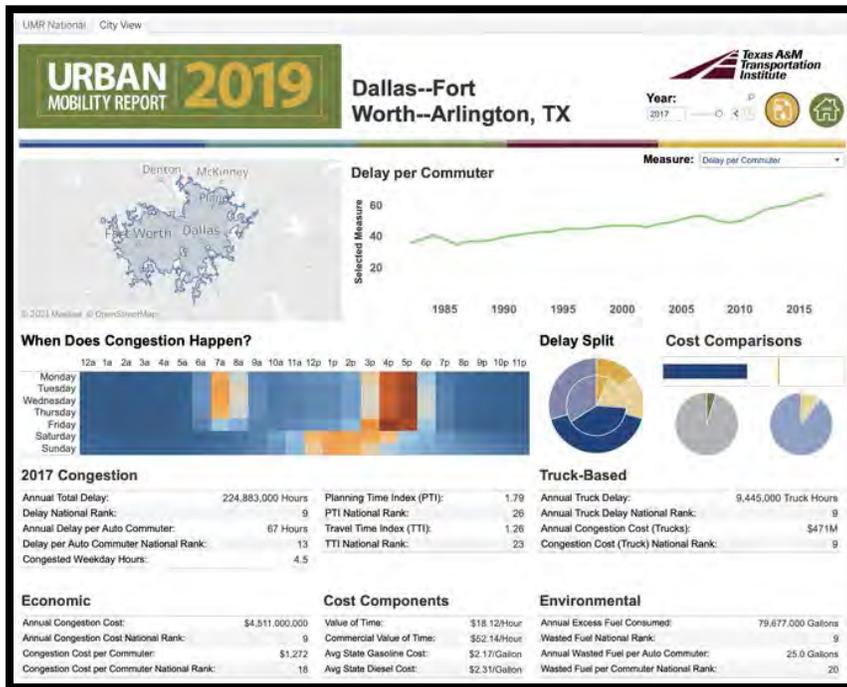
2. Oh no. – Nathaniel Barrett (@ncoxbarrett)



Why is the number for the cost of congestion so much higher than the @TTITAMU estimate (\$4.5 billion a year) in the @NCTCOGtrans flyer (\$12.8 billion)?

<https://mobility.tamu.edu/umr/congestion-data/>

DFW stats: <https://static.tti.tamu.edu/tti.tamu.edu/documents/umr/congestion-data/dalla.pdf> – Jay Blazek Crossley (@JayCrossley)



I was trying to make the point that crashes are a much bigger cost for the people of @NCTCOGtrans than congestion. That holds based on comprehensive cost of congestion, but usually in comparisons of @TTITAMU congestion costs & crash costs, economic cost of crashes is also larger – Jay Blazek Crossley (@JayCrossley)

2020 cost of traffic crashes in North Central Texas COG area					
	2019 NSC estimated economic cost per traffic crash incident	NSC estimated comprehensive cost per traffic crash incident	People Impacted by 2018 NCTCOG traffic crashes	2018 estimated economic costs	2018 estimated comprehensive costs
<b>Total Cost</b>				<b>\$6,688,868,300</b>	<b>\$38,288,641,711</b>
<b>Fatalities</b>	\$1,704,000	\$11,148,000	706	\$1,203,024,000	\$7,563,302,853
<b>Suspected Serious Injuries</b>	\$98,400	\$1,219,000	3,711	\$365,162,400	\$4,347,148,638
<b>Non-incapacitating injuries</b>	\$28,500	\$336,000	18,586	\$529,701,000	\$6,001,157,709
<b>Possible injuries</b>	\$23,400	\$155,000	41,551	\$972,293,400	\$6,189,035,993
<b>No injury observed</b>	\$12,500	\$51,000	289,495	\$3,618,687,500	\$14,187,996,518
<b>Economic Cost Estimate Using NSC Per Death Basis</b>	354,049	\$11,880,000	706	\$8,387,280,000	

National Safety Council Guide to Calculating Costs of Motor-Vehicle Injuries:  
<https://injuryfacts.nsc.org/all-injuries/costs/guide-to-calculating-costs/data-details/>  
 2018 traffic crash data retrieved 06/02/21 from TXDOT's Public CRIS Query system:  
<https://cris.dot.state.tx.us/public/Query/app/welcome>

3. Help craft a vision for transportation improvements in northwest Dallas. We're working with the @CityOfDallas on a study of the Bachman Lake/ Northwest Highway area. Please share your thoughts with us by visiting <https://nctcog.org/trans/plan/land-use/land-use-projects/bachman-lake-area-planning-study>. – NCTCOGTransportation (@NCTCOGtrans)



Be sure to indicate your opposition to paving over Bachman Lake to accommodate a back door entrance to @DallasLoveField . – Wylie H Dallas (@Wylie\_H\_Dallas)

4. \$2bb to fix the sidewalks in Dallas seems like a pretty good deal when that same amount will pointlessly widen a mile of two of highway. @TxDOT & @NCTCOGtrans's funds should be reallocated. – Andrew Wallace (@agwallace92)



**Public Meetings & Input**

**Twitter –**

- 1. From DBC: "Get registered and join us tomorrow night for the quarterly virtual meeting!! 6:30-8pm <https://eventbrite.com/e/june-dallas-bicycle-coalition-meeting-tickets-141280143713>  
Speakers: @CityOfDallas / @DallasParkRec with updates; @ncoxbarrett on parking reform; and @NCTCOGtrans on DFW High-Speed Transportation Connections Study" – BikeDFW (@BikeDFW)



**Roadway**

**Email –**

- 1. **Tim Bolinger**

Is there an email address or hotline to report places on DFW roadways that need attention?

For example:

1. The lane stripes on west bound LBJ at I-35 are nearly invisible from wear. Going through there at night in the rain is scary.

2. The "635" painted on the lane on the north side/north exit of the DFW airport needs repainted. I've reported the latter to the Texas Highway Department 2 times in the last few months but they haven't fixed it.

3. Locals refer to the highway on the north side of downtown as "Woodall Rogers" but if you tell someone to take the Woodall Rogers exit, they'll never find it - there isn't one.

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

Thank you for contacting the NCTCOG Transportation Department. Your input will be included in our public comments report, which is provided on a monthly basis to our Surface Transportation Technical Committee and Regional Transportation Council.

There is a Complaint Resolution Process for TxDOT facilities:  
<https://www.txdot.gov/inside-txdot/contact-us/complaints.html>.

Additionally, freeway number designations are used on directional signs and there is limited room on them. However, other signs can be added along the roadway to denote the name of the freeway.

Please feel free to reach out to us with any additional comments or questions.

#### **2. John Donhy**

Thank you for all traffic coordination w/ the traffic lights and turn lanes.

This comment is about highway construction coordination. If it is possible, keeping adjacent routes open while construction is being done.

Hwy. 121 has been a nightmare during modifications. Maybe doing short runs at a time so traffic does not stack up so bad?

Anything you can do will be appreciated.

**Twitter –**

1. Hey @TxDOTDallas & @NCTCOGtrans, you say there's no money allotted to fix this mistake. Just spitballin' here, but what if what if we demo I-345 & slice the columns into 2" polished table tops & sold them? I think a piece of I-345 would look great on my back patio as furniture. – Andrew Wallace (@agwallace92)

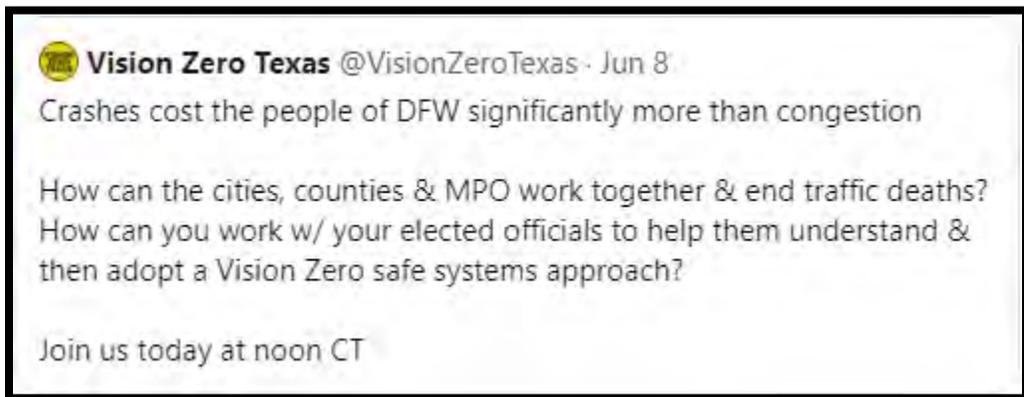


**Safety**

**Twitter –**

1. 706 people died using the @NCTCOGtrans transportation system in 2020. 706 families suffered unexpected sudden tragedies, while another 3,711 people suffered serious injuries like brain damage or loss of a limb

It doesn't have to be this way. Learn how to fix it today at noon CT. – Jay Blazek Crossley (@JayCrossley)

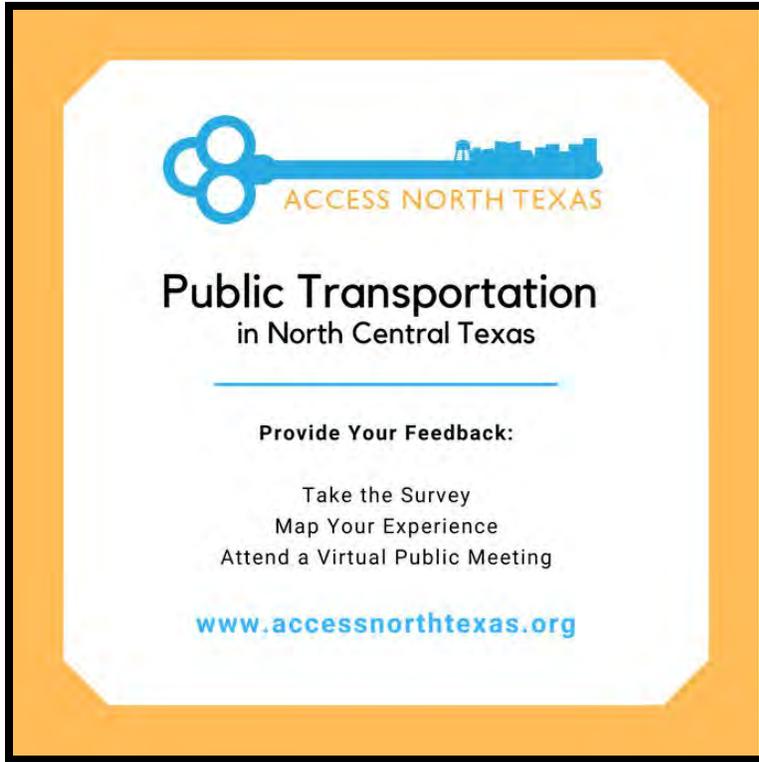


**Transit**

**Twitter –**

1. Access North Texas efforts are underway by @NCTCOGtrans. Leave your feedback on the public transportation needs in your county at <https://nctcog.org/accessntx>.

#transit #northtexas #access #mobility #publictransportation #fortworth #tarrantcounty – Tarrant Transit Alliance (@TarrantTransit)



### Other

#### Email –

##### 1. **Dan Mingea**

I drove by the Stone Road Planned Development yesterday, to see what all the heartburn is about. WOW!!

More houses, more traffic/road congestion/wear-tear, more air pollution, more strain on water supply and electric supply, more runoff, more roadside trash, more classroom crowding...fewer bees, fewer birds, fewer trees and flowers...all for a few more tax \$\$\$???. Lotsa mulch there...used to be flowers, grass, and trees. What a tradeoff! Let's just say NO!

#### Twitter –

1. #SummerFunSun with face Check out these tips for some sustainable summer fun that'll help you stay happy, cool, and improve our environment. Via: @NCTCOGtrans – Green Dallas (@GreenDallas)



Sustainable Summer Fun

Grab your popsicles, pool noodles, and lemonade, it's summertime in Texas. With the return of summer heat and higher ozone levels, it's tim...

[airnorthtexas.org](http://airnorthtexas.org)

## Bring 'em Down

### Cities around the country explore removing elevated highways with federal funding

By Edward Gunts, The Architects Newspaper

In cities around the country, residents are in various stages of working to remove elevated or sunken highways that seemed promising in the 1950s and 1960s but are now considered by many to be planning blunders.

These highways were built with federal funds to make it easy for commuters to get in and out of cities quickly by bypassing an older grid of narrow streets and stoplights. Many cut off one part of town from another and take potential customers away from stores and restaurants below.

Others literally wiped-out livable communities by displacing homes and businesses in their path.

As long as the elevated highways didn't need more than routine maintenance, cities and states didn't have a strong financial incentive to take them down. But these midcentury structures are now approaching the end of their expected life spans, requiring costly repairs or replacement, so communities are questioning whether it's a wise use of public funds to perpetuate the status quo by keeping them in place and whether it makes more sense to take a different approach.

That's where the Biden administration's infrastructure plan, which still needs congressional approval, comes in. The White House in March unveiled a \$2.25 trillion proposal, calling it a "once in a generation" investment that would produce the country's largest jobs program since World War II and the interstate highway construction program that began in the 1950s. It also expands the previously accepted definition of infrastructure by going beyond merely upgrading highways and bridges to rethinking them.

One key goal, according to a White House fact sheet, is to "redress historic inequities" created in part by the way the federal government invested in roads and highways in the past, with "transformative investments" for the next generation. Another is to provide money that can bridge a funding gap and turn "shovel-worthy" projects into "shovel-ready" projects.

"Too often, transportation investments divided communities—like the Claiborne Expressway in New Orleans or I-81 in Syracuse—or it left out the people most in need of affordable transportation options," the White House said. "The President's plan includes \$20 billion for a new program that will reconnect historic neighborhoods cut off by historic investments and ensure new projects increase opportunity, advance racial equity and environmental justice, and promote affordable access."

In most cases, the push to take down elevated highways is coming from community groups rather than state or city planners. Lack of funding is a recurring issue, but that's what Biden's infrastructure plan would help address.

According to Ben Crowther of the Congress for the New Urbanism, and others, approximately 30 more communities are in various stages of exploring plans to take down elevated highways.

**Buffalo, New York (Kensington and Scajauada Expressways)**

Fans of Frederick Law Olmsted and others are leading an effort to remove the Kensington (Route 33) and Scajaquada (Route 198) Expressways, which cut through two city parks that are part of an Olmsted-designed park system. The Restore Our Community Coalition, the Scajaquada Corridor Coalition, GObike, and the Olmsted Parks Conservancy are among the groups working to restore the parks in keeping with Olmsted's designs. The state has hired Stantec to complete a regional transportation study, and the first public engagement session for that work is expected to take place in June.

### **Portland, Oregon (I-5)**

I-5 is an elevated highway that cuts Portland's mixed-use Central Eastside neighborhood, a once-industrial area that is now popular for its breweries and new housing options, off from the Willamette River. Several groups, including Riverfront for People and the No More Freeway Expansions Coalition, have proposed removing I-5 to enable the Central Eastside neighborhood to expand toward the river, just as the Harbor Drive freeway on the west side of the river was replaced with Waterfront Park. Harbor Drive was eliminated in 1974, making it one of the earliest freeway removal projects in the country and providing a model for the east side of the river. What makes it not so easy is that Harbor Drive was removed in part because the construction of I-5 made it redundant, but nothing is making I-5 redundant.

### **Syracuse, New York (I-81)**

An elevated section of I-81 known as The Viaduct needs to be replaced because of its age and condition. A group called ReThink81 proposed that it be replaced with a "community grid" of pedestrian-friendly streets that would help repair and reconnect the road network that was interrupted when The Viaduct was built, rather than rebuilding the passageway or creating a wider boulevard. The idea has gained widespread support, and a group called the Moving People Transportation Coalition has formed to increase awareness of the merits of the "community grid" proposal. New York governor Andrew Cuomo said in his State of the State address in January and again in April that he expects removal of The Viaduct to begin in 2022.

### **New Orleans (Claiborne Expressway, I-10)**

Perhaps the poster child of the highway teardown movement, this elevated expressway looms over Claiborne Avenue, the main commercial boulevard and gathering place for the Tremé neighborhood. Proponents say they'd like to see the expressway removed and Claiborne Avenue restored, including its wide median and the traffic circle where it intersects with St. Bernard Avenue, and they're glad the project was singled out in the infrastructure plan.

### **Austin, Texas (I-35)**

The Texas Department of Transportation has been taking public comments on plans to rebuild an eight-mile stretch of I-35 that separates the east side of the city from the west side. A group called Reconnect Austin has proposed a multifaceted plan that includes demolishing part of I-35, depressing part of it, and covering the depressed lanes with a boulevard. Others that have weighed in include the City of Austin, Travis County, the Downtown Austin Alliance, the Urban Land Institute, and a group called Rethink35.

### **Denver (I-70)**

Although Colorado's transportation department has been working to replace and expand portions of the elevated I-70 highway, in part by condemning land and building a sunken freeway, portions of I-70 were closed May 21 so the state could shift traffic to a new lowered section of the Central 70 project, called The Mile High Shift. Demolition of a structurally deficient 57-year-old viaduct began the following day, making Denver the latest city to see at least part of an elevated highway taken down.

### **Tampa, Florida (I-275)**

An 11-mile section of I-275 constructed over Central Avenue in downtown Tampa disrupts Ybor City and other neighborhoods. A local group, #blvdtampa, has proposed replacing it with a landscaped boulevard featuring bike and pedestrian paths plus a light rail, bus, or streetcar line.

### **Oakland, California (I-980)**

The group ConnectOAKLAND has called for I-980 to be removed and replaced by a narrower boulevard that would be healthier for the neighborhoods in West Oakland, which have high asthma rates, and support the economic growth of Uptown Oakland. City officials have been exploring the idea of removing I-980 as part of their Downtown Oakland Plan.

### **Dallas (I-345)**

This 1.4-mile elevated highway separates Dallas's Deep Ellum neighborhood, a mostly African American community, from downtown. A new study by the Toole Design Group and others, called the Framework Plan, updates an earlier Texas Department of Transportation study called CityMAP and presents two highway removal options for public consideration—replacing I-345 with either a surface boulevard or a sunken highway.

### **Louisville, Kentucky (I-64)**

Running along the Ohio River, I-64 is one of five interstate highways or beltways that barrel through Louisville and one of the worst offenders when it comes to cutting a city off from its waterfront. A local group called 8664 has proposed replacing a 2-mile stretch of I-64 with an at-grade parkway and expanded waterfront park as a way to decrease the number of elevated highways in the city and increase access to the riverfront.

## **North Texas toll rates to increase July 1**

Those with TollTag will pay an average of one penny more per mile, with the toll rate increasing from 19 to 20 cents per mile. Those using ZipCash only will pay toll rates at least 50% higher.

By Praveena Somasundaram, Dallas Morning News

Toll rates in North Texas will increase starting July 1, the North Texas Tollway Authority said Monday in a news release.

Those with TollTags will pay an average of one penny more per mile, with the toll rate increasing from 19 to 20 cents per mile. Those using ZipCash will pay toll rates at least 50% higher, the tollway authority said.

A 30-mile drive now costs \$5.70 with a TollTag. The same drive will cost \$6 beginning July 1.

The NTTA owns and operates the Dallas North Tollway, Bush Turnpike, Sam Rayburn Tollway, Addison Airport Toll Tunnel, Lewisville Lake Toll Bridge, Mountain Creek Lake Bridge, Chisholm Trail Parkway and 360 Tollway. This increase is in line with a biennial toll rate schedule approved by NTTA's board of directors.

"This incremental increase in toll rates will help NTTA repay \$9.5 billion borrowed to construct its system of safe, clean and convenient toll roads and fund nearly \$2 billion of improvements over the next five years," NTTA Chairman John Mahalik said in the release.

## Only 2 cities added more people than Fort Worth in 2020 as city climbs in U.S. ranking

By Scott Gordon, Fort Worth Star-Telegram

Fort Worth is now the 12th largest city in the United States, and is closing in on 1 million residents, according to the latest Census Bureau estimates.

The city had 927,720 residents in 2020, up 24% from 748,419 residents in 2010, according to estimates published late last week.

From 2019-2020 — even while much of the nation was shut down by the COVID pandemic — Fort Worth's population grew 2.1%, the highest rate among large cities, according to Census data. Fort Worth's addition of 19,229 people during the past year was the third largest increase behind Phoenix, which added 25,194 residents (1.5% growth) and San Antonio, which added 19,862 residents (1.3%).

"Fort Worth's move to the 12th largest city in the United States was expected, but that doesn't make the news any less exciting," Mayor Betsy Price said Tuesday in an email to the Fort Worth Star-Telegram.

During Price's decade in office, Fort Worth has climbed in the rankings from the nation's 16th largest city to its 12th.

"Growth, especially the explosive growth we are seeing in Fort Worth, is always challenging for a city, but it is in that growth there is also massive opportunity to build incredible things," Price said. "In my 10 years as mayor, we've worked to capitalize on those opportunities, meeting the needs of a growing city with innovation and resourcefulness, while always maintaining the unique history and spirit of Fort Worth."

On average, Fort Worth gained 17,930 residents annually between 2010 and 2020, according to the Census Bureau population trends.

The Census Bureau figures are updated annually, based on estimates using the 2010 Census as a starting point. The calculations are separate from the official head count that the Census Bureau conducts every 10 years.

The official head count, the 2020 [Census, was delayed by the COVID pandemic](#), but is 99% complete, according to the agency. Results will be published in various formats later this year.

Besides creating bragging rights for the largest cities, the Census figures are used for crucial things such as determining how many seats in Congress each state should have, and how much funding communities can receive for roads, schools and other government functions.

Five of the top 12 biggest cities in the nation are in Texas.

### 15 LARGEST U.S. CITIES

- New York: 8,253,213
- Los Angeles: 3,970,219

- Chicago: 2,677,643
- **Houston: 2,316,120**
- Phoenix: 1,708,127
- Philadelphia: 1,578,487
- **San Antonio: 1,567,118**
- San Diego: 1,422,420
- **Dallas: 1,343,266**
- San Jose: 1,013,616
- **Austin: 995,484**
- **Fort Worth: 927,720**
- Jacksonville: 920,570
- Columbus: 903,852
- Charlotte: 900,350

## These North Texas cities are among the worst in the country for biking, study says

The nation's 200 largest cities were ranked based on factors including climate and amount of bicycle commuters.

By Francesca D'Annunzio, Dallas Morning News

Mesquite residents planning to celebrate World Bicycle Day on June 3 might consider riding outside of town.

LawnStarter, a startup that provides lawn care services, ranked the 200 most populated U.S. cities based on 18 indicators of a bike-friendly community and created a list of the best and worst biking cities in America.

Mesquite ranked 194 out of 200. The worst city on the list was Baton Rouge, with San Francisco earning the top ranking.

Some of the factors accounted for in the study included the length of bike lanes, the share of workers who commute by bike and access to bike stores and repair shops, according to a release. The study also considered air quality, weather and the availability of biking clubs in each city.

Mesquite was not the only city in North Texas to appear low on the list. The cities and their rankings were:

- Grand Prairie, 179
- Frisco, 172
- McKinney, 165
- Arlington, 160
- Garland, 158
- Fort Worth, 155
- Irving, 152
- Dallas, 140
- Plano, 108

Southern cities tended to rank poorly in the study due to the weather.

Biking requires spending time outdoors — which requires riders to expose themselves to Southern heat and humidity. Given how hot the summers can be and that not many people bike to work, it's "no surprise that Southern cities tend to find themselves at the bottom of our ranking," according to the LawnStarter news release.

Similar to other Southern cities, the climate category hurt Mesquite's ranking. But it fared well in the safety category, scoring 86 out of 200 among the cities studied. And Garland is expanding bike-friendly amenities, which wasn't accounted for in the study.

The two cities are also collaborating with Richardson to [extend existing paths to connect](#) them from Jupiter Road beyond Interstate 30. These paved paths will be a

combination of shared bike and car lanes, bike-only lanes and separate, paved hike and bike trails.

[The Mesquite Heritage Trail](#), which runs from Interstate 30 to Northwest Drive, will be extended by half a mile to connect with an existing Garland trail as part of the project, with construction slated to begin late this summer with an anticipated completion date of February 2022.

The full LawnStarter study, including all city rankings and analysis, can be found [here](#).

## **Texas Department of Transportation has new executive director**

By Melinda Druga, Transportation Today

The Texas Transportation Commission recently named Marc Williams executive director of the Texas Department of Transportation (TxDOT).

“Marc Williams has proven himself a well-respected leader in transportation in both Texas and at the national level,” J. Bruce Bugg Jr., Texas Transportation Commission chairman, said.

“Marc brings a wealth of knowledge and a deep understanding of the challenges and opportunities we face going forward and is an excellent person to lead the 12,000 women and men of TxDOT. TxDOT is in good hands.”

Williams, who assumed his new role Tuesday, began working for TxDOT in 2012 as director of planning. Three years later, he was appointed interim deputy director. Since 2016, he has served as deputy executive.

Williams is a registered professional engineer and is a graduate of Texas A&M University with bachelor’s and master’s degrees in Civil Engineering.

Before joining TxDOT, Williams worked for various public and private sector organizations nationwide involved in the planning, developing, and implementing transportation infrastructure projects.

“I am looking forward to working side by side with the women and men of TxDOT, the Texas Transportation Commission, and our transportation stakeholders as TxDOT continues its important mission of Connecting You with Texas,” Williams said.

Williams is the department’s 22nd executive director.

## I-345 Back on CNU's 'Freeways Without Futures' List

The downtown highway has become a perennial on the Congress for the New Urbanism's roundup of urban freeways that could be transformed into boulevards

By Peter Simek, D Magazine

On the heels of [that New York Times report](#) on the proliferation of highway removal projects in U.S. cities, the Congress for the New Urbanism [has released its almost annual list](#) of "Freeways Without Future." Dallas' I-345 has become a perennial on the list after first being featured [back in 2014](#). The 2021 list has expanded to include 15 roads, including I-35 in Austin and I-244 in Tulsa— a reflection, perhaps, of how the idea of urban highway removal has taken hold throughout the country ahead of expected new federal funding for such projects.

The write-up on I-345 highlights the progress that has been made on the road, particularly since the release of the CityMap study, [the follow-up Toole Design Group-led](#) "Framework Plan," and TxDOT's ongoing work on the project. TxDOT will make its latest engineering studies public during a virtual meeting and two in-person sessions all set [to take place on June 22](#). At those meetings, the agency is expected to present multiple options for the highway's future.

As CNU points out, a "street network option" remains on the table:

The removal of the elevated highway would open up 375 acres of urban land for development—with the potential for walkable urban blocks and quality public spaces. The complete removal, a public investment estimated to cost between \$100-\$500m, would generate at least \$2.5b in new property value, supporting both the city's tax base and a growing economy as the resulting development would also create 39,000 new jobs.

The CNU also has [an expanded list](#) of 15 completed highway removal projects, though the list includes transportation infrastructure that ranges widely in scope and success. For example, Boston's notorious Big Dig, which capped a highway running through the New England city's downtown (at great expense and after notorious delays), is on the list alongside freeway removal poster children like San Francisco's Embarcadero Freeway and Seoul's Cheonggye Freeway. That juxtaposition, CNU says, is intended to offer a reminder that each project addresses a specific urban context and that compromises in the removal planning process often result in unintended consequences.

"In several of those cases, the predicted 'carnageddon' caused by the highway's removal failed to manifest before replacement infrastructure was opened, which suggests that it was an unnecessary expense," it says.

## Local developer plans major mixed-use project at 'the most exciting intersection yet to be developed'

By Ryan Salchert, Dallas Business Journal

One of Allen's largest development sites is now in the hands of local developer Billingsley Company, who have big things in store for the area.

The company recently closed on 230 acres at the southwest corner of North Central Expressway and State Highway 121. The land was sold by The Howard Hughes Corp., which had plans to build Monarch City, a massive mixed-use project on the site. Terms of the deal were not disclosed. JLL represented the seller in the deal.

"We're very excited. Billingsley is a group that always knows what they're doing and has both the expertise and the capital to drive a large mixed-use project like this," said Dan Bowman, executive director and CEO of the Allen Economic Development Corporation. "They have a real chance to set the stage for that major intersection and determine the character of it."

In October 2019, Howard Hughes announced it would be [moving its headquarters](#) from Dallas to The Woodlands and selling off up to \$2 billion of non-core assets across the country. Monarch City was [listed for sale](#) in early 2020.

The site has already been rezoned to accommodate a major mixed-use project, which could include up to 10 million square feet of total commercial space. Among this space could be up to 4 million square feet of office space, 4,000 apartments, retail and hospitality.

"We've been interested in the site for as long as you could look up Central Expressway and see this major intersection," said Lucy Billingsley, partner at Billingsley Company. "You look at Central and Northwest Highway, Central and LBJ, Central and Bush, and now Central and 121. These are the most dynamic business intersections [...]. If you look at the entire Metroplex, this is the most exciting intersection yet to be developed."

While Billingsley Co. would like to build a major mixed-use development similar to that of Monarch City, Billingsley says plans won't be exactly the same. The company is currently working on its own plan, as well as opportunities to bring a large park and trail system to the area.

"The key to office development today are the amenities. What's the place you create? We're first going to focus on how to create a really stunning, amenity rich place," said Billingsley.

Along with its new site in Allen, Billingsley Co. also owns 242 acres across the highway in Fairview. The company says it's planning a similar mixed-use development there, which will include apartments, office space and retail.

"We look at it much like Legacy East and West, where you have a huge development on one side that compliments the other," Billingsley said.

Since fall, corporate activity has begun to pick up, not only from local companies but also from out-of-state groups looking to relocate to North Texas, says Lucy Burns, partner at Billingsley

Company. While each of these groups is on a different timeline, she says the firms that have returned to work quickest are the ones that are also making relocation decisions today.

"I'm very optimistic about this market," said Burns. "Because so many people deferred making decisions for a year, you have a backlog of decisions that really need to be made. That should add to the amount of activity that we'll see over the next year or two."

Despite the pandemic, a number of Billingsley Company properties have attracted new tenants. The [largest lease of third quarter 2020](#) came courtesy of Caliber Home Loans, which took nearly 160,000 square feet at 2401 Olympus Blvd. in Cypress Waters. In January, India-based Firstsource Healthcare took a [50,000-square-foot sublease](#) at Cypress Waters. In November, animation company Funimation filed plans to take [38,000 square feet](#) at 3501 Olympus Blvd., also in Cypress Waters.

Billingsley Company, one of the largest developers in North Texas, is also in the works with a few other projects. The company broke ground in January on its first 10-story office building in Cypress Waters. The [300,000-square-foot property](#) is being built as speculative. In April, the company revealed plans for a [252,000-square-foot office building](#) at International Business Park in Plano. The project is set to break ground by fall.

# What does public transportation look like in DeSoto? Curious Texas investigates

DeSoto's provider is STAR Transit, and more options could be on the way, according to a new Southern Dallas County study.

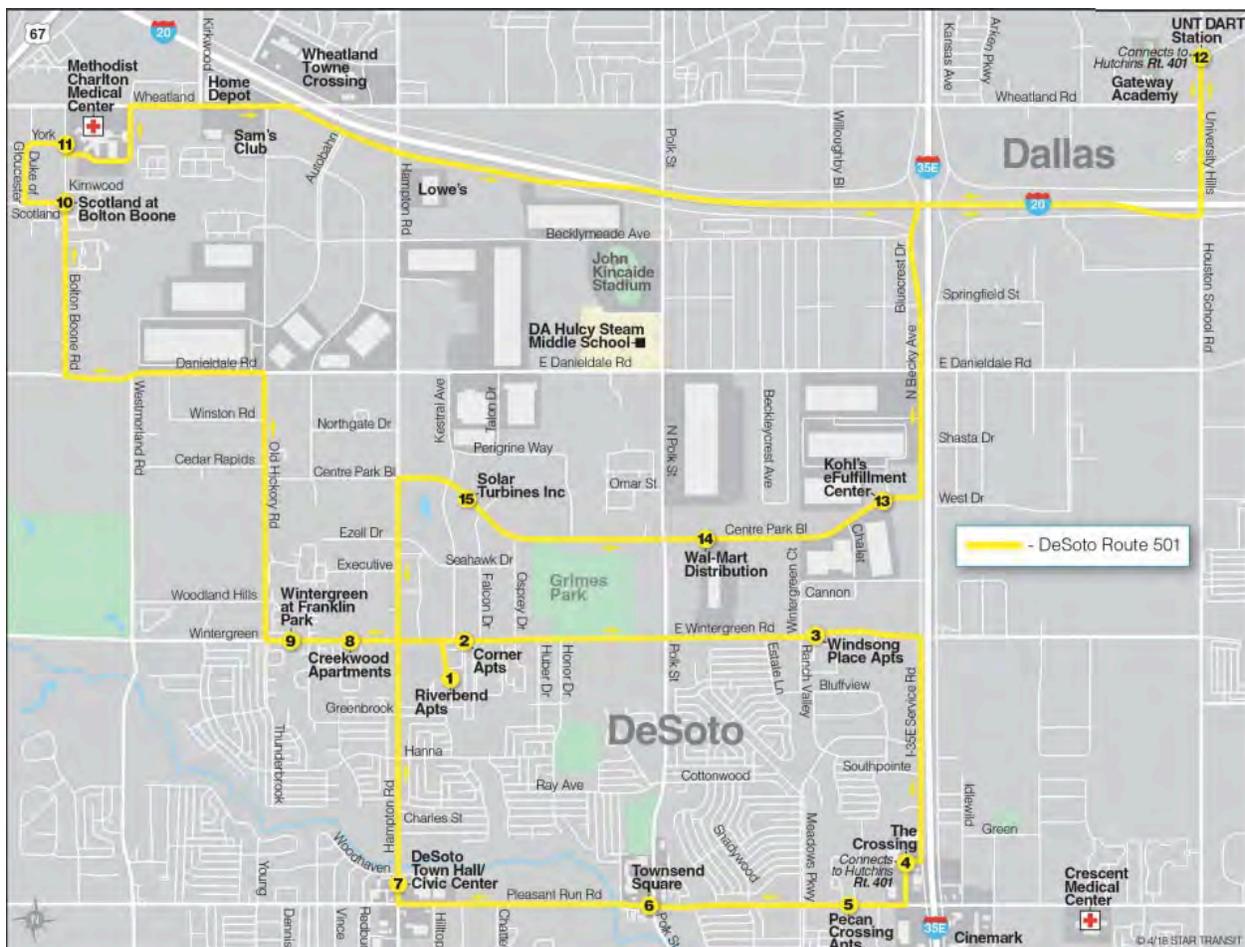
By Tyler Carter, Dallas Morning News

A reader in DeSoto asked [Curious Texas](#), a project from *The Dallas Morning News* that allows you to join in on the reporting process, about the status of public transportation options in the city.

Before partnered with STAR Transit in [April 2018](#) the city had no known public transportation, officials told *The News*. They said potential expansion of DART light rail service to more areas south of Dallas had been discussed, but the conversation did not move forward.

## What is STAR Transit?

STAR Transit's Route 501 services DeSoto residents along multiple stops for \$1 and is free for children 12 and under with a paying rider, seniors 60 years old or older, veterans and disabled riders.



Stops along the route include ones near the Kohl's e-fulfillment center, the Walmart distribution center, Methodist Charlton Medical Center and the DART Blue Line's UNT Dallas station, according to STAR.

"The service along DeSoto's Route 501 not only makes it easier for our residents to run errands, or connect to other transportation hubs, but also the frequent stops at our industrial parks help many get to work or even seek out new employment opportunities," Curtistene McCowan, the late mayor, said in a 2019 news release discussing the partnership.

STAR Transit also operates a Demand Response service in DeSoto for shared curb-to-curb rides. A [third demand-response bus](#) was added last year to attempt to shorten wait times for seniors and riders with disabilities.

### **Future transportation options**

The [final presentation](#) of the Southern Dallas County Transit Study, which the North Central Texas Council of Governments conducted to develop a comprehensive public transportation plan for Cedar Hill, DeSoto, Duncanville and Lancaster, was last month.

According to the [project website](#), the study intended to:

- Coordinate transit and freight planning to facilitate movement.
- Improve local and regional mobility, as well as environmental and air quality.
- Examine the integration of transit service with local bus, bicycle, pedestrian, private automobile and intercity travel modes.

The presentation outlined three phases over a period of up to 20 years, with the first focusing on microtransit zones in each city and regional connections. Microtransit refers to on-demand curb-to-curb service, such as STARNow and DART GoLink.

The study envisioned Phase 1 to cost up to \$1.6 million, with the cities sharing the cost and the federal government matching 50%. The proposed service areas and potential cost for DeSoto was outlined in the chart below:

## PHASE 1 COSTS AND FUNDING

### Desoto Service Allocation and Annual Costs:

Route/Service	Hampton East	Wheatland/ I-20	Desoto Industrial Microtransit	Desoto-Lancaster Microtransit	Total
Frequency of service	75 minutes	60 minutes	On-Demand	On-Demand	
Weekday Span	12 hours	12 hours	12 hours	12 hours	
Annual Revenue Hours	3,120 hours	3,120 hours	3,120 hours	3,120 hours	
Total Cost of Service	\$154k-\$263k	\$154k-\$263k	\$154k-\$187k	\$154k-\$187k	
Desoto Service Allocation	100%	4%	100%	50%	
Desoto Cost of Service	\$154k-\$263k	\$6k-\$11k	\$154K-\$187K	\$77k-\$94k	\$392k-\$555k
Estimated Federal Revenue (50%)					\$196k-\$277k
<b>Desoto Local Match</b>					<b>\$196k-\$277k</b>

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### Next steps

The NCTCOG will update its plan based on input from the public and an advisory committee before preparing its final report.

### Transportation assistance for low-income residents

Low-income DeSoto residents are also eligible for help through the city's Transportation Assistance Program, which a Community Development Block grant started funding in 2018.

The program provides the following for applicants who meet eligibility requirements:

- Taxicab transportation for essential services including doctors' appointments or trips to the grocery store or pharmacy.
- A voucher providing \$100 per month for transportation in the Dallas and Ellis County area.

The city last accepted applications in October. Anyone who would like to apply in the future can email [transportation@desototexas.gov](mailto:transportation@desototexas.gov) or call 972.230.7350 for more information.

## **Air taxis and drones: Why North Texas is teaming up with NASA to study transportation**

A series of at least four NASA-led workshops focusing on implementing the aircraft is set to take place this month.

By Chloe Bennett, Dallas Morning News

NASA and a North Texas agency are taking a small step this month toward what could be a giant leap in alleviating traffic congestion.

The space administration entered an agreement with the North Central Texas Council of Governments to study the implementation of cargo-carrying drones and automated air taxis, which are small passenger aircraft that can make short trips without an onboard pilot. The workshops are set to begin June 16.

“There is real potential to use both cargo-carrying drones and air taxis to ensure efficient delivery of goods and movement of people, especially in corridors that are highly congested,” said Natalie Bettger, a senior program manager for the agency’s Congestion Management and System Operation.

The workshops will also focus on plans for public acceptance, infrastructure, operations and local regulations, as well as evaluating criteria to use in locating “vertiports” for vertical takeoff and landing.

NCTCOG told *The Dallas Morning News* it plans to evaluate the potential role of air taxis and drones in its current transportation plans: Mobility 2045, which was adopted in 2018, and the Transportation Improvement Program, which is developed every two years.

“Integration into our planning documents is important because it allows us to implement these exciting technologies into our comprehensive transportation system in a way that complements the existing surface transportation network,” Bettger said.

The Dallas-Fort Worth area [led the country in population growth last year](#) — which includes births and in-migration. The area added almost 120,000 residents, according to the latest data from the U.S. Census. During the last five years, D-FW’s population has grown by more than 650,000, adding to existing congestion on roadways.

NCTCOG is one of five organizations selected by NASA to study the aircrafts’ implementation. The Massachusetts Department of Transportation, the Minnesota Department of Transportation, the Ohio Department of Transportation, and the city of Orlando will work with the federal agency on similar projects.

# Can a rapid bus line on Lancaster transform these east Fort Worth neighborhoods?

By Luke Ranker, Fort Worth Star Telegram

A drive along East Lancaster from downtown to historic Handley, a pocket of bridal boutiques and art galleries just past Loop 820, is a slog of traffic lights and low-rise buildings, mostly dollar stores, payday lenders and under-used strip malls.

A century ago, an interurban streetcar line would have zipped passengers from Cleburne to downtown Dallas past growing residential neighborhoods and pockets of rural Tarrant County. Then when the Metroplex gave up on transit in favor of the automobile, Lancaster was dotted with motels, car repair shops, diners and other businesses that catered to the motoring public until Interstate 30 was built.

Today the thoroughfare, often six lanes wide, is still more friendly to cars than people and, with the exception of Reby Cary Youth Library, there has been little new development, said Dan Haase, vice president of the Central Meadowbrook neighborhood and an East Lancaster aficionado.

Haase said many residents of east Fort Worth are hoping to bring growth to the corridor akin to what Fort Worth has seen in other areas. Perceptions of Meadowbrook are already shifting as new residents move in, he said, and just a little push could put the neighborhoods on the map.

“We’ve seen it happen everywhere else — look at Near Southside, West Seventh, Race Street,” he said. “That’s where we need to go.”

One tool to spur that change is a planned rapid transit system that would connect downtown Fort Worth to Handley with a special, fast bus line. The city and Trinity Metro are developing a plan for how the future bus line on the corridor would work and what the development it spurs to should look like. Three virtual meetings are planned through June, with additional chances for input later this year before the plan, dubbed [Advancing East Lancaster](#), is released in December.

Bus rapid transit is like light rail, but without the rail. Buses travel in dedicated lanes, physically separated from traffic, and stop at well-lit stations, not regular bus stops. Traffic lights are timed to give the bus lane priority, ensuring that buses stay on time.

The East Lancaster corridor is prime for bus rapid transit, said Jeff Davis, Trinity Metro’s board president, arguing the area has “a demonstrated need” for better bus service. Route 89/SPUR, the current Lancaster line, is Trinity Metro’s most used service. In January 2020, before the pandemic, more than 73,200 people rode that bus, up from just under 69,000 a year before. Ridership dropped to about 59,500 in March 2020 when the pandemic started and has hovered around 43,000 since.

Davis said improving the line with rapid buses, which come every 15 minutes and as quick as every 5 minutes for special events, would increase ridership dramatically. Extending the line into Arlington could mean more than 1.7 million annual riders, enough to pay for the operating costs, he said.

“It will shock that whole area into an economic development, transformational moment,” Davis said.

Construction of the bus line a little more than seven miles to Handley Drive, which involves reducing Lancaster by one lane in each direction and building dedicated stations, will cost about \$160 million, half of which should come from the Federal Transportation Administration. The Texas Department of Transportation has committed \$50 million and Trinity Metro says it can afford about \$5 million. That leaves \$25 million unfunded, which the metro has requested from Fort Worth.

A 2022 city bond election proposal budgets about \$320 million for mobility, with almost all of it devoted to street improvements and none allocated for transit. Conversations about additional funding for Trinity Metro have been ongoing at City Hall. Some council members, like outgoing District 9 representative Ann Zadeh, argue the city should devote more to transit as an economic driver. Others, including District 4 council member Cary Moon, say Trinity Metro needs to improve service before getting more money to improve service.

Haase said residents in his neighborhood are hopeful the city and Trinity Metro can make the plan a reality — it’s been discussed for more than a decade.

The city has attempted to spur growth in areas of East Lancaster before. Three [urban villages, areas designed for dense populations, a mix of businesses and bike and transit friendly streets](#), have been designated in the Near East Side, at Oakland and Lancaster and in Handley. Years after being established, little growth has come to the pockets, Haase said.

But in 2019 the city approved a public improvement district for part of the street. For about five miles of East Lancaster, Fort Worth collects extra property tax, worth 26.6 cents per \$100 of assessed value, to fund improvements to public safety. In the first year, crime fell 30% in the area, Haase said, a major improvement. Though East Lancaster has had the perception of high crime, he contends it has “never really been that bad.”

Bringing the bus line to East Lancaster would help even more, he said. A special incentive the City Council passed a few years ago would give developers a tax break for building within a mile of transit stops like rail and bus rapid transit stations. Once the bus stations are built, Haase sees pockets of apartments and shops popping up along Lancaster. The developments would bring the density needed to support more local businesses and grocery stores.

Redevelopment like this often brings worry of gentrification, when long time residents are priced out, but Haase, who has lived in Central Meadowbrook since the 1980s, said a mix of affordable or “workforce housing” along with market rate apartments would keep the area from becoming too expensive.

“This is sort of an ‘If you build, they will come,’ thing,” Haase said.

Judy Taylor, president of the Handley Neighborhood Association, thinks the rapid bus line could “do a lot of good” for the quiet neighborhood that stretches from just west of Loop 820 to Cooks Lane.

Folks might come to Handley for the strip of bridal stores, a few antique stores and a high-end art gallery, but residents are “hungry for a grocery store,” a local eatery and more small shops, she said. Taylor would like to see something done with the former Cowtown Inn, one of the many motels that popped up on Lancaster when it served cross-Texas motorists. But there’s not

a lot of room for other development, she said, and she worries simply connecting Handley to downtown won't be enough to spur interest in either bus line or the neighborhood.

To really make the bus line successful, and attract people to Fort Worth's east side neighborhoods, Taylor said it needs to connect to west Arlington and beyond.

"It can't just go straight down Lancaster," she said. "It's got to take us somewhere."

Though Arlington officials have historically rejected buses — it's still the largest city in the nation without public transportation though there is now a ride share service — connecting to Arlington is not out of the question, Davis said.

A nine-mile extension to the Arlington entertainment district would cost an additional \$70 million, but would likely also qualify for 50% federal funding, he said.

The route would connect downtown Fort Worth to west and downtown Arlington, the UTA campus and the entertainment district. Taking a bus from downtown Fort Worth to a Rangers game would be a little more than 30 minutes and cost about \$2, Davis said. On a recent Friday afternoon the drive was about 20 minutes, not including the time to park and walk to the stadium, according to a Google Maps estimate.

Last year the Star-Telegram reported the [Rangers and Trinity Metro had met to discuss the possibility of a station near Globe Life Field](#), but little has moved since.

Davis pointed to the success of similar rapid buses in Cleveland and Houston, arguing that a connection to Arlington and on would make the Metroplex unique.

"This could be a corridor that actually makes money," he said, later adding that the Lancaster bus rapid transit system is "more important than TEXRail."

While plans to improve Fort Worth's transit network have lingered untouched for years, Haase said now is the time to act. As Fort Worth grows, new residents will expect better public transit.

"A lot of those people are millennial age people who are very transit savvy," Haase said of new Meadowbrook residents. "They will take public transportation if it's available unlike my generation, pretty much that's the last resort besides walking."

## North Central Texas Council of Governments honors 3

By Fort Worth Business Press

At the 55th annual meeting of the North Central Texas Council of Governments (NCTCOG) on Friday, June 4, NCTCOG President Ray Smith presented three important regional leadership and cooperation awards.

The Linda Keithley Award for Women in Public Management went to Gina Nash, city manager for the City of Sachse. The award, established in 1986, is presented each year to an outstanding woman in public management who exemplifies the high standards represented by Linda Keithley during her 17 years with the Council of Governments.

Nash was described as a true public servant, ready and willing to do what is needed to serve the public with integrity, dignity, poise, and authenticity and was nominated by Lauren Rose, Director of Strategic Services with the City of Sachse.

The William J. Pitstick Award went to outgoing Fort Worth Mayor Betsy Price. The award was established in 1993 to recognize an individual for his or her strong commitment to the concept and promotion of regionalism. It's named in honor of the late Bill Pitstick, former executive director of NCTCOG for 26 years.

Price was nominated by Chris Wallace, president and CEO, North Texas Commission. Her nomination was endorsed by 39 mayors from throughout the region. She was described as someone who promotes cooperation among different communities and interest groups to look for solutions with regional benefits.

The Regional Cooperation Award went to the Denton County Vaccination Clinic Cooperation. The award was created in 1996 and jointly recognizes two or more local governments for outstanding acts of cooperation.

Denton County, in cooperation with the Texas Motor Speedway and 42 other regional partners, including local jurisdictions, state and federal agencies, private-sector organizations and thousands of volunteers represented the concept of reaching across jurisdictional boundaries as they responded to COVID-19 with a massive vaccination site at the Texas Motor Speedway.

The site was able to accommodate 1,250 residents an hour and was recognized nationally and internationally. The White House requested footage of the process and a detailed operation plan to review before setting up federal drive-through clinics across the country.

The Denton County Mass Vaccination Cooperation was nominated by Andy Eads, county judge of Denton County.

## These two highways tore Dallas neighborhoods apart. Can the damage be fixed?

TxDOT wants feedback on proposed changes on its plans to redo interstates 30 and 345.

By Nic Garcia, Dallas Morning News

The Texas Department of Transportation hopes to help restitch four Dallas neighborhoods during the next two decades with massive overhauls of interstates 30 and 345.

The two projects — which are estimated to cost well over \$1 billion — are in their infancy. Environmental studies and federal approval are still years away before the department can lay a square foot of cement. And there is little money set aside for this work.

But the department is set to solicit community feedback this month with a series of meetings to unveil its sketches.

The work to replace the crumbling highways that have both defined and connected the city's northern and southern neighborhoods and framed downtown has long been controversial. The work is also taking on a new light as highways completed in the 1950s and '60s reach the end of their life span and cities across the country reexamine how highways not just move people but divide them.

A few major cities such as Detroit have committed to removing their sprawling interstates for neighborhoods and boulevards. Several including Boston, Seattle and Atlanta are either studying the issue or have proposed changes, according to a recent analysis by [The New York Times](#).

In Dallas, Interstate 30 has long served as the dividing line between the city's north and south sides. Residents in northern neighborhoods tend to be white and more affluent than their Black and Hispanic neighbors south of the highway.

The area under consideration for reconstruction and widening stretches 4.4 miles east from downtown to Ferguson Road, touching the South Dallas, Fair Park and Deep Ellum neighborhoods. If the project moves forward as planned, TxDOT hopes all three neighborhoods would be more accessible to each other.

Meanwhile, Interstate 345 — one of the shortest highways in the nation at just 1.4 miles — has allowed for more than 180,000 cars to move daily from the south to the north. And yet, the raised highway on the east side of downtown acts as a wall between the central business district and the Deep Ellum neighborhood.

Dallas County Commissioner Theresa Daniel, who represents eastern Dallas County and whose district would be affected by both projects, said she is eager for the opportunity to reconnect neighborhoods along I-30 and to better understand what the possible removal of I-345 would mean for residents.

“The way we have used our systems and the intersection of government and private industry has fostered dysfunctional relationships for many, many years,” she said. “It’s exciting that we actually — if we wanted to and have the political will to — can make some changes.”

Redesigning and rebuilding both highways was born out of work TxDOT completed in 2016, [known as CityMAP](#).

The 341-page CityMAP document requires all new highways to take into consideration the mobility of people — not cars — reconnecting neighborhoods, sustainability and economic development.

The proposed changes to the east corridor of I-30 include expanding the highway to 10 general-purpose lanes and two reversible managed lanes. The lanes would also be depressed, similar to North Central Expressway. On- and off-ramps would be rebuilt.

The city would have options to add deck parks like Klyde Warren Park and the Southern Gateway. The city would also have an opportunity to add bike lanes and other pedestrian bridges to connect the neighborhoods.

As part of the changes, only a handful of commercial and government buildings and homes are expected to be razed, department officials said.

The concept for I-345 is less defined. Rather, the department will present several scenarios that range from rebuilding the raised highway exactly as it is today to removing it completely and replacing it with boulevards.

In nearly every scenario, the state would return land to the city of Dallas for development and no buildings or homes would be in the way of construction. However, the top concern among elected officials and advocates is how residents of southern Dallas would commute to the north for their jobs.

“No one has been able to show me what you’re going to do with 180,000 cars,” Daniel said.

The land underneath I-345 has been a point of contention as much as the highway. Multiple interests have put forth ideas of how to use the land sandwiched between the business district and Deep Ellum.

[Roddrick West](#), state Sen. Royce West’s son, has proposed creating five temporary soccer fields. Meanwhile, a group of developers calling themselves the Coalition for a New Dallas [has a series of proposals](#) for expanded residential and commercial real estate.

Ken Smith, president of the Revitalize South Dallas Coalition, said he believes TxDOT is making strides to right decades of wrongs that have helped contribute to slower economic prosperity in southern Dallas.

But he is worried that talking about the two projects apart from each other and other ongoing work on U.S. Highway 175, which cuts through southern Dallas, is risky.

“We need education about what the projects are, how they relate to all other projects that are happening concurrently in the South Dallas-Fair Park area and trust in the process that it will be included because mistrust still exists,” he said.

Smith, who has closely observed the work TxDOT has done to S.M. Wright Freeway in South Dallas, said it will be crucial for the city and highway department to be mindful of existing and forthcoming plans around I-30 and I-345.

“We cannot separate the Fair Park master plan from the highway plans,” he said. “It’s up to each entity and the community to keep all parties abreast of what’s happening under the umbrella of development so we’re making the wisest decision when we reach a decision point.”

What's more, Smith said that removing or improving physical barriers that have fostered segregation is only one step toward solving the city's greater inequity issues.

"Interstate 30: I think it's more psychological than geographical," he said. "And it's Dallas' challenge to overcome the psychological barrier that is in everyone's mindset."

### **Public meetings**

The Texas Department of Transportation will host meetings to discuss changes to interstates 30 and 345.

On June 8, the department will propose changes to Interstate 30 at Fair Park Coliseum, 1438 Coliseum Drive. Sessions are at 4 p.m., 5 p.m., 6 p.m. and 7 p.m. Attendance at the in-person meetings will be by appointment only. To register, go to <https://www.signupgenius.com/go/I30EC> or call 833-933-0443.

To attend the meeting virtually, go to <http://www.keepitmovingdallas.com/I30EC>.

On June 22, the department will host two events to discuss changes to Interstate 345. Appointments are necessary to attend in person. The meetings are at:

- The Shed at Dallas Farmers Market, 1010 S. Pearl Expressway. Four one-hour meetings will be held starting at 3 p.m.
- St. Philip's School and Community Center, 1600 Pennsylvania Ave. Four one-hour meetings will be held starting at 4 p.m.

To register for either event, go to <https://www.signupgenius.com/go/345PM2> or call 833-933-0432.

## Tour Gives Glimpse of Former Naval Station's Development Potential

The old airfield could eventually become a prime lakefront development in the metroplex.

By Yona Gavino, NBC DFW

Hensley Field, the former Naval Air Station that is owned by the city of Dallas, is one step closer to becoming a lakefront showpiece.

Dallas city leaders, including Mayor Eric Johnson, and members of the public got a tour Saturday of the 738-acre blank canvas that officials hope will become a destination development that spurs economic growth.

"When you drive into the site, you're like, 'oh my goodness, you could almost build an entire new city out here on Hensley Field,'" said Eric Anthony Johnson, the city's chief of economic development, housing and neighborhood services.

he bus tour paused at highlights along the way like the view of Mountain Creek Lake as people shared their vision on revamping the crumbling buildings.

Jim Adams is part of Austin-based urban design firm McCann Adams Studio, the prime consultant for the project.

"The city's goal is to create a mixed-use community here which will include commercial development, offices, institutional uses, possibly hospitals or certainly educational facilities," Adams said.

Adams said the project, which is still in the master plan phase, will cost hundreds of millions of dollars.

"This is enormously exciting," he said. "There are very few sites anywhere in the country like this with the kind of setting we have with Mountain Creek Lake. This is a 2,500-acre lake, larger than White Rock Lake."

The land sits in a federal Opportunity Zone, a designation intended to boost economic development in distressed areas. The city has been awaiting an environmental cleanup from the Navy for pollution.

Project leaders are still crafting their master plan for the area, which could take up to 20 years to complete. They expect to present the draft plan to Dallas City Council spring of 2022.

"This project will basically start to set the pace over the next 20 years to help grow southern Dallas," Eric Anthony Johnson said.

<https://www.nbcdfw.com/news/local/tour-gives-glimpse-of-former-naval-stations-development-potential/2650088/>

## **‘Wolves are at our door.’ East Fort Worth residents confront tree removal, housing boom**

By Haley Samsel, Fort Worth Star-Telegram

Sporting his Lorax hat and a bright orange “I Speak For The Trees” T-shirt, Daniel Serralde is hard to miss. For the startup founder and former chief of staff to the Dallas County Republican Party, that notoriety is by design.

Serralde, who lives in the John T. White neighborhood in east Fort Worth, frequently inspects construction sites to monitor their progress. When he parks outside neighbors’ homes, they can easily recognize him as “the tree guy” keeping an eye on developers.

“We need to try and preserve as much of the canopy as we can for future generations and for health benefits,” Serralde said in late April, as he looked out over a tract of land that will become Mockingbird Estates. “We are going to be seeing Fort Worth grow amazingly over the next few years, and some difficult choices definitely need to be made.”

Serralde is far from the only resident concerned about the number of homes being built in the city’s eastern section, leading to massive tree removal by developers like D.R. Horton, LGI and most recently Huffines Communities, which is building Mockingbird Estates. Since construction began in earnest this spring, Huffines has cleared acres of trees to make room for 465 homes near the intersection of Williams and Lowery roads.

“There’s a better way to do this,” said Serralde, who [started a petition calling for tree preservation](#) in the area. “Trees increase property values, and at the end of the day, City Hall wants to collect more taxes. A reasonable compromise can be achieved.”

City officials [told the John T. White Neighborhood Association](#) that tree removal at the Huffines site was permitted through Fort Worth’s urban forestry department, and that inspectors visited the site weekly during the clearing stages, according to James Hook, the association’s vice president.

That hasn’t stopped neighbors from scrutinizing each step of the process and getting involved as developers take their plans to the city’s zoning commission. Last month, the commission denied Huffines’ request to rezone a property for townhomes in the nearby Bentley Village-Waterchase Estates neighborhood amid divided opinions from residents.

The developer can legally move forward with plans to build an apartment complex, a proposal that nearly all residents opposed, [according to The Fort Worth Report](#). Devin Huffines, son of gubernatorial candidate Don Huffines, did not comment on urban forestry requirements beyond stating that the developer “will be planting trees to replace the significant trees.”

Homebuyers are drawn to the area’s historic forest in the Cross Timbers region, which is home to native species like the drought-resistant post oak. But current residents worry that Fort Worth’s population boom and increasing demand for housing could wipe out what’s left of the region’s tree canopy, Hook said. Current residents would rather see the addition of amenities like sit-down restaurants and multi-use developments, he added.

“This is one of the last natural forests in Fort Worth, and the neighbors have just seen a lot of this land go to small lots, with lots and lots of houses that take up a lot of land,” Hook said. “It’s pretty devastating when you see that many trees going down at one time.”

## **CHANGES TO FORT WORTH TREE ORDINANCE APPROVED**

Tree clearing has been a major issue in east Fort Worth since the early 2000s, said councilwoman Gyna Bivens, who has represented District 5 since 2013. Several incidents increased public awareness of how developers handled tree removal, including flooding issues alongside deforested development sites in 2018. But the incident that earned the most public scrutiny was [D.R. Horton’s violations of Fort Worth’s ordinance](#) that same year.

The Arlington-based developer apologized to city officials for going “too far” in clearing more than 70% of existing tree canopy from a development site in east Fort Worth, right off Randol Mill Road.

“We sincerely regret the over-clearing that has occurred,” Mark Allen, a principal and vice president of D.R. Horton, said at the time. “In a couple of places, we went too far. It’s hurt us publicly. We are sorry for the mistake that occurred. We just want to make it right and move on.”

The company avoided a possible \$1.5 million fine by agreeing to plant many more replacement trees than required by the tree preservation ordinance. The developer is no stranger to scrutiny in North Texas, including in Azle, where [homeowners are demanding that D.R. Horton pay](#) for damages to their properties after issues with construction dust and mud.

To Bivens, D.R. Horton’s avoidance of a fine in 2018 was a “slap on the wrist” that would not deter other developers from violating the rules. The ordinance faced scrutiny from environmental advocates in March after 20 “significant” trees [were removed at the Waterside development](#), causing an arborist to warn of dire consequences for wildlife and flood control.

Last month, City Council members approved an amendment to the urban forestry ordinance to “strengthen our ability to levy civil penalties” for violations, according to a May 11 staff report by Fort Worth’s development services department.

Those changes include the ability to issue criminal and civil citations when there are violations of the ordinance, including when trees are removed that were not previously permitted by Fort Worth officials. Fines cannot exceed \$500 due to state limits, but the removal of each tree would be counted as a separate offense.

The amendment also gives developers a chance to appeal the civil penalties in front of the City Council, who will then determine what happens next. No work can be done on site until the civil penalty is paid or the case is resolved at a council meeting, according to the staff report.

For Bivens, these changes eliminate the opportunity for homebuilders and other developers to make “backdoor deals” to reduce their fines or avoid penalties altogether.

“I think that will allow the City Council to impose greater accountability,” Bivens said. “The devastation that happens to us on the east side with our trees is not just limited to us. You see it in all neighborhoods where you have a lot of trees. For whatever reason, we have developers who don’t have the same type of regard for this as we do.”

## **CALLS FOR MORE PRESERVATION, BETTER ENFORCEMENT**

While residents acknowledge that east Fort Worth will continue to be a hotspot for homebuilders, Bivens wants the city to identify opportunities to preserve forest whenever possible. Those efforts could come through [the city's Open Space Conservation program](#), which launched last year with [the acquisition of the Broadcast Hill property](#) near the Meadowbrook neighborhood.

In December, the parks department purchased about 24 acres of land from Fort Worth ISD with plans to absorb the tract into Cobblestone Trail Park, according to Lori Gordon, a planning manager for the department.

"The property preserves a portion of the Cross Timbers forest," Gordon wrote in an email. "The parcel provides an age-diverse population of post oaks and a mix of other species including blackjack oak, live oak, eastern red cedar, rusty blackhaw, eastern redbud, sugarberry and mesquite for the residents of the City to observe and enjoy."

Hook and Bivens, who worked together to rezone the John T. White neighborhood into larger plots in hopes of preserving more trees, have a long list of ideas for how city officials could improve its enforcement of tree removal penalties.

The city's urban forestry ordinance requires developers to create preservation or mitigation plans when they remove "significant trees," Rochelle Joseph, Fort Worth's assistant director of development services, told the Star-Telegram in March. Fines for removing significant trees — [classified as any tree with a diameter](#) greater than 27 inches or 18 inches for post oaks or blackjack oaks — are assessed when a developer clears them without authorization, according to Fort Worth's ordinance.

Hook would like to see more thorough evaluations of which trees are on any given development site so that developers are encouraged to maintain older trees rather than shrubs to meet the 25% preservation requirement.

While the development services department is often understaffed, Bivens has advocated for cross-training of code compliance workers so more staff have the knowledge necessary to issue citations. She also wants Fort Worth to explore the use of drones to monitor tree clearing at a faster pace than is possible with traditional inspections.

"I'll be pushing for that, and they know I won't stop complaining until we get some action," Bivens said. "We've got to get some help on our trees from city staff, and you'll always hear that we don't have enough staff. Well, let's use technology."

The most important element, she and Hook agree, is public awareness and vigilance. Hook and his fellow neighborhood leaders maintain an engaged Facebook group posting updates about zoning applications and meetings they take with developers.

Association members have been approached many times by companies seeking to build industrial warehouses, not the grocery stores, sit-down restaurants or mixed-use developments that neighbors desperately want, Hook said.

"We have a lot of land up here, and the wolves are at our door," Hook said. "They want it, and we want to maintain the zoning that we have, that we worked on years ago. We're happy with

where it is now, and so anybody that comes in and wants to do something different, that's where we'll fight 'em."

## North Texans can offer input on these transportation initiatives until July 6

Staff report, Star Local Media

North Texans can provide input beginning Monday on several transportation initiatives managed by the North Central Texas Council of Governments, including the Unified Planning Work Program, Regional 10-Year Plan and Congestion Management Process. Residents can comment on these and other topics through July 6 by visiting [nctcog.org/input](https://nctcog.org/input).

The UPWP provides a summary of the transportation and related air quality planning efforts to be conducted by NCTCOG as the metropolitan planning organization for the 12-county Dallas-Fort Worth area. Draft recommendations for the Fiscal Year 2022 and Fiscal Year 2023 UPWP will be presented.

Each year, the Regional Transportation Council approves an update to the Regional 10-Year Plan, which identifies major projects to be implemented in Dallas-Fort Worth. An updated draft list covering projects through Fiscal Year 2031, will be presented for review and comment.

Urbanized areas with populations over 200,000 must implement and maintain a CMP to measure congestion levels and prioritize management strategies. Details will also be presented for review and comment.

In addition to maintaining transportation planning documents, NCTCOG staff assists in managing funding for different modes of transportation and will present information related to Federal Transit Administration funding through the American Rescue Plan Act of 2021 and Fiscal Year 2021 Program of Projects.

NCTCOG is also requesting funding for several automated vehicle projects through the Automated Vehicle 2.0 Program and will present details on each project being recommended for approval.

Finally, federal regulations require large metropolitan areas to conduct a review of the metropolitan planning process every four years. Details of this year's Federal Highway Administration and Federal Transit Administration joint certification review process will be provided. The presentation and a survey from the federal agencies will be available online at [nctcog.org/input](https://nctcog.org/input), and all public comments should be submitted directly to FHWA and FTA.

Proposed modifications to the list of funded projects, Mobility 2045 administrative revisions, the Access North Texas plan, Map Your Experience tool and vehicle funding opportunities will also be highlighted as part of the public input opportunity.

To request printed copies of the information discussed, call 817-608-2365 or email [cbaylor@nctcog.org](mailto:cbaylor@nctcog.org).

## Richardson begins planning redevelopment around Arapaho Center Station

By Eric Pirayesh, Community Impact Newspaper

The process to begin redeveloping around Arapaho Center Station in Richardson is now underway.

Richardson City Council voted unanimously during a June 7 work session to start drafting a master plan to eventually renovate the area around the Arapaho Center bus and DART rail line station.

No specifics on how the city hopes to renovate the area were released, but city officials said the large parking lot across from the Dallas Area Rapid Transit station is a primary focus.

During the work session, DART officials also provided updates on the ongoing construction of the new Silver Line stations at CityLine and The University of Texas at Dallas in Richardson. The Silver Line is a 26-mile passenger rail project that will stretch from the Dallas Fort Worth International Airport to Plano.

DART officials told the council during the meeting that the estimated \$1.29 billion cost for the Silver Line project had increased to \$1.89 billion.

“We’ve gone through some tough times. We had difficulty making some decisions on the Silver Line project early on,” DART Board Member Gary Slagel said. “It’s really important to make these things work. You have to have a team that works together. Working with the city of Richardson has been easier than others, from a DART perspective.”

The future Silver Line station at CityLine began construction in May. DART officials said the Silver Line station will be designed to fit cohesively with the existing DART station. Lighted arches will connect the two stations together, and the planned **Cotton Belt Trail** will run between the two stations. Construction at the CityLine station is set to last until April 2023, according to DART development plans.

The planned UT Dallas Station will have a plaza area and act as a “gateway” for the campus and the city, DART officials said. The station will have a limestone design to match with UT Dallas buildings.

DART estimates the Silver Line to be completed by 2023. More information about the project can be found [here](#).

## Collin and Denton county residents can give input on Access North Texas this month

By Celina Record

North Texans have several opportunities in June and July to provide their feedback on the ongoing update to the regional public transportation coordination plan, Access North Texas.

The North Central Texas Council of Governments has scheduled virtual public meetings for noon Wednesday, 6 p.m. Thursday and 11 a.m. Saturday to allow Collin County residents a chance to learn about the plan and the update process. Meeting attendees are encouraged to provide feedback to planners about their experiences with transportation, challenges they have faced and their future needs.

Additionally, they can provide input through an online survey at [www.accessnorthtexas.org](http://www.accessnorthtexas.org). Surveys are available in English or Spanish through July 31, regardless of attendance at a meeting. A separate survey is available for agency representatives.

A virtual public meeting series is also scheduled for other counties, including Denton County. Meeting times for Denton County are 2 p.m. June 23, 6 p.m. June 24 and 11 a.m. June 26.

Residents can find registration links on the Access North Texas website, [www.accessnorthtexas.org](http://www.accessnorthtexas.org). Once registered, they will be sent a link to access the meeting virtually.

The process to update Access North Texas began in April and will culminate in the adoption of the latest version of the plan next year. Meetings to discuss needs for Hunt, Johnson, Rockwall, Ellis, Navarro, Parker Palo Pinto and Wise counties have already been held but, residents of these counties can still provide feedback through the surveys available on the Access North Texas website.

As the regional public transportation coordination plan, Access North Texas identifies the transportation needs of older adults, individuals with disabilities and individuals with lower incomes.

The strategies identified in this plan will shape planning and funding decisions for public transportation in the region over the next four years. The plan includes prioritized strategies at the county and regional levels to improve access to work, medical appointments, education and the community.

A coordinated public transit-human services plan is required by the Fixing America's Surface Transportation (FAST) Act, the current federal transportation bill. Furthermore, Texas requires coordination among transportation providers, health and human service agencies, and workforce boards.

Residents can request a paper copy of the survey, the presentation, or any other meeting or survey accommodation through email at [accessnorthtexas@nctcog.org](mailto:accessnorthtexas@nctcog.org) or by calling 817-695-9240.

## How Arlington Via ride share users are getting around, according to rider data

By Kailey Broussard, Fort Worth Star-Telegram

Arlington city government is getting a [clearer picture of how people use its ride share service, Via](#), since it expanded citywide in January.

The service offers rides for residents anywhere in the city and CentrePort TRE from \$3 to \$5. Via launched in Arlington in late 2017 in high-demand areas such as the entertainment district, airport station and UT Arlington. The ride share area expanded incrementally before [launching citywide in mid-January](#) and has been heralded as a cost-efficient transportation option that can adapt to ride share demand.

Via drivers have conducted 130,749 rides since the city's expansion, with the majority of rides falling within previously existing service areas. Just 20.4% of the rides began or ended in a previously uncovered area, which Alicia Winkelblech, senior strategic initiatives officer, said may be a data point to monitor as a sign the city needs to [better publicize](#) the service or make other adjustments.

"I think we still need to watch that data, but this is what we're seeing early on," Winkelblech said.

Along with expanding citywide, leaders also approved a metered pay scale that caps out at \$5 instead of a \$3 flat rate. However, average rides sit just below \$4, and trip lengths have averaged around 4.24 miles.

Ride share data over time will help the city assess how to improve the service, as well as work with other localities for inter-city transportation, said Mayor Jeff Williams.

"The data that we are gathering now is going to help us be more efficient," he said.

Via drivers have conducted 603,320 rides since launching in 2017, and riders wait around 12 minutes for their driver, according to data. Those interested in the service can book a ride from the [Via mobile application](#) or by calling [817-784-7382](#).

### EXPANDING SERVICES, OPTIONS

The demand and metrics behind Via also served as a backdrop for larger conversations surrounding transportation around the city and the region for a municipality that has traditionally eschewed traditional public transportation methods.

Williams said the city is discussing partnership options with [Trinity Metro in Fort Worth on a rapid transit bus line](#) that stops in the entertainment district. However, Williams said, he was frank about the \$70 million price tag for the agreement that the city would foot.

He was also unsure, Williams said, about the viability of lane reductions that a [hyperloop](#) would require, especially if shared Via rides can take vehicles off the road all the same.

"We have spent a meager amount of money yet we're moving citizens around better than any city in the Metroplex because of Via," Williams said.

District 4 council member Andrew Piel said he had spoken about Via to officials municipalities and possible partnerships that would allow riders to travel outside of the city using the service. District 8 council member Dr. Barbara Odom-Wesley asked to revisit a [2017 Transportation Advisory Committee](#) that suggested additional means of transit.

Winkelblech said her office and the city are always considering other transportation options.

“Via was the first step to get a citywide network for citywide connectivity for everyone,” Winkelblech said.

## **NCTCOG announces new president**

By Allen American

Rockwall County Judge David Sweet was elected President of the North Central Texas Council of Governments' (NCTCOG) Executive Board at NCTCOG's 55th annual General Assembly, which was held virtually on Friday. The Executive Board is the policy-making body of the Council of Governments which serves the 16 North Central Texas counties of Collin, Dallas, Denton, Ellis, Erath, Hood, Hunt, Johnson, Kaufman, Navarro, Palo Pinto, Parker, Rockwall, Somervell, Tarrant and Wise. Sweet will lead the 17-member board for the next year.

Sweet was first elected to NCTCOG's Executive Board in 2018 and served as Director, Secretary-Treasurer, and Vice President before being elected President. He assumes the leadership of NCTCOG from Prosper Mayor Ray Smith, who was elected to the one-year term in 2020. Smith will continue to serve on the NCTCOG Board as Past President. Corinth Mayor Bill Heidemann was elected Secretary-Treasurer.

Sweet is currently serving his second term as the Rockwall County Judge after re-election in 2018. Prior to his 2014 election, he served four years as the Rockwall mayor after being a member of the city council for two terms. He was employed as a Sales Manager for 20 years with Coca Cola, Pepsi and Bimbo Bakeries.

The Sweet family attends First Baptist Church of Rockwall. Judge Sweet serves on the Board of Directors for the Rockwall Area Chamber of Commerce and is a member of the Rockwall Noon Rotary. In addition to being a member of the Rowlett and Royse City chambers of commerce, he is a former board member of Rockwall Meals on Wheels, Boys & Girls Club of Rockwall County and the Rockwall County YMCA. He is also part of the broadcast team responsible for broadcasting Rockwall ISD sporting events.

In addition to the officers, 11 Directors were elected to the 17 member NCTCOG board including, Dallas County Judge Clay Jenkins; Tarrant County Judge Glen Whitley; Collin County Judge Chris Hill; Denton County Commissioner Bobbie Mitchell; Arlington Councilmember Andrew Piel; Terrell Mayor Rick Carmona; Plano Councilmember Kayci Prince; Erath County Judge Alfonso Campos; Rowlett Mayor Tammy Dana-Bashian; Lancaster Mayor Clyde Harriston; Grand Prairie Mayor Pro Tem Jorja Clemson and State Representative Glenn Rogers is the NCTCOG Ex Officio member.

## **Scooter rentals have arrived in Plano with guidelines aimed at curbing problems**

Companies will have to store the e-scooters in pre-approved areas and can face fines for not following rules.

By Teri Webster, Dallas Morning News

Electric scooter rentals have come to Plano along with regulations aimed at avoiding issues other communities have experienced with the alternative form of transportation.

Bird Rides, an e-scooters business, is the first e-scooter company in the city, having opened shop in Plano on Monday. Riders will pay per minute to use a scooter and can find them using a mobile phone application, the city stated in [an announcement](#).

Visitors and residents can use the scooters as an alternative transportation option to help reduce carbon emissions and the number of cars on city streets, according to the city.

The city has put measures in place to avoid issues other communities have had with the e-scooters.

“The city of Plano is approaching the issue differently than Dallas did,” spokesperson Steve Stoler stated in an email response. “In Dallas, it appeared to turn into a free for all.”

In Dallas, the city’s transportation department temporarily shut down the scooter program in September of 2020 due to public safety concerns. Numerous scooter companies had begun operating in the city in 2018.

At its height, thousands of scooters in Dallas could be found lying across intersections and parks. Some were found hanging from trees or floating at the bottom of creeks and other waterways, as *The Dallas Morning News* [previously reported](#) in an editorial.

In Plano, scooter companies will be required to follow regulations defined under city ordinances. They also must get pre-approval for “home zones” where the scooters will be stored, Stoler said.

“If someone drops off a scooter in a different location, it’s the companies’ responsibility to reposition those scooters to a home zone,” he said.

Companies will have time restraints in place for picking up scooters and getting them to the proper place.

“If they don’t meet the time guidelines, they can be fined,” Stoler said.

Bird Rides’ electric scooters can travel at a maximum speed of 15 mph and may only be used on streets with speed limits of 35 mph or below, according to the city. Riders must be at least age 18 and must also follow all traffic laws and rules of the road. Riders are also encouraged to wear a helmet, according to the release announcing the scooters.

Anyone with questions or concerns is asked to contact the company directly at 1-866-205-2442 or [hello@bird.co](mailto:hello@bird.co), according to the city. More information about the company is available [on its website](#).

## Tarrant Judge Glen Whitley says he will not seek reelection. Who will run for his spot?

By Brian Lopez, Fort Worth Star-Telegram

Tarrant County Judge Glen Whitley announced Tuesday that he will not seek a fifth term in the 2022 election. Whitley has served as the county judge since 2007, after serving as a county commissioner since 1997.

“After much deliberation with fellow leaders, friends, and most importantly, my family, I have decided that now is the time to prepare for the next chapter of leadership for Tarrant County,” Whitley, a Hurst Republican, said in a statement. “It has been one of the greatest honors of my life to serve my County and to do so alongside my fellow Commissioners. I am proud of all that we have accomplished together to make Tarrant County among the most innovative and collaborative counties in the nation. I raised my family in Tarrant County, I started my business in Tarrant County, and I will continue to serve Tarrant County with all that I have for the remainder of my term and into my next chapter.”

Whitley, 68, did not rule out running for another elected office. Whitley dismissed speculation that criticism of how the county handled the pandemic had anything to do with his decision.

James Riddlesperger, a TCU political science professor, said if Whitley were to run for another office, he might have a hard time rallying Tarrant County Republicans because he has shown he is a centrist when it comes to policy. Whitley was heavily criticized by Republicans when he closed businesses and put in mask mandate to protect residents amid the coronavirus pandemic.

Whitley also was known to criticize state Republicans over local control and the pandemic response.

Fort Worth Mayor Betsy Price, a Republican, will leave that office next week. Rumors have circulated she would make a bid for county judge if Whitley didn't seek reelection. In a statement Tuesday she said she would “make my plans clear later this week.”

Price thanked Whitley for his time in office, saying the county was in a better position than when he was elected.

“Through significant growth and change, Tarrant County has thrived. That's a credit to Judge Whitley's vision, wise counsel and the passion and tenacity he brings to the job every day,” Price said.

Price would be the first woman county judge and she has the experience to do a great job, Whitley said Tuesday during a press conference.

If Price were to run, she would be an automatic favorite, Riddlesperger said. She has name recognition, popularity and the experience of running the largest city in the county.

Tim O'Hare, the former Tarrant County Republican chairperson, announced in May that he is running for county judge. He also served as city council member in Farmers Branch for three years and then as mayor from 2008 until 2011. He is the treasurer for the Republican Party of Texas and is a personal injury attorney at his law firm.

O'Hare has endorsements from Tarrant County Sheriff Bill Waybourn, Tarrant County District Clerk Tom Wilder, former Tarrant County Commissioner Andy Nguyen, Tarrant GOP chair Rick Barnes, and a slew of state representatives. Whitley said Tuesday that could change once all candidates are identified.

Barnes thanked Whitley for his years of service and said the Republican Party will be involved in this race moving forward.

Riddlesperger said O'Hare represents the current Tarrant GOP and will have that support, but he is a relatively low-profile figure who would find it hard to compete with Price's popularity.

Deborah Peoples, former candidate for Fort Worth mayor and outgoing chair of the Tarrant County Democratic Party, would provide critical leadership, said Allison Campolo, founder of Tarrant Together and a candidate for Tarrant County Democratic Party chair.

"We have the opportunity to elect a strong Democrat who truly represents the people of this county," Campolo said.

Asked if she would run, Peoples issued a statement saying this seat opening is "one of many avenues for progress in Tarrant County and North Texas, and we can't afford to miss any opportunity out there."

Peoples lost to Mattie Parker on Saturday. Riddlesperger said if Tarrant County Democrats want a good shot at flipping the court, Peoples' name recognition and community involvement gives them an opportunity. He couldn't think of another top Democrat who could challenge and win the seat.

Konni Burton, founder and [CEO of The Texas News](#) and former state senator, tweeted that "it's far past time for this liberal pretending to be a Republican resigned. Besides that, he knows he'd lose his next Republican primary election." Burton is also the former vice president of the NE Tarrant Tea Party.

State Rep. Charlie Geren, a Fort Worth Republican, said he thinks the judge has done a "wonderful" job over the years.

"I think that we'll wait and see who all files for it," he said of the county judge seat.

Commissioner J.D. Johnson said he will not be running. Commissioners Devan Allen and Roy Brooks declined to comment, and commissioner Gary Fickes did not immediately respond to a request for comment.

Brooks said during Tuesday's meeting that Whitley has led with distinction and even though they don't share the same political views, that never stopped them from working together.

Johnson, who has served on the court for 35 years, said he's had his up and downs with Whitley, but they've always found ways to come into agreement. He hopes the next county judge encapsulates Whitley.

"I hope we have one as good as he's been," Johnson said.

## Dallas is taking over the former Shingle Mountain site. Will a park blossom out of the waste?

Neighbors hope a new park will replace the toxic dump. But city officials on Wednesday revealed no plans for the site and provided no results from environmental testing.

By Everton Bailey Jr. and Lauren Girgis, Dallas Morning News

Dallas is acquiring an abandoned recycling site where [Shingle Mountain](#) — more than 100,000 tons of ground-up toxic roofing materials — sat for years in a southern Dallas neighborhood.

What happens next is unclear.

Residents [hope the ownership change will lead to a new park](#). But the City Council on Wednesday didn't unveil any plans for the 4.3-acre site near Interstate 45 and Loop 12 before unanimously approving the acquisition.

An environmental assessment is expected to be released Friday, and city officials haven't said if there are any lingering health dangers for nearby residents, who reported breathing problems and other issues while the debris was there.

The city takes over the land for free under a legal settlement with CCR Equity Holdings, which owned the site and leased it to Blue Star Recycling. The latter company operated an asphalt shingle recycling facility where it dumped the material, later filing for bankruptcy and leaving the six-story Shingle Mountain behind.

Marsha Jackson, whose home sat near Shingle Mountain until the pile was removed in February, and who first raised the alarm to the city about it three years earlier, said more green space would aid in the healing and growth of her rural neighborhood that is surrounded by industrial property. She said other residents have told her they feel like "a lost community."

"We have been hurt for the last three years, and we constantly continue being hurt," Jackson told council members before their vote. "I don't want any other community to go through what we have been going through."

The debris dates to 2017 and piled up as Jackson reported concerns to the city in January 2018. Public officials didn't take notice for nearly a year after that, [after a report from The Dallas Morning News](#).

The city hired Roberts Trucking last fall to remove the shingles, and between December and February the company hauled about 139,000 tons to a city landfill less than a mile away. A [pop-up classical music concert celebrated the mountain's eviction from the neighborhood](#).

[Debris is still being removed](#) from the site, a city-run tracker shows. Nearly 15,000 tons of additional waste has been cleared from the site since March, including around 260 tons on May 4.

Shingle Mountain was actually spread across two properties in the Floral Farms neighborhood, whose predominantly Black and Latino residents live amid a mix of agriculture and industrial zoning.

Almira Industrial and Trading Corp. still owns one of the properties. Almira, which is in litigation with the city, cleaned the waste from its property. And Almira [has filed documents with the](#)

[city](#) to use its property to sort and separate metals — a move that neighbors think could threaten their wish for a park.

Evelyn Mayo, a fellow at Paul Quinn College's Urban Research Initiative, said obtaining ownership of the tract held by Almira is necessary to meet the demands of the Floral Farms community.

"We're urging council to acquire that tract because that's one step closer to permanently protecting the residents, hopefully with council acquiring it, rezoning it and working with the neighborhood to designate it as public park space," Mayo told *The News*.

Mayo said the Urban Research Initiative helped residents of Floral Farms create their neighborhood plan for friendlier residential living.

Council member Tennell Atkins, who represents the southern Dallas district that included Shingle Mountain, said it'll probably take a few months before ownership of the CCR Equity site is officially transferred to the city. He said the city completed its environmental assessment of the site on Monday, and he thanked residents, community advocates, city staff members and his council colleagues for their work.

Council member Omar Narvaez, who represents West Dallas and chairs the council's environment and sustainability committee, called the site acquisition "a long time coming."

"Today, we right a wrong," he said.

Before the City Council decision, residents and community activists urged officials to work with the neighborhood and other partners to acquire the Almira property too to prevent another environmental disaster.

Dallas-based HKS Architects is helping residents design the park, and supporters said the community-driven neighborhood plan has support from groups including of the Dallas Regional Chamber of Commerce, the Trinity River Audubon Center and Paul Quinn College, which sits two miles from the site.

"Shingle Mountain caused a negative impact in our community," said Genaro Viniegra, a Floral Farms resident. "And we want to see something positive come out of it."

## Here are all the stations along DART's Silver Line and how long it will take to get to DFW Airport from each

Service is expected to begin in 2023, serving 10 stations in Plano, Richardson, Addison, Dallas, Carrollton and Irving.

By Chloe Bennett, Dallas Morning News

Dallas Area Rapid Transit's Silver Line, the [\\$1.2 billion rail project](#) in the works for about 30 years, will stop at 10 stations from Plano to DFW Airport after its planned opening in summer 2023.

Thousands of square feet of office, residential and retail space have been developed or are in the process of being developed along DART stations to help accommodate North Texas' rapid population growth. The region [added 120,000 residents last year](#).

Here's a look at the stations you can expect to see while riding the Silver Line, as well as how many riders DART expects each to have by 2040 and the travel time from each to DFW Airport.

### Shiloh Road Station

**Where is it?** Less than three miles southeast of downtown Plano

**How many daily riders will it have by 2040?** Just under 700

**Travel time to DFW?** 58 minutes

### 12th Street Station

**Where is it?** 12th Street and K Avenue, just south of downtown Plano and Haggard Park

**How many daily riders will it have by 2040?** 340

**Travel time to Terminal B?** 54 minutes

### CityLine/Bush Station

**Where is it?** Near the southeast corner of Central Expressway and Bush Turnpike, which is home to the \$1.5 billion, 186-acre CityLine project, [one of the largest mixed-use developments in North Texas](#) and home to State Farm and Raytheon. The area will soon include [over 500 urban-style homes](#) at the northeast corner of Renner Road and Red Moon Way.

**How many daily riders will it have by 2040?** 1,240

**Travel time to Terminal B?** 48 minutes

### UT Dallas/Synergy Park Station

**Where is it?** The campus of the University of Texas at Dallas, which will feature [an illuminated metal UT Dallas logo that is more than 8 feet high](#).

**How many daily riders will it have by 2040?** 1,205

**Travel time to Terminal B?** 42 minutes

### **Knoll Trail Station**

**Where is it?** 15450 Knoll Trail Drive in Far North Dallas, about three miles from the Galleria. According to DART, the station is a “kiss and ride” location, where there’s no parking but riders can be dropped off or picked up.

**How many daily riders will it have by 2040?** 530

**Travel time to Terminal B?** 35 minutes

### **Addison Station**

**Where is it?** DART’s busiest transit center sits across from Addison Circle and 2,400 residences and 625,000 square feet of office, retail and restaurant space. The town is seeking a “master developer” [to build on an 18-acre site surrounding the station.](#)

**How many daily riders will it have by 2040?** Just below 2,000

**Travel time to Terminal B?** 32 minutes

### **Cypress Waters Station**

**Where is it?** Construction on the development at LBJ Freeway and Belt Line Road started more than [10 years ago](#) and now has 1,000 acres of retail, restaurant and office space, as well as The Sound, a restaurant and retail village that holds live music events at its amphitheater.

**How many daily riders will it have by 2040?** 890

**Travel time to Terminal B?** 17 minutes

### **Downtown Carrollton Station**

**Where is it?** Across Belt Line Road in Carrollton, where thousands of apartment units have been added to complement the many restaurants, shops and historical markers downtown.

**How many daily riders will it have by 2040?** 1,855

**Travel time to Terminal B?** 24 minutes

### **DFW North Station**

**Where is it?** Dallas Road in Grapevine, just over three miles from the airport

**How many daily riders will it have by 2040?** 1,305

**Travel time to Terminal B?** Seven minutes

### **DFW Airport Terminal B Station**

**Where is it?** The last stop on the Silver Line connects to TEXRail, DART Orange Line, DFW SkyLink and DFW Terminal Link buses.

**How many daily riders will it have by 2040?** 1,160

**More about the DART Silver Line and its stations**

[Face masks required for DART passengers, operators through mid-September](#)

[New Irving DART station opening next week](#)

[More homes are in the works for Richardson's CityLine project](#)

[Plano receives 16,000 feet of additional rail for DART Silver Line construction](#)

[Addison gets all aboard DART's new Silver Line with plans for \\$500 million project](#)

[DART's Silver Line from Plano to DFW Airport moves forward as rails arrive for construction](#)

[As DART plans more work for Cotton Belt line, Far North Dallas residents continue pushback](#)

[UT Dallas DART station in Richardson to feature 8-foot high sculpture of university logo](#)

[DART receiving \\$229 million in CARES Act relief to boost operations during pandemic](#)

## I-30 Is About to Undergo a Radical Makeover Through East Dallas

TxDOT plans to widen the highway through East Dallas — and bury it. Let's go inside the plans.

By Matt Goodman, D Magazine

The Texas Department of Transportation will today unveil plans to lay a trench for Interstate 30, bringing it below grade from downtown to Dolphin Road, about 3 miles east. The goal, according to the agency's Mesquite-based engineers, is to reconnect the streets and communities that the highway severed, particularly near Fair Park and East and South Dallas neighborhoods like Owenwood, Jubilee Park, and Dolphin Heights.

But the state is still planning to widen the road, adding a lane in each direction and an additional reversible managed lane down the middle. That would make I-30 a 12-lane highway. (The city hopes to one day use one of those managed lanes for bus-only access to and from downtown.) Doing so will require TxDOT to acquire some land, which the engineers say is minimal and will be far outweighed by the land that will be freed up for development by removing ramps and other infrastructure.

The preliminary engineering plans displace about a dozen parcels, mostly near Old East Dallas and Baylor University Medical Center. It appears nowhere near as [disruptive as TxDOT's controversial highway expansion plans in Houston](#), which involve acquiring land that houses about 1,000 residents adjacent to Interstate 45.

As it stands today, this portion of Interstate 30 is a concrete monster that is elevated as it runs east out of downtown and then rides berms over neighborhood streets on its way to LBJ Freeway. It opened to traffic in the 1960s and TxDOT has begun a phased approach to updating the roadway as it reaches the end of its lifespan. The agency began with the portion [known as the Canyon in downtown](#), which is fully designed and has secured funding.

The second phase of the project will arguably be more impactful, a 4.4-mile extension from downtown to Ferguson Road. When I-30 was built, neighborhoods south of the interstate were cut off from those on the north side of the highway, which today are generally more affluent and have better access to jobs, transit, healthcare, and other services. The highway is a neighborhood killer.

"There has to be some integration into Fair Park," says Majed Al-Ghafry, the assistant city manager over infrastructure. "If you don't have a depressed section that would be almost at the same level as the street grid, you're still going to have a community divided. The whole idea is to connect communities."

This project is the first real test of [the 2016 study known as CityMAP](#) (for Master Assessment Process), which analyzed how the freeways that cut through Dallas could be redesigned to help the neighborhoods they harmed. CityMAP called for highway overhauls to refocus their attention on people, not automobiles.

Mohamed "Mo" Bur, the top engineer for TxDOT's Dallas district, says the agency tried to minimize right-of-way acquisition while "creating opportunities for connecting some of the old street grid that was taken away." "What came out of CityMAP was to focus on mobility, to focus on connectivity, sustainability, and economic development opportunities," Bur says. "Those four themes are always in the back of our mind when we're developing these scenarios."

Indeed, here is the language from CityMAP about this portion of the freeway: “The East Corridor segment of I-30 has a rich cultural history that dates well before the interstate was constructed. Today, the majority of people think of I-30 as the divider between North Dallas and South Dallas.”

This second, I-30 phase shares many characteristics with the Canyon, where the state hopes to connect nearby neighborhoods and provide new pedestrian infrastructure while freeing up land for development by removing ramps. The preliminary design schematics show new bridges across the roadway through East Dallas. TxDOT plans to provide infrastructure to allow for bridges at many points across the freeway once it is brought below grade, similar to Central Expressway. Al Ghafry didn’t think that was a totally fair comparison, noting that Central’s walls and imposing frontage roads still separate neighborhoods.

“It should be better than Central,” he said of I-30.

Starting from the western border, bridges are planned for Malcolm X. Boulevard, 2nd Avenue, 1st Avenue, Exposition Avenue, Commerce Street, Haskell Avenue, Peak Street, Carroll Avenue, Fitzhugh Avenue, Munger Street, Grand Avenue, Winslow Avenue, Beeman Avenue, and Dolphin Street. Much of the existing street grid is weaved back together, recreating those old connections that predated the highway.

The plans also create a new bridge over what’s being called 4th Avenue, just west of Fair Park. The bridge at Commerce Street could also be pedestrian-only, but that will be the city’s decision, according to TxDOT spokesman Tony Hartzel. The state is planning to incorporate “Complete Street” elements—wide sidewalks, bike lanes, and other features to make it safer for pedestrians—in each of those bridges. There are possibilities for deck parks where some of these connections would be, particularly near Fair Park and further east near Munger, but the state will not pay for that. The specifics are not yet colored in and the city and its partners will need to foot the bill for many of those improvements.

Some of the adjacent streets will get an overhaul, as well. You’ll no longer have to use the tiny, residential Ash Street as a de-facto onramp to the westbound portion of the highway. And the confusing Munger intersection will be replaced with a traffic circle north of the highway. Another traffic circle will come to Fitzhugh, just south of the freeway. Most of the cumbersome off-ramps will be removed and the land can be developed.

“We’re trying to squeeze the frontage roads in as much as we can to free up some potential surplus,” said Nathan Petter, an assistant area engineer for TxDOT’s Dallas district. “We’re trying to make as much space as we can.”

Then there is the matter of traffic counts. CityMAP actually explored this widening option and found it would increase the average daily volume from 153,000 vehicles to 205,000. But the state’s traffic counts show it has been a decade since that many vehicles used this portion of Interstate 30. Too, CityMAP estimated speed would only increase by 1 mph with the other lanes, compared to the projections in the North Central Texas Council of Governments’ 2040 Mobility Plan. Based on a resolution two years ago, the Dallas City Council will surely have something to say about that.

In 2019, council [passed a series of guiding principles](#) for this project. Council requested the highway not be any wider or higher than it currently is. TxDOT has the second part down, but

the plan would require more right of way to widen it. The current highway ranges from 195 feet to 483 feet wide; the plans would take that between 308 feet and 505 feet.

The political appetite for that remains to be seen. A staffer for Councilman Adam McGough, the chair of the Transportation and Infrastructure Committee, said they had not yet been briefed on the state's latest plans. The council members whose districts most closely touch this part of the freeway, Adam Bazaldua in District 7 and the incoming Jesse Moreno in District 2, were unavailable for comment or did not respond to requests for comment.

The Interstate 30 redo won't go forward without attention to context. Other projects that impact I-30's future include I-345, the 1.3-mile elevated interstate between downtown and Deep Ellum that TxDOT is considering burying or removing; the D2 subway system downtown; and the terminus for high-speed rail, which is expected to be located near the Kay Bailey Hutchison Convention Center. These are all being planned in tandem, Al Ghafry said. A public meeting for I-345's future is set for June 22.

For I-30, a series of public meetings begins Tuesday at Fair Park and online. [Watch it here.](#) From there, expect the City Council to be briefed in the next few months. The state will pursue environmental clearance by the summer 2022. It would acquire right of way the next year and begin construction in 2024 pending funding. TxDOT anticipates it costing more than \$1 billion; it currently only has \$50 million approved, Hartzel said.

## If Dallas Wants to End Traffic Deaths by 2030, It Has Work to Do

Dallas has the second-highest traffic fatality rate among the biggest cities in the country. Can a Vision Zero plan make our streets safer?

By Alex Macon, D Magazine

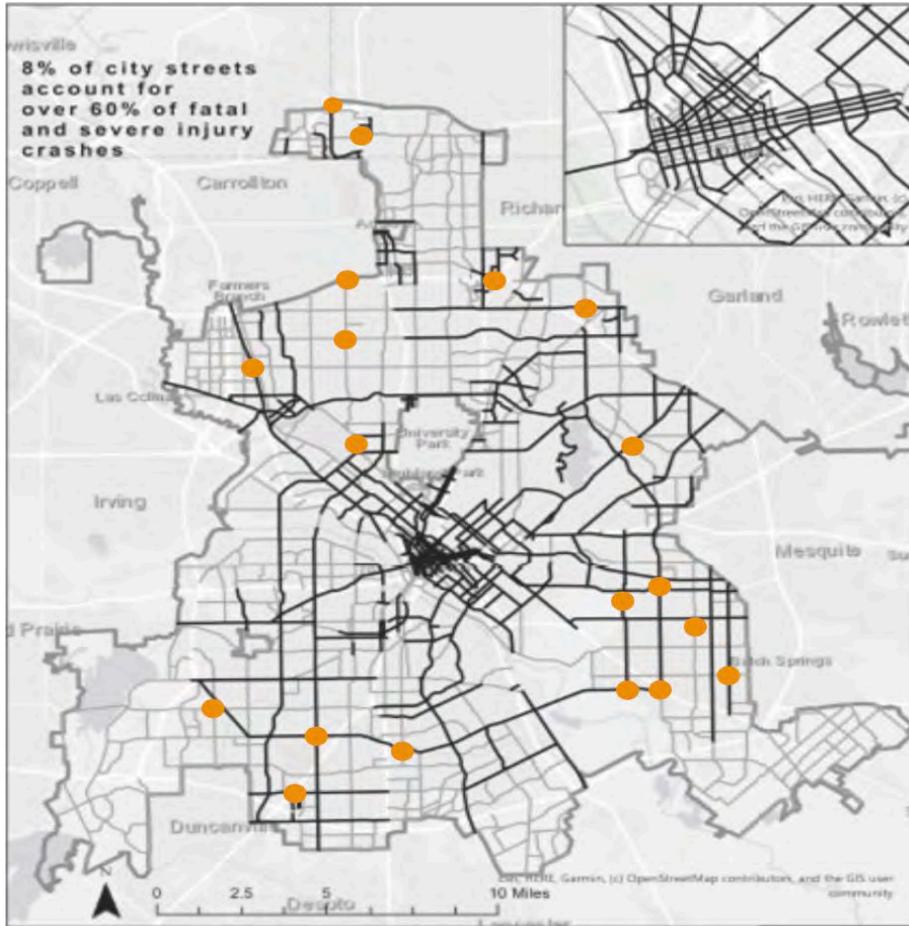
In 2019, Dallas caught up to most of the country's other biggest cities [by committing](#) to a so-called Vision Zero plan, the idea being to eliminate all traffic deaths by 2030. (Of the 10 biggest cities in the United States, Phoenix is the lone remaining holdout—Houston [is rolling out its own](#) plan this year.)

Dallas has a lot of work to do by 2030. Staffers from the transportation department on Tuesday shared an update on Vision Zero with members of the City Council's transportation committee. The action plan itself isn't due until December, but staffers have already conducted a crash data analysis to identify the most dangerous roadways in Dallas. I asked the city for a copy of this analysis and got only crickets, but some of the data were presented on Tuesday.

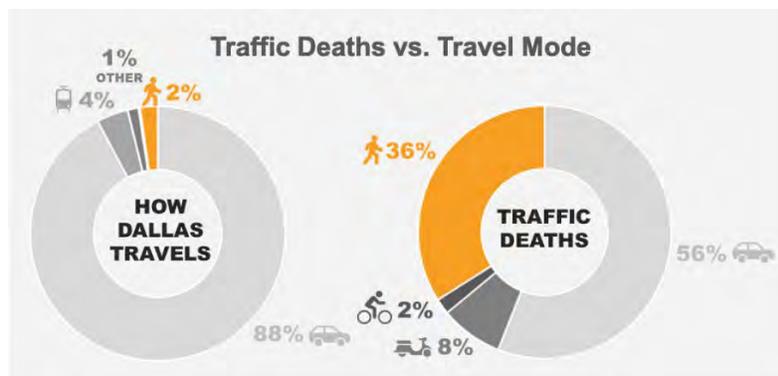
Between 2015 and 2018, Dallas had the second-highest traffic fatality rate among the country's 15 biggest cities, with more than 14 deaths per 100,000 residents annually. Most of these deaths are occurring on a small percentage of city streets, as the below maps show. (A note: the city's analysis excluded freeways, which are owned by the state and not subject to most of what a Dallas Vision Zero plan could make happen.)



The analysis also helped identify the 20 most dangerous intersections in the city, which you can see mapped out below.



OK, one more graphic screen-shotted from the transportation department’s presentation, this one emphasizing just how disproportionately dangerous it is to [travel on foot in Dallas](#).



Most crashes that result in deaths or serious injuries occur after dark, per the analysis. Often, speed or alcohol are involved. Other factors cited in the presentation include “failure to drive in a single lane,” “failure to yield when turning left,” and “pedestrian failure to yield to vehicles,” the last of which seems uncharitable to pedestrians trying to get around in a city [missing more than 2,000 miles of sidewalk](#).

The city has already taken some (small) steps based on this data analysis. Most of those 20 dangerous intersections are, for example, due for traffic signal improvements largely funded by state grants. Bigger steps should be coming.

It's unclear how far Dallas' version of Vision Zero will go. A task force—consisting of representatives from the city, the police department, Mothers Against Drunk Driving, BikeDFW, the state transportation department, the Parkland Injury Prevention Center, and other groups with a stake or expertise in traffic safety—will meet for the first time this month, and will help guide the plan's development and rollout.

And you also have an opportunity to weigh in. You can fill out a Vision Zero Survey until June 25, and report a traffic safety issue directly to the city via an interactive map. ([Find links to both here.](#))

Cities that have adopted Vision Zero plans have focused on engineering (ex: adding crosswalks; bike lanes), enforcement (reducing speed limits), and education (telling people to drive safe.) [The results have been mixed](#), particularly in cities that have opted for half-measures. Installing a few new traffic lights and putting up posters about car crash fatalities aren't enough on their own to keep people safe on city streets. If we want to keep people from dying as they travel around Dallas, the city needs to create policies that fundamentally change how we get around.

## Share Your Thoughts On Transportation Challenges As NCTCOG Updates Access North Texas

By Irving Weekly Staff

North Texans have several opportunities in June and July to provide their feedback on the ongoing update to the regional public transportation coordination plan, Access North Texas.

The North Central Texas Council of Governments has scheduled virtual public meetings for noon Wednesday, June 9; 6 p.m. Thursday, June 10; and 11 a.m. Saturday, June 12 to allow Collin County residents a chance to learn about the plan and the update process. Meeting attendees are encouraged to provide feedback to planners about their experiences with transportation, challenges they have faced and their future needs.

Additionally, they can provide input through an online survey at [www.accessnorthtexas.org](http://www.accessnorthtexas.org). Surveys are available in English or Spanish through July 31, regardless of attendance at a meeting. A separate survey is available for agency representatives.

A virtual public meeting series is also scheduled for June 16-17 for residents of Hood, Somervell and Erath counties. Additional virtual meetings will be held over the next few weeks for Denton, Dallas, Tarrant and Kaufman counties to help transportation planners update Access North Texas. Multiple meetings are planned for each county, with daytime, evening and some Saturday options available in an effort to accommodate different schedules. Residents can find registration links on the Access North Texas website, [www.accessnorthtexas.org](http://www.accessnorthtexas.org). Once registered, they will be sent a link to access the meeting virtually.

The process to update Access North Texas began in April and will culminate in the adoption of the latest version of the plan next year. Meetings to discuss needs for Hunt, Johnson, Rockwall, Ellis, Navarro, Parker Palo Pinto and Wise counties have already been held but residents of these counties can still provide feedback through the surveys available on the Access North Texas website.

As the regional public transportation coordination plan, Access North Texas identifies the transportation needs of older adults, individuals with disabilities and individuals with lower incomes.

The strategies identified in this plan will shape planning and funding decisions for public transportation in the region over the next four years. The plan includes prioritized strategies at the county and regional levels to improve access to work, medical appointments, education and the community.

A coordinated public transit-human services plan is required by the Fixing America's Surface Transportation (FAST) Act, the current federal transportation bill. Furthermore, Texas requires coordination among transportation providers, health and human service agencies, and workforce boards.

Residents can request a paper copy of the survey, the presentation, or any other meeting or survey accommodation through email at [accessnorthtexas@nctcoq.org](mailto:accessnorthtexas@nctcoq.org) or by calling 817-695-9240.

Meeting Details:

County	Daytime	Evening	Saturday
Collin	June 9, Noon	June 10, 6 p.m.	June 12, 11 a.m.
Hood, Somervell and Erath	June 16, 2 p.m.	June 17, 6 p.m.	N/A
Denton	June 23, 2 p.m.	June 24, 6 p.m.	June 26, 11 a.m.
Dallas	June 29, 11 a.m.	July 1, 6 p.m.	June 26, 1 p.m.
Tarrant	July 7, Noon	July 8, 6 p.m.	July 10, 11 a.m.
Kaufman	July 14, 2 p.m.	July 15, 6 p.m.	N/A

**About the North Central Texas Council of Governments:**

NCTCOG is a voluntary association of local governments established in 1966 to assist local governments in planning for common needs, cooperating for mutual benefit and coordinating for sound regional development. NCTCOG's purpose is to strengthen both the individual and collective power of local governments and to help them recognize regional opportunities, eliminate unnecessary duplication and make joint decisions.

NCTCOG serves a 16-county region of North Central Texas, which is centered on the two urban centers of Dallas and Fort Worth. Currently, NCTCOG has 238 member governments including 16 counties, 169 cities, 22 school districts and 31 special districts. For more information on the NCTCOG Transportation Department, visit [www.nctcog.org/trans](http://www.nctcog.org/trans).

# TxDOT Seeking Public Input on Early Plans For Dallas I-30 Corridor Project

By Claire Cardona, NBC DFW

The Texas Department of Transportation is seeking public comment on the [early phase of a proposed plan](#) to reconstruct a 4.4-mile portion of Interstate 30 East.

The scope of the massive project includes widening and reconstructing I-30 East from Interstate 345 and Interstate 45 to Ferguson Road — the portion of freeway that bisects parts of Deep Ellum, East Dallas, Fair Park, South Dallas and Pleasant Grove.

The proposal, which TxDOT shared Tuesday in a virtual presentation, would include adding a fifth lane in each direction and depressing the main and managed lanes below ground level from I-345/I-45 to Dolphin Road. It would also include reconstruction of ramps and bridges, a second reversible managed lane and accommodations for pedestrian and bicycle traffic.

The [presentation](#) can be viewed [online at any time through June 23](#), and the project website includes links to view the exhibits and submit comments.

<https://youtu.be/mZ1wYUeHRB4>

Gus Khankarli, the transportation director for the city of Dallas, said in the recorded presentation that the project will "improve community connectivity" in the areas that are affected by the raised highway.

"Reconstructing I-30 by depressing the main lanes for nearly 3 miles to the east of I-345 will help to reknit the communities on either side by connecting cross streets," Khankarli said in the presentation. "This will also allow the city to pursue creating deck parks and plazas over the top of the highway."

Deck crossings would be owned and operated by the city, which is looking into private funding, and could be constructed as part of the project if the funding exists, according to the TxDOT presentation.

The more than a dozen locations where streets currently run under the I-30 bridges would be replaced with streets over the sunken lanes of the highway and would connect in some instances with new frontage roads, according to TxDOT.

The cross streets would follow the design guidelines in the city's [Complete Streets Design Manual](#), which puts an emphasis on making the streets work better for people, whether they're walking, biking or taking another form of transportation, instead of just moving traffic.

TxDOT said meetings with the city as well as stakeholders, including neighborhood and religious organizations and businesses, have helped to inform the proposed design that has been presented, and feedback received during the open comment period this month will also help further refine the schematic design.

But before ground can be broken, there are still many steps ahead for the project, which TxDOT said is not yet fully funded under the department's Unified Transportation Program.

The department expects to finalize a schematic, conduct public hearings and complete environmental documentation between spring and summer 2022.

Right of way acquisition is scheduled to begin summer 2022 and last through fall 2024. TxDOT said it anticipated that additional right of way will be required, and that the changes made to ramps and other parts of the project could result in "surplus right of way," which local government agencies would get first priority to acquire.

TxDOT's project timeline estimates construction will begin in fall 2024 and last through 2029. There are several ways to submit feedback:

- Email the project manager at [Nelson.Underwood@txdot.gov](mailto:Nelson.Underwood@txdot.gov)
- Mail comments to the project manager: Nelson Underwood, P.E., TxDOT Dallas District Office, 4777 East US Highway 80, Mesquite, Texas 75150-6643
- Submit through [the meeting website](#)
- Leave a voicemail by calling 833-933-0443

Comments must be submitted or postmarked by June 23 to be included in the public record.

<https://www.nbcdfw.com/news/local/txdot-seeking-public-input-on-early-stages-of-dallas-i-30-corridor-project/2653169/>

## **Margaret McDermott Bridge Opens to Pedestrians, Bicyclists**

The city of Dallas held a ribbon-cutting ceremony Thursday to celebrate the opening

By NBC DFW

The Margaret McDermott Bridge opened to vehicles in 2013.

More than seven years later, the pedestrian and bicycle bridges on Margaret McDermott Bridge are now open to the public.

A group of local officials celebrated the opening in a ribbon-cutting ceremony Thursday morning, which was preceded by a fun run across the eastbound and westbound bridges.

The bridge is part of [the Dallas Horseshoe Project](#), an \$818 million project focused on improving mobility in downtown Dallas along I-30 and I-35E in partnership with the Texas Department of Transportation.

The city said future connections to the pedestrian bridge will include

Coombs Creek Trail on the West Dallas side of the Trinity River and the Riverfront Complete Street on the East Dallas side of the Trinity River.

Dallas City Council member Adam McGough, the city council's transportation chair, along with councilmembers Lee Kleinman, Chad West, City Manager T.C. Broadnax, Dallas County Judge Clay Jenkins, Kay Bailey Hutchinson, Dallas County Commissioner Dr. Elba Garcia, and Mary McDermott Cook were in attendance at the ribbon cutting.

Construction on the Dallas Horseshoe Project began in 2013 and was expected to be completed in early 2017.

<https://www.nbcdfw.com/news/local/margaret-mcdermott-bridge-opens-to-pedestrians-bicyclists/2654256/>

## Senators Eye \$579B in New Infrastructure Spending, \$1T Plan

The president and Congress have been straining to reach an agreement on his ideas for an infrastructure investment

By Lisa Mascaro and Kevin Freking, NBC DFW

Sen. Mitt Romney, R-Utah, is surrounded by reporters as he walks to the Senate chamber for votes, at the Capitol in Washington, Thursday, June 10, 2021.

A bipartisan group of senators is eyeing an infrastructure deal with \$579 billion in new spending as negotiators try to strike a nearly \$1 trillion deal on President Joe Biden's top priority, according to those briefed on the plan.

The 10 senators have been huddling behind closed doors, encouraged by Biden to keep working on the effort after he walked away from a Republican-only proposal this week unable to resolve differences. The senators are briefing their colleagues privately and cautioned changes could still be made.

"Our group – comprised of 10 Senators, 5 from each party – has worked in good faith and reached a bipartisan agreement on a realistic, compromise framework to modernize our nation's infrastructure and energy technologies," the senators said in a joint statement.

"This investment would be fully paid for and not include tax increases," they added. "We are discussing our approach with our respective colleagues, and the White House, and remain optimistic that this can lay the groundwork to garner broad support from both parties and meet America's infrastructure needs."

The White House said Democratic senators briefed the administration on the emerging plan but questions remain.

"The President appreciates the Senators' work to advance critical investments we need to create good jobs, prepare for our clean energy future, and compete in the global economy," said deputy press Secretary Andrew Bates. "Questions need to be addressed, particularly around the details of both policy and pay-fors, among other matters."

The president and Congress have been straining to reach an agreement on his ideas for an infrastructure investment, stuck over the scope of the package of road, highway and other projects and how to pay for it. Lawmakers say the group's tentative agreement represents important progress in fashioning a bill that can pass such an evenly divided Congress this year, but they are also aware that it could easily unravel.

A person familiar with the negotiations but unauthorized to discuss them publicly said the cost would be \$974 billion over five years, as is standard for highway spending, or \$1.2 trillion if spread over eight as Biden proposes. At that size, the new package would be more than the previous Republican-only effort of \$330 billion in new spending in a \$928 billion package, but still short of the \$1.7 trillion over eight years Biden is seeking.

It appears the group is running into the same problems that Biden and lead Republican negotiator Sen. Shelley Moore Capito confronted in agreeing on how to pay for it.

Sen. Bill Cassidy, R-La., a lead negotiator, would not disclose the final tab. Asked if the new spending was at \$600 billion, he said "the president said that was his goal. So I don't think anybody felt like they had to exceed his goal."

The new 8-year proposal, negotiated by West Virginia Senator Shelley Moore Capito, would repurpose unused Covid-19 relief money and eliminate spending to fight climate change.

Another member of the group, Sen. Jon Tester, D-Mont., said they are “fairly close” on a topline amount, but are still debating how to pay for it. One option is to include potential revenue from uncollected income taxes, he said.

“We still have to talk,” Tester said.

One Republican not in the group, Sen. Mike Braun of Indiana, said he was told the package would provide nearly \$1 trillion — including \$579 billion in new spending over the baseline for transportation projects.

Braun also said parts of it would be paid for with untapped COVID-19 relief funds, which has been a nonstarter for the White House.

“They have come up with similar to what I think Capito was working on, but my understanding is it would be a little more money,” he said.

Biden tasked the senators to keep working as he set out for his first overseas trip after talks collapsed this week with Capito and the GOP senators.

The president is seeking a sweeping investment in not just roads, highways and bridges but also broadband, electric vehicle charging stations and other aspects of what he views as the new economy, paid for with a hike in the corporate tax rate from 21% to 28%.

On Wednesday, President Joe Biden said his new American Jobs Plan will modernize 20,000 miles of roads, replace ten of the most economically significant bridges and build new railcars and transit lines.

Republicans prefer a narrower focus on fixing existing transportation systems, with more modest investments elsewhere. They oppose tax hikes to pay for the new spending, and while the 10 lawmakers said the package would not include tax increases, Sen. Mitt Romney, R-Utah, said the package does propose that the gas tax be indexed to rise at the rate of inflation. The federal gas tax, now at 18.4 cents per gallon, has not increased since 1993.

The White House has made clear that indexing the gas tax for inflation or imposing an electric vehicle mileage tax would be nonstarters. They would violate the president’s red line against raising taxes on Americans who earn less than \$400,000 a year.

With the Senate narrowly split, 50-50, and most legislation requiring 60 votes to advance past a filibuster, Biden is seeking a bipartisan agreement to ensure passage. At the same time, he is also instructing Democrats who control the House and Senate to prepare to pass portions of the package on their own, under special budget rules that enable approval with 51 votes in the Senate.

In the evenly divided Senate, Vice President Kamala Harris serves as a tie-breaking vote.

Meanwhile, a House panel advanced legislation early Thursday that serves as an important building block for that chamber's infrastructure efforts. The bill aims to boost federal spending on roads, bridges, transit and rail. The \$547 billion package passed mostly along party lines by a vote of 38-26 and will likely be considered by the full House later this month.

<https://www.nbcdfw.com/news/national-international/senators-eye-579b-in-new-infrastructure-spending-1t-plan/2654361/>

# The Outgoing Dallas City Council Adopts The Master Plan For The Urban Forest

By Missy Evans, Daily Texas News

DALLAS – Mayor Eric Johnson, working with the Office of Environmental Quality & Sustainability and the Texas Trees Foundation, has approved the adoption of the first Dallas Urban Forest Master Plan.

The city council unanimously approved the plan on Wednesday.

“Dallas must strive to be a top city for families and a global leader in addressing and mitigating the effects of climate change,” said Johnson. The Mayor formed the first-ever stand-alone committee of the Dallas City Council to address environmental and sustainability issues.

“This plan, which recognizes the importance of trees and green spaces to our vibrant city, can help us achieve both and will ensure that all of our communities can thrive in healthy, sustainable environments for years to come,” he said of the Announcement.

Would you like to be the first to know about Patch Membership when it is released? [Click here](#) to find out how you can support patch and local journalism.

As a natural resource, Dallas trees are valued with ecosystem benefits and replacement costs of more than \$ 9 billion, according to the State of the Dallas Urban Forest report published in 2015 by the Texas Trees Foundation.

After the city’s Article X Tree Ordinance was revised in 2018, city officials started looking for a plan for the strategic management of the city’s tree canopy and urban forest. The Texas Trees Foundation and the city began developing the first of its kind with funding from Lyda Hill Philanthropies and Oncor.

The council then called for a city forest master plan as part of the comprehensive environmental and climate protection plan (CECAP), which was unanimously adopted last year.

“The urban forest master plan is crucial to achieve the goals of the CECAP so that we can work effectively on the implementation of more green spaces,” said city council member Omar Narvaéz, chairman of the environment and sustainability committee. “We know how important trees are for providing shade, for cooling, for improving air quality, flood protection and public health – this plan points a good way into the future.”

Now the city of Dallas has joined the 1 Billion Trees initiative of the World Economic Forum on the instructions of the Mayor. This plan will add to the global effort.

The plan includes a collaboration between the Texas Trees Foundation, Lyda Hill Philanthropies, Oncor and several municipal departments such as Park and Recreation, Aviation, Dallas Water Utilities, Sustainable Development and Construction, Planning and Urban Design, and the Office of Environmental Quality & Sustainability.

“I’m excited to accept this plan because it puts trees first as an environmental priority in City Hall and across Dallas,” said Janette Monear, President and CEO of the Texas Trees Foundation. “A healthy and well-managed canopy will make Dallas greener, cleaner, cooler and healthier.”

## Allred Fights for North Texas Priorities with Committee Passage of Surface Transportation Bill

By Josh Stewart

**Washington, D.C.** – Today Congressman Colin Allred (TX-32), a member of the House Transportation and Infrastructure Committee, supported the committee's bipartisan passage of the INVEST in America Act of 2021. The bill is a five-year reauthorization of surface transportation measures. Allred also secured funds for local projects including DART systems upgrades.

"North Texas is rapidly growing and this bill will set the foundation for making the substantial investments we need to reduce congestion and create good-paying jobs," said Allred. "Teamed with President Biden's American Jobs Plan, this will make big, bold investments to fix and improve our infrastructure, whether it is our roads, bridges, railways or mass transit. I look forward to continuing to work so this bill passes the full House and is signed into law."

The Invest in America Act makes investments across surface transportation needs including in roads, bridges, mass transit, passenger and freight rail, and clean energy transportation. It will now head to the full House for a vote on final passage. Read a fact sheet on the INVEST in America Act [here](#).

Allred worked on the committee to secure North Texas priorities in the INVEST in America Act including:

- Support for North Texas projects to improve transportation;
  - \$1.7 million for DART mobile terminal systems upgrades.
  - \$10 million to re-establish Northwest Drive Direct Access to I-635/I-30 in Mesquite.
  - \$7.5 million for Texas A&M's I-35 Innovative Corridor Project, which would support research to improve the flow of goods and people from the port of entry at Laredo through the international inland ports in Dallas and Fort Worth and the Texas-Oklahoma border.
- The text of Allred's bipartisan bill, the [RAPID Act](#), which he introduced with Congressman Mike Gallagher (R-WI-08), Senator John Cornyn (R-TX) and Senator Tim Kaine (D-VA). It will improve TIFIA loans and will help accelerate and improve public-private partnerships so North Texas can get investments into its infrastructure system and projects can move faster.
- Access to more funding for public high-speed rail projects through the Prime Grant Program. Private entities like Texas Central, which is trying to build a high-speed rail line between Dallas and Houston, would also be eligible for financing through the Railroad Rehabilitation and Improvement Financing program. Allred [led the effort in Congress](#) to support the high-speed rail project.

In the same mark-up, Allred also voted in the committee to pass the [Water Quality Protection and Job Creation Act of 2021](#), which passed with bipartisan support. This bill would invest \$50 billion to address wastewater infrastructure needs throughout the country.

<https://www.dallasweekly.com/articles/allred-fights-for-north-texas-priorities-with-committee-passage-of-surface-transportation-bill/>

## **Collin, Dallas county commissioners among new Regional Transportation Council officers**

Staff report

Dallas County Commissioner Theresa Daniel will lead the Regional Transportation Council for the next year after being elected chair of the 44-member transportation policymaking body for the Dallas-Fort Worth area on Thursday.

Daniel takes over as chair of the RTC from Johnson County Judge Roger Harmon. Harmon has led the RTC through much of the COVID-19 pandemic, which has significantly impacted the region's economy and transportation system. He has also steered the RTC through the 87<sup>th</sup> Texas Legislature.

Daniel has served on the transportation policymaking body since 2018. She has represented Dallas County as a commissioner since 2013. Daniel spent last year as vice chair of the RTC after a year as secretary.

Collin County Commissioner Duncan Webb is the new vice chair, while Fort Worth City Councilmember Cary Moon was named secretary.

The RTC includes local elected or appointed officials from the Dallas-Fort Worth area and representatives from each of the area's transportation providers.

As the transportation policymaking body for the 12-county Dallas-Fort Worth area, the RTC oversees transportation planning for the fourth-largest metropolitan area in the country, which has a current population of more than 7.5 million people.

The RTC guides the development of roadway, rail and bicycle-pedestrian plans and programs, allocates transportation funds and recommends projects to the Texas Transportation Commission for other programs.

Additionally, the RTC ensures transportation services are coordinated throughout the region and the metropolitan area complies with air quality regulations. Dallas-Fort Worth is currently in nonattainment for ozone and is working toward meeting the federal standards.

The RTC has historically embraced innovation to meet the transportation needs of the growing region. That has continued during the pandemic, with projects such as the Dallas-Fort Worth High-Speed Transportation Connections Study. This effort is currently examining high-speed options between Dallas and Fort Worth, including Arlington. The study is in its final stages before the federal environmental documentation process begins. The technology selected will offer a connection to other planned high-speed transportation systems.

The innovative approach of the RTC helps the policymaking body make decisions that enhance the quality of life of people throughout the Dallas-Fort Worth area and provide transportation for people throughout the region.

The new officers will serve in their positions through June 2022, helping the RTC chart a course toward recovery from the COVID-19 pandemic.

[https://starlocalmedia.com/celinarecord/news/collin-dallas-county-commissioners-among-new-regional-transportation-council-officers/article\\_9e83bc00-cb0e-11eb-8969-5b53cd4ade66.html](https://starlocalmedia.com/celinarecord/news/collin-dallas-county-commissioners-among-new-regional-transportation-council-officers/article_9e83bc00-cb0e-11eb-8969-5b53cd4ade66.html)

## **Denton County Transportation Authority seeks feedback on new GoZone on-demand service**

By Alex Copeland

A proposed GoZone on-demand rideshare service will replace most of Denton County Transportation Authority's Connect Bus fixed-route services and current on-demand zones by September.

In some cases, the proposed service will extend beyond the agency's current service structure. The service will also expand service to 365 days a year.

The new service will replace the Highland Village Lyft Discount program as well as all fixed bus routes in Denton and Lewisville, except Denton Connect Routes 3 and 7. Other demand services transitioning the agency to a majority on-demand service model will also be replaced.

GoZone functions through a new mobile app from service provider River North Via. Passengers will have to create an account on the new app to purchase tickets for many of DCTA's services, including GoZone.

Passengers who don't have access to a smartphone can book trips over the phone or visit the Downtown Denton Transit Center to purchase trips in person.

Denton County Transportation Authority is accepting public feedback on the proposed GoZone service plan and fare promotion through June 25 at [DCTAfeedback.net](https://dctafeedback.net) and at in-person events posted at [dctafeedback.net/gozone/public-events](https://dctafeedback.net/gozone/public-events).

The DCTA board of directors will discuss user feedback and consider approval of the proposed service at the end of July.

<https://communityimpact.com/dallas-fort-worth/lewisville-flower-mound-highland-village/transportation/2021/06/14/denton-county-transportation-authority-seeks-feedback-on-new-gozone-on-demand-service/>

## Rockwall County Judge David Sweet Elected New President of the North Central Texas Council of Governments for 2021-2022

By [Editor](#)

ROCKWALL, TX, June 12, 2021 — Rockwall County Judge, **David Sweet**, was elected President of the North Central Texas Council of Governments' (NCTCOG) Executive Board at NCTCOG's 55<sup>th</sup> annual General Assembly, which was held virtually on Friday, June 4. The Executive Board is the policy-making body of the Council of Governments which serves the 16 North Central Texas counties of Collin, Dallas, Denton, Ellis, Erath, Hood, Hunt, Johnson, Kaufman, Navarro, Palo Pinto, Parker, Rockwall, Somervell, Tarrant and Wise. Judge Sweet will lead the 17-member board for the next 12 months.

President Sweet was first elected to NCTCOG's Executive Board in 2018 and served as Director, Secretary-Treasurer, and Vice President before being elected President. He assumes the leadership of NCTCOG from Town of Prosper Mayor Ray Smith, who was elected to the one-year term in 2020. Mayor Smith will continue to serve on the NCTCOG Board as Past President. City of Corinth Mayor, Bill Heidemann, was elected Secretary/Treasurer.

Judge Sweet is currently serving his second term as the Rockwall County Judge after reelection in 2018. Prior to his 2014 election, he served four years as the Mayor of the City of Rockwall after being a member of the city council for two terms. He was employed as a Sales Manager for 20 years with Coca Cola, Pepsi and Bimbo Bakeries.

The Sweet family attends First Baptist Church of Rockwall. Judge Sweet serves on the Board of Directors for the Rockwall Area Chamber of Commerce and is a member of the Rockwall Noon Rotary. In addition to being a member of the Rowlett and Royse City Chambers of Commerce, he is a former board member of Rockwall Meals on Wheels, Boys & Girls Club of Rockwall County and the Rockwall County YMCA. He is also part of the broadcast team responsible for broadcasting Rockwall ISD sporting events.

In addition to the officers, 11 Directors were elected to the 17 member NCTCOG board including, Dallas County Judge, **Clay Jenkins**; Tarrant County Judge, **Glen Whitley**; Collin County Judge, **Chris Hill**; Denton County Commissioner, **Bobbie Mitchell**; City of Arlington Councilmember **Andrew Piel**; City of Terrell Mayor, **Rick Carmona**; City of Plano Councilmember, **Kayci Prince**; Erath County Judge, **Alfonso Campos**; City of Rowlett Mayor, **Tammy Dana-Bashian**; City of Lancaster Mayor, **Clyde Harriston**; City of Grand Prairie Mayor Pro Tem, **Jorja Clemson**; and The Honorable State Representative **Dr. Glenn Rogers**, District 60 is the NCTCOG Ex Officio member.

<https://blueribbonnews.com/2021/06/rockwall-county-judge-david-sweet-elected-new-president-of-the-north-central-texas-council-of-governments-for-2021-2022/>

## **‘Checkmate’ on Highway Congestion? Planning Agency, NASA Team Up To Introduce Airborne Drones, Taxis To Relieve DFW Traffic Jams**

The North Central Texas Council of Governments and NASA are working on long-term transportation plans, from delivery drones to passenger-carrying air taxis.

The Advanced Urban Air Mobility NASA partnership is one of many irons NCTCOG has in the fire to improve traffic flow in one of the fastest-growing regions in the nation.

**When learning the game of chess, students are often thrilled with the knowledge that the knight — and *only* the knight — can jump over other pieces to move around the board.**

Experts in North Texas are now working a traffic “knight” — vehicles capable of literally leaping over conventional traffic — into their long-term transportation plans. The “knights” in question range in size from small package delivery drones to passenger-carrying air taxis, and they might change the transportation game across the United States. NASA defines such a network as “Urban Air Mobility.”

But a host of questions must be answered first. Where should these jumping-off points — called vertiports — be? What criteria should be used to answer that question?

### **Brainstorming, Not Barnstorming**

The North Central Texas Council of Governments and NASA are delving into questions such as those in several upcoming workshops to determine the best way to integrate three-dimensional travel into the conventional highway and rail systems that comprise the existing transportation framework.

Local parties from a variety of sectors — including government, military, education, and private industry — will meet in key cities during the summer of 2021 to hash out those details and recommendations, which will be presented to [NASA](#), which is leading four workshops for the DFW region; other similar workshops are being held in Orlando, Minnesota, Ohio, and Massachusetts.

“They are calling them workshops, but they will be more like brainstorm sessions to determine a solution to integrating this new industry into our existing planning structure,” wrote [Ernest Huffman](#), the North Texas Central Council of Government’s program manager for aviation planning and education, in response to a query from Dallas Innovates.

### **Groundwork for Aerial Travel**

Flying cars, aerial drones, etc. — called Advanced Air Mobility (AAM) technologies — aren’t new to DFW, according to Huffman.

“We have two Advanced Air Mobility testing areas — one in the Mineral Wells Innovation Zone, and in the [Alliance Mobility Innovation Zone](#),” he wrote. “And we have the [North Texas Unmanned Aircraft Systems](#) (UAS) Safety and Integration Initiative, which is composed of 300-plus stakeholders, and 160-plus organizations.”

Among them are representatives from the Texas Air National Guard, the University of Texas at Arlington, the City of McKinney, and even a test pilot from Bell Textron.

Brainstorming sessions will primarily center around manned flight, with the understanding that unmanned flight won't take place until later years.

Huffman said the region's track record in advanced air mobility played a strong role in bringing the NASA-backed workshops to Dallas-Fort Worth. Also helping was that NCTCOG applied to host the NASA workshop.

### **Air Mobility Another Piece of the Puzzle**

The Advanced Urban Air Mobility NASA partnership is one of many irons NCTCOG has in the fire to improve traffic flow in one of the fastest-growing regions in the nation. Other efforts include working to advance autonomous vehicular travel, coordinating the use of technology and data to ease traffic flow, and helping to research the feasibility of a high-speed rail connection between Dallas and Fort Worth.

"There is potential for Advanced Air Mobility to help in the efficient moving of people and goods, especially in a region that is growing as fast as Dallas-Fort Worth," wrote Huffman. "The workshops provide an opportunity to develop a game plan for integration through the collaboration that will take place."

<https://dallasinnovates.com/checkmate-on-highway-congestion-planning-agency-nasa-team-up-to-introduce-airborne-drones-taxis-to-relieve-dfw-traffic-jams/>

## **Dallas-Fort Worth Airport Terminal C renovations use unique construction method to save time, money**

*Renovations for Dallas-Fort Worth Airport's Terminal C are expected to be completed in summer 2022.*

*By Sandra Sadek*

The Dallas-Fort Worth Airport's Terminal C will be sporting new High C Gates in summer 2022 as part of a project to modernize the existing facilities into the 21st century.

The \$115 million demolition and rebuilding of the terminal will accommodate five additional gates, bringing the total square footage of the terminal to 80,000 square feet.

According to airport officials, the construction of the new gates uses prefabricated modules, a unique construction method that saves time and money. This technique refers to buildings and parts being assembled off-site and then transported to construction sites to be incorporated into the site.

It is a technique usually seen in civil construction and is a first for a U.S. airport, officials for the DFW Airport said in a statement.

"This approach follows the construction industry's efforts to adapt new methods [of] delivering permanent structures with high standards at cost-effective rates and reduced construction duration," read the statement. "Our ultimate goal is to mitigate the impact to customers during construction and resume operations quickly—speed to operations is critical."

New amenities will be added, and passengers will have a full view of the runway as they wait to board.

"You need a lot of space to do this; you need a lot of cooperation with everybody," Project Manager Julie Ludeman said in a video shared online. "We're working with the [Federal Aviation Administration], [Transportation Security Administration] because we are moving [the modules] across an active airfield."

Overall plans for Terminal C are currently in the design phase. Terminal C is the largest hub for American Airlines, which occupies all 28 gates.

<https://communityimpact.com/dallas-fort-worth/grapevine-colleyville-southlake/transportation/2021/06/14/dallas-fort-worth-airport-terminal-c-renovations-use-unique-construction-method-to-save-time-money/>

## **Collin Creek Mall redevelopment in Plano to generate \$150M through tax zone**

*Plano City Council unanimously approved a spending plan at its June 14 meeting for the revenue they expect the Collin Creek Mall development tax zone to generate. The first phase of the project includes new apartment buildings, restaurants and underground parking.*

*By Erick Pirayesh*

The city of Plano expects a tax reinvestment zone located at the Collin Creek Mall [development](#) to generate more than \$150 million over 36 years.

Plano City Council unanimously approved a spending plan at its June 14 meeting for the revenue it expects the zone to generate.

Council members approved the use of the Collin Creek Mall area as a tax reinvestment zone, or a TIRZ, in January 2020. This form of financing captures growth in property tax value of a certain area and uses that captured value to fund improvements within that area.

The first \$15 million generated from the zone will be used to pay back a loan from the North Central Texas Council of Governments to build a parking garage on the Collin Creek property. Another \$24 million is being set aside to construct a second parking garage on the zone's west side.

The TIRZ can then be used to fund various projects across the 300-plus acres that make up the development. Collin County is also dedicating a portion of its taxable value within the TIRZ to redevelopment projects.

The demolition of the original Collin Creek Mall has been underway since the start of the redevelopment in 2019. The first phase of the project, which includes new apartment buildings, restaurants and underground parking, is expected to open in 2022.

Once complete, the area will transform into a \$1 billion mixed-use destination with up to 3,100 new residential units and a series of new office, restaurant and hotel buildings.

A completion date for the project has not been set.

<https://communityimpact.com/dallas-fort-worth/plano/city-county/2021/06/14/collin-creek-mall-redevelopment-in-plano-to-generate-150m-through-tax-zone/>

## **Faster buses and more Amtrak train routes are proposed for Fort Worth**

By Teresa Gubbins, Culture Map Fort Worth

Fort Worth has two possible transportation projects in the works, one local and one national.

One would add a more efficient transit system in southeast Fort Worth between downtown and 820.

The other would increase the number of trips Amtrak makes to Fort Worth every day.

Both are still in the planning stages, but Fort Worth is soliciting input from the communities they would affect.

### **Advancing East Lancaster**

The city is seeking feedback from the East Lancaster Avenue community on the future vision of the historic corridor between downtown Fort Worth and beyond Interstate 820.

Trinity Metro and the City of Fort Worth are plotting a transit-oriented development for the thriving East Lancaster Avenue corridor, by implementing local high-capacity transit.

High-capacity transit is a bus route that gets its own dedicated lane, so it can bypass local traffic and make travel more efficient for commuters, businesses, and students. It provides a viable, efficient alternative to driving and thereby reduces the number of cars on the road.

A 2019 study by the city of Fort Worth identified priority areas where high-capacity transit would work. That included a 7.2-mile stretch of East Lancaster Avenue, which is the highest ridership corridor in the Trinity Metro bus network.

In 2020, Trinity Metro and the city of Fort Worth applied for a grant to the Federal Transportation Administration for Transit-Oriented Development (TOD) planning along new transit systems. The project was awarded funds, in coordination with matching funds from the City of Fort Worth and Trinity Metro.

The benefits are many: reduced commute time, increased walkability, connectivity to other routes and trails, retail, restaurants, medical centers, housing, and mixed-use development.

A [map](#) shows the 13 proposed stations which will be presented to the Fort Worth City Council for approval, beginning at Fort Worth Central Station at Jones and East 8th Street, and ending at East Lancaster Avenue and Handley Drive. The stations were chosen by using existing stations as a baseline, then forecasting areas where they thought there was potential for activity and development.

Complete the [online survey](#) by July 19, or fill out a hard copy survey at one of the following locations.

- Eugene McCray Community Center Park
- Sycamore Community Center
- Handley Meadowbrook Community Center
- Fort Worth Library – Meadowbrook

- Fort Worth Library – East Regional

### **Amtrak Heartland Flyer**

Amtrak is considering a possible expansion of its Midwest "Heartland Flyer" route that would include increasing the frequency of trains coming to Fort Worth. The proposal hinges on funding from both the infrastructure plans currently debated in Congress and multiple states

In a Zoom press conference in early June, Amtrak president Stephen Gardner [said](#) that the single daily roundtrip from Fort Worth to Oklahoma City would be increased to three a day.

Currently, the Amtrak station in Fort Worth connects to Austin and San Antonio, but Amtrak is also proposing a plan called the Texas Triangle that would connect Amtrak's Dallas station to College Station and Houston.

Kansas Sen. Carolyn McGinn said that one of the groups that would benefit most greatly from more Amtrak action would be college students traveling to and from Kansas universities to Oklahoma and Dallas Fort-Worth.

The expansion doesn't have funding, but Amtrak hopes they might get federal funds since President Joe Biden is pro-train.

## High-speed Dallas-to-Houston train moves forward with \$16 billion contract, construction team

Texas Central and Milan-based Webuild will work together to construct the rail line, which will allow passengers to travel between Dallas and Houston in 90 minutes.

By Chloe Bennett, Dallas Morning News

A high-speed rail between Dallas and Houston could be closer to reality after developers signed a contract with builders this month.

Texas Central, the private development company for the bullet train that would connect North Texas with Houston, signed a \$16 billion contract Monday with Webuild, an engineering and construction company based in Milan, Italy.

According to a news release from the two companies, construction supplies are projected to cost \$7.3 billion, and the project's construction will last six years. The project aims to create a number of construction and supply chain jobs during its building period.

The total infrastructure cost of the rail is estimated to be \$20 billion, according to Texas Central.

The 240-mile high-speed rail would run from Dallas to Houston in 90 minutes, with a stop in the Brazos Valley, between College Station and Huntsville.

The company said the Dallas station is expected to be located in the Cedars, south of downtown, and connect to Dallas Area Rapid Transit rail lines. Texas Central said the station is intended to accelerate growth in the neighborhood and encourage retail and residential development.

But the project still faces hurdles, say U.S. Rep. Kevin Brady and others.

"This means nothing," the Houston Republican said Friday in a prepared statement. "This project is no more 'shovel ready' than it was years ago when Texas Central Railroad announced construction would begin soon — and failed — nor does TCR have a single permit to begin construction. In fact, they have not even filed an application with the federal Surface Transportation Board — the first step in an arduous and lengthy permitting process that could take years."

Plans for the high-speed rail have [faced opposition for years](#), with opponents arguing that the private company would abuse eminent domain to develop the route. In September, the Federal Railroad Administration finalized two key regulatory processes for the project: one establishing safety requirements and another completing an environmental review process.

Patrick McShan, a Dallas attorney with The Beckham Group, [told The Dallas Morning News last year](#) that he believed Texas Central would face legal battles and that the project could end up before the Texas Supreme Court.

According to [public plans](#) from Texas Central, the railway will minimize disruptions to landowners by following "existing utility corridors and public rights-of-way as much as possible." It says its plans to use eminent domain "only as a last resort."

Texas Central has said the rail will implement Shinkansen trains, which began operating in Japan in 1964. The trains will be electric and are projected to emit less carbon per mile than a commercial jet.

“We are truly honored to have been chosen by Texas Central, that relies on our worldwide expertise to bring sustainable mobility to the country with the first true end-to-end high-speed railway,” Pietro Salini, CEO of the Webuild Group, said in the news release. “Being part of such a challenging project as leader of the design and construction of the railway is a unique experience that we are extremely proud of.”

## Majority of city council expresses concerns over proposed DCTA 'GoZone'

By Ryan Cantrell, North Texas Daily

Several Denton City Council members have expressed concerns over the Denton County Transport Authority's proposed on-demand rideshare service, dubbed "GoZone," which is projected to replace a majority of the existing fixed bus routes.

The service, powered by New York-based mass transit company Via Transportation, will consist of a 30 minivan fleet seating six people per car, with passengers scheduling rides via a mobile app. The proposal for a four-year contract with Via Transportation was officially approved by DCTA's board of directors on April 7.

GoZone is set to officially launch in three phases: Phase I on September 7, aimed at enlarging transit zones served by DCTA in Denton and Lewisville, Phase IIA, which will expand service to Castle Hill in early 2022 and Phase IIB, set to launch in summer 2022 and aimed at extending weekday service hours.

DCTA Board Chair Chris Watts said GoZone will provide riders with a safer, more comfortable experience, and believes it will increase ridership.

"[The proposal] is to continue to fulfill the mission of DCTA, which is to move as many people through public transportation as we can and to remain innovative," Watts said. "When we have looked at historical data, we see that ridership has trended down on fixed routes and also on the A-Train, so about a year ago we started on an initiative for what are some of the things we can do to increase ridership and make it more convenient and more efficient for the riders. The [GoZone] initiative was one of them."

The affected bus routes include Routes 1, 2, 4, 5 and 6, as well as Route 21 and 22 in Lewisville, which will be discontinued two weeks after GoZone's launch. Routes 3 and 7 in Denton will remain for the first six months, after which DCTA will examine their long-term future.

Official university bus routes will remain unchanged, but GoZone will be available to university students and staff for an additional fare. On June 8, Denton City Council members sat in with DCTA CEO Raymond Suarez in a virtual meeting to discuss the proposal and share opinions.

"I am very concerned about the plan to cut fixed bus routes," councilmember Alison Maguire said. "We have a number of residents in our city who depend on those fixed routes."

Maguire also said DCTA, Denton, Denton County and the state of Texas have all failed to employ the necessary measures to make fixed bus routes safer in previous years.

Councilmember Deb Armintor said she previously voiced opposition toward the project and listed more concerns during the meeting, including GoZone potentially restricting access for low-income individuals in Denton. Armintor also said the proposal is redundant due to the already large availability of ride-share services like Lyft and Uber and "there is no replacement for buses, especially for working-class and lower-class riders."

"I have been clear about what my objectives are [regarding GoZone]," Armintor said. "If you hear what Denton workers and low-income people who depend on buses complaints are, [they say] there are not enough routes and accessibility of bus stops."

Councilmember Vicki Byrd questioned Denton's contribution in financing the project.

"Privatization has always been unnerving for me," Byrd said. "There's going to be people who appreciate [GoZone] and there will be people who do not want to get into a vehicle with six people because they just happen to be on a route."

Councilmember Brian Beck said he shares "the same concerns" as his colleagues, while council member Paul Meltzer said he is "personally very open to the possibility that people would find this [service] more convenient."

Questioning the relationship between low farebox receipts and ridership issues on fixed-route bus lines, council member Jesse Davis proposed to not charge any fare for fixed routes.

More information on GoZone can be found on DCTA's website, [dcta.net](http://dcta.net). The transit authority is also asking for public feedback on the project until June 25, which can be submitted at [dctafeedback.net](http://dctafeedback.net).

"If ridership goes up on the free buses, we know what the free issue is," said Davis. "Why don't we right size the buses themselves and why don't we right size the fare for the amount of money we are paying for these buses?"

## Report Reveals Nearly \$2 Billion Cost to Maintain and Improve Damaged Dallas Sidewalks

Dallas leaders seek ways to pay the cost

By Ken Kalthoff, NBC DFW

A new report says \$1.984 billion is the cost to maintain aging Dallas sidewalks and install missing segments over the next 40 years.

Crumbling pathways and streets with no pedestrian space are the result of decades of underfunding maintenance and construction.

“If we want to be a truly walkable city, we must make major strides to improving our pedestrian accommodations,” Councilman Paul Ridley said.

To address the problem, the new Sidewalk Master Plan was prepared after nine months of community input and study by a consultant.

Maps were prepared for the entire city and individual City Council districts with red lines depicting the most urgently needed segments based on the lack of sidewalks, the condition of existing sidewalks, and expectations for new development in those areas. All of it will eventually be posted online for neighbors to see.

One target area for attention in the briefing shown to council members this week is South Dallas near Martin Luther King Boulevard. New homes are being constructed in the area, but many sidewalks are missing or damaged.

Sheila Blackwell is the owner of an older home there. She’s wheelchair-bound and her son Lindsey said the sidewalks beside her home are treacherous when he takes her out.

“It’s uneven for people who have wheelchairs. To even walk on the sidewalk they have to walk in the street which makes it dangerous,” he said.

In another focus area of Oak Cliff, Gary Ross Thursday visited the spot where he once played as a child at his grandmother’s home, which has been demolished.

He said the crumbling condition of the sidewalks is nothing like he remembered 60 years ago.

“I was a young kid, but I don’t remember nothing wrong. I never did get hurt on anything,” he said.

That location is down a side street from reconstruction of the R.L. Thornton I-35E freeway where a deck park is planned adjacent to the Dallas Zoo.

“That would be pretty neat. There’d be, I expect, a lot of people walking on it, going to the park here,” Ross said.

But portions of that side street now have no sidewalks at all.

Those are two of many locations highlighted for attention in the Sidewalk Master Plan.

“This is exactly what our residents expect of us. This is an essential city service,” Councilmember Cara Mendelsohn said. “I’m not interested in a budget that doesn’t fully fund the maintenance of our sidewalks.”

City officials said they had made efforts to get input for the plan from Spanish-speaking residents, but Councilman Omar Narvaez said it was weak.

“If we’re talking about equity, we have to make sure that we get out there into the Spanish monolingual communities,” Narvaez said.

But city leaders said the \$1.98 billion price tag for a complete solution is staggering.

Public Works Director Robert Perez told council members that the city has only been spending about half the \$20 million a year that is proposed in the next city budget.

And that larger amount will not solve the problem.

“At \$20 million a year, we’re looking at about 100 years to address this,” Perez said.

City rules say property owners are supposed to split the cost of sidewalk replacement, but Lindsey Blackwell said his mom can’t afford it.

“It’s hard for her to pay for improving her own home at this time, so to do that, it’s double hard,” he said.

Councilman Adam Bazaldua who represents South Dallas said 80% of the residents in his district are tenants who rent from absentee landlords that may be able to pay.

“That’s who we need to be focusing on to help the cost here in the city,” Bazaldua said.

Perez said the city plan is to pay the full cost and seek the half reimbursement from those who can pay.

Dallas officials have high hopes that the federal infrastructure program being debated in Washington could make a much larger step toward sidewalk improvements.

“We have a great opportunity with this infrastructure bill that President Biden is looking to roll out,” Councilman Casey Thomas said.

Assistant City Manager Majed Al-Ghafry said Dallas City Hall is closely monitoring the federal debate and lining up projects like the Sidewalk Master Plan that could swiftly qualify as ‘shovel ready’ for funding.

He said the North Central Texas Council of Governments Regional Planning Council is doing the same with big projects all around the region.

In a separate briefing this week, Dallas councilmembers were told the overall city budget picture is much better than it was a year ago when drastic cuts in sales taxes from the COVID-19 pandemic were threatening all city programs.

COVID-19 relief money already received has filled some Dallas budget gaps but many big challenges remain like the need for more police officers.

[Report Reveals Nearly \\$2 Billion Cost to Maintain and Improve Damaged Dallas Sidewalks – NBC 5 Dallas-Fort Worth \(nbcdfw.com\)](https://www.nbcdfw.com/news/local/Report-Reveals-Nearly-$2-Billion-Cost-to-Maintain-and-Improve-Damaged-Dallas-Sidewalks-2020-08-11)

## **'It's like this every day': Amazon fulfillment center in Dallas forces truck drivers to wait for hours to unload**

The backup off Interstate 20 happens day and night, regardless of peak delivery times like Monday's start of Prime Day.

By Marin Wolf and Maria Halkias, Dallas Morning News

Chito Peppler had been sitting in his truck for over 12 hours by the time he reached the front of the delivery line at Amazon's fulfillment center on Interstate 20 and J.J. Lemmon Road in Dallas.

It was 3:30 a.m., and the truck driver hadn't gotten any sleep since he'd arrived earlier that afternoon. Peppler had to stay awake so he could inch his truck upward every half hour or so. In his trailer were pallets of Pringles that were supposed to have been offloaded at 11 p.m.

"I don't mean to complain, but there was a lot of commotion going on," Peppler said. "I tried to doze off, but you can't sleep because once the truck moves, you have to move."

Peppler's experience was frustrating, exhausting and time-consuming, but it wasn't unique.

A line of semitrailers is always waiting to get into the fulfillment center, named FTW1 in Amazon parlance. It stretches from the warehouse entrance all the way down a frontage road off I-20.

With Amazon's annual blockbuster Prime Day sale taking place Monday and Tuesday, the company has been stocking up its fulfillment centers for the two-day event that's expected to generate \$12 billion in sales, up from \$10.4 billion last year.

But delivery lines at this fulfillment center are constant, regardless of the time of year.

The line takes up one of the two frontage road lanes. Both lanes are one-way, so other vehicles can get by. After delivering their loads, drivers then park behind the 500,000-square-foot warehouse and along nearby roads to wait to pick up their empty trailers.

Drivers say they wait for hours to drop off deliveries of merchandise that range from food to electronics to small household goods.

The drivers who get paid by the hour said it's boring, but they don't mind. Those paid by the trip, however, see their per-hour pay drop with every passing minute.

"I would say about \$400 to \$500 was wasted in lost work," Peppler said of his 12-hour wait at the facility.

When Kevin LeDee picked up a load from a warehouse only 15 minutes away from the FTW1 fulfillment center on a Thursday evening, he thought he was in for an easy night.

He pulled up to the center, which he'd never delivered to before, at 6:30 p.m. and didn't reach the front of the line until just before midnight. It was there that warehouse staff told him he had been waiting at the wrong place — and that he'd have to drive back to the end of the correct line.

At 11:30 a.m. the next morning, LeDee was still seven trucks away from the warehouse entrance. His eyes were bloodshot from the lack of sleep, and he still had hours to go before he could drop off his trailer, pick up another load and drive back to Houston, where he's from.

By noon that day, 32 trucks were waiting to enter the facility. They were getting close to backing up onto the bridge that connects J.J. Lemmon and the frontage road.

“It’s like this every day. I’m always driving past here,” said David Allen of Arlington, who was waiting to drop off his trailer carrying vacuum cleaners. He arrived Thursday night at 11 p.m. for his Friday 8 a.m. drop-off time.

At 11:30 the next morning, he was only the fifth truck in line, just a couple spots ahead of LeDee. The facility has been one of his destinations the past two years, and he said he always thinks, “I hope I never have to go here again.”

The Dallas County Sheriff’s Department is as familiar with this Amazon fulfillment center as the truck drivers who frequent it.

Officers work out of a substation not far from the warehouse and drive past it regularly. Sgt. Adam Arista said the department gets recurring calls that the frontage road outside of the entrance is blocked by the trucks, making it difficult for other vehicles to pass by.

“It’s hard to always determine when these backups will occur or not,” he said. “I would say it started maybe a year and a half ago or so. It definitely picks up before the holidays.”

Eventually, Amazon hired part-time traffic control personnel to try and mitigate the risks posed with having trucks lining the side of the road.

“It does create a hazard if you have a row of large, 12-foot-in-height trucks backed up down the road,” Arista said. “They can’t see what’s coming southbound on J.J. Lemmon as they exit onto it to leave the plant.”

One Dallas County sheriff’s officer who was hired part time to work traffic control at the warehouse was struck by a passing vehicle on the bridge where J.J. Lemmon Road crosses I-20. Fortunately, the officer did not sustain serious injuries.

Another risk that worries Arista is the potential for waiting trucks to block emergency response vehicles from getting to accidents and medical events. Without adequate access to the frontage road or J.J. Lemmon Road, officers are limited in their ability to reach stretches of the interstate.

“It’ll affect our response times to major incidents at least on the westbound side of 20,” he said.

Amazon seems to be the shining example of efficiency and customer service. It’s the logistics master, shipping up to 1 million packages a day during the peak holidays from just one of its robotics-driven fulfillment centers. J.P. Morgan predicted that it could leap over Walmart to become the largest U.S. retailer in a couple of years.

So why does this one facility, which has been open since 2015, have chronic scheduling issues?

The FTW1 warehouse is one of eight such operations in Dallas-Fort Worth and one of more than 100 in the U.S. that takes in merchandise and fills customers’ orders. This facility is on the small side for Amazon. Most local Amazon fulfillment centers are about 1 million square feet, like the 855,000-square-foot fulfillment center in Arcadia Park in West Oak Cliff. The company opened another center that big last week in Forney.

Customer packages leave the fulfillment center in semitrucks and go to two other large buildings, one in Irving and one in Wilmer, where packages are sorted by ZIP code.

Local orders are packed and taken to delivery stations nestled closer to where people live. That's where those dark blue Amazon vans with the light blue smile logo load up and head out to neighborhoods.

This year, Amazon is adding six new delivery stations to the seven it already has in North Texas. There's one in fast-growing Frisco off PGA Parkway that opened last year and four under construction in Arlington, Mansfield and two in Fort Worth.

It all seems to hum pretty consistently.

Peppler, who writes a trucking blog under the name "18 runner," called the fulfillment center "an atrocious operation" in a recent post after his visit to the warehouse.

"Amazon has booked way more loads than they can handle," he wrote. "Doing so means trucks have to park out on the street, resulting in a hazard to themselves and others, or even a ticket from Dallas police. There's an easy solution to this problem — just reduce the number of bookings."

Amazon said the company is aware of the problems at FTW1 and is actively working to correct them by fixing the warehouse's scheduling and increasing sorting capacity.

"This site fluctuates in inbound freight volume, which sometimes impacts wait times for trailers entering our yards," Amazon said in an emailed response. "This is a known issue in the industry that is not unique to Amazon, and we are looking for ways to identify a solution."

## **Dallas trail system is getting safer and longer**

The Katy Trail connection is a no-brainer.

By Dallas Morning News Editorial

Anyone who has biked Dallas' many trails knows that the lack of connection among them can put even a veteran cyclist in a dangerous situation with traffic through intersections. Among the most dangerous intersections of Dallas' Loop cycling trail project is connecting the Katy Trail with the Trinity Strand Trail, which goes under Interstate 35E.

Known as the Hi Line Connector, this portion of the project may only be a mile long, but it also may be the most complicated part. Currently, cyclists leaving the Katy Trail near Victory Park have to navigate through streets, go under the interstate, cross a Dallas Area Rapid Transit rail line, pass through streets in the Design District, and get to the Trinity Strand Trail, which heads across the river.

The new connection would connect the Katy Trail to the revamped underpass, which will include raising the underpass and adding lighting and art installations. A concrete trail will be included on the other side of the underpass that goes through the Design District to connect to the Trinity Strand Trail that is already in place.

We have already expressed support for the Loop project, which will connect communities and provide a safer way for bikers to get from one trail to the other, but this particular connection deserves a shoutout as the Dallas City Council votes to begin this leg of the project this month.

Navigating around I-35E is dangerous, and the city taking a vested interest in ensuring the safety of these cyclists, as well as providing a way to tie bikers to the whole city as one big community, is worth the cost.

Connecting these neighborhoods and providing a safe link between these trails is a no-brainer, and we hope the council sees that as they vote to approve this project.

## High-speed Dallas-to-Houston train moves forward with \$16 billion contract, construction team

Texas Central and Milan-based Webuild will work together to construct the rail line, which will allow passengers to travel between Dallas and Houston in 90 minutes.

By Chloe Bennett, Dallas Morning News

A high-speed rail between Dallas and Houston could be closer to reality after developers signed a contract with builders this month and [the Texas Supreme Court declined Friday](#) to hear the case against private development company Texas Central.

The court's action potentially clears the way for the line, a major legal victory for project advocates that has seemingly ended a five-year battle between them, and property owners determined to preserve land rights.

The case had been working its way through the Texas court system since 2019 when a district court in Leon County initially ruled the company was not a railroad, and therefore could not use eminent domain to seize the property it needed to build the route.

Texas Central also signed a \$16 billion contract last week with Webuild, an engineering and construction company based in Milan, Italy.

SPON

According to a news release from the two companies, construction supplies are projected to cost \$7.3 billion, and the project's construction will last six years. The project aims to create a number of construction and supply chain jobs during its building period.

The total infrastructure cost of the rail is estimated to be \$20 billion, according to Texas Central.

The 240-mile high-speed rail would run from Dallas to Houston in 90 minutes, with a stop in the Brazos Valley, between College Station and Huntsville.

The company said the Dallas station is expected to be located in the Cedars, south of downtown, and connect to Dallas Area Rapid Transit rail lines. Texas Central said the station is intended to accelerate growth in the neighborhood and encourage retail and residential development.

But the project still faces hurdles, say U.S. Rep. Kevin Brady and others.

"This means nothing," the Houston Republican said Friday in a prepared statement. "This project is no more 'shovel ready' than it was years ago when Texas Central Railroad announced construction would begin soon — and failed — nor does TCR have a single permit to begin construction. In fact, they have not even filed an application with the federal Surface Transportation Board — the first step in an arduous and lengthy permitting process that could take years."

Plans for the high-speed rail have [faced opposition for years](#), with opponents arguing that the private company would abuse eminent domain to develop the route. In September, the Federal Railroad Administration finalized two key regulatory processes for the project: one establishing safety requirements and another completing an environmental review process.

Patrick McShan, a Dallas attorney with The Beckham Group, [told The Dallas Morning News last year](#) that he believed Texas Central would face legal battles and that the project could end up before the Texas Supreme Court.

According to [public plans](#) from Texas Central, the railway will minimize disruptions to landowners by following “existing utility corridors and public rights-of-way as much as possible.” It says it plans to use eminent domain “only as a last resort.”

Texas Central has said the rail will implement Shinkansen trains, which began operating in Japan in 1964. The trains will be electric and are projected to emit less carbon per mile than a commercial jet.

“We are truly honored to have been chosen by Texas Central, that relies on our worldwide expertise to bring sustainable mobility to the country with the first true end-to-end high-speed railway,” Pietro Salini, CEO of the Webuild Group, said in the news release. “Being part of such a challenging project as leader of the design and construction of the railway is a unique experience that we are extremely proud of.”

# Tarrant considers transportation bond. Fort Worth, Arlington hopes these roads get fixed

By Brian Lopez, Fort Worth Star-Telegram

A \$400 million transportation bond is expected to make its way to voters in November, and cities such as Fort Worth and Arlington have already identified road projects.

Tarrant County commissioners asked cities to submit roadwork projects because \$200 million will go toward a 50% match for city projects. The county received at least 196 proposals.

Another \$125 million will go toward regional or multi-jurisdictional projects and \$75 million will be split among the commissioners to spend in their precincts.

"It's absolutely critical that we continue to increase roadways so we ensure that we don't get to a point where we have small roads that will be congested, which will then add to air pollution and environmental issues," county administrator G.K. Maenius said.

The county's growth has congested roadways and highlighted the need to repair and rework roads. The county is still working on projects from its last bond in 2006 because work was delayed by the Great Recession of the late 2000s. If voters approve, officials hope to complete the projects within 10 years.

Commissioners do not expect to raise taxes to pay for the bond.

County Judge Glen Whitley said most of the cities will consider transportation bonds to go with the county's bond. He echoed Maenius' sentiment that the county's growth created a need for the bond.

"It kind of keeps us trying to stay at least equal to the number of new people moving in," Whitley said.

The county's population has increased 18% the past 10 years, pushing its total to over 2.1 million. Fort Worth is the nation's 12th largest city with more than 900,000 residents.

Fort Worth has submitted 26 projects, ranging from improving arterial roads, intersections, traffic signals and road widening, according to the latest county and city information. The city proposals amount to about \$350 million. Among the widening and extension projects:

## PROPOSED BOND ROAD PROJECTS

Here are the locations of proposed road extensions and widenings for Arlington and Fort Worth. Extensions are in blue and widenings are in red. Tap road lines for more information. Tarrant County provided the locations.

<https://mediaprogram.maps.arcgis.com/apps/webappviewer/index.html?id=480856266f4b4a66a735e37ac8d5a3ee&%20Extensions%20Map=>

## FORT WORTH PROPOSED PROJECTS

- Everman Parkway, from Rosedale Springs to Cameron Hills (extension)
- Heritage Trace, from Saginaw Boulevard to Wagley Robertson Road (extension)

- Trinity Boulevard, from Salado Trail to Thames Trail
- Avondale Haslet Road, from Willow Creek Drive to John Day Road
- Park Vista Boulevard, from Timberland Boulevard to Keller Haslet Road
- Bonds Ranch/Wagley Robertson, from Wagley Robertson to US 287
- Cromwell Marine Creek Road, from Boat Club to Marine Creek
- Meacham Boulevard, from FM 156 and IH-35
- WJ Boaz Road, from Boat Club to Elkins School Road
- Ray White North Road, from Wall Price Keller to Bridge at Camrose
- Ray White South Road, from Mirage Dr. to Wall Price Keller Rd
- Intermodal Parkway, from BNSF Railway to FM 156
- Keller Hicks Road, from Lauren Way to Park Vista Boulevard

Other projects include turn lane and signal improvements.

## **ARLINGTON PROPOSED PROJECTS**

Arlington submitted 57 project proposals, ranging from street rebuilds, street intersection improvements, storm drainage improvements and pedestrian crossings, according to county and city data. In total, Arlington's projects would cost \$667 million. Among the road widening and extension projects:

- Avenue E (East), from Great Southwest to City Limits
- Avenue E (West), from Texas 360 to Great Southwest Pkwy
- South Bowen Road, from Sublett Road to Harris Road (extension)
- Bowman Springs Road, from Interstate 20 to Enchanted Bay Boulevard
- Calendar Road, from Russell Road to City Limits
- Carter Drive (Phase I), from Park Row Drive to Pioneer Parkway
- Carter Drive (Phase II), from Roberts Circle to Catalo Lane
- Center Street, from Bardin Road to Green Oaks Boulevard (extension)
- Collins Street (Phase I), from Interstate 20 to Green Oaks Boulevard
- Collins Street (Phase II), from Southeast Parkway to Debbie Lane
- Debbie Lane, from city limits to Texas 360
- Eden Road, from Calender Road to Cooper Street (extension)
- Fielder Road, from Randol Mill Road to Sanford Street
- Forum Drive, from Pioneer Parkway to Arkansas Lane
- Harris Road, from Calender Road to Cooper Street
- Lamar Boulevard, from Collins Street to Interstate 30 Ramp
- Mansfield Webb Road (Phase I), from city limits to Silo Road
- Mansfield Webb Road (Phase II), from Collins Street to New York Avenue
- Mansfield Webb Road (Phase III), from Silo Road to Collins Road
- Matlock Road, from SW Green Boulevard to Sublett Road
- Randol Mill Road (Phase I), from Cooper Street to Collins Street
- Randol Mill Road (Phase II), from Fielder Road to Cooper Street
- Sherry Street, from Stonegate Street to Pioneer Parkway
- Turner Warnell Road, from Cooper Street to Matlock Road
- Pleasant Ridge Road, from Enchanted Bay Boulevard to Plumwood (extension)

Other projects include drainage improvements, intersection improvements and reconstructions.

Arlington officials say they will use street bond funds and street maintenance funds to provide the 50% match while Fort Worth officials want to pay for its cost with impact fee funds and the 2022 proposed city bond that will go to voters in May 2022.

A county-appointed committee is now tasked with prioritizing and advising the commissioners on what projects need to be done. Because the county only has \$200 million to dish out, the committee has to work with that figure.

The county is not yet done with this process.

Other cities that submitted proposals include Azle, Bedford, Benbrook, Burleson, Colleyville, Dalworthington Gardens, Grand Prairie, Haltom City, Haslet, Hurst, Keller, Kennedale, Lake Worth, Mansfield, North Richland Hills, Richland Hills, River Oaks, Saginaw, Sansom Park, Southlake, Watauga and Westover Hills.

“There is real excitement within the municipalities and on the court, on doing this,” Maenius said.

## Dallas Midtown project could go vertical by early 2022

By Ryan Salchert, Dallas Business Journal

After sitting dormant for seven years, the ambitious Dallas Midtown project has finally overcome a key obstacle and could be going vertical by early next year.

The proposed multi-billion-dollar mixed-use project, located on the site of the former Valley View Mall in Far North Dallas, could eventually include millions of square feet of office, retail and restaurant space along with apartments and a large urban park. Up until recently, the project's main roadblock had been due to the lack of an upgraded sanitary sewer line, according to the developer.

"The city has never upgraded the sanitary sewer line on the 635 access road," developer Scott Beck of Beck Ventures [told Dallas' local CBS affiliate this week](#).

Beck, who owns 90 of the 450 acres, said he and the other developers decided to upgrade the sewer line on their own, with installation beginning about a month ago, according to CBS 11.

"The sanitary sewer line is, in fact, the critical component that allows the entire project to start," he said in the interview with the station.

Building permits will come next, with apartments slated for phase one. Vertical construction could begin by early 2022. It is not clear if Beck Ventures will be building the apartments themselves or partnering with another company. Beck was not immediately available for comment on Tuesday.

On 23 acres at the southwest corner of the development, Seritage Growth Properties and KDC are planning a mixed-use project of their own. Named Park Heritage, the project could include up to 2.3 million square feet of office space, 180,000 square feet of retail and dining and as many as 800 high-rise and mid-rise residences courtesy of Toll Brothers. It is unclear if the upgraded sanitary sewer line has resulted in an updated timeline for this project. KDC was not immediately available for comment Tuesday.

# How the iconic T&P Station could be a gateway to downtown Fort Worth again

By Luke Ranker, Fort Worth Star-Telegram

A mild remodel of [Fort Worth's iconic Texas & Pacific Station](#) aims to make it more accessible from downtown and more inviting to commuters.

Eventually the station passage could be an easy route for those wanting to walk between downtown and the Near Southside.

Currently there is no formal entry to the T&P Station off West Lancaster Avenue and getting to the train platform from downtown is a bit of a chore. A locked door is likely to greet anyone who goes to the old front entrance. Instead, train passengers must walk around the building to the east and to the back, entering by the T&P Tavern. From there they must walk down a tunnel and up to the platform at the rear of the building.

[A \\$1.75 million project hopes to correct the confusion](#) by opening the traditional T&P entrance, making access to the platform more direct. Downtown Fort Worth Inc. is looking for public input on how the entrance to the station should be improved. Forums are scheduled for June 23 at 5:30 p.m. and June 24 at noon.

The project should make the T&P a gateway to downtown, said Andy Taft, president of Downtown Fort Worth Inc.

"It is an iconic building that's connected to an iconic street," Taft said. "We want to make sure that our visitors coming to Fort Worth, or leaving Fort Worth on the train, have a very positive experience from the platform all the way to downtown."

The Wyatt C. Hedrick-designed Art Deco station at 221 W. Lancaster was built in 1929 and opened in 1931. Trinity Rail Express and TEXRail serve the station, which was once a hub for passenger rail in North Texas. The building has been renovated into condos.

Most of the work will be on the exterior: Creating a landscaped walkway from Lancaster to the T&P building. Large planters and part of the parking lot block pedestrian access to the main entrance from Lancaster Avenue. Designs have not been finalized, Taft said. Funding will come from a special tax district used for downtown projects.

Plans do not include changing the historic character of the nearly 100-year-old building, though the tunnel to the train platform will see some improvements, he said.

The passage would be a prime way to connect pedestrians to the Near Southside, said Mike Brennan, director of Near Southside Inc., but work on a development next to the station would need to be completed first.

The city, Trinity Metro and the Near Southside have been working with developer Matthews Southwest to bring a mix of retail and affordable housing to the south of the train station. The project, dubbed Katy Station Lofts, fronts Vickery Boulevard.

The location is a Trinity Metro parking lot and is seen as a way to bring activity to Vickery and further connect the Near Southside to downtown, Brennan said. The housing component

includes a blend of market rate and mixed income units while the ground floor would be reserved for retail and a day care service.

Work on the project has paused as the partners assess possible federal transportation funding.

On the Lancaster side of the station, work on the T&P entrance is just one of a few projects that should bring increased activity to the southern edge of downtown.

Down the street to the west, owners of the [Burnett Lotts, a 330 unit apartment building at 601 W. 13th Street](#), have opened for pre-leasing. Construction on Kent Lofts, a 248 unit building on the southeast corner of Main Street and Lancaster Avenue, should begin later this year.

## Texas can be a national leader for high-speed rail

And we can do it with the power of private enterprise.

By Dallas Morning News Editorial

The path looks a little straighter now for Texas to become a national, and even international, leader in the construction of high-speed rail.

After the state Supreme Court [declined to review an appeal from affected landowners](#), few legal hurdles remain for the privately funded, 240-mile Texas Central line between Dallas and Houston.

That's a good thing for many reasons. First, the possible benefits of a 200-mph, 90-minute route between Dallas and Houston are hard to overstate. The two cities are dynamic, but different, parts of the American economy. Greater integration between them will spell growing fortunes not only for both regions, but for the state and the nation.

It's also important that this country demonstrates that we still can and will build major projects like this. This is the country that put people on the moon and built the interstate highway system. Getting high-speed rail right should be something we do well.

What's just as important here is that this project once again stands as a testament to the power of private enterprise. To develop public infrastructure that government alone has failed to manage. The closest thing we've got is Amtrak's Acela line, a 150-mph train. It's worth noting, meanwhile, that China has the five longest high-speed rail corridors in the world.

China has done that with the raw power of government. But Texas is going about it a different way and is now becoming a hub for private projects with a public scope. In addition to Texas Central, Elon Musk is using the state to try to beat private competitors in a space race to Mars.

We're cheering on the private space race, even if it's hard to say now what the benefit might be.

It's much easier to see how a fast train to Houston can change the Texas economy, even in an age of telecommuting. Big business still gets done face to face. And there is plenty of big business to be done between Dallas and Houston.

The questions raised in the appeal that the Supreme Court declined to hear revolve around eminent domain and whether Texas Central should be able to use the power to require landowners to sell — at fair market value — land needed for the rail corridor. We are sensitive to these concerns. The public taking of private property is an issue that must be treated with the greatest seriousness. But the law is clear that certain public works require and permit its use.

We should note here that Texas Central has pledged to do all it can to avoid using eminent domain. It would prefer to make deals with landowners directly. So far, the railroad has acquired 40% of the land it needs without using the power that rail companies have had for generations.

Meanwhile, Texas Central has contracted with an Italian firm, Webuild, for the engineering and construction of its line. That \$16 billion contract represents the bulk of the line's estimated \$21 billion cost.

None of this is to say the line is a done deal. Regulatory and financing hurdles remain. Texas Central must still collect the funds needed to construct the line and get it operational. But every hurdle passed is another step toward making this a reality in Texas.

If it gets done, it will be a shining example of what Texas is capable of.

## Here Are the Five Possible Futures for I-345

TxDOT is showing off the most detailed look yet at what could happen to the elevated highway running through the heart of downtown Dallas.

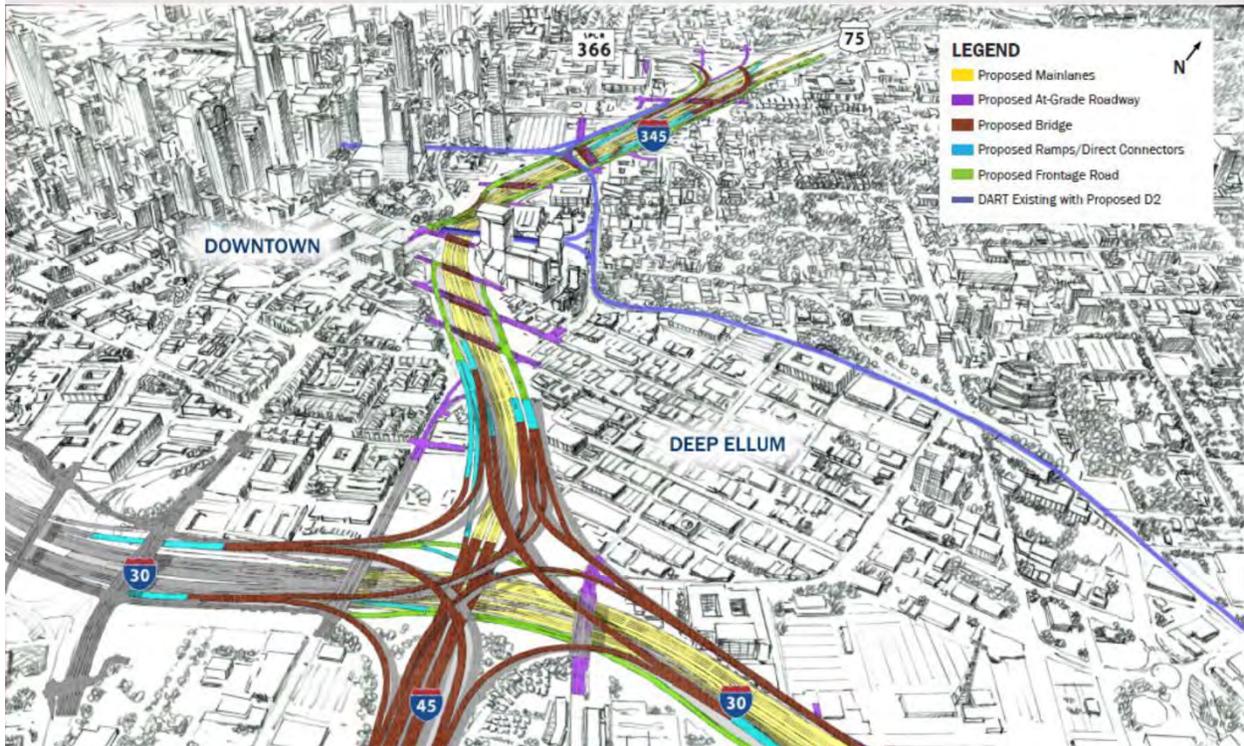
By Alex Macon, D Magazine

The Texas Department of Transportation just rolled out [five options for the fate of I-345](#), the elevated highway that splits Deep Ellum and East Dallas from downtown. [Highway removal is hot right now](#), and tearing down I-345 is on the table. But so is doing nothing at all. Let's take a look at TxDOT's alternatives.



Here is I-345 as it is today. The “no build” option would leave the highway like this, allowing for continued maintenance of the status quo.

## Depressed Alternative



The “depressed” alternative would lower the highway, à la North Central Expressway. It adds frontage roads and elevated cross streets over the highway. TxDOT says this would also improve the city street grid in the area and “includes pedestrian and bicycle facilities along the frontage roads and local streets.”

## Removal Alternative



The "removal" alternative: Tear it down and replace it with city streets, sidewalks, bike lanes, new development, the works. Highway traffic would be steered to Interstate 30 or into downtown.

## Elevated Alternative



The “elevated” alternative would leave I-345 standing, but would improve the nearby city street grid, throw in some “aesthetic improvements,” and make it easier for pedestrians and cyclists to move about under the highway, according to TxDOT.

## Hybrid Alternative



Sort of a compromise “hybrid” between lowering and removing I-345. The highway gets depressed. No frontage roads. At-grade city streets will go over the top.

This latest update from TxDOT [also includes an analysis](#) and [additional data](#) related to the question that everyone asks when tearing down I-345 gets brought up: where does all the traffic go? The short answer is that TxDOT thinks removal would drastically increase traffic congestion in the area, adding an additional 19,000 hours of traffic congestion per weekday.

For a counterpoint to that kind of dire warning, take a look [at this study](#) of I-345 from the Toole Design Group, which we covered on FrontBurner a few months back. It found that, if done correctly, removal would not create such a traffic apocalypse. According to the report, a reconstructed street grid could handle just as much capacity as a highway, and if I-345 is torn down, a good deal of traffic would in fact “evaporate” as drivers seek out other routes that wouldn’t take them through downtown. That report points to how major urban highway removal projects in other cities have not hurt overall mobility.

Looking at the latest TxDOT materials on I-345, I was also struck by this [“evaluation matrix,”](#) basically a tally of how many boxes each of these five proposals checks. Does it “minimize impacts to corridor mobility” and “improve bicycle/pedestrian mobility,” and so on? The “hybrid” proposal seems to be the one designed to check the most boxes, to make the most people happy—or, at least, as unhappy as everybody else. But it’s not cheap.

What do you think? Don’t tell me. Well, tell me if you really want to. But also tell TxDOT. [Go here to see more](#) of the latest details on its study of I-345, and to give feedback. We will surely have more on these options as the months progress.

## Klyde Warren Park expansion moves forward with financial approval from Dallas City Council

Construction of the new deck park west of St. Paul Street over Woodall Rodgers Freeway and other improvements is slated to start in December and be completed in August 2024.

By Everton Bailey, Jr., Dallas Morning News

The City Council on Wednesday approved more money for an [estimated \\$100 million expansion of downtown Dallas' Klyde Warren Park](#) that will add a large pavilion, more green space and other features to the area.

Construction of the new deck park west of St. Paul Street over Woodall Rodgers Freeway and other improvements are slated to start in December and be completed in August 2024. The work is being led by the Texas Department of Transportation, which estimates the modifications west of the park alone could cost at least \$57 million.

The 5.2-acre park, built on a highway overpass with views of the city's skyline, opened in 2012.

On Wednesday, city officials approved seeking \$30 million in federal money via the North Central Texas Council of Governments to help pay for the 1.7-acre expansion.

The Woodall Rodgers Park Foundation, which manages Klyde Warren Park, is expected to kick in another \$10 million and TxDOT close to \$9 million, and city bond money will provide nearly \$8 million. Private donations are expected to cover the bulk of the rest of the overall project costs.

The approved deal calls for \$10 million of the federal block grant funding being repaid after the expansion is done — \$3 million from Dallas tax increment financing revenues and \$7 million from the Woodall Rodgers Park Foundation.

The council also approved changing city rules to allow tax increment financing money to be used for the project. The money would come from the [City Center TIF District](#), which covers parts of the Lamar Corridor and West End Historic District and is meant to promote redevelopment and growth within those boundaries. Klyde Warren Park sits nearly half a mile outside the TIF district.

The TIF district's board of directors in January approved moving the proposal forward to the council, saying the park is a public assembly area that serves downtown, and the expansion will benefit the area.

The new deck park area will have a multilevel, 35,000-square-foot pavilion with a parking garage, a VisitDallas visitors center, event space and a rooftop lawn and terrace. Across the street will be a [new park, the Jacobs Lawn](#), of around the same square footage that will feature an ice skating rink in the winter.

The existing children's park will be expanded and the dog park will be relocated nearby to make room for a ["super fountain" that will shoot water close to 100 feet into the air](#). The fountain is being built from a \$10 million private donation.

Klyde Warren Park cost \$112 million to build, with \$55 million in private funds, \$20 million each from the city and TxDOT and \$17 million in federal stimulus money. The foundation estimates that the park has generated \$2 billion in economic development.

Dallas currently pays \$1.2 million a year for maintenance and inspection of the freeway tunnel under the park.

City staff said Wednesday that the expansion would add another \$225,000 in annual inspection expenses.

Council members Cara Mendelsohn, who represents Far North Dallas, and Paul Ridley, who was recently elected to represent the area that includes Klyde Warren Park, said they were concerned city documents didn't feature the maintenance costs more prominently.

Mendelsohn said she found the latest cost by accident.

"While I definitely support the deck park, I don't feel like that financial information was easy for us to find and consider," she said.

City Manager T.C. Broadnax said staff will make sure all associated project costs are more clearly stated in city documents. He also said the council should have an expectation that someone has to pay for the upkeep of city projects.

"The reality is anything we build or open, we've got to maintain," he said. "The sad part is, we haven't always done that."

## As another bridge opens, how long until Fort Worth's Panther Island becomes an island?

By Emily Brindley, Fort Worth Star-Telegram

Late this weekend, Fort Worth officials plan to open the new North Main Street bridge that leads to the eventual Panther Island — marking another step forward in a project that has been more than a decade in the making and is still years from completion.

But local officials say the many moving pieces of the project are beginning to align. With a new presidential administration, an impending federal infrastructure bill and the return of appropriations earmarks, officials say that federal funding could soon flow into the project and kick off the next big phase of construction.

The upcoming North Main Street bridge opening — scheduled for Sunday afternoon or Monday morning — will be the second of three. It comes after the White Settlement Road bridge [opened in April](#) and before the anticipated Henderson Street bridge opens later this summer.

Tarrant County administrator G.K. Maenius pointed to the bridges as evidence that “we’re finally seeing some results” — and he said he’s pleased with the aesthetics of those results, too.

“I don’t know if anyone realized just how beautiful those bridges are going to be,” he said. “I’m not a bridge guy, but even to me, they look pretty darn good.”

The North Main Street bridge opening is a sign of progress in a project that [has frustrated](#) some Fort Worth residents with its delays. Visioning for Panther Island began more than 15 years ago, with city and water district officials outlining a plan for a bustling urban island that was then called Trinity Uptown.

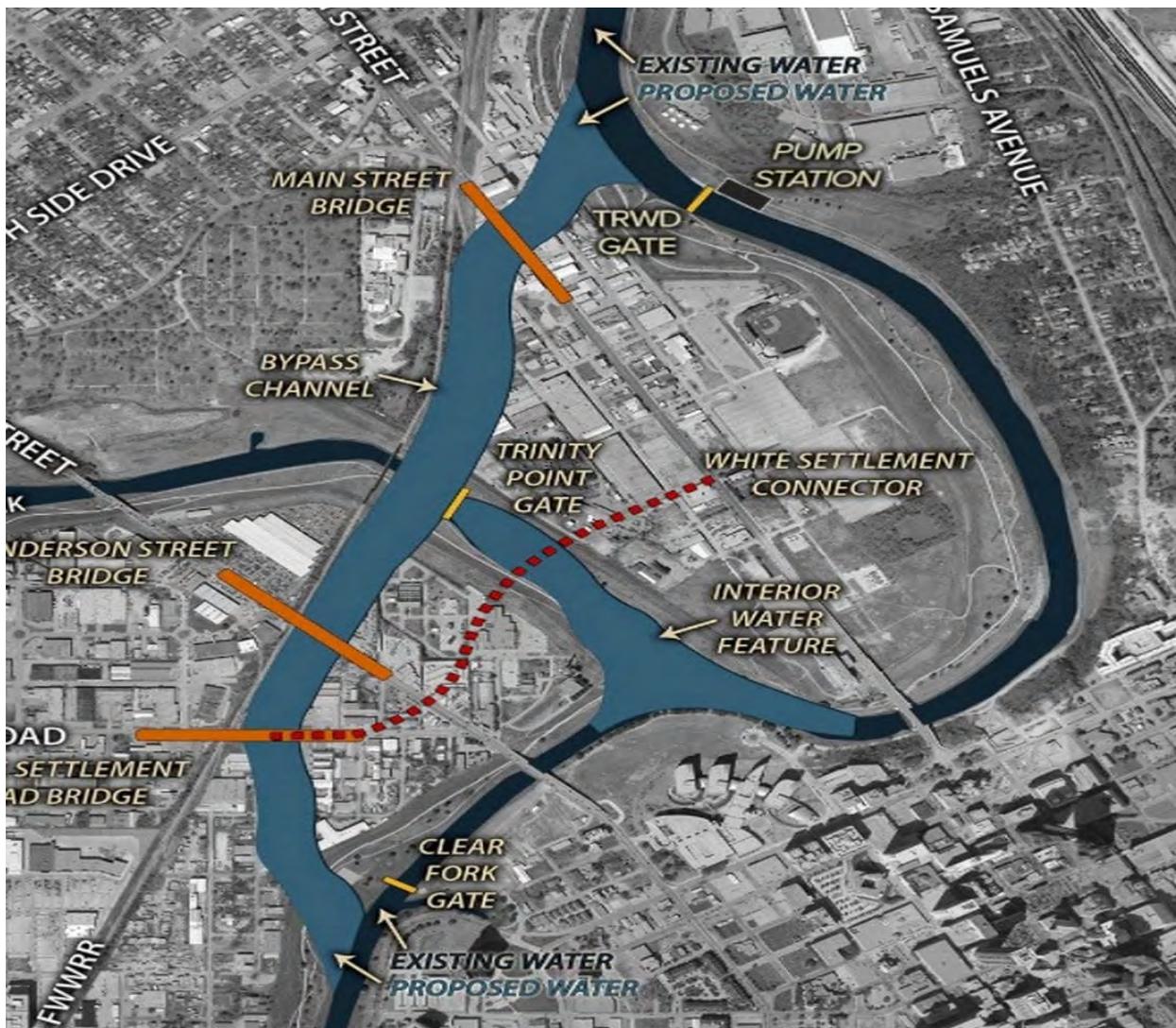
The creation of an island necessitates the digging of a new channel north of downtown Fort Worth, which would connect the Clear and West forks of the Trinity River and then connect the ends of a U-shaped bend in the Trinity River. The new channel would effectively create two islands, together called Panther Island.

And for access over the eventual channel, the Texas Department of Construction in 2014 began building the three bridges, which currently span dry land. At the time, officials said the bridges would be completed by 2018.

But even once the final bridge opens to traffic later this year, the Panther Island project is far from complete. Most notably — and noticeably — digging has not begun on the river channel that would run under the new bridges.

While the project has seen some federal money, officials have waited years for the federal funds to dig the channel. But some, including Maenius and the Tarrant Regional Water District’s incoming general manager Dan Buhman, say they’re hopeful the funding might actually pull through soon.

“I have all the confidence in the world that we’ll be able to get federal funds,” Buhman said.



This map shows the route of the bypass channel that would create Panther Island, just north of downtown Fort Worth. *PANTHER ISLAND/CENTRAL CITY FLOOD PROJECT*

## FEDERAL FUNDING HURDLES

Officially, the \$1.17 billion project is [broken into two pieces](#): the flood control portion, which is known as the Central City project and primarily involves digging the 1.5-mile channel, and the economic development portion, which is known as the Panther Island project and primarily involves the development of the industrial land in the area.

The U.S. Army Corp of Engineers, with the Tarrant Regional Water District as a local partner, oversees the flood control portion of the project, while the city of Fort Worth heads up the economic development piece.

An appointed board, the Trinity River Vision Authority, brings together representatives from the city, county and water district to help coordinate the various aspects of the project.

But the coordinated vision of a hopping mixed-use island neighborhood is still far from reality. With the bridges nearly complete, the next step of the project is to dig the channel.

Officials have long said that it was cheaper and easier to build the bridges over dry land, and that the federal government would pay for the channel construction because it's a flood control project.

And while U.S. Congress [in 2016 authorized](#) the funds — which could be up to about half of the total \$1.17 billion project cost — it has not yet appropriated the money and actually sent it to Fort Worth.

U.S. Rep. Kay Granger (R-Fort Worth), who has led the push for federal funding, initially planned to funnel funds to the project through earmarks in congressional appropriations bills, the Star-Telegram previously reported.

Then, appropriations earmarks were banned, which meant that projects had to be vetted and OK'd by the White House. The Trump administration never gave the green light to the Panther Island/Central City project, pointing to the project's lack of a comprehensive cost-benefit study and labeling it “not policy compliant.”



This 2018 file photo shows an artist rendering of Panther Island, looking south from Fort Worth's North Side. Trinity River Vision Authority

But now, a couple of key changes are giving hope to Panther Island/Central City officials.

Maenius, the Tarrant County administrator, said it comes down to three primary shifts: [the new Biden administration](#) (which he hopes will look more favorably on the Fort Worth project), the resurrection of appropriations earmarks and the bipartisan push for a large federal infrastructure bill.

The project has “never really had all three of those elements at one time, and now we’re having that,” Maenius said. “And I believe — and it’s my personal belief, but I’ve been around for a while — is that this might be one of the best opportunities we have to actually begin receiving money from government funding, from the feds.”

One thing that hasn't changed is that the project still does not have a comprehensive cost-benefit study. The Star-Telegram previously reported that this type of study is typically done before U.S. Congress authorizes funding for a project — which is a step that the Panther Island/Central City project has already moved past, with the aid of a 2014 University of North Texas study.

Maenius said he believes that the project's lack of a comprehensive cost-benefit study was “nothing more than a blocker that the Trump administration would throw up so that we would not secure federal dollars.”

And although the project was [not included](#) in the Army Corps of Engineers' 2021 Work Plan, Maenius hopes to see federal funding start making its way to Fort Worth in the next federal budget, in 2022.

Mark Mazzanti, a consultant on the flood control portion of the project and a 35-year veteran of the Army Corps of Engineers, said the federal government's finite funding allocation means difficult decisions about which projects to fund. But he also said that the Panther Island/Central City project has “a number of strengths,” including support from locals, from Congress and from the Corps itself.

“Some of the factors that go into where to put limited funds ... [lead] us to, I think, the perception that this project is considered favorably in ultimately receiving federal funding for completing the construction project,” Mazzanti said.

Federal funding would mean that workers could begin on the new channel — first with final planning and then actual digging and construction.

Even after federal funding comes through, it would likely be another eight to 10 years until the channel was actually completed, according to Buhman, the soon-to-be general manager of the water district.

That means that the channel would be finished — and Panther Island would actually become a full island — by 2030 at the earliest.

In the meantime, Buhman said, officials are focused on getting the land as ready as it can be for the channel. The water district is working on environmental cleanup of the Panther Island properties, he said, while the city moves and sets up utilities.

“We are shovel-ready for that channel and we're still doing that prep work but I would say it is well on its way,” Buhman said. “And we are at the place that we are ready for that federal investment and for that construction.”

## **Moon named Regional Transportation Council secretary**

By City Of Fort Worth

District 4 Councilmember Cary Moon was named secretary of the Regional Transportation Council (RTC), the 44-member transportation policymaking body for the Dallas-Fort Worth area.

Dallas County Commissioner Theresa Daniel will chair the RTC for the next year. She assumes leadership of the RTC from Johnson County Judge Roger Harmon, who chaired the RTC through much of the COVID-19 pandemic, leading the RTC through challenges that have significantly impacted the region's economic activity and transportation system. He also steered the RTC through the 87th Texas Legislature.

Collin County Commissioner Duncan Webb is the new vice chair.

As the transportation policymaking body for the 12-county Dallas-Fort Worth area, the RTC oversees transportation planning for the fourth-largest metropolitan area in the country, which has a population of more than 7.5 million people. The RTC guides the development of roadway, rail and bicycle-pedestrian plans and programs; allocates transportation funds; and recommends projects to the Texas Transportation Commission for other programs.

The RTC also ensures transportation services are coordinated throughout the region and that the metropolitan area complies with air quality regulations. Dallas-Fort Worth is currently in nonattainment for ozone and is working toward meeting federal standards.

The new officers will serve in their positions through June 2022, helping the RTC chart a course toward recovery from the COVID-19 pandemic.

The RTC has historically embraced innovation to meet the transportation needs of the growing region. That has continued during the pandemic, with projects such as the Dallas-Fort Worth High-Speed Transportation Connections Study. The project is currently examining high-speed options between Dallas and Fort Worth, including Arlington. The study is currently in its final stages before the federal environmental documentation process begins. The technology selected will offer a connection to other planned high-speed transportation systems.

The innovative approach of the RTC helps the policymaking body make decisions that enhance the quality of life of people throughout the Dallas-Fort Worth area and provide transportation for people throughout the region.

## Could I-35/University Drive mayhem be fixed by early next year?

By Zaira Perez, Denton Record-Chronicle

The Texas Department of Transportation estimates construction to reverse the exit and entrance ramps on Interstate 35 near University Drive will be completed by early 2022, about a year after the initial traffic study to address safety solutions at this exit.

[In November](#), a consultant told the Denton City Council's Mobility Committee that an interim solution wouldn't be possible to implement before the large-scale construction. City Council member Paul Meltzer is the chair of that committee, and in November he said I-35 at University (U.S. Highway 380) is the intersection he hears about most frequently.

"The need [for a fix] was so obvious and pressing, and we were hearing about it from constituents all the time, and even if we didn't, it's obvious to anyone exiting 380 going north," Meltzer said in a phone call Thursday. "I'm really pleased our voices were heard and ... more immediate relief is coming."

Construction companies will submit bids in July for the project, scheduled to begin in late September or early October. Emily McCann, a spokesperson for TxDOT, said they hope to complete construction by early 2022. Construction will only be for the northbound side.

"Ultimately the entire area will be reconstructed with a larger improvement project, but after reviewing this location with local stakeholders, TxDOT decided to advance an early project to address safety concerns happening on northbound I-35 at U.S. 380," McCann said. The proposed date of completion will fall about a year after a traffic study meant to find solutions to address safety concerns at this portion of the highway. The project is estimated to cost about \$1.83 million, she said.

Northbound I-35 near University Drive — north of where I-35W and I-35E merge — is an area that has seen [more crashes](#) over the years as the average annual daily traffic count there rises. In November, McCann said that area has become a [destination](#) for folks, so it's hard for TxDOT to catch up on traffic there.

Currently, one of the entrances motorists use to merge onto northbound I-35 is at Panhandle Drive near Texas Health Presbyterian Hospital Denton. The change proposed here is to add an exit ramp just shortly after this entrance to Town Center Trail, by the Rayzor Ranch Town Center area. This will be the new exit to reach University Drive.

The current exit ramp near Cheddar's Scratch Kitchen to reach University Drive will become an entrance ramp instead.

"This should have two impacts," McCann said. "Moving more traffic through the U.S. 380 intersection and moving the exit far enough back to alleviate the queueing in the main lanes."

McCann said there also will be another through lane on the service road when drivers exit. This lane will be both a left turn onto University Drive as well as a through lane. The right lane, a turn lane, will be extended.

As northbound drivers on I-35E approach the merger with I-35W, the highway becomes narrow, and drivers are forced into two lanes. Large-scale construction slated for mid-2022 at the earliest will widen I-35. With this project, TxDOT will widen the interstate from the I-35E and I-35W merger to U.S. Highway 77, near a few truck stops.

“[Traffic] should unwind more safely, and there will also be more room to move to the right to make the exit off the service road,” Meltzer said. “I think it’ll bring much needed relief to that intersection.”

## D-FW air quality called worrisome

Experts, activists say conditions ripe for high ozone levels in July, August

By Sophie Austin, Dallas Morning News

Activists and experts are sounding alarms on what poor air quality reported in the Dallas-Fort Worth area in mid-June means for the summer, as the hottest months on average lay ahead.

Since heat is a key factor in forming ground-level ozone, a gas that can trigger lung and heart problems, Melanie Sattler, a professor of civil engineering at the University of Texas at Arlington, said D-FW residents may anticipate a difficult July and August, which are typically the hottest months of the year.

“If temperatures are below 85 degrees Fahrenheit, then we don’t form significant ozone,” Sattler said, referring to smog that arises in the summer. “The higher the temperature above 85 degrees, the more likely you are to form high levels of ozone.”

Transportation contributes to the largest share of emissions of nitrogen oxides in the area, according to the North Central Texas Council of Governments. Nitrogen oxides and volatile organic compounds — which come from cleaning products, adhesives and other materials — together with sunlight form ground-level ozone.

This gas poses a greater threat for certain people.

“When we have high-pollution days or ozone alerts, it affects primarily children and those age 65 and over as well as those with some preexisting conditions and diseases like asthma; emphysema; COPD, or chronic obstructive pulmonary disease; and some heart conditions,” said Jessica Rangel, senior vice president of clinical innovation at the University of North Texas Health Science Center. “And so what happens is, when they go outside in these environments, it’s very taxing on the body.”

Rangel said vulnerable residents can experience fatigue and allergylike symptoms when they’re exposed to ground-level ozone, and they should avoid the outdoors on high-alert days if they can.

Jim Schermbeck, director of Downwinders at Risk, said the air quality advocacy group has lost faith in the Texas Commission on Environmental Quality’s ability to monitor air pollution from cement batch plants and other sources.

“We’ve been pushing for the EPA to take back its responsibility from the state to draw up these clean air plans because 30 years of failure proves that the state isn’t quite up to the job,” Schermbeck said. “We’re asking the EPA to now assume that responsibility.”

He was referring to the three decades since Congress amended the Clean Air Act, a federal law limiting air pollution. The EPA reports that the Dallas-Fort Worth area is among a long list of regions in which eight-hour ozone levels do not align with national ambient air quality standards.

The TCEQ did not respond to a request for comment but directed The Dallas Morning News to the agency’s report of decreases in eight-hour ozone levels in the Dallas-Fort Worth area and other metro areas since the 1990s.

The agency heads a program that offers grants to residents, businesses and local governments to try to reduce air pollution from vehicles and equipment.

Chrissy Mann, an Austin resident and senior campaign representative for the Sierra Club's Beyond Coal campaign, and Schermbeck said coal power plants south and east of Dallas are also a concern because wind can carry pollution hundreds of miles from its source, according to the EPA.

Schermbeck and Mann said some people don't have the option to avoid the impacts of air pollution on days with high levels of ozone and other pollutants.

"People who work outside in the heat, they're going to be more at risk for this kind of pollution," Mann said. "It has a lot of disparate impacts on folks who are maybe least able to do anything about the pollution."

Sattler said residents should try to reduce their emissions on Ozone Action Days, when weather conditions make high ozone levels more likely.

"The two factors that lead to the high levels of ozone are the emissions and the atmospheric side of things — the meteorology. And we can't control the meteorology," Sattler said. "What we can control is the emissions."

- Check air quality forecast.
- Avoid outdoor activities during the day.
- Avoid exercise near high-traffic areas.

## Fund infrastructure and then get out of the way

Push for partisan policies stalls deal while public works crumble

By Roger Williams, Dallas Morning News

I believe the government should do three things: collect our taxes, defend the homeland, and help with infrastructure. And then get out of the way.

Unfortunately, years of government inaction has led to deteriorating infrastructure that limits the nation's economic output. According to the Government Accountability Office, 1 in 4 bridges are deficient and 14% are functionally obsolete. When it comes to our country's electrical grid, the American Society of Civil Engineers projects a funding gap of nearly \$200 billion for the electric grid over the next decade.

In addition, infrastructure needs have changed in the digital age. According to a 2020 Federal Communications Commission report, over 18 million Americans, many of whom live in rural communities in my Central Texas district, lack affordable access to broadband.

On Thursday, President Joe Biden and a group of bipartisan senators agreed to a roughly \$1 trillion infrastructure plan.

Biden's previous \$6 trillion proposal was a grab bag of liberal priorities that had little to do with infrastructure but rather fulfilled a campaign promise to increase taxes and deliver the Green New Deal for the progressive wing of the Democratic Party.

Look no further than Biden's desire to restrict oil and gas development, destroying investments in domestic energy production and surrendering American energy independence. Minutes after last week's agreement was announced, the president dumped cold water on the deal, saying he would veto it unless there were an accompanying bill that delivers all of the policies and funding stripped by the working group.

Biden walked those remarks back over the weekend. Nevertheless, the continued existence of a second bill raises the question: What were these negotiations for if the president's plan all along was to simultaneously advance an additional, partisan bill without any Republican support?

Conversely, Republicans stayed focused on a more targeted and fiscally sound approach that would address our immediate infrastructure needs without raising taxes on hardworking Americans or increasing our national debt. We cannot fund vital public works project on the backs of individuals and businesses that just survived the COVID-19 pandemic.

Instead, any proposal should prioritize public-private partnerships that establish long-term, cost-effective relationships. By getting the private sector involved, we can execute infrastructure projects that meet time and cost parameters without saddling the American people with the entirety of the bill.

The future of an infrastructure package remains unclear. The latest proposal will be shepherded through Congress, with both sides and the White House telling their party and the public that the agreed deal is the best foot forward. As negotiations continue, we must reject short-term political pressures that get in the way of meeting the needs of the American people. Every day we wait to make the necessary investment, our communities fall further behind.

## In D-FW, the long, hot summer is likely to be aggravated by smog

Residents may face high levels of ozone during the year's hottest months ahead.

By Sophie Austin, Dallas Morning News

Activists and experts are sounding alarms on what poor air quality reported in Dallas-Fort Worth in mid-June means for the summer, as the hottest months on average lay ahead.

Since heat is a key factor in forming ground-level ozone — a gas that can trigger lung and heart problems — Melanie Sattler, a professor of civil engineering at the University of Texas at Arlington, said D-FW residents may anticipate a difficult July and August, which are typically the [hottest](#) months of the year.

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#### **Tips for coping with smog**

- Check air quality forecast
- Avoid outdoor activities during the day
- Avoid exercise near high-traffic areas

## TxDOT receives \$50M grant to improve I-35

Senator John Cornyn said this federal grant will be used for sectors of Interstate 35 in Texas, Oklahoma and Chickasaw Nation.

By Rashel Cedeno de Abreu, WFAA

Texas Senator John Cornyn announced on Friday that the Texas Department of Transportation was awarded a \$50 million federal grant to make improvements to nearly 7.4 miles of Interstate 35 across Texas, Oklahoma and the Chickasaw Nation.

The funding comes from the U.S. Department of Transportation as part of the Infrastructure for Rebuilding America (INFRA) Grants program, Cornyn said.

The Republican senator said the project includes:

- Widening the interstate.
- Modernizing the corridor design by flattening curves.
- Replacing northbound and southbound bridges with wider and higher structures over the Red River.
- Updating the frontage roads.
- Installing a fixed concrete barrier in the median.
- Adding retaining walls and culverts.
- Installing intelligent transportation systems improvements, including dynamic message signs.
- Adding pedestrian elements, and
- Converting an interchange.

Senator Cornyn also said in a statement he's proud to have supported this grant and he is looking forward to see the impact the project will have on travelers in North Texas.

Cornyn said the population in Texas is growing and "as more people travel around our state, it's important our infrastructure is able to meet local demand."

The grant is part of the \$889 million budget on grants from the United States Department of Transportation and their [INFRA grants program](#), that looks to fund projects that side with the Biden Administration's principles for national infrastructure.

<https://www.wfaa.com/article/news/local/txdot-interstate-35-grant/287-dfc30d6d-3ff6-485e-8ac3-47027ff8a20a>

## Update offered on Hunt County major transportation projects

By Brad Kellar, Herald-Banner

The Hunt County Commissioners Court signed off this week on the latest updates to the 2016 road bond package, which will involve multiple projects between Greenville and Caddo Mills. The commissioners also voted to seek additional funding from the Texas Department Of Transportation.

The commissioners were scheduled Tuesday to approve work authorizations for road bond work under an agreement with Freese and Nichols.

W.D. "Dee" Hilton with the Hunt County Transportation Steering Committee provided an update on the status of the work which is planned in the county during the next few years.

In February the commissioners approved the payment of the latest \$6 million in bonds, as part of the \$24 million road bond package passed by voters in November 2016.

"At that time, the plan was to spend the money over a three-year period, out through 2023," Hilton said, with the funding to pay for engineering the remaining projects in the road bond package in order to make them "shovel ready."

At that time, the projects included improvements/additions/replacements to Highway 24 in Commerce and the interchanges along Interstate 30 at FM 1570, as well as FM 1903 and FM 36.

But Hilton said there have been some major changes in the forecast since then, especially with the FM 1903/FM 36 project.

"That one now is scheduled to join with FM 6 just west of Caddo Mills to create a regional road that will give access from the Wylie, Nevada, Josephine area all the way to Interstate 30, so that will be a great project," Hilton said.

Hilton explained that in discussions with TxDOT and the North Central Texas Council of Governments it was learned that billions of dollars of projects along Interstate 35 and in the Houston, area were scheduled to be delayed, potentially freeing up additional funding for efforts along Interstate 30.

Hilton recommended the commissioners authorize the above Hunt County projects in order to have them ready as soon as possible.

"So, they will be ready to go, if there is funding available, in the latter part of 2022," Hilton said. The projects are currently scheduled to be let for bids in 2025.

"And if we can move them up by two to three years, that would be a great benefit to our county," Hilton said. "It would be a real boon; I think to transportation and capacity in Hunt County if we can get this done."

Hilton said the shifting of the projects was due in part to rising property values, which is affecting TxDOT's obtaining of rights of way along the roadways.

“They’re running short of money,” Hilton said, adding it could affect the eventual status of the FM 1903/FM 36 project, which will not follow any existing farm to market road in its path to connect with FM 6.

The commissioners approved a resolution Tuesday asking TxDOT to provide the county with additional construction materials, should any be available.

## Dallas Is the Most Dangerous U.S. City for Driving, But Don't Blame the Drivers

Bad transportation policy is killing us.

By Alex Macon, D Magazine

Dallas has the most dangerous drivers in the country. So says Outdoorsy, an RV rental company with a lively blog. The company's ranking of "[The top 10 most dangerous cities for driving](#)" was published in March, although it [just made the rounds on social media](#) here over the weekend. (Fort Worth came in sixth on Outdoorsy's list.)

Before we go any further, I'd attach one big asterisk to this list. Outdoorsy is an RV rental company. It creates viral content like this list to promote its brand. The National Highway Traffic Safety Administration data Outdoorsy used—the company weighed “each location's collision likelihood relative to the U.S. average, the total motor vehicle fatalities per 100,000 people, and the percentage of fatal collisions involving a drunk driver” to create the list—are sound enough. But this list exists because Outdoorsy thinks it will make you more likely to rent an RV. It's not gospel.

With that noted, Outdoorsy isn't wrong. By almost any metric, Dallas is dangerous for drivers. And for pedestrians and cyclists, [but we knew that already](#). We have a high traffic fatality rate, more than 14 deaths per 100,000 residents annually. Compared to the national average, you're over 46 percent more likely to get in a car crash in the Dallas area. And anybody who's driven a car here knows from personal experience: It often sucks.

I wrote earlier this month about how [Dallas is developing a Vision Zero plan](#) intended to end all traffic deaths in the city by 2030. Its details are still being finalized, but similar plans in other cities have lowered speed limits, narrowed streets, expanded sidewalks, installed crosswalks, and launched public awareness campaigns to push safer driving habits. That would be a good start toward making our streets safer.

Outdoorsy describes its list as a ranking of “cities with the most and least dangerous drivers.” There are plenty of dangerous, reckless drivers in North Texas. More than 42 percent of fatal collisions in the Dallas area involve a drunken driver, according to Outdoorsy.

As much as every city likes to complain about its drivers, blaming the people behind the wheel ignores what's really making our streets and highways so lethal. It's not just bad drivers, but bad transportation policy.

## North Texas May Benefit From Federal Infrastructure Deal

Planners list possible projects

By Ken Kalthoff, NBC DFW

North Texas stands to benefit from the big federal infrastructure plan tentatively agreed to in Washington a key transportation planner said.

But one critic of past deals said he is worried about the chance for waste and delays. President Joe Biden will hit the road Tuesday to promote the \$973 billion plan to improve transit and broadband and fix aging roads and bridges.

North Texas has outdated facilities in line for replacement according to North Central Texas Council of Governments Transportation Director Michael Morris.

“We’re excited about where this is headed,” Morris said. “All parties are desperate to reach conclusion. Regardless of where you are on the political spectrum, everyone says, ‘Look, our infrastructure is aging. This time we’ve got to do something.’ And I think it lends itself very well to the initiatives we’ve done within the Dallas Fort Worth region.”

As examples, he mentioned proposals to remove the elevated I-345 bridge that divides downtown from Deep Ellum and reconstruction of the I-30 Canyon that divides downtown and the Cedars neighborhood.

Morris said Biden Administration transportation philosophy supports those projects. “If we’re going to build transportation, why can we build transportation that provides mobility, safety, reknits neighborhoods,” Morris said.

He doubts the City of Dallas would get its wish to solve an entire \$2 billion backlog of bad sidewalks.

“But I think the federal government is going to come in and say we need to invest in our neighborhoods, which includes sidewalks,” Morris said.

Broadband access for areas without it, transit improvements that could benefit DART rail and proposed high-speed rail from Dallas to Houston could also benefit from the deal Washington is still hammering out.

The Texas Central high-speed rail project was to be entirely funded with private investment.

“I’m personally skeptical of the ability of private people to finance a high-speed rail. Rail is really expensive,” said Philip K. Howard with watchdog group [Campaign for the Common Good](#).

Howard voiced concerns about long delays in producing results as members of Congress haggle about details.

“The areas are competing against each other and what happens is, that just slows the whole thing down because it becomes this horse-trading,” Howard said.

His organization supports an independent commission to choose projects.

“It would be a non-partisan group that would actually oversee the implementation, permitting, the picking of the projects and also the execution,” Howard said.

Morris said the [North Central Texas Council of Governments](#) and the [Regional Transportation Council](#) already provide non-partisan review of projects for this metropolitan area, with shovel ready projects lined up.

“Our region is really ready to proceed,” Morris said.

But Morris supports another of the [CommonGood.org](#) proposals to cut red tape and reduce delays.

“Not to get rid of environmental review, but to have clear lines of authority so you don't spend 20,000 pages reviewing a project that everybody knows has no environmental impact,” Howard said.

Rules of the game are still in play as Congress debates the infrastructure plan.

President Biden said it will create millions of jobs. He will go to Wisconsin Tuesday promoting the tentative deal.

[North Texas May Benefit from Federal Infrastructure Deal – NBC 5 Dallas-Fort Worth \(nbcdfw.com\)](#)

# Traffic is getting busier in the Dallas area – amid changes with COVID-19

By Brian Womack, Dallas Business Journal

It's not just you. The traffic is worse.

In North Texas, folks are getting in their vehicles and driving into local roads at a quicker pace. Fewer folks are staying home – as more are traveling longer distances.

The Dallas area, by some measures, is not yet at levels seen before the onslaught of the pandemic. But it's certainly closer.

The region could be getting back to those levels by next year, observers say, or even sooner in places like the Dallas area. Vaccinations have increased; offices are reopening; and kids are set to return to more typical activities. Commuting patterns may not revert to the norm amid the growing adoption of flexible work hours and days. Still, there's a real possibility traffic could exceed pre-COVID-19 levels at some point.

The North Texas Tollway Association, which oversees some key high-traffic arteries in the region, has watched its numbers climb. Recently, the organization saw 15.7 million average weekday transactions, which refers to the number of times vehicles pass through tolling points, said spokesperson Michael Rey, media relations manager. That's up 13 percent from six months ago and more than double the levels in April 2020, the low point of the pandemic.

It's about 10 percent below around this time in 2019.

"If traffic continues to rebound at its present pace, we should return to pre-pandemic transaction numbers some time in 2022," Rey said.

## More activity

More folks are venturing out these days. In Dallas County, the percentage of folks staying at home in March was 20.5 percent, down from 26 percent in April of 2020, data from the Bureau of Transportation Statistics show. Collin County dropped to 19 percent while Denton County decreased to 17 percent.

Los Angeles? Still about the same at around 30 percent.

North Texans are getting out for more and longer rides. In June, the average number of trips per day tied to Dallas County climbed 1.8 percent from May to June when passengers were going 10 miles to 25 miles. Denton County is up about three times that pace while Tarrant and Collin counties climbed as well.

The gains from April of 2020 were much bigger, shooting up 24 percent in Dallas County. In Denton County, the increases were larger for the distance, jumping 50 percent, for example. Tarrant and Collin counties saw big increases as well.

Still, they are all below June 2019 levels. Shorter trips – those quick errands that might take less than a mile -- showed some increases from May to June, with one declining.

Already, North Texas traffic wasn't great before COVID-19. Delays for commuters by one measure were climbing annually for several years through 2017, according to the Urban Mobility Report published in 2019 by the Texas A&M Transportation Institute with cooperation from INRIX.

Nationally, passenger vehicle miles traveled in the U.S. have already largely returned to levels around March of last year, according to the Bureau of Transportation Statistics.

Automobiles have been getting more use overall as people shift their travel decisions amid COVID-19, said Kara Kockelman, professor of transportation engineering in the Department of Civil Engineering at the University of Texas at Austin. That means more folks may not fly as much but might jump into a car to head for a fun retreat, for example.

#### Offices reopening

One factor for pushing up traffic: More folks getting back to work in the Dallas area – and Texas in general. The region, along with Austin and Houston metros, are among the highest in the U.S. for folks getting back to work.

The average among 10 cities for occupancy (the number of folks swiping into physical offices) is 32 percent, as of the week of June 16th. The Houston, Dallas and Austin metros are hovering around 50 percent. The report is done by Kastle Systems, which provides access control products for commercial buildings.

New York and Washington, D.C., were at less than 30 percent. San Francisco was under 20 percent.

While Texas metros may be outperforming, they're still more typical levels of the "low '90s" or so, Mike Slauson, general manager for the south region, said.

It doesn't hurt that Texas was among the states that were more aggressive in pulling back COVID-19-related restrictions than others.

"Texas as a whole is leading the way as far as returning back to work," Slauson said.

Vehicles have gained some preference during the challenges of COVID-19 – and how that all shakes out long-term isn't clear.

Folks are more likely to commute when they have their own vehicles that keep them in their own, separate space.

"As you would anticipate during the pandemic, people would have a preference for the safety of private vehicles versus a shared transportation," said Rocky Moretti, director of policy and research at TRIP, a Washington, D.C., private nonprofit organization that researches, evaluates and distributes economic and technical data on surface transportation issues.

While traffic could get to more normal levels, how that all evolves isn't clear. "Hybrid" approaches could mean folks get more flexibility about the number of times they go into the office. Also, they may head into work at different times.

“The congestion seems to be coming back,” said Bill Eisele, senior research engineer at the Texas A&M Transportation Institute, pointing to cities that would include larger metros in Texas such as the Dallas area. “I’m pretty confident that our roads are going fill back up again. But what those trip patterns look like and the trip purposes —and when and where — are still a little bit unknown.”

For example, telecommunications-tech company Nokia, a larger local employer in the Dallas area, announced new practices that are slated to start next year. Employees can work up to three days a week remotely, as well as increased support for flexible working hours and fully virtual working, it said. Essentially, folks were using the roads more efficiently.

The future?

Whatever the case, Dallas-Fort Worth has another key driver for traffic with just more people moving here. [North Texas](#) ranked No. 1 in the nation in raw population growth as of July 1, 2020, compared to the year prior, and two other Texas metro areas landed in the top four.

In the long-term, traffic could be even more active locally amid that growth, depending on the location, Kockelman said.

“If you’re going to stay on the periphery, yes, your commute can absolutely get worse,” Kockelman said. “If you’re going to go downtown, you may still feel like, ‘Well, downtown has eased up.’”

Still, there have been investments to help with those additional folks coming from around the country and the world.

Prior to the pandemic, the North Texas Tollway Authority began working to widen and improve the Dallas North Tollway, President George Bush Turnpike and Sam Rayburn Tollway, Rey said. In recent years it’s added the Chisholm Trail Parkway in Tarrant and Johnson counties and opened the 360 Tollway in south Grand Prairie and Arlington as well.

“We feel we are well-positioned to continue to offer great travel options for a growing region,” Rey said.

## What We Know about the Klyde Warren Park Expansion

More details about new green space, the parking at the site, uses for the new three-story building, and VisitDallas steps away.

By Matt Goodman, D Magazine

Last week, the Dallas City Council approved a few resolutions that will steer millions of dollars in federal, state, and local funding toward an expansion of Klyde Warren Park. Alex [put up a little piece about this last week](#) and asked your thoughts. Which led to me getting on the phone with Kit Sawers, who became president of the park in 2018.

I wanted to know more about the nuts and bolts of what the expansion will look like. Here is what is currently in the cards. (Spoiler: VisitDallas currently has no plans to be a tenant or incur any financial obligations toward the expansion effort, which is a different story from when this was announced in 2018.)

### Where Is This, Exactly?

Klyde Warren's westward expansion will be atop two new decks over Woodall Rodgers, extending from St. Paul to just past Akard, making the park closer to the Perot Museum of Nature and Science. Each deck will span a little less than 40,000 square feet. One of the decks will house a three-story structure that will include a visitor's center of sorts on the first floor, a ballroom for weddings and other events on the second, and a rooftop terrace that will be accessible to the public. Each level will be about 11,000 square feet.

### About That Parking Garage

Yes, there will be some parking at Klyde Warren's expansion, but Sawers says it won't be open to the public or to park staff. ("I wish I could park there," she quipped.) The entrance will be off Akard, occupying a space that would otherwise go unused. The garage is intended for caterers and other service employees who are working events. There will also be some sort of "rideshare lounge" built into this where visitors can be dropped off.

In all, Sawers estimates there will be between 12 and "a couple dozen" parking spaces. Previously, the *Dallas Morning News* [reported](#) there would be 75 spaces, but Tony Fay, who oversees PR for the park, says he feels that "would be on the very high side." Design isn't yet underway, so they're hedging a bit on a total number. (To give you an idea of size, an average parking spot takes up about 180 square feet, so 75 spaces would require almost 14,000 square feet total.)

"It's not going to have any public or staff parking," Sawers said. "It will be helpful as we cater events."

### Wait, a Visitor's Center?

Klyde Warren is selling this expansion partly as a way to have an indoor space for events. Those events would help raise money to fund park maintenance—Klyde Warren is responsible for everything above the highway, meaning basically the whole park—and create opportunities for when the weather isn't exactly conducive to being outside.

She describes the second-floor event space as a ballroom surrounded by windows looking out at the park, downtown, and into Uptown. And while it would be available to rent, she anticipates

providing free event space to nonprofits and other arts organizations that otherwise would not be able to afford such a setting. Each floor will be about 11,000 square feet.

Sawers describes the first floor “a little bit like a college student union space.” She sees a coffee shop, maybe some grab and go sandwiches or drinks to complement a space where “you might walk in and hear someone singing opera a capella.”

This brings us to the role of VisitDallas, the city’s convention and visitor’s bureau. According to a spokesperson, VisitDallas does not plan to be a tenant. So maybe forget the AT&T store-esque, [VisitDallas-heavy renderings](#) from 2018.

“We continue to be very excited about the Klyde Warren Park expansion, but VisitDallas has no plans to be a tenant in this structure and no financial commitments pertaining to the expansion project,” said Zane Harrington, a spokesman for the organization.

That’s a different song from when this was first announced. In 2018, when Klyde Warren unveiled the plans, VisitDallas seemed part and parcel to the expansion. Former CEO Phillip Jones was looking for a place to house a physical visitor’s center and saw the new Klyde Warren building as the perfect location. [Initial plans](#) allocated 10,000 square feet for VisitDallas’ technology-stuffed “experience center,” complete with virtual reality and artificial intelligence components. He was even present during that initial press conference with former Mayor Mike Rawlings and other luminaries. Jones said VisitDallas would foot the cost of the buildout for the first floor.

But in 2019, a city audit found that Dallas had no way to track whether VisitDallas was spending millions in tax dollars properly. Jones, whose salary came close to \$700,000 and who had spent lavishly on his own travel expenses, [reached a mutual decision with the board to step down](#). Craig Davis took over the job from a similar one in Pittsburgh. And now, according to Harrington, operating as a tenant in Klyde Warren isn’t in the agency’s financial plans.

“We are talking to VisitDallas,” Sawers said, “Not as initially anticipated, but to help us set up a concierge, if you will, for the city.”

She still sees this space steering visitors to events. She says the park has been speaking to “various ticketing agencies” and is partnering with venues in the Arts District to sell day-of tickets at a discount.

“You can learn there’s a Rangers game one night and an opera the next afternoon and it’ll be in one place for you to view,” she says. “There will be free programming in there; we want it to be an indoor extension to the park’s outdoor programming.”

There will be a tenant of some sort. But as of this moment, it doesn’t appear like it will be VisitDallas.

### **OK, But Is There Any New Green Space?**

There will be west of Akard. The engineering firm Jacobs donated \$8 million to help pay for the other 37,000-square foot deck. It will include an ice-skating rink about the size of The Rink at Rockefeller in New York City, which is roughly 8,500 square feet total. That ice rink will be active two months out of the year, Sawers says. The other 10 months it will be covered in removable

turf and used when the real grass in the existing lawn is recovering after an event. (It can take more than a week for the grass to come back following an event.)

Sawers says this will allow Klyde Warren to add programming that could cycle between each deck. The \$10 million “super fountain” [that philanthropists Randy and Nancy Best are paying for](#) will be closer to Pearl, the opposite tract from the expansion. The existing dog park will also move and the current children’s area is being expanded.

How Much Is This All Going to Cost, and When Will It Get Going?

Klyde Warren expects to begin construction by the first quarter of next year, with a tentative completion date of summer 2024.

Funding is a little more complicated. Here goes:

- \$60 million in private funding, which will include the new building and Jacobs Lawn
- \$30 million in federal funding from the North Central Texas Council of Governments, which includes a \$10 million loan that will be repaid.
- \$8 million in city bond funding.

Fay notes that the improvements and expansion to the dog park and children’s area will be paid for with private donations above the \$60 million. The city will pay about \$1.5 million annually for inspecting and maintaining the freeway tunnel under the park. That’s about a quarter million dollars more than what it currently spends.

## The Sunbelt's Transportation Priorities Are Going the Wrong Way

As growing cities like Dallas, Austin and Atlanta sprawl, they often invest in high-cost transit and highway projects that ignore their residents' immediate needs.

By Connor Harris, Bloomberg City Lab

As many U.S. cities in the Sunbelt continue to see massive amounts of sprawling housing growth, local and state transportation authorities are making big investments. Austin, for example, is planning to spend about \$8 billion on reconstructing a freeway near downtown and several more billions on a new light rail network.

But as I explain in a new Manhattan Institute report, many of the investments these boomtowns are making share a few common drawbacks. Many completed and planned Sunbelt light rail investments are poorly designed and are not likely to get much ridership. Highway expansions, for their part, are often geared toward serving new exurban developments — where there are fewer job opportunities available for working- and lower-class residents — rather than increasing transportation capacity where it is most needed near existing jobs and housing.

Many Sunbelt cities have spent billions of dollars on building rail transit systems, often from scratch. For instance, Dallas-Fort Worth — already home to the nation's longest light rail system, though one that gets pitiful ridership — is spending \$1.2 billion on the Silver Line, a new rail line that will connect DFW Airport to several of Dallas's affluent northern suburbs. Austin is also building a new light rail line to connect downtown with the airport. Several other cities, such as Atlanta and Denver, are planning new light rail investments of their own.

These plans typically prioritize destinations that are easy to get political support for, rather than ones that serve the most riders and jobs. Airport connections often get more political support than is warranted, given their limited utility. Not many residents will take a train to an airport every day, but far more will support building one on the grounds that they might use it occasionally. Meanwhile, airports are typically surrounded by long stretches of sparsely developed land, meaning stations between the airport and downtown have little potential for ridership.

Many other cities' planned rail expansions run through sparsely developed areas mostly because it is easy to build there, often because there are preexisting unused rights of way or because there are few property owners to object. Atlanta exemplifies this tendency: One of the planned capital expansion projects of MARTA, the Atlanta area's public transport agency, is building light rail on the Clifton Corridor, a disused rail right-of-way that runs mostly through low-density suburban-style development. The project's principal benefit will be offering Emory University a circuitous connection to MARTA's heavy rail network that provides only indirect routes to Atlanta's most important destinations.

Highway investments are no better prioritized. Even though most boomtowns have heavily decentralized employment patterns, the most congested freeway segments are still those in the downtown areas. Nevertheless, in general, most boomtowns' transportation investments are focused on suburban and exurban areas. For instance, the Dallas area is planning to spend billions of dollars on expanding freeways in relatively peripheral areas — including widening one freeway in the far north of the region to serve new exurban developments. At the same time, the metro's network of express lanes, which could dramatically improve travel times and reliability for regional buses, still has some important gaps, including the most vital freeway connections into central Dallas. In Atlanta, similarly, major investments are slated for expansions of the

metropolitan area's Perimeter Freeway and upgrades to freeway segments in the exurbs "outside the Perimeter," but relatively little for improving transportation capacity to the established center of Atlanta.

The common thread in these problems is a neglect of market principles. The best indicator of how much transit improvements are needed is how much people are willing to pay for them.

How can cities make better decisions? First, investments should be targeted to areas with indications of existing demand, in ways that limit risk to public finances. For example, to see if demand would justify more intensive capital investment, municipalities could first try running improved bus service, which, except on very high-ridership corridors, is more cost-effective than light rail in its own right.

Another possibility: Instead of expensive highway widenings to provide more general-purpose lanes, local transportation authorities can hire private contractors to build "managed express" lanes, physically separated from the main lanes, that allow access to public transit vehicles as well as any cars that are willing to pay a toll. Tolls vary throughout the day to ensure free-flowing traffic, relieving peak-hour congestion on main roads by increasing capacity and making public buses more reliable and attractive to riders. Managed express lanes can even be built profitably in elevated structures in existing freeway medians, mitigating effects on surrounding areas.

Managed express lanes have virtually eliminated congestion on busy highways like the Lee Selmon Expressway in Tampa. Such projects would be cost-effective, market-based alternatives both to large-scale freeway widenings and to building new transit networks in areas with unproven demand.

The need for exurban freeways, meanwhile, are in large measure a consequence of anti-market zoning laws. Such regulations often limit construction denser than single-family houses on large lots in central areas with the best job access. Under less stringent land use regimes, housing demand currently pushed to the fringes of large metropolitan areas could be absorbed by denser market-rate development in areas closer to existing job centers. In these areas, commutes could be handled via walking, bikes or existing mass transit.

Rising housing prices and successful, privately led revitalization of many near-downtown areas show that there is a demand for center-city living that many zoning codes do not accommodate. Houston, for instance, is the poster child for uncontrolled suburban sprawl in popular stereotype, but many of its inner neighborhoods, such as Montrose, have become genuinely urban over the past several years because, unlike every other major U.S. city, Houston never implemented a formal zoning code.

The rapid growth of many Sunbelt cities testifies to the wisdom of pro-market policies in areas such as business regulation and suburban housing construction. Many, however, have yet to learn the same lesson in transportation policy. More market-oriented transportation and land use policies could make transportation networks far more efficient and save billions of dollars of public expenditures.

## Dallas' ozone problem hints at possible link between grid trouble, rising temperatures and smog

The city's worst ozone pollution day since 2007 overlapped with a call for energy conservation by ERCOT. Experts say high demand may be creating smog, and vice versa.

By Morgan O'Hanlon, Dallas Morning News

Texas' power grid troubles aren't just causing problems for consumers' electricity price and supply, they also may be contributing to the state's notorious air quality problems.

According to atmospheric scientists, record levels of ozone in the Dallas area earlier this month may be proof of a cyclical link between rising temperatures, smog and demand.

June 16 marked the [first time since 2012 that the Dallas area observed Code Purple ozone pollution](#), meaning that ozone levels exceeded measurements greater than .106 parts per million. The last time ozone levels were as high was in 2007.

Ozone, an air pollutant and one of the main ingredients in smog, can make it more difficult for people to breathe. Smog, which increases in intensity as temperatures rise, can also trap heat, exacerbating its effects and making people more likely to ramp up their air conditioners.

According to Daniel Cohan, an atmospheric scientist at Rice University, mid-June's high ozone levels were one effect of slow-moving winds and high heat. Those same conditions also drove low wind farm output that contributed to ERCOT's call for energy conservation.

"The link is that the stagnant winds and heat that are driving down wind power output and driving up power demand are also causing air pollution to accumulate," Cohan explained. "Ozone smog is worst when it's hot and stagnant."

But the intersections between ozone and the grid may not end there.

Jim Schermbeck, director of Dallas-based Downwinders at Risk, said the higher energy demand may also be leading to increased ozone emissions.

"There's kind of a vicious circle that does go on," Schermbeck said. "The hotter it gets outside, and therefore the more smoggy it gets outside, the more people retreat indoors and want to turn on their ACs full blast. The more they turn on those ACs full blasts, the more demand you have from the grid and the generating plants that are powering the grid."

Although he said all many sectors of industry could be blamed for increasing pollution, he said energy generators, namely coal plants and gas-fired plants, emit particularly high levels of ozone.

Some studies, [like this one](#) by the American Geophysical Union, also suggest high energy demand may also be driving the ozone levels.

Although the North Central Texas Council of Governments [attributes the largest share of emissions of nitrogen oxides in D-FW to the transportation sector](#), Schermbeck said this explanation ignores atmospheric modeling that shows wind, and the air pollution it can carry, moving into Dallas from high density, industrial areas, including from concrete plants in Ellis county and from gas patches to the East.

“The ozone levels that we got a week and a half ago are a bad sign; they’re a red flag that that view of looking at this problem is obsolete,” Schermbeck said. “It doesn’t apply anymore. They should be looking more at industrial sources of air pollution, like the coal plants, like the cement plants, like the gas industry.”

Natural gas represented about 51% of ERCOT’s installed generation capacity [in February 2021](#) and coal made up about 13%.

If demand trends continue, ozone levels may also continue to rise.

As temperatures climbed to the upper nineties and winds slowed to a halt during the mid-June conservation period, demand peaked at about 70,000 megawatts. In comparison, demand peaked at 69,000 megawatts during February’s storms, a new winter record.

Demand in the ERCOT region only climbed above 70,000 megawatts for the first time [in 2016](#). This summer, ERCOT expects an all-time record for demand to reach 77,000 megawatts, according to its 2021 summer forecast. In 2022, that demand is expected to rise to almost 79,000 megawatts.

In addition to summers getting hotter, some grid experts suspect the demand increase on the grid is being driven by the state’s growing population.

Although some legislators attempted to get demand-side solutions to Texas’ grid problem passed during the 87th legislative session, almost all attempts were shot down. [Proposals](#) included bills that would have implemented efficiency programs to reduce demand.

## North Texas could soon see a reduction in rush-hour traffic, air emissions

Citing early pandemic-level traffic patterns, the Regional Transportation Council is looking to decrease congestion during peak commute hours.

By Chloe Bennett, Dallas Morning News

Last year, North Texas led the state in population growth, [adding thousands of new residents](#) and subsequently, increasing the number of vehicles on roadways.

That's why earlier this month, The Regional Transportation Council adopted a resolution to lessen the number of vehicles on the road during rush hours by 20% annually.

The transportation council is part of the North Central Texas Council of Governments, which is made up of 16 counties across the region. Representatives from cities and school districts also serve on the council.

NCTCOG's transportation department has a plan to work with public employers such as cities and counties, to decrease the number of drive-alone trips on roadways. The resolution, which went into effect on June 10, will act as a guideline for employers to reach the trip reduction goal.

The plan includes providing public transit passes to employees and utilizing Try Parking It, a program that matches users with similar routes to increase carpooling.

Try Parking It is a public mobile app and was launched by NCTCOG's transportation department in 2019. Users can record carpools, bike rides or other travel alternatives and receive estimates on miles and air emissions they saved.

Sonya Landrum, program manager for NCTCOG's transportation department, said the council will also work with the private sector on increasing already-existing carpooling and public-transit programs.

Landrum said some private companies that have relocated to the region are already promoting carpooling and other travel alternatives.

"A positive from the information that we have, a lot of the companies that are moving here are moving here from places that had mandatory trip reduction requirements in place. Those companies are used to implementing programs that promote not driving by yourself," she said.

States, including California and Washington, are practicing similar programs to reduce congestion.

Although the council of governments can allocate funding to public entities for single-occupancy trip reductions, the organization can only encourage the private sector to follow suit.

"We want to make it easier for them to continue with the practice of doing something other than driving by themselves," Landrum said. "We know that habits are hard to break, so once you actually get into the habit of driving by yourself, it's harder to convince somebody to go back."

The resolution cited congestion levels during tight COVID-19 restrictions such as shelter-in-place orders in North Texas. "As a result of changes in traffic and commute patterns experienced during COVID-19 restrictions, our region recorded a decrease in traffic congestion and improvement in our region's air quality," the [resolution](#) reads.

During peak times in March and April of 2020, [traffic congestion in Dallas-Fort Worth decreased by as much as 42% compared with 2019 averages](#), according to the traffic index on TomTom, a location technology company.

The transportation department plans to present its progress of reducing congestion and emissions to the RTC annually.

“We’re not asking people not to travel period. We’re not saying ‘don’t go places,’ just change the way that you go to those places,” Landrum said.

## Texas plan to reduce haze in national parks wouldn't require any new limits on pollution

Federal agencies that manage national parks said Texas overestimated the cost of new emission regulations and failed to address their concerns in its analysis.

By Erin Douglas, The Texas Tribune

Texas regulators on Wednesday advanced a plan for reducing pollution at its national parks that lacks any new limits on air pollutants that cause haze and disregards concerns voiced by federal agencies and environmentalists alike.

Texas' proposed plan — which is required by the federal government to improve visibility at national parks and other federally protected areas — would not require coal plants in Texas to do anything differently to reduce haze on the federally-managed lands. Environmentalists had hoped Texas would require the power plants, one of the largest contributors to haze, to install pollution-reducing technology, such as scrubbers, that [most other states](#) have required for several years.

Texas has long fought the federal government over just how far its pollution regulations need to go to comply with the Clean Air Act's requirement to reduce haze and increase visibility at Big Bend National Park, Guadalupe Mountains National Park and other federally protected areas impacted by Texas pollution.

The first phase of Texas' haze plan, which is reviewed each decade, is tangled up in court after environmental groups sued over a plan that they said was too weak. The second phase — which was approved for submission by the Texas Commission on Environmental Quality on Wednesday ahead of a July 31 federal deadline — lacks new regulations for pollution.

Public documents show that some federal agencies don't think the Texas plan approved by commissioners on Wednesday is adequate.

"The [National Park Service] has welcomed the various briefings and discussions held with the State of Texas since March 2020," wrote Michael Reynolds, a regional director of the National Park Service, in a [November letter to TCEQ](#). "However, after reviewing the draft [state implementation plan], the [Park Service] continues to have many of the same concerns."

The National Park Service and the [U.S. Forest Service wrote that](#) Texas overestimated the cost of new pollution controls on power plants and ignored their concerns that some federally protected sites were left out of the TCEQ's analysis.

In a statement, a TCEQ spokesperson said the agency reviewed the costs of new pollution controls in response to those criticisms by federal agencies and found Texas' analysis complied with federal regulations.

The TCEQ argues that it's unreasonable to impose regulations that would improve visibility "to a degree that is imperceptible to the human eye at the costs described." State regulators on Wednesday said that previous measures to reduce haze at national parks have already put Texas on track to improve visibility, and no new regulations on the more than a dozen pollution sources identified by TCEQ as causing haze on the federal lands is necessary.

Two of the pollution sources identified by TCEQ included an [Oxbow Calcining petroleum coke plant](#) (petroleum coke is used by the aluminum industry) in Port Arthur and NRG's WA Parish coal power plant in Fort Bend County, southwest of Houston. Oxbow, in comments submitted to the TCEQ on the plan, agreed with the agency's rationale that new pollution controls were not necessary to reduce haze.

But the National Park Conservancy Association said many more plants were left out of the analysis. The nonprofit group identified 58 Texas facilities that could contribute to haze on federally protected lands. TCEQ, however, only identified 18.

"None of our concerns were addressed or incorporated [by TCEQ]," said Cary Dupuy, Texas and Oklahoma regional director for the NPCA.

Some environmental experts said that submitting a plan that lacks new pollution controls is likely to prompt the federal government to step in — again. Under President Barack Obama, the Environmental Protection Agency rejected the first phase of Texas' haze plan and imposed one of its own, which would have required seven of Texas' coal-fired power plants to install equipment to lessen visibility-reducing emissions.

The EPA's move was blocked by a court after [Texas Attorney General Ken Paxton sued](#). The EPA under the Trump Administration subsequently reversed course and said Texas could instead use a cap-and-trade program to reduce emissions of sulfur dioxide, an air pollutant that [contributes to acid rain, causes haze](#) and is often emitted by coal-fired power plants.

"By adopting a do-nothing plan, TCEQ is almost certainly going to attract lawsuits and will see this plan rejected by the EPA, much like the EPA rejected the previous plan under phase one," Daniel Cohan, an atmospheric scientist at Rice University who has previously worked on regional haze plans, said during the Wednesday TCEQ meeting.

Cohan told commissioners that he was "astounded" to see the proposal would take no new actions to reduce air pollution. A [2018 study by Cohan and other researchers found](#) that pollution from Texas coal power plants may contribute to more than 100 premature deaths in Texas each year. He said failing to increase requirements is a missed opportunity to save lives.

But state regulators say those health concerns are irrelevant to the law.

"I think what we have here, is just a fundamentally different view of what this provision of the Clean Air Act is about," said Niermann, the TCEQ commissioner. "It's about visibility — it's an aesthetic standard."

Texas environmental groups, frustrated with the state's lax attitude toward climate change, also objected to the plan in part due to the impact of haze on climate change, but were met with the same response: The agency said climate change was "outside the scope" of the regulation.

## The Average Dallas Driver Spent 40 Hours Sitting in Traffic Last Year

If you could get back the two days you spent sitting in traffic last year, what would you do with them?

By Alex Macon, D Magazine

Office closures and business shutdowns in the early days of the COVID-19 pandemic briefly reduced overall traffic congestion in 2020. But “briefly” is doing a lot of work there. It wasn’t long before rush hour returned with a vengeance, and your average auto commuter in the Dallas area still spent about 40 hours sitting in traffic last year, the seventh worst rate among major American metro areas. (The average auto commuter in Houston, coming in third, spent 49 hours tapping their fingers on the wheel and waiting.)

That’s all according to the latest [Urban Mobility Report](#) from the Texas A&M Transportation Institute, with funding from the Texas Department of Transportation and the National Institute for Congestion Reduction.

You can dig into the data for the Dallas area in [more detail at this link](#). Those locked-down days of the spring and early summer did have a major impact on traffic congestion and delays. That 40-hour number at the top sounds rough, but in 2019 traffic congestion stopped your average North Texas auto commuter for 65 hours. Last year was unusual, obviously, and it remains the case that we’ve sure got to do something about all this traffic, according to the report’s authors. [From the press release](#):

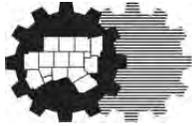
Although the link between springtime pandemic shutdowns and roadway traffic is apparent, the report notes, some parts of the picture are less clear. For instance, roadway traffic volume and gridlock increased steadily in the fall months even as new COVID cases and hospitalizations were surging.

Regardless of what prompts a sharp and temporary drop in traffic — be it a pandemic or an economic recession — strategies for a more lasting solution remain constant, requiring a balanced and diverse approach, the authors say.

Getting the best possible use out of the current roadway network, adding capacity (whether for cars and trucks or other modes including public transit and bicycle/pedestrian routes), and changing land development patterns all play an important role. Giving travelers more choices is also critical, as the nation’s pandemic response demonstrated.

“Flexible work hours and reliable internet connections allow employees to choose work schedules that are beneficial for meeting family needs and the needs of their jobs,” says report co-author David Schrank. “And it also reduces the demand for roadway space, which is beneficial for the rest of us.”

If anything, it shows the enormous potential contained within Dallas Area Rapid Transit’s [plan to overhaul its bus network](#). It obviously won’t be an overnight fix, but if we can gradually get more people more comfortable—and more confident in—public transit, perhaps we can get some of that time back.



North Central Texas  
Council of Governments

**PRESS RELEASE**

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**Virtual Meetings to Help Planners Update Regional Coordination Plan**

Residents invited to share thoughts on transportation challenges as NCTCOG updates  
Access North Texas

**June 8, 2021** (Arlington, Texas) – North Texans have several opportunities in June and July to provide their feedback on the ongoing update to the regional public transportation coordination plan, Access North Texas.

The North Central Texas Council of Governments has scheduled virtual public meetings for noon Wednesday, June 9; 6 p.m. Thursday, June 10; and 11 a.m. Saturday, June 12 to allow Collin County residents a chance to learn about the plan and the update process. Meeting attendees are encouraged to provide feedback to planners about their experiences with transportation, challenges they have faced and their future needs.

Additionally, they can provide input through an online survey at [www.accessnorthtexas.org](http://www.accessnorthtexas.org). Surveys are available in English or Spanish through July 31, regardless of attendance at a meeting. A separate survey is available for agency representatives.

A virtual public meeting series is also scheduled for June 16-17 for residents of Hood, Somervell and Erath counties. Additional virtual meetings will be held over the next few weeks for Denton, Dallas, Tarrant and Kaufman counties to help transportation planners update Access North Texas. Multiple meetings are planned for each county, with daytime, evening and some Saturday options available in an effort to accommodate different schedules. Residents can find registration links on the Access North Texas website, [www.accessnorthtexas.org](http://www.accessnorthtexas.org). Once registered, they will be sent a link to access the meeting virtually.

The process to update Access North Texas began in April and will culminate in the adoption of the latest version of the plan next year. Meetings to discuss needs for Hunt, Johnson, Rockwall, Ellis, Navarro, Parker and Palo Pinto counties have already been held but residents of these counties can still provide feedback through the surveys available on the Access North Texas website.

As the regional public transportation coordination plan, Access North Texas identifies the transportation needs of older adults, individuals with disabilities and individuals with lower incomes.

The strategies identified in this plan will shape planning and funding decisions for public transportation in the region over the next four years. The plan includes prioritized strategies at the county and regional levels to improve access to work, medical appointments, education and the community.

A coordinated public transit-human services plan is required by the Fixing America's Surface Transportation (FAST) Act, the current federal transportation bill. Furthermore, Texas requires coordination among transportation providers, health and human service agencies, and workforce boards.

Residents can request a paper copy of the survey, the presentation, or any other meeting or survey accommodation through email at [accessnorthtexas@nctcog.org](mailto:accessnorthtexas@nctcog.org) or by calling 817-695-9240.

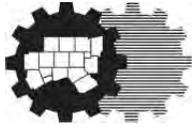
<b><u>Meeting Details:</u></b>			
<b>County</b>	<b>Daytime</b>	<b>Evening</b>	<b>Saturday</b>
Collin	June 9, Noon	June 10, 6 p.m.	June 12, 11 a.m.
Hood, Somervell and Erath	June 16, 2 p.m.	June 17, 6 p.m.	N/A
Denton	June 23, 2 p.m.	June 24, 6 p.m.	June 26, 11 a.m.
Dallas	June 29, 11 a.m.	July 1, 6 p.m.	June 26, 1 p.m.
Tarrant	July 7, Noon	July 8, 6 p.m.	July 10, 11 a.m.
Kaufman	July 14, 2 p.m.	July 15, 6 p.m.	N/A

**About the North Central Texas Council of Governments:**

NCTCOG is a voluntary association of local governments established in 1966 to assist local governments in planning for common needs, cooperating for mutual benefit and coordinating for sound regional development. NCTCOG's purpose is to strengthen both the individual and collective power of local governments and to help them recognize regional opportunities, eliminate unnecessary duplication and make joint decisions.

NCTCOG serves a 16-county region of North Central Texas, which is centered on the two urban centers of Dallas and Fort Worth. Currently, NCTCOG has 238 member governments including 16 counties, 169 cities, 22 school districts and 31 special districts. For more information on the NCTCOG Transportation Department, visit [www.nctcog.org/trans](http://www.nctcog.org/trans).

###



North Central Texas  
Council of Governments

**PRESS RELEASE**  
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## **Dallas County Commissioner Theresa Daniel Elected Chair of Regional Transportation Council**

Collin County's Webb, Fort Worth's Moon also named officers

**June 10, 2020** (Arlington, Texas) – Dallas County Commissioner Theresa Daniel will lead the Regional Transportation Council for the next year after being elected chair of the 44-member transportation policymaking body for the Dallas-Fort Worth area on Thursday.

Daniel takes over as chair of the RTC from Johnson County Judge Roger Harmon. Harmon has led the RTC through much of the COVID-19 pandemic, which has significantly impacted the region's economy and transportation system. He has also steered the RTC through the 87<sup>th</sup> Texas Legislature.

Daniel has served on the transportation policymaking body since 2018. She has represented Dallas County as a commissioner since 2013. Daniel spent last year as vice chair of the RTC after a year as secretary.

Collin County Commissioner Duncan Webb is the new vice chair, while Fort Worth City Councilmember Cary Moon was named secretary.

The RTC includes local elected or appointed officials from the Dallas-Fort Worth area and representatives from each of the area's transportation providers.

As the transportation policymaking body for the 12-county Dallas-Fort Worth area, the RTC oversees transportation planning for the fourth-largest metropolitan area in the country, which has a current population of more than 7.5 million people.

The RTC guides the development of roadway, rail and bicycle-pedestrian plans and programs; allocates transportation funds; and recommends projects to the Texas Transportation Commission for other programs.

Additionally, the RTC ensures transportation services are coordinated throughout the region and the metropolitan area complies with air quality regulations. Dallas-Fort Worth is currently in nonattainment for ozone and is working toward meeting the federal standards.

The RTC has historically embraced innovation to meet the transportation needs of the growing region. That has continued during the pandemic, with projects such as the Dallas-Fort Worth High-Speed Transportation Connections Study. This effort is currently examining high-speed options between Dallas and Fort Worth, including Arlington. The study is in its final stages before the federal environmental documentation process begins. The technology selected will offer a connection to other planned high-speed transportation systems.

The innovative approach of the RTC helps the policymaking body make decisions that enhance the quality of life of people throughout the Dallas-Fort Worth area and provide transportation for people throughout the region.

The new officers will serve in their positions through June 2022, helping the RTC chart a course toward recovery from the COVID-19 pandemic.

**About the North Central Texas Council of Governments:**

NCTCOG is a voluntary association of local governments established in 1966 to assist local governments in planning for common needs, cooperating for mutual benefit and coordinating for sound regional development. NCTCOG's purpose is to strengthen both the individual and collective power of local governments and to help them recognize regional opportunities, eliminate unnecessary duplication and make joint decisions.

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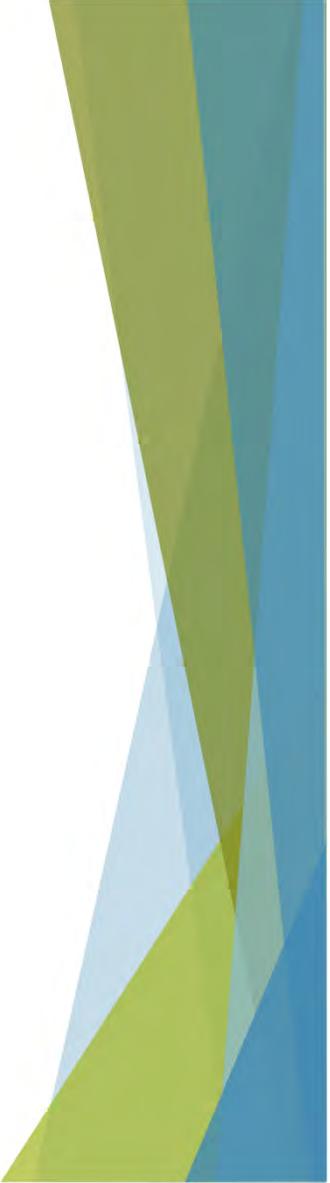
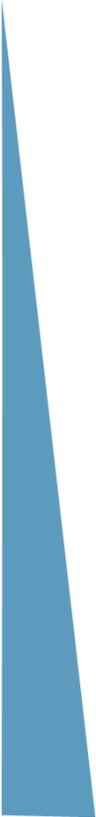
**About the Regional Transportation Council:**

The Regional Transportation Council (RTC) of the North Central Texas Council of Governments has served as the Metropolitan Planning Organization (MPO) for regional transportation planning in the Dallas-Fort Worth area since 1974. The MPO works in cooperation with the region's transportation providers to address the complex transportation needs of the rapidly growing metropolitan area. The Dallas-Fort Worth metropolitan area includes Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise counties. The RTC's 44 members include local elected or appointed officials from the metropolitan area and representatives from each of the area's transportation providers. More information can be found at [www.nctcog.org](http://www.nctcog.org).

###

**EXHIBIT I-8**  
**Unified Planning Work Program Policies**

- The emphasis of the Unified Planning Work Program (UPWP) is on planning activities. Projects that require preliminary engineering or design services are not eligible for UPWP Transportation Planning Funds. Such projects should be funded through the Transportation Improvement Program process.
- Twenty-five percent of Federal Transit Administration Section 5303 Planning Funds will be reserved for transit planning and management studies with the funds distributed to the Eastern and Western Subregions based on the formula used for the annual sub-allocation of Transit Formula (5307) Program funds.
- The Texas Department of Transportation (TxDOT) will assist the North Central Texas Council of Governments (NCTCOG) in funding activities related to the preparation of travel forecasts to support TxDOT freeway and high-occupancy vehicle lane studies.
- The North Texas Tollway Authority (NTTA) will assist NCTCOG in funding activities related to the preparation of travel forecasts to support NTTA feasibility studies.
- The transportation authorities will assist NCTCOG in funding activities related to the preparation of travel forecasts to support rail and high-occupancy vehicle lane studies.
- Assistance in Transportation Subarea Studies, Comprehensive/Thoroughfare Planning, Local Technical Assistance, and TransCAD Support will represent approximately 20 percent of the UPWP. Priority will be given to these subtasks identified in the UPWP.
- NCTCOG assistance to local governments in Thoroughfare Planning will be limited to providing travel forecasts to determine facility sizing and lane warrants, in Comprehensive Planning to providing travel forecasts and technical support, in Bicycle/Pedestrian Planning to providing technical guidance on plan and facility development, and in Travel Model Support (TransCAD) to providing model input data and application support. Local governments will be responsible for consultant assistance funding.
- For projects not specified in the UPWP, the requesting entity may be asked to assist in project funding. Scheduling of the planning study is contingent on NCTCOG staff availability. Reprioritization of tasks for that entity using existing commitments in the UPWP is feasible. Work will not be done at the expense of other commitments in the UPWP.
- Entities with consultants requesting work from NCTCOG must follow the same policy as above. Consultants working for an entity need the approval of that entity prior to NCTCOG providing assistance. Consultants shall not commit NCTCOG services without NCTCOG's prior approval.
- Requests by nongovernmental entities will be conducted at full cost upon approval from the impacted local government and permitting staff availability.
- In the event that a requested planning study is similar to a previous study conducted by NCTCOG, the participating entity may be asked to provide financial support for the project.
- Surface Transportation Block Grant Program funds, Congestion Mitigation and Air Quality Improvement Program funds, Regional Toll Revenue funds, and Regional Transportation Council Local funds may be used by NCTCOG to augment UPWP funds.



**FY2022 and FY2023**  
***Unified Planning Work Program for***  
***Regional Transportation Planning***

**Regional Transportation Council**  
**July 8, 2021**

# ***Cooperative Planning Agreement***

**Continuing Memorandum of Understanding Among the Dallas-Fort Worth Metropolitan Planning Organization, the Texas Department of Transportation, Public Transportation Operators, and Other Transportation Agencies**

**Metropolitan Planning Organization (Regional Transportation Council with the North Central Texas Council of Governments)**

**Texas Department of Transportation Dallas, Fort Worth, and Paris Districts**

**Dallas Area Rapid Transit**

**Fort Worth Transportation Authority**

**Denton County Transportation Authority**

**North Texas Tollway Authority**

**Collin County Toll Road Authority**

**Dallas Fort Worth International Airport**

**Cities of Arlington, Grand Prairie, McKinney and Mesquite**

# ***Five Major Tasks***

**Task 1 – Administration and Management**

**Task 2 – Transportation Data Development and Maintenance**

**Task 3 – Short-Range Planning and Programming, and Air Quality and Transit Operations**

**Task 4 – Metropolitan Transportation Plan**

**Task 5 – Special Studies and System Operations**

## Implemented through:

- 30 Subtasks
- 150-200 Programs and Projects

## Funded through:

- 15 Revenue Sources
- 120+ Grants

# ***FY2022 and FY2023 Major Planning Initiatives***

**Update of Mobility 2045**

**2023-2026 Transportation Improvement Program**

**Air Quality Conformity Analysis**

**Transportation Asset Management**

**Data Collection/Travel Model Enhancements**

**Automated Vehicle Technology**

**High-Speed Passenger Technology**

**Regional Automated Transportation System Initiatives (People Mover)**

**Freight Planning/Regional Railroad Information System**

# ***FY2022 and FY2023 Major Planning Initiatives (cont'd)***

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

**Case Studies of Mixed-use Developments**

**Comprehensive Transit Studies**

**Bicycle/Pedestrian Plans**

**Corridor/Area Studies**

**Travel Demand Management Study**

**Understanding Public Return on Investment of Transportation Infrastructure**

**Regional Greenhouse Gas Emissions Inventory**

**Support for Regional Military Installations**

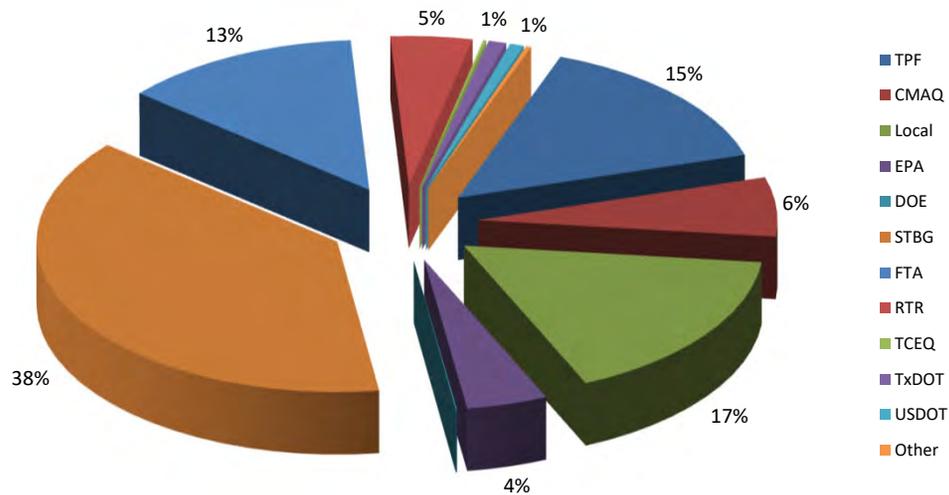
**Emphasis on Performance-Based Planning**

# ***FY2022 and FY2023 TPF Funding Summary***

FY2022 and FY2023 US FTA (5303)	\$ 6,221,628
FY2022 and FY2023 US FHWA (Estimated PL)	\$16,926,430
FY2021 US FHWA (Estimated PL-Carryover)	<u>\$ 4,774,364</u>
<b>Total Transportation Planning Funds</b>	<b>\$27,922,422</b>
<b>Programmed Funds</b>	<b><u>\$25,181,000</u></b>
<b>PL Balance to Carry Over to FY2024</b>	<b>\$ 2,741,422</b>

# Summary of Total Funding

Estimated Total Funding (all sources): \$169,768,209



## ***Development Schedule***

February 19	Initiation of Requests for NCTCOG Assistance
February 19	STTC Notification of UPWP Development
March 2	RTC Notification of UPWP Development
March 12	Project Submittals for NCTCOG Assistance Due
May 28	Draft Recommendations to STTC for Information
June 4	Draft UPWP Due to TxDOT and Concurrently Provided to STTC
June 7	Initiation of Online Outreach for Public Comment
June 10	Draft Recommendations to RTC for Information
June 25	STTC Action on Recommended UPWP
July 8	RTC Action on Recommended UPWP
July 22	Executive Board Action on Recommended UPWP
July 30	Final UPWP Due to TxDOT

## ***Requested RTC Action***

**Approve the FY2022 and FY2023 Unified Planning Work Program (UPWP), including reaffirmation of the UPWP Policies contained in Exhibit I-8 of the Work Program.**

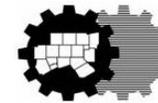
**And**

**Direct staff to administratively amend the Transportation Improvement Program and other administrative/planning documents, as appropriate, to reflect the approved projects.**

# ***Unified Planning Work Program Contact Information***

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

**Copy of FY2022 and FY2023 UPWP can be found at**  
<https://www.nctcog.org/trans/study/unified-planning-work-program>

**DRAFT**

**RESOLUTION APPROVING  
THE FY2022 AND FY2023 UNIFIED PLANNING WORK PROGRAM  
FOR REGIONAL TRANSPORTATION PLANNING  
(R21-05)**

**WHEREAS**, the North Central Texas Council of Governments (NCTCOG) has been designated as the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth Metropolitan Area by the Governor of Texas in accordance with federal law; and,

**WHEREAS**, the Regional Transportation Council (RTC), comprised primarily of local elected officials, is the regional transportation policy body associated with the North Central Texas Council of Governments and has been and continues to be the regional forum for cooperative decisions on transportation; and,

**WHEREAS**, federal law, the Fixing America's Surface Transportation (FAST) Act, assigns the MPO the responsibility for carrying out the metropolitan planning process, in cooperation with the State and operators of publicly owned transit service; and,

**WHEREAS**, the FAST Act assigns the MPO the responsibility for development of a Unified Planning Work Program which addresses the planning priorities of the metropolitan area and describes the metropolitan transportation and related air quality planning activities to be undertaken and capital purchases to be made to support the planning process; and,

**WHEREAS**, the FY2022 and FY2023 Unified Planning Work Program for Regional Transportation Planning was developed in cooperation with local governments, Dallas Area Rapid Transit, the Denton County Transportation Authority, Trinity Metro, North Texas Tollway Authority, Collin County Toll Road Authority, Texas Department of Transportation, Dallas Fort Worth International Airport, and the small transportation providers; and,

**WHEREAS**, the FY2022 and FY2023 Unified Planning Work Program for Regional Transportation Planning was approved by the Surface Transportation Technical Committee on June 25, 2021.

**NOW, THEREFORE, BE IT HEREBY RESOLVED THAT:**

- Section 1.** The Regional Transportation Council approves the FY2022 and FY2023 Unified Planning Work Program for Regional Transportation Planning.
- Section 2.** This resolution will be transmitted to the Texas Department of Transportation.
- Section 3.** This resolution shall be in effect immediately upon its adoption.

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Theresa Daniel, Ph.D., Chair  
Regional Transportation Council  
Commissioner, Dallas County

I hereby certify that this resolution was adopted by the Regional Transportation Council of the North Central Texas Council of Governments for the Dallas-Fort Worth Metropolitan Area on July 8, 2021.

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Cary Moon, Secretary  
Regional Transportation Council  
Councilmember, City of Fort Worth

10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District)  
FY 2017 - FY 2031

County	TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY 2017 - FY 2031								MPO Project Score
												Cat 2 DAL Approved	Cat 2 DAL Proposed	Cat 4 DAL Approved	Cat 4 DAL Proposed	Cat 12 Clear Lanes DAL Approved	Cat 12 Clear Lanes DAL Proposed	Cat 12 Strategic Priority DAL Approved	Cat 12 Strategic Priority DAL Proposed	
												\$2,619,914,466	\$3,099,602,736	\$1,223,659,249	\$1,389,346,281	\$1,622,094,151	\$3,198,085,796	\$1,131,239,279	\$1,238,818,121	
Collin	54005	2351-01-017	FM 2478	FM 1461 to US 380	Widen 2 lane rural highway to 4 lane divided; Realign intersection at FM 1461; 6 lane ultimate	September 2017 (Actual)	September 2020 (Actual)	2021	Project also has \$97,983 of local funding	\$34,891,277	\$34,793,244	\$34,793,244	\$34,793,244							89.25
Collin	54005.1	2351-02-014	FM 2478	FM 1461 to North of FM 1461	Widen 2 lane rural highway to 4 lane divided; 6 lane ultimate; Realign intersection of FM 1461	September 2017 (Actual)	September 2020 (Actual)	2021	Project split out from TIP 54005/CSJ 2351-01-017	\$3,985,550	\$3,985,550	\$3,985,550	\$3,985,550							89.82
Collin	20083	2679-02-008	FM 2514	FM 2551 to West of FM 1378	Widen 2 lane rural to 4 lane (Ultimate 6 lane) urban roadway including new pedestrian improvements and left/right turn lanes	May 2014 (Actual)	May 2018 (Actual)	2018	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Remainder of construction funded with-\$3,415,689 RTR and \$1,202,000 CMAQ; \$16,867,792 low bid	\$16,867,792	\$13,600,000	\$13,600,000	\$13,600,000							N/A
Collin	55037	2679-03-016	FM 2514	North of Drain Drive to Brown Street	Widen facility from 2 lane to 4/6 lane urban divided	February 2019 (Actual)	July 2022	2022	Project also has \$2,500,000 of Category 1 funding for potential cost overruns	\$24,107,754	\$24,107,754	\$20,179,763	\$24,107,754							85.74
Collin	55038	2679-03-015	FM 2514	East of Lavon Parkway to North of Drain Drive	Widen facility from 2 lane to 4 lane urban divided (ultimate 6 lane divided)	February 2019 (Actual)	July 2022	2022		\$11,360,404	\$11,360,404	\$11,167,795	\$11,360,404							84.96
Collin	83209	2056-01-042	FM 2551	FM 2514 to FM 2170	Reconstruct and widen 2 lane rural to 6 lane urban divided	November 2010 (Actual)	July 2022	2022	Project also has \$4,500,000 of Category 1 funding for potential cost overruns	\$44,570,571	\$44,570,571	\$44,570,571	\$44,570,571							84.79
Collin	35004	0816-04-101	FM 455	US 75 to CR 286	Reconstruct and widen 2 lane rural to 4 lane divided	November 2017 (Actual)	December 2015 (Actual)	2016	Funds are Proposition 1 - Category 4; Project completed in August 2020	\$2,746,785	\$2,746,785			\$2,746,785	\$2,746,785					81.78
Collin	TBD	1012-02-030	FM 545	FM 2933 to BS-78D	Realign existing roadway to improve horizontal and vertical alignment and add shoulders	June 2019 (Actual)	September 2025	2026	Propose to reduce funding and move to CSJ 0047-04-031, which is ready to advance sooner	\$26,723,141	\$6,000,000			\$22,859,947	\$6,000,000					81.22
Collin	TBD	TBD	North/South Roadways	West and East of Lake Lavon			August 2025	2025	Feasibility study being done by NCTCOG; Moved \$100,000,000 of Category 12 funds to the US 380 corridor; Moved \$15,000,000 of Category 2 to TIP 13036/CSJ 0009-12-219 and \$35,000,000 of Category 2 to TIP 55221/CSJ 0009-12-215; Reduction in Category 2 funding offset by increase in Category 12 funding; Funding moved to breakout project CSJ 0135-04-036	TBD	\$0	\$0	\$0		\$0	\$0				70.56
Collin	TBD	TBD	Regional Outer Loop	DNT to SH 121					Working on local environmental document; Collin County desires that local funds be used on Regional Outer Loop, so federal funds were moved to North/South Roadways and US 380 projects; Collin County to contribute \$111,249,684 in bond funds over next 5 years	TBD	\$0	\$0	\$0							70.00
Collin	TBD	TBD	Regional Outer Loop	US 380 to Rockwall County Line; North/South Arterial					Collin County desires that local funds be used on Regional Outer Loop, so federal funds moved to US 380 project; Collin County to contribute \$32,400,000 in bond funds over next 5 years	TBD	\$0	\$0	\$0							70.00
Collin	13015	0549-03-024	SH 121	Collin County Outer Loop to North of FM 455	Reconstruct and widen from 2 lane to 4 lane rural divided; Construct 0 to 4 lane discontinuous access road and FM 455 interchange	January 2018 (Actual)	October 2020 (Actual)	2021		\$54,174,694	\$54,174,694			\$54,174,694	\$54,174,694					84.75

Amounts only include Category 2/4/12 funding.  
Red text and strikethroughs indicate changes since June 2021 RTC meeting  
Carryover funds from previous years are not accounted for

**10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District)**  
**FY 2017 - FY 2031**

DRAFT

County	TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY 2017 - FY 2031								MPO Project Score
												Cat 2 DAL Approved	Cat 2 DAL Proposed	Cat 4 DAL Approved	Cat 4 DAL Proposed	Cat 12 Clear Lanes DAL Approved	Cat 12 Clear Lanes DAL Proposed	Cat 12 Strategic Priority DAL Approved	Cat 12 Strategic Priority DAL Proposed	
												\$2,619,914,466	\$3,099,602,736	\$1,223,659,249	\$1,389,346,281	\$1,622,094,151	\$3,198,085,796	\$1,131,239,279	\$1,238,818,121	
Collin	55073	0451-03-013	SH 205	North of John King to SH 78	Widen 2 lane rural highway to 4 lane divided (6 lane ultimate)	April 2018 (Actual)	September 2021	2022	Project also has \$5,000,000 of Category 1 funding for potential cost overruns	\$38,783,754	\$38,783,754	\$35,150,000	\$38,783,754							87.89
Collin	13010	0047-09-034	SH 5	South of FM 1378 to Spur 399	Reconstruct and widen 2 lane undivided roadway to 4 lane divided urban roadway (ultimate 6 lanes)	July 2020 (Actual)	June 2025	2025		\$16,802,639	\$10,000,000	\$10,000,000	\$10,000,000							72.39
Collin	13026	0047-05-054	SH 5	Spur 399 to South of CR 275	Reconstruct and widen 2/4 lane undivided roadway to 4/6 lane divided urban roadway	July 2020 (Actual)	June 2028	2028	Project also has \$3,092,629 of Category 1 funding; Staff proposes to move Category 2 funding to a breakout project (CSJ 0047-05-057) that is the priority section for Collin County and the City of McKinney	\$125,981,920	\$0	\$77,315,723	\$0							78.69
Collin	TBD	0047-05-057	SH 5	Spur 399 to Power House Street	Reconstruct and widen 2/4 lane undivided roadway to 4/6 lane divided urban roadway	July 2020 (Actual)	June 2026	2026	Breakout project of larger SH 5 project (TIP 13026/CSJ 0047-05-054) that is the priority section for Collin County and the City of McKinney; Funding partially offset by reduction on TIP 13026/CSJ 0047-05-054)	\$86,750,627	\$86,750,627	\$0	\$86,750,627							78.69
Collin	TBD	0047-04-031	SH 5	SH 121 to North of Collin County Outer Loop	Reconstruct and widen 2 lane rural to 4 lane urban roadway	September 2018 (Actual)	September 2022	2023	Staff proposes to add project to the 10-Year Plan; Funding to be offset by reductions on CSJ 1012-02-030 and TIP 55112/CSJ 0353-05-120	\$31,699,658	\$31,699,658		\$0	\$31,699,658						73.19
Collin	TBD	0047-05-058	SH 5	SH 5/Spur 399 to Spur 399 Extension	Reconstruct 6 lane arterial to 6 lane freeway and add 0 to 4 lane frontage roads	January 2023	January 2030	2030	Breakout of larger US 380 project; Funding offset by reduction on CSJ 0135-03-053	\$21,952,000	\$21,952,000	\$0	\$21,952,000							60.18
Collin	TBD	0135-15-002	US 380	JCT US 380/BUS 380 to New Extension of Spur 399	Reconstruct 6 lane arterial to 6 lane freeway and add 0 to 4 lane frontage roads	December 2022	August 2026	2026	Breakout of larger US 380 project; Category 2 funding offset by reduction on CSJ 0135-03-053; TxDOT to request Category 12 funding from the TTC for this project	\$807,520,000	\$807,520,000	\$0	\$109,996,800	\$0	\$104,307,200	\$0	\$593,216,000			87.62
Collin	55156	0364-04-049	Spur 399	At SH 5	Construct interchange	July 2020 (Actual)	June 2026	2026	Project added to the 10-Year Plan via 2020 UTP; Project also has \$4,000,000 of Category 1 funding for potential cost overruns	\$38,496,804	\$19,273,554	\$19,273,554	\$19,273,554							80.91
Collin	TBD	0364-04-051	Spur 399	US 75 to SH 5	Reconstruct 6 lane arterial to 6 lane freeway and add 0 to 4 lane frontage roads	January 2023	August 2027	2027	Breakout of larger US 380 project; Funding offset by reduction on CSJ 0135-03-053	\$9,968,000	\$9,968,000	\$0	\$9,968,000							67.27
Collin	55233	0135-03-046	US 380	Airport Drive to 4th Street	Widen 4 lane roadway to 6 lanes divided	January 2020 (Actual)	January 2023	2023	Project added to the 10-Year Plan via 2020 UTP; Project also has \$11,000,000 of Collin County funds	\$63,683,197	\$52,683,197	\$41,097,161	\$52,683,197							81.70
Collin	55234	0135-04-033	US 380	4th Street to CR 458	Widen 4 lane roadway to 6 lanes divided	January 2020 (Actual)	January 2023	2023	Project added to the 10-Year Plan via 2020 UTP	\$5,722,380	\$5,722,380	\$4,521,469	\$5,722,380							76.46
Collin	TBD	TBD	US 380	Denton County Line to Hunt County Line		December 2021	August 2026	2026	Collin County to contribute \$316,053,616 in bond funds over next 5 years; Funding moved to breakout project (CSJ 0135-03-053)	\$450,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0			72.91
Collin	TBD	0135-03-053	US 380	SH 5 (New Extension of Spur 399) to FM 1827	Reconstruct 6 lane arterial to 6 lane freeway and add 0 to 4 lane frontage roads	October 2022	August 2026	2026	US 380 breakout project; Reduce Category 2 and 4 funding and move to various breakout projects	\$16,083,200	\$16,083,200	\$278,000,000	\$16,083,200	\$150,000,000	\$0					95.51

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**FY 2017 - FY 2031**

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County	TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY 2017 - FY 2031								MPO Project Score
												Cat 2 DAL Approved	Cat 2 DAL Proposed	Cat 4 DAL Approved	Cat 4 DAL Proposed	Cat 12 Clear Lanes DAL Approved	Cat 12 Clear Lanes DAL Proposed	Cat 12 Strategic Priority DAL Approved	Cat 12 Strategic Priority DAL Proposed	
												\$2,619,914,466	\$3,099,602,736	\$1,223,659,249	\$1,389,346,281	\$1,622,094,151	\$3,198,085,796	\$1,131,239,279	\$1,238,818,121	
Collin	TBD	0135-04-036	US 380	JCT US 380/BUS 380 to CR 560	Reconstruct 6 lane arterial to 6 lane freeway and add 0 to 4 lane frontage roads	April 2023	October 2024	2025	US 380 breakout project; Staff previously placed Collin County North/South roadway placeholder funding on this section of US 380 as it includes a N/S roadway bridge at the lake; Remove \$60,000,000 of Category 2 funds and replace with \$60,000,000 of Collin County funds to complete the funding exchanges on the Panther Creek Parkway and McKinney National Airport runway projects approved by the RTC in November 2020; TxDOT to request Category 12 funding from the TTC for this project	\$127,008,000	\$67,008,000	\$87,000,000	\$27,000,000		\$0	\$40,008,000			87.62	
Collin	TBD	0135-02-065	US 380	Coit Road to JCT US 380/BUS 380	Reconstruct 6 lane arterial to 6 lane freeway and add 0 to 4 lane frontage roads	December 2022	August 2026	2026	Breakout of larger US 380 project; Category 2 funding offset by reduction on CSJ 0135-03-053	\$165,692,800	\$165,692,800	\$0	\$120,000,000	\$0	\$45,692,800				69.40	
Collin	13025	0047-14-084	US 75	North of FM 455 to CR 370	Construct interchange	June 2012 (Actual)	June 2018 (Actual)	2018	Low bid amount of \$19,863,387; Project completed in April 2020	\$19,863,387	\$19,863,387	\$19,863,387	\$19,863,387						N/A	
Collin	13044	0047-06-161	US 75	At Ridgeview Drive	Reconstruct interchange	June 2019 (Actual)	March 2022	2022	Project also has \$2,500,000 of Category 1 funding; Staff proposes to fund the gap on this project with savings from the US 75 Peak Hour Lane project (TIP 30006/CSJ 0047-06-158)	\$35,100,696	\$26,155,102	\$26,155,102	\$26,155,102						79.42	
Collin	30006	0047-06-158	US 75	Dallas County Line to Bethany Drive	Remove HOV lanes and add peak hour travel lanes	June 2020	August 2022	2022	Funded with \$15,000,000 of STBG funding; Project included on list in order to get TTC concurrence to proceed; Staff proposes to move \$8,945,594 STBG from this project to the US 75 at Ridgeview Interchange	\$6,973,925	\$0								94.24	
Collin	30007	0047-06-163	US 75	Bethany Drive to SH 121	Add peak hour travel lanes	June 2020	August 2022	2022	Funded with \$10,000,000 of STBG funding; Project included on list in order to get TTC concurrence to proceed	\$5,692,037	\$0								91.62	
Collin	20084	0047-14-053	US 75	North of CR 370 to CR 375 (Grayson CL)	Reconstruct and widen 4 to 6 lane freeway; Reconstruct 4 to 4/6 lane frontage roads	June 2012 (Actual)	September 2024	2025	TxDOT to request Category 12 funding from the TTC for this project	\$67,384,036	\$67,384,036				\$0	\$67,384,036			91.35	
<b>Total Proposed Funding - Collin County</b>											<b>\$1,641,878,697</b>									
Dallas	55240	2374-04-085	IH 20	West of Cockrell Hill Road to Hampton Road	Construct 0 to 4 lane frontage road	July 2019 (Actual)	December 2021	2022	Commitment to Red Bird Mall area	\$80,581,578	\$80,581,578	\$71,368,576	\$80,581,578						75.69	
Dallas	13000	1068-04-170	IH 30	Dallas County Line to SH 161	Reconstruct and widen from 6 to 8 general purpose lanes with 2 reversible express lanes and construct 0 to 4 lane continuous frontage roads; Modifications to SH 161 connections	December 2022	September 2024	2025	Project being implemented by the Fort Worth District, but using Dallas District Category 4 funding	\$11,000,000	\$11,000,000			\$11,000,000	\$11,000,000				88.54	
Dallas	13018	0581-02-146	IH 30	at SL 12	Construct direct connectors (Phase 1)	January 2023	August 2025	2025		\$250,000,000	\$0				\$0	\$0			76.19	

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**FY 2017 - FY 2031**

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County	TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY 2017 - FY 2031								MPO Project Score
												Cat 2 DAL Approved	Cat 2 DAL Proposed	Cat 4 DAL Approved	Cat 4 DAL Proposed	Cat 12 Clear Lanes DAL Approved	Cat 12 Clear Lanes DAL Proposed	Cat 12 Strategic Priority DAL Approved	Cat 12 Strategic Priority DAL Proposed	
												\$2,619,914,466	\$3,099,602,736	\$1,223,659,249	\$1,389,346,281	\$1,622,094,151	\$3,198,085,796	\$1,131,239,279	\$1,238,818,121	
Dallas	13030	0009-11-254	IH 30	IH 35E to IH 45	Reconstruct and widen 6 to 12 mainlanes and 0/6 lane discontinuous to 2/8 lane discontinuous frontage roads	December 2020 (Actual)	February 2025	2025	Project was awarded \$213,000,000 of Category 12 Strategic Priority funding and \$62,000,000 of S111 funding; The RTC funded an effort that would look at design elements needed to accommodate automated and electric vehicles along this corridor (first in the country); Design would be funded with \$2,000,000 STBG and \$2,000,000 of TTC funding for the entire IH 30 corridor; Strategic Priority funding increased and Clear Lanes funding decreased in UTP; TxDOT to request Category 12 funding from the TTC for this project	\$451,538,342	\$451,538,342	\$0	\$0	\$25,000,000	\$25,000,000	\$325,000,000	\$426,538,342	81.67		
Dallas	13043.2	0009-11-259	IH 30	IH 635 to Bass Pro Drive <a href="#">(in Garland)</a>	Operational improvements and bottleneck removal	October 2021	August 2029	2029	Funding moved to breakout project (CSJ 0009-11-252); The RTC funded an effort that would look at design elements needed to accommodate automated and electric vehicles along this corridor (first in the country); Design would be funded with \$2,000,000 STBG and \$2,000,000 of TTC funding for the entire IH 30 corridor; TxDOT to request additional Category 12 funding from the TTC for this project	\$70,507,801	\$70,507,801			\$0	\$70,507,801			80.71		
Dallas	52527	1068-04-119	IH 30	SH 161 to NW 7th Street	Construct 0 to 4 lane frontage roads	December 2016 (Actual)	June 2018 (Actual)	2018	Low bid amount of \$24,549,664; Category 1 funds to be used for change orders	\$24,549,664	\$24,549,664			\$24,549,664	\$24,549,664			N/A		
Dallas	54033	1068-04-149	IH 30	NW 7th Street to Belt Line Road	Construct 0 to 2/3 lane westbound frontage road and ramp modifications	December 2016 (Actual)	June 2018 (Actual)	2018	Low bid amount of \$13,291,213; Category 11 funds used to fund the remainder of the project	\$13,291,213	\$11,000,000			\$11,000,000	\$11,000,000			N/A		
Dallas	55169	0009-11-241	IH 30	Bass Pro Drive to Dalrock Road	Construct 0 to 6 lane frontage roads, Bayside bridge, and ramp modifications; Reconstruct Dalrock interchange	September 2018 (Actual)	March 2021 (Actual)	2021	Project was awarded Category 4 funds via the 2019 UTP; Project also has \$15,000,000 of Category 1 funding for potential cost overruns	\$120,574,879	\$120,574,879			\$120,574,879	\$120,574,879			86.81		
Dallas	55179	0009-11-238	IH 30	Bass Pro Drive in Garland to Dalrock Road	Widen to add shoulder	March 2019 (Actual)	March 2021 (Actual)	2021	Project was awarded Category 12 Clear Lanes funding via the 2020 UTP; Project also has \$3,500,000 of Category 1 funding for potential cost overruns	\$30,182,264	\$30,182,264	\$7,827,157	\$7,827,157	\$22,355,107	\$22,355,107			85.20		
Dallas	13043.1	0009-11-252	IH 30	IH 45 to IH 635	Reconstruct and widen from 6/8 to 10 general purpose lanes and reconstruct 4/6/8 discontinuous to 4/6 discontinuous frontage roads	April 2023	March 2026	2026	Project was awarded Category 12 Clear Lanes funding via the 2020 UTP, but was not fully funded; The RTC funded an effort that would look at design elements needed to accommodate automated and electric vehicles along this corridor (first in the country); Design would be funded with \$2,000,000 STBG and \$2,000,000 of TTC funding for the entire IH 30 corridor; Category 12 funding amount remains at \$25,000,000 in the UTP	\$1,108,449,456	\$25,000,000			\$25,000,000	\$25,000,000			77.40		

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												Cat 2 DAL Approved	Cat 2 DAL Proposed	Cat 4 DAL Approved	Cat 4 DAL Proposed	Cat 12 Clear Lanes DAL Approved	Cat 12 Clear Lanes DAL Proposed	Cat 12 Strategic Priority DAL Approved	Cat 12 Strategic Priority DAL Proposed	
												\$2,619,914,466	\$3,099,602,736	\$1,223,659,249	\$1,389,346,281	\$1,622,094,151	\$3,198,085,796	\$1,131,239,279	\$1,238,818,121	
Dallas	13012.2	0196-03-274	IH 35E	IH 635 to Denton County Line	Reconstruct and widen 6 to 8 general purpose lanes and reconstruct existing 2/8 discontinuous frontage roads to 2/8 discontinuous frontage roads	March 2013 (Actual)	August 2021	2021	Design-build project; Project was awarded \$229,655,586 of Category 12 Clear Lanes funding and \$182,098,750 of Design-Build funds by the TTC	\$614,317,018	\$432,218,268	\$202,562,682	\$202,562,682			\$229,655,586	\$229,655,586			77.05
Dallas	13012.3	0196-03-282	IH 35E	IH 635 to Denton County Line	Reconstruct existing 2 managed lanes to 2 managed lanes	March 2013 (Actual)	August 2021	2021	Project split out from TIP 13012.2/CSJ 0196-03-274; Category 2 funds are offset by a reduction in funding on TIP 13012.2/CSJ 0196-03-274; Project was awarded \$14,470,000 of Design-Build funds for the remainder of the project	\$93,951,732	\$79,481,732	\$79,481,732	\$79,481,732							77.05
Dallas	54119.5	0442-02-162	IH 35E	Ellis County Line to Bear Creek Road	Construct interchange at SL 9 and IH 35E	November 2017 (Actual)	February 2023	2023	Project also has \$583,000 of STBG funds	\$13,245,644	\$12,662,644	\$12,662,644	\$12,662,644							89.30
Dallas	55061	0196-03-199	IH 35E	IH 30 to North of Oak Lawn Avenue	Reconstruct 10 to 10 general purpose lanes, and reconstruct 0/2/6 discontinuous to 2/6 lane discontinuous frontage roads	July 2005 (Actual)	August 2027	2027		\$428,320,000	\$0					\$0	\$0			72.81
Dallas	55062	0196-03-266	IH 35E	North of Oak Lawn Avenue to SH 183	Reconstruct 10 to 10 general purpose lanes, and reconstruct 4/6 to 4/6 lane frontage roads	August 2021	August 2027	2027		\$636,480,000	\$0					\$0	\$0			68.59
Dallas	55094	0442-02-159	IH 35E	US 67 to Laureland Drive	Construct 0 to 1 reversible express lane		August 2027	2027	Funding was previously removed from this project	\$0	\$0									74.33
Dallas	55163	2374-01-192	IH 635	SL 354 (Denton Drive) to BNSF RR	Construction of IH 35E/IH 635 interchange, including 4 concurrent managed lanes, 10 general purpose lanes, and 4 discontinuous frontage roads	January 2023	October 2025	2026		\$400,000,000	\$0					\$0	\$0			77.58
Dallas	55164	2374-07-075	IH 635	West of Luna Road to BNSF RR	Construction of IH 35E/IH 635 interchange, including 0 to 4 concurrent managed lanes, 10 to 10 general purpose lanes, and 4 to 4/6 continuous frontage roads	January 2023	October 2025	2026		\$80,000,000	\$0					\$0	\$0			78.18
Dallas	55067	0092-14-088	IH 45	Lenway St. to Good Latimer	Reconstruct IH 45 and SM Wright Interchange (Phase 2B)	April 2017 (Actual)	December 2019 (Actual)	2020		\$30,136,042	\$30,136,042	\$30,136,042	\$30,136,042							93.22
Dallas	55249	0092-02-130	IH 45	At SL 9	Reconstruct existing 2 to 2 lane southbound frontage road and ramp modifications	November 2017 (Actual)	August 2021	2021	Project added to the 10-Year Plan via 2020 UTP; Funding offset by reduction in funding on TIP 55094/CSJ 0442-02-159	\$3,667,581	\$3,667,581			\$3,667,581	\$3,667,581					83.30
Dallas	54111	2374-01-171	IH 635	At Skillman/Audelia	Interchange improvements	June 2015 (Actual)	August 2019 (Actual)	2019	Project has Category 12 funds from the MPO Revolver Swap; \$7,202,000 of Design-Build funding to offset reduction in Category 2 funding	\$57,972,000	\$50,770,000	\$46,393,000	\$46,393,000					\$4,377,000	\$4,377,000	93.14
Dallas	55060.1	2374-01-137	IH 635 (E)	Miller Road to West of the KCS RR (West of SH 78)	Widen 8 to 10 general purpose lanes and reconstruct 4/6 lane discontinuous to 4/6 lane continuous frontage roads	April 2017 (Actual)	August 2019 (Actual)	2019	Project also has \$63,193,281 of Design-build funding	\$246,941,214	\$183,747,933	\$30,500,000	\$30,500,000	\$132,848,147	\$132,848,147	\$20,399,786	\$20,399,786			90.44
Dallas	55060.2	2374-01-191	IH 635 (E)	Miller Road to West of the KCS RR (West of SH 78)	Reconstruct existing 2 HOV/express to 2 HOV/express lanes	April 2017 (Actual)	August 2019 (Actual)	2019	Project split out from TIP 55060.1/CSJ 2374-01-137; Project also has \$6,513,375 of Design-build funding	\$49,935,875	\$43,422,500	\$43,422,500	\$43,422,500							83.25

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												Cat 2 DAL Approved	Cat 2 DAL Proposed	Cat 4 DAL Approved	Cat 4 DAL Proposed	Cat 12 Clear Lanes DAL Approved	Cat 12 Clear Lanes DAL Proposed	Cat 12 Strategic Priority DAL Approved	Cat 12 Strategic Priority DAL Proposed	
												\$2,619,914,466	\$3,099,602,736	\$1,223,659,249	\$1,389,346,281	\$1,622,094,151	\$3,198,085,796	\$1,131,239,279	\$1,238,818,121	
Dallas	55075.1	2374-02-053	IH 635 (E)	West of the KCS RR (West of SH 78) to IH 30	Widen 8 to 10 general purpose lanes and reconstruct 4/6 lane discontinuous to 4/8 lane continuous frontage roads	April 2017 (Actual)	August 2019 (Actual)	2019	Construction also funded with \$25,000,000 CMAQ, \$92,752,017 STBG, and \$7,014,863 Category 11; Project also has \$122,653,801 of Design-Build funding	\$408,845,681	\$161,425,000	\$8,430,000	\$8,430,000	\$42,151,853	\$42,151,853	\$110,843,147	\$110,843,147			87.35
Dallas	55075.2	2374-02-152	IH 635 (E)	West of the KCS RR (West of SH 78) to IH 30	Reconstruct existing 2 HOV/express to 2 HOV/express lanes	April 2017 (Actual)	August 2019 (Actual)	2019	Construction also funded with \$7,142,858 STBG; Project split out from TIP 55075.1/CSJ 2374-02-053; Project also has \$26,139,846 of Design-build funding	\$200,405,486	\$167,122,782	\$167,122,782	\$167,122,782							81.07
Dallas	55075.3	2374-02-153	IH 635 (E)	At IH 30	Reconstruct interchange	April 2017 (Actual)	August 2019 (Actual)	2019	Construction also funded with \$25,000,000 STBG; Project split out from TIP 55075.1/CSJ 2374-02-053; Project also has \$83,400,711 of Design-build funding	\$303,694,615	\$195,293,904	\$195,293,904	\$195,293,904							85.92
Dallas	55165.1	2374-01-183	IH 635 (E)	East of US 75 to Miller Road	Widen 8 to 10 general purpose lanes and reconstruct existing 4/8 lane discontinuous to 4/6 lane continuous frontage roads	April 2017 (Actual)	August 2019 (Actual)	2019	Project also has \$125,710,231 of Design-build funds	\$432,206,098	\$306,495,867					\$306,495,867	\$306,495,867			90.08
Dallas	55165.2	2374-01-190	IH 635 (E)	East of US 75 to Miller Road	Reconstruct existing 2 to 2 managed lanes	April 2017 (Actual)	August 2019 (Actual)	2019	Project split out from TIP 55165.1/CSJ 2374-01-183; Project also has \$8,509,875 of Design-build funding	\$65,242,375	\$56,732,500	\$56,732,500	\$56,732,500							82.89
Dallas	54069	2964-01-048	SH 161	South of SH 183 to North of Belt Line Road	Widen and reconstruct 4 (6 lanes during peak period) to 8 general purpose lanes	January 2018 (Actual)	June 2018 (Actual)	2018	Project let in June 2018 for \$20,927,948; Category 1 funds to be used for any change orders	\$20,927,948	\$20,927,948			\$20,927,948	\$20,927,948					N/A
Dallas	53198	0094-07-044	SH 183	1 mile East of Loop 12 to West end of Elm Fork Trinity River Bridge	Reconstruct existing 8 general purpose lanes, 2 to 6 concurrent Managed Lanes, and 4/6 discontinuous to 6/8 lane continuous frontage roads (Ultimate)		August 2045	2045	Funding previously moved to TIP 11527	\$0	\$0	\$0	\$0							71.09
Dallas	54072	0094-07-045	SH 183	West End of Elm Fork Trinity River Bridge to West of IH 35E	Reconstruct and widen 6/8 to 6/8 general purpose lanes, and reconstruct 4/6 lane discontinuous to 4/8 lane continuous frontage roads (Ultimate)		August 2045	2045	Funding previously moved to TIP 11527	\$0	\$0	\$0	\$0							68.99
Dallas	TBD	TBD	SH 183	SH 161 to Story Road	Construct 6 to 8 general purpose lanes and 2 to 6 concurrent managed lanes	TBD	TBD	TBD	Project to be funded by the private sector	<del>\$360,000,000</del> \$270,000,000	\$0	\$0	\$0							72.81
Dallas	TBD	TBD	SH 183	PGBT Western Extension (SH 161) to SL 12					Funding previously moved to TIP 53003 and 11527	\$0	\$0	\$0	\$0							65.95
Dallas	TBD	TBD	SH 183	SL 12 to SH 114					Funding previously moved to TIP 11527	\$0	\$0	\$0	\$0							65.95
Dallas	55065	0092-01-059	SH 310/ SM Wright Interchange	Pennsylvania Avenue to North of Al Lipscomb Way	Reconstruct IH 45 and SM Wright Interchange (Phase 2B)	April 2017 (Actual)	December 2019 (Actual)	2020	Related to TIP 55067/CSJ 0092-14-088 and TIP 20062/CSJ 0092-01-052	\$11,916,518	\$11,916,518	\$11,916,518	\$11,916,518							96.67
Dallas	35000	0430-01-057	SH 352	North of Kearney Street to US 80 EB Frontage Road	Reconstruct 4 lane undivided rural to 4 lane divided urban roadway with intersection and sidewalk improvements	December 2016 (Actual)	March 2020 (Actual)	2020	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Remainder of construction funded with \$701,700 CMAQ and \$400,000 Category 11; Category 12 funds are part of MPO Revolver Swap; Category 1 or 11 funding to cover cost overruns	\$11,687,425	\$9,915,000	\$7,900,000	\$7,900,000					\$2,015,000	\$2,015,000	85.16
Dallas	13032	0009-02-067	SH 78	At Gaston Ave	Reconfigure intersection with sidewalk improvements	December 2018 (Actual)	May 2021 (Actual)	2021	August 2017 RTC Proposition 1 Adjustment; Remainder of project funded with \$4,500,000 of CMAQ funds	\$5,500,000	\$1,000,000	\$1,000,000	\$1,000,000							84.62

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**10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District)**  
**FY 2017 - FY 2031**

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County	TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY 2017 - FY 2031								MPO Project Score
												Cat 2 DAL Approved	Cat 2 DAL Proposed	Cat 4 DAL Approved	Cat 4 DAL Proposed	Cat 12 Clear Lanes DAL Approved	Cat 12 Clear Lanes DAL Proposed	Cat 12 Strategic Priority DAL Approved	Cat 12 Strategic Priority DAL Proposed	
												\$2,619,914,466	\$3,099,602,736	\$1,223,659,249	\$1,389,346,281	\$1,622,094,151	\$3,198,085,796	\$1,131,239,279	\$1,238,818,121	
Dallas	11527	0581-02-124	SL 12	At SH 183	Reconstruct interchange (Phase 2)	April 2014 (Actual)	May 2020 (Actual)	2020	Project was awarded Category 12 Clear Lanes funding via the 2019 UTP; Project also has \$2,000,000 of Category 1 funding for potential cost overruns	\$210,000,000	\$210,000,000					\$210,000,000	\$210,000,000			83.94
Dallas	55112	0353-05-120	SL 12	At Skillman	Reconstruct grade separation	March 2025	September 2030	2031	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Discussions underway between City of Dallas, TxDOT and NCTCOG regarding project scope; Project also has \$1,116,185 of Category 1 funding; Staff proposes to defund this project given discussions on specific scope have not concluded, and move funding to CSJ 0047-04-031; Once scope discussions have concluded, funding will be re-evaluated	\$19,264,001	\$0			\$17,200,000	\$0					78.89
Dallas	54119.1	2964-10-008	SL 9	IH 35E to Dallas/Ellis County Line	Construct 0 to 2 lane frontage roads (ultimate 6) including turn lanes	November 2017 (Actual)	August 2021	2021	Project split out from TIP 54119/CSJ 2964-10-005; Project also has \$432,000 of CMAQ funding, \$3,788,000 of RTR funding, and \$3,589,488 of STBG funding; Staff proposes to remove Category 2 funding and replace with STBG funding as part of a funding swap to reduce the region's STBG carryover balance	\$43,045,357	\$0	\$35,235,869	\$0							79.83
Dallas	54119.2	2964-10-009	SL 9	Ellis/Dallas County Line to IH 45	Construct 0 to 2 lane frontage roads (ultimate 6) including turn lanes	November 2017 (Actual)	August 2021	2021	Project split out from TIP 54119/CSJ 2964-10-005; Project also has \$408,000 of CMAQ funding and \$13,722,970 of STBG funding; Staff proposes to remove Category 2 funding and replace with STBG funding as part of a funding swap to reduce the region's STBG carryover balance	\$67,236,678	\$0	\$53,105,708	\$0							77.62
Dallas	53003	0094-03-060	SS 482	At SH 114 and SH 183	Reconstruct interchange (Phase 2)	April 2014 (Actual)	May 2020 (Actual)	2020	Project was awarded Category 12 Clear Lanes funding via the 2019 UTP	\$210,000,000	\$210,000,000					\$210,000,000	\$210,000,000			83.89
Dallas	TBD	0261-02-081	US 67	At Lake Ridge Parkway	Construct grade separation (Phase 1)	February 2021 (Actual)	March 2027	2027	Project split out from TIP 55014/CSJ 0261-01-041; Category 2 funding offset by reduction on TIP 55014/CSJ 0261-01-041	\$27,487,146	\$4,421,204	\$0	\$4,421,204							64.93
Dallas	30005	0047-07-232	US 75	IH 635 to Collin County Line	Remove HOV lanes and add peak hour travel lanes	June 2020	August 2022	2022	Funded with \$15,000,000 of STBG funding; Project included on list in order to get TTC concurrence to proceed	\$4,781,453	\$0									92.85
Dallas	53110.2	2374-02-162	IH 635	At US 80	Reconstruct existing interchange	April 2020 (Actual)	September 2024	2025	Staff proposes to move \$90,000,000 from TIP 53110/CSJ 0095-02-096 and \$10,350,386 from TIP 53109/CSJ 0095-02-107 to this breakout project; TxDOT to request Category 12 funding from the TTC to fund the rest of the project	\$210,426,225	\$210,426,225			\$0	\$100,350,386	\$0	\$110,075,839			74.65

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												Cat 2 DAL Approved	Cat 2 DAL Proposed	Cat 4 DAL Approved	Cat 4 DAL Proposed	Cat 12 Clear Lanes DAL Approved	Cat 12 Clear Lanes DAL Proposed	Cat 12 Strategic Priority DAL Approved	Cat 12 Strategic Priority DAL Proposed	
												\$2,619,914,466	\$3,099,602,736	\$1,223,659,249	\$1,389,346,281	\$1,622,094,151	\$3,198,085,796	\$1,131,239,279	\$1,238,818,121	
Dallas	53109	0095-02-107	US 80	East of Town East Blvd. to East of Belt Line Road	Reconstruct and widen 4 to 6/8 mainlanes and 2/4/6 to 4/6 lane continuous frontage roads and reconstruct IH 635 interchange	April 2020 (Actual)	September 2024	2025	TxDOT and City of Mesquite discussing specific early action "breakout" projects to utilize this funding; Staff proposes to move \$10,350,386 to TIP 53110/CSJ 2374-02-162	\$94,649,614	\$94,649,614			\$105,000,000	\$94,649,614	\$0	\$0			82.45
Dallas	53110	0095-02-096	US 80	East of Belt Line Road to Lawson Road	Reconstruct and widen 4 to 6 mainlanes and 2/4 to 4/6 lane continuous frontage roads	April 2020 (Actual)	September 2024	2025	Project split out from TIP 53109; TxDOT and City of Mesquite discussing specific early action "breakout" projects to utilize this funding; Reduce Category 4 funding and move to CSJ 2374-02-162; TxDOT to request Category 12 funding from the TTC for the rest of the project	\$206,481,677	\$206,481,677			\$100,000,000	\$10,000,000	\$0	\$196,481,677			79.95
Dallas	53108	0095-10-033	US 80	IH 30 to East of Town East Blvd	Reconstruct and widen 4 to 6 mainlanes and 2/6 to 4/6 lane frontage roads	April 2020 (Actual)	September 2024	2025	TxDOT to request Category 12 funding from the TTC for this project	\$66,972,608	\$66,972,608					\$0	\$66,972,608			75.63
Dallas	55120	0197-02-124	US 175	East of East Malloy Bridge Rd. to Kaufman County Line	Ramp modifications, mill and inlay existing frontage roads	July 2020 (Actual)	October 2020 (Actual)	2021	Project also has \$1,000,000 of Category 1 funding for potential cost overruns	\$2,163,200	\$2,163,200	\$2,163,200	\$2,163,200							79.24
<b>Total Proposed Funding - Dallas County</b>											<b>\$3,596,985,275</b>									
Denton	83255	0816-02-072	FM 455	West of FM 2450 to East of Marion Road	Reconstruct and widen 2 lane rural highway to 4 lane divided urban	February 2018 (Actual)	August 2022	2022	Project also has \$5,000,000 of Category 1 funding for potential cost overruns	\$44,660,582	\$44,660,582	\$42,817,890	\$44,660,582							91.11
Denton	TBD	0081-05-049	Greenbelt/Regional Outer Loop	At FM 428	TBD	TBD	TBD	TBD	Category 2 funding previously moved to TIP 13036/CSJ 0009-12-219; Project will be funded in a future 10-Year Plan update	\$50,000,000	\$0	\$0	\$0							59.61
Denton	TBD	0195-03-099	IH 35E	N. Texas Blvd to IH 35W	Reconstruct interchange and existing 4 to 4/8 lane frontage roads (facility transition area)	October 2019 (Actual)	January 2023	2025	Project split out from TIP 13033.3/CSJ 0195-03-090; Category 12 funding to be moved from TIP 13033.3/CSJ 0195-03-090	\$43,821,225	\$43,821,225	\$0	\$35,008,319				\$0	\$8,812,906		71.42
Denton	13033.3	0195-03-090	IH 35	IH 35W to US 380	Reconstruct interchange and 4 to 4/8 lane frontage roads	January 2012 (Actual)	January 2023	2023	Project awarded Category 12 Strategic Priority funding via the 2020 UTP; \$8,812,906 of Category 12 funding to be moved to CSJ 0195-03-099	\$130,812,652	\$130,812,652						\$139,625,558	\$130,812,652		82.76
Denton	55197	0195-02-074	IH 35	US 77 North of Denton to South of Belz Rd	Reconstruct and widen 4 to 6 lane rural freeway with ramp modifications and reconstruct 4 to 4/6 lane frontage roads	November 2019 (Actual)	December 2025	2026	New project awarded Category 12 Strategic Priority funding via the 2020 UTP; Project also has \$29,050,000 of Category 11 funding; \$196,670,000 of Category 12 funds to be moved to TIP 55197.2/CSJ 0195-02-081	\$483,232,084	\$454,182,084			\$54,090,000	\$131,202,084			\$519,650,000	\$322,980,000	90.11
Denton	55197.2	0195-02-081	IH 35	South of Belz Rd to Cooke County Line	Reconstruct and widen 4 to 6 lane rural freeway with ramp modifications and reconstruct 4 to 4/6 lane frontage roads	October 2019 (Actual)	December 2024	2025	Project split out from TIP 55197/CSJ 0105-02-074; \$196,670,000 Category 12 funds to be moved to this project from TIP 55197/CSJ 0195-02-074	\$196,670,000	\$196,670,000						\$0	\$196,670,000		90.11
Denton	55198	0195-03-087	IH 35	US 380 to US 77 North of Denton	Reconstruct and widen 4 to 6 lane rural freeway with ramp modifications and 4 to 4/6 lane frontage roads	November 2019 (Actual)	January 2023	2023	Project awarded \$79,709,425 of Category 12 Strategic Priority and \$100,000,000 of Category 12 Clear Lanes funding via the 2020 UTP	\$223,357,330	\$223,357,330			\$16,360,575	\$43,647,905	\$100,000,000	\$100,000,000	\$79,709,425	\$79,709,425	79.11
Denton	55250	0195-02-076	IH 35	At FM 455	Reconstruct and widen 4 to 6 mainlanes and reconstruct existing 4 to 4 lane frontage roads	October 2019 (Actual)	August 2022	2022	Project awarded Category 12 Strategic Priority funding via the 2020 UTP	\$27,745,863	\$27,745,863			\$369,251	\$883,567			\$26,862,296	\$26,862,296	87.58

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**FY 2017 - FY 2031**

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												Cat 2 DAL Approved	Cat 2 DAL Proposed	Cat 4 DAL Approved	Cat 4 DAL Proposed	Cat 12 Clear Lanes DAL Approved	Cat 12 Clear Lanes DAL Proposed	Cat 12 Strategic Priority DAL Approved	Cat 12 Strategic Priority DAL Proposed	
												\$2,619,914,466	\$3,099,602,736	\$1,223,659,249	\$1,389,346,281	\$1,622,094,151	\$3,198,085,796	\$1,131,239,279	\$1,238,818,121	
Denton	13033	0196-02-124	IH 35E	FM 407 to Dallas County Line	Reconstruct and convert 2 reversible to 4 concurrent managed lanes; Reconstruct 6 to 6/8 collector-distributor lanes (Dallas C/L to SH 121); Reconstruct 8 to 8 general purpose lanes (SH 121 to FM 407); Reconstruct 2/6 to 2/8 continuous frontage (FM 407 to SRT/SH 121); and reconstruct 4/6 to 2/6 continuous frontage from (SRT/SH 121 to Dallas C/L)	TBD	August 2026	2026	Some funding previously moved to TIP 13033.2/CSJ 0196-02-127 and TIP 13033.4/CSJ 0196-02-126; Remaining Category 2 funding moved to IH 35E at Lake Sharon/Dobbs/Corinth project through 2020 10-Year Plan Update; Denton Priority Project #1	\$745,933,304	\$0	\$0	\$0						78.82	
Denton	13033.1	0196-02-128	IH 35E	At FM 1171/Main Street	Reconstruct grade separation and existing 4 to 4 lane frontage roads	March 2013 (Actual)	January 2023	2023	Project added to the 10-Year Plan via 2020 UTP; Increased Category 2 funding offset by reduction on TIP 25033.2/CSJ 0196-02-125 (2020 10-Year Plan Update); Denton Priority Project #3; Increased Category 2 funding offset by reduction on CSJ 0196-01-113	\$45,022,538	\$45,022,538	\$43,805,797	\$45,022,538						78.08	
Denton	13033.2	0196-02-127	IH 35E	At Business 121	Reconstruct grade separation and existing 4 to 4 lane frontage roads	March 2013 (Actual)	January 2025	2025	Project added to the 10-Year Plan via 2020 UTP; Increased Category 2 funding offset by reduction on TIP 25033.2/CSJ 0196-02-125 (2020 10-Year Plan Update); Denton Priority Project #4; Increased Category 2 funding partially offset by reduction on CSJ 0196-01-113	\$96,444,954	\$96,444,954	\$82,179,822	\$96,444,954						82.90	
Denton	13033.4	0196-02-126	IH 35E	At Corporate Drive	Reconstruct grade separation and existing 4 to 4 lane frontage roads	March 2013 (Actual)	January 2025	2025	Project added to the 10-Year Plan via 2020 UTP; Increased Category 2 funding offset by reduction on TIP 25033.2/CSJ 0196-02-125; Denton Priority Project #5; Increased Category 2 funding offset by reduction on CSJ 0196-01-113	\$79,809,723	\$79,809,723	\$72,883,443	\$79,809,723						81.45	
Denton	25033.2	0196-02-125	IH 35E	Turbeville Road to FM 407	Reconstruct existing 4 general purpose lanes (NB only); Widen and convert 2 lane reversible to 4 lane concurrent managed lanes; Widen 4/6 lane continuous to 4/8 lane continuous frontage roads	February 2019 (Actual)	May 2028	2028	Funding previously moved to TIP 13033.4/CSJ 0196-02-126 and TIP 13033.1/CSJ 0196-02-128; Remaining Category 2 funding moved to TIP 13033.1/CSJ 0196-02-128, TIP 13033.2/CSJ 0196-02-127, TIP 13033.4/CSJ 0196-02-126, TIP 23033.3/CSJ 0196-01-109, and IH 35E at Lake Sharon/Dobbs/Corinth projects through 2020 10-Year Plan Update	\$671,000,928	\$0	\$0	\$0						76.34	
Denton	25033.3	0196-01-109	IH 35E	South of Mayhill Road to South of SL 288	Reconstruct grade separation and existing 4 to 4 lane frontage roads	March 2013 (Actual)	June 2025	2025	Split from TIP 25033.2/CSJ 0196-02-125; Increased Category 2 funding offset by reduction on TIP 25033.2/CSJ 0196-02-125; Increased Category 2 funding partially offset by reduction on CSJ 0196-01-113	\$72,094,705	\$72,094,705	\$62,176,453	\$72,094,705						89.53	
Denton	TBD	0196-01-113	IH 35E	at Lake Sharon Drive/Dobbs Road/Corinth	Construct interchange	March 2013 (Actual)	January 2028	2028	Denton Priority Project #6; \$34,014,485 of Category 2 funding offset by reduction on TIP 25033.2/CSJ 0196-02-125 and TIP 13033/CSJ 0196-02-124; Decrease Category 2 funding and move to TIP 13033.1/CSJ 0196-02-128 and TIP 13033.2/CSJ 0196-02-127 and TIP 25033.3/CSJ 0196-01-109	\$65,059,297	\$3,735,754	\$34,014,485	\$3,735,754						68.29	

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												Cat 2 DAL Approved	Cat 2 DAL Proposed	Cat 4 DAL Approved	Cat 4 DAL Proposed	Cat 12 Clear Lanes DAL Approved	Cat 12 Clear Lanes DAL Proposed	Cat 12 Strategic Priority DAL Approved	Cat 12 Strategic Priority DAL Proposed	
												\$2,619,914,466	\$3,099,602,736	\$1,223,659,249	\$1,389,346,281	\$1,622,094,151	\$3,198,085,796	\$1,131,239,279	\$1,238,818,121	
Denton	55230	0081-13-058	IH 35W	Tarrant County Line to SH 114	Reconstruct and widen 4 lane rural to 6 lane urban freeway	July 2021	September 2023	2024		\$90,000,000	\$0				\$0	\$0			91.84	
Denton	55242	0081-13-050	IH 35W	SH 114 to IH 35W/IH 35E Interchange	Widen and reconstruct 4 lane rural to 6 lane urban freeway	July 2021	September 2023	2024		\$338,580,457	\$0				\$0	\$0			86.73	
Denton	55259	0081-13-065	IH 35W	Dale Earnhardt Way to South of IH 35E/IH 35W Interchange	Reconstruct 2 to 4/6 lane discontinuous frontage roads	July 2020 (Actual)	September 2025	2026	TxDOT to request Category 12 funds from the TTC for this project	\$376,973,505	\$376,973,505				\$0	\$376,973,505			86.76	
Denton	55177	0353-09-002	SH 114	West of US 377 to East of US 377	Construct 0 to 6 lane grade separation over US 377	November 2018 (Actual)	June 2021	2021		\$52,218,505	\$52,218,505	\$26,109,253	\$26,109,253	\$26,109,253	\$26,109,253					100.00
Denton	55235	0353-02-037	SH 114	East of IH 35W to BUS 114K	Construct 0 to 6 main lanes; Reconstruct and widen 4 to 4/6 lane frontage roads	August 2020 (Actual)	August 2025	2025	Project has \$30,000,000 of STBG funds as approved via the COVID-19 Infrastructure Program (Round 3); TxDOT to request Category 12 funds from the TTC for this project	\$84,372,179	\$54,372,179	\$0	\$0		\$0	\$54,372,179			93.14	
Denton	55260	0353-09-003	SH 114	BUS 114K to West of US 377	Construct 0 to 6 main lanes; Reconstruct and widen 4 to 4/6 frontage roads	August 2020 (Actual)	August 2025	2025		\$20,467,084	\$20,467,084	\$0	\$20,467,084						93.17	
Denton	51060	0353-02-053	BS 114K	At UP RR Underpass in Roanoke DOT No 795 342V	Replace railroad underpass and improve BS 114-K drainage	August 2015 (Actual)	November 2019 (Actual)	2020	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project also has \$3,000,000 of bridge funds and \$552,921 of CMAQ	\$10,123,776	\$7,500,000	\$7,500,000	\$7,500,000						89.06	
Denton	20118	0081-04-025	US 377	IH 35E to South of FM 1830	Widen 2 lane to 6 lane urban divided section with sidewalk improvements	January 2018 (Actual)	July 2018 (Actual)	2018	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project also has \$9,237,129 2MP1, \$12,465,854 4P1, & \$2,901,189 CMAQ	\$24,604,172	\$1,098,811	\$1,098,811	\$1,098,811						N/A	
Denton	20120	0081-03-048	US 377	Henrietta Creek Rd. to North of BS 114K	Reconstruct and widen 2/4 to 4 lane divided urban	August 2015 (Actual)	November 2019 (Actual)	2020	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project also has \$2,847,689 of Category 1 & \$1,922,275 of CMAQ	\$18,214,077	\$13,444,113	\$13,444,113	\$13,444,113						93.81	
Denton	20215	0081-04-035	US 377	At UP RR Overpass (0.4 miles South of IH 35E)	Replace with 6 lane overpass (2 to 6 Lanes)	January 2018 (Actual)	July 2018 (Actual)	2018	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project also has \$2,269,248 2MP1, \$4,019,642 of 4P1, and \$2,418,313 of Category 1 funds	\$7,788,890	\$1,500,000	\$1,500,000	\$1,500,000						N/A	
Denton	55104	0135-10-057	US 377/380	SL 288 to US 377/US 380 Intersection	Add raised median with left turn lanes, add right turn lanes and re-stripe for shared use	June 2018 (Actual)	June 2020 (Actual)	2020	Also has \$95,000 local and \$665,000 CMAQ; Local funding is the money required to pay for additional bicycle/ pedestrian scope items that TxDOT will not fund	\$18,599,014	\$17,839,014	\$17,839,014	\$17,839,014						91.90	
Denton	20096	0135-10-050	US 380	US 377 to West of CR 26 (Collin County Line)	Widen 4 to 6 lanes divided urban with new grade separations at FM 423, FM 720, Navo Rd., Teel Pkwy, and Legacy Drive with sidewalk improvements	June 2018 (Actual)	<del>February 2022</del> <del>May 2021</del>	<del>2022</del> <del>2021</del>	Construction also funded with \$56,200,000 CMAQ and \$22,277,120 STBG	\$140,844,543	\$62,367,423	\$62,367,423	\$62,367,423						87.93	
<b>Total Proposed Funding - Denton County</b>																			<b>\$2,026,138,045</b>	
Ellis	13020	1394-02-027	FM 1387	Midlothian Parkway to FM 664	Reconstruct and widen from 2 lane undivided rural to 4 lane urban divided (6 lane ultimate)	November 2021	March 2026	2026		\$26,260,060	\$25,000,000	\$25,000,000	\$25,000,000						70.00	

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												\$2,619,914,466	\$3,099,602,736	\$1,223,659,249	\$1,389,346,281	\$1,622,094,151	\$3,198,085,796	\$1,131,239,279	\$1,238,818,121	
Ellis	11751	1051-01-037	FM 664	(On Ovilla Road) from Westmoreland Road to IH 35E	Widen 2 lanes to 6 lanes urban divided including intersection improvements along Ovilla Road/FM 664 with sidewalk improvements	June 2015 (Actual)	May 2018 (Actual)	2018	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project also has \$3,433,608 CMAQ & \$15,713,331 STBG; Low bid in 5/2018 was \$28,247,127, leaving funds in for change orders	\$30,000,000	\$17,100,000	\$17,100,000	\$17,100,000						N/A	
Ellis	13028	1051-01-052	FM 664	FM 1387 to Westmoreland Road	Reconstruct and widen 2 lane rural to 4 lane divided urban roadway (Ultimate 6 lane)	September 2020 (Actual)	July 2028	2028		\$46,661,591	\$32,145,761	\$32,145,761	\$32,145,761						82.22	
Ellis	13035.1	1051-01-051	FM 664	IH 35E to West of Ferris Road	Reconstruct and widen 2/4 lane rural roadway to 6 lane divided urban	January 2020 (Actual)	September 2025	2026		\$108,694,468	\$25,000,000	\$25,000,000	\$25,000,000						81.42	
Ellis	13035.2	1051-03-001	FM 664	West of Ferris Road to IH 45	Realign existing 2 lane rural undivided roadway to 6 lane urban roadway	January 2020 (Actual)	September 2025	2026	Breakout of TIP 13035.1/CSJ 1051-01-051	\$46,972,575	\$10,000,000	\$10,000,000	\$10,000,000						71.72	
Ellis	13034	0442-03-042	IH 35E	At FM 664	Reconstruct interchange	January 2020 (Actual)	February 2023	2023		\$49,432,235	\$49,432,235			\$41,970,617	\$49,432,235				78.12	
Ellis	13042	0048-04-094	IH 35E	At FM 387 (Butcher Road)	Reconstruct interchange; Reconstruct and widen 4 to 4/6 lane frontage roads	June 2019 (Actual)	August 2022	2022	Funding from TIP 55092/CSJ 0048-04-090	\$42,000,000	\$42,000,000			\$42,000,000	\$42,000,000				90.84	
Ellis	54119.6	0442-03-044	IH 35E	Reese Drive to Dallas County Line	Construct interchange at Loop 9 and IH 35E	November 2017 (Actual)	February 2023	2023	Breakout of SL 9 project originally listed in Dallas County (TIP 54119/CSJ 2964-10-005); Project also has \$6,650,000 of STBG funding	\$18,648,267	\$11,998,257	\$9,034,914	\$11,998,257						80.46	
Ellis	13029	0092-03-053	IH 45	At FM 664	Construct interchange	January 2020 (Actual)	September 2025	2026	Project was awarded Category 12 Strategic Priority funding via the 2019 UTP; Project also has \$4,486,132 of Category 1 funding	\$62,648,178	\$62,648,478	\$6,223,337	\$28,648,178				\$34,000,000	\$34,000,000	76.70	
Ellis	54119.3	2964-12-001	SL 9	From IH 35E to Dallas County Line	Construct 0 to 2 lane frontage roads (ultimate 6) including turn lanes	November 2017 (Actual)	August 2021	2021	Breakout of SL 9 project originally listed in Dallas County (TIP 54119/CSJ 2964-10-005); Project also has \$734,000 of CMAQ funding and \$1,500,000 of Category 1 funding; Staff proposes to remove Category 2 funding and replace with STBG funding as part of a funding swap to reduce the region's STBG carryover balance	\$11,004,170	\$0	\$8,770,170	\$0						83.87	
Ellis	54119.4	2964-12-002	SL 9	Dallas/Ellis County Line to Ellis/Dallas County Line	Construct 0 to 2 lane frontage roads (ultimate 6) including turn lanes	November 2017 (Actual)	August 2021	2021	Breakout of SL 9 project originally listed in Dallas County (TIP 54119/CSJ 2964-10-005); Project also has \$96,000 of CMAQ funding and \$1,500,000 of Category 1 funding; Staff proposes to remove Category 2 funding and replace with STBG funding as part of a funding swap to reduce the region's STBG carryover balance	\$11,893,729	\$0	\$10,297,729	\$0						77.58	
Ellis	35001	0172-05-115	US 287	At Walnut Grove Road	Construct interchange	April 2017 (Actual)	April 2019 (Actual)	2019	Project also has \$976,621 of Category 11 funding	\$27,676,261	\$26,700,000			\$26,700,000	\$26,700,000				86.84	
Ellis	55014	0261-01-041	US 67	At Lake Ridge Parkway	Construct grade separation (Phase 1)	February 2021 (Actual)	March 2027	2027	Project added to the 10-Year Plan via 2020 UTP; \$10,000,000 of Category 1 funding added to UTP; Staff proposes to move excess funding to breakout project in Dallas County (CSJ 0261-02-081)	\$30,694,054	\$30,694,054	\$35,115,258	\$30,694,054						64.93	
<b>Total Proposed Funding - Ellis County</b>																		<b>\$332,718,485</b>		

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**10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District)**  
**FY 2017 - FY 2031**

DRAFT

County	TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY 2017 - FY 2031								MPO Project Score	
												Cat 2 DAL Approved	Cat 2 DAL Proposed	Cat 4 DAL Approved	Cat 4 DAL Proposed	Cat 12 Clear Lanes DAL Approved	Cat 12 Clear Lanes DAL Proposed	Cat 12 Strategic Priority DAL Approved	Cat 12 Strategic Priority DAL Proposed		
												\$2,619,914,466	\$3,099,602,736	\$1,223,659,249	\$1,389,346,281	\$1,622,094,151	\$3,198,085,796	\$1,131,239,279	\$1,238,818,121		
Kaufman	TBD	0095-03-085	FM 460	at US 80	Replace bridge and approaches	April 2020 (Actual)	August 2023	2023	Project awarded INFRA grant funding; Category 4 funding was committed as well as part of grant application; Project also has \$1,003,816 of Category 1 funding and \$1,882,263 of Category 6 funding	\$9,239,667	\$6,443,588			\$6,443,588	\$6,443,588					87.33	
Kaufman	55111	2588-01-017	FM 548	Windmill Farms Blvd to South of SH 205 (Rockwall County Line)	Widen and reconstruct 2 lane rural to 4 lane urban divided (6 lane ultimate)	July 2019 (Actual)	March 2026	2026		\$39,613,924	\$8,448,796	\$8,448,796	\$8,448,796								80.78
Kaufman	55111.2	2588-01-022	FM 548	North of US 80 to Windmill Farms Blvd	Widen and reconstruct 2 lane rural to 6 lane urban divided	July 2019 (Actual)	March 2026	2026	Project split out from TIP 55111/CSJ 2588-01-017	\$64,419,678	\$49,551,204	\$49,551,204	\$49,551,204								80.78
Kaufman	51460	0197-03-054	US 175	FM 148 to CR 4106 in Crandall	Construct new 2 lane frontage roads; Convert existing frontage road from 2 lane, 2-way to 2 lane, 1-way frontage road and ramp modifications	February 2019 (Actual)	October 2020 (Actual)	2021		\$12,925,618	\$12,925,618	\$12,925,618	\$12,925,618								79.23
Kaufman	55134	0197-03-074	US 175	Dallas County Line to West of FM 1389	Ramp modifications, mill and inlay existing frontage roads	July 2020 (Actual)	October 2020 (Actual)	2021	Project also has \$1,000,000 of Category 1 funding for potential cost overruns	\$3,163,200	\$2,163,200	\$2,163,200	\$2,163,200								78.16
Kaufman	53086	0095-03-080	US 80	Lawson Rd. (Dallas/Kaufman C/L) to FM 460	Reconstruct and widen 4 to 6 mainlanes and reconstruct and widen 2/4 lane discontinuous frontage roads to 4/6 lane continuous frontage roads	April 2020 (Actual)	August 2023	2023		\$133,000,000	\$133,000,000			\$133,000,000	\$133,000,000	\$0	\$0				87.15
<b>Total Proposed Funding - Kaufman County</b>											<b>\$212,532,406</b>										
Rockwall	83222	1015-01-023	FM 3549	IH 30 to North of SH 66	Widen from 2 lane rural to 4 lane urban divided section with sidewalk improvements	March 2016 (Actual)	May 2018 (Actual)	2018	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project let 4/18; Project also has \$859,000 of CMAQ & \$733,798 Category 11	\$9,917,861	\$8,325,063	\$8,325,063	\$8,325,063								N/A
Rockwall	13017	2588-02-008	FM 548	S of SH 205 (Kaufman County Line) to SH 205	Widen and reconstruct 2 lane rural to 4 lane divided urban roadway (Ultimate 6)	July 2019 (Actual)	March 2026	2026		\$8,592,968	\$6,200,000	\$6,200,000	\$6,200,000								78.71
Rockwall	13036	0009-12-219	IH 30	SH 205 to West of FM 2642 (Hunt County Line)	Reconstruct & widen 4 to 6 main lanes; Reconstruct & widen 4 to 4/6 lane frontage roads; Construct new & reconstruct existing interchanges; Ramp modifications; Pedestrian improvements	March 2019 (Actual)	September 2022	2023	Project awarded Category 12 Clear Lanes funding via the 2020 UTP; Project also has \$50,000,000 of CMAQ funds; Increased funding offset by reduction on TIP 55221/CSJ 0009-12-215	\$304,603,781	\$254,603,781	\$68,764,518	\$76,783,395			\$142,219,578	\$177,820,386				80.07
Rockwall	55195	0009-12-220	IH 30	Dalrock Road to East of Horizon Road	Construct 0/4 to 4/6 lane frontage roads; Reconstruct Horizon Road interchange and ramp modifications	March 2019 (Actual)	September 2022	2023	Split from TIP 13036/CSJ 0009-12-219; Project awarded Category 12 Clear Lanes funding via the 2020 UTP; Move \$35,600,808 to TIP 13036/CSJ 0009-12-219	\$178,424,272	\$178,424,273			\$32,000,000	\$32,000,000	\$182,025,080	\$146,424,272				81.35
Rockwall	55221	0009-12-215	IH 30	Dalrock Road to SH 205 (Horizon Rd.)	Add shoulder; Reconstruct and widen 6 to 8 mainlanes; Reconstruct 4/6 lane discontinuous to 4/6 lane continuous frontage roads; Ramp modifications and interchange at FM 740	March 2019 (Actual)	September 2022	2023	Project awarded Category 12 Clear Lanes funding via the 2020 UTP	\$93,302,686	\$93,302,686	\$69,111,136	\$55,202,686			\$38,100,000	\$38,100,000				83.74

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**10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District)**  
**FY 2017 - FY 2031**

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County	TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY 2017 - FY 2031						MPO Project Score			
												Cat 2 DAL Approved	Cat 2 DAL Proposed	Cat 4 DAL Approved	Cat 4 DAL Proposed	Cat 12 Clear Lanes DAL Approved	Cat 12 Clear Lanes DAL Proposed		Cat 12 Strategic Priority DAL Approved	Cat 12 Strategic Priority DAL Proposed	
												\$2,619,914,466	\$3,099,602,736	\$1,223,659,249	\$1,389,346,281	\$1,622,094,151	\$3,198,085,796		\$1,131,239,279	\$1,238,818,121	
Rockwall	55222	0009-12-221	IH 30	Dalrock Road (Rockwall County Line) to East of Dalrock Road	Transition from Dalrock Interchange including reconstruction of existing 4 to 4 lane frontage roads and ramps	September 2018 (Actual)	March 2021 (Actual)	2021	Project split out from TIP 55169/CSJ 0009-11-241; Project was awarded Category 4 funds via the 2019 UTP; Project also has \$1,000,000 of Category 1 funding for potential cost overruns	\$8,000,000	\$7,000,000								96.33		
Rockwall	13038	0451-05-001	SH 205	JCT SH 205/John King (South Goliad Street) to JCT SH 205/John King (North Goliad Street)	Widen 4 to 6 lane divided urban roadway	January 2020 (Actual)	April 2026	2026	Project split out from TIP 55074	\$37,352,578	\$24,032,505	\$24,032,505	\$24,032,505							83.19	
Rockwall	55074	0451-04-021	SH 205	JCT SH 205/John King (North Goliad Street) to North of John King (Collin County Line)	Widen 2 lane rural highway to 4 lane divided (6 lane ultimate)	January 2020 (Actual)	April 2026	2026		\$6,206,000	\$5,525,459	\$5,525,459	\$5,525,459							88.75	
Rockwall	2998	1290-02-017	SH 276	SH 205 to FM 549	Reconstruct and widen 2 lane rural to 4 lane divided urban (Ultimate 6)	February 2016 (Actual)	April 2018 (Actual)	2018	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project let 4/18; Project also has \$1,658,000 of CMAQ and \$699,442 of Category 1	\$17,257,442	\$14,900,000	\$14,900,000	\$14,900,000							N/A	
Rockwall	55096	1290-03-027	SH 276	FM 549 to East of FM 549	Reconstruct and widen 2 lane rural to 4 lane divided urban (Ultimate 6)	February 2016 (Actual)	April 2018 (Actual)	2018	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Category 1 funds will be used to cover overruns	\$719,165	\$719,165	\$719,165	\$719,165							N/A	
<b>Total Proposed Funding - Rockwall County</b>																			<b>\$593,032,931</b>		
Various	TBD	0918-00-341	VA	Regional Mobility Assistance Patrol (Dallas District)	Mobility Assistance Patrol that provides assistance to stranded motorists due to vehicle problems or non-injury accidents	N/A	September 2022	2023	Staff proposes to request Category 12 funds from the TTC for this project; Additional funds would pay for a proposed expansion of this program; Includes \$4,387,500 of STBG	\$6,084,000	\$1,696,500							\$0	\$1,696,500	N/A	
Various	TBD	0918-00-342	VA	Regional Mobility Assistance Patrol (Dallas District)	Mobility Assistance Patrol that provides assistance to stranded motorists due to vehicle problems or non-injury accidents	N/A	September 2023	2024	Staff proposes to request Category 12 funds from the TTC for this project; Additional funds would pay for a proposed expansion of this program; Includes \$4,575,000 of STBG	\$6,588,000	\$2,013,000							\$0	\$2,013,000	N/A	
Various	TBD	0918-00-362	VA	Regional Mobility Assistance Patrol (Dallas District)	Mobility Assistance Patrol that provides assistance to stranded motorists due to vehicle problems or non-injury accidents	N/A	September 2024	2025	Staff proposes to request Category 12 funds from the TTC for this project; Additional funds would pay for a proposed expansion of this program; Includes \$4,725,000 of STBG	\$7,056,000	\$2,331,000							\$0	\$2,331,000	N/A	
<b>Total Proposed Funding - Various County</b>																			<b>\$6,040,500</b>		
<b>Total Category 2, 4, and 12 Funding</b>											\$8,409,326,339	\$2,707,018,470	\$2,657,662,581	\$1,204,744,782	\$1,314,759,841	\$1,622,094,151	\$3,198,085,796	\$1,131,239,279	\$1,238,818,121		
<b>Total Amount Remaining for Programming</b>											\$516,526,595	<del>(\$87,104,004)</del>	\$441,940,155	\$18,914,467	\$74,586,440	\$0	\$0	\$0	\$0		
<b>Total Allocation/Authorizations</b>											\$8,925,852,934										

Project Lettings (Includes Proposed Funding for FY 2022-FY 2031)			
	Category 2	Category 4	Category 12
2016	\$0	\$2,746,785	\$0
2018	\$77,106,426	\$56,477,612	\$0
2019	\$547,894,686	\$201,700,000	\$442,115,800
2020	\$88,735,687	\$0	\$422,015,000
2021	\$435,379,059	\$211,526,407	\$252,010,693
2022-2031	\$1,508,546,723	\$842,309,037	\$3,320,762,424
<b>Total</b>	<b>\$2,657,662,581</b>	<b>\$1,314,759,841</b>	<b>\$4,436,903,917</b>

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**10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District)**  
**FY 2017 - FY 2031**

DRAFT

County	TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY 2017 - FY 2031								MPO Project Score
												Cat 2 FTW Approved	Cat 2 FTW Proposed	Cat 4 FTW Approved	Cat 4 FTW Proposed	Cat 12 Clear Lanes FTW Approved	Cat 12 Clear Lanes FTW Proposed	Cat 12 Strategic Priority FTW Approved	Cat 12 Strategic Priority FTW Proposed	
												\$1,088,239,717	\$1,093,956,888	\$542,843,326	\$545,473,225	\$799,602,000	\$1,010,602,000	\$208,330,000	\$285,917,500	
Denton	54068	3559-01-004	SH 170	Denton County Line to SH 114 Interchange	Restripe 2 to 4 mainlanes and ramp modifications	May 2020 (Actual)	June 2020 (Actual)	2020	Project is a breakout of TIP 54088/CSJ 3559-02-007; Implemented by TxDOT Fort Worth District	\$1,000,000	\$1,000,000							\$1,000,000	\$1,000,000	63.12
											<b>Total Proposed Funding - Denton County</b>								<b>\$1,000,000</b>	
Hood	54114	0080-11-001	US 377	Johnson/Hood County Line to South of SH 171	Construct 0 to 4 lane divided roadway with interchange at US 377 and BU 377; Grade separation at FWWR and SH 171	September 2017 (Actual)	August 2018 (Actual)	2018	Category 2 funds for this project have been swapped for Category 7 due to increased cash flow capacity at the federal level; Project also has \$11,800,000 in local funding from Hood County	\$41,000,000	\$0	\$0	\$0							N/A
Hood	54018	0080-03-049	US 377	East of Brazos River Bridge to West of FM 51	US 377: Widen 4 lane to 6 lane (with a 4 lane transitional section at end) with 0 to 4 lane discontinuous access roads and ramps; SH 144: Widen 4 lane undivided to 4/5 divided and intersection improvements; FM 51: Widen 2 lane undivided to 4 lane undivided	September 2022	May 2026	2026		\$35,000,000	\$25,000,000	\$25,000,000	\$25,000,000							72.76
											<b>Total Proposed Funding - Hood County</b>								<b>\$25,000,000</b>	
Johnson	13040	0747-05-043	FM 157	8th Street to North of County Road 108B	Realign roadway 2 lane rural to 2 lane urban with sidewalks and turn lanes	September 2021	May 2024	2024	Project split out from TIP 13041/CSJ 0747-05-042	\$6,700,000	\$6,700,000	\$4,500,000	\$6,700,000							78.10
Johnson	13041	0747-05-042	FM 157	US 67 to 8th Street	Reconstruct from 2 lane rural to 2 lane urban with sidewalks and turn lanes	September 2021	May 2024	2024		\$6,800,000	\$6,800,000	\$6,800,000	\$6,800,000							87.39
Johnson	54053	0747-05-035	FM 157	BU 287P to US 67	Realign and widen roadway and widen 2 to 4 lanes rural divided	February 2022	August 2026	2026		\$78,000,000	\$78,000,000	\$78,000,000	\$78,000,000							72.84
Johnson	11955	1181-02-033	FM 917	West of Ave F to Main Street	Construct railroad grade separation and realign FM 917	June 2022	July 2024	2024		\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000							77.01
Johnson	11955	1181-03-036	FM 917	South Main Street to East of SH 174	Construct railroad grade separation and realign FM 917	June 2022	July 2024	2024	Project split out from TIP 11955/CSJ 1181-02-033	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000							86.06
Johnson	13046	0014-03-088	IH 35W	At FM 917	Reconstruct interchange	May 2021	February 2024	2024		\$22,000,000	\$22,000,000			\$15,000,000	\$22,000,000					84.42
Johnson	13060	0172-10-013	US 287	Tarrant County Line to Lone Star Road/FM 157	Construct freeway auxiliary lanes, new 0 to 2 lane frontage roads, ramps, Texas U-turn at Lone Star Bridge and widen from 2 to 3 lanes, Lone Star Road widen 2 to 3 lanes, shared use path, intersection improvements at US 287 and Lone Star Road/FM 157, retaining wall, drainage structure, sidewalks and signals	August 2021	August 2021	2021	Project added to the 10-Year Plan via 2020 UTP; Staff proposes to remove Category 2 funding and replace with STBG funding to help reduce regional carryover balance	\$22,800,000	\$0	\$22,800,000	\$0							78.96
Johnson	54125	0080-12-001	US 377	North of SH 171 to Johnson/Hood County Line	Construct 0 to 4 lane divided roadway with an interchange at US 377 and BU 377	September 2017 (Actual)	August 2018 (Actual)	2018	Project split out from TIP 54114/CSJ 0080-11-001 in Hood County; Project also has \$10,750,000 of Category 12 (425) funds	\$14,700,000	\$3,950,000	\$3,950,000	\$3,950,000							N/A
											<b>Total Proposed Funding - Johnson County</b>								<b>\$130,450,000</b>	

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**10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District)**  
**FY 2017 - FY 2031**

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County	TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY 2017 - FY 2031						MPO Project Score		
												Cat 2 FTW Approved	Cat 2 FTW Proposed	Cat 4 FTW Approved	Cat 4 FTW Proposed	Cat 12 Clear Lanes FTW Approved	Cat 12 Clear Lanes FTW Proposed		Cat 12 Strategic Priority FTW Approved	Cat 12 Strategic Priority FTW Proposed
												\$1,088,239,717	\$1,093,956,888	\$542,843,326	\$545,473,225	\$799,602,000	\$1,010,602,000		\$208,330,000	\$285,917,500
Parker	14012	0313-02-057	FM 51	North of Cottondale Road to Texas Drive	Widen 2 lane roadway to 3 lanes urban; intersection improvements including turn lanes and new signal improvements	March 2019 (Actual)	May 2019 (Actual)	2019	Flooding issue; Project also has \$3,650,000 of Category 5 and \$900,000 of Category 7 funds	\$16,550,000	\$12,000,000	\$12,000,000	\$12,000,000						85.32	
Parker	13054	0314-07-061	IH 20	FM 2552 to Bankhead Highway	Construct 0 to 4/6 westbound and eastbound frontage roads and U-turn bridges	August 2023	September 2024	2025	\$11,000,000 of Category 1 funded in UTP; TxDOT to request Category 12 funding to replace Category 1 funding and cover the remaining funding needed	\$52,000,000	\$52,000,000		\$21,000,000	\$21,000,000	\$0	\$31,000,000			75.83	
Parker	13061	0008-03-094	IH 20	FM 1187/3325 to Tarrant/Parker County Line	Reconstruct IH 20 frontage roads, reconstruct ramps, reconstruct main lanes for freight clearance, and construct shared-use paths from FM 1187/FM 3325 to Walsh Ranch Parkway	September 2022	January 2025	2025	Project split out from CSJ 1068-05-014	\$29,000,000	\$29,000,000		\$29,000,000	\$29,000,000					79.21	
Parker	13062	1068-05-014	IH 30	IH 20 to Tarrant/Parker County Line	Construct westbound ramps to FM 1187, construct eastbound ramps to IH 30 and IH 20	September 2022	January 2025	2025	Grouped project	\$6,000,000	\$6,000,000		\$6,000,000	\$6,000,000					78.99	
Parker	14012	0171-03-070	SH 199	North of Ash Street to North of Old Springtown Road	Reconstruct roadway and intersection improvements	March 2019 (Actual)	May 2019 (Actual)	2019	Project split out from TIP 14012/CSJ 0313-02-057; Grouped project; Fully funded with Category 1 funds, so remove Category 2 funds	\$0	\$0	\$0							76.15	
											<b>Total Proposed Funding - Parker County</b>						<b>\$99,000,000</b>			
Tarrant	11244	0718-02-045	FM 156	US 81/287 to Watauga Rd. (McElroy)	Reconstruct and widen 2 lane to 4 lane divided	July 2018 (Actual)	August 2018 (Actual)	2018	Category 2 funds for this project were swapped for Category 7 due to increased cash flow capacity at the federal level; Project already had \$13,109,245 of Category 7 before this change; Low bid of \$48.6M; TxDOT wants to keep remainder for potential change orders	\$53,109,245	\$0	\$0							N/A	
Tarrant	13019	0008-16-043	IH 20	At Chisholm Trail Parkway	Add northbound and southbound direct connect ramps	January 2025	September 2027	2028		\$31,085,095	\$31,085,095	\$31,085,095	\$31,085,095						63.16	
Tarrant	13027	2374-05-084	IH 20	Park Springs Blvd. to Dallas County Line	Reconstruct freeway from 8 to 10 lanes and 4/6/8 lane to 4/6/8 lane continuous frontage roads	June 2023	August 2031	2031	Split from IH 20 from US 287 to Park Springs Blvd; Funding previously moved to TIP 13027.2/CSJ 2374-05-093	\$300,000,000	\$0	\$0	\$0						76.01	
Tarrant	13027	2374-05-093	IH 20	Park Springs Blvd. to Dallas County Line	Operational improvements	June 2023	January 2025	2025	\$50,000,000 of Category 2 funding previously offset by a reduction on TIP 13027.1/CSJ 2374-05-084	\$125,000,000	\$50,000,000	\$50,000,000	\$50,000,000			\$0	\$0		76.01	
Tarrant	55043	2374-05-066	IH 20	IH 820 to Park Springs	Reconstruct & widen 8/10 to 10 general purpose lanes, 4/6 discontinuous frontage road lanes to 4/8 discontinuous frontage road lanes, & 0 to 8 CD lanes (from IH 820 to US 287) and add shared-use path and sidewalks	September 2020 (Actual)	September 2021	2022	Split from IH 20 from US 287 to Park Springs Blvd; Project is part of the Southeast Connector project	\$536,545,645	\$536,545,645	\$330,215,646	\$330,215,646	\$153,000,000	\$153,000,000		\$53,330,000	\$53,330,000	82.70	
Tarrant	55045	0008-13-206	IH 20	IH 20/IH 820 Interchange to Forest Hill Drive	Reconstruct and widen 8 to 12 mainlanes and 4/6 discontinuous frontage road lanes to 4/8 continuous frontage road lanes and add shared-use path and sidewalks	September 2020 (Actual)	September 2021	2022	Project is part of the Southeast Connector	\$115,402,715	\$115,402,715	\$115,402,715	\$115,402,715						85.40	
Tarrant	55182	0008-16-042	IH 20	Bryant Irvin Road to Winscott Road	Construct 1 auxiliary lane in each direction and ramp modification	April 2019 (Actual)	April 2020 (Actual)	2020		\$23,000,000	\$23,000,000		\$23,000,000	\$23,000,000					77.27	

Amounts only include Category 2/4/12 funding.  
 Red text and strikethroughs indicate changes since June 2021 RTC meeting  
 Carryover funds from previous years are not accounted for.

**10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District)**  
**FY 2017 - FY 2031**

DRAFT

County	TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY 2017 - FY 2031						MPO Project Score		
												Cat 2 FTW Approved	Cat 2 FTW Proposed	Cat 4 FTW Approved	Cat 4 FTW Proposed	Cat 12 Clear Lanes FTW Approved	Cat 12 Clear Lanes FTW Proposed		Cat 12 Strategic Priority FTW Approved	Cat 12 Strategic Priority FTW Proposed
												\$1,088,239,717	\$1,093,956,888	\$542,843,326	\$545,473,225	\$799,602,000	\$1,010,602,000		\$208,330,000	\$285,917,500
Tarrant	13002	1068-01-230	IH 30	IH 820 to Chisholm Trail Parkway	Reconstruct from 6 to 8 mainlanes; Reconstruct 2/8 lane to 2/8 lane discontinuous frontage roads and convert 2 way frontage road sections to one way eastbound and westbound (1 lane to 2 lane discontinuous)	April 2022	September 2025	2026	Category 2 funding moved to TIP 55045/CSJ 0008-13-206; Project will be re-funded in a future 10-Year Plan update; TxDOT to request Category 12 funding from the TTC for this project	\$130,000,000	\$130,000,000	\$0	\$0	\$0	\$130,000,000			73.24		
Tarrant	13003	1068-01-214	IH 30	SS 580 (East of Linkcrest Drive) to IH 820	Reconstruct 4 to 6 main lanes; Reconstruct 4 lane discontinuous frontage to 4/6 lane continuous frontage roads; Reconstruct SS 580 interchange	October 2021	September 2024	2025	TxDOT to request Category 12 funding from the TTC for this project	\$140,000,000	\$140,000,000	\$0	\$0	\$90,000,000	\$90,000,000	\$0	\$50,000,000		79.63	
Tarrant	TBD	1068-02-072	IH 30	East of IH 35W to Cooper Street	Widen 6 to 8/10 general purpose lanes	January 2025	September 2031	2032	Staff proposes to move funding to a project being implemented in an earlier year; Project will be funded in a future 10-Year Plan Update	\$1,000,000,000	\$0	\$10,000,000	\$0						60.78	
Tarrant	13001	1068-02-147	IH 30	West of Cooper Street to Dallas County Line	Reconstruct and widen 6 to 8 general purpose lanes, convert 2 concurrent express lanes to 2/3 concurrent express lanes, and reconstruct existing 4/6 to 4/6 discontinuous frontage road lanes	April 2021	September 2024	2025	TxDOT to build safety barriers into managed lane design	\$127,820,000	\$127,820,000			\$103,820,000	\$127,820,000				80.82	
Tarrant	TBD	0014-02-055	IH 35W	North of IH 20 to South of SH 174	IH 20 Interchange operational improvements	November 2022	August 2027	2027	TxDOT to request Category 12 funding from the TTC for this project	\$75,000,000	\$75,000,000					\$0	\$75,000,000		83.01	
Tarrant	55041	0008-13-125	IH 820 (SE)	IH 20 to Brentwood Stair Road	Reconstruct and widen freeway from 4/8 to 8/14 main lanes and 4/6 discontinuous frontage road lanes to 4/8 continuous frontage road lanes and remove 4 to 0 CD lanes; Add shared-use path and sidewalks	September 2020 (Actual)	September 2021	2022	Project is part of the Southeast Connector; Design-build project; Project awarded \$340,202,000 of Category 12 Clear Lanes funding via the 2019 UTP and an additional \$89,400,000 via the 2020 UTP; Project also awarded \$350,000,000 of Design-Build funding	\$819,422,670	\$469,422,670	\$39,820,670	\$39,820,670		\$429,602,000	\$429,602,000			81.89	
Tarrant	13005	0008-14-132	IH 820	Navajo Trail/Cahoba Drive to Marine Creek Parkway	Relocate ramps, realign frontage roads, add bridges	June 2021	September 2025	2026	Project is a breakout of TIP 13005/CSJ 0171-05-068	\$20,000,000	\$20,000,000	\$20,000,000	\$20,000,000						86.84	
Tarrant	13056	0008-05-029	Lancaster Avenue/SH 180	IH 35W to Tierney Road	Reconstruct roadway 6 to 6 lanes with pedestrian improvements	January 2023	August 2025	2025	Project has a \$5,000,000 commitment from City of Fort Worth	\$42,500,000	\$37,500,000	\$37,500,000	\$37,500,000						80.42	
Tarrant	13057	0008-06-052	Lancaster Avenue/SH 180	Tierney Road to IH 820	Reconstruct roadway 6 to 6 lanes with pedestrian improvements	January 2023	August 2025	2025	Split from TIP 13056; Project has a \$5,000,000 commitment from City of Fort Worth	\$17,500,000	\$12,500,000	\$12,500,000	\$12,500,000						79.36	
Tarrant	13006	0353-03-100	SH 114	FM 1938 to Dove Road	Construct 0 to 2 lane eastbound frontage road from FM 1938 to Solana/Kirkwood with the addition of auxiliary lanes & construct 0 to 2 lane westbound & 0 to 2 lane eastbound frontage roads from Solana/ Kirkwood to Dove with the addition of auxiliary lanes & ramp modifications	June 2020 (Actual)	July 2020 (Actual)	2020	Local contribution of \$3,000,000 by the City of Southlake	\$36,000,000	\$33,000,000	\$33,000,000	\$33,000,000						80.68	
Tarrant	13007	0364-01-147	SH 121	Stars and Stripes Blvd to South of IH 635	Construct IH 635 and FM 2499 deferred connections	April 2009 (Actual)	March 2018 (Actual)	2018	Design-build; Project also has \$1,600,000 of Category 1 funding	\$371,600,000	\$370,000,000				\$370,000,000	\$370,000,000			N/A	
Tarrant	13049	0364-01-148	SH 121	Glade Road to SH 183	Interim operational bottleneck improvement, ITS, and illumination	August 2018 (Actual)	September 2018 (Actual)	2019	Also has \$1.6M of STBG funds & \$1.8M of Category 1 funds; Cat 2 funds replaced with \$25,000,000 of Cat 7 funds	\$28,400,000	\$0	\$0	\$0						N/A	

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**10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District)**  
**FY 2017 - FY 2031**

DRAFT

County	TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY 2017 - FY 2031								MPO Project Score
												Cat 2 FTW Approved	Cat 2 FTW Proposed	Cat 4 FTW Approved	Cat 4 FTW Proposed	Cat 12 Clear Lanes FTW Approved	Cat 12 Clear Lanes FTW Proposed	Cat 12 Strategic Priority FTW Approved	Cat 12 Strategic Priority FTW Proposed	
												\$1,088,239,717	\$1,093,956,888	\$542,843,326	\$545,473,225	\$799,602,000	\$1,010,602,000	\$208,330,000	\$285,917,500	
Tarrant	54088	3559-02-007	SH 170	IH 35W to Denton County Line	Construct 0 to 4 mainlanes for the following segments only (IH 35W to Westport Parkway; Park Vista Blvd. to Independence Parkway; UPRR to Denton County Line)	May 2020 (Actual)	June 2020 (Actual)	2020	Project awarded \$154,000,000 of Category 12 Strategic Priority funding in the 2020 UTP	\$154,000,000	\$154,000,000							\$154,000,000	\$154,000,000	63.12
Tarrant	13064	0094-05-070	SH 183	At Pumphrey	Construct intersection improvements including turn lanes and new traffic signal	November 2023	June 2024	2024		\$20,000,000	\$10,000,000	\$10,000,000	\$10,000,000							61.51
Tarrant	TBD	0094-01-032	SH 183	At UP RR	Replace railroad underpass	August 2021	August 2022	2022	Staff proposes to add project to the 10-Year Plan; Project also has \$12,000,000 of Category 6 funding	\$30,000,000	\$18,000,000	\$0	\$18,000,000							88.61
Tarrant	TBD	0008-14-059 0364-01-054	SH 183/IH 820	SH 183 from East of IH 820/SH 121 Interchange to Reliance Parkway and IH 820 from East of IH 35W to West of IH 820/SH 121 Interchange	SH 183: Widen from 4 to 6 managed lanes; IH 820: Widen from 4 to 6 general purpose lanes	April 2023	August 2023	2023	Project to be funded by the private sector as part of the North Tarrant Express CDA; NTE Segments 1 and 2	\$162,000,000	\$0									72.81
Tarrant	TBD	0094-02-136 0364-05-039	SH 183	Reliance Parkway to SH 161	Construct 6/8 to 8 general purpose lanes and 2/3 to 6 managed lanes	April 2023	August 2023	2023	Project to be funded by the private sector as part of the North Tarrant Express CDA	<del>\$162,000,000</del> \$1,000,000,000	\$0									72.81
Tarrant	13005	0171-05-068	SH 199	South End of Lake Worth Bridge to IH 820	Construct 0 to 6 main lanes and interchange at IH 820	June 2021	September 2025	2026	\$20,000,000 of Category 2 funds previously moved to CSJ 0008-14-132 (part of the SH 199 improvements)	\$180,000,000	\$180,000,000	\$180,000,000	\$180,000,000							86.64
Tarrant	13037	0171-05-094	SH 199	West Fork of Trinity River to IH 820	Reconstruct and widen 4/6 to 4/6 lane divided urban	June 2021	August 2024	2024		\$68,661,515	\$68,661,515	\$68,661,515	\$68,661,515							78.28
Tarrant	55173	0171-05-097	SH 199	South end of Lake Worth Bridge to Azle Avenue	Construct 0 to 6 lane freeway, construct bridges over SH 199	April 2020 (Actual)	June 2020 (Actual)	2020		\$22,000,000	\$22,000,000			\$22,000,000	\$22,000,000					90.50
Tarrant	55176	0171-04-050	SH 199	North of FM 1886 to South end of Lake Worth Bridge	Reconstruct & widen 4 lane arterial to 6 lane freeway; Reconstruct & widen 4 lane to 4 lane frontage roads; Construct bridges over Lake Worth & traffic management system	April 2020 (Actual)	June 2020 (Actual)	2020		\$113,999,400	\$113,999,400	\$45,006,400	\$45,006,400	\$68,993,000	\$68,993,000					89.09
Tarrant	13008	2266-02-148	SH 360	North of E. Randol Mill Rd. to South of E. Randol Mill Rd.	Reconstruct 6 to 8 main lanes and railroad underpass and 4/8 lane to 4/8 lane continuous frontage roads	November 2017 (Actual)	August 2024	2025	Project is split out from TIP 51346	\$55,000,000	\$55,000,000	\$55,000,000	\$55,000,000							94.82
Tarrant	13058	2266-02-150	SH 360	SH 183 to IH 30	Operational improvements	June 2024	August 2024	2024		\$20,000,000	\$20,000,000	\$20,000,000	\$20,000,000							77.49
Tarrant	51346	2266-02-086	SH 360	North of E. Abram Street to IH 20 Interchange	Reconstruct and widen from 6 to 8 lanes	November 2017 (Actual)	February 2018 (Actual)	2018		\$62,000,000	\$62,000,000	\$62,000,000	\$62,000,000							N/A
Tarrant	13059	0172-09-037	US 287	Union Pacific Railroad to Johnson County Line	Construct freeway auxiliary lanes, construct 0/4 to 4 frontage road lanes, Texas U-turn, retaining walls, drainage structures, sidewalks, and signalization	August 2021	August 2021	2021	Project added to the 10-Year Plan via 2020 UTP; Staff proposes to remove Category 2 funding and replace with STBG funding to help reduce regional carryover balance	\$11,250,000	\$0	\$11,250,000	\$0							76.90
Tarrant	55042	0172-09-028	US 287	IH 20 Interchange to Sublett Road	Reconstruct and widen 4 to 6 general purpose lanes and 4/6 discontinuous frontage road lanes to 4/6 discontinuous frontage road lanes, and add shared-use path and sidewalks	September 2020 (Actual)	September 2021	2022	Project is part of the Southeast Connector; Design-build project	\$30,000,000	\$30,000,000			\$30,000,000	\$30,000,000					80.36

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**10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District)**  
**FY 2017 - FY 2031**

DRAFT

County	TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY 2017 - FY 2031						MPO Project Score		
												Cat 2 FTW Approved	Cat 2 FTW Proposed	Cat 4 FTW Approved	Cat 4 FTW Proposed	Cat 12 Clear Lanes FTW Approved	Cat 12 Clear Lanes FTW Proposed		Cat 12 Strategic Priority FTW Approved	Cat 12 Strategic Priority FTW Proposed
												\$1,088,239,717	\$1,093,956,888	\$542,843,326	\$545,473,225	\$799,602,000	\$1,010,602,000		\$208,330,000	\$285,917,500
Tarrant	55044	0172-06-080	US 287	IH 820 to Berry Street	Reconstruct 6 to 6 mainlanes plus 0 to 2 auxiliary lanes with 4 discontinuous frontage road lanes to 4/6 discontinuous frontage road lanes; Add shared-use path and sidewalks	September 2020 (Actual)	September 2021	2022	Project is part of the Southeast Connector; Design-build project	\$89,874,140	\$89,874,140	\$49,874,140	\$49,874,140	\$40,000,000	\$40,000,000					80.20
Tarrant	13063	0014-15-078	US 81/US 287	South of North Tarrant Parkway to Avondale Haslet Road	Operational improvements including ramp modifications, 0 to 2 lane frontage roads, and sidewalks	December 2021	September 2024	2025	Project added to the 10-Year Plan via 2020 UTP	\$71,600,010	\$13,000,000	\$5,000,000	\$5,000,000	\$0	\$8,000,000					81.86
<b>Total Proposed Funding - Tarrant County</b>																	<b>\$3,007,811,181</b>			
Wise	13004	0013-09-012	BU 81-D	North of CR 1160 to North of CR 2090	Realignment of BU 81-D at realigned intersection of US 81/287 and FM 1810/BU 81-D	July 2021	September 2024	2025	Split from TIP 13004/CSJ 2418-01-013	\$3,600,000	\$3,600,000	\$3,600,000	\$3,600,000							67.70
Wise	13004	2418-01-013	FM 1810	West of CR 1170 to intersection of US 81/287 at FM 1810	Realignment of FM 1810 and grade separation & retaining walls at realigned intersection at US 81/287 & BU 81D	July 2021	September 2024	2025		\$17,000,000	\$13,300,000	\$13,300,000	\$13,300,000							67.70
Wise	53141	0312-04-022	FM 730	Approximately 3 miles north of SH 114 to SH 114	Widen and reconstruct from 2 lane to 2 lane urban for shoulders and safety, add turn lanes	N/A	February 2022	2022	Original Prop 1 project; Project not eligible for Category 4 funding, so previously changed to Category 2; Project also has Category 6 funding under CSJ 0312-04-029	\$26,000,000	\$26,000,000	\$14,000,000	\$26,000,000							72.48
Wise	13004	0013-07-083	US 81	North of CR 2195 to North of US 380	Construct mainlane grade separation at relocated FM 1810 and US 81D, with addition of ramps and 0 to 2 lane frontage roads	July 2021	September 2024	2025	Split from TIP 13004/CSJ 2418-01-013; Project also has \$8,000,000 of Category 1 funding	\$32,700,000	\$16,700,000	\$16,700,000	\$16,700,000							68.44
<b>Total Proposed Funding - Wise County</b>																	<b>\$59,600,000</b>			
Various	TBD	0902-00-309	VA	Regional Mobility Assistance Patrol (Fort Worth District)	Mobility Assistance Patrol that provides assistance to stranded motorists due to vehicle problems or non-injury accidents	N/A	September 2022	2023	Staff proposes to request Category 12 funds from the TTC for this project; Additional funds would pay for a proposed expansion of this program; Includes \$2,567,500 of STBG	\$3,380,000	\$812,500							\$0	\$812,500	N/A
Various	TBD	0902-00-310	VA	Regional Mobility Assistance Patrol (Fort Worth District)	Mobility Assistance Patrol that provides assistance to stranded motorists due to vehicle problems or non-injury accidents	N/A	September 2023	2024	Staff proposes to request Category 12 funds from the TTC for this project; Additional funds would pay for a proposed expansion of this program; Includes \$2,905,000 of STBG	\$3,780,000	\$875,000							\$0	\$875,000	N/A
Various	TBD	0902-00-311	VA	Regional Mobility Assistance Patrol (Fort Worth District)	Mobility Assistance Patrol that provides assistance to stranded motorists due to vehicle problems or non-injury accidents	N/A	September 2024	2025	Staff proposes to request Category 12 funds from the TTC for this project; Additional funds would pay for a proposed expansion of this program; Includes \$3,132,000 of STBG	\$4,032,000	\$900,000							\$0	\$900,000	N/A
<b>Total Proposed Funding - Various County</b>																	<b>\$2,587,500</b>			
<b>Total Category 2, 4, and 12 Funding</b>											\$3,325,448,681	\$1,399,966,181	\$1,388,116,181	\$601,813,000	\$640,813,000	\$799,602,000	\$1,010,602,000	\$208,330,000	\$285,917,500	
<b>Total Amount Remaining for Programming</b>											(\$389,499,068)	(\$311,726,464)	(\$294,159,293)	(\$58,969,674)	(\$95,339,775)	\$0	\$0	\$0	\$0	
<b>Total Allocation/Authorizations</b>											\$2,935,949,613									

Project Lettings (Includes Proposed Funding for FY 2022-FY 2031)			
	Category 2	Category 4	Category 12
2017	\$0	\$0	\$0
2018	\$65,950,000	\$0	\$370,000,000
2019	\$12,000,000	\$0	\$0
2020	\$78,006,400	\$113,993,000	\$155,000,000
2021	\$0	\$0	\$0
2022-2031	\$1,232,159,781	\$526,820,000	\$771,519,500
<b>Total</b>	<b>\$1,388,116,181</b>	<b>\$640,813,000</b>	<b>\$1,296,519,500</b>

Amounts only include Category 2/4/12 funding.  
 Red text and strikethroughs indicate changes since June 2021 RTC meeting  
 Carryover funds from previous years are not accounted for.

**10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Paris District)  
FY 2017 - FY 2031**

DRAFT

County	TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY 2017 - FY 2031				MPO Project Score
												Cat 2 Hunt Approved	Cat 2 Hunt Proposed	Cat 12 Hunt Approved	Cat 12 Hunt Proposed	
												\$57,350,000	\$67,022,160	\$142,000,000	\$150,569,206	
Hunt	13052	2659-01-010	FM 1570	IH 30 to SH 66	Construct 2 lane to 4 lane divided with shoulders (HMAC pavement and RR crossing) North project	June 2025	August 2025	2025	Hunt County is doing environmental clearance; TxDOT to request Category 12 funding for this project	\$16,800,000	\$16,800,000	\$15,000,000	\$15,000,000	\$0	\$1,800,000	82.54
Hunt	13051	0692-01-020	FM 1570	SH 34 to IH 30	Widen 2 to 4 lane divided roadway (South Project)	June 2027	October 2027	2028	TxDOT to request Category 12 funding for this project	\$24,640,000	\$24,640,000			\$0	\$24,640,000	90.27
Hunt	13039	2658-01-013	FM 2642	FM 35 to SH 66	Widen 2 lane to 4 lane divided urban with sidewalks	June 2020 (Actual)	September 2022	2023	Project also has \$11,485,840 of Category 7 funds; TxDOT to request Category 12 funding for this project	\$21,056,000	\$8,066,160	\$7,314,160	\$7,314,160	\$0	\$752,000	82.30
Hunt	13050	0009-13-167	IH 30	At FM 1570	Construct interchange	June 2022	September 2022	2023	Project was awarded Category 12 funds via 2018 UTP; Project also has \$8,000,000 of Category 7 funds; TxDOT to request additional Category 12 funding for this project	\$31,200,000	\$31,200,000			\$22,000,000	\$23,200,000	75.78
Hunt	55223	0009-13-173	IH 30	West of FM 1903 to East of FM 1903	Reconstruct overpass and approaches	June 2022	September 2022	2023	Project also has \$14,450,000 of Category 7 funds	\$37,908,000	\$23,408,000	\$15,550,000	\$23,408,000			76.27
Hunt	55224	0009-13-168	IH 30	South of FM 36 to North of FM 36	Reconstruct overpass	February 2023	May 2023	2023	Project was awarded Category 12 funds via 2018 UTP; TxDOT to request additional Category 12 funding for this project	\$26,000,000	\$26,000,000			\$25,000,000	\$26,000,000	77.26
Hunt	55225	0009-13-169	IH 30	South of FM 1565 to North of FM 1565	Reconstruct overpass	February 2023	May 2023	2023	Project was awarded Category 12 funds via the 2018 UTP; TxDOT to request additional Category 12 funding for this project	\$26,000,000	\$26,000,000			\$25,000,000	\$26,000,000	76.40
Hunt	55226	0009-13-170	IH 30	South of CR 2509 to North of CR 2509	Construct new interchange	February 2023	May 2023	2023	Project was awarded Category 12 funds via 2018 UTP; TxDOT to request additional Category 12 funding for this project	\$31,200,000	\$31,200,000			\$30,000,000	\$31,200,000	82.02
Hunt	13065	0009-13-174	IH 30	FM 2642 to FM 1570	Widen 4 to 6 lane freeway	August 2025	August 2026	2026	Project was awarded Category 12 funds via the 2020 UTP	\$44,800,000	\$16,781,206			\$40,000,000	\$16,781,206	62.27
Hunt	TBD	0009-13-175	IH 30	0.5 miles SW of Monty Stratton to 0.5 miles NE of Monty Stratton	Reconstruct overpass	June 2023	September 2022	2023	Funded with \$4,200,000 of STBG through COVID-19 Infrastructure Program (Round 3)	\$4,200,000	\$0					64.92
Hunt	13053	0768-01-057	SH 24/SH 11	Culver Street to Live Oak Street and SH 11 from SH 24 to Monroe Street	Construct pedestrian safety and traffic calming improvements	September 2019 (Actual)	March 2023	2023	TxDOT to request additional Category 12 funding for this project	\$5,096,000	\$5,096,000	\$4,900,000	\$4,900,000	\$0	\$196,000	65.49
Hunt	55152	1290-07-001	SH 276	West of FM 36 to SH 34	Construct 4 lane facility on new location (Quinlan Bypass) with a continuous left turn lane	November 2018 (Actual)	October 2020 (Actual)	2021		\$16,400,000	\$16,400,000	\$16,400,000	\$16,400,000			80.86
												<b>Total Proposed Funding - Hunt County</b>				<b>\$217,591,366</b>
<b>Total Category 2 and 12 Funding</b>											\$217,591,366	\$59,164,160	\$67,022,160	\$142,000,000	\$150,569,206	
<b>Total Amount Remaining for Programming</b>											\$0	<del>(\$1,814,160)</del>	\$0	\$0	\$0	
<b>Total Allocation/Authorizations</b>											\$217,591,366					

Project Lettings (Includes Proposed Funding for FY 2022-FY 2031)		
	Category 2	Category 12
2017	\$0	\$0
2018	\$0	\$0
2019	\$0	\$0
2020	\$0	\$0
2021	\$16,400,000	\$0
2022-2031	\$50,622,160	\$150,569,206
<b>Total</b>	<b>\$67,022,160</b>	<b>\$150,569,206</b>

Amounts only include Category 2 and 12 funding.  
Red text and strikethroughs indicate changes since June 2021 RTC meeting  
Carryover funds from previous years are not accounted for.

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

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

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

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

Proposed Category 2/STBG Funding Exchanges

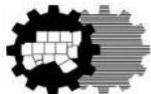
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County	TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Programmed Category 2 To Be Released	Category 7 To Be Programmed
<b>Eastern Subregion</b>												
Dallas	54119.1	2964-10-008	SL 9	IH 35E to Dallas/Ellis County Line	Construct 0 to 2 lane frontage roads (ultimate 6) including turn lanes	November 2017 (Actual)	August 2021	2021	Project split out from TIP 54119/CSJ 2964-10-005; Project also has \$432,000 of CMAQ funding, \$3,788,000 of RTR funding, and \$3,589,488 of STBG funding; Staff proposes to remove Category 2 funding and replace with STBG funding as part of a funding swap to reduce the region's STBG carryover balance	\$43,045,357	(\$35,235,869)	\$35,235,869
Dallas	54119.2	2964-10-009	SL 9	Ellis/Dallas County Line to IH 45	Construct 0 to 2 lane frontage roads (ultimate 6) including turn lanes	November 2017 (Actual)	August 2021	2021	Project split out from TIP 54119/CSJ 2964-10-005; Project also has \$408,000 of CMAQ funding and \$13,722,970 of STBG funding; Staff proposes to remove Category 2 funding and replace with STBG funding as part of a funding swap to reduce the region's STBG carryover balance	\$67,236,678	(\$53,105,708)	\$53,105,708
Ellis	54119.3	2964-12-001	SL 9	From IH 35E to Dallas County Line	Construct 0 to 2 lane frontage roads (ultimate 6) including turn lanes	November 2017 (Actual)	August 2021	2021	Breakout of SL 9 project originally listed in Dallas County (TIP 54119/CSJ 2964-10-005); Project also has \$734,000 of CMAQ funding and \$1,500,000 of Category 1 funding; Staff proposes to remove Category 2 funding and replace with STBG funding as part of a funding swap to reduce the region's STBG carryover balance	\$11,004,170	(\$8,770,170)	\$8,770,170
Ellis	54119.4	2964-12-002	SL 9	Dallas/Ellis County Line to Ellis/Dallas County Line	Construct 0 to 2 lane frontage roads (ultimate 6) including turn lanes	November 2017 (Actual)	August 2021	2021	Breakout of SL 9 project originally listed in Dallas County (TIP 54119/CSJ 2964-10-005); Project also has \$96,000 of CMAQ funding and \$1,500,000 of Category 1 funding; Staff proposes to remove Category 2 funding and replace with STBG funding as part of a funding swap to reduce the region's STBG carryover balance	\$11,893,729	(\$10,297,729)	\$10,297,729
											(\$107,409,476)	\$107,409,476
<b>Western Subregion</b>												
Johnson	13060	0172-10-013	US 287	Tarrant County Line to Lone Star Road/FM 157	Construct freeway auxiliary lanes, new 0 to 2 lane frontage roads, ramps, Texas U-turn at Lone Star Bridge and widen from 2 to 3 lanes, Lone Star Road widen 2 to 3 lanes, shared use path, intersection improvements at US 287 and Lone Star Road/FM 157, retaining wall, drainage structure, sidewalks and signals	August 2021	August 2021	2021	Project added to the 10-Year Plan via 2020 UTP; Remove Category 2 funding and replace with STBG funding	\$22,800,000	(\$22,800,000)	\$22,800,000
Tarrant	13059	0172-09-037	US 287	Union Pacific Railroad to Johnson County Line	Construct freeway auxiliary lanes, construct 0/4 to 4 frontage road lanes, Texas U-turn, retaining walls, drainage structures, sidewalks, and signalization	August 2021	August 2021	2021	Project added to the 10-Year Plan via 2020 UTP; Remove Category 2 funding and replace with STBG funding	\$11,250,000	(\$11,250,000)	\$11,250,000
											(\$34,050,000)	\$34,050,000

# **2022 UNIFIED TRANSPORTATION PROGRAM (UTP) AND REGIONAL 10-YEAR PLAN UPDATE**

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**Regional Transportation Council  
July 8, 2021**



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

# BACKGROUND

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

# ACTIVITIES UNDERTAKEN SINCE LAST UPDATE

- TxDOT began developing the 2022 UTP.
- NCTCOG staff has coordinated with the TxDOT Districts regarding project updates (e.g., costs/funding, environmental clearance and let dates), and potential new projects.
- Proposed new projects were scored using the same process used in previous years.
- A draft project listing was developed that included project scores, project revisions, and potential new projects.

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

- Project should be included in Mobility 2045
- Focus on system versus new, stand-alone projects
- Fully fund existing projects before funding new projects
- Ensure equity of county allocations
- Maintain toll lanes/toll managed lanes on selected corridors
- Re-fund previously unfunded projects, when possible
- Ensure all RTC projects are approved in 2022 UTP (including “placeholders”)
- Projects must be scored and should have a score sufficient to qualify for funding

# REGIONAL FUNDING ALLOCATIONS FOR 2017-2022 UTPs

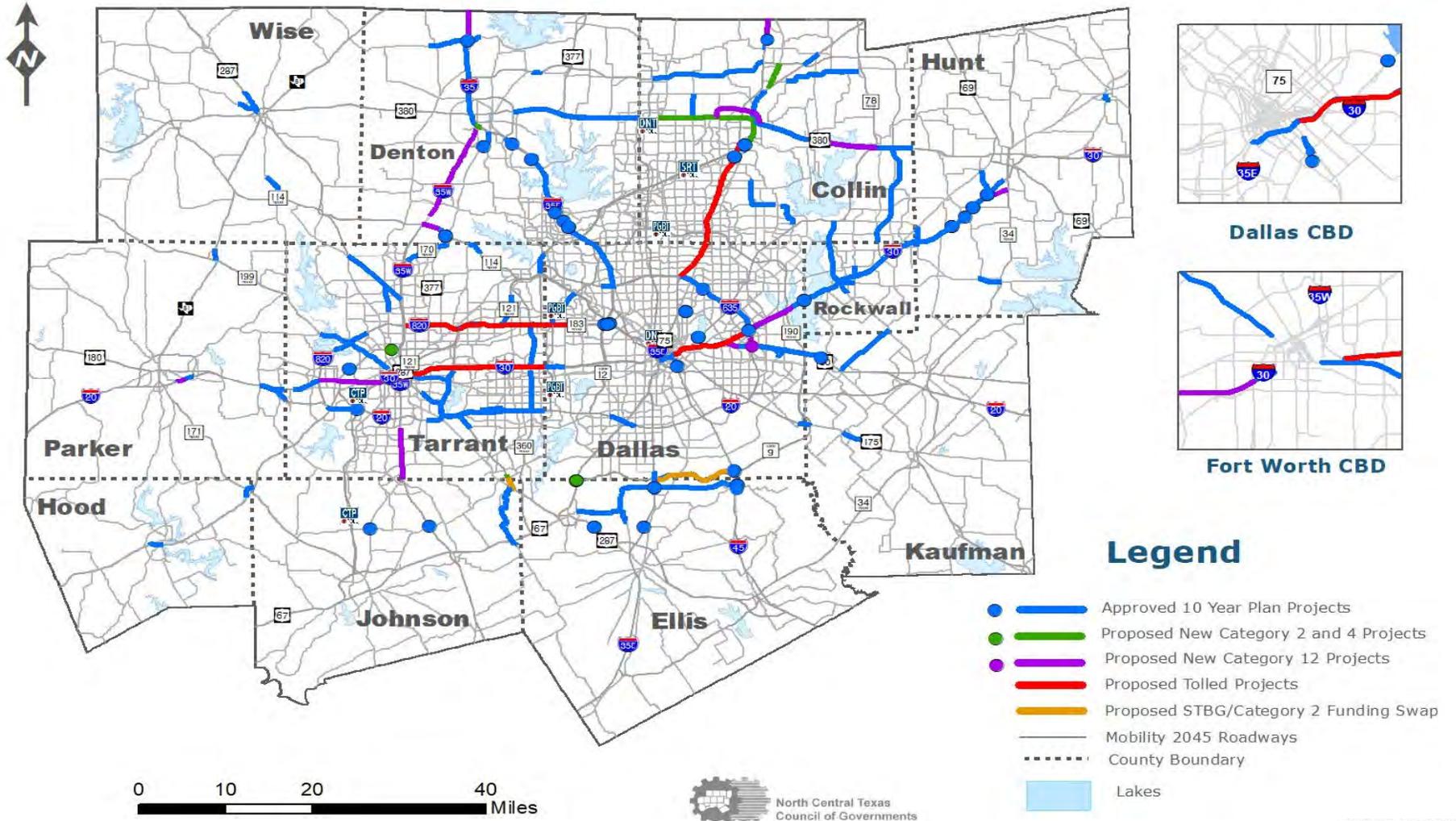
<b>Funding Category</b>	<b>2017 Allocation</b>	<b>2018 Allocation</b>	<b>2019 Allocation</b>	<b>2020 Allocation</b>	<b>2021 Allocation</b>	<b>2022 Proposed Allocation</b>
Category 2	\$3.784B	\$3.607B	\$3.832B	\$3.516B	\$2.913B	\$2.931B
Category 4	\$830M	\$1.553B	\$1.637B	\$1.537B	\$1.340B	\$1.348B
Category 12	\$812M	\$2.130B	\$1.395B	\$3.041B	\$3.089B	TBD
<b>Total Allocation</b>	<b>\$5.426B</b>	<b>\$7.290B</b>	<b>\$6.864B</b>	<b>\$8.094B</b>	<b>\$7.342B</b>	<b>\$4.279B</b>

# PROPOSED STBG/CATEGORY 2 FUNDING EXCHANGE

- Given that Surface Transportation Block Grant (STBG) funds are not being obligated as quickly as needed, a STBG/Category 2 funding exchange is being proposed.
- Two projects were identified for this proposal: US 287 in Johnson and Tarrant Counties and State Loop 9 in Dallas and Ellis Counties
- The US 287 projects have ~\$34M of Category 2 funding, which will be exchanged with ~\$34M of STBG funds
- The State Loop 9 projects have ~\$107M of Category 2 funding, which will be exchanged with ~\$107M of STBG funds
- Both projects were selected because they can be let in Fiscal Year (FY) 2021, which will allow the region to quickly reduce the carryover balance of STBG funds.
- A proposal will be brought back with specific projects on which to program the freed-up Category 2 funds.

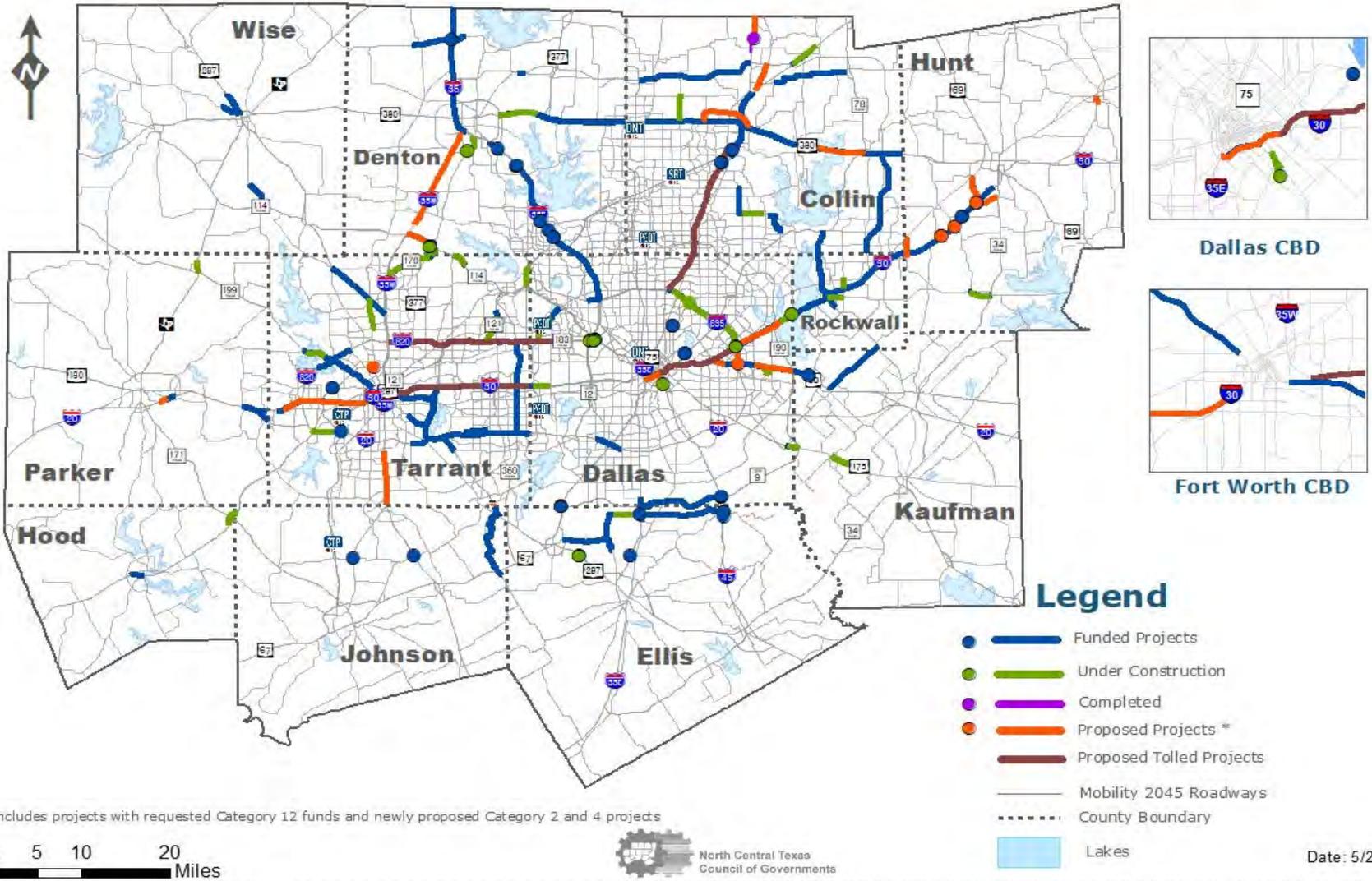
# Dallas-Fort Worth Regional 10 Year Plan Projects

## FY 2017 - FY 2031



# Dallas-Fort Worth Regional 10 Year Plan Project Status

FY 2017 - FY 2031



# TIMELINE

<b>MEETING/TASK</b>	<b>DATE</b>
Funding Targets Received	February 2021
Initial draft list due to TxDOT	March 12, 2021
STTC Information	May 28, 2021
RTC Information	June 10, 2021
NCTCOG Public Involvement	June 2021
STTC Action	June 25, 2021
<b>RTC Action</b>	<b>July 8, 2021</b>
TxDOT Public Meetings for 2022 UTP	June/July 2021
Anticipated TTC Approval of 2022 UTP	August 2021

# NEXT STEPS

- Await decisions by the TTC on Category 12 funding
- Bring back any project changes to the Surface Transportation Technical Committee (STTC) and RTC once the TTC weighs in and approves the UTP

# REQUESTED ACTION

- RTC approval of:
  - The 2021 Regional 10-Year Plan project listing
  - The proposed Category 2/STBG funding exchanges
  - Administratively amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and amending other planning/administrative documents to incorporate these changes.

# CONTACT/QUESTIONS?

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### Regional 10-Year Plan Scoring Process for the Dallas/Fort Worth Metropolitan Area

The following document addresses the requirements set forth in Chapter 16.105 of the Texas Administrative Code.

Is the project in the 1<sup>st</sup> 10 years of Mobility 2045? If so, project continues to be scored.  
The Methodology below is a two-step process which has a theoretical maximum of 100 for MPO Score.

The scoring process includes a **System Selection** (i.e., part of a larger/regional network) and **Technical Selection** (i.e., project need). These processes run concurrently and are weighted to produce a **Selection Score** that is 40% of the total score. Because of the State’s interest in projects that are ready to let within a 10-year window, the **Prioritization Score** is 60% of the total score.

System Selection (30%)					
Continuity (60%)		Regional commitment to phased implementation (20%)		Prior Funding Commitments (20%)	
Building Final Phase	100 pts	Final Phase of Multi-phase Project	50 pts	Yes	50 pts
Yes, Connects with Freeway	75 pts	Complete Ultimate Build (of Single-phase Project)	25 pts	No	0 pts
Regional Project	70 pts	First phase of Multi-phase Project	20 pts		
Connecting to a project under feasibility or pending other studies	25 pts				
No continuity	1 pt				

Technical Selection (70%)									
Congestion Reduction (20%)		System Reliability (10%)	Safety (20%)	Infrastructure Condition (20%)		Freight Movement (10%)	Economic Vitality (10%)		Environmental Sustainability (10%)
No-Build Level of Congestion (10%)	# of Networks with Level of Congestion over 1.25 (10%)	Level of Travel Time Reliability	Fatal & Incapacitating Crash Rate	Pavement Condition (10%)	National Bridge Inventory (NBI) Sufficiency (10%)	Average Truck Volume Percentage	Activity Density Change – Recent (5%)	Activity Density Change - Future (5%)	Impact by Project Type

Once projects have been selected, they are then prioritized using the following criteria.

Prioritization					
Planning Status (40%)		Ready to Let (Within 10-Year Window) (40%)		Local Support (20%)	
Environmentally Cleared	100 pts	Project Will Let During Years 1-4	100 pts	Community Support and Local Funding Support for Construction	100 pts
Environmental Clearance expected within 1-2 years	80 pts	Project Will Let During Years 5-7	70 pts	Community Support and Local Funding Support for Pre-Construction Phases	75 pts
Under evaluation or needs reevaluation	50 pts	Project Will Let During Years 8-10	40 pts	No local funding support	50 pts
Feasibility Study Ongoing	25 pts				
Planning Has Not started	1 pt				

**DRAFT**

Policy Support to Advance the Dallas-Fort Worth High-Speed Transportation Connections Study into Phase 2

(P21-01)

Since the Regional Transportation Council (RTC) desires the North Central Texas region to be a national leader in transportation technology, the RTC wishes to advance high-speed transportation technologies between Fort Worth, Arlington, and Dallas.

High-speed rail planning has advanced further in the Dallas to Houston corridor. The Dallas, Arlington, Fort Worth connection directly interfaces with the downtown Dallas high-speed rail station. The RTC has approved a presentation to the Texas Transportation Commission to advance high-speed transportation from Fort Worth to Waco, Temple/Killeen, Austin, San Antonio, Laredo, and Monterrey, Mexico. This policy position supports the connection of a statewide network from Houston to the Dallas-Fort Worth region and south along the IH 35 corridor.

The RTC continues to support Mobility 2045 plan policies TR3-011, TR3-012, and TR3-013, as noted in section 6.4, relating to a “one-seat ride” system operation; station locations in downtown Fort Worth, Arlington, and downtown Dallas; and planning and development of sustainable land uses to support economic development in those three station areas.

Following guidance received from Governor Abbott, the RTC wishes to utilize public right-of-way for this high-speed transportation (HST) facility as much as possible. As such, the RTC directs staff to proceed with the alignment recommendations of the Phase 1 Alternative Analysis for the DFWHST Connections Study, which generally follow the IH 30 corridor, into Phase 2 activities.

The RTC directs staff to advance both high-speed rail and hyperloop into Phase 2 activities pursuant to Phase 1 recommendations, including coordination with the United States Department of Transportation in determining appropriate approval process for environmental clearance. Efforts will continue with the Phase 1 partnership between NCTCOG, the Federal Railroad Administration, and the Federal Transit Administration.

The RTC directs staff to continue coordination with local governments and the Texas Department of Transportation in Phase 2 efforts, including preliminary engineering and environmental documentation required by the National Environmental Policy Act.

RTC directs staff to integrate these alignment and mode recommendations into future mobility, air quality, safety, and other regional planning activities as appropriate.

Phase 1 work is on schedule and on budget. The RTC has already funded all planned Phase 2 activities. The RTC will continue to be regularly briefed on Phase 2 activities.

Approved: \_\_\_\_\_

**HIGH-SPEED**



**TRANSPORTATION**

**Dallas-Fort Worth**



**North Central Texas  
Council of Governments**

07-08-2021 Regional Transportation Council

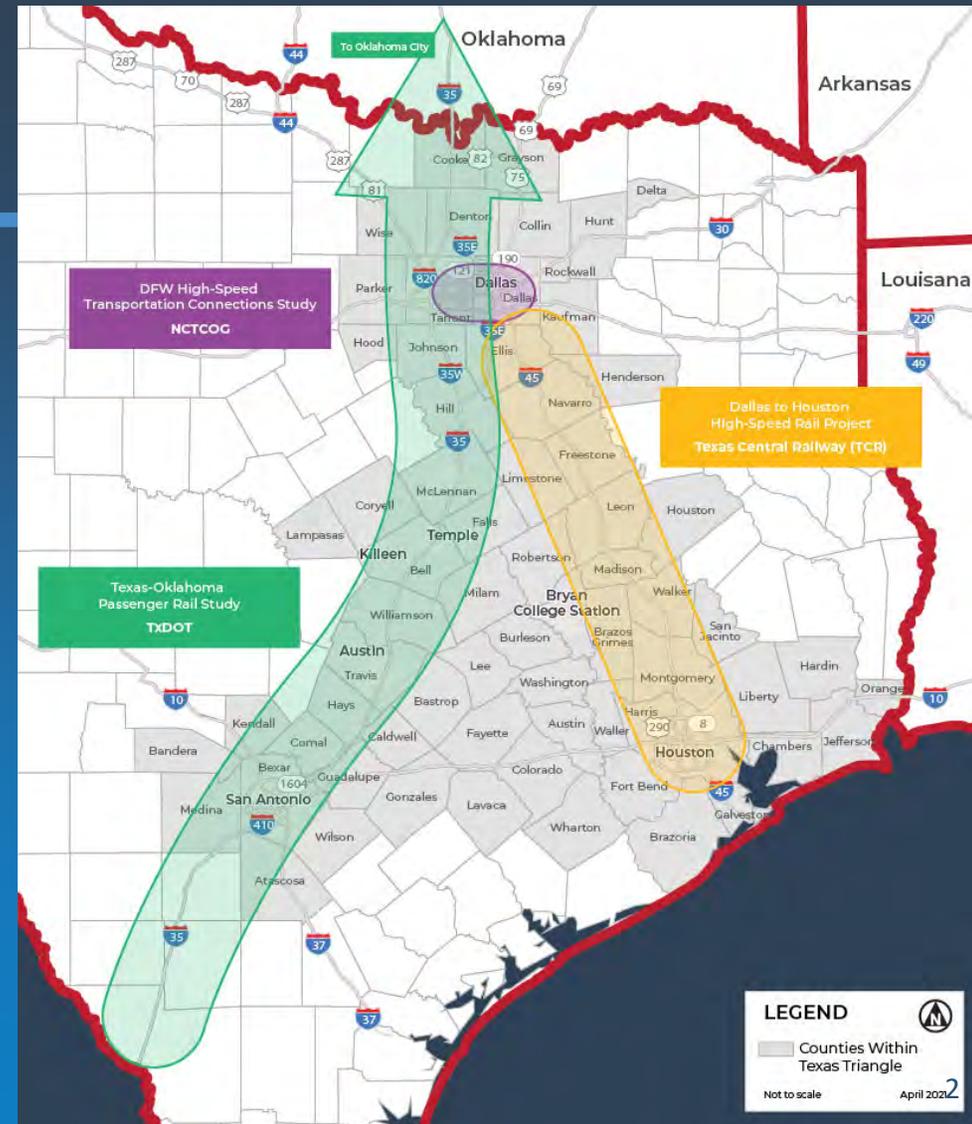
Brendon Wheeler, P.E. - NCTCOG

# Objective of this Study

Evaluate high-speed transportation alternatives (both alignments and technology) to:

- Connect Dallas-Fort Worth to other proposed high-performance passenger systems in the state
- Enhance and connect the Dallas-Fort Worth regional transportation system

Obtain federal environmental approval of the viable alternative





# DFW Leads the Way

National leader in technology advancement

Solidifies DFW as national hub with possible future connections to DFW International Airport through Arlington station.

DFW region as the “Gateway to Texas” with high-speed connections to:

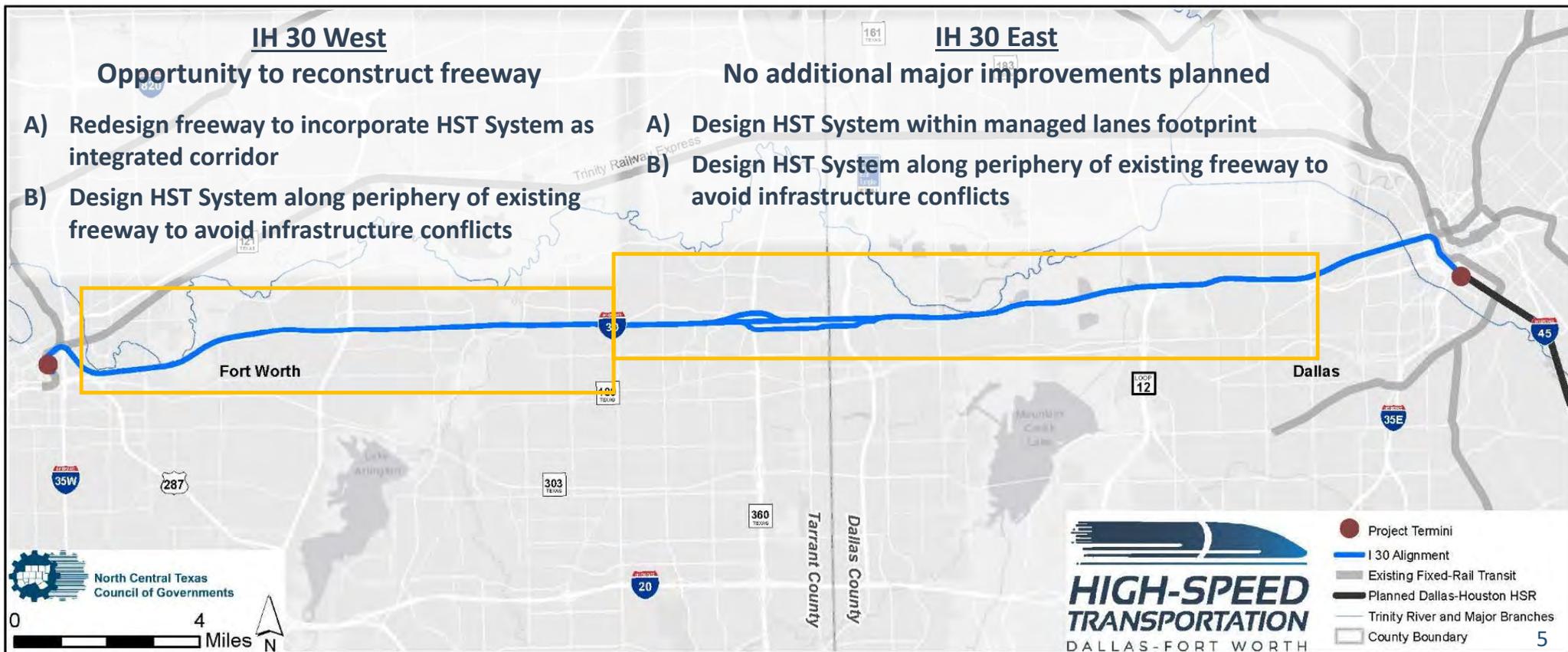
Dallas to Houston High-Speed Rail

Fort Worth to Laredo High-Speed Transportation

# Initial Set of Alignments/Corridors



# Recommended Phase 1 Alignments

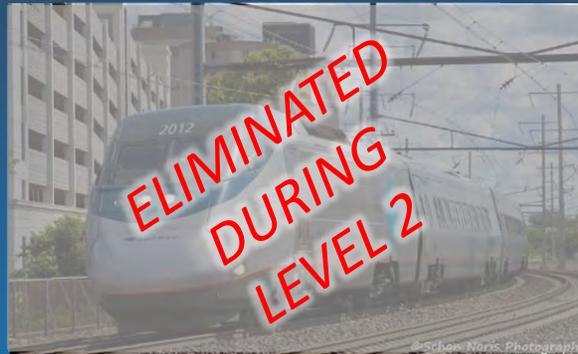


# Recommended Phase 1 Modes

Conventional



Higher-Speed



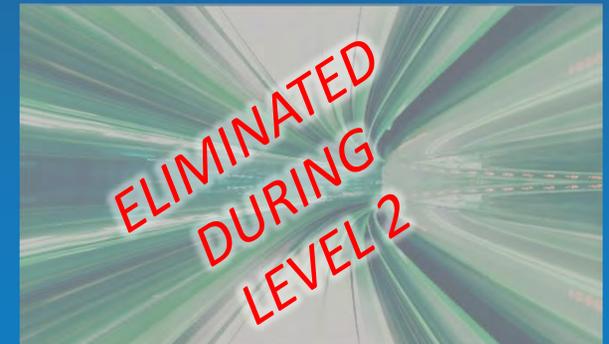
High-Speed



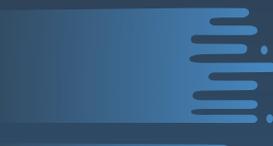
Maglev



Hyperloop



Emerging Technologies



# Public Input

## Public Meetings on May 19 and 20

140 attendees

26 questions answered

## Received 45+ Comments during Official Comment Period

General support for IH 30 alignments

Support for both Hyperloop and High-Speed Rail

Connectivity with Dallas to Houston High-Speed Rail

Questions related to alignment and station location specifics



# Phase 2 Activities

Preliminary Engineering

Environmental Documentation in NEPA Process

Goal: Record of Decision or Finding of No Significant Impact

Early coordination with Federal Partners on structure of process

Continued coordination with TxDOT, local governments, and stakeholders throughout

Expected 2-year timeframe



# Requested RTC Action

Staff requests RTC adopt a high-speed corridor policy:

- Continued support of Mobility 2045 plan policies for 3-station concept and one-seat ride
- Staff directed to:
  - Proceed with Phase 1 recommendations for alignments and modes
  - Coordinate with Federal Partners to determine appropriate path forward into NEPA with advancing technology
  - Continue coordination with TxDOT and local governments in Phase 2
  - Integrate alignment and mode recommendations into other planning activities

# Upcoming Schedule

- April 23 – STTC Briefing
- May 6 – FTA/FRA Progress Meeting
- May 13 – RTC Briefing
- May 14 – Elected Officials Briefing
- May 19 – Public Meeting, 12:00 noon
- May 20 – Public Meeting, 6:00pm
- May 27 – Resource Agency Meeting
- June 3 – FTA/FRA Progress Meeting
- June 4 – Technical Work Group #8
- June 25 – STTC Action
- July 1 – FTA/FRA Progress Meeting
- July 8 – RTC Action ← *TODAY*
- August 5 – FTA/FRA Progress Meeting
- August 2021 – Complete Phase 1



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[www.nctcog.org/dfw-hstcs](http://www.nctcog.org/dfw-hstcs)

# PROJECT APPROVALS: *AV2.2/2.3*

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REGIONAL TRANSPORTATION COUNCIL  
Thomas Bamonte, Senior Program Manager  
Connected and Automated Vehicles Program

July 8, 2021

# AV2.2/2.3 BACKGROUND

**October 2018:** Regional Transportation Council approves “AV 2.0”

- AV2.1: Regional planning exercise for future mobility technology (\$1.5m)
- AV2.2: AV deployment support for local partners (\$10m)
- AV2.3: Strategic investments in AV services (\$20m)

**September – November 2020:** STTC/RTC funding availability announcements

**November 2020:** RTC approves consolidated project approach

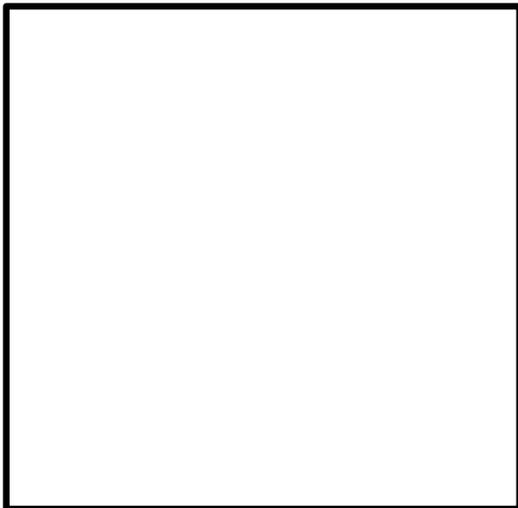
**December 2020:** Information forum for STTC members

**December 2020 – March 2021:** Staff technical support to interested parties and applicants

**March 2021:** Applicants submit proposals

**April 2021:** Staff review

# AV FREIGHT: ZERO TO NETWORK



Aurora

Kodiak

tu simple

AV trucks making regular runs between DFW-Houston and other destinations



2017:

2021: DFW AV Truck Hub



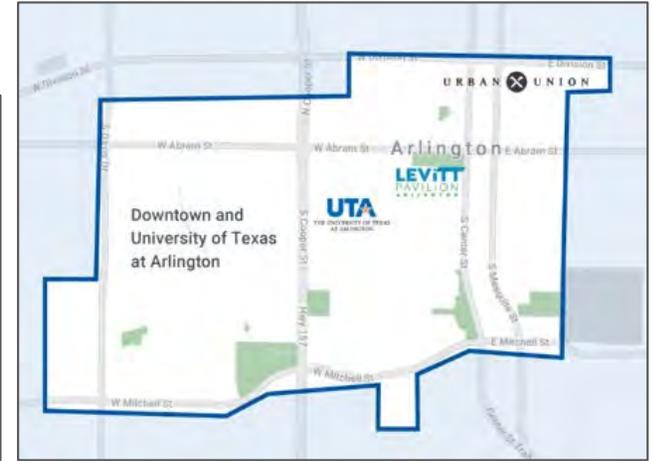
# AV EVOLUTION: DEMO -> PILOT -> SERVICE



2017: Public demo



2019: Fixed route service pilots



2021: Area-wide service



# NEXT STEP: REGIONAL AV PROGRAM

**Multiple AV types:** 18 wheelers to sidewalk delivery bots

**Multiple use cases:** Moving freight, people, and data

**Workforce:** Preparing tomorrow's transportation workforce

**Infrastructure:** Vehicles and infrastructure working together

**Equity:** Targeted use cases to support community needs

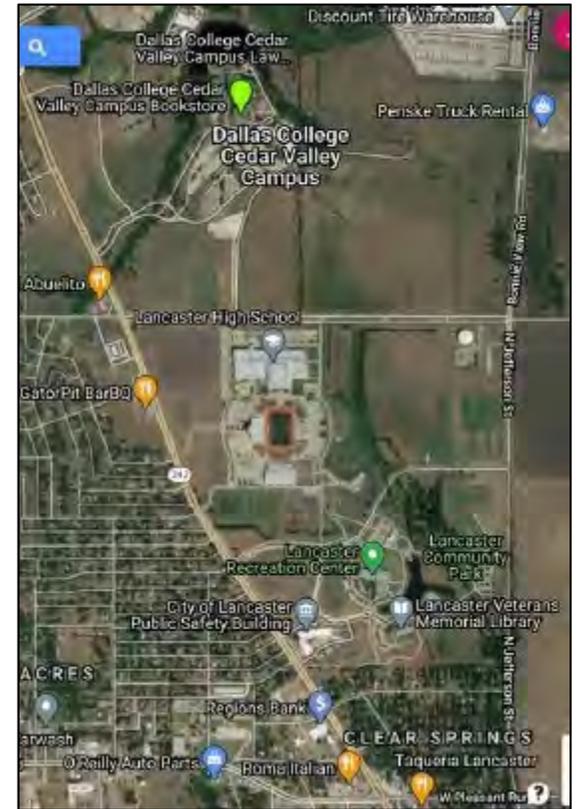
**Economic development:** DFW as innovation center

**Regional coordination:** Ongoing staff support for project sponsors

# CEDAR VALLEY CAMPUS AV CLUSTER

**Project Location:** Dallas College Cedar Valley Campus and environs to the south.

**Description:** Use automated vehicles to serve the campus, neighboring “feeder” high school, community centers, and neighborhood. Workforce development component.



# EASTFIELD CAMPUS COMMUNITY CONNECTOR

**Project location:** Dallas College Eastfield Campus and environs.

**Description:** Automated vehicle transportation for campus and neighboring communities in Dallas and Mesquite. Transit, job center, community connections. Workforce development component.



# WORKFORCE DEVELOPMENT: EASTFIELD CAMPUS & CEDAR VALLEY CAMPUS PROJECTS

**Description:** Workforce development program for:

- (1) transportation technology;
- (2) trucking transportation; and
- (3) goods delivery.



# PAUL QUINN COLLEGE COMMUNITY FOOD DELIVERY BOT SERVICE

**Project location:** Neighborhood immediately surrounding Paul Quinn College in South Dallas.

**Description:** Automated vehicle delivery service of produce from PQC's campus farm to nearby households (approx. 250 at a time). Includes equipping approximately 500 households over life of project with Internet access and training necessary to access bot delivery service and other opportunities.

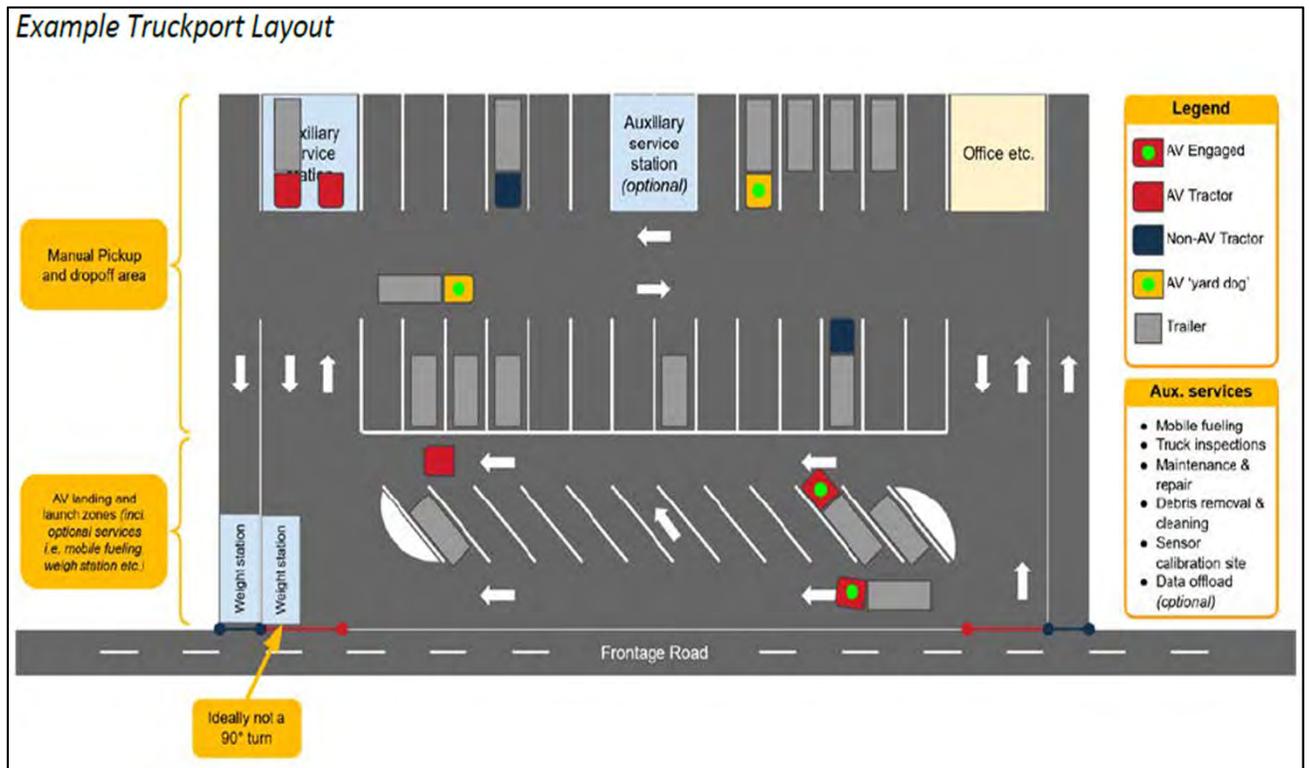
Low-income, Low-access to food – The map below is a representation of the above service area with an overlay of the USDA food desert designated neighborhoods, nearly the entire service area.



# TARRANT AV TRUCKPORT

**Project location:** Northwest Fort Worth (I-35W/SH-170)

**Description:** Build and operate nation's first AV truckport where AV freight companies can pick up and drop off trailers. Serves as a first mile/ last mile stop for human driven trucks before the long haul in AV mode.

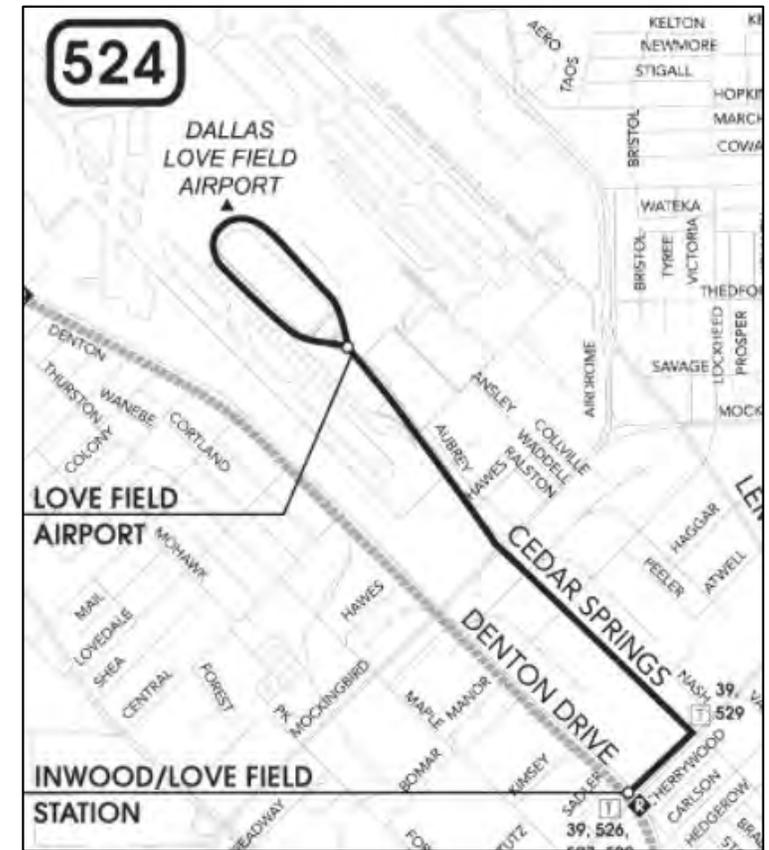




# DART LOVE LINK AV AIRPORT CONNECTOR

**Project location:** Service between Inwood Station and Love Field in Dallas.

**Description:** Four electric and automated buses serving an established route that includes a major airport (Love Field) and already has special route-branding.



# SUMMARY OF AV2.2/2.3 PROJECTS

## Item 10: Recommended AV2.2/2.3 Projects

Implementing Agency	Description	AV2.2: Infrastructure	AV2.3: AV Service	Local	Federal	Total (Local + Federal)	RTC TDCs	Agreement Expectation
Dallas College	Cedar Valley College AV Service/Workforce Development	\$1,150,000	\$2,840,000	\$810,000	\$3,990,000	\$4,800,000	0	Dallas College & TxDOT
Dallas College	Eastfield College AV Service/Workforce Development	\$1,150,000	\$3,560,000	\$990,000	\$4,710,000	\$5,700,000	0	Dallas College & TxDOT
NCTCOG	Paul Quinn College Food & internet delivery	\$250,000	\$1,325,000	\$0	\$1,575,000	\$1,575,000	375,000	NCTCOG & TxDOT
City of Fort Worth	I-35W AV Truckport	\$2,500,000	\$2,297,578	\$0	\$4,797,578	\$4,797,578	1,009,516	City of Fort Worth & TxDOT
City of Richardson	Richardson CAV Infrastructure	\$1,500,000	\$3,300,000	\$171,000	\$4,800,000	\$4,971,000	789,000	City of Richardson & TxDOT
DART	DART Love Link AV Bus Service	\$500,000	\$1,250,000	\$0	\$1,750,000	\$1,750,000	350,000	DART & FTA
<b>Total</b>		<b>\$7,050,000</b>	<b>\$14,572,578</b>	<b>\$1,971,000</b>	<b>\$21,622,578</b>	<b>\$23,593,578</b>	<b>2,523,516</b>	

# NEXT STEPS

**July 2021:** Action item presented to RTC

**Fall 2021:** S/TIP approval expected

**Summer 2022:** TxDOT agreements expected to be finalized by project teams

**FY23:** Project implementation

# Requested Action

RTC approval of the proposed projects under the AV2.2/2.3 program and authorization of staff to take all necessary and appropriate steps to administratively advance the projects, including providing technical support to local partners implementing the projects.

# Contacts

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**G4910-9X**

**DEPARTMENT OF TRANSPORTATION**

**Office of the Secretary of Transportation**

**Notice of Funding Opportunity for the Department of Transportation's National Infrastructure Investments (i.e., the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program) under the Consolidated Appropriations Act, 2021**

**AGENCY:** Office of the Secretary of Transportation, DOT

**ACTION:** Notice of Funding Opportunity

**SUMMARY:** The purpose of this notice is to solicit applications for Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grants. Funds for the FY 2021 RAISE grant program are to be awarded on a competitive basis for surface transportation infrastructure projects that will have a significant local or regional impact. This program was formerly known as BUILD Transportation Grants

**DATES:** Applications must be submitted by 5:00 PM Eastern on July 12, 2021.

**ADDRESSES:** Applications must be submitted through [Grants.gov](https://www.grants.gov).

**FOR FURTHER INFORMATION CONTACT:** For further information concerning this notice, please contact the RAISE grant program staff via e-mail at [RAISEgrants@dot.gov](mailto:RAISEgrants@dot.gov), or call Howard Hill at 202-366-0301. A TDD is available for individuals who are deaf or hard of hearing at 202-366-3993. In addition, DOT will regularly post answers to questions and requests for clarifications as well as information about webinars for further guidance on DOT's website at [www.transportation.gov/RAISEgrants](http://www.transportation.gov/RAISEgrants).

**SUPPLEMENTARY INFORMATION:** Each section of this notice contains information and instructions relevant to the application process for these RAISE grants, and all applicants should read this notice in its entirety so that they have the information they need to submit eligible and competitive applications.

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- A. Program Description
- B. Federal Award Information
- C. Eligibility Information
- D. Application and Submission Information
- E. Application Review Information
- F. Federal Award Administration Information
- G. Federal Awarding Agency Contacts
- H. Other Information

### **A. Program Description**

#### **1. Overview**

The Consolidated Appropriations Act, 2021 (Pub. L. 116-260, December 27, 2020) (“FY 2021 Appropriations Act”) appropriated \$1 billion to be awarded by the Department of Transportation (“DOT”) for National Infrastructure Investments (now known as Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grants.) RAISE Grants are for capital investments in surface transportation that will have a significant local or regional impact. In addition to capital awards, DOT will award no more than \$30 million for eligible planning, preparation or design of projects eligible for RAISE Grants that do not result in construction with FY2021 RAISE funding, of which at least \$10 million will be awarded to projects located in or to directly benefit areas of persistent poverty.

Since this program was created, \$8.9 billion has been awarded for capital investments in surface transportation infrastructure over 12 rounds of competitive grants. Throughout the program, these discretionary grant awards have supported projects that have a significant local or regional impact consistent with DOT's strategic infrastructure goal.<sup>1</sup> FY 2021 RAISE grants continue to align with DOT's infrastructure goal by guiding strategic investments that enable more efficient movement of people and goods. The FY 2021 RAISE round also highlights this Administration's priorities to invest in national infrastructure projects that result in good-paying jobs, improve safety, apply transformative technology, and explicitly address climate change and racial equity.

Section E of this NOFO, which outlines FY 2021 RAISE Grant selection criteria, describes the process for selecting projects that further these goals. Section F.3 describes progress and performance reporting requirements for selected projects, including the relationship between that reporting and the program's selection criteria.

Consistent with DOT's R.O.U.T.E.S. initiative, DOT seeks rural projects that address deteriorating conditions and disproportionately high fatality rates on rural transportation infrastructure. Please visit <https://www.transportation.gov/rural> to learn more about DOT's efforts to address disparities in rural infrastructure.

## **2. Additional Information**

The RAISE grant program is described in the Federal Assistance Listings under the assistance listing program title "National Infrastructure Investments" and assistance listing number 20.933.

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<sup>1</sup> See U.S. Department of Transportation Strategic Plan for FY 2018–2022 (Feb. 2018) at <https://www.transportation.gov/dot-strategic-plan>.

### **3. Changes from the FY 2020 NOFO**

National Infrastructure Investments are now known as Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grants, formerly TIGER and BUILD Transportation Grants. This FY 2021 RAISE Notice updates the FY 2020 RAISE NOFO to reflect this Administration's priorities for creating good-paying jobs, improving safety, applying transformative technology, and explicitly addressing climate change and advancing racial equity. Consistent with the FY 2021 Appropriations Act requirement that the Secretary shall consider and award projects based solely on the selection criteria from the FY 2017 Notice of Funding Opportunity, the seven selection criteria remain the same as FY 2017. The primary selection criteria are safety, environmental sustainability, quality of life, economic competitiveness, and state of good repair. The secondary selection criteria are partnership and innovation. The Department revised the descriptions of the criteria to clarify how they align with long-term project outcomes. A summary of these changes is provided below, but applicants should refer to Section E for descriptions of the selection criteria.

Consistent with the environmental sustainability merit criterion, the Department seeks to fund projects under the RAISE Program that considered climate change and environmental justice in the planning stage and were designed with specific elements to address climate change impacts. Projects that incorporate such planning considerations are expected to better address climate change and advance long-term environmental sustainability. Projects should directly support Climate Action Plans or apply environmental justice screening tools in the planning stage. Projects should include components that reduce emissions, promote energy efficiency, increase resiliency, and recycle or redevelop existing infrastructure. This objective is consistent with Executive Order 14008, *Tackling the Climate Crisis at Home and Abroad* (86 FR 7619). As part of the Department's implementation of that Executive Order, the Department seeks to fund

projects that, to the extent possible, target at least 40% of resources and benefits towards low-income communities, disadvantaged communities, communities underserved by affordable transportation, or overburdened<sup>2</sup> communities. Section E describes climate change and environmental justice considerations an applicant can undertake. Projects that have not sufficiently considered climate change and environmental justice in their planning, as determined by the Department, will be required to before receiving funds for construction. See Section F.2 of this NOFO for program requirements.

Consistent with the quality of life and partnership merit criteria, the Department seeks to use the RAISE program to encourage racial equity in two areas: (1) incorporating planning and adopting policies related to racial equity and reducing barriers to opportunity; and (2) investing in projects that either proactively address racial equity and barriers to opportunity, including automobile dependence as a form of barrier, or redress prior inequities and barriers to opportunity. This objective supports the Department's strategic goal related to infrastructure, with the potential for significantly enhancing environmental stewardship and community partnerships, and reflects Executive Order 13985, *Advancing Racial Equity and Support for Underserved Communities Through the Federal Government* (86 FR 7009). Section E describes racial equity considerations that an applicant can undertake to address these criteria. Projects that have not sufficiently considered racial equity in their planning, as determined by the Department, will be required to before receiving funds for construction. See Section F.4 of this NOFO for program requirements.

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<sup>2</sup> Overburdened Community: Minority, low-income, tribal, or indigenous populations or geographic locations in the United States that potentially experience disproportionate environmental harms and risks. This disproportionality can be as a result of greater vulnerability to environmental hazards, lack of opportunity for public participation, or other factors. Increased vulnerability may be attributable to an accumulation of negative or lack of positive environmental, health, economic, or social conditions within these populations or places. The term describes situations where multiple factors, including both environmental and socio-economic stressors, may act cumulatively to affect health and the environment and contribute to persistent environmental health disparities.

The FY 2021 Appropriations Act allows for up to \$30 million to be awarded for the planning, preparation or design of projects eligible for RAISE Grants, of which at least \$10 million will be awarded to projects located in or to directly benefit areas of persistent poverty planning projects. Areas of persistent poverty are defined in Section C.3.iii.

The Department published a FY 2021 RAISE NOFO on January 19, 2021 and withdrew that NOFO on January 22, 2021. This notice supersedes the withdrawn NOFO. Unless repeated here, the content of the withdrawn NOFO is ineffective.

Applicants who are planning to re-apply using materials prepared for prior competitions should ensure that their FY 2021 application fully addresses the criteria and considerations described in this Notice and that all relevant information is up to date.

## **B. Federal Award Information**

### **1. Amount Available**

The FY 2021 Appropriations Act appropriated \$1 billion to be awarded by DOT for the RAISE grant program. FY 2021 RAISE grants are for capital investments in surface transportation infrastructure and are to be awarded on a competitive basis for projects that will have a significant local or regional impact. DOT will award no more than \$30 million (of the \$1 billion) for the planning, preparation or design of eligible projects, of which at least \$10 million will be awarded to projects located in or to directly benefit areas of persistent poverty (as defined in Section C.3.iii.). DOT refers to awards for the planning, preparation or design of eligible projects as RAISE planning grants. The FY 2021 Appropriations Act also allows DOT to retain up to \$20 million of the \$1 billion for award, oversight and administration of grants and credit assistance made under the program. In addition to the FY 2021 RAISE funds, unobligated program funds may be made available from prior rounds and awarded under this solicitation to projects that can be obligated before the obligation deadline associated with the respective prior

year funds. The Department expects not more than \$30 million of prior year funds may be awarded. If this solicitation does not result in the award and obligation of all available funds, DOT may publish additional solicitations.

The FY 2021 Appropriations Act allows up to 20 percent of available funds (or \$200 million) to be used by DOT to pay the subsidy and administrative costs of a project receiving credit assistance under the Transportation Infrastructure Finance and Innovation Act of 1998 (TIFIA) or Railroad Rehabilitation and Improvement Financing (RRIF) programs, if that use of the FY 2021 RAISE funds would further the purposes of the RAISE grant program.

## **2. Award Size**

The FY 2021 Appropriations Act specifies that RAISE grants may not be less than \$5 million, except that for projects located in rural areas (as defined in Section C.3.ii) the minimum award size is \$1 million. Grants may not be greater than \$25 million. There is no minimum award size for RAISE planning grants, regardless of location. Applicants are strongly encouraged to submit applications only for eligible award amounts.

## **3. Restrictions on Funding**

Pursuant to the FY 2021 Appropriations Act, no more than 10 percent of the funds made available for RAISE grants (or \$100 million) may be awarded to projects in a single State. The Act also directs that not more than 50 percent of the funds provided for RAISE grants (or \$500 million) shall be awarded to rural projects (as defined in section C.3.ii) and directs that not more than 50 percent of the funds provided for RAISE grants (or \$500 million) shall be awarded to urban projects (as defined in section C.3.ii). Further, DOT must take measures to ensure an equitable geographic distribution of grant funds, an appropriate balance in addressing the needs of urban and rural areas including in tribal areas, and investment in a variety of transportation modes.

#### **4. Availability of Funds**

The FY 2021 Appropriations Act requires that FY 2021 RAISE grants funds are available for obligation only through September 30, 2024. Obligation occurs when a selected applicant and DOT enter into a written grant agreement after the applicant has satisfied applicable administrative requirements, including transportation planning and environmental review requirements. Unless authorized by DOT in writing after DOT's announcement of FY 2021 RAISE awards, any costs incurred prior to DOT's obligation of funds for a project ("pre-award costs") are ineligible for reimbursement.<sup>3</sup> All FY 2021 RAISE funds must be expended (the grant obligation must be liquidated or actually paid out to the grant recipient) by September 30, 2029. After this date, unliquidated funds are no longer available to the project. As part of the review and selection process described in Section E.2., DOT will consider a project's likelihood of being ready to proceed with an obligation of RAISE grant funds within the statutory timeline. No waiver is possible for these deadlines.

#### **5. Previous BUILD/TIGER Awards**

Recipients of BUILD/TIGER grants may apply for funding to support additional phases of a project previously awarded funds in the BUILD/TIGER program. However, to be competitive, the applicant should demonstrate the extent to which the previously funded project phase has met estimated project schedules and budget, as well as the ability to realize the benefits expected for the project. A previous BUILD/TIGER award, or application, does not affect competitiveness under the FY 2021 RAISE competition.

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<sup>3</sup> Pre-award costs are only costs incurred directly pursuant to the negotiation and anticipation of the RAISE award where such costs are necessary for efficient and timely performance of the scope of work, as determined by DOT. Costs incurred under an advance construction (23 U.S.C. 115) authorization before the DOT announces that a project is selected for a FY 2021 RAISE award cannot be charged to FY 2021 RAISE funds.

Likewise, costs incurred under an FTA Letter of No Prejudice under Chapter 53 of title 49 U.S.C. before the DOT announces that a project is selected for a FY 2021 RAISE award cannot be charged to FY 2021 RAISE funds.

## **C. Eligibility Information**

To be selected for a RAISE grant, an applicant must be an Eligible Applicant and the project must be an Eligible Project.

### **1. Eligible Applicants**

Eligible Applicants for RAISE grants are State, local, Tribal, and U.S. territories' governments, including transit agencies, port authorities, metropolitan planning organizations (MPOs), and other political subdivisions of State or local governments.

Multiple States or jurisdictions may submit a joint application and should identify a lead applicant as the primary point of contact and also identify the primary recipient of the award. Joint applications should include a description of the roles and responsibilities of each applicant.

DOT expects that the eligible applicant that submits the application will administer and deliver the project. If the applicant seeks a transfer of the award to another agency, a letter of support from the designated entity must be included in the application.

### **2. Cost Sharing or Matching**

Per the FY 2021 Appropriations Act, the Federal share of project costs for which an expenditure is made under the RAISE grant program may not exceed 80 percent for a project located in an urban area.<sup>4</sup> The Secretary may increase the Federal share of costs above 80 percent for projects located in rural areas and for planning projects located in areas of persistent poverty. Urban area and rural area are defined in Section C.3.ii of this notice. Areas of persistent poverty are defined in Section C.3.iii. DOT shall give priority to projects that require a contribution of Federal funds to complete an overall financing package.

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<sup>4</sup> To meet match requirements, the minimum total project cost for a project located in an urban area must be \$6.25 million.

Non-Federal sources include State funds originating from programs funded by State revenue, local funds originating from State or local revenue-funded programs, or private funds. Toll credits under 23 U.S.C. 120(i) are considered a Federal source under the RAISE program and, therefore, cannot be used to satisfy the statutory cost sharing requirement of a RAISE award. Unless otherwise authorized by statute, non-Federal cost-share may not be counted as the non-Federal share for both the RAISE grant and another Federal grant program. DOT will not consider previously incurred costs or previously expended or encumbered funds towards the matching requirement for any project. Matching funds are subject to the same Federal requirements described in Section F.2. as awarded funds. If repaid from non-Federal sources, Federal credit assistance is considered non-Federal share.

See Section D.2.iii for information about documenting cost sharing in the application.

For each project that receives a RAISE grant award, the terms of the award will require the recipient to complete the project using at least the level of non-Federal funding that was specified in the application. If the actual costs of the project are greater than the costs estimated in the application, the recipient will be responsible for increasing the non-Federal contribution. If the actual costs of the project are less than the costs estimated in the application, DOT will generally reduce the Federal contribution.

### **3. Other**

#### **i. Eligible Projects**

##### **(a) Capital Projects**

Eligible projects for RAISE grants are surface transportation capital projects within the United States or any territory or possession of the United States that include, but are not limited to: (1) highway, bridge, or other road projects eligible under title 23, United States Code; (2) public transportation projects eligible under chapter 53 of title 49, United States Code; (3)

passenger and freight rail transportation projects; (4) port infrastructure investments (including inland port infrastructure and land ports of entry); (5) intermodal projects; and (6) projects investing in surface transportation facilities that are located on Tribal land and for which title or maintenance responsibility is vested in the Federal Government.<sup>5</sup>

Other than projects described in this section, improvements to Federally owned facilities are ineligible under the FY 2021 RAISE program. Research, demonstration, or pilot projects are eligible only if they will result in long-term, permanent surface transportation infrastructure that has independent utility as defined in Section C.3.iv.

#### (b) Planning Projects

Activities eligible for funding under RAISE planning grants are related to the planning, preparation, or design— for example environmental analysis, feasibility studies, and other pre-construction activities—of eligible surface transportation capital projects described in Section C.3.i.(a).

In addition, eligible activities related to multidisciplinary projects or regional planning may include: (1) Development of master plans, comprehensive plans, or corridor plans; (2) Planning activities related to the development of a multimodal freight corridor, including those that seek to reduce conflicts with residential areas and with passenger and non-motorized traffic; (3) Development of port and regional port planning grants, including State-wide or multi-port planning within a single jurisdiction or region; (4) Risk assessments and planning to identify vulnerabilities and address the transportation system’s ability to withstand probable occurrence or recurrence of an emergency or major disaster.

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<sup>5</sup> Please note that DOT may award a RAISE grant to pay for the surface transportation components of a broader project that has non-surface transportation components, and applicants are encouraged to apply for RAISE grants to pay for the surface transportation components of these projects.

ii. Rural/Urban Definition

For purposes of this notice, a project is designated as urban if it is located within (or on the boundary of) a Census-designated urbanized area<sup>6</sup> that had a population greater than 200,000 in the 2010 Census.<sup>7</sup> If a project is located outside a Census-designated urbanized area with a population greater than 200,000, it is designated as a rural project. Rural and urban definitions differ in some other DOT programs, including TIFIA.

A project located in both an urban and a rural area will be designated as *urban* if the majority of the project's costs will be spent in urban areas. Conversely, a project located in both an urban area and a rural area will be designated as *rural* if the majority of the project's costs will be spent in rural areas. For RAISE planning grants, the location of the project being planned, prepared, or designed will be used for the urban or rural designation.

This definition affects four aspects of the program: (1) not more than \$500 million of the funds provided for RAISE grants are to be used for projects in rural areas; (2) not more than \$500 million of the funds provided for RAISE grants are to be used for projects in urban areas; (3) for a project in a rural area the minimum award is \$1 million; and (4) the Secretary may increase the Federal share above 80 percent to pay for the costs of a project in a rural area.

iii. Areas of Persistent Poverty

Areas of Persistent Poverty means: (1) any county that has consistently had greater than or equal to 20 percent of the population living in poverty during the 30-year period preceding December 27, 2020, as measured by the 1990 and 2000<sup>8</sup> decennial census and the most recent

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<sup>6</sup> Lists of UAs as defined by the Census Bureau are available on the Census Bureau website at <https://www.census.gov/geographies/reference-maps/2010/geo/2010-census-urban-areas.html>.

<sup>7</sup> See [www.transportation.gov/RAISEBUILDgrants](http://www.transportation.gov/RAISEBUILDgrants) for a list of UAs.

<sup>8</sup> See <https://www.census.gov/data/tables/time-series/dec/census-poverty.html> for county dataset.

annual Small Area Income Poverty Estimates as estimated by the Bureau of the census<sup>9</sup>; (2) any census tract with a poverty rate of at least 20 percent as measured by the 2014-2018 5-year data series available from the American Community Survey of the Bureau of the Census<sup>10</sup>; or (3) any territory or possession of the United States. A county satisfies this definition only if 20 percent of its population was living in poverty in all three of the listed datasets: (a) the 1990 decennial census; (b) the 2000 decennial census; and (c) the 2019 Small Area Income Poverty Estimates. DOT will list all counties and census tracts that meet this definition for Areas of Persistent Poverty on the RAISE website at <https://www.transportation.gov/RAISEgrants>.

The FY 2021 definition for Area of Persistent Poverty may differ from other DOT programs, including the FY 2020 FTA Hope Discretionary Grant program.

This definition for Areas of Persistent Poverty affects two aspects of the program: (1) there is no minimum grant size for a planning projects that are located in or are to directly benefit an area of persistent poverty, and (2) the Secretary may increase the Federal share above 80 percent to pay for the costs of a planning project that is located in or is to directly benefit an area of persistent poverty.

The Department will only consider direct benefits to Areas of Persistent Poverty that are clearly and explicitly described in the application narrative. Unless the application addresses the direct benefits to an Areas of Persistent Poverty consistent with the definition in this section, the Department will not assume the project benefits an Area of Persistent Poverty.

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<sup>9</sup> See <https://www.census.gov/data/datasets/2019/demo/saipe/2019-state-and-county.html> for December 2019 Small Area Income Poverty Dataset

<sup>10</sup> See <https://data.census.gov/cedsci/table?q=ACSST1Y2018.S1701&tid=ACSST5Y2018.S1701&hidePreview=false> for 2014-2018 five year data series from the American Community Survey

iv. Project Components

An application may describe a project that contains more than one component, and may describe components that may be carried out by parties other than the applicant. DOT expects, and will impose requirements on fund recipients to ensure, that all components included in an application will be delivered as part of the RAISE project, regardless of whether a component includes Federal funding. The status of each component should be clearly described (for example, in the project schedule). DOT may award funds for a component, instead of the larger project, if that component (1) independently meets minimum award amounts described in [Section B](#) and all eligibility requirements described in [Section C](#); (2) independently aligns well with the selection criteria specified in Section E.1; and (3) meets National Environmental Policy Act (NEPA) requirements with respect to independent utility. Independent utility means that the component will represent a transportation improvement that is usable and represents a reasonable expenditure of DOT funds even if no other improvements are made in the area, and will be ready for intended use upon completion of that component's construction. All project components that are presented together in a single application must demonstrate a relationship or connection between them. (See Section D.2. for Required Approvals).

Applicants should be aware that, depending upon the relationship between project components and applicable Federal law, DOT funding of only some project components may make other project components subject to Federal requirements as described in Section F.2.

DOT strongly encourages applicants to identify in their applications the project components that have independent utility and separately detail costs and requested RAISE grant funding for those components. If the application identifies one or more independent project components, the application should clearly identify how each independent component addresses

selection criteria and produces benefits on its own, in addition to describing how the full proposal of which the independent component is a part addresses selection criteria.

v. Application Limit

Each lead applicant may submit no more than three applications. Unrelated project components should not be bundled in a single application for the purpose of adhering to the limit. If a lead applicant submits more than three applications as the lead applicant, only the first three received will be considered.

**D. Application and Submission Information**

**1. Address to Request Application Package**

Instructions for submitting applications can be found at [www.transportation.gov/RAISEgrants](http://www.transportation.gov/RAISEgrants) along with specific instructions for the forms and attachments required for submission.

**2. Content and Form of Application Submission**

The application must include the Standard Form 424 (Application for Federal Assistance), cover page, and the Project Narrative. Applicants are encouraged to also complete SF-424C and attach to their application the “RAISE 2021 Project Information” form available at [www.transportation.gov/RAISEgrants](http://www.transportation.gov/RAISEgrants).

DOT recommends that the project narrative follow the basic outline below to address the program requirements and assist evaluators in locating relevant information.

I. Project Description	See D.2.i
II. Project Location	See D.2.ii
III. Grant Funds, Sources and Uses of all Project Funding	See D.2.iii
IV. Selection Criteria	See D.2. iv. and E.1
V. Environmental Risk Review	See D.2. v. and E.1.ii
VI. Benefit Cost Analysis	See D.2.vi. and E.1. iii.

The project narrative should include the information necessary for DOT to determine that the project satisfies project requirements described in Sections B and C and to assess the selection criteria specified in Section E.1. To the extent practicable, applicants should provide supporting data and documentation in a form that is directly verifiable by DOT. DOT expects applications to be complete upon submission. DOT may ask any applicant to supplement data in its application but is not required to do so. Lack of supporting information provided with the application negatively affects competitiveness of the application, as described in Section E.2.

In addition to a detailed statement of work, detailed project schedule, and detailed project budget, the project narrative should include a table of contents, maps and graphics, as appropriate, to make the information easier to review. DOT recommends that the project narrative be prepared with standard formatting preferences (a single-spaced document, using a standard 12-point font such as Times New Roman, with 1-inch margins). The project narrative may not exceed 30 pages in length, excluding cover pages and table of contents. The only substantive portions that may exceed the 30-page limit are documents supporting assertions or conclusions made in the 30-page project narrative, but evaluators are not required to review supporting documents as part of the merit review described in Section E. If possible, website links to supporting documentation should be provided rather than copies of these supporting materials. If supporting documents are submitted, applicants should clearly reference these in the respective section of the project narrative. DOT recommends using appropriately descriptive file names (e.g., “Project Narrative,” “Maps,” “Memoranda of Understanding and Letters of Support,”) for all attachments. DOT recommends applications include the following sections:

- i. Project Description

The first section of the application should provide a description of the project, the transportation challenges that it is intended to address, and how it will address those challenges.

This section should discuss the project's history, including a description of any previously completed components. The applicant may use this section to place the project into a broader context of other transportation infrastructure investments being pursued by the project sponsor. Applicants may also include a detailed statement of work that focuses on the technical and engineering aspects of the project and describes in detail the project to be constructed.

ii. Project Location

This section of the application should describe the project location, including a detailed geographical description of the proposed project, a map of the project's location, and description of connections to existing transportation infrastructure. The application should also identify:

(a) whether the project is located in an Area of Persistent Poverty including the relevant County and/or census tract; and

(b) the Census-designated urbanized area in which the project is located, if relevant.

If the project is not located in an Area of Persistent Poverty but is a project to directly benefit such an area, the application should clearly and explicitly describe those benefits and the affected county or census tract(s). For a project to directly benefit an Area of Persistent Poverty, measurable and non-trivial outcomes, consistent with the selection criteria describe in Section E of this NOFO, must be located in that Area of Persistent Poverty.

iii. Grant Funds, Sources and Uses of Project Funds

This section of the application should describe the budget for the RAISE project (i.e. the project scope that includes RAISE funding). This budget should **not** include any previously incurred expenses. The budget should show how each source of funds will be spent. The budget should also show how each funding source will share in each major construction activity, and present that data in dollars and percentages. If applicable, the budget should identify Federal funds that have been previously authorized by a Federal agency. Funding sources should be

grouped into three categories: non-Federal, RAISE, and other Federal. If the project contains individual components, the budget should separate the costs of each project component. If the project will be completed in phases, the budget should separate the costs of each phase. The budget should clearly identify any expenses expected to be incurred between time of award and obligation because these expenses are not eligible for reimbursement, as described in Section B.4, or for cost sharing, as described in Section C.2. The budget details should sufficiently demonstrate that the project satisfies the statutory cost-sharing requirements described in Section C.2. At a minimum, it should include:

- (a) Costs for the FY2021 RAISE project;
- (b) For all funds to be used for eligible project costs, the source and amount of those funds;
- (c) For non-Federal funds to be used for eligible project costs, documentation of funding commitments. Documentation should also be included as an appendix to the application. If the applicant is not a State DOT and matching contributions from a State DOT are included as non-Federal match, a supporting letter from the State indicating the source of the funds; and
- (d) For Federal funds to be used for eligible project costs, the amount, nature, and source of any required non-Federal match for those funds.

In addition to the information enumerated above, this section should provide complete information on how all project funds may be used. For example, if a particular source of funds is available only after a condition is satisfied, the application should identify that condition and describe the applicant's control over whether it is satisfied. Similarly, if a particular source of funds is available for expenditure only during a fixed time period, the application should describe that restriction. Complete information about project funds will ensure that DOT's

expectations for award execution align with any funding restrictions unrelated to DOT, even if an award differs from the applicant's request.

iv. Selection Criteria

This section of the application should demonstrate how the project aligns with the criteria described in Section E.1 of this notice. DOT encourages applicants to either address each criterion or expressly state that the project does not address the criterion. Applicants are not required to follow a specific format, but the outline suggested addresses each criterion separately and promotes a clear discussion that assists project evaluators. To minimize redundant information in the application, DOT encourages applicants to cross-reference from this section of their application to relevant substantive information in other sections of the application. The guidance in this section is about how the applicant should organize their application. Guidance describing how DOT will evaluate projects against the Selection Criteria is in Section E.1 of this notice. Applicants also should review that section before considering how to organize their application.

(1) Primary Selection Criteria

(a) Safety

This section of the application should describe the anticipated outcomes of the project that support the Safety criterion (described in Section E.1.i.(a) of this notice). The applicant should include information on, and to the extent possible, quantify, how the project would improve safety outcomes within the project area or wider transportation network, to include how the project will reduce the number, rate, and consequences of transportation-related accidents, serious injuries, and fatalities. The application should provide evidence to support the claimed level of effectiveness of the project in reducing accidents, serious injuries, and/or fatalities. If applicable, the applicant should also include information on how the project will improve safety

at highway-rail grade crossings and/or contribute to preventing unintended releases of hazardous materials.

(b) Environmental Sustainability

This section of the application should describe how the project addresses the environmental sustainability criterion (described in Section E.1.i.(b) of this notice). Applicants are encouraged to provide information demonstrating that they have considered climate change and environmental justice in the planning stage, in addition to a description of specific project elements that address climate change impacts. Applicants are encouraged to include information demonstrating how the project will reduce emissions, promote energy efficiency, incorporate electrification or zero emission vehicle infrastructure, increase resiliency, improve stormwater management, and recycle or redevelop existing infrastructure. Additional information for how this criterion will be evaluated is in Section E.1.i. of this notice.

(c) Quality of Life

This section should describe how the project increases or improves transportation choices for individuals, expands access to essential services, improves connectivity for citizens to jobs, health care, and other critical destinations; proactively addresses racial equity and barriers to opportunity; or otherwise addresses the quality of life criterion (described in Section E.1.i.(c) of this notice).

(d) Economic Competitiveness

This section of the application should describe how the project will support the Economic Competitiveness criterion (described in Section E.1.i.(d) of this notice). The applicant should include information about expected impacts of the project on the movement of goods and people, including how the project increases the efficiency of movement and thereby reduces costs of doing business, improves local and regional freight connectivity to the national and global

economy, reduces burdens of commuting, and improves overall well-being. Applicants could also describe whether project delivery and implementation provides opportunities for workers to find good-paying jobs directly related to the project, including opportunities through unions, project labor agreements<sup>11</sup>, local hiring provisions, or other targeted preferential hiring provisions<sup>12</sup> The applicant should describe the extent to which the project contributes to the functioning and growth of the economy, including the extent to which the project addresses congestion or freight connectivity, bridges service gaps in rural areas, or promotes the expansion of private economic development.

(e) State of Good Repair

This section of the application should describe how the project will contribute to a state of good repair by improving the condition or resilience of existing transportation facilities and systems (described in Section E.1.i.(e) of this notice), including the project's current condition, how the proposed project will improve it, and any estimates of impacts on long-term cost structures or overall life-cycle costs.

(2) Secondary Selection Criteria

(a) Partnership

This section of the application should include information to assess the partnership criterion (described in Section E.1.ii.(a) of this notice) including a list of all project parties and details about the proposed grant recipient and other public and private parties who are involved in delivering the project. This section should also describe efforts to collaborate among stakeholders, including with the private sector.

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<sup>11</sup> Project labor agreement must be consistent with Executive Order 13502.

<sup>12</sup> Preferential hiring provisions must be authorized and comply with Sec. 199B of the FY2021 Appropriations Act.

Applications for projects involving other Federal agencies, or requiring action from other Federal agencies, should demonstrate commitment and involvement of those agencies. For example, relevant port projects should demonstrate alignment with U.S. Army Corps of Engineers investment strategies.

(b) Innovation

This section of the application should describe innovative strategies used and the anticipated benefits of using those strategies, including those corresponding to three categories (described in Section E.1.ii.(b) of this notice): (i) Innovative Technologies, (ii) Innovative Project Delivery, or (iii) Innovative Financing.

(i) Innovative Technologies

If an applicant is proposing to adopt innovative technology, the application should demonstrate the applicant's capacity to implement those innovations, the applicant's understanding of applicable Federal requirements and whether the innovations may require extraordinary permitting, approvals, exemptions, waivers, or other procedural actions, and the effects of those innovations on the project delivery timeline.

If an applicant is proposing to deploy autonomous vehicles or other innovative motor vehicle technology, the application should demonstrate that all vehicles will comply with applicable safety requirements, including those administered by the National Highway Traffic Safety Administration (NHTSA) and Federal Motor Carrier Safety Administration (FMCSA). Specifically, the application should show that vehicles acquired for the proposed project will comply with applicable Federal Motor Vehicle Safety Standards (FMVSS) and Federal Motor Carrier Safety Regulations (FMCSR). If the vehicles may not comply, the application should either (1) show that the vehicles and their proposed operations are within the scope of an exemption or waiver that has already been granted by NHTSA, FMCSA, or both agencies or (2)

directly address whether the project will require exemptions or waivers from the FMVSS, FMCSR, or any other regulation and, if the project will require exemptions or waivers, present a plan for obtaining them.

(ii) Innovative Project Delivery

If an applicant plans to use innovative approaches to project delivery or is located in a State with NEPA delegation authority, applicants should describe those project delivery methods and how they are expected to improve the efficiency of the project development or expedite project delivery.

(iii) Innovative Financing

If an applicant plans to incorporate innovative funding or financing, the applicant should describe the funding or financing approach, including a description of all activities undertaken to pursue private funding or financing for the project and the outcomes of those activities.

v. Environmental Risk

This section of the application should include sufficient information for DOT to evaluate whether the project is reasonably expected to begin construction in a timely manner. To assist DOT's project environmental risk review, the applicant should provide the information requested on project schedule, required approvals and permits, NEPA, risk and mitigation strategies, each of which is described in greater detail in the following sections. Applicants are not required to follow the specific format described here, but this organization, which addresses each relevant aspect of environmental risk, promotes a clear discussion that assists project evaluators. To minimize redundant information in the application, DOT encourages applicants to cross-reference from this section of their application to relevant substantive information in other sections of the application.

The guidance here is about what information applicants should provide and how the applicant should organize their application. Guidance describing how DOT will evaluate environmental risk is described in Section E.1.ii of this notice. Applicants should review that section when considering how to organize their application.

(a) Project Schedule

The applicant should include a detailed project schedule that identifies all major project milestones. Examples of such milestones include State and local planning approvals (e.g., programming on the Statewide Transportation Improvement Program); start and completion of NEPA and other Federal environmental reviews and approvals including permitting; design completion; right of way acquisition; approval of plans, specifications and estimates; procurement; State and local approvals; project partnership and implementation agreements, including agreements with railroads; and construction. The project schedule should be sufficiently detailed to demonstrate that:

- (1.) all necessary activities will be complete to allow RAISE grant funds to be obligated sufficiently in advance of the statutory deadline (June 30, 2024<sup>13</sup>), and that any unexpected delays will not put the funds at risk of expiring before they are obligated;
- (2.) the project can begin construction upon obligation of grant funds and that those funds will be spent expeditiously once construction starts, with all funds expended by September 30, 2029; and

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<sup>13</sup> The statutory obligation deadline is September 30, 2024. The Department assesses risk against an earlier deadline of June 30, 2024 to allow time to complete administrative processing and address challenges before the statutory deadline.

(3.) all real property and right-of-way acquisition will be completed in a timely manner in accordance with 49 CFR part 24, 23 CFR part 710, and other applicable legal requirements or a statement that no right-of-way acquisition is necessary.

(b) Required Approvals

1. Environmental Permits and Reviews. The application should demonstrate receipt (or reasonably anticipated receipt) of all environmental approvals and permits necessary for the project to proceed to construction on the timeline specified in the project schedule and necessary to meet the statutory obligation deadline, including satisfaction of all Federal, State and local requirements and completion of the NEPA process. Specifically, the application should include:

- i. Information about the NEPA status of the project. If the NEPA process is complete, an applicant should indicate the date of completion, and provide a website link or other reference to the final Categorical Exclusion, Finding of No Significant Impact, Record of Decision, and any other NEPA documents prepared. If the NEPA process is underway, but not complete, the application should detail the type of NEPA review underway, where the project is in the process, and indicate the anticipated date of completion of all milestones and of the final NEPA determination. If the last agency action with respect to NEPA documents occurred more than three years before the application date, the applicant should describe why the project has been delayed and include a proposed approach for verifying and, if necessary, updating this material in accordance with applicable NEPA requirements.

- ii.** Information on reviews, approvals, and permits by other agencies. An application should indicate whether the proposed project requires reviews or approval actions by other agencies,<sup>14</sup> indicate the status of such actions, and provide detailed information about the status of those reviews or approvals and should demonstrate compliance with any other applicable Federal, State or local requirements, and when such approvals are expected. Applicants should provide a website link or other reference to copies of any reviews, approvals, and permits prepared.
  - iii.** Environmental studies or other documents, preferably through a website link, that describe in detail known project impacts, and possible mitigation for those impacts.
  - iv.** A description of discussions with the appropriate DOT operating administration field or headquarters office regarding the project's compliance with NEPA and other applicable Federal environmental reviews and approvals.
  - v.** A description of public engagement about the project that has occurred, including details on the degree to which public comments and commitments have been integrated into project development and design.
2. State and Local Approvals. The applicant should demonstrate receipt of State and local approvals on which the project depends, such as State and local environmental and planning approvals and Statewide Transportation Improvement Program (STIP) or (Transportation Improvement Program) TIP

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<sup>14</sup> Projects that may impact protected resources such as wetlands, species habitat, cultural or historic resources require review and approval by Federal and State agencies with jurisdiction over those resources.

funding. For projects acquiring State DOT-owned right of way, applicants should demonstrate they have coordinated the project with the State DOT or transportation facility owner. Additional support from relevant State and local officials is not required; however, an applicant should demonstrate that the project has broad public support.

3. Federal Transportation Requirements Affecting State and Local Planning. The planning requirements applicable to the relevant operating administration apply to all RAISE grant projects<sup>15</sup>, including intermodal projects located at airport facilities<sup>16</sup>. Applicants should demonstrate that a project that is required to be included in the relevant State, metropolitan, and local planning documents has been or will be included in such documents. If the project is not included in a relevant planning document at the time the application is submitted, the applicant should submit a statement from the appropriate planning agency that actions are

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<sup>15</sup> Under 23 U.S.C. 134 and 135, all projects requiring an action by FHWA must be in the applicable plan and programming documents (e.g., metropolitan transportation plan, transportation improvement program (TIP) and statewide transportation improvement program (STIP)). Further, in air quality non-attainment and maintenance areas, all regionally significant projects, regardless of the funding source, must be included in the conforming metropolitan transportation plan and TIP. Inclusion in the STIP is required under certain circumstances. To the extent a project is required to be on a metropolitan transportation plan, TIP, and/or STIP, it will not receive a RAISE grant until it is included in such plans. Plans that do not currently include the awarded RAISE project can be amended by the State and MPO. Projects that are not required to be in long range transportation plans, STIPs, and TIPs will not need to be included in such plans to receive a RAISE grant. Port, freight rail, and intermodal projects are not required to be on the State Rail Plans called for in the Passenger Rail Investment and Improvement Act of 2008, or in a State Freight Plan as described in the FAST Act. However, applicants seeking funding for freight projects are encouraged to demonstrate that they have done sufficient planning to ensure that projects fit into a prioritized list of capital needs and are consistent with long-range goals. Means of demonstrating this consistency would include whether the project is in a TIP or a State Freight Plan that conforms to the requirements 49 U.S.C. 70202 prior to the start of construction. Port planning guidelines are available at [StrongPorts.gov](http://StrongPorts.gov).

<sup>16</sup> Projects at grant obligated airports must be compatible with the FAA-approved Airport Layout Plan, as well as aeronautical surfaces associated with the landing and takeoff of aircraft at the airport. Additionally, projects at an airport: must comply with established Sponsor Grant Assurances, including (but not limited to) requirements for non-exclusive use facilities, consultation with users, consistency with local plans including development of the area surrounding the airport, and consideration of the interest of nearby communities, among others; and must not adversely affect the continued and unhindered access of passengers to the terminal.

underway to include the project in the relevant planning document. To the extent possible, freight projects should be included in a State Freight Plan and supported by a State Freight Advisory Committee (49 U.S.C. 70201, 70202), if these exist. Applicants should provide links or other documentation supporting this consideration. Because projects have different schedules, the construction start date for each RAISE grant must be specified in the project-specific agreements signed by relevant operating administration and the grant recipients, based on critical path items that applicants identify in the application and will be consistent with relevant State and local plans.

(c) Assessment of Project Risks and Mitigation Strategies

Project risks, such as procurement delays, environmental uncertainties, increases in real estate acquisition costs, uncommitted local match, unavailability of vehicles that either comply with Federal Motor Vehicle Safety Standards or are exempt from Federal Motor Vehicle Safety Standards in a manner that allows for their legal acquisition and deployment, unavailability of domestically manufactured equipment, or lack of legislative approval, affect the likelihood of successful project start and completion. The applicant should identify all material risks to the project and the strategies that the lead applicant and any project partners have undertaken or will undertake to mitigate those risks. The applicant should assess the greatest risks to the project and identify how the project parties will mitigate those risks.

If an applicant anticipates pursuing a waiver for relevant domestic preference laws, the applicant should describe steps that have been or will be taken to

maximize the use of domestic goods, products, and materials in constructing its project.

To the extent the applicant is unfamiliar with the Federal program, the applicant should contact the appropriate DOT operating administration field or headquarters offices, as found in contact information at [www.transportation.gov/RAISEgrants](http://www.transportation.gov/RAISEgrants), for information on the pre-requisite steps to obligate Federal funds in order to ensure that their project schedule is reasonable and that there are no risks of delays in satisfying Federal requirements.

RAISE planning grant applicants should describe their capacity to successfully implement the proposed activities in a timely manner.

vi. Benefit Cost Analysis

This section describes the recommended approach for the completion and submission of a benefit-cost analysis (BCA) as an appendix to the Project Narrative. The results of the analysis should be summarized in the Project Narrative directly, as described in Section D.2.

The appendix should provide present value estimates of a project's benefits and costs relative to a no-build baseline. To calculate present values, applicants should apply a real discount rate (i.e., the discount rate net of the inflation rate) of 7 percent per year to the project's streams of benefits and costs. The purpose of the BCA is to enable DOT to evaluate the project's cost-effectiveness by estimating a benefit-cost ratio for the project.

The primary economic benefits from projects eligible for RAISE grants are likely to include savings in travel time costs, vehicle or terminal operating costs, and safety costs for both existing users of the improved facility and new users who may be attracted to it as a result of the project. Reduced damages from vehicle emissions and savings in maintenance costs to public

agencies may also be quantified. Applicants may describe other categories of benefits in the BCA that are more difficult to quantify and value in economic terms, such as improving the reliability of travel times or improvements to the existing human and natural environments (such as increased connectivity, improved public health, storm water runoff mitigation, and noise reduction), while also providing numerical estimates of the magnitude and timing of each of these additional impacts wherever possible. Any benefits claimed for the project, both quantified and unquantified, should be clearly tied to the expected outcomes of the project.

The BCA should include the full costs of developing, constructing, operating, and maintaining the proposed project, as well as the expected timing or schedule for costs in each of these categories. The BCA may also consider the present discounted value of any remaining service life of the asset at the end of the analysis period. The costs and benefits that are compared in the BCA should also cover the same project scope.

The BCA should carefully document the assumptions and methodology used to produce the analysis, including a description of the baseline, the sources of data used to project the outcomes of the project, and the values of key input parameters. Applicants should provide all relevant files used for their BCA, including any spreadsheet files and technical memos describing the analysis (whether created in-house or by a contractor). The spreadsheets and technical memos should present the calculations in sufficient detail and transparency to allow the analysis to be reproduced by DOT evaluators. Detailed guidance for estimating some types of quantitative benefits and costs, together with recommended economic values for converting them to dollar terms and discounting to their present values, are available in DOT's guidance for conducting BCAs for projects seeking funding under the RAISE grant program (see [www.transportation.gov/RAISEgrants/additional-guidance](http://www.transportation.gov/RAISEgrants/additional-guidance)).

### **3. Unique Entity Identifier and System for Award Management (SAM)**

Each applicant must: 1) be registered in SAM before submitting its application; 2) provide a valid unique entity identifier in its application; and 3) continue to maintain an active SAM registration with current information at all times during which it has an active Federal award or an application or plan under consideration by a Federal awarding agency. DOT may not make a RAISE grant to an applicant until the applicant has complied with all applicable unique entity identifier and SAM requirements and, if an applicant has not fully complied with the requirements by the time DOT is ready to make a RAISE grant, DOT may determine that the applicant is not qualified to receive a RAISE grant and use that determination as a basis for making a RAISE grant to another applicant.

### **4. Submission Dates and Times**

Applications must be submitted by 5:00 PM Eastern on July 12, 2021. To submit an application through Grants.gov, applicants must:

- (1) Obtain a Data Universal Numbering System (DUNS) number;
- (2) Register with the System for Award Management (SAM) at [www.SAM.gov](http://www.SAM.gov);
- (3) Create a Grants.gov username and password; and
- (4) The E-Business Point of Contact (POC) at the applicant's organization must respond to the registration email from Grants.gov and login at Grants.gov to authorize the applicant as the Authorized Organization Representative (AOR). Please note that there can be more than one AOR for an organization.

Please note that the Grants.gov registration process usually takes 2-4 weeks to complete and that DOT will not consider late applications that are the result of failure to register or comply

with Grants.gov applicant requirements in a timely manner. For information and instruction on each of these processes, please see instructions at <http://www.grants.gov/web/grants/applicants/applicant-faqs.html>. If applicants experience difficulties at any point during the registration or application process, please call the Grants.gov Customer Service Support Hotline at 1(800) 518-4726, Monday-Friday from 7:00 a.m. to 9:00 p.m. EST.

## **5. Other Submission Requirements**

### **(a) Submission Location**

Applications must be submitted to Grants.gov.

### **(b) Consideration of Applications:**

Only applicants who comply with all submission deadlines described in this notice and electronically submit valid applications through Grants.gov will be eligible for award.

Applicants are strongly encouraged to make submissions in advance of the deadline.

### **(c) Late Applications**

Applicants experiencing technical issues with Grants.gov that are beyond the applicant's control must contact [RAISEgrants@dot.gov](mailto:RAISEgrants@dot.gov) prior to the application deadline with the user name of the registrant and details of the technical issue experienced. The applicant must provide:

- (1) Details of the technical issue experienced;
- (2) Screen capture(s) of the technical issues experienced along with corresponding Grants.gov "Grant tracking number;"
- (3) The "Legal Business Name" for the applicant that was provided in the SF-424;
- (4) The AOR name submitted in the SF-424;
- (5) The DUNS number associated with the application; and

(6) The Grants.gov Help Desk Tracking Number.

To ensure a fair competition of limited discretionary funds, the following conditions are not valid reasons to permit late submissions: (1) failure to complete the registration process before the deadline; (2) failure to follow Grants.gov instructions on how to register and apply as posted on its website; (3) failure to follow all instructions in this notice of funding opportunity; and (4) technical issues experienced with the applicant's computer or information technology environment. After DOT reviews all information submitted and contact the Grants.gov Help Desk to validate reported technical issues, DOT staff will contact late applicants to approve or deny a request to submit a late application through Grants.gov. If the reported technical issues cannot be validated, late applications will be rejected as untimely.

(d) Compliance with Section 508 of the Rehabilitation Act of 1973

The Department encourages applicants to submit documents that are compliant with Section 508 of the Rehabilitation Act of 1973. Section 508 guidelines are available at <https://www.access-board.gov/ict/>.

**E. Application Review Information**

**1. Criteria**

(a) Capital Projects

This section specifies the criteria that DOT will use to evaluate and award applications for RAISE grants. The criteria incorporate the statutory eligibility requirements for this program, which are specified in this notice as relevant. For each proposed project, DOT will review the potential long-term benefits for the primary and secondary merit criteria described in this section. DOT does not consider any primary merit criterion more important than the others. Applications that do not demonstrate the project will, more likely than not generate benefits in one or more merit criteria for at least the useful life of the project; demonstrate moderate local or regional

impact; and contain sufficient information to assess the projects benefits will not proceed in the evaluation process. In evaluating the primary and secondary merit criteria, DOT will review the project's local or regional impact as well as the content and credibility of information used to explain project benefits. As described in section E.2, projects that address primary merit criteria will be more competitive than projects that only address secondary merit criteria.

i. Primary Merit Criteria

(a) Safety

DOT will assess the project's ability to foster a safe transportation system for the movement of goods and people, consistent with the Department's strategic goal to reduce transportation-related fatalities and serious injuries across the transportation system. DOT will consider the project's estimated impacts on the number, rate, and consequences of crashes, fatalities and injuries among transportation users; the degree to which the project addresses vulnerable roadway users, the degree to which the project addresses inequities in crash victims, the extent to which the project improves safety at highway/rail grade crossings; the project's incorporation of roadway design and technology that is proven to improve safety; or the project's contribution to preventing unintended releases of hazardous materials.

(b) Environmental Sustainability

DOT will consider the extent to which the project incorporates considerations of climate change and environmental justice in the planning stage and in project delivery, such as through incorporation of specific design elements that address climate change impacts. DOT will evaluate the degree to which the project is expected to reduce emissions, promote energy efficiency, support fiscally responsible land use and transportation efficient design, incorporates electrification or zero emission vehicle infrastructure, increases resiliency, reduces pollution, and recycles or redevelops brownfield sites, particularly communities that disproportionately

experience climate-change-related consequences. DOT will assess whether the project has addressed environmental sustainability, including but not limited to the following examples:

(1) A Local/Regional/State Climate Action Plan which results in lower greenhouse gas emissions has been prepared and the project directly supports that Climate Action Plan;

(2) A Local/Regional/State Equitable Development Plan has been prepared and the project directly supports that Equitable Development Plan;

(3) The project sponsor has used environmental justice tools such as the EJSCREEN to minimize adverse impacts to environmental justice communities

(<https://ejscreen.epa.gov/mapper/>); or

(4) A Local/Regional/State Energy Baseline Study has been prepared and the project directly supports that study;

(5) The project supports a modal shift in freight or passenger movement to reduce emissions, or reduce induced travel demand. The project utilizes demand management strategies to reduce congestion, induced travel demand, and greenhouse gas emissions;

(6) The project incorporates electrification infrastructure, zero-emission vehicle infrastructure, or both;

(7) The project supports the installation of electric vehicle charging stations;

(8) The project promotes energy efficiency;

(9) The project serves the renewable energy supply chain;

(10) The project improves disaster preparedness and resiliency;

(11) The project avoids adverse environmental impacts to air or water quality, wetlands, and endangered species, such as through reduction in Clean Air Act criteria pollutants and greenhouse gases, improved stormwater management, or improved habitat connectivity;

(12) The project repairs existing dilapidated or idle infrastructure that is currently causing environmental harm (e.g. brownfield redevelopment);

(13) The project supports or incorporates the construction of energy- and location-efficient buildings;

(14) The project proposes recycling of materials, use of materials known to reduce or reverse carbon emissions, or both.

(c) Quality of Life

DOT will consider the extent to which the project: (i) increases transportation choices and equity for individuals; (ii) expands access to essential services for communities across the United States, particularly for underserved or disadvantaged communities; (iii) improves connectivity for citizens to jobs, health care, and other critical destinations, or (iv) proactively addresses racial equity<sup>17</sup> and barriers to opportunity, through the planning process or through incorporation of design elements. DOT will assess whether the project addresses quality of life, including but not limited to the following examples:

(1) A racial equity impact analysis has been completed for the project;

(2) The project sponsor has adopted an equity and inclusion program/plan or has otherwise instituted equity-focused policies related to project procurement, material sourcing, construction, inspection, hiring, or other activities designed to ensure racial equity in the overall project delivery and implementation.

(3) The project includes physical-barrier-mitigating land bridges, caps, lids, linear parks, and multimodal mobility investments that either redress past barriers to opportunity

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<sup>17</sup> Definitions for “racial equity” and “underserved communities” are found in Executive Order 13985, Advancing Racial Equity and Support for Underserved Communities Through the Federal Government, Sections 2 (a) and (b).

or that proactively create new connections and opportunities for underserved communities that are underserved by transportation;

(4) The project includes new or improved walking, biking, and rolling access for the disabled, especially access that reverses the disproportional impacts of crashes on people of color, and mitigate neighborhood bifurcation; or

(5) The project includes new or improved freight access to underserved communities to increase access to goods and job opportunities for those underserved communities.

(d) Economic Competitiveness

DOT will assess the degree to which the project will (1) decrease transportation costs and improve access, through reliable and timely access, to employment centers and job opportunities;

(2) improve long-term efficiency or reliability, or reduce costs in the movement of workers or goods; (3) offer significant regional and national improvements in economic strength by

increasing the economic productivity of land, capital, or labor, and improving the economic

strength of regions and cities; (4) result in long-term job creation by supporting good-paying jobs

directly related to the project with the choice of a union, and supporting American industry

through compliance with domestic preference laws, the use of project labor agreements, local

hiring provisions, or other targeted preferential hiring requirements; or (5) help the United States

compete in a global economy by encouraging the location of important industries and future

innovations and technology in the U.S., and facilitating efficient and reliable freight movement.

This criterion is consistent with DOT's strategic objective to promote investments that bring

lasting economic benefit to the Nation.

Projects that bridge gaps in service in rural areas and projects that attract private economic development both support local or regional economic competitiveness.

(e) State of Good Repair

- ii. Consistent with the Department's strategic objective to maintain and upgrade existing transportation systems, DOT will assess whether and to what extent:
- (1) the project is consistent with relevant plans to maintain transportation facilities or systems in a state of good repair and address current and projected vulnerabilities;
  - (2) if left unimproved, the poor condition of the asset will threaten future transportation network efficiency, mobility of goods or accessibility and mobility of people, or economic growth;
  - (3) the project is appropriately capitalized, including whether project sponsor has conducted scenario planning and/or fiscal impact analysis to understand the future impact on public finances;
  - (4) a sustainable source of revenue is available for operations and maintenance of the project and the project will reduce overall life-cycle costs;
  - (5) the project will maintain or improve transportation infrastructure that supports border security functions; and
  - (6) the project includes a plan to maintain the transportation infrastructure in a state of good repair.
- DOT will prioritize projects that ensure the good condition of transportation infrastructure, including rural transportation infrastructure, that support commerce and economic growth. Secondary Merit Criteria

(a) Partnership

DOT will consider the extent to which projects demonstrate strong collaboration among a broad range of stakeholders. Projects with strong partnership typically involve multiple partners in project development and funding, such as State and local governments, other public entities, and private or nonprofit entities, particularly minority business enterprises. DOT will consider applicants that partner with State, local, or private entities for the completion and operation of

transportation infrastructure to have strong partnership. DOT will also assess the extent to which the project application demonstrates collaboration among neighboring or regional jurisdictions to achieve local or regional benefits, especially equity-focused community outreach and public engagement in the project's planning in underserved communities. In the context of public-private partnerships, DOT will assess the extent to which partners are encouraged to ensure long-term asset performance, such as through pay-for-success approaches.

DOT will also consider the extent to which projects include partnerships that bring together diverse transportation agencies or are supported, financially or otherwise, by other stakeholders that are pursuing similar objectives. For example, DOT will consider the extent to which transportation projects are coordinated with economic development, affordable housing projects, water and waste infrastructure, power and electric infrastructure, broadband and land use plans and policies or other public service efforts.

#### (b) Innovation

Consistent with DOT's objectives to encourage transformative projects that take the lead in deploying innovative technologies and practices that drive outcomes in terms of safety, equity, climate and resilience, and economic strength, DOT will assess the extent to which the applicant uses innovative strategies, including: (1) innovative technologies, (2) innovative project delivery, or (3) innovative financing.

##### 1. Innovative Technologies

Consistent with overarching goals to support good-paying jobs with the choice of a union, DOT will assess innovative technological approaches to transportation, particularly in relation to automated, connected, and electric vehicles and the detection, mitigation, and documentation of safety risks. When making RAISE grant award decisions, DOT will consider

any innovative technological approaches proposed by the applicant, particularly projects which incorporate innovative technological design solutions, enhance the environment for connected, electric, and automated vehicles, or use technology to improve the detection, mitigation, and documentation of safety risks. Innovative technological approaches may include, but are not limited to:

- Conflict detection and mitigation technologies (e.g., intersection alerts and signal prioritization);
- Dynamic signaling, smart traffic signals, or pricing systems to reduce congestion;
- Traveler information systems, to include work zone data exchanges;
- Signage and design features that facilitate autonomous or semi-autonomous vehicle technologies;
- Applications to automatically capture and report safety-related issues (e.g., identifying and documenting near-miss incidents);
- Vehicle-to-Everything V2X Technologies (e.g. technology that facilitates passing of information between a vehicle and any entity that may affect the vehicle);
- Vehicle-to-Infrastructure (V2I) Technologies (e.g., digital, physical, coordination, and other infrastructure technologies and systems that allow vehicles to interact with transportation infrastructure in ways that improve their mutual performance);
- Vehicle-to-Grid Technologies (e.g., technologies and infrastructure that encourage electric vehicle charging, and broader sustainability of the power grid);

- Cybersecurity elements to protect safety-critical systems;
- Broadband deployment and the installation of high-speed networks concurrent with the transportation project construction;
- Technology at land and sea ports of entry that reduces congestion, wait times, and delays, while maintaining or enhancing the integrity of our border;
- Work Zone data exchanges or related data exchanges; or
- Other Intelligent Transportation Systems (ITS) that directly benefit the project's users.

For innovative safety proposals, DOT will evaluate safety benefits that those approaches could produce and the broader applicability of the potential results. DOT will also assess the extent to which the project uses innovative technology that supports surface transportation to significantly enhance the operational performance of the transportation system. Please note that all innovative technology must be in compliance with 2 CFR § 200.216.<sup>18</sup>

## 2. Innovative Project Delivery

DOT will consider the extent to which the project utilizes innovative practices in contracting (such as public-private partnerships), congestion management, asset management, or long-term operations and maintenance.

DOT also seeks projects that employ innovative approaches to improve the efficiency and effectiveness of the environmental permitting and review to accelerate project delivery and achieve improved outcomes for communities and the environment. DOT's objective is to achieve timely and consistent environmental review and permit decisions. Accordingly, projects from States with NEPA assignment authority under 23 U.S.C. 327 are considered to use an

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<sup>18</sup> <https://ecfr.federalregister.gov/current/title-2/subtitle-A/chapter-II/part-200/subpart-C/section-200.216>

innovative approach to project delivery. Participation in innovative project delivery approaches will not remove any statutory requirements affecting project delivery.

Infrastructure investment also provides opportunities for workers to find good-paying jobs with the choice to join a union, and supports American industry through the application of domestic preference requirements. Projects that use project labor agreements and deploy local hiring provisions or targeted preferential hiring provisions also contribute to innovative project delivery.

While RAISE grant award recipients are not required to employ innovative approaches, DOT encourages RAISE grant applicants to describe innovative project delivery methods for proposed projects.

### 3. Innovative Financing

DOT will assess the extent to which the project incorporates innovations in transportation funding and finance through both traditional and innovative means, including by using private sector funding or financing or using congestion pricing or other demand management strategies to address congestion in major urban areas.

#### iii. Demonstrated Project Readiness

During application evaluation, DOT may consider project readiness to assess the likelihood of a successful project. In that analysis, DOT will consider three evaluation ratings: Environmental Risk, Technical Capacity, and Financial Capacity. Environmental Risk assessment analyzes the project's environmental approvals and likelihood of the necessary approval affecting project obligation. The Technical Capacity will be reviewed for all eligible applications and will assess the applicant's capacity to successfully deliver the project in compliance with applicable Federal requirements based on factors including the recipient's experience working with Federal agencies, previous experience with BUILD or INFRA awards,

and the technical experience and resources dedicated to the project. The Financial Capacity assessment reviews the availability of matching funds and whether the applicant presented a complete funding package. Risks do not disqualify projects from award, but competitive applications clearly and directly describe achievable risk mitigation strategies. A project with mitigated risks or with a risk mitigation plan is more competitive than a comparable project with unaddressed risks.

iv. Project Costs and Benefits

DOT may consider the costs and benefits of projects seeking RAISE grant funding. To the extent possible, DOT will rely on quantitative, evidenced-based and data-supported analysis to assess how well a project addresses this criterion, including an assessment of the project's estimated benefit-cost ratio (BCR) based on the applicant-supplied BCA described in Section D.2.vi.

To evaluate the costs and benefits of a proposed project, DOT will assign the project into ranges based on its estimated BCR, and DOT will assign a level of confidence associated with the estimated BCR range. DOT will use these ranges for BCR: Less than 1; 1–1.5; 1.5–3; and greater than 3. The confidence levels are high, medium, and low. Projects for which the BCR is less than 1 will not advance to the Secretary as Highly Rated and will not be selected for an award, unless the project demonstrates clear, unquantified outcomes, as identified by the SRT, consistent with the environmental sustainability and quality of life criteria.

(b) Planning Grants

Planning grant applications will be evaluated against the same criteria as capital grants. The Department will consider how the plan, once implemented, will ultimately further the merit

criteria. DOT will not evaluate the benefits and costs (as expressed in a benefit-cost analysis) or environmental risks of projects that do not include construction.

(c) Additional Considerations

The FY 2021 Appropriations Act requires DOT to consider contributions to geographic diversity among recipients, including the need for a balance between the needs of urban and rural areas, including Tribal areas, and investment in a variety of transportation modes when selecting RAISE grant awards.

**2. Review and Selection Process**

DOT reviews all eligible applications received by the deadline. The RAISE grants review and selection process consists of at least a Technical Review and a Senior Review. In the Merit Review, teams comprising staff from the Office of the Secretary (OST) and operating administrations review all eligible applications and rate projects as Highly Recommended, Recommended, Acceptable, or Unacceptable. For a capital project to receive a Highly Recommended rating, (1) the project must demonstrate that, more likely than not, it will generate long-term benefits in one or more primary merit criteria and does not appear to negatively affect any of the other merit criteria; (2) the project must have a clear, direct, significant, and positive local or regional impact (i.e. the project will, more likely than not, reduce the problem or use the opportunity that project proposes to address); and (3) the application contains sufficient information to assess project benefits and the benefits claimed by the applicant appear reasonable and justifiable. Planning projects will receive the same merit review and rating as capital projects, except that for planning projects the review does not include an assessment of whether the application contains sufficient information to assess project benefits and whether those benefits appear reasonable and justifiable. If the project has not substantively changed from prior submissions to BUILD or other Department programs, staff may rely on previous analysis. The

Senior Review Team, which includes senior leadership from OST and the operating administrations, determines which projects to advance to the Secretary as Highly Rated. The FY 2021 Appropriations Act mandated RAISE grant awards by November 22, 2021. The Secretary selects from the Highly Rated projects for final awards. Consistent with past practice, the Department offers debriefs to applicants not selected for award to receive information about the RAISE project's evaluation.

### **3. Additional Information**

Prior to award, each selected applicant will be subject to a risk assessment as required by 2 CFR § 200.206. DOT must review and consider any information about the applicant that is in the designated integrity and performance system accessible through SAM (currently the Federal Awardee Performance and Integrity Information System (FAPIIS)). An applicant may review information in FAPIIS and comment on any information about itself that a Federal awarding agency previously entered. DOT will consider comments by the applicant, in addition to the other information in FAPIIS, in making a judgment about the applicant's integrity, business ethics, and record of performance under Federal awards when completing the review of risk posed by applicants.

#### **F. Federal Award Administration Information**

##### **1. Federal Award Notice**

Following the evaluation outlined in Section E, the Secretary will announce awarded projects by posting a list of selected projects at [www.transportation.gov/RAISEgrants](http://www.transportation.gov/RAISEgrants). Notice of selection is not authorization to begin performance or to incur costs for the proposed project. Following that announcement, the relevant operating administration will contact the point of contact listed in the SF 424 to initiate negotiation of the grant agreement for authorization.

Recipients of RAISE Grant awards will not receive lump-sum cash disbursements at the time of award announcement or obligation of funds. Instead, RAISE funds will reimburse recipients only after a grant agreement has been executed, allowable expenses are incurred, and valid requests for reimbursement are submitted.

Unless authorized by DOT in writing after DOT's announcement of FY 2021 RAISE awards, any costs that a recipient incurs before DOT executes a grant agreement for that recipient's project are ineligible for reimbursement, and are ineligible match for cost share requirements.

## **2. Administrative and National Policy Requirements**

### **(a) Administrative Requirements**

Please visit <https://www.transportation.gov/policy-initiatives/build/grant-agreements> for the General Terms and Conditions for BUILD 2020 awards. The RAISE 2021 Terms and Conditions will be similar to the BUILD 2020 Terms and Conditions, but may include relevant updates.

All awards will be administered pursuant to the Uniform Administrative Requirements, Cost Principles and Audit Requirements for Federal Awards found in 2 C.F.R part 200, as adopted by DOT at 2 C.F.R part 1201. Federal wage rate requirements included in subchapter IV of chapter 31 of title 40, U.S.C., apply to all projects receiving funds under this program, and apply to all parts of the project, whether funded with RAISE Grant funds, other Federal funds, or non-Federal funds.

In connection with any program or activity conducted with or benefiting from funds awarded under this notice, recipients of funds must comply with all applicable requirements of Federal law, including, without limitation, the Constitution of the United States; the conditions of performance, non-discrimination requirements, and other assurances made applicable to the award of funds in accordance with regulations of the Department of Transportation; and

applicable Federal financial assistance and contracting principles promulgated by the Office of Management and Budget. In complying with these requirements, recipients, in particular, must ensure that no concession agreements are denied or other contracting decisions made on the basis of speech or other activities protected by the First Amendment. If DOT determines that a recipient has failed to comply with applicable Federal requirements, DOT may terminate the award of funds and disallow previously incurred costs, requiring the recipient to reimburse any expended award funds.

Additionally, applicable Federal laws, rules and regulations of the relevant operating administration administering the project will apply to the projects that receive RAISE grant awards, including planning requirements, Service Outcome Agreements, Stakeholder Agreements, Buy America compliance, and other requirements under DOT's other highway, transit, rail, and port grant programs. For projects that are eligible under RAISE but are not eligible under DOT's other programs or projects that are eligible under multiple DOT programs, the RAISE program will determine the appropriate requirements to ensure the project is delivered consistent with program and Department goals. In particular, Executive Order 14005 directs the Executive Branch Departments and agencies to maximize the use of goods, products, and materials produced in, and services offered in, the United States through the terms and conditions of Federal financial assistance awards. If selected for an award, grant recipients must be prepared to demonstrate how they will maximize the use of domestic goods, products, and materials in constructing their project. RAISE grant projects involving vehicle acquisition must involve only vehicles that comply with applicable Federal Motor Vehicle Safety Standards and Federal Motor Carriers Safety Regulations, or vehicles that are exempt from Federal Motor Vehicle Safety Standards or Federal Motor Carrier Safety Regulations in a manner that allows for the legal acquisition and deployment of the vehicle or vehicles.

For projects administered by FHWA, applicable Federal laws, rules, and regulations set forth in Title 23 U.S.C. and Title 23 C.F.R apply, including the 23 U.S.C. 129 restrictions on the use of toll revenues, and Section 4(f) preservation of parklands and historic properties requirements under 23 U.S.C. 138. For an illustrative list of the other applicable laws, rules, regulations, executive orders, polices, guidelines, and requirements as they relate to a RAISE grant project administered by the FHWA, please see

<https://ops.fhwa.dot.gov/Freight/infrastructure/tiger/#build18>.

For RAISE projects administered by the Federal Transit Administration and partially funded with Federal transit assistance, all relevant requirements under chapter 53 of title 49 U.S.C. apply. For transit projects funded exclusively with RAISE grant funds, some requirements of chapter 53 of title 49 U.S.C. and chapter VI of title 49 C.F.R. apply.

For projects administered by the Federal Railroad Administration, FRA requirements described in 49 U.S.C. Subtitle V, Part C apply.

(b) Program Requirements

i. Climate Change and Environmental Justice Impact Consideration

Each applicant selected for RAISE grant funding must demonstrate effort to consider climate change and environmental justice impacts as described in Section A. Projects that have not sufficiently considered climate change and environmental justice in their planning, as determined by the Department, will be required to do so before receiving funds for construction, consistent with Executive Order 14008, *Tackling the Climate Crisis at Home and Abroad* (86 FR 7619).

a. Racial Equity and Barriers to Opportunity

Each applicant selected for RAISE grant funding must demonstrate effort to improve racial equity and reduce barriers to opportunity as described in Section A. Projects that have not sufficiently considered climate change and environmental justice in their planning, as determined

by the Department, will be required to do before receiving funds for construction, consistent with Executive Order 13985, *Advancing Racial Equity and Support for Underserved Communities Through the Federal Government* (86 FR 7009).

### **3. Reporting**

#### **(a) Progress Reporting on Grant Activities**

Each applicant selected for RAISE grant funding must submit quarterly progress reports and Federal Financial Reports (SF-425) to monitor project progress and ensure accountability and financial transparency in the RAISE grant program.

#### **(b) System Performance Reporting**

Each applicant selected for RAISE grant funding must collect and report to the DOT information on the project's performance based on performance indicators DOT identifies related to program goals (e.g travel time savings, greenhouse gas emissions, passenger counts, level of service, etc). Performance indicators should include measurable goals or targets that DOT will use internally to determine whether the project meets program goals, and grant funds achieve the intended long-term outcomes of the RAISE Grant Program. To the extent possible, performance indicators used in the reporting should align with the measures included in the application and should relate to at least one of the selection criteria defined in Section E.1. Performance reporting continues for several years after project construction is completed, and DOT does not provide RAISE grant funding specifically for performance reporting.

#### **(c) Reporting of Matters Related to Recipient Integrity and Performance**

If the total value of a selected applicant's currently active grants, cooperative agreements, and procurement contracts from all Federal awarding agencies exceeds \$10,000,000 for any period of time during the period of performance of this Federal award, then the applicant during that period of time must maintain the currency of information reported to the SAM that is made

available in the designated integrity and performance system (currently FAPIIS) about civil, criminal, or administrative proceedings described in paragraph 2 of this award term and condition. This is a statutory requirement under section 872 of Public Law 110-417, as amended (41 U.S.C. 2313). As required by section 3010 of Public Law 111-212, all information posted in the designated integrity and performance system on or after April 15, 2011, except past performance reviews required for Federal procurement contracts, will be publicly available.

### **G. Federal Awarding Agency Contacts**

For further information concerning this notice please contact the RAISE grant program staff via e-mail at [RAISEgrants@dot.gov](mailto:RAISEgrants@dot.gov), or call Howard Hill at 202-366-0301. A TDD is available for individuals who are deaf or hard of hearing at 202-366-3993. In addition, DOT will post answers to questions and requests for clarifications on DOT's website at [www.transportation.gov/RAISEgrants](http://www.transportation.gov/RAISEgrants). To ensure applicants receive accurate information about eligibility or the program, the applicant is encouraged to contact DOT directly, rather than through intermediaries or third parties, with questions. DOT staff may also conduct briefings on the RAISE grant selection and award process upon request.

### **H. Other information**

#### **1. Protection of Confidential Business Information**

All information submitted as part of or in support of any application shall use publicly available data or data that can be made public and methodologies that are accepted by industry practice and standards, to the extent possible. If the applicant submits information that the applicant considers to be a trade secret or confidential commercial or financial information, the applicant must provide that information in a separate document, which the applicant may cross-reference from the application narrative or other portions of the application. For the separate document containing confidential information, the applicant must do the following: (1) state on

the cover of that document that it “Contains Confidential Business Information (CBI)”; (2) mark each page that contains confidential information with “CBI”; (3) highlight or otherwise denote the confidential content on each page; and (4) at the end of the document, explain how disclosure of the confidential information would cause substantial competitive harm. DOT will protect confidential information complying with these requirements to the extent required under applicable law. If DOT receives a Freedom of Information Act (FOIA) request for the information that the applicant has marked in accordance with this section, DOT will follow the procedures described in its FOIA regulations at 49 C.F.R. § 7.29. Only information that is in the separate document, marked in accordance with this section, and ultimately determined to be confidential under § 7.29 will be exempt from disclosure under FOIA.

## **2. Publication/Sharing of Application Information**

Following the completion of the selection process and announcement of awards, DOT intends to publish a list of all applications received along with the names of the applicant organizations and funding amounts requested. Except for the information properly marked as described in Section H.1., DOT may make application narratives publicly available or share application information within DOT or with other Federal agencies if DOT determines that sharing is relevant to the respective program’s objectives.

## **3. Department Feedback on Previous Applications**

DOT strives to provide as much information as possible to assist applicants with the application process. DOT will not review applications in advance, but DOT staff are available for technical questions and assistance. To efficiently use Department resources, DOT will prioritize interactions with applicants who have not already received a debrief on their FY 2020 RAISE grant application. Program staff will address questions received at [RAISEgrants@dot.gov](mailto:RAISEgrants@dot.gov) throughout the application period. DOT staff will make reasonable

efforts to schedule meetings on projects through May 15, 2021. After that date, DOT staff will schedule meetings only to the extent possible and consistent with timely completion of other activities.

Issued in Washington D.C. on April 13, 2021



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Secretary of Transportation

Peter Paul Montgomery Buttigieg



SOURCE: <https://www.transportation.gov/RAISEgrants>

July 8, 2021

Regional Transportation Council (RTC) – Action Item  
FY 2021 RAISE Discretionary Grant Program – Overview & Proposed Candidate

# RAISE Discretionary Grant Program

## FY 2021 Program Overview

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### Funding Availability

**\$1 Billion**

– Capital Projects (Nation)

**\$30 Million**

– Planning Grants (Nation)

**50% / 50%**

– Urban / Rural Areas

### Federal Cost Share / Match

**Up to 80%**

– Urban Areas

**Up to 100%**

- a. Rural Areas
- b. Planning Grants in “Areas of Persistent Poverty”

### Maximum Award

**\$25 Million**

– per Project

**\$100 Million**

– per State

### Minimum Award

**\$5 Million**

– Urban Areas

**\$1 Million**

– Rural Areas

**No Minimum**

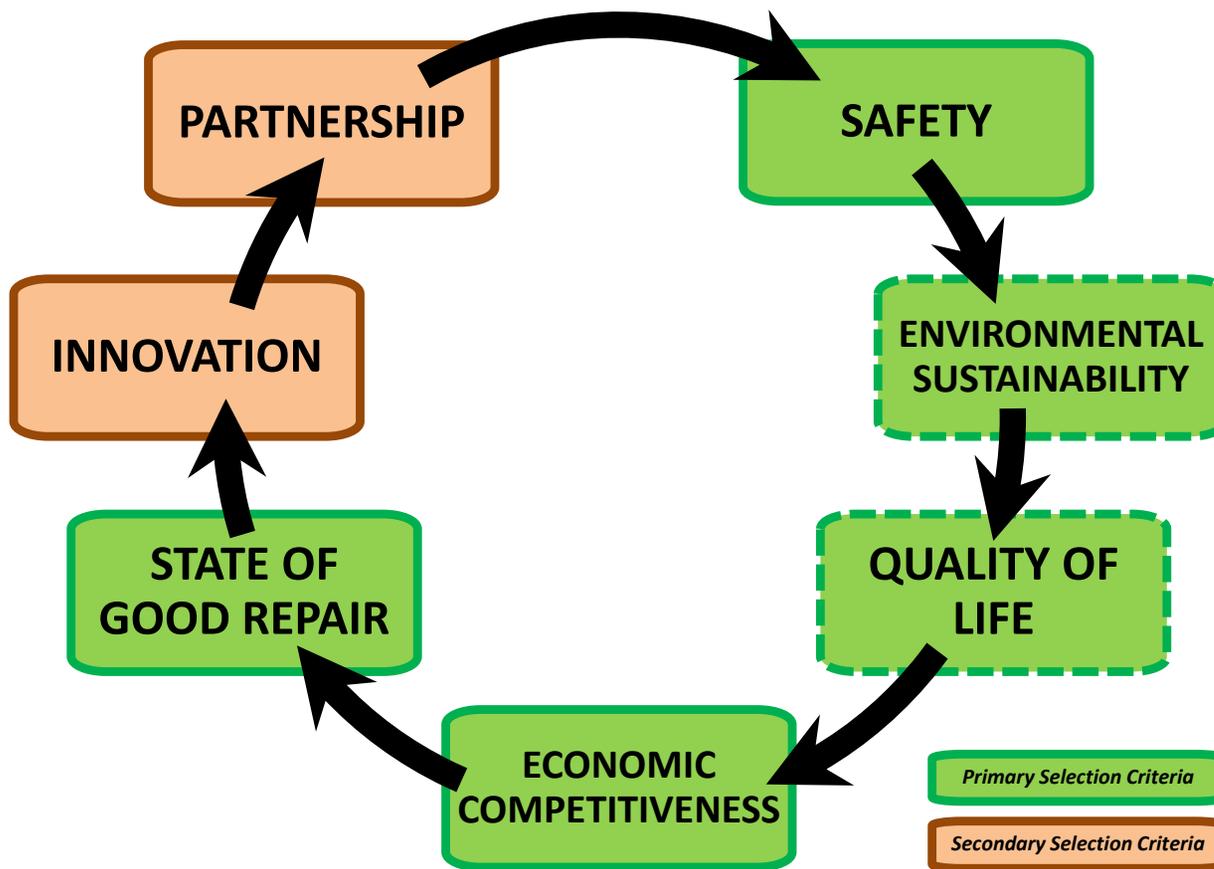
– Planning Grants

- Project awards to be announced by November 22, 2021
- Obligation Deadline: September 30, 2024
- Expenditure Deadline: September 30, 2029

# RAISE Discretionary Grant Program

## Merit Criteria – Additional Considerations

3



- Explicitly considers climate change and environmental justice in the planning and design stage, particularly in communities that may disproportionately experience climate change consequences
- Incorporates infrastructure and/or results in a modal shift that reduces emissions and can support a renewable energy supply chain
- Increases resiliency and disaster preparedness
- Increases transportation choices and equity for all individuals
- Expands access and connectivity to essential services, particularly for underserved or disadvantaged communities
- Proactively addresses racial equity and barriers to opportunity through the planning process or design elements

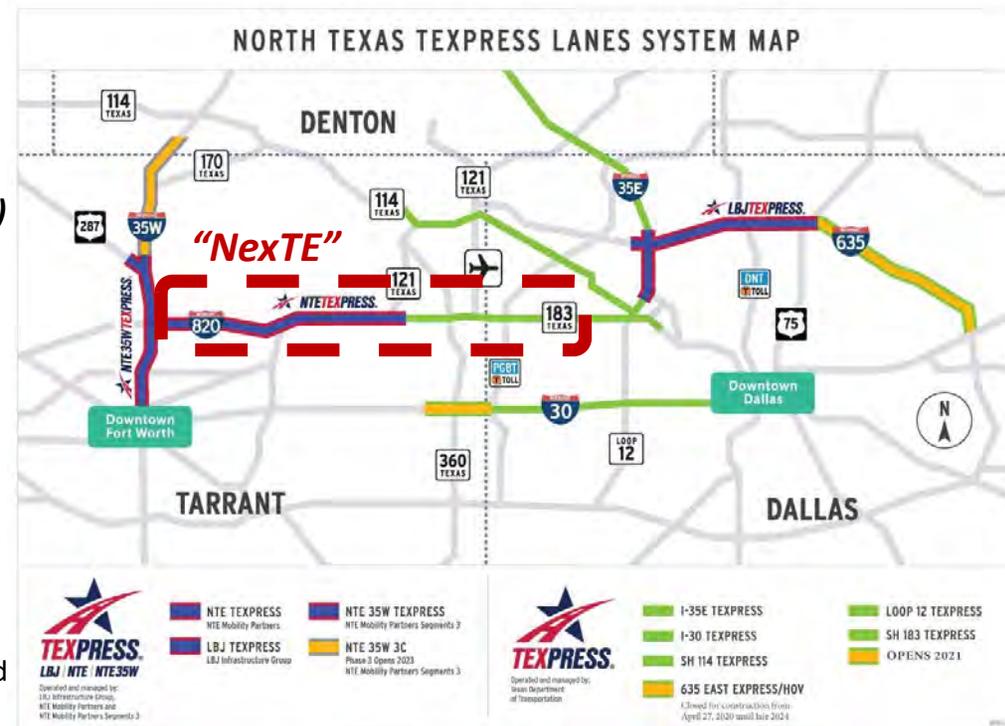
# RAISE Grant – NCTCOG Project #1

## Transform North Tarrant Express (NTE): IH 820/SH 183 “NexTE” Phase

4

Starting in 2022, revenue triggers can enable delivery of next IH 820/SH 183 construction phases (“NexTE”):

- **IH 35W – SH 121: \$162 million (developer obligation)**
  - IH 820 – Add 1 general purpose (GP) lane in each direction
  - SH 183 – Add 1 TEXpress lane in each direction
- **SH 121 – SH 360/DFW Airport: \$1 billion (developer obligation)**
  - Build 2+2 TEXpress lanes with direct SH 360, Amon Carter Blvd, & DFW Airport access
- **SH 360/DFW Airport – Story Road: \$360 million (concession) + \$25 million RAISE Grant**
  - Build 2+2 TEXpress lanes with direct SH 161/PGBT access and seamless MidTown Express transition
  - Improved GP lane interchanges, ramp spacing, & lane balancing
  - On-/off-street bicycle/pedestrian facility accommodations
  - Convert surplus right-of-way (ROW) to support commercial redevelopment, creation of usable open space, & provisions for added zero-emission vehicle infrastructure at Belt Line Road
  - Corridor-targeted expansion of “GoCarma” and “TryParkingIt” incentives to stimulate business activity and reduce user costs



TEXpress Lanes: <https://www.texpresslanes.com/maps/texaspress-lanes-map>

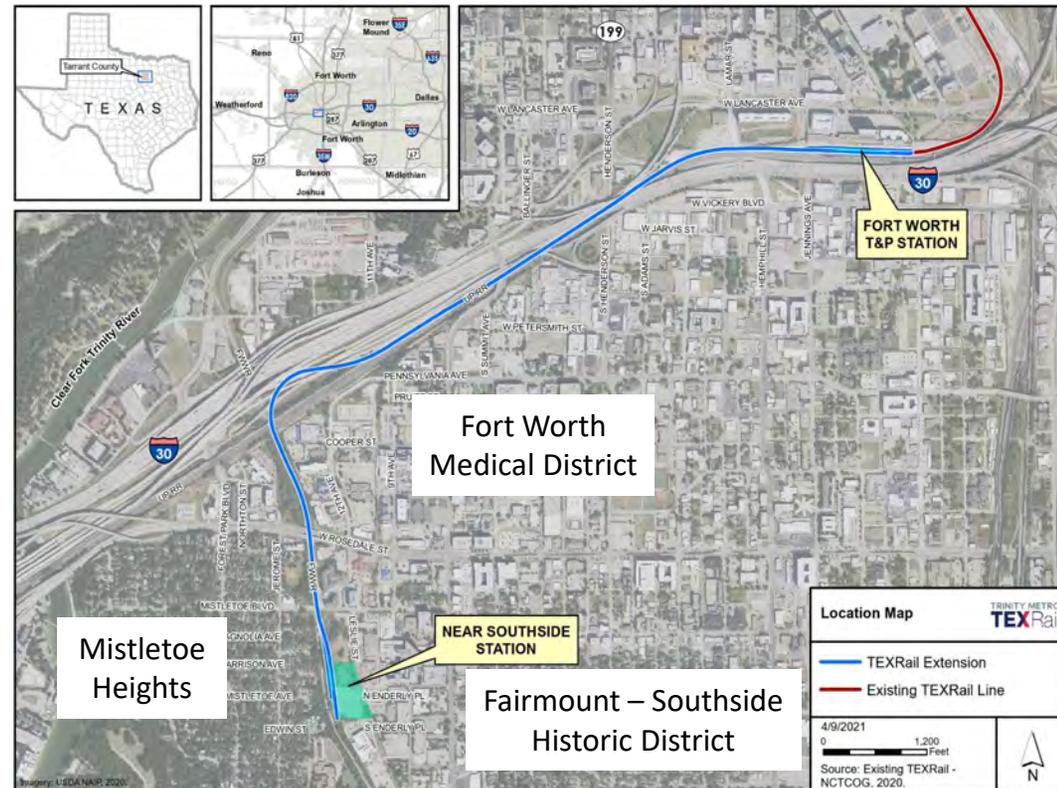
# RAISE Grant – NCTCOG Project #2

## TEXRail Fort Worth Near Southside/Medical District Extension

5

Partnership with Trinity Metro, City of Fort Worth, & Baylor Scott & White for 2.1-mile TEXRail extension:

- **New single-track commuter rail service from existing Texas & Pacific (T&P) Station to new Near Southside Station**
  - Built to run adjacent to and unimpeded by existing Union Pacific (UP) and Fort Worth & Western (FWWR) railroad corridors
  - Replaces UP Steel Trestle Bridge (built in 1925) to accommodate TEXRail track alignment as it spans FWWR right-of-way (ROW)
  - Includes quiet zone and bicycle/pedestrian safety improvements for FWWR at-grade crossings at Mistletoe Blvd, Park Place Ave, & Windsor Place
  - Land donation from Baylor Scott & White enables Near Southside station platform, parking, vehicle drop-off/pick-up circulation, & adjacent transit-oriented development (TOD) opportunities
- **Project utilizes \$38.9 million remaining from Federal Transit Administration (FTA) Grant to construct original Fort Worth – DFW Airport segment (opened in 2019)**



# RAISE Grant – NCTCOG Project #3

## Enhancing Mobility within the Southern Dallas Inland Port

6

Partnership with STAR Transit, DART, Oncor Electric Delivery, and multiple cities and collaborating agencies in south Dallas County:

### Expanded transit service

- Eight electric buses for STAR Transit on-demand operation in southern Dallas, Kaufman, and Rockwall Counties
- Electric vehicle supply equipment (EVSE) installed at strategic employment, education, & healthcare stops

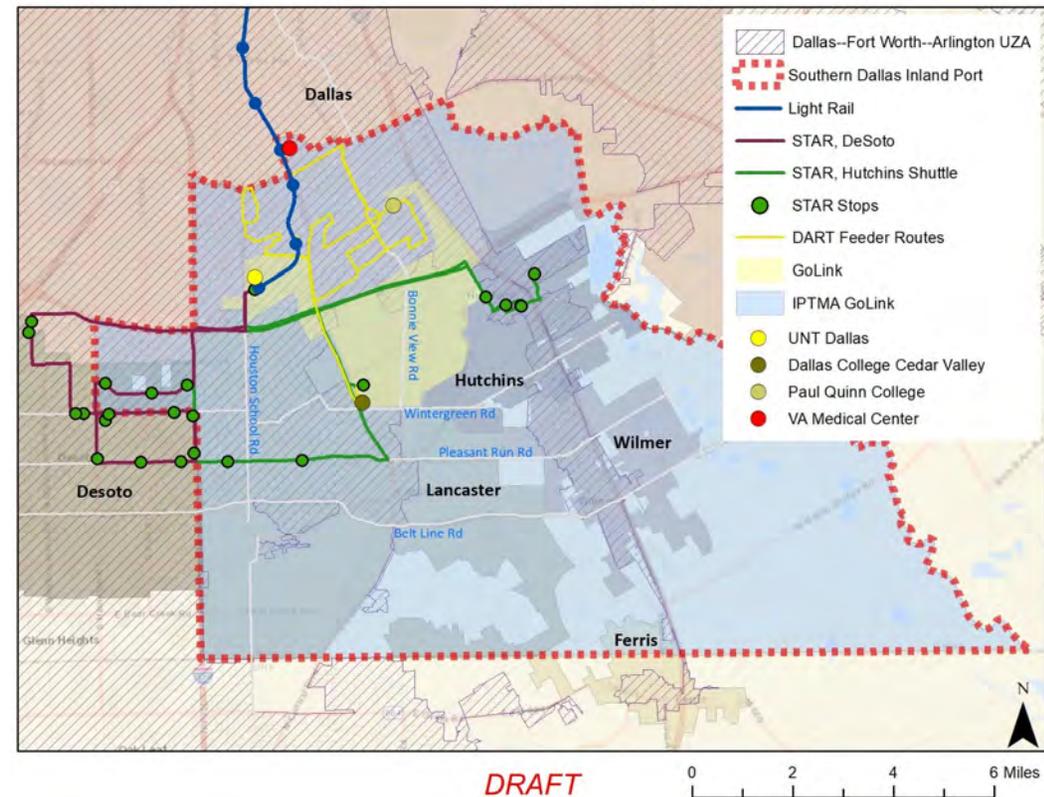
### Pedestrian infrastructure

- Construction of new sidewalks and safety equipment/treatments surrounding the Veterans Affairs (VA) Medical Center and adjacent DART light-rail station

### Traffic signal improvements

- New signals and communications systems at 41 intersections
- Additional equipment for traffic detection, pedestrian actuation, and transit vehicle prioritization at key locations

### Proposed project recycles submitted 2020 BUILD and 2021 INFRA Grant proposals



# RAISE Discretionary Grant Program

## Proposed Candidate Projects (DRAFT)

7

EAST/ WEST	AGENCY	PREVIOUS SUBMITTAL	PROJECT		TOTAL COST	GRANT FUNDS	UPDATED STATUS		
			TITLE	DESCRIPTION/LIMITS			NEPA	FUNDING	DELIVERY (Other Means)
EAST	TxDOT (Dallas)	N/A	<b>Dallas “Loop” – Trinity Forest Spine Trail (Phase 3)</b>	Construct Trinity Forest Spine Trail segment from Bruton Avenue to reconstructed US 175/Lake June Road interchange (w/ trail branch to Pemberton Hill Road)	<b>\$34.0M</b>	<b>\$13.0M</b>	PENDING	YES (partial)	NCTCOG/ City of Dallas
BOTH	NCTCOG	N/A	<b>Transform North Tarrant Express (NTE) – IH 820/ SH 183 “NexTE” Phase</b>	Addition of general purpose/TEXpress lane capacity west of SH 360 (to IH 35W), along with extra lane balancing, ramp, & frontage road improvements east of SH 360 (to Story Rd), to address critical corridor bottlenecks	<b>\$1.547B</b>	<b>\$25.0M</b>	PENDING	YES (partial)	TxDOT/Cintra
WEST	NCTCOG	N/A	<b>TEXRail Fort Worth Near Southside/Medical District Extension</b>	Extend TEXRail from Fort Worth T&P Station to Near Southside/Medical District	<b>\$127.5M</b>	<b>\$25.0M</b>	PENDING	YES (partial)	FTA/NCTCOG/City of Fort Worth
EAST	NCTCOG	INFRA (2021) BUILD (2020)	<b>Enhancing Mobility Within the Southern Dallas Inland Port</b>	Electric bus transit, sidewalk, & traffic signal intersection improvements for enhanced employment, education, & healthcare accessibility in southern Dallas/Dallas County	<b>\$12.8M</b>	<b>\$10.2M</b>	NO	YES (partial)	COVID-19 #00X Round 3 (partial)

Selected by TxDOT (Dallas) w/ NCTCOG providing benefit-cost analysis (BCA) technical assistance; does not count against NCTCOG’s three submittal choices

Proposed NCTCOG candidate projects

# RAISE Discretionary Grant Program

## Submittal Timeline

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<b>April 13, 2021</b>	RAISE Grant FY 2021 NOFO Announced
<b>May 28, 2021</b>	STTC Information <i>(NCTCOG Projects – Candidates Identified)</i>
<b>June 10, 2021</b>	RTC Information
<b>June 18, 2021</b>	STTC Agenda “Mail-Out” <i>(NCTCOG Projects – Scope, Cost, &amp; Funding Sources/Shares Finalized)</i>
<b>June 21, 2021</b>	RTC Letter of Support Deadline <i>(for projects submitted by partnering agencies, submit to Kyle Roy – <a href="mailto:kroy@nctcog.org">kroy@nctcog.org</a>)</i>
<b>June 25, 2021</b>	STTC Action
<b>July 8, 2021</b>	<b>RTC Action</b>
<b>July 12, 2021</b>	<b>RAISE Grant Application Submittal Deadline – <a href="http://www.grants.gov">www.grants.gov</a></b>
<b>July 22, 2021</b>	Executive Board Endorsement

# RAISE Discretionary Grant Program

## Requested RTC Action

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### ■ Recommend approval of:

- Proposed projects to submit for funding consideration through the FY 2021 RAISE Discretionary Grant Program
- Administratively amending the Transportation Improvement Program (TIP), the Statewide TIP, and other planning/administrative documents to include proposed projects, if selected for a FY 2021 RAISE Grant award

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**July 8, 2021**

**Regional Transportation Council (RTC) – Action Item**  
FY 2021 RAISE Discretionary Grant Program – Overview & Proposed Candidate Projects

# **DEVELOPMENT OF THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

Information and Upcoming Schedule

Regional Transportation Council  
July 8, 2021

# WHAT IS THE TIP?

- Transportation Improvement Program (TIP)
- Federal and State mandated inventory of transportation projects
- Contains projects funded with local, State, and federal funding sources
- Covers four years of available funding
- Updated on a quarterly basis
- Re-developed every two years
- The TIP must be consistent with the Metropolitan Transportation Plan
- The TIP funds the first four years of the 20 year Plan

# TIP DEVELOPMENT PROCESS

1. Review all existing projects and gather information on additional locally funded projects
2. Make needed revisions to existing project scopes, schedules, and/or funding
3. Develop revised project listings
4. Financially constrain project listings based on estimated revenue
5. Conduct Mobility Plan and Air Quality review
6. Solicit public review (process, draft listings, final listings)
7. Finalize project listings and submit to partners

# FOCUS AREAS

- Timely Implementation of Projects:
  - Projects on the MPO Milestone Policy List
  - Projects on the Federal Highway Administration (FHWA) Inactive List
  - Projects on the FHWA Preliminary Engineering (PE) Audit List
  - Projects in the Transportation Alternatives Program (TAP)/  
Transportation Alternatives Set-Aside (TA) Program (to avoid lapses)
- Requests for projects to be placed in the first year of the new TIP (FY 2023)
- Closing out projects with RTR Funds

# TIMELINE/ACTION

Meeting/Task	Date
Meeting with Implementing Agencies	May-September 2021
Data Input, Financial Constraint, and Analysis	June 2021-January 2022
Draft Listings - STTC Information	February 2022
Draft Listings - RTC Information	March 2022
Public Meetings - Draft Listings	March 2022
Final Listings - STTC Action	April 2022
Final Listings - RTC Action	May 2022
Submit Final Document to TxDOT	Summer 2022
Anticipate TxDOT Commission Approval (for STIP)	August/September 2022
Anticipate Federal/State Approval (STIP)	October/November 2022

# YOUR HELP IS NEEDED

- Please help us, help you.
- We have 830 active projects.
- Please reinforce to staff attending TIP development meetings that they need to be prepared.
- We need:
  - Scheduling information by phase
  - Status updates by phase
  - Cost information
  - Status of agreements
- Lack of preparation creates significant follow up efforts.

# QUESTIONS/COMMENTS?

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REGIONAL TRANSPORTATION COUNCIL MILESTONE POLICY (ROUND 2)  
QUARTERLY STATUS UPDATE

CALL FOR PROJECTS/ SELECTION TIMEFRAME	TIP CODE	CSJ	PROJECT SPONSOR	CITY	LIMITS	PROJECT DESCRIPTION	TOTAL FUNDING	FUNDING CATEGORY	PRIOR EST. START DATE	NEW EST./ ACTUAL START DATE	FEBRUARY 2021 COMMENTS	FEBRUARY 2021 RECOMMENDATION	JULY 2021 COMMENTS	JULY 2021 RISK RATING
<b>PROJECTS LOCAL AGENCIES COMMITTED TO IMPLEMENT IN FY 2021</b>														
2008 REGIONAL TOLL REVENUE FUNDING INITIATIVE	20060	0918-24-154	PLANO	PLANO	LEGACY DRIVE FROM INDEPENDENCE PARKWAY TO K AVENUE	ADD RIGHT TURN LANES AND DUAL LEFT TURN LANES	\$2,015,500	RTR, LOCAL CONTRIBUTION	05/2021	07/2021		CONFIRM FUNDING IN FY 2021	CITY NOTED POSSIBLE UTILITY RELOCATION ISSUE	<b>MEDIUM RISK</b>
2008 REGIONAL TOLL REVENUE FUNDING INITIATIVE	20066	2374-03-074	TXDOT DALLAS	DALLAS	IH 20 AT BONNIE VIEW RD	IMPROVE APPROACH, WIDEN BRIDGE TO ADD TURN LANES, AND REPLACE TRAFFIC SIGNAL SYSTEM	\$2,988,645	STBG, LOCAL CONTRIBUTION	05/2021	05/2021 (ACTUAL)	CITY OF DALLAS RESPONSIBLE FOR ANY COST OVERRUNS	CONFIRM FUNDING IN FY 2021	PROJECT HAS LET	<b>LOW RISK</b>
2009 SUSTAINABLE DEVELOPMENT CFP	20240	0918-47-027	DALLAS	DALLAS	COLLECTIVE MIXED USE DEVELOPMENT	BICYCLE LANES, SIDEWALKS, PEDESTRIAN AND INTERSECTION IMPROVEMENTS BOUNDED BY FORT WORTH AVE, BAHAMA DR, IH 30, AND PLYMOUTH ROAD; AND CONNECTION TO COOMBS CREEK TRAIL ALONG PLYMOUTH RD	\$2,482,813	RTR	06/2021	09/2021	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	TRANSPORTATION DIRECTOR TO ENGAGE ON THIS PROJECT TO ENSURE TIMELY IMPLEMENTATION	<b>MEDIUM RISK</b>
<b>PROJECTS LOCAL AGENCIES COMMITTED TO IMPLEMENT IN FY 2022</b>														
2004 PARTNERSHIP PROGRAM	11237.2	0918-45-812	IRVING	IRVING	CONFLANS RD FROM SH 161 TO VALLEY VIEW LANE	CONSTRUCT 0 TO 4 LANE DIVIDED FACILITY WITH NEW SIDEWALKS AND SHARED USE PATH	\$13,057,834	STBG, LOCAL CONTRIBUTION	03/2022	03/2022	NEED TO FINALIZE FUNDING SOURCE FOR SHORTFALL; PROJECT HAS A FUNDING GAP OF \$17,819,887	CONFIRM EXISTING FUNDING IN FY 2022; CITY IS REQUESTING THAT THE RTC COVER THE FUNDING GAP; A FUNDING INCREASE WILL BE BROUGHT BACK TO THE RTC FOR CONSIDERATION IN THE NEXT TIP MODIFICATION CYCLE	CONDEMNATION PROCEEDINGS ARE UNDERWAY; TIP MODIFICATION REQUEST IS PENDING; TRANSPORTATION DIRECTOR TO ENGAGE ON THIS PROJECT TO ENSURE TIMELY IMPLEMENTATION	<b>MEDIUM RISK</b>
2005-2006 PARTNERSHIP PROGRAM 3	11726.4	0918-47-168	DALLAS COUNTY	DALLAS	RIVERFRONT BLVD FROM CADIZ STREET TO UNION PACIFIC RAILROAD	RECONSTRUCT 6/8 LANE TO 6 LANE WITH BIKE/PEDESTRIAN IMPROVEMENTS AND INTERSECTION IMPROVEMENTS	\$49,400,000	RTR, LOCAL CONTRIBUTION	06/2022	08/2022	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; PROJECT HAS EXPERIENCED DELAYS AND IS NOW EXPECTED TO LET JUNE 2022	CONFIRM FUNDING IN FY 2022	AGREEMENT WITH AND ACQUIRING EASEMENT FROM UNION PACIFIC RAILROAD POSE POTENTIAL ISSUES; TRANSPORTATION DIRECTOR TO ENGAGE ON THIS PROJECT TO ENSURE TIMELY IMPLEMENTATION	<b>MEDIUM RISK</b>
2006-2008 LOCALLY FUNDED	83129.1	0000-18-030	FLOWER MOUND	FLOWER MOUND	DENTON CREEK BLVD AT GRAHAM BRANCH	BUILD NEW LOCATION 0 TO 4 LANE BRIDGE	\$7,000,000	LOCAL CONTRIBUTION	07/2022	06/2022		CONFIRM FUNDING IN FY 2022		<b>LOW RISK</b>
2008 REGIONAL TOLL REVENUE FUNDING INITIATIVE	20111	0918-46-239	LEWISVILLE	LEWISVILLE	CORPORATE DR FROM HOLFORD'S PRAIRIE RD TO FM 2281	CONSTRUCT FOUR LANE DIVIDED ROADWAY; SEGMENT 5	\$6,843,921	RTR, LOCAL CONTRIBUTION	05/2022	05/2022	PROPOSED LET DATE UPDATED FROM WHAT WAS ORIGINALLY SUBMITTED AFTER DISCUSSIONS WITH CITY OF LEWISVILLE	CONFIRM FUNDING IN FY 2022	SCHEDULE IS HOLDING, BUT UTILITY RELOCATION SCHEDULE MAY BE AMBITIOUS	<b>MEDIUM RISK</b>
2008 REGIONAL TOLL REVENUE FUNDING INITIATIVE	20261.2	0918-47-297	MESQUITE	MESQUITE	MGR TRAIL AT MESQUITE CITY LIMITS NEAR DUCK CREEK TO MESQUITE HERITAGE TRAIL NEAR NORTHWEST DR	CONSTRUCT NEW HIKE/BIKE TRAIL FROM MESQUITE HERITAGE TRAIL TO CONNECTING MGR TRAIL IN GARLAND; CONNECTS ACROSS IH 30 AND DUCK CREEK	\$827,115	RTR, LOCAL CONTRIBUTION	09/2021	07/2021		CONFIRM FUNDING IN FY 2022		<b>LOW RISK</b>
DECEMBER 2009 EMERGENCY RTR FUNDING CHANGES	20213	0918-47-051	DALLAS COUNTY	GRAND PRAIRIE	WILDLIFE PARKWAY FROM SH 161 TO BELT LINE RD	CONSTRUCT 0/2 LANE RURAL TO 2/4 LANE DIVIDED INCLUDING BRIDGE OVER TRINITY RIVER	\$44,510,339	RTR, LOCAL CONTRIBUTION	06/2022	08/2022	PROJECT HAS EXPERIENCED DELAYS AND IS NOW EXPECTED TO LET JUNE 2022	CONFIRM FUNDING IN FY 2022		<b>LOW RISK</b>
<b>PROJECTS LOCAL AGENCIES COMMITTED TO IMPLEMENT IN FY 2023</b>														
2004 PARTNERSHIP PROGRAM 1	11572	0902-48-579	TXDOT FORT WORTH	VARIOUS	US 81/US 287 AT FM 3479/HARMON ROAD/NORTH TARRANT PARKWAY	CONSTRUCT NORTH TARRANT PARKWAY OVER US 81 WITH TURNAROUND ON EASTSIDE; CONSTRUCT HARMON RD OVER US 287	\$15,886,906	STBG, LOCAL CONTRIBUTION	01/2023	01/2023	PROJECT IS RELATED TO TIP 53029, 53030, 53031, AND 53032; PROJECT IS PARTIALLY FUNDED; PROJECT HAS AN \$8,333,204 FUNDING GAP	RTC APPROVAL TO COVER COST OVERRUN AMOUNT VIA TIP MODIFICATION HAS BEEN RECEIVED; CONFIRM FUNDING IN FY 2023		<b>LOW RISK</b>
2004 PARTNERSHIP PROGRAM 1	53029	0014-15-033	TXDOT FORT WORTH	FORT WORTH	US 81 FROM NORTH OF HARMON ROAD TO NORTH OF IH 35W	RECONSTRUCT 2 TO 2 LANE NORTHBOUND FRONTAGE ROAD	\$8,228,000	SW PE, SW ROW, CAT 2M, STBG	01/2023	01/2023	PROJECT IS RELATED TO TIP 53029, 53030, 53031, AND 53032; PROJECT IS PARTIALLY FUNDED; PROJECT HAS A \$6,016,331 FUNDING GAP	RTC APPROVAL TO COVER COST OVERRUN AMOUNT VIA TIP MODIFICATION HAS BEEN RECEIVED; CONFIRM FUNDING IN FY 2023		<b>LOW RISK</b>

**REGIONAL TRANSPORTATION COUNCIL MILESTONE POLICY (ROUND 2)  
QUARTERLY STATUS UPDATE**

CALL FOR PROJECTS/ SELECTION TIMEFRAME	TIP CODE	CSJ	PROJECT SPONSOR	CITY	LIMITS	PROJECT DESCRIPTION	TOTAL FUNDING	FUNDING CATEGORY	PRIOR EST. START DATE	NEW EST./ ACTUAL START DATE	FEBRUARY 2021 COMMENTS	FEBRUARY 2021 RECOMMENDATION	JULY 2021 COMMENTS	JULY 2021 RISK RATING
2004 PARTNERSHIP PROGRAM 1	53030	0014-15-034	TXDOT FORT WORTH	FORT WORTH	US 81 FROM NORTH OF HARMON ROAD TO NORTH OF IH 35W	RECONSTRUCT 2 TO 2 LANE EXISTING SOUTHBOUND FRONTAGE ROAD	\$9,408,000	SW PE, SW ROW, CAT 2M, STBG	01/2023	01/2023	PROJECT IS RELATED TO TIP 53029, 53030, 53031, AND 53032; PROJECT IS PARTIALLY FUNDED; PROJECT HAS A \$7,227,821 FUNDING GAP	RTC APPROVAL TO COVER COST OVERRUN AMOUNT VIA TIP MODIFICATION HAS BEEN RECEIVED; CONFIRM FUNDING IN FY 2023		<u>LOW RISK</u>
2004 PARTNERSHIP PROGRAM 1	53031	0014-15-035	TXDOT FORT WORTH	FORT WORTH	US 81 FROM NORTH OF HARMON ROAD TO NORTH OF IH 35W	RECONSTRUCT NB AND SB EXIT RAMP TO HARMON ROAD/NORTH TARRANT PARKWAY AND SB ENTRANCE RAMP FROM HARMON ROAD	\$2,038,179	SW PE, CAT 2M	01/2023	01/2023	PROJECT IS RELATED TO TIP 53029, 53030, 53031, AND 53032	CONFIRM FUNDING IN FY 2023		<u>LOW RISK</u>
2004 PARTNERSHIP PROGRAM 1	53032	0014-15-036	TXDOT FORT WORTH	FORT WORTH	US 81 FROM NORTH OF FM 3479 TO NORTH OF IH 35W INTERCHANGE	CONSTRUCT AUXILIARY LANE FROM NORTHBOUND EXIT TO NORTH TARRANT PARKWAY; AUXILIARY LANE FOR SOUTHBOUND ENTRANCE FROM NORTH TARRANT PKWY	\$2,056,479	SW PE, CAT 2M	01/2023	01/2023	PROJECT IS RELATED TO TIP 53029, 53030, 53031, AND 53032	CONFIRM FUNDING IN FY 2023		<u>LOW RISK</u>
2006-2008 LOCALLY FUNDED	82384	0000-18-019	FLOWER MOUND	FLOWER MOUND	KIRKPATRICK LN (PHASE III) FROM FM 1171 TO BELLAIRE BLVD	CONSTRUCT 0 TO 4 LANE ROADWAY	\$9,500,000	LOCAL CONTRIBUTION	10/2022	08/2023	DESIGN ON PROJECT IS SCHEDULED FOR OCTOBER 2021 WITH CONSTRUCTION FOLLOWING IN OCTOBER 2022.	CONFIRM FUNDING IN FY 2023	PROJECT IS CURRENTLY NOT FUNDED BY CITY	<u>MEDIUM RISK</u>
2008 REGIONAL TOLL REVENUE FUNDING INITIATIVE	20108	0918-46-238	LEWISVILLE	LEWISVILLE	CORPORATE DR FROM HOLFORD'S PRAIRIE RD TO ELM FORK TRINITY RIVER BRIDGE	CONSTRUCT FOUR LANE DIVIDED ROADWAY; SEGMENT 4	\$15,502,609	RTR, LOCAL CONTRIBUTION	12/2022	12/2022	PROPOSED LET DATE UPDATED FROM WHAT WAS ORIGINALLY SUBMITTED AFTER DISCUSSIONS WITH CITY OF LEWISVILLE	CONFIRM FUNDING IN FY 2023		<u>LOW RISK</u>
2008 REGIONAL TOLL REVENUE FUNDING INITIATIVE	20113	0918-46-240	LEWISVILLE	LEWISVILLE	CORPORATE DRIVE FROM FM 544 TO JOSEY LANE	CONSTRUCT FOUR LANE DIVIDED ROADWAY; SEGMENT 6	\$19,164,449	RTR	12/2022	07/2021	PROPOSED LET DATE UPDATED FROM WHAT WAS ORIGINALLY SUBMITTED AFTER DISCUSSIONS WITH CITY OF LEWISVILLE	CONFIRM FUNDING IN FY 2023		<u>LOW RISK</u>
2008 REGIONAL TOLL REVENUE FUNDING INITIATIVE	20131	0918-46-236	LEWISVILLE	LEWISVILLE	CORPORATE DRIVE FROM ELM FORK TRINITY RIVER BRIDGE TO DGNO RR	CONSTRUCT FOUR LANE DIVIDED ROADWAY; SEGMENT 2	\$11,812,679	RTR, LOCAL CONTRIBUTION	12/2022	12/2022	PROPOSED LET DATE UPDATED FROM WHAT WAS ORIGINALLY SUBMITTED AFTER DISCUSSIONS WITH CITY OF LEWISVILLE	CONFIRM FUNDING IN FY 2023		<u>LOW RISK</u>
2008 REGIONAL TOLL REVENUE FUNDING INITIATIVE	20152	0918-46-237	LEWISVILLE	LEWISVILLE	CORPORATE DRIVE AT ELM FORK TRINITY RIVER BRIDGE	CONSTRUCT FOUR LANE DIVIDED ROADWAY; SEGMENT 3	\$21,844,715	RTR; LOCAL CONTRIBUTION	12/2022	12/2022	PROPOSED LET DATE UPDATED FROM WHAT WAS ORIGINALLY SUBMITTED AFTER DISCUSSIONS WITH CITY OF LEWISVILLE	CONFIRM FUNDING IN FY 2023		<u>LOW RISK</u>
<b>PROJECTS LOCAL AGENCIES COMMITTED TO IMPLEMENT IN FY 2024 OR BEYOND</b>														
2005-2006 PARTNERSHIP PROGRAM 3	11734	0902-90-034	DFW AIRPORT	VARIOUS	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	12/2023	05/2022	PROPOSED LET DATE UPDATED FROM WHAT WAS ORIGINALLY SUBMITTED AFTER DISCUSSIONS WITH TXDOT	CONFIRM FUNDING IN FY 2024		<u>LOW RISK</u>
2008 REGIONAL TOLL REVENUE FUNDING INITIATIVE	20084	0047-14-053	TXDOT DALLAS	VARIOUS	US 75 FROM NORTH OF CR 370 TO CR 375 (GRAYSON COUNTY LINE)	RECONSTRUCT AND WIDEN FROM 4 LANE TO 6 LANE FREEWAY AND RECONSTRUCT EXISTING 4 LANE TO 4/6 LANE FRONTAGE ROADS	\$27,000,000	SW PE, S102, RTR	09/2023	09/2023	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 \$5,000,000 RTR ACCT 1 FUNDS	CONTINUE MONITORING PROJECT PROGRESS AND CONTINUE TO REQUEST TTC APPROVAL OF CATEGORY 12 FUNDS FOR THIS PROJECT	PROJECT IS NOT FUNDED; CATEGORY 12 FUNDING HAS BEEN REQUESTED FROM THE TEXAS TRANSPORTATION COMMISSION	<u>HIGH RISK</u>
2008 REGIONAL TOLL REVENUE FUNDING INITIATIVE	20115	0081-03-047	TXDOT DALLAS	ARGYLE	US 377 FROM SOUTH OF FM 1171 TO CRAWFORD ROAD	RECONSTRUCT AND WIDEN ROADWAY FROM 2 LANE RURAL TO 4 LANE DIVIDED URBAN	\$52,007,246	RTR, SW PE, SW ROW, LOCAL CONTRIBUTION	09/2024	09/2024	PROJECT IS ENVIRONMENTALLY CLEARED AND RIGHT-OF-WAY IS BEING PURCHASED; 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	KEEP PROJECT IN APPENDIX D (ENVIRONMENTAL CLEARANCE SECTION OF TIP) UNTIL FUNDING IS SECURED	PROJECT IS NOT FULLY FUNDED; RIGHT-OF-WAY PURCHASES ARE CONTINUING WITH A READY TO LET DATE OF 09/2022 ONCE FUNDING IS SECURED; CONTINUE PURSUING FUNDING FOR THE PROJECT	<u>MEDIUM RISK</u>
2010 CONGRESSIONAL EARMARK	53079	0902-50-104	BURLESON	BURLESON	ALSBURY FROM HULEN ST TO CR 1020 (APPROXIMATELY 0.2 MILES)	CONSTRUCTION OF A 4 LANE EXTENSION OF ALSBURY BOULEVARD	\$1,287,880	CAT 10 (CONGRESSIONAL EARMARK), LOCAL CONTRIBUTION	09/2023	07/2023	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 2024	RIGHT-OF WAY DURATION IS CURRENTLY 10 MONTHS (TXDOT SUGGESTS FACTORING IN AT LEAST 18 MONTHS)	<u>LOW RISK</u>
<b>TOTAL FUNDING</b>							<b>\$362,460,341</b>							

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

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Regional Transportation Council

July 8, 2021

# BACKGROUND

- ❖ The objective of the MPO Milestone Policy is to ensure that projects that have been funded for at least 10 years and have not gone to construction are being implemented in a timely manner.
- ❖ The second round of the Milestone Policy was initiated in November 2019 to review projects currently over 10 years old that have not been implemented.
- ❖ In February 2021, the RTC approved the second round Milestone Policy, including:
  - ❖ Establishing deadlines by which projects must go to construction
  - ❖ A revamped project tracking process

# RTC APPROVED MILESTONE POLICY TRACKING PROCESS

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

# PROJECT MONITORING EFFORTS

- ❖ Questionnaires were sent to implementing agencies with projects on the Milestone Policy List that have not gone to construction and will continue to be sent on a quarterly basis until projects let.
- ❖ Projects that are deemed to be at medium or high risk of missing their deadlines may require further coordination between NCTCOG staff and implementing agencies.
- ❖ Assistance will be provided as needed to help ensure that projects stay on track (e.g., facilitating discussions with railroads).

# PROJECTS SUMMARY (FEBRUARY 2021)

PROJECT CATEGORIES	NUMBER OF PROJECTS	FUNDING AMOUNT
Cancelled	10	\$23,782,958
Under Construction or Complete	8	\$246,173,091
FY 2021 Scheduled Letting	3	\$7,486,958
FY 2022 Scheduled Letting	6	\$121,639,209
FY 2023 Scheduled Letting	10	\$93,552,660
Scheduled Letting in FY 2024+	4	\$117,892,158
<b>Total</b>	<b>41</b>	<b>\$610,527,034</b>

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

# SUMMARY OF PROJECTS THAT HAVE NOT GONE TO CONSTRUCTION (JULY 2021)

PROJECT CATEGORIES	NUMBER OF PROJECTS	TOTAL FUNDING OF PROJECTS
Scheduled Letting FY 2021	3	\$7,486,958
Scheduled Letting FY 2022	6	\$121,639,209
Scheduled Letting FY 2023	10	\$115,442,016
Scheduled Letting FY 2024 or Beyond	4	\$117,892,158
<b>Total</b>	<b>23</b>	<b>\$362,460,341</b>

In future updates, the focus will be on projects that have not gone to construction (i.e., those that have not proceeded to actual construction and those not previously canceled or completed).

# SUMMARY OF PROJECT RISK

PROJECT RATING	NUMBER OF PROJECTS	TOTAL FUNDING OF PROJECTS
Green (Low Risk of Delay)	15	\$200,153,027
Yellow (Medium Risk of Delay)	7	\$135,307,314
Red (High Risk of Delay)	1	\$27,000,000
Total	23	\$362,460,341

# PROJECT RISK BY FISCAL YEAR

PROJECT CATEGORY	PROJECT RATING		
	Green (Low Risk of Delay)	Yellow (Medium Risk of Delay)	Red (High Risk of Delay)
Scheduled Letting FY 2021	1	2	0
Scheduled Letting FY 2022	3	3	0
Scheduled Letting FY 2023	9	1	0
Scheduled Letting FY 2024 or Beyond	2	1	1
<b>TOTAL</b>	<b>15</b>	<b>7</b>	<b>1</b>

# NEXT STEPS

- ❖ Continue monitoring project progress and providing any assistance needed
- ❖ Provide quarterly updates moving forward

# QUESTIONS?

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**Regional Transportation Council Attendance Roster**  
**July 2020 - June 2021**

RTC MEMBER	Entity	7/9/20	8/13/20	9/10/20	10/8/20	11/12/20	12/10/20	1/14/21	2/11/21	3/11/21	4/8/21	5/13/21	6/10/21
Tennell Atkins (09/17)	Dallas	P	P	P	P	P	P	P	P	A	P	P	P
Richard E. Aubin (06/18)	Garland	P	P	P	P	P	P	P	P	P	P	P	P
Dennis Bailey (02/21)	Rockwall County	--	--	--	--	--	--	--	P	P	P	P	P
Mohamed Bur (06/18)	TxDOT, Dallas	P	E(R)	P	P	P	P	P	E(R)	P	P	P	E(R)
Dianne Costa (10/19)	DCTA	P	P	P	P	E	E	P	P	P	P	P	P
Theresa Daniel (11/18)	Dallas County	P	P	P	P	P	P	P	P	P	P	P	P
Jeff Davis (11/19)	Trinity Metro	P	A	P	P	P	P	P	P	P	P	P	P
Pat Deen (08/19)	Parker County	P	P	P	P	P	P	P	P	P	P	A	P
Andy Eads (1/09)	Denton County	P	P	P	P	P	P	P	P	P	P	P	P
Kevin Falconer (07/17)	Carrollton	P	P	P	A	P	P	P	P	P	P	P	P
Gary Fickes (12/10)	Tarrant County	P	P	P	E(R)	E(R)	P	P	P	P	P	P	P
George Fuller (07/17)	McKinney	P	P	P	A	P	P	P	P	P	P	A	P
Barry Gordon (12/20)	Duncanville	--	--	--	--	--	--	E(R)	P	P	P	P	E
Rick Grady (09/18)	Plano	P	P	P	P	P	E	P	P	P	P	P	P
Lane Grayson (01/19)	Ellis County	P	P	P	P	P	P	P	P	P	P	P	P
Mojoy Haddad (10/14)	NTTA	P	P	P	E	P	P	P	P	P	P	P	P
Roger Harmon (1/02)	Johnson County	P	P	P	P	P	P	P	P	P	P	P	P
Clay Lewis Jenkins (04/11)	Dallas County	P	P	P	P	P	P	P	A	P	P	P	P
Ron Jensen (06/13)	Grand Prairie	P	P	P	P	P	P	A	P	A(R)	P	P	P
Brandon Jones (05/21)	Lewisville	--	--	--	--	--	--	--	--	--	--	P	P
Carl L. Johnson (09/20)	TxDOT, FW	--	--	P	P	P	E(R)	P	P	P	P	P	P
John Keating (12/19)	Frisco	E(R)	P	P	P	P	P	P	A	P	P	P	P
Mike Leyman (09/19)	Mansfield	P	P	P	P	P	P	P	P	P	E(R)	E(R)	P
B. Adam McGough (07/20)	Dallas	P	P	P	P	P	P	P	P	P	P	P	P
William Meadows (02/17)	DFW Airport	P	A	A	A	A	A	A	E(R)	P	P	E	A
Allen E. Meagher (12/20)	Irving	--	--	--	--	--	--	E(R)	E(R)	E(R)	P	P	E
Cara Mendelsohn (07/20)	Dallas	P	P	P	P	P	P	P	P	P	P	P	P
Robert Miklos (12/19)	Mesquite	P	P	P	P	P	P	A	P	P	E(R)	P	P
Cary Moon (06/15)	Fort Worth	P	P	P	E(R)	P	P	P	P	P	P	P	P
Philip J. Ritter (07/20)	Dallas	P	P	P	P	P	P	P	P	P	P	P	P
Chris Schulmeister (07/20)	Allen	P	P	P	P	P	P	P	P	P	P	P	P
Casey Thomas II (07/20)	Dallas	A	P	E(R)	P	E(R)	P	E(R)	E(R)	A	E(R)	E(R)	P
Jeremy Tompkins (10/19)	Euless	P	P	P	P	P	P	P	P	P	P	P	P
T. Oscar Trevino Jr. (6/02)	Nrth Rch Hills	P	P	P	P	P	P	P	P	P	P	P	A(R)
William Tsao (3/17)	Dallas	P	P	P	P	P	P	P	P	P	P	P	P
Paul Wageman (10/19)	DART	P	P	P	P	P	P	P	P	P	P	P	P
Duncan Webb (6/11)	Collin County	P	P	P	P	P	P	P	P	P	P	P	P

P= Present

A= Absent

R=Represented by Alternate

--= Not yet appointed

E= Excused Absence (personal illness, family emergency,  
jury duty, business necessity, or fulfillment  
of obligation arising out of elected service)

**Regional Transportation Council Attendance Roster**  
**July 2020 - June 2021**

<b>RTC MEMBER</b>	<b>Entity</b>	<b>7/9/20</b>	<b>8/13/20</b>	<b>9/10/20</b>	<b>10/8/20</b>	<b>11/12/20</b>	<b>12/10/20</b>	<b>1/14/21</b>	<b>2/11/21</b>	<b>3/11/21</b>	<b>4/8/21</b>	<b>5/13/21</b>	<b>6/10/21</b>
B. Glen Whitley (2/97)	Tarrant County	P	P	P	P	P	P	P	P	E	E(R)	P	P
W. Jeff Williams (10/15)	Arlington	P	P	P	P	P	P	P	E(R)	P	P	P	P

Note: Date in parenthesis indicates when member was 1st eligible to attend RTC meetings

P= Present  
A= Absent  
R=Represented by Alternate  
--= Not yet appointed

E= Excused Absence (personal illness, family emergency,  
jury duty, business necessity, or fulfillment  
of obligation arising out of elected service)

Surface Transportation Technical Committee Attendance Roster  
May 2020 - May 2021

STTC MEMBERS	Entity	5/22/20	6/26/20	7/24/20	8/28/20	9/25/20	10/23/20	12/4/20	1/22/21	2/26/21	3/26/21	4/23/21	5/28/21
Joe Atwood	Hood County	*	*	*	*	*	*	*	*	*	*	*	*
Melissa Baker	Irving	*	*	*	*	*	*	*	*	*	*	*	*
Micah Baker	Dallas County	*	*	*	*	*	*	*	*	*	*	*	*
Bryan Beck	Grapevine	*	*	*	*	*	*	*	*	*	*	*	*
Katherine Beck	Fort Worth	*	*	*	*	*	*	*	*	*	*	*	*
Marc Bentley	Farmers Branch	*	*	*	*	*	*	*	*	*	*	*	*
David Boski	Mansfield	*	*	*	*	*	*	*	*	*	*	*	*
Keith Brooks	Arlington	*	*	*	*	*	*	*	*	*	*	*	*
Shon Brooks	Waxahachie	*	*	*	*	*	*	*	*	*	*	*	*
Tanya Brooks	Fort Worth	*	*	*	*	*	*	*	*	*	*	*	*
Robert Caskey	Frisco	--	--	--	--	--	--	--	--	--	--	--	*
Ceason Clemens	TxDOT Dallas	*	*	*	*	*	*	*	*	*	*	*	*
Robert Cohen	Southlake	*	*	*	*	*	*	*	*	*	*	*	*
Kent Collins	Coppell	*	*	*	*	*	*	*	*	*	*	*	*
John Cordary, Jr.	TxDOT FW	*	*	*	*	*	*	*	*	*	*	*	*
Rick Cortez	Mesquite	*	*	*	*	*	*	*	*	*	*	*	*
Hal Cranor	Eules	*	*	*	*	*	*	*	*	*	*	*	*
Fred Crosley	Trinity Metro	--	--	--	--	--	*	*	*	*	*	*	*
Clarence Daugherty	Collin County	*	*	*	*	*	*	*	*	*	*	*	*
Chad Davis	Wise County	*	*	*	*	*	*	*	*	*	*	*	*
Arturo Del Castillo	Dallas	*	*	*	*	*	*	*	*	*	*	*	*
Caryl DeVries	Grand Prairie	--	*	*	*	*	*	*	*	*	*	*	*
Greg Dickens	Hurst	*	*	*	*	*	*	*	*	*	*	*	*
David Disheroon	Johnson County	*	*	*	*	*	*	*	*	*	*	*	*
Phil Dupler	FWTA	*	*	*	*	*	*	*	*	*	*	*	*
Rebecca Diviney	Denton	--	--	--	--	--	--	--	--	--	--	*	*
Chad Edwards	Fort Worth	*	*	*	*	*	*	*	*	*	*	*	*
Claud Elsom	Rockwall County	*	*	*	*	*	*	*	*	*	*	*	*
Eric Fladager	Fort Worth	*	*	*	*	*	*	*	*	*	*	*	*
Chris Flanigan	Allen	*	*	*	*	*	*	*	*	*	*	*	*
Ann Foss	Arlington	*	*	*	*	*	*	*	*	*	*	*	*
Mike Galizio	Tarrant County	*	*	*	*	*	*	*	*	*	*	*	*
Ricardo Gonzalez	TxDOT FW	*	*	*	*	*	*	*	*	*	*	*	*
Gary Graham	McKinney	*	*	*	*	*	*	*	*	*	*	*	*
Tom Hammons	Carrollton	*	*	*	*	*	*	*	*	*	*	*	*
Ron Hartline	The Colony	*	*	*	*	*	*	*	*	*	*	*	*
Shannon Hicks	Addison	--	--	--	--	*	*	*	*	*	*	*	*
Matthew Hotelling	Flower Mound	*	*	*	*	*	*	*	*	*	*	*	*
John Hudspeth	TxDOT Dallas	*	*	*	*	*	*	*	*	*	*	*	*
Terry Hughes	Weatherford	*	*	*	*	*	*	*	*	*	*	*	*

P=Present A=Absent R=Represented E=Excused (personal illness, family emergency, jury duty, business necessity)  
-- =Not yet eligible to attend \*Meeting held by WebEx/Audio Conference. Individual attendance not taken.

Surface Transportation Technical Committee Attendance Roster

May 2020 - May 2021

STTC MEMBERS	Entity	5/22/20	6/26/20	7/24/20	8/28/20	9/25/20	10/23/20	12/4/20	1/22/21	2/26/21	3/26/21	4/23/21	5/28/21
Jeremy Hutt	Cleburne	--	--	*	*	*	*	*	*	*	*	*	*
Thuan Huynh	McKinney	*	*	*	*	*	*	*	*	*	*	*	*
Tony Irvin	DeSoto	*	*	*	*	*	*	*	*	*	*	*	*
Kelly Johnson	NTTA	*	*	*	*	*	*	*	*	*	*	*	*
Gus Khankarli	Dallas	*	*	*	*	*	*	*	*	*	*	*	*
Alonzo Liñán	Keller	*	*	*	*	*	*	*	*	*	*	*	*
Eron Linn	DART	*	*	*	*	*	*	*	*	*	*	*	*
Clay Lipscomb	Plano	*	*	*	*	*	*	*	*	*	*	*	*
Paul Luedtke	Garland	*	*	*	*	*	*	*	*	*	*	*	*
Stanford Lynch	Hunt County	*	*	*	*	*	*	*	*	*	*	*	*
Alberto Mares	Ellis County	*	*	*	*	*	*	*	*	*	*	*	*
Wes McClure	Mesquite	*	*	*	*	*	*	*	*	*	*	*	*
Brian Moen	Frisco	*	*	*	*	*	*	*	*	*	*	*	*
Mark Nelson	Richardson	*	*	*	*	*	*	*	*	*	*	*	*
Jim O'Connor	Irving	*	*	*	*	*	*	*	*	*	*	*	*
Kenneth Overstreet	Bedford	*	*	*	*	*	*	*	*	*	*	*	*
Kevin Overton	Dallas	*	*	*	*	*	*	*	*	*	*	*	*
Tim Palermo	DCTA	*	*	*	*	*	*	*	*	*	*	*	*
Dipak Patel	Lancaster	*	*	*	*	*	*	*	*	*	*	*	*
Todd Plesko	DART	*	*	*	*	*	*	*	*	*	*	*	*
Shawn Poe	Richardson	*	*	*	*	*	*	*	*	*	*	*	*
John Polster	Denton County	*	*	*	*	*	*	*	*	*	*	*	*
Tim Porter	Wylie	*	*	*	*	*	*	*	*	*	*	*	*
Bryan G. Ramey II	Duncanville	*	*	*	*	*	*	*	*	*	*	*	*
Greg Royster	DFW Int. Airport	*	*	*	*	*	*	*	*	*	*	*	*
Kathryn Rush	Dallas	*	*	*	*	*	*	*	*	*	*	*	*
Moosa Saghian	Kaufman County	*	*	*	*	*	*	*	*	*	*	*	*
David Salmon	Lewisville	*	*	*	*	*	*	*	*	*	*	*	*
Brian Shewski	Plano	*	*	*	*	*	*	*	*	*	*	*	*
Walter Shumac, III	Grand Prairie	*	*	*	*	*	*	*	*	*	*	*	*
Ray Silva-Reyes	Colleyville	*	*	*	*	*	*	*	*	*	*	*	*
Randy Skinner	Tarrant County	*	*	*	*	*	*	*	*	*	*	*	*
Anjelica Solano	NTTA	--	--	--	--	--	--	--	*	*	*	*	*
Caleb Thornhill	Plano	*	*	*	*	*	*	*	*	*	*	*	*
Dave Timbrell	Garland	*	*	*	*	*	*	*	*	*	*	*	*
Press Tompkins	Greenville	*	*	*	*	*	*	*	*	*	*	*	*
Gregory Van Nieuwenhuize	Haltom City	*	*	*	*	*	*	*	*	*	*	*	*
Daniel Vedral	Irving	*	*	*	*	*	*	*	*	*	*	*	*
Caroline Waggoner	North Richland Hills	*	*	*	*	*	*	*	*	*	*	*	*
Robert Woodbury	Cedar Hill	*	*	*	*	*	*	*	*	*	*	*	*
Jamie Zech	TCEQ	*	*	*	*	*	*	*	*	*	*	*	*

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## MINUTES

### **SURFACE TRANSPORTATION TECHNICAL COMMITTEE May 28, 2021**

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, May 28, 2021, at 1:30 pm, by videoconference. The Regional Transportation Council Bylaws establish that the Technical Committee approved membership in attendance at a meeting shall constitute a quorum for action to be taken, therefore individual attendance was not taken for committee members or other attendees.

1. **Approval of April 23, 2021, Minutes:** The minutes of the April 23, 2021, meeting were approved as submitted in Electronic Item 1. Jim O'Connor (M); Alonzo Liñán (S). The motion passed unanimously.
2. **Consent Agenda:** There were no items on the Consent Agenda.
3. **Regional Pedestrian Safety Action Plan (2021):** Matt Fall presented an overview of the regional Pedestrian Safety Action Plan (PSAP). As noted at the April 23, 2021, meeting, Texas is one of seven states that account for 54 percent of the pedestrian fatalities nationwide, with fatality rates that are consistently above the national average. For this reason, the Federal Highway Administration (FHWA) designated Texas as a pedestrian Focus State and the cities of Dallas and Fort Worth as Focus Cities. In addition, the Regional Transportation Council's (RTC's) safety position states that even one death on the transportation system is unacceptable and that staff will work with partners to develop projects, programs, and policies that assist in eliminating serious injuries and fatalities across all modes of travel. To address the region's pedestrian fatality rates being consistently above the national average, the North Central Texas Council of Governments developed a Regional Pedestrian Safety Action Plan. The safety plan will compliment Mobility 2045 and enhance existing goals and policies with a more targeted focus on pedestrian safety. The plan also aims to create a specific roadmap for activities, investments, and improvements in the region and to serve as a guide and template for partners to develop detailed local safety action plans of their own. Key elements of the plan include the analysis of the demographics and contributing factors to determine the "who" and "why" involved in pedestrian crashes, and the development of crash density maps to identify areas with the highest frequency of documented crashes between motor vehicles and pedestrians. He noted the Plan also includes goals and policies in support of the RTC safety position, as well as an action plan to guide pedestrian safety projects and programs. Goals of the plan aim to eliminate crashes across the region by 2050, balance the safety and needs of all roadway users with priority given to those most vulnerable, include level of comfort in the design and other phases of development, integrate the most direct routes for pedestrian without forcing them to walk miles out of their way to cross roadways safely, and implement countermeasures where needed. A summary of the Plan policies was also provided and includes collaboration with stakeholders, educational programs for the public and law enforcement, implementation of safety countermeasures along safety corridors, and support for key statewide legislation, among other policies. In addition, action items within the Plan were highlighted and include developing performance measures for tracking the effectiveness of the Plan, regular updates to the Plan, coordination and support for safety programs, policies, and campaigns, and facilitating road safety audits in the near future, among other actionable items. Policies and action items in the plan directly address data driven findings; for example, educating pedestrians on ways to maximize their visibility at night and determining appropriate lighting and engineering treatments on pedestrian infrastructure directly addresses the findings that 80 percent of pedestrian fatalities were

reported in dark lighting conditions. Future efforts include roadway safety audits, development of a regional Bicycle Safety Action Plan, and approval of the Pedestrian Safety Action Plan by reference within the Mobility 2045 Update. The schedule for this effort was reviewed, which included several stakeholder meetings and information briefings to the Committee and RTC. Details were provided in Electronic Item 3 and the finalized plan was available at [www.nctcog.org/pedsafetyplan](http://www.nctcog.org/pedsafetyplan). A motion was made to recommend Regional Transportation Council approval to endorse the Pedestrian Safety Plan. Action included a recommendation for the RTC to direct staff to incorporate the recommendations, including projects, programs, and policies, into future metropolitan transportation plans, specifically the upcoming Mobility 2045 update, as appropriate. Eric Fladager (M); Kathryn Rush (S). The motion passed unanimously.

4. **Air Quality Funding Recommendations Related to the Environmental Protection Agency National Clean Diesel Funding Assistance Program:** Jason Brown presented recommendations for three Calls for Projects (CFP) funded through the Environmental Protection Agency's (EPA's) National Clean Diesel Funding Assistance Program. Funding was available for replacement of heavy-duty diesel vehicles and equipment replacement projects through the Clean Fleets North Texas 2020 CFP (Bucket 1) and the North Texas Emissions Reduction Projects CFP (Bucket 2). In addition, funding was available for the installation of EPA- verified electrification of electrified parking spaces for refrigerated trucks and trailers through the North Texas Freight Terminal Electrification CFP (Bucket 3). Project eligibility for each of the Calls for Projects were highlighted. Details were provided in Electronic Item 4.1. An eligibility screen of applications received was completed to ensure that projects met the work scopes and were in the required geographic areas. For Buckets 1 and 2, adoption of the Clean Fleet Policy was also required. In addition, projects were scored based 75 percent on cost effectiveness and 25 percent on oversight elements. A summary of applications received for the Clean Fleets North Texas 2020 CFP was provided. The City of Dallas submitted an application for six eligible projects totaling approximately \$385,704. If approved, approximately \$109,116 will remain for another application round. Details of projects were provided in Electronic Item 4.2. For the North Texas Emissions Reduction Projects CFP, DHL Supply Chain submitted one application for two eligible projects for a total of approximately \$314,340; Jack Cooper Transport submitted one application with an eligible project totaling approximately \$288,730; and PACCAR Leasing submitted an application for one eligible project totaling approximately \$154,915. Eligible projects do not exhaust available funding, so approximately \$1.3 million remains for the next application round. No applications were received for the North Texas Freight Terminal Electrification CFP which leaves approximately \$960,000 in available funds. Details were provided in Electronic Item 4.3. The schedule for this effort was reviewed, which includes presentation to the Regional Transportation Council on June 10, 2021. To award the remaining funds, the Calls for Projects have a rolling 90-day deadline until all funds are awarded with the next application deadline July 9, 2021. The final deadline for application would be October 18, 2021. Committee Chair Brian Moen asked why staff believes applications have not been received for Bucket 3. Staff noted the eligible projects are more specific which has a smaller market that is not as easily identified for promotion of the grant funding. A motion was made Recommend RTC Approval of Subaward and Rebate Recommended Awards. Bucket 1 - Clean Fleets North Texas 2020, \$385,704 to the City of Dallas to Replace Six Dump Trucks, Any Funds Released from Prior Awards to be Applied to Balance Available to Future Awards. Bucket 2 - North Texas Emissions Reduction Project 2020, \$314,340 to DHL Supply Chain to Replace Two Terminal Tractors; \$288,730 to Jack Cooper Transport to Replace One Class 6-7 Truck; \$154,915 to Paccar Leasing to Replace One Class 6-7 Truck. Stanford Lynch (M); Jim O'Connor (S). The motion passed unanimously.

5. **Rebuilding American Infrastructure with Sustainability and Equity Discretionary Grant Program:** Jeff Neal provided an overview of the Fiscal Year 2021 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Discretionary Grant program. This program replaces the Better Utilizing Investment to Leverage Development (BUILD). Approximately \$1 billion is available nationwide for capital projects with up to 80 percent in federal funds available to urban areas and up to 100 percent available to rural areas. Approximately \$30 million in planning grants is available with up to 100 percent available to “areas of persistent poverty.” The submittal deadline for grant applications is July 12, 2021. Project awards are expected to be announced by the United States Department of Transportation by November 22, 2021. Projects will have an obligation deadline of September 30, 2024, and funds must be full expended by September 30, 2029. Through this grant program, North Central Texas Council of Governments staff’s initial proposal is to advance public-private partnership projects that are being implemented in phases across the region. This includes a possible opportunity to advance the next major phase of the North Tarrant Express (NTE) along IH 820 and SH 183. Proposed improvements move across both east and west subregions and include general purpose lane capacity and interchange improvements, as well as new TEXpress lane capacity. The RAISE grant improvements would help to better serve environmental justice populations and address long-term sustainability issues, while also improving general reliability and mobility in the corridor. Proposed grant funds requested is \$25 million. Mr. Neal also highlighted a project to be submitted by the Texas Department of Transportation, the Dallas Loop Trinity Forest Spine Trail (Phase 3). NCTCOG staff will be providing technical assistance for the benefit cost analysis. The project will not count as one of the three projects to be submitted by NCTCOG. The next proposed project is the planned extension of the TEXRail commuter rail line from the Fort Worth TP&P Station to near the Southside/Medical District. Proposed grant funds requested is \$25 million. Enhancing Mobility Within the Southern Dallas Inland Port is also being considered, which has been submitted in previous grant opportunities, and could include transit and intersection improvements to enhance employment, education, and healthcare accessibility in southern Dallas/Dallas County. Proposed grant funds requested is \$7.7 million. The final project being considered is Phase 2 of the Bomber Spur Trail from US 377 to Vickery Boulevard/SH 183. Proposed grant funds requested is \$10.2 million. Mr. Neal noted the projects presented were the best candidates, and a final slate of projects is expected to be presented at the June 25, 2021, Committee meeting. The schedule for this effort was highlighted. Entities submitting their own projects who are interested in receiving a letter of support from the Regional Transportation Council were asked to contact staff by June 21.
  
6. **Congestion Management Process Update:** Michael Bils presented an overview of the update to the region’s Congestion Management Process (CMP). The CMP is one of five federally mandated planning documents required for urbanized areas with populations over 200,000. First enacted in 1991, the region’s first Congestion Management Process was adopted in 1994 with the most recent update approved in 2013. A CMP is used to manage travel demand, reduce single occupancy vehicle travel, improve efficiency of the transportation system, improve safety for all users, maximize transportation funds, justify additional capacity is needed, and coordinate with regional partners. Limited access facilities in the region are evaluated in segments based on performance criteria for crash rate, travel time index (recurring congestion), travel time reliability (non-recurring congestion), and bridge and pavement condition. Assets that exist in each corridor are evaluated based on the categories of roadway infrastructure, modal options, and operational strategies with results filtered through performance criteria and available assets to determine strategies that can be implemented to assist in balancing demand on the corridor, resulting in the following output categories: sufficient, no performance deficiencies; construction, construction has taken place since information was last gather or construction expected in the next three

years; CMP strategy candidates, based on performance deficiencies and available assets there is an opportunity to balance demand on the corridor; and corridor study candidate, assets to match performance deficiencies not available. A map of the process outputs was highlighted, with additional details provided in the workshop slides that will be posted online following the meeting. Staff then reviews available strategies and matches those with performance deficiencies and available assets to narrow the possible strategies for each of the corridors. Review groups will be organized for CMP strategy corridor evaluations including NCTCOG staff, TxDOT or NTTA, transit agencies, and municipalities along the corridors and evaluation of smaller segment, as well as review of the existing TIP projects in corridors. The review groups will then select appropriate strategies which will be used to establish the CMP program of projects to be presented to the Surface Transportation Technical Committee and Regional Transportation for approval, to then be added to the Transportation Improvement Program. Mr. Bilis highlighted project performance evaluation which will be used to develop the baseline performance measures used to evaluate strategies for effectiveness and overall impact on the corridors. Review of existing before/after studies will be used to identify relevant measures with focus on initial criteria performance which will be updated as more information becomes available so that the process continues to evolve without developing a new process. The process could be used to track federal performance measures as necessary. The timeline for this effort was highlighted. The online input opportunity will begin on June 7 with action requested by the Committee in June and the RTC in July.

7. **Director of Transportation Report on Selected Items:** Michael Morris provided an overview of current transportation items. Highlighted were metrics from Changing Mobility: Data, Insights, and Delivering Innovative Projects during COVID Recovery. Additional information was provided in Electronic Item 7.1 and available at [www.nctcog.org/pm/covid-19](http://www.nctcog.org/pm/covid-19). Travel behavior by mode was discussed, as well as construction cost changes and status of projects being implemented in the region. Mr. Morris noted that staff believes the COVID-19 Infrastructure Program has served its purpose and may propose a safety program in the coming months. He noted Texas Department of Transportation Headquarters staff may be interested in an integrated partnership to bring a statewide safety program to the State of Texas. Mr. Morris also noted the Federal Certification Review of the Metropolitan Planning Organization would be conducted June 14-16, 2021. In addition, he noted that fair share funding allocations remain a topic of discussion in the final days of the Texas Legislature. Also highlighted was a pilot program proposed for a Dallas Area Rapid Transit (DART) Silver Line Transit-Oriented Development Planning Grant application. The goal of the pilot program is to balance jobs and housing along the transit corridor. If successful, the program could be used in other corridors within the region. Details were provided in Electronic Item 7.2. Mr. Morris also discussed the revenue sharing proposal for the IH 35E/LBJ “Y Connector” project and noted that results will be provided to members once the final proposal has been made. He also noted the GoCarma application competed in a national competition to assist in the implementation of technology lanes on US 75 and has potential to serve as relief of congestion in other corridors within the region. Committee Chair Brian Moen asked if some of the data from the Changing Mobility effort will be available in the future such is the distribution of travel in the region throughout the day. As a result of the data, agencies may need to reassess current mid-day signal timing. Mr. Morris noted staff could develop a survey to determine what data local agencies have found to be helpful and what data could be helpful moving forward.
8. **2022 Unified Transportation Program and Regional 10-Year Plan Update:** Brian Dell briefed the Committee on the latest activities being undertaken and the plan going forward for the 2022 Unified Transportation Program (UTP) and Regional 10-Year Plan. As a

reminder, Texas House Bill (HB) 20 requires that Metropolitan Planning Organizations (MPO) develop 10-Year Plans using performance-based planning and project selection methods for projects funded with Category 2 (MPO selected), Category 4 (TxDOT District selected), and Category 12 (Texas Transportation Commission selected) funds. The region's first 10-Year Plan was approved in December 2016 and has been updated annually since that time in conjunction with development of the Texas Department of Transportation's (TxDOT's) UTP. NCTCOG staff has coordinated with the TxDOT Districts on updates to existing projects and potential new projects. The proposed list of projects for the Regional 10-Year Plan was provided in Electronic Item 8.1. Proposed new projects were scored using the same process used in previous years, which was outlined in Electronic Item 8.3. To satisfy a March 2021 deadline set by TxDOT, a draft project listing was developed that included project scores, revisions, and potential new projects. Principles for the development of the Regional 10-Year Plan were highlighted and listed in Electronic Item 8.2. In addition, Mr. Dell also highlighted historic allocations for each of the funding categories back to the 2017 UTP which corresponds with the December 2016 10 -Year Plan. For Category 2, funding allocations have remained relatively similar for the first four years, but during development of the 2021 UTP funding dropped by approximately \$600 million, which has been projected to continue for 2022. In addition, it is yet to be determined how much Category 12 funds will be allocated in 2022 since the Texas Transportation Commission will be awarding this allocation. Also highlighted was a proposed Surface Transportation Block Grant Program/Category 2 funding exchange. Given that STBG funds have not obligated as quickly as needed and the region has accumulated a significant carryover balance, staff proposed a funding exchange, focused on two projects: US 287 in Johnson and Tarrant Counties and State Loop 9 in Dallas and Ellis Counties. The US 287 project has about \$34 million in Category 2 funds currently allocated. Staff proposed those funds be exchanged for \$34 million STBG funds. Similarly State Loop 9 currently has about \$107 million in Category 2 across four projects, proposed to be exchanged with \$107 million STBG funds. Both projects are expected to let this fiscal year allowing the region to quickly reduce its carryover balance of STBG funds. A proposal will be brought back at a later time with specific projects on which to program the freed-up Category 2 funds. Maps showing approved and proposed projects in the Regional 10-Year Plan and their current status were highlighted. NCTCOG staff will work to finalize projects selection in coordination with TxDOT and await decisions by the TTC on Category 12 funds. Action on the proposed projects listings will be requested at the June Committee meeting and staff will bring back any project changes once the TTC selects projects and approves the 2022 UTP. The timeline for this effort was highlighted. The public comment period will begin in June, followed by proposed action by the Committee in June and RTC in July. TxDOT will conduct public meetings on the 2022 UTP in the summer, with TTC approval anticipated in August 2021.

9. **Draft FY2022 and FY2023 Unified Planning Work Program:** Vickie Alexander presented a summary on the development of the proposed FY2022 and FY2023 Unified Planning Work Program (UPWP). The UPWP is one of the five federally required planning documents as part of the responsibilities of a metropolitan planning organization (MPO). The FY2022 and FY2023 UPWP will cover the period of October 1, 2021, through September 30, 2023, and outlines work activities to be conducted by the North Central Texas Council of Governments (NCTCOG) staff utilizing federal Transportation Planning Funds. In addition to these activities, NCTCOG also includes in the document work activities carried out through other funding sources such as Surface Transportation Block Grant Program, Congestion Mitigation and Air Quality Improvement Program, Regional Toll Revenue, Regional Transportation Council Local funds, and others. In February 2021, local agencies were notified that NCTCOG was initiating development of the FY2022 and FY2023 Unified Planning Work Program and were asked to submit regional transportation planning project ideas or areas where specific technical assistance was needed from NCTCOG. In response

to this request, a total of 47 project submittals were received from 16 agencies. Of the 47 projects, 33 projects were recommended for inclusion in the document. A summary of the submittals received and staff recommendations were provided in Electronic Item 9.

Ms. Alexander reviewed the format of the UPWP document that includes five major tasks:

1) Administration and Management, 2) Transportation Data Development and Maintenance, 3) Short-Range Planning and Programming, and Air Quality and Transit Operations, 4) Metropolitan Transportation Plan, and 5) Special Studies and System Operation. Within these five tasks are several subtasks containing numerous projects. Major planning initiatives contained in the proposed document were highlighted, including an update to Mobility 2045, development of the 2023-2026 Transportation Improvement Program, associated air quality conformity analysis, transit asset management, data collection/travel model enhancements, advancement of technology (autonomous and connected vehicles, high-speed transportation, people-mover systems, etc.), freight planning, and development of a Regional Railroad Information System. Other initiatives include integrated planning for transportation and stormwater management, case studies of mixed-use developments, process to determine return on investment of transportation infrastructure, comprehensive transit studies, bicycle/pedestrian plans, corridor/area studies, development of a Regional Greenhouse Gas Emissions inventory, support for military installations, and continued emphasis on performance-based planning. Ms. Alexander also provided a summary of the federal Transportation Planning Funds for the draft FY2022 and FY2023 UPWP. Staff anticipates approximately \$6.2 million in Federal Transit Administration 5303 funds, approximately \$17 million in Federal Highway Administration PL funds, and approximately \$4.7 million in FY2021 carryover funds. The total amount of Transportation Planning Funds anticipated to be available for the FY2022 and FY2023 UPWP is approximately \$28 million. About \$25 million dollars has been programmed on projects in the UPWP. NCTCOG usually expends about 94 percent of the programmed amount (about \$24 million), resulting in an anticipated carry over balance into FY2024 of around \$4 million. In addition, she noted that information on the other funding sources can be found in the full Work Program document. A draft of the document is due to the Texas Department of Transportation by June 4; a copy will also be provided concurrently to members of the Surface Transportation Technical Committee. The public outreach period begins on June 7, 2021. Action on the FY2022 and FY2023 UPWP will be requested of the Committee at its June 25 meeting and of the RTC in July. The final document is due to the Texas Department of Transportation on July 30.

10. **Automated Vehicles 2.2/2.3 Program: Proposed Projects:** Thomas Bamonte presented projects proposed for funding and deployment under the Automated Vehicle (AV) and AV 2.2 Programs. These programs were adopted in 2018 as part of the AV 2.0 Program. In Fall 2020, the Committee and the Regional Transportation Council were notified of the funding availability and in December 2020 an information forum was held for Committee members. North Central Texas Council of Governments (NCTCOG) staff have worked with interested parties and applicants to provide technical assistance. Applications were due in March 2021, and NCTCOG staff then reviewed applications. A review of how automated vehicle technology has advanced in the region was provided. In 2017, there were no automated trucks operating in this region. Since then, four leading AV truck firms have come to the region, located operations, and are making regular automated trips between Dallas and Houston and other destinations. People mover technology has experienced similar progress. In 2017, Arlington had a single shuttle running in a single quarter mile line and two years later Arlington and Frisco were providing passenger service on a fixed route with stops along the way. Four years later Arlington has integrated automated vehicle service into its citywide VIA transportation service. The goal of projects funded through this effort is to move from individual projects to a regional AV Program covering multiple AV types and use cases. There will also be focus on workforce development and how to prepare the workforce for a changed transportation future. Impact to infrastructure, equity, economic

development, and regional coordination to leverage resources will also be advanced. The first proposed project sponsor is Dallas College for AV service from the Cedar Valley Campus to a nearby high school and further south to multiple community sites and neighborhood. The next proposed project sponsor is also Dallas College for AV service using the Eastfield Campus as a hub to three feeder high schools, multiple shopping and community destinations, as well as connection to two Dallas Area Rapid Transit bus lines. He noted a key component for both the Cedar Valley and Eastfield Campus projects is a workforce development program designed to train students for jobs in automated transportation. The campuses have been working with AV companies on curriculum development and will use input from agencies in the region on curriculum needs. A community food delivery bot service project is the next proposed project that will serve the neighborhoods surrounding Paul Quinn College in South Dallas, which is in a food desert. Paul Quinn will be using sidewalk delivery bots to deliver food from its college garden to local households. Ensuring participants have sufficient internet access to interact with the delivery bots, as well as other opportunities available by accessing the internet, will be an important component of the project. Next, a Tarrant AV Truckport is proposed in northwest Fort Worth. The truckport will serve as a first mile/last mile stop for human-driven trucks before the cargo is transferred to long-haul automated trucks. Eligibility issues are being reviewed, but staff believes it is important for the region to host the nation's first automated truckport in support of the growing AV freight industry in the region. Next, a CAV test bed and community connector project is proposed in northeast Richardson to advance ITS technology in and around a rail station with heavy pedestrian and vehicle use. As part of the deployment, AV service will connect neighborhoods in the area to community and civic buildings, parks, recreation, and social services. The project would also serve the Richardson Innovation Quarter and the new UTD Center for Smart and Connected Mobility. The final proposed project, Dallas Area Rapid Transit Love Link AV Airport Connector, would provide AV service along an established route between Inwood Station and Love Field. A summary of the recommended projects was highlighted and also provided in Electronic Item 10, and the schedule for this effort was reviewed. If approved, projects are expected to be approved in the Transportation Improvement Program in the fall, with TxDOT agreements expected to be finalized in summer 2022. Committee Chair Brian Moen asked if there were match requirements for local agencies and noted that variation among the projects. Mr. Bamonte noted one of the key elements of the AV 2.2 and AV 2.3 programs is to create a level playing field for AV deployment so that all agencies, regardless of their resources, could participate. This element drove the local match requirements for each project. Robert Saylor asked how many applications were received. Mr. Bamonte noted that a total of nine projects applications were submitted.

11. **Legislative Update:** Nicholas Allen provided an update on federal legislative items. President Biden recently offered a \$1.7 trillion infrastructure plan. The new proposed American Jobs Plan removed funding for research, supply chain, and manufacturing, but also lowered roadway funding. The proposal retained electric vehicle and home health aide funding, as well as the corporate tax increase for which many Senate Republicans have indicated they are not willing to agree. The GOP's released its latest \$928 billion counteroffer that includes additional money for roads, bridges, ports, rail, and airports. The action seemed to represent an effort to reach a bipartisan agreement on infrastructure. The recent GOP counteroffer would be funded by unused COVID relief funds. However, the Biden Administration press secretary expressed some disappointment that the GOP proposal did not include what she called substantial new funds for rail and transit. Regarding surface transportation authorization, the Fixing America's Surface Transportation Act expires September 30, 2021. The bill represents federal funding for highways, transit, safety, and rail. House GOP members have proposed the STARTER Act, a \$400 billion plan over five years. This is a \$100 billion increase overall compared to current FAST Act funding. There is

also a bipartisan Senate Environment and Public Works Committee bill that includes a \$304 billion plan over five years for highways and represents a 22 percent increase over current FAST Act appropriations. A House Transportation and Infrastructure bill is also expected in early June for which House members have submitted a total of 2,380 projects through the new earmark process on the bill. Mr. Allen also provided an update on the Texas Legislature. Both the House and Senate have agreed to the Conference Report for Senate Bill 1 and was sent to the Governor's desk. A total of \$248 billion was proposed for the FY22/23 biennium. Both chambers have agreed to the proposed amendment and include a proposal for TCEQ funding at \$647 million and \$30.2 billion in TxDOT funding for the new biennium. Mr. Allen reviewed pending bills for transportation funding and air quality/funding, and unmanned aircraft. Also reviewed were bills that have been approved. If signed by the Governor, HB 2448 will make failure to move over or slow when passing toll road maintenance vehicle on the shoulder a Class B Misdemeanor. HB 3319 would appropriate funds to create a public awareness campaign for the State's move over, slow down law. Other approved bills include those that would permit medium- and heavy-duty natural gas vehicles to be covered under the Texas Natural Gas Vehicle Program and a bill that would create statewide rules for peer-to-peer car sharing services. In closing, Mr. Allen noted that no electric vehicle bills or electric vehicle charging infrastructure bills were approved. In addition, proposed bill for the remittance of LIRAP funds back to counties did not pass and no anti-high-speed rail or anti-tolling bills were approved this session. He noted that a final update will be provided to members about bills signed or vetoed by the Governor at a future meeting.

12. **Regional Traffic Signal Program:** Gregory Masota provided an update of the Regional Traffic Signal Program. The new program replaces the previous Regional Traffic Signal Retiming Program that was focused on implementation of traffic signal retiming to maximize the efficiency of the existing roadway system. The new approach will evaluate traffic signals and implement needed traffic signal improvements and will still include traffic signal retiming. As part of the Regional Traffic Signal Program, a traffic signal assessment and inventory of regional signals will be conducted through use of a survey, and a regional minimum standard will be developed. Initial recommended minimum standards were highlighted. Basic elements include controllers, cabinets, clocks, communications, detection, and operational parameters. Details were provided in Electronic Item 12. Survey questions have been developed with assistance from partner agencies and will seek input about the basic elements of regional traffic signals. Members were asked to help facilitate the collection of the necessary information by communicating with city staff and responding to the survey in a timely manner. Staff met with partner agencies in April/May 2021 and the survey is expected to be released in June/July 2021. Efforts in the new program will also include identifying performance measures to track signal performance and procuring a traffic signal monitoring platform that will use performance measures to identify which corridors need improvement instead of use of a call for projects. Example performance measures include crashes, intersection delays, arrival on red/green, travel times, and others. The procurement of a platform is expected to occur between July and December 2021. Mr. Masota noted that two approaches will be used to identify recommended improvements: 1) inventory of equipment and 2) corridor performance. Improvement recommendations could include signal retiming, signal equipment, signal software, capacity improvement, and others. Funding for improvements will be implemented through the Transportation Improvement Program and is expected to begin in December 2021 following completion of the inventory, procurement of a platform, and identification of corridor and improvement types. Details were provided in Electronic Item 12.

13. **Fast Facts:** Staff presentations were not given. Information was provided to members electronically for the following items.
  1. Air Quality Funding Opportunities for Vehicles ([www.nctcog.org/aqfunding](http://www.nctcog.org/aqfunding))
  2. Dallas-Fort Worth Clean Cities Events ([www.dfwcleancities.org/dfw-clean-cities-meetings](http://www.dfwcleancities.org/dfw-clean-cities-meetings))
  3. Status of Texas Volkswagen Environmental Mitigation Program Funding (Electronic Item 13.1)
  4. Status Report on Ozone Season (Electronic Item 13.2)
  5. Know Before You Fly Your Drone Workshops ([www.northtexasuas.com/UAS-Taskforce#Workshops](http://www.northtexasuas.com/UAS-Taskforce#Workshops))
  6. Mobility Matters ([www.nctcog.org/trans/about/publications/mm/mobility-matters-spring-2021](http://www.nctcog.org/trans/about/publications/mm/mobility-matters-spring-2021))
  7. April Online Input Opportunity Minutes (Electronic Item 13.3)
  8. June Online Input Opportunity Notice (Electronic Item 13.4)
  9. Public Comments Report (Electronic Item 13.5)
  10. Written Progress Reports:
    - Local Motion (Electronic Item 13.6)
    - Partner Progress Reports (Electronic Item 13.7)
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 June 25, 2021.

The meeting adjourned at 3:25 pm.



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

July 2021

## INSIDE

### **Dallas County's Daniel elected chair of RTC**

Dallas County Commissioner Theresa Daniel will lead the Regional Transportation Council for the next year, after being elected chair by the 44-member transportation policymaking body for the Dallas-Fort Worth area in June.

Collin County Commissioner Duncan Webb is the new vice chair, while Fort Worth City Councilmember Cary Moon was named secretary. For more, see page 3.

### **N. Texans asked to commit to cleaner air on Aug. 4**

Clean Air Action Day (CAAD) is scheduled for August 4 this year. This annual event represents an opportunity for North Texans to dedicate more attention to improving the air we breathe.

CAAD encourages residents and employers to make simple changes that could result in big impacts. The goal is to improve air quality in the Dallas-Fort Worth area and protect people's health.

Currently, 10 counties in Dallas-Fort Worth are in nonattainment for the pollutant ozone. Clean Air Action Day is one way the North Central Texas Council of Governments seeks to empower users of the transportation system to contribute to cleaner air.

Here are a few ways North Texans can become part of the solution, while still following health guidelines established by the Centers for Disease Control and Prevention:

- ◆ Take lunch to work
- ◆ Use mass transit
- ◆ Bicycle and walk when running errands
- ◆ Reduce idling when driving

Another way to become a contributor is by signing up for air quality alerts at [www.airnorthtexas.org/signup](http://www.airnorthtexas.org/signup). North Texans who opt to receive these messages will be notified when ozone levels are predicted to be unhealthy and can limit actions that hurt air quality.

Residents can share their pledges to help improve air quality as part of Clean Air Action Day by posting about the changes they chose on social media and by telling their friends.

Visit [www.airnorthtexas.org/cleanairactionday](http://www.airnorthtexas.org/cleanairactionday) for information on programs and actions to take to improve air quality in your daily life.



North Central Texas  
Council of Governments

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

## **RTC approves resolution calling for 20% reduction in SOV trips**

North Texas employers are beginning to welcome back their employees after more than a year of many people working from home. COVID-19-influenced changes in travel patterns helped lead to less congestion on the roads. Now that public- and private-sector entities have shown work can be done anywhere, transportation policymakers have a plan to maintain some of the positive impacts of the traffic and commute patterns after the pandemic.

The Regional Transportation Council has approved a resolution encouraging public- and private-sector employers to reduce single-occupancy vehicle commuting by 20%. There are many ways for employers and employees to reach this target. Telecommuting is just one strategy. Additional travel-demand management choices are carpooling/vanpooling, taking transit, biking, walking, or working flexible schedules. North Texans can also combine different modes such as biking and public transit.

Employers are encouraged to use [www.tryparkingit.com](http://www.tryparkingit.com), the region's commute-tracking and ride-matching website, or a comparable site, to help track progress toward the annual target. The RTC will monitor agencies' participation and implementation of the program annually.

## **N. Texans can provide feedback to help update coordination plan**

Residents are invited to share their thoughts on their transportation experiences through a survey intended to help NCTCOG as it updates the region's public transportation coordination plan. Access North Texas identifies the transportation needs of older adults, individuals with disabilities and individuals with lower incomes in the 16-county region. A coordinated public transit-human services plan is required by the current federal transportation legislation.

Feedback can be provided to planners about North Texans' experiences with transportation, challenges they have faced and their future needs. Surveys are available in English or Spanish through July 31 at [www.accessnorthtexas.org](http://www.accessnorthtexas.org). Separate surveys are available for agency representatives.

Strategies identified in Access North Texas will shape planning and funding decisions for public transportation in the region over the next four years. The plan includes prioritized strategies at the county and regional levels to improve access to work, medical appointments, education and other important points throughout communities. In addition to surveys, virtual meetings have been held in counties throughout North Texas and will continue through mid-July. Residents can find surveys and registration links for remaining meetings at [www.accessnorthtexas.org](http://www.accessnorthtexas.org).



Combining commute modes is one way for North Texans to contribute to the effort to reduce single-occupancy trips by 20%, the goal recently set by the RTC.

## 87<sup>th</sup> LEGISLATURE

### Region may benefit from new transportation revenue

The 87<sup>th</sup> Session of the Texas Legislature resulted in two new sources of funding that may boost the region's transportation efforts.

The passage of House Bill 4472 will provide the Texas Commission on Environmental Quality more flexibility to administer funding for certain transportation and air quality projects through the Texas Emissions Reduction Program.

The bill requires TCEQ to remit funds to the State Highway Fund for use by the Texas Department of Transportation for congestion mitigation and air quality improvement projects in nonattainment areas to help enhance air quality.

HB 2219, which also passed this session, will allow the Texas Transportation Commission to once again issue Texas Mobility Fund obligations through January 1, 2027.

This would enable the Commission to issue as much as \$3 billion in new bond proceeds to provide financing for non-tolled transportation projects.

The 140-day regular session concluded May 31.

For more information on legislative matters and how they affect transportation, visit [www.nctcog.org/legislative](http://www.nctcog.org/legislative).

# REGIONAL News

## Dallas County's Daniel elected chair of RTC



Dallas County  
Commissioner  
Theresa Daniel

Dallas County Commissioner Theresa Daniel will lead the Regional Transportation Council for the next year, after being elected chair by the 44-member transportation policymaking body for the Dallas-Fort Worth area in June.

Daniel replaces Johnson County Judge Roger Harmon. Harmon led the RTC through the 87<sup>th</sup> legislative session, as well as through much of the COVID-19 pandemic, which has significantly impacted the region's economy and transportation system. Daniel has served on the RTC since 2018. She has represented Dallas

County as a commissioner since 2013.

Daniel spent last year as vice chair of the RTC after a year as secretary.

Collin County Commissioner Duncan Webb is the new vice chair, while Fort Worth City Councilmember Cary Moon was named secretary. The new officers will serve in their positions through June 2022.

As the transportation policymaking body for the 12-county Dallas-Fort Worth area, the RTC oversees transportation planning for the fourth-largest metropolitan area in the country. It guides the development of roadway, rail, and bicycle-pedestrian plans and programs; in addition, it allocates transportation funds.

The RTC also ensures transportation services are coordinated throughout the region and the metropolitan area complies with air quality regulations. Dallas-Fort Worth is currently in nonattainment for ozone and is working toward meeting the federal standards.

The RTC has historically embraced innovation to meet the transportation needs of the growing region.

The innovative approach of the RTC helps the policymaking body make decisions that enhance the quality of life of people throughout the Dallas-Fort Worth area and provide transportation for people throughout the region.

## Transportation Resources

### **Facebook**

Facebook.com/nctcogtrans

### **Twitter**

Twitter.com/nctcogtrans

### **YouTube**

YouTube.com/nctcogtrans

### **Instagram**

Instagram.com/nctcogtrans

### **Publications**

NCTCOG.org/trans/outreach/publications.asp

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## Partners

**Dallas Area Rapid Transit**  
DART.org

**Denton County  
Transportation Authority**  
DCTA.net

**North Texas Tollway Authority**  
NTTA.org

**Texas Department  
of Transportation**  
TxDOT.gov

**Trinity Metro**  
RideTrinityMetro.org

## By the Numbers

# 20%

The Regional Transportation Council has approved a resolution encouraging public- and private-sector entities to reduce single-occupancy vehicle commuting by this amount.

# PUBLIC *Involvement*

## **Blue-Green-Grey funding opportunity to open**

NCTCOG is developing the latest Application for New Ideas through its Blue-Green-Grey Program and expects to announce the opening of this funding opportunity in July.

Eligible applicants include cities, counties, nonprofits, private firms, educational entities and individuals. Up to \$300,000 is available for funding; a maximum of \$75,000 can be awarded to each applicant.

The program, which NCTCOG established in 2017, focuses on breaking the silos between planning for water infrastructure (blue), the environment (green) and transportation infrastructure (grey) to help create and fund innovative and replicable projects that combine these components.

Project ideas submitted will be scored based on the following:

- ◆ Team qualifications
- ◆ Impact
- ◆ Innovation/significance
- ◆ Applicability, adaption, transferability and practicality
- ◆ Collaboration with various stakeholders
- ◆ Equity, geographic distribution and diversity of disciplines

NCTCOG encourages eligible entities to submit one or more projects in the upcoming funding initiative. Examples of project components that could be incorporated include solar lighting, recycled materials and low-impact development techniques.

Six projects, ranging from scalable bicycle parking solutions to creative water runoff techniques, have been funded through two previous rounds of Applications for New Ideas.

More information about previously funded projects and the upcoming funding opportunity can be found here:

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

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