

## **AGENDA**

### **Regional Transportation Council Thursday, December 8, 2022 North Central Texas Council of Governments**

**1:00 pm Full RTC Business Agenda  
(NCTCOG Guest Secured Wireless Connection Password: rangers!)**

#### **Pledge to the United States and Texas Flags**

- 1:00 – 1:10**
1. **Opportunity for Public Comment on Today's Agenda**  
☒ Information Minutes: 10  
Item Summary: Members of the public may comment on any item(s) on today's agenda at this time. If speaking, please complete a Speaker Request Card, available at the meeting, and provide to the North Central Texas Council of Governments designated staff person. A maximum three (3) minutes is permitted per speaker. At the conclusion of this item, no further opportunities for public comment will be provided for the duration of the meeting.  
Background: N/A
- 1:10 – 1:15**
2. **Approval of November 10, 2022, Minutes**  
☒ Action ☐ Possible Action ☐ Information Minutes: 5  
Presenter: Duncan Webb, RTC Chair  
Item Summary: Approval of the November 10, 2022, meeting minutes contained in [Electronic Item 2](#) will be requested.  
Background: N/A
- 1:15 – 1:20**
3. **Consent Agenda**  
☒ Action ☐ Possible Action ☐ Information Minutes : 5
  - 3.1. **Regional Transportation Council Local Funds Requested as Match on Department of Energy-Funded Projects**  
Presenter: Lori Clark, NCTCOG  
Item Summary: Staff will request approval to use Regional Transportation Council (RTC) Local funds to satisfy match requirements for two Department of Energy (DOE) proposals and a State Energy Conservation Office (SECO) project.  
Background: The North Central Texas Council of Governments (NCTCOG) has been asked to partner on six proposals competing for funding through the Department of Energy's Fiscal Year 2022 Vehicle Technologies Office Program Wide Funding Opportunity (DE-FOA-0002611). As a partner, NCTCOG would be a subrecipient for funding. Two of the proposals require matching funds, totaling up to \$300,000 in match for up to \$300,000 in federal funds. RTC Local funds will be requested to satisfy these match requirements. The North Central Texas

Council of Governments (NCTCOG) stands to receive federal funds with no match requirement on the other four proposals. In addition, NCTCOG has been awarded \$200,000 in DOE funds by SECO to continue regional energy management work. This is a continuation of work completed collaboratively by the NCTCOG Transportation Department and Environment and Development Departments which began four years ago. The award and resulting work will be split between the departments to further energy efficiency and renewable energy efforts in the region. The award of \$200,000 federal funds requires match of \$40,000. Both the award and match will be shared equally between departments. Up to \$20,000 RTC Local funds will be requested. More information is available in [Electronic Item 3.1](#).

Performance Measure(s) Addressed: Air Quality, Transit

1:20 – 1:35

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

☐ Action      ☐ Possible Action      ☒ Information      Minutes: 15  
 Presenter: Michael Morris, NCTCOG

1. Final Regional Transportation Council Bylaws ([Electronic Item 4.1](#))
2. Final Regional Transportation Council Legislative Program (Handout)
3. Medal Of Honor – Museum Partnership Program: Leadership Institute (Handout)
4. Ribbon Cutting IH 35 E – Southern Gateway
5. Groundbreaking For Southeast Connector
6. Upcoming Transit Studies Project Advisories Committee Meetings ([www.nctcog.org/transitstudies](http://www.nctcog.org/transitstudies))
7. Air Quality Funding Opportunities for Vehicles ([www.nctcog.org/aqfunding](http://www.nctcog.org/aqfunding))
8. Dallas-Fort Worth Clean Cities Events (<https://www.dfwcleancities.org/events>)
9. Local Clean Air Project Spotlight ([Electronic Item 4.2](#))
10. November Public Meeting Minutes ([Electronic Item 4.3](#))
11. December Public Meeting Notice ([Electronic Item 4.4](#))
12. Public Comments Report ([Electronic Item 4.5](#))
13. Recent Correspondence ([Electronic Item 4.6](#))
14. Recent News Articles ([Electronic Item 4.7](#))
15. Recent Press Releases ([Electronic Item 4.8](#))

1:35 – 1:45

5. **Emergency Funding: Backstop Funding for Transit Cooperative Vehicle Procurement**

☒ Action      ☐ Possible Action      ☐ Information      Minutes: 10

Presenters: Michael Morris, NCTCOG

Item Summary: Staff will request ratification of emergency funding authorization for a temporary backstop for the Transit Cooperative Vehicle Procurement (CVP) to secure vehicle prices and avoid an additional price increase.

Background: The Regional Transportation Council (RTC) previously approved Federal Transit Administration funding to design, manufacture, and deliver over 60 light-duty buses and small transit vehicles to support urban transportation services. On June 24, 2021, the North Central Texas Council of Governments (NCTCOG's) Executive Board approved a contract with Creative Bus Sales, Inc. for the purchase of the transit vehicles. As staff began finalizing work orders for the vehicles, it was discovered that the funding was programmed incorrectly, which requires a Transportation Improvement Program (TIP) modification before all work orders can be released. Staff is currently working through the needed TIP modifications and anticipates resolution in January 2023; however, Creative Bus Sales, Inc. notified NCTCOG in October 2022 of an additional price increase for work orders released after November 30, 2022. Due to ongoing supply chain issues resulting in previous price increases, any additional price increase will require NCTCOG to resolicit the procurement causing severe delays and an undue burden on all small transit providers. Staff requests ratification of emergency funding utilizing existing Regional Toll Revenue (RTR) and RTC Local funds in an amount not to exceed \$1,500,000 as a temporary backstop to fund the Transit Cooperative Vehicle Procurement to prevent additional vehicle price increases and further vehicle delivery delays. More details can be found in [Electronic Item 5](#).

Performance Measure(s) Addressed: Administrative, Transit

1:45 – 1:55

6. **Regional Transportation Council/Dallas Area Rapid Transit Federal and Local Funding Partnership**

☒ Action      ☐ Possible Action      ☐ Information      Minutes: 10

Presenter: Christie Gotti, NCTCOG

Item Summary: Staff will request Regional Transportation Council (RTC) approval of a proposed federal/local partnership with Dallas Area Rapid Transit (DART).

Background: The North Central Texas Council of Governments (NCTCOG) needs a source of local funds to pay expenses for federal projects/programs prior to federal reimbursement. With the award of multiple federal discretionary grants to the region, the payment sizes have become significantly larger. In addition, NCTCOG would like to expand the pool of RTC Local funds to allow the RTC to expedite projects and programs. To address these needs, a federal/local funding partnership is being proposed between the RTC and DART. The partnership will

assist DART with its recently approved arrangement to send approximately \$234 million back to member cities by allowing the higher of two payment amounts to be returned to each city. It costs \$19.674 million to pay the higher amount to each city and the proposal is for the RTC to cover these costs, while DART agrees to provide additional local funds to help with federal reimbursement issues and to increase the funds in the RTC Local pool. It also formalizes the funding exchange on two parking garage projects previously funded by the RTC. Additional details can be found in [Electronic Item 6](#).

Performance Measure(s) Addressed: Air Quality, Transit

**1:55 – 2:05**

**7. Milestone Policy Update and Fiscal Year 2022 Project Tracking Wrap Up/Fiscal Year 2023 Kickoff**

☒ Action      ☐ Possible Action      ☐ Information      Minutes: 10

Presenter: Brian Dell, NCTCOG

Item Summary: Staff will provide the Regional Transportation Council (RTC) with a status report on the Milestone Policy Round 2 and FY2022 & FY2023 Project Tracking projects. RTC approval of the updated deadline proposed for the Conflans Road project will be requested.

Background: The Milestone Policy was adopted by the RTC to focus on projects that have been funded for more than 10 years and have not gone to construction. By highlighting these projects, the policy creates agency accountability to implement projects in a timely manner. Staff coordinates with implementing agencies to assess project risk until they go to construction. Similarly, the annual project tracking effort focuses on projects slated for implementation in fiscal years 2022 and 2023. Projects are monitored early, allowing staff to highlight potential problems that could lead to delays, which enables the RTC to take corrective actions to avoid building up carryover balances in federal funding categories. Milestone Policy status updates, along with the latest risk ratings, can be found in [Electronic Item 7.1](#). FY2022 and FY2023 Project Tracking status updates can be found in [Electronic Items 7.2 and 7.3](#). Details on the status reports can be found in [Electronic Item 7.4](#).

Performance Measure(s) Addressed: Administrative

**2:05 – 2:15**

**8. Transportation Alternatives Set-Aside Program Call for Projects Funding Recommendations**

☒ Action      ☐ Possible Action      ☐ Information      Minutes: 10

Presenter: Kevin Kokes, NCTCOG

Item Summary: Staff will provide information regarding the Transportation Alternatives Set-Aside Program, an overview of the applications received, and the evaluation process. A recommendation of projects to select for funding will also be provided and action requested.

Background: The North Central Texas Council of Governments (NCTCOG) opened the Call for Projects for the Urbanized Area of the



North Central Texas region on July 18, 2022, and applications were due on September 9, 2022. Projects eligible under this program include the construction of on- and off-road pedestrian and bicycle facilities, multi-modal connections to rail stations and schools, education activities promoting students to walk and bike to school, and pedestrian and bicycle infrastructure that will substantially improve safety. Project scoring was based on project eligibility and a methodology for project evaluation as previously approved by the Regional Transportation Council. [Electronic Item 8.1](#) provides additional information. [Electronic Item 8.2](#) reflects project evaluations and recommended funding awards.

Performance Measure(s) Addressed: Bike/Ped+, Safety

2:15 – 2:25

9. **Automated Vehicles 2.1: Regional Planning Exercise for Local Partners**

☐ Action      ☐ Possible Action      ☒ Information      Minutes: 10

Presenter: Clint Hail, NCTCOG

Item Summary: The Automated Vehicles 2.1 planning exercise recently completed, and staff will brief the Regional Transportation Council (RTC) on the key deliverables and findings of the project. Staff will also invite local governments to host in-depth briefings with staff and colleagues from their respective agencies. Materials, reports, and findings can be found online at: [www.connectntxfutures.org](http://www.connectntxfutures.org).

Background: In October 2018, the RTC approved the three-part Automated Vehicles Program 2.0, which includes the AV2.1 project. AV2.1 is a planning exercise designed to help the region prepare for higher levels of automation in the transportation sector (e.g., automated vehicles). In 2021, through a procurement a team was selected to assist staff in the planning process. At that time, Committee members were invited to participate as part of the Project Advisory Committee. In September, the contract completed its 18-month term. [Electronic Item 9.1](#) contains additional information. [Electronic Item 9.2](#) provides an executive summary and key takeaways.

Performance Measure(s) Addressed: Roadway

2:25 – 2:35

10. **Status Of Conformity Determination – Lapse Grace Period**

☐ Action      ☐ Possible Action      ☒ Information      Minutes: 10

Presenter: Jenny Narvaez, NCTCOG

Item Summary: Staff will inform the Regional Transportation Council of the current status and future outlook regarding the region's latest Transportation Conformity Analysis.

Background: Transportation conformity is the process in nonattainment areas which ensures federal funding approvals are given to highway and transit activities that are consistent with air quality goals. The latest conformity analysis for Mobility 2045: The Metropolitan Transportation Plan for North

Central Texas – 2022 Update was locally approved on June 9, 2022. This local conformity approval is followed by an interagency consultation review leading to a US Department of Transportation (USDOT) Transportation Conformity Determination (Determination). Per regulation, a Determination was required by November 21, 2022. [Electronic Item 10.1](#), dated November 17, 2022, is notice by the Federal Highway Administration (FHWA) that a one-year conformity lapse grace period was likely to begin on November 22, 2022, due to FHWA not completing its review. A conformity lapse grace period prevents the advancement of new or modified transportation projects in the Mobility 2045 – 2022 Update. For further information see [Electronic Item 10.2](#).

Performance Measure(s) Addressed: Air Quality, Transit

**2:35 – 2:40**

**11. End of 2022 Ozone Season**

☐ Action      ☐ Possible Action      ☒ Information      Minutes: 5

Presenter: Jenny Narvaez, NCTCOG

Item Summary: Staff will provide a summary of the 2022 ozone season activity and other air quality updates for the Dallas-Fort Worth (DFW) region. The ozone season is from March 1 to November 30, 2022.

Background: The end of November concluded another ozone season for the DFW region. Staff has been tracking the exceedance days at each monitor and will provide a summary of the 2022 ozone season data for the North Central Texas 9- and 10-county nonattainment areas, compare against previous ozone seasons, and provide a snapshot for the 2023 ozone season. Effective November 7, 2022, the region was reclassified for failure to meet the latest attainment goals of both the 2008 and 2015 ozone National Ambient Air Quality Standards (NAAQS). Federal, State, and local efforts to reduce emissions will be highlighted. For further information see [Electronic Item 11](#).

Performance Measure(s) Addressed: Air Quality

**2:40 – 2:50**

**12. Parking Management Resources**

☐ Action      ☐ Possible Action      ☒ Information      Minutes: 10

Presenter: Karla Windsor, NCTCOG

Item Summary: Staff will introduce available resources that can assist local governments with managing parking challenges and ask for feedback on future technical tools and information that is needed.

Background: The North Central Texas Council of Governments (NCTCOG) parking management program provides information on strategic management of new and existing parking that can help improve transportation and land use outcomes in North Texas. The program has developed several existing tools and resources, including a parking

management toolbox, best practices in district management, and curb management guide. These are available at [www.NCTCOG.org/Parking](http://www.NCTCOG.org/Parking). Other projects currently in development include a regional parking utilization study database and other technical assistance guides. Going forward NCTCOG staff would like input from local governments on priority regional parking management challenges and desired technical tools and guides. Additional details provided in [Electronic Item 12](#).

Performance Measure(s) Addressed: Air Quality, Roadway

2:50 – 2:55

13. **Walk To School Day Promotion 2022**

☐ Action      ☐ Possible Action      ☒ Information      Minutes: 5

Presenter: Karla Windsor, NCTCOG

Item Summary: Staff will provide an overview of the North Central Texas Council of Governments (NCTCOG) 2022 Walk to School Day promotional efforts and the results of the events held at participating schools.

Background: Walk to School Day is a national event where students from across the nation walk to school on the same day. Students that walk or bike to school show up more alert and ready to learn. Walk to School Day and similar events generate excitement and interest in the community around the importance of pedestrian and bicyclist safety on our roadways, as well as the benefits of active transportation to school. NCTCOG provided safety-related prizes and promotional items to schools to generate excitement and incentivize participation for numerous schools in the region. The Dallas-Fort Worth region accounted for over half of the registered Walk to School Day events in Texas. [Electronic Item 13](#) contains additional details.

Performance Measure(s) Addressed: Bike/Ped+, Safety

14. **Progress Reports**

☐ Action      ☐ Possible Action      ☒ Information

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

- RTC Attendance ([Electronic Item 14](#))

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

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

17. **Next Meeting:** The next meeting of the Regional Transportation Council is scheduled for ***1:00 pm on January 12, 2023, in the Transportation Council Room.***

**MINUTES****REGIONAL TRANSPORTATION COUNCIL  
November 10, 2022**

The Regional Transportation Council (RTC) met on November 10, 2022, at 1:30 pm in the Transportation Council Room. The following members or representatives were present: Steve Babick, Dennis Bailey, Rick Bailey, Elizabeth Beck, Gyna Bivens, J.D. Clark, Ceason Clemens, John Cordary, Dianne Costa, Michael Crain, Theresa Daniel, Janet DePuy, Andy Eads, Gary Fickes, Renee Franklin, George Fuller, Raul Gonzalez, Barry Gordon, Rick Grady, Lane Grayson, Mojoy Haddad, Clay Lewis Jenkins, Ron Jensen, Brandon Jones, B. Adam McGough, Cara Mendelson, Dan Micciche, Guillermo Quintanilla Jr., Tito Rodriguez, Chris Schulmeister, Jeremy Tompkins, Oscar Trevino, Jr., William Tsao, Duncan Webb, Chad West, and B. Glen Whitley.

Others present at the meeting included: Vickie Alexander, Thomas Bamonte, Bill Bateman, Natalie Bettger, Brandi Bird, Alberta Blair, Tanya Brooks, Jack Carr, Angie Carson, Curt Cassidy, Lori Clark, Clarence Daugherty, Chris Dyser, Chad Edwards, Marcia Etie, Kevin Feldt, Walter Fisher, Carmen Garcia, Rebekah Gongora, Christie Gotti, Clint Hail, Zoe Halfmann, Robert Hinkle, Kristina Holcomb, Joel James, Kristy Keener, Dan Kessler, Gus Khankarli, Ken Kirkpatrick, Michael Knowles, Eron Linn, Paul Luedtke, Dan McClendon, Jon McKenzie, Keith Melton, Mindy Mize, Erin Moore, Michael Morris, Mark Nelson, Lori Pampell, Ezra Paret, Dan Perge, Greg Porter, Kelly Porter, James Powell, Candace Price, Hal Richards, Connor Sadro, Randy Skinner, Kendall Sloan, Tamelia Spillman, Toni Stehling, Shannon Stevenson, Lin Thoupin, An Truong, Caroline Waggoner, Anna Willits, Amanda Wilson, Brian Wilson, Karla Windsor, Casey Wright, and Susan Young.

1. **Opportunity for the Public to Comment on Today's Agenda:** This item allows members of the public an opportunity to comment on agenda items. Regional Transportation Council Chair Duncan Webb asked if there were any public comments. No members of the public chose to speak at the meeting or provide written comments.
2. **Approval of the October 13, 2022, Minutes:** The minutes of the October 13, 2022, meeting were approved as submitted in Electronic Item 2. B. Glen Whitley (M); Theresa Daniel (S). The motion passed unanimously.
3. **Consent Agenda:** The following items were included on the Consent Agenda.
  - 3.1. **Modifications to the FY2022 and FY2023 Unified Planning Work Program:** Regional Transportation Council (RTC) approval of modifications to the FY2022 and FY2023 Unified Planning Work Program was requested. Requested action included a direction for staff to also administratively amend the Transportation Improvement Program and other administrative/planning documents, as appropriate, to reflect the approved modifications. The amendments reflected new initiatives, project updates, funding adjustments, and updated Federal Transit Administration and Federal Highway Administration Planning Emphasis Areas. The proposed amendments were included as Electronic Item 3.1.1 and additional information was provided in Electronic Item 3.1.2.
  - 3.2. **Argonne National Lab Cooperation Approval:** Staff requested a recommendation for Regional Transportation Council (RTC) approval of an agreement with Argonne National Lab of the Department of Energy to prepare a

simulation-based travel model for planning purposes in the Metropolitan Planning Area (MPA). In this 3-year cooperative, North Central Texas Council of Governments (NCTCOG) would provide data and practical planning expertise to Argonne researchers as in-kind match. The Department of Energy is providing \$1.5 million in funding for Argonne. NCTCOG's main tool for transportation planning is the regional travel model. The model is continuously updated with the latest technology and data. This project is an effort toward improvement of planning analytical tools within the regional travel model using Argonne National Lab research products.

3.3 **Fiscal Year 2023 Education Campaigns for Transportation Initiatives: Phase One:**

Staff requested the Council's support of a recommendation to the NCTCOG Executive Board to approve funding up to \$278,700 for education campaigns for transportation initiatives. If approved, Phase 1 will initiate in Fiscal Year (FY) 2021. Since 2014, the NCTCOG Executive Board has been authorizing annual large-scale advertising purchase and placement initiatives for the Transportation Department. The first phase of education campaigns is for public involvement and support activities such as notifications of opportunities for public input/public meetings, and commuter education focused on congestion management. Efforts in this first phase will be funded by a combination of Surface Transportation Block Grant Program funds, Transportation Planning Funds, Regional Transportation Council (RTC) Local funds, and RTC Transportation Development Credits in lieu of cash match. Education campaigns will be in multiple languages and may be presented through out-of-home advertising, print, screen, online, audio, and social media mediums. Electronic Item 3.3 provides more detail. During the RTC meeting, it was mentioned that the write-up for the consent agenda item 3.3 states FY2021 but should read FY2023.

3.4 **Traffic Signal Retiming in Tarrant County:** Staff requested Regional Transportation Council (RTC) approval to receive approximately \$1,066,000 in funding from Tarrant County for traffic signal retiming along corridors in Tarrant County. Tarrant County identified funding through its 2006 and 2021 Bond Programs and approached North Central Texas Council of Governments (NCTCOG) to utilize this funding for traffic signal retiming along selected corridors in Tarrant County. NCTCOG has existing, active consultant contracts that may be used to develop and implement traffic signal retiming. The consultants will work with local jurisdictions and the Texas Department of Transportation to develop, review and implement signal timing. Tarrant County will provide approximately \$1,066,000 to fund the consultant work as well as NCTCOG staff time to administer the project.

A motion was made to approve Item 3.1, Item 3.2, Item 3.3, and Item 3.4 under the Consent Agenda. Theresa Daniel (M); Rick Grady (S). The motion passed unanimously.

4. **Orientation to the Agenda/Director of Transportation Report:** Michael Morris highlighted items on the Director of Transportation Report. He introduced the Texas Department of Transportation (TxDOT) awards: Dan Perge, P.E., Advanced Project Development Director, recipient of the Gibb Gilchrist Award; Tamelia Spillman, Advanced Transportation Planning Director, recipient of the Raymond E. Stotzer Jr. Award; and Walter R. "Ray" Fisher III, P.E., District Bridge Engineer, recipient of the Luther DeBerry Award. A video from the recent state Safety Task Force meeting was shown with Texas Transportation Commissioner Laura Ryan providing positive comments regarding the

Regional Transportation Council efforts on transportation. Robert Hinkle, who is also on the Safety Task Force, participated with Michael Morris in a safety event with local high school students. TxDOT's media campaign #Endthestreak was the focus of the safety event. During the RTC meeting, Lori Clark of NCTCOG presented the Dallas Fort (DFW) Clean Cities Annual Fleet Recognition Awards to several Regional Transportation Council (RTC) members and representatives of the respective staff. The Bronze winners were the City of Coppell, City of Lancaster, City of North Richland Hills; Town of Addison, Denton County, and Greenpath Logistics. The Silver winners were the City of Arlington, City of Frisco, City of Irving, City of Mesquite, Town of Addison, Denton ISD, and Trinity Metro. Gold winners were the City of Carrollton, City of Dallas, City of Denton, City of Grapevine, City of Lewisville, City of Southlake, Dallas Area Rapid Transit (DART), and DFW Airport. Additional details provided in Electronic Item 4.1. Michael briefed the Council on Changing Mobility's data, insights, and delivering innovative projects during COVID recovery with details provided in Electronic Item 4.2. An update was provided on DART assistance on \$214 million distribution. He noted that the 2022 Ozone Season would be ending on November 30, 2022, and that North Central Texas Council of Governments (NCTCOG) staff would provide an update at the December RTC meeting, specific details provided in Electronic Item 4.3. A brief update was provided on the Status of Conformity Determination and the potential lapse grace period as of November 21, 2022. The remaining items were not presented.

5. **Regional Transportation Council Bylaws Revisions Subcommittee – Second**

**Reading:** Bylaws Revision Subcommittee Chair and Denton County Judge Andy Eads introduced the subcommittee members: Rick Grady, Councilmember, City of Plano (Vice Chair); Gyna Bivens, Mayor Pro Tem, City of Fort Worth; Dianne Costa, Board Member, Denton County Transportation Authority; George Fuller, Mayor, City of McKinney; Mike Leyman, Councilmember, City of Mansfield; Adam McGough, Councilmember, City of Dallas; Phillip Ritter, former Citizen Representative, City of Dallas; Oscar Trevino, Mayor, City of North Richland Hills, and Glen Whitley, County Judge, Tarrant County, and expressed his appreciation to the subcommittee for their time and efforts over the last few months to review and discuss the Bylaws. Ken Kirkpatrick of NCTCOG presented the Subcommittee's recommendations for a second and final reading and approval. Proposed policy changes related to membership included adding 13 new cities over 5,000 in population (Appendix A) (pgs. 7-8); maintaining the number of Dallas seats at six seats (includes Dallas Love Field) (pg. 7); adding a seat for the City of Fort Worth due to its increase in population and employment (pg. 8), which increases membership from 44 to 45 members (pgs. 7, 9); Regarding Appointees, the subcommittee recommended requiring mandatory rotation of the primary seat in county/city groups (pg. 10); permitting cities over 30,000 in population to hold the primary or alternate seat in county/city groups if appointed by county (pg. 10); requiring mandatory rotation of the seat between the Counties roughly proportional to population, measured over a 10-year period within two categories: 1) rotating on a 70/30 basis would be Johnson/Hood Counties (eligible cities: Burleson and Cleburne) and Parker/Wise Counties (eligible city: Weatherford); rotating on a 50/50 basis would be Ellis/Kaufman Counties (eligible cities: Midlothian and Waxahachie) and Rockwall/Hunt Counties (eligible cities: Greenville and Rockwall). If a city is appointed, the location of the city would be used to determine whether the rotation requirement is met. Other areas of proposed significant revisions included Voter Structure, clarifying teleconferencing, in person and videoconferencing (pgs. 11-12); clarifying that members of the Nominating Subcommittee are eligible to be nominated as an RTC officer (pg. 14); and Council Functions, noting that the RTC would maintain a set of public involvement procedures, including public comment rules and decorum requirements, as part of the Public Participation Plan (pg. 18). A copy of the proposed

Bylaws was provided in Electronic Item 5.1 and Electronic Item 5.2 contained a presentation that summarized the proposed revisions.

A motion was made to approve the proposed revisions to the Bylaws and Operating Procedures and direction for staff to work with the Cities of Dallas and Fort Worth over the next two years to determine if Regional Transportation Council membership could be reduced to 40 members by use of a weighted vote for Dallas and Fort Worth. The proposed action also included direction for staff to develop a summary of best practices regarding the selection of group members and communication between RTC members representing groups of entities and all the entities within the group. Oscar Trevino Jr. (M); Rick Bailey (S). The motion passed unanimously.

6. **Resolution Supporting a Regional Model For Complete Streets (Context Sensitive**

**Design:** Karla Windsor introduced a draft resolution and requested a recommendation for Regional Transportation Council approval to support a regional model for complete streets (context sensitive design) which outlines the importance of planning and construction of complete streets and is intended to serve as the framework for encouraging local policies and projects across the region. The National Complete Streets Coalition defines 'Complete Streets' as an approach to planning, designing, building, operating, and maintaining streets that enable safe access for all people who need to use them including pedestrians, bicyclists, motorists, and transit users of all ages and abilities. The needs of roadway users are different in rural, suburban, and urban communities, and thus streets should be designed to fit the distinct context, circumstances, and local characteristics. Context Sensitive Design includes a process that not only considers physical aspects or standard specifications of a transportation facility, but also the economic, social, and environmental resources in the community being served by the facility. The Federal Highway Administration (FHWA) and Federal Transit Authority (FTA) guidance on Planning Emphasis Areas (PEAs) for metropolitan planning organizations (MPOs) and State Planning and Research includes a number of tasks in work programs including Complete Streets. The goal is to provide an equitable and safe transportation network for travelers of all ages and abilities, including those from marginalized communities facing historic disinvestment. Federal guidance of the Bipartisan Infrastructure Law; Infrastructure Investment and Jobs Act (IIJA) Section 11206 Safe and Accessible Transportation Options require MPOs to spend at least 2.5 percent of funds made available to them under Federal Highway Aid to activities that increase safe and accessible options for multiple travel modes for people of all ages and abilities, which may include adoption of complete streets standards or policies, development of complete streets prioritization plan, development of transportation plans to create active transportation facilities, and development of transportation plans and policies that support transit-oriented development. The proposed RTC resolution would: 1) direct staff to collaborate with local governments and transportation providers to develop a checklist and/or guide for projects with complete streets/context sensitive design elements be used for regional transportation planning and project implementation; 2) encourage the adoption and implementation of local government policies/resolutions related to complete streets/context sensitive design; 3) encourage consideration of complete streets (context sensitive design) elements in future updates to local plans, manuals, ordinances, codes, and associated rules and regulations; 4) encourage local collaboration with the Texas Department of Transportation to implement transportation projects that apply context sensitive solutions consistent with local community characteristics; and 5) direct staff to provide technical support for the development of local policies, resolutions, and methodologies/applications for performance management. Complete Streets was discussed at the NCTCOG Public Meeting on November 7, 2022.



Following extensive discussion by the Council regarding Sections 3 and 4 of the draft resolution, a motion was made to amend the resolution to add, "This process should prioritize vulnerable road users and the need to strengthen the need for community engagement." to Section 3 and following the word characteristics in Section 4 add, "utilizing a robust and transparent community engagement process." Chad West (M); Clay Lewis Jenkins (S). The motion failed.

A motion was made to remove Sections 2, 3, and 4 and maintain Sections 1 and 5 of the Resolution Supporting a Regional Model for Complete Streets (Context Sensitive Design) (R22-04) as presented by staff. B. Glen Whitley (M); Ron Jensen (S). The motion passed.

7. **Regional Transportation Legislative Program:** Rebekah Gongora presented the draft Regional Transportation Council (RTC) Legislative Program for the 88th Texas Legislature and requested RTC approval. The draft 2023 RTC Legislative Program seeks to adequately fund transportation and utilize tools, expand transportation options in Mega-Metropolitan regions, pursue innovation and technology, improve air quality, and enhance safety. Rebekah noted that in order to adequately fund transportation and utilize tools the programs aims to identify additional revenue for all modes of transportation, including fees on alternative fuel vehicles; support innovative funding methods to expand rail and transit options within the region; allocate funds to the existing Texas Rail Relocation and Improvement Fund; return approximately \$80 million in air quality user fees to counties for local initiatives projects; ensure a fair-share allocation of funds for roadway capacity improvements to metropolitan regions; and support full appropriation of current funding initiatives previously approved by the Legislature, including Proposition 1 and Proposition 7. To expand transportation options in mega-metropolitan regions the program recommends to support the use of public-private partnerships, allowing for the ability to create data corridors [i.e., digital twins] and tolled managed lanes for roadway and transit projects through an MPO/local decision-making process; authorize the use of a comprehensive development agreement for specific needed projects; retain eminent domain authority to allow planning and development of new and/or expanded transportation corridors, including high-speed rail, commuter rail, freight rail, roadways, and trails; support the use of a balanced liability insurance program that would allow North Texas transit agencies to operate on additional rail corridors as part of the regional transportation system; and provide counties and cities with expanded tools for land use control to preserve future transportation corridors. In pursuing innovation and technology, we utilize innovation in high-speed transportation, transit, autonomous vehicles, and freight support the collaboration between local governments, the military, the State, and FAA to advance regulations for compatible land use and the safe operations of unmanned aircraft, plan for shared mobility solutions and technology-based transportation solutions; enable transportation data sharing and accessibility with appropriate privacy protection, establish and support programs to improve cybersecurity, and support broadband expansion as a mode of transportation. By improving air quality, modernize and increase flexibility in the Local Initiative Projects (LIP) through a limited program focused on transportation and air quality improvements, strengthen emissions enforcement through fraudulent vehicle temporary paper tag enforcement, protect the TERP Trust fund and revenue balance to ensure funds are used for TERP purposes; modernize the program and ensure flexibility to accommodate innovative approaches to improving air quality and reducing emissions, including the purchase of heavy-duty zero emission vehicles such as hydrogen fuel cell and battery electric vehicles and associated infrastructure, support system reliability, congestion relief, and encourage trip reduction strategies, and support

legislation that improves air quality. To enhance safety, the Program aims to improve the safety of the statewide transportation system for all users, including controlling texting while driving, eliminating driving under the influence, lowering excessive speed limits, reducing aggressive driving, reducing the number of fraudulent paper tags, and improving bicycle and pedestrian safety; reduce distracted driving through measures such as the use of hands-free cell phone technology; oppose legislation to increase freight truck weight limits above 80,000 pounds; support legislation allowing sponsorships to support roadside assistance programs; eliminate deferred adjudication for safety-related traffic violations (e.g., traffic violations in construction zones are not eligible for deferred adjudication); and allow non-sworn police officers to complete crash reports and clear minor, non-injury traffic crashes. The draft RTC Legislative Program for the 88th Texas Legislature was provided in Electronic Item 7.1. Additional information was made available in Electronic Item 7.2. Transportation and air quality issues are a focus for both the United States Congress and the Texas Legislature. The 88th Session of the Texas Legislature will convene on January 10, 2023.

A motion was made to approve the RTC Legislative Program as presented. Dianne Costa (M); Cara Mendelsohn (S). The motion passed unanimously.

8. **Strengthening Mobility and Revolving Transportation Grant Program: Approval Of North Central Texas Council Of Governments Applications:** Thomas Bamonte requested approval of North Central Texas Council of Governments (NCTCOG) submission of Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Program Applications. The SMART program purpose is to demonstrate projects using technology interventions to solve real-world challenges and build data and technology capacity and expertise in the public sector. The United States Department of Transportation (USDOT) is providing \$500 million of funding over five years (\$100 million per year). The first year will consist of 30 to 50 planning grants with a \$2 million maximum grant and no local match. In the later years, there will be implementation grants up to \$15 million, limited to planning grant recipients. The SMART Notice of Funding Opportunity (NOFO) was issued on September 19, 2022, with the application deadline of November 18, 2022. Eligible projects include coordinated automation, connected vehicles, intelligent sensor-based infrastructure, smart technology traffic signals, systems integration, commerce delivery and logistics, innovation aviation technology, and smart grid for Electric Vehicles (EVs). Staff prepared three SMART project proposals: Project 1, North Texas Micro-Weather Infrastructure for Advanced Air Mobility feasibility study will determine the viability of a regional solution for low altitude weather detection and reporting to support safe deployment of advanced aerial vehicles such as last mile drone delivery services and Electric Vertical Take-Off and Landing (eVTOL) vehicles regionwide in the amount of \$2 million with no local match required. The benefits will allow regional stakeholders on an equitable basis to scale up Advanced Aerial Mobility (AAM) operations safely. Project 2, the Flooded Roads Information System will use advanced sensors and big data tools to improve prediction, identification, and reporting of flooded roadways in the Transportation Stormwater Infrastructure Study area, portions of Dallas, Denton, Ellis, Hood, Johnson, Parker, and Tarrant Counties and all of Wise County, in the amount of \$2 million with no local match required. Project benefits include optimizing emergency response routes/procedures, use of critical facilities, and improving safety at vulnerable areas. Project 3, Traffic Signal Technology and Deploying AI based Advanced Traffic Management System Platforms will leverage NCTCOG's recent survey of traffic signal equipment plus the Texas Department of Transportation's recent acquisition of several advanced detections systems. The project will identify, test, and evaluate detection and other traffic signal technologies to optimize traffic signals regionwide, after planning work

is completed on US 77, US 67, and FM 1382. The project budget is in the amount of \$2 million with no local match required, with safety, air quality, congestion, and reliability benefits. Electronic Item 8.1 contained the USDOT's SMART fact sheet and Electronic Item 8.2 provided a summary of the SMART projects proposed by staff.

A motion was made to recommend for Regional Transportation Council approve submission of the three SMART grant applications as presented and for staff to take all necessary steps to submit the applications and administer any SMART grant that is awarded based on the applications. Barry Gordon (M); Theresa Daniel (S). The motion passed unanimously.

9. **Advanced Transportation Technology And Innovation Grant Application:** Natalie Bettger requested a recommendation for Regional Transportation Council (RTC) approval of the regional application for the 2022 Advanced Transportation Technology and Innovation (ATTAIN) Program. In September 2022, the United States Department of Transportation (US DOT) issued an announcement for the ATTAIN program proposals that deploy, install, and operate advanced transportation technologies to improve safety, mobility, efficiency, system performance, intermodal connectivity, and infrastructure return on investment. During the first year of the five-year program, US DOT will provide funding of up to \$12 million per grant, a 20 percent local match is required. This program is a continuation of Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) program. The Notice of Funding Opportunity was issued September 19, 2022, and applications are due November 18, 2022. ATTAIN model deployments are expected to provide benefits in the form of reduced fatalities and injuries, reduced traffic congestion that improved travel time reliability, reduced emissions, optimized multimodal system performance, improved access to transportation alternatives, integration of payment systems, integrated multimodal transportation information, and transportation-related cost savings. Priorities for ATTAIN include climate, resiliency, environmental justice, equity, removing barriers to opportunities, and job creation. NCTCOG is proposing a Transportation System Management and Operations Data Engine (TSMO) foundation for success, that will consume standard data inputs from applications, enable sharing of data, deploy best-of breed applications and allow each agency the freedom to procure systems that best meet their needs regionwide in the amount of \$10 million with a local match of \$2 million. The benefits are cost savings, enhanced data sharing, common interfaces, future-proof design, extensibility and high-quality software. TSMO data engine has two primary initiatives: data initiative to create the digital infrastructure to support advanced smart community technologies and systems within the NCTCOG region and mobility initiatives to focus on improving air quality, improve safety, reduce congestion in the region. The NCTCOG Executive Board is scheduled to take action on November 17, 2022.

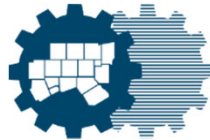
A motion was made to approve submittal of the Transportation System Management and Operations Data Engine, Foundation for Success for funding consideration through the FY22 Advanced Transportation Technology and Innovation (ATTAIN) Program (\$8) and Regional Toll Revenue (RTR) (\$2 million) for a total of (\$10 million). The action also included direction for staff to administratively amend the NCTCOG and State Transportation Improvement Programs (TIP/STIP), as well as other planning and administrative documents, to include the proposed project if selected for an FY22 ATTAIN Grant total award (\$10M). Cara Mendelsohn (M); Theresa Daniel (S). The motion passed unanimously.

10. **Draft Updated Rules For Public Comments At Regional Transportation Council Meetings:** Amanda Wilson requested a recommendation for approval by the Regional Transportation Council (RTC) of Rules for Public Comments at RTC meetings. The overview of HB 2840, Texas Government Code Section 551.007 state that members of the public must be allowed to make comments to a governmental body before or during the body's consideration of an item. A governmental body may adopt reasonable rules regarding public comments, including rules that limit the amount of time for each public comment. If no simultaneous translation equipment is used, a member of the public using a translator must be given double the amount of time to comment. A governmental body may not prohibit public criticism of the body. The Bill took effect on September 1, 2019. The proposed Rules for Public Comments at RTC meetings: 1) Add decorum standard for audience members and public commenters with clear enforcement rules, 2) include an overall time period limit for public comments, which may be extended, 3) clarify when public comments will be in-person or virtual, and 4) Note that public comment and decorum requirements would be referenced in RTC Bylaws. Comments from the public on the draft updated rules were welcomed for a 45-day period per the Public Participation Plan. Electronic Item 10.1 contained additional information on the proposed rules. Additional details were presented in Electronic Item 10.2.

A motion was made to approve the Updated Rules for Public Comments at RTC Meetings (Electronic Item 10.1) and direction for staff to amend the Public Participation Plan to include the updated rules as an appendix. Dianne Costa (M); Theresa Daniel (S). The motion passed unanimously.

11. **Automated Vehicles 2.1: Regional Planning Exercise For Local Partners:** Due to time constraints this item was not presented and was postponed to a later date.
12. **Progress Reports:** Regional Transportation Council attendance was provided in Electronic Item 12.1. Surface Transportation Technical Committee attendance and minutes were provided in Electronic Item 12.2.
13. **Other Business (Old or New):** There was no discussion on this item.
14. **Future Agenda Items:** There was no discussion on this item.
15. **Next Meeting:** The next meeting of the Regional Transportation Council (RTC) is scheduled for 1:00 pm, Thursday, December 8, 2022, in the Transportation Council Room of the North Central Texas Council of Governments.

The meeting adjourned at 2:58 p.m.



# RTC Local Funds Requested as Match on DOE-Funded Projects

**Lori Clark**

**Program Manager & DFW Clean Cities  
Director**

**Regional Transportation Council**

**12.8.2022**

# Background on Department of Energy Competitive Funding Opportunity

**Funding Opportunity Issued Approximately Annually by Department of Energy (DOE) Office of Energy Efficiency and Renewable Energy, Vehicle Technologies Office**

**Includes Variety of Topic Areas Ranging from Research and Development to Outreach and Education**

13 Topic Areas Defined by DOE

NCTCOG Approached to Team on 6 Proposals in 4 Topic Areas

Different Topic Areas Do Not Compete With Each Other

**Proposals Were Due November 9, 2022**

DOE Selection Expected Spring 2023



RTC Local Funds Requested as Match

# DOE Topic 7a: No Home Charging: Multi-Family Housing Innovative Demonstrations, Technical Assistance and Best Practices

**Project Name:** Portable EV Charging solutions for Multi Family Homes, Powered by SparkCharge

**Overview:** Demonstrate mobile charging services as solution for overnight charging for multifamily and/or individuals with no dedicated overnight parking

**Applicant Lead:** SparkCharge, Inc.

**NCTCOG Budget:** Approximately \$220,000 federal; No match required

**NCTCOG Role:** Assist with development and measurement of performance metrics to evaluate impact/success based on familiarity with DOE expectations



RTC Local Funds Requested as Match



# DOE Topic 11: Addressing Critical Training Needs for Transportation Decarbonization

**Project Name:** Guaranteeing Access to Underserved and Marginalized Populations by Building Employment Opportunities (GUMBO)

**Overview:** Address critical gaps in the workforce's ability to be responsive to funding provided by the Infrastructure Investment and Jobs Act and the National Electric Vehicle Infrastructure program

**Applicant Lead:** Louisiana Clean Fuels

**NCTCOG Budget:** Approximately \$25,000 federal; No match required

**NCTCOG Role:** Work with local community colleges to implement curriculum to train electric vehicle supply equipment technicians and develop the workforce



RTC Local Funds Requested as Match

# DOE Topic 10: Innovative Medium- and Heavy-Duty EV Charging and Hydrogen Regional Fueling Corridor Infrastructure Plans

**Project Name:** Houston to Los Angeles (H2LA) I-10 Hydrogen Corridor Project

**Overview:** ZEV Infrastructure Plan Along TX Triangle and I-10 Corridor - Hydrogen

**Applicant Lead:** GTI Energy

**NCTCOG Budget:** Approximately \$30,000 federal; No match required

**NCTCOG Role:** Support planning and stakeholder convening; ensure local needs integrated into plan

**Project Name:** Transforming Texas Freight: Planning Infrastructure for the Truck Energy Transition

**Overview:** ZEV Infrastructure Plan Along TX Triangle with Freight Nodes – Battery and Hydrogen

**Applicant Lead:** Electric Power Research Institute

**NCTCOG Budget:** Approximately \$250,000 federal; No match required

**NCTCOG Role:** Lead stakeholders in the collaborative planning process; ensure local needs integrated into plan



RTC Local Funds Requested as Match

# DOE Topic 12: Demonstration and Deployment – Open Topic

**Project Name:** Multimodal/Drone Delivery Demonstration to Disadvantaged Communities and Mobility Challenged Populations

**Overview:** Demonstrate electric/autonomous multimodal (UAS/delivery bot/surface vehicle) first- and last-mile deliveries to address demonstrated needs in ZIP code 76010

**Applicant Lead:** City of Arlington

**Other Partners:** Airspace Link, UT Arlington, Tarrant County Foodbank

**NCTCOG Budget:** Approximately \$250,000 federal; Match not to exceed \$250,000

**NCTCOG Role:** Assist in developing and evaluating performance metrics; guide development of best practice/replication guide



RTC Local Funds Requested as Match

# DOE Topic 12: Demonstration and Deployment – Open Topic

**Project Name:** EV Smart Communities

**Overview:** A technical assistance and certification program to support local governments and recognize their progress in setting and achieving equitable EV-readiness goals, streamlining regulatory practices, and facilitating the growth of electric vehicles and charging stations

**Applicant Lead:** Interstate Renewable Energy Council (IREC)

**NCTCOG Budget:** Approximately \$50,000 federal; Match not to exceed \$50,000

**NCTCOG Role:** Guide development of best practice/replication and deployment of EV Smart designation program



RTC Local Funds Requested as Match

# State Energy Conservation Office (SECO) Regional Energy Management Program

**Project Description:** The Transportation and Environment and Development departments at NCTCOG will develop, implement, and maintain effective energy management and efficiency programs while meeting Justice 40 and reporting requirements.

Key Transportation Activities:

- Increasing compliance with reporting requirements applicable to nonattainment area
- Integrating alternative fuels into resilience/emergency response activities
- Exploring resilience/energy efficiency strategies in conjunction with electric vehicles

**NCTCOG Budget:** \$200,000 federal; \$40,000 match

Funds to be split evenly between Transportation and Environment and Development departments; **Match not to exceed \$20,000** to fulfill Transportation share



RTC Local Funds Requested as Match

# Total Potential Funding

| Awarding Agency | Project Name   | NCTCOG Budget    | Match Requested  | Status           |
|-----------------|--|------------------|------------------|------------------|
| DOE Topic 10    | Transforming Texas Freight: Planning Infrastructure for the Truck Energy Transition                          | \$250,000        | \$0              | Proposal Pending |
| DOE Topic 10    | Houston to Los Angeles (H2LA)- I-10 Hydrogen Corridor Project  | \$30,000         | \$0              | Proposal Pending |
| DOE Topic 11    | Guaranteeing Access to Underserved and Marginalized Populations by Building Employment Opportunities (GUMBO) | \$25,000         | \$0              | Proposal Pending |
| DOE Topic 7a    | Portable EV Charging Solutions for Multi Family Homes, powered by SparkCharge                                | \$220,000        | \$0              | Proposal Pending |
| DOE Topic 12    | EV Smart Communities   | \$50,000         | \$50,000         | Proposal Pending |
| DOE Topic 12    | Multimodal/Drone Delivery Demonstration to Disadvantaged Communities and Mobility Challenged Populations     | \$250,000        | \$250,000        | Proposal Pending |
| SECO            | Regional Energy Management Program (Transportation Department half)  | \$100,000        | \$20,000         | Funded           |
| <b>Total:</b>   |  | <b>\$925,000</b> | <b>\$320,000</b> |                  |



RTC Local Funds Requested as Match

# Action Requested

## **Recommend RTC Approval to use RTC Local funds for match:**

\*\$250,000 for Multimodal/Drone Delivery Demonstration to Disadvantaged Communities and Mobility Challenged Populations

\*\$50,000 for the EV Smart Communities Project

\$20,000 for SECO-funded Regional Energy Management project

\*If awarded, NCTCOG will seek sponsorships through the DFW Clean Cities program to offset RTC Local funds ([www.dfwcleancities.org/sponsorships](http://www.dfwcleancities.org/sponsorships))



RTC Local Funds Requested as Match



## For More Information:



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RTC Local Funds Requested as Match

**BYLAWS AND OPERATING PROCEDURES  
REGIONAL TRANSPORTATION COUNCIL**

November 2022

**STATEMENT OF PRINCIPLES**

1. The physical, economic, and social well-being of the region, its citizens, and business enterprises, now and in the future, is determined to a great extent by its transportation system. Therefore, decisions involving transportation systems and subsystems must consider the environmental, economic, and social impacts of the alternatives in the future development of the transportation system and must attain the principal objective of having an efficient, safe, and practical system for moving people, goods, and services in the region according to their needs.
2. A transportation system can best be planned on a large-area basis involving city, county, regional, and state jurisdictional responsibilities and a proper mix of various modes of travel.
3. Counties and cities have the local responsibility for anticipating and meeting the transportation needs for adequately moving people and goods within their jurisdictions. However, the Texas Department of Transportation is charged, by law, with the responsibility for planning, designing, constructing, and maintaining the State Highway System. In addition, duly authorized transportation authorities are responsible for planning, developing, and operating public transportation services in their respective service areas. Under federal legislation, the Metropolitan Planning Organization (MPO), through the NCTCOG Regional Transportation Council, has an expanded role in project selection, transportation project programming, and project funding.
4. Evaluation of transportation alternatives and the determination of the most desirable transportation system can best be accomplished through a Regional Transportation Council

(RTC) of primarily elected officials from the counties and cities in the North Central Texas Region. The Regional Transportation Council will be the forum for cooperative decision making by primarily elected officials of general purpose local governments (i.e., cities and counties) and including representatives of entities responsible for highway, toll road, mass transit improvements, and ground access to air carrier aviation. It is in the explicit interest of the Regional Transportation Council, that all elected officials be of general purpose local governments.

5. The Regional Transportation Council will make recommendations involving the regional transportation system, including the regional highway system, the regional public transportation system, and the regional aviation system, to the counties and cities, the State, and the authorities for all modes of transportation. Final decisions for implementing the Metropolitan Transportation Plan will be a cooperative effort between the governing bodies of the counties and cities, the Texas Transportation Commission, the Regional Transportation Council, and the authorities.
6. The Regional Transportation Council will monitor the metropolitan transportation planning process to assure that it is conducted in a manner consistent with requirements of federal law and regulations.
7. In an attempt to fulfill the above concepts and to meet the requirements of the Federal Aid Highway Act of 1973, the Governor, on April 12, 1974, designated the North Central Texas Council of Governments as the Metropolitan Planning Organization for transportation planning with the proviso that the Regional Transportation Council be the decision-making group for regional transportation policy for the Dallas-Fort Worth urbanized area. Since that time, this designation has been modified to reflect the inclusion of both the Denton-Lewisville urbanized

area and the McKinney urbanized area. The NCTCOG Executive Board serves as the fiscal agent for the MPO. As the designated Metropolitan Planning Organization, the North Central Texas Council of Governments must assure that transportation planning in the urbanized area is satisfactorily coordinated and integrated with other comprehensive planning in the State Planning Region. These Bylaws and Operating Procedures spell out the manner in which the Regional Transportation Council shall fulfill its responsibilities as the cooperative transportation decision-making group of the Metropolitan Planning Organization for the Dallas-Fort Worth metropolitan area.

## DEFINITIONS

Section 1. The following definitions shall apply to terms used in these Bylaws and Operating Procedures:

- A. Transportation Planning Process. The transportation planning process is the process of estimating future travel demand, identifying transportation improvement alternatives, and evaluating those alternatives and financial resources to determine the best combination of facilities and services for all modes of travel.
  
- B. Metropolitan Transportation Plan. The Metropolitan Transportation Plan (MTP) is the delineation of projects, programs, and policies associated with highway, transit, aviation, and other multimodal facilities that would serve the projected travel demand for a forecast year. The Metropolitan Transportation Plan will include a listing of projects anticipated to be funded over the next approximately 20+ years, policies, and programs, and be developed consistent with federal guidelines.

- C. Transportation Improvement Program. The Transportation Improvement Program (TIP) is a multimodal listing of all transportation projects and programs expected to be implemented over an approximately four-year period, as well as projects that are funded but not yet ready for implementation. This includes all projects or programs which are expected to utilize federal funds and those projects or programs which will utilize other funds (state or local), including toll road projects. The TIP will be developed consistent with federal guidelines and Regional Transportation Council selection criteria.
- D. Unified Planning Work Program. The Unified Planning Work Program (UPWP) is a listing of planning projects to be performed by the MPO in support of a continuous, comprehensive, and coordinated transportation planning process. The UPWP also contains a listing of planning projects performed by other agencies which will have regional significance.
- E. Regional Transportation System. The Regional Transportation System is the continuous network of roadways, transit services, aviation, and other multimodal facilities that provides for movement and interchange of people and goods, primarily between local jurisdictions within the region. Included in the Regional Transportation System, but are not limited to, are the Regional Highway System, Regional Public Transportation System, Regional Aviation System, and air carrier airports.
- F. Regional Highway System. The regional highway system includes, but is not limited to, those freeways, principal and minor arterials, tollways, managed lanes, intermodal terminals, parking facilities, and autonomous passenger vehicle services which make up the system for travel by automobile or truck.

- G. Regional Public Transportation System. The regional public transportation system includes, but is not limited to, light rail; commuter rail, high-speed rail, and other emerging transit technologies; local and express bus routes; personal rapid transit; paratransit and ridesharing services operated by public or private entities, and taxi or other for-hire transportation services.
- H. Regional Aviation System. The regional aviation system includes, but is not limited to, the collective airports and vertical flight facilities in the Metropolitan Area Boundary which provide terminals for commercial air travel, general aviation, and air cargo activities.
- I. Metropolitan Area. The Metropolitan Area is comprised of Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant, and Wise Counties. This area is expected to be principally urbanized by the appropriate planning horizon (approximately 20 years).
- J. Texas Metropolitan Mobility Plan. The region, as determined by the Regional Transportation Council or required by the Texas Department of Transportation, will develop, and update regularly, a needs-based plan in order to quantify funding needs and develop candidate policy areas.
- K. Primary Member. A primary member is the principal individual appointed to represent an entity or group of entities on the Regional Transportation Council.
- L. Alternate Member. An alternate member is the individual appointed to represent an entity or group of entities on the Regional Transportation Council in the absence of the primary member. An alternate member will receive all meeting materials provided to the primary member and is encouraged to attend Regional Transportation Council meetings on a regular basis in order to be knowledgeable on issues and prepared to vote should the primary member be unable to

attend a particular meeting. In order to ensure coordination between primary and alternate members, all information requests by the alternate member should be coordinated through the primary member.

## ORGANIZATION

Section 2. The organization for regional transportation planning shall consist of the Regional Transportation Council, RTC subcommittees determined by the RTC officers, the Surface Transportation Technical Committee, and other technical committees determined by the NCTCOG Transportation Director, as described in subsequent paragraphs and sections of these Bylaws and Operating Procedures.

- A. Regional Transportation Council. The Regional Transportation Council shall be the forum for cooperative decision making by primarily elected officials of general purpose local governments in the Metropolitan Area.
- B. Standing and Ad Hoc Subcommittees. The Regional Transportation Council officers will determine necessary subcommittees for the conduct of RTC business. Subcommittee membership should reflect the diversity of the RTC.
- C. Technical Committees. The Surface Transportation Technical Committee shall provide technical review and advice to the Regional Transportation Council with regard to the surface transportation system. Other technical committees, determined by the NCTCOG Transportation Director, as needed, shall provide technical review and advice for the regional transportation planning process.



## REGIONAL TRANSPORTATION COUNCIL

Section 3. The following rules shall govern the procedure, membership, and records of the Regional Transportation Council and its Subcommittees.

- A. Membership. Membership on the Regional Transportation Council shall be provided for local governments in the Metropolitan Area, either by direct membership or by representation. The maximum number of seats for individual and cluster cities shall be 28; the maximum for all other seats shall be 17, resulting in membership that shall not exceed 45 seats. The membership structure shall be based on the most recent NCTCOG demographic data, and the allocation readjusted to maintain the membership limit of 45. A copy of the current membership structure is attached to these Bylaws as Appendix A. Cities with a population or employment total of 5,000 or greater shall be represented on the RTC through a membership cluster unless they are provided direct membership. Federally designated urbanized areas of 50,000 or greater, in which the Regional Transportation Council is serving as the Metropolitan Planning Organization, shall be provided direct membership. The cities of Denton, Lewisville, and McKinney have been designated as urbanized areas. The Regional Transportation Council will honor these designations and maintain a cluster seat for each of these three urbanized areas. Representation for the three urbanized area seats can come from any of the cities within the respective cluster. Transportation authority membership is provided only to those entities authorized and operating under Chapters 451, 452 or 460 of the Texas Transportation Code. The following local governments and public agencies shall be represented as indicated:

### Cities

|  |                                  |
|--|----------------------------------|
| City of Arlington  | 2                                |
| Cities of Carrollton and Farmers Branch  | 1                                |
| Cities of Dallas, Highland Park, and University Park                                       | 6 (includes seat for Love Field) |
| Cities of Denton, Sanger, Corinth, Lake Dallas, Aubrey, Krum, Hickory Creek, and Oak Point | 1 (urbanized area)               |

|  |                    |
|--|--------------------|
| Cities of Duncanville, DeSoto, Lancaster,<br>Cedar Hill, Glenn Heights, Hutchins, and Wilmer   | 1                  |
| City of Fort Worth   | 4                  |
| City of Garland  | 1                  |
| City of Grand Prairie  | 1                  |
| Cities of North Richland Hills, Richland Hills,<br>Haltom City, Watauga, White Settlement, River Oaks,<br>Lake Worth, Saginaw, Azle, Keller, and Sansom Park | 1                  |
| Cities of Irving and Coppell   | 1                  |
| Cities of Lewisville, Flower Mound,<br>Highland Village, Northlake, and Justin   | 1 (urbanized area) |
| Cities of Mansfield, Benbrook, Forest Hill,<br>Crowley, Everman, and Kennedale   | 1                  |
| Cities of Mesquite, Balch Springs, Seagoville,<br>and Sunnyvale  | 1                  |
| Cities of Grapevine, Southlake,<br>Colleyville, Westlake, Trophy Club,<br>Roanoke, Bedford, Euless, and Hurst  | 1                  |
| Cities of McKinney, Fairview, Anna, Princeton,<br>and Melissa  | 1 (urbanized area) |
| City of Plano  | 1                  |
| Cities of Richardson and Addison   | 1                  |
| Cities of Frisco, Prosper, Little Elm,<br>The Colony, Celina, and Providence Village   | 1                  |
| Cities of Allen, Lucas, Wylie, Rowlett, Sachse,<br>Murphy, Parker, and Lavon   | <u>1</u>           |
| Subtotal   | 28                 |

#### Other

|  |   |
|--|---|
| Collin County  | 1 |
| Dallas County  | 2 |
| Denton County  | 1 |
| Ellis County and the Cities of Waxahachie,<br>Midlothian, Ennis, and Red Oak and Kaufman County<br>and the Cities of Forney, Terrell, and Kaufman    | 1 |
| Johnson County and the Cities of Burleson, Cleburne,<br>Keene, Joshua, Venus, and Alvarado<br>and Hood County and the City of Granbury               | 1 |
| Rockwall County and the Cities of Rockwall, Heath,<br>Royse City, and Fate and Hunt County and the Cities of<br>Greenville and Commerce              | 1 |
| Parker County and the Cities of Weatherford,<br>Mineral Wells, Willow Park, and Aledo<br>and Wise County and the Cities of Decatur<br>and Bridgeport | 1 |
| Tarrant County   | 2 |
| District Engineer, Dallas District, TxDOT (also<br>represents the TxDOT Paris District's interests)  | 1 |
| District Engineer, Fort Worth District, TxDOT  | 1 |
| Board Member, Dallas Area Rapid Transit  | 1 |

|   |           |
|---|-----------|
| Board Member, Fort Worth Transportation Authority     | 1         |
| Board Member, Denton County Transportation Authority  | 1         |
| Board Member, North Texas Tollway Authority           | 1         |
| Board Member, Dallas Fort Worth International Airport | <u>1</u>  |
| Subtotal  | <u>17</u> |
| TOTAL   | 45        |

The representatives of the Dallas Fort Worth International Airport, North Texas Tollway Authority (NTTA) and the three transportation authorities shall be selected by the chairs of their respective entities. The Dallas Fort Worth International Airport, NTTA and transportation authority representatives shall be Board members of their respective entities.

B. Appointees. All members of the RTC shall be local elected officials except:

- the three transportation authority representatives,
- the two TxDOT District Engineers,
- the representative of the North Texas Tollway Authority,
- the representative of the Dallas Fort Worth International Airport (unless an elected official Board member is selected), and
- optional representatives of local governments where one-third of a public agency's representation may be by non-elected private sector officials who are residents of the appointing cluster.

Representatives of individual cities and counties shall be appointed by and serve at the pleasure of the city councils and commissioners' courts respectively, and shall be serving on the governing body they represent (except as noted above). The person representing a group of several cities shall be selected by the mayors using a weighted vote of the maximum population or employment of the cities represented, and the person selected shall serve a two-year term beginning in July of even-numbered years and shall be serving on one of the governing bodies

they represent (except as noted above or below). The person representing a group of several cities and counties shall be selected by the county judges using a weighted vote of the maximum population or employment of the counties represented, and the person selected shall serve a two-year term beginning in July of even-numbered years and shall be serving on one of the governing bodies they represent. In the spirit of integrated transportation planning, all cities within a city-only cluster are eligible to hold the RTC membership seat for the cluster, and the cities should strongly consider rotation of the seat among the entities within the respective cluster. For clusters consisting of both counties and cities, the counties and cities over 30,000 in population ("eligible cities") are eligible to hold the RTC membership seat for the cluster, and the counties shall rotate the seat among the counties over a 10-year period in rough proportion to the population of the seat as follows: 1) the Ellis/Kaufman County seat and Rockwall/Hunt County seat shall rotate on a 50/50 basis; and 2) the Johnson/Hood County seat and Parker/Wise County seat shall rotate on a 70/30 basis. The county in which an eligible city appointed to hold the seat is located shall be used to determine whether the rotation requirement is met. Staff shall report on rotation of the county cluster seats over the preceding 10-year period as part of the quarterly attendance report under Paragraph E below. Items to consider when contemplating seat rotation may include: 1) a natural break in a member's government service, such as the conclusion of an elected term, 2) a member's potential to gain an officer position or advance through the officer ranks, 3) a member's strong performance and commitment to transportation planning, or 4) the critical nature of a particular issue or project and its impact on an entity within the cluster. The entity from which the representative is serving must be located within the Metropolitan Planning Area Boundary. When the Regional Transportation Council modifies the current boundary, membership eligibility will be reevaluated based on the new boundary area

Each seat on the Regional Transportation Council will be provided a primary member and permitted an alternate member. Alternate members must be predetermined in advance of a meeting and will have voting rights at the full RTC meeting, as well as subcommittee meetings, in the absence of the primary member. An entity or group of entities may elect to appoint its alternate member(s) from a pool of eligible nominees. The same requirements apply to alternate members as to primary members. If a primary member is an elected official, then the alternate member must also be an elected official; if a primary member is a non-elected individual, then the alternate member can be either a non-elected individual or an elected official. Cities and/or counties within a cluster are strongly encouraged to reflect diversity in their selections of primary and alternate members as well as membership rotation amongst the group depending on the qualifications of the appointees. For clusters containing both counties and cities, the county that does not hold the primary seat shall appoint the alternate member, unless otherwise mutually agreed. A best practice for city-only clusters may be to appoint the alternate member from an eligible entity within the cluster that is not providing the primary member.

The appointing bodies are encouraged to select members in common for the RTC and the NCTCOG Executive Board.

- C. Voting Structure. Each seat on the Regional Transportation Council will be provided one vote, with the exception of the Chair who will only vote on a tie. As noted above, either the primary or alternate member in attendance will have the right to vote. An alternate member may represent only one primary member at any given meeting. Members must be in attendance to vote. No proxy or absentee voting will be allowed.
- D. Standards of Conduct (Ethics Policy). The Regional Transportation Council (RTC) establishes the following Ethics Policy in accordance with Section 472.034 of the Texas Transportation

Code. This policy applies to both primary and alternate RTC members, whether elected or non-elected. An RTC member may not:

- accept or solicit any gift, favor, or service that might reasonably tend to influence the member in the discharge of official duties or that the member knows or should know is being offered with the intent to influence the member's official conduct;
- accept other employment or engage in a business or professional activity that the member might reasonably expect would require or induce the member to disclose confidential information acquired by reason of the official position;
- accept other employment or compensation that could reasonably be expected to impair the member's independence of judgment in the performance of the member's official duties;
- make personal investments that could reasonably be expected to create a substantial conflict between the member's private interest and the public interest; or
- intentionally or knowingly solicit, accept, or agree to accept any benefit for having exercised the member's official powers or performed the member's official duties in favor of another.

A copy of the Ethics Policy will be provided to new RTC members, both primary and alternate, no later than the third business day after the date the person qualifies for membership and the North Central Texas Council of Governments receives notification.

All RTC members must also adhere to Chapter 171 of the Local Government Code and to the Code of Ethics from their respective local governments and public agencies.

The NCTCOG Executive Board has established an Ethics Policy and Standards of Conduct applicable to NCTCOG employees consistent with Section 472.034 of the Texas Transportation Code.

- E. Attendance. Records of attendance of RTC meetings shall be kept and presented monthly as part of the minutes. These records shall be sent to the represented local governments quarterly and shall indicate that such notice is standard practice and not indicative of any particular problem. Entities with RTC members that have missed at least three consecutive meetings or at least four meetings in the preceding 12 months will be notified and the appointing bodies shall be asked to review the continued service of their representatives. RTC members may record excused absences if it is made known to NCTCOG and it is related to the following: personal illness, family emergency, jury duty, business necessity, or fulfillment of obligation arising out of elected service. An excused absence will not be recorded as an absence. It is the responsibility of the primary members to notify NCTCOG staff and respective alternate members in advance when unable to attend a meeting. The names of the alternate members should also be provided to NCTCOG. If the primary member does not notify NCTCOG staff in writing (i.e., letter, email) of an alternate member's attendance at least two hours in advance of the commencement of the meeting, the alternate member will not be able to participate in the meeting as a voting member.
  
- F. Quorum. At least 50 percent of the appointed members identified in Section 3.A herein must be present at meetings for the RTC to take action.
  
- G. Officers. The Regional Transportation Council shall elect a Chair, Vice Chair, and Secretary for a term of one year. Elections shall be held in June of each year, with the new officers beginning their terms at the conclusion of the June meeting. The Chair shall appoint a nominating

committee no later than the May meeting of each year for the purpose of bringing before the Council a slate of officers for consideration. The nominating committee is tasked with confirming that the current Vice Chair and Secretary should move up to the office of Chair and Vice Chair, respectively, and nominate a new Secretary. Members of the nominating committee are eligible to be nominated for an officer position. The nominating committee, in its deliberations, shall address issues of diversity, including sensitivity to gender, ethnicity, and geography in making its recommendations. Officers shall be elected public officials appointed by and from the governing body of the member government. The slate of officers shall reflect leadership in rough proportion to the revenue distribution between the Eastern and Western Subregions. This will not be measured on a year-to-year basis, but will be aggregated over longer periods of time. This does not eliminate the possibility for the Western Subregion to have multiple officers for a reasonable amount of time. In the event that the Chair of the Regional Transportation Council cannot continue to serve at any time during the term of election, the Vice Chair shall automatically become the Chair. If the fulfillment of this term is eight months or less, the Chair is eligible to be reelected. A vacancy in either the office of the Vice Chair or Secretary shall be filled by the Regional Transportation Council in the first meeting of the Council after the vacancy becomes known. In the event that the offices of Chair, Vice Chair, and Secretary all become vacant, new officers shall be elected at the next regularly scheduled meeting of the Regional Transportation Council, with nominations from the floor.

By resolution on August 23, 2007, the North Central Texas Council of Governments Executive Board created an Investment Advisory Committee to guide the development of an investment plan for Regional Toll Revenue funds, also referred to as Revenue Center 5 funds. If the State delegates responsibility for Regional Toll Revenue funds to the North Central Texas Council of Governments, the Executive Board shall identify, at a minimum, one officer of the Regional Transportation Council to serve on the Investment Advisory Committee.



H. Meetings. At least one meeting shall be held annually by the Regional Transportation Council, but the Council shall meet as often as necessary for the purpose of transacting the business at hand. The Chair shall call the meeting and/or workshop and shall designate in the written notice of the meeting and/or workshop the business to be transacted or considered. The Staff Director to the Regional Transportation Council develops the meeting agenda. All members have the right to place items on an agenda by contacting the RTC Staff Director at least ten days in advance of the meeting date or by requesting the topic during an RTC meeting for a subsequent agenda. The Chair cannot restrict items to be placed on the agenda.

Written notice of the meeting, accompanied by an Agenda, shall be transmitted to the members and major news media at least 72 hours prior to the meeting. In special situations or under certain circumstances (i.e., inclement weather), confirmation of the meeting and/or member attendance will be made with members by telephone or email. The time and place of meetings shall be designated by the Chair. All meetings shall be held and meeting notice provided in accordance with Chapter 551 of the Texas Government Code.

I. Minutes. Minutes of the meetings shall be kept and shall be submitted to the members of the Council for approval. Meeting minutes from the Surface Transportation Technical Committee will be made available to the RTC for information.

J. Staff Support. Staff support for the Regional Transportation Council shall be furnished by the staff of the North Central Texas Council of Governments.

K. Council Functions. Functions of the Regional Transportation Council shall be as follows:

1. Provide direction to the regional transportation planning process.

2. Certify the coordination, comprehensiveness, and continuity of the regional transportation planning process.
3. Develop the Unified Planning Work Program, Metropolitan Transportation Plan and related items, and the Transportation Improvement Program in accordance with requirements of federal statutes and regulations.
4. Review the Transportation Improvement Program and Metropolitan Transportation Plan to assure that transportation projects do not unreasonably exceed the funding that currently seems likely to be available for each metropolitan subarea.
5. Select, nominate, and support projects for those funding programs authorized by federal law or requested by the State.
  - a. Eastern/Western Subregion Funding Split

The Dallas-Fort Worth Area is divided into two subregions for the distribution of funds to the region. The Eastern Subregion is comprised of the counties of Collin, Dallas, Denton, Ellis, Hunt, Kaufman, and Rockwall. The Western Subregion is comprised of the counties of Hood, Johnson, Parker, Tarrant and Wise. To ensure an equitable distribution of funding between the Eastern and Western portions of the Area, the RTC applies a funding distribution that fairly credits each subregion within all applicable federal and State laws. In extraordinary circumstances, it may be necessary to modify the Eastern/Western funding split of one category in order to accommodate federal/State laws of another. When this situation arises, the variation from established policy will be clearly documented and tracked. This policy applies to all funding programs selected and funded by the RTC. The Eastern/Western funding split is calculated and implemented in multiple ways depending upon the funding source, as indicated below:

- (1) Traditional Gas Tax Supported Funding: Mobility Programs are distributed based upon population, employment, activity (population and employment equalized), and vehicle miles of travel. Air Quality Programs are distributed based on Nitrogen Oxide and Volatile Organic Compound emissions. This funding split is determined at the beginning of each transportation funding bill cycle or every two years, whichever is less. This methodology applies to the following funding sources:
  - Surface Transportation Block Grant Program (STBG)—
  - Congestion Mitigation and Air Quality Improvement Program (CMAQ)
  - Metro Corridor (jointly selected by TxDOT and the RTC)
  - Transportation Alternatives Set-Aside (TA Set-Aside)
  - Texas Mobility Fund (jointly selected by TxDOT and the RTC)
  - Proposition 12 (jointly selected by TxDOT and the RTC)
- (2) Transit Section 5307 Urbanized Area Formula Program Funding: Distributed based on the same formula used by the Federal Transit Administration (FTA) to apportion the funds to the larger urbanized area. This funding split is determined on an annual basis when FTA apportionments are made available.

- (3) Toll Revenue Funding: Distributed based upon the factors enumerated in Texas State law and in accordance with the RTC Near Neighbor and Excess Revenue Policies. The funding split is determined at the time the revenues are received by the RTC directly or by the State on behalf of the RTC using tolling data from January of the affected year.
- b. RTC Procedures for Calls for Projects/Funding Initiatives
- (1) NCTCOG wishes to assist its member governments to the best extent possible assuring fair and equitable treatment for all. NCTCOG has historically provided technical assistance and will continue to do so under this policy. No supplemental information which is material to the application can be submitted or will be accepted after the application deadline. Applicants will be encouraged to submit their applications far enough in advance of the submission deadline to allow NCTCOG to review the material for completeness only. Applications submitted just prior to the deadline may not receive any advance review. NCTCOG staff will be able to provide more assistance to the applicant when the Regional Transportation Council's role is to simply nominate a project. NCTCOG staff must remain neutral when the Regional Transportation Council selects transportation projects.
  - (2) When the Regional Transportation Council sends out a Call for Projects, the applicant will have an option to return an "Intent to Submit" response to NCTCOG. This response will entitle each applicant that returns this to receive a reminder notice approximately two weeks in advance of the deadline. This reminder will include a summary of this policy statement reminding applicants that late or incomplete applications will not be accepted.
  - (3) The Regional Transportation Council will communicate these policies when a Call for Projects is initiated.
  - (4) The Regional Transportation Council will not accept any late applications.
  - (5) The Regional Transportation Council will not accept any incomplete applications.
  - (6) Consistent deadlines will be established with the standard deadline being on Friday at 5 p.m. NCTCOG must have the submitted application "in hand" at the NCTCOG offices. Postmarked by the published deadline does not constitute an on-time application. Deadlines other than the standard will be communicated in advance to the Regional Transportation Council. The RTC will establish a policy on the method by which proposals must be received to accommodate changes in technology over time.
  - (7) Questions on project scores are required previous to Regional Transportation Council selection. No appeals on late or incomplete applications will be accepted.

- (8) While all of the above rules apply to all RTC-sponsored Calls for Projects/Funding Initiatives, additional rules may apply when projects are selected using toll revenues.
6. Prioritize corridors identified for improvements in the Metropolitan Transportation Plan for which Corridor Studies shall be performed in accordance with federal regulations.
7. Review the limits of the Metropolitan Area and make revisions considered appropriate.
8. Authorize transit planning technical assistance to transit operating agencies at their request.
9. Encourage federal and state agencies to follow the plans and programs developed by the Regional Transportation Council.
10. Identify the kinds of consultant projects eligible for federal transportation funding.
11. County representatives are appointed to represent the transportation needs of the entire county, especially those areas of the county within unincorporated areas, and local governments within each county which are not directly represented on the RTC. It is the responsibility of the county representatives to inform and discuss policies and actions of the RTC with those impacted areas they represent and to communicate the transportation needs of these areas to the RTC. A best practice may be for the county representatives to hold regular meetings with the cities in their respective counties to discuss transportation-related items.
12. RTC members representing groups of entities are appointed to represent the transportation needs of all entities within the group. It is the responsibility of the RTC members representing groups to inform and discuss policies and actions of the RTC with elected officials in their impacted areas and to communicate the transportation needs of these areas to the RTC. A best practice may be for the primary member to hold regular meetings with the entities in the group to discuss transportation-related items.
13. Maintain a set of public involvement procedures, including public comment rules and decorum requirements, to optimize public participation and periodically review these procedures for possible enhancements.

## TECHNICAL COMMITTEES

Section 4. The following rules shall govern the procedures, membership, and records of the Technical Committees.

- A. Technical Committees. The following technical committees shall be the minimum number of committees formed to provide technical advice and review for the transportation planning process.

1. Surface Transportation Technical Committee (STTC)
2. Other technical committees determined by NCTCOG Transportation Director/Staff Director to the Regional Transportation Council. Operating guidelines and principles will be established by each committee as necessary.

B. Membership. Members of the Surface Transportation Technical Committee shall be staff personnel nominated by their respective governments or agencies and shall include at least one member from each jurisdiction and agency directly represented on the Regional Transportation Council. Local governments or agencies wishing to send a “consultant or designee” serving as staff is acceptable. Membership selected by formula will be based on the most recently approved population and employment data from NCTCOG with adjustments performed in June of even-numbered years. Membership and voting on the Surface Transportation Technical Committee shall be provided to local governments and public agencies and shall be represented by the following formulas:

- Dallas and Tarrant Counties shall each have two representatives.
- Each perimeter county in the Metropolitan Area shall have one representative.
- Each city within the Metropolitan Area with a combined population and employment greater than 1,500,000 shall have five representatives.
- Each city within the Metropolitan Area with a combined population and employment greater than 1,000,000 and less than or equal to 1,500,000 shall have four representatives.
- Each city within the Metropolitan Area with a combined population and employment greater than 500,000 and less than or equal to 1,000,000 shall have three representatives.

- Each city within the Metropolitan Area with a combined population and employment greater than 200,000 and less than or equal to 500,000 shall have two representatives.
- Each city within the Metropolitan Area with a combined population and employment greater than 40,000 and less than or equal to 200,000 shall have one representative.
- The following planning agencies will be represented as listed:
 

|   |   |              |
|---|---|--------------|
| TxDOT Fort Worth District                 | 2 |              |
| TxDOT Dallas District                     | 2 |              |
| TxDOT Paris District                      | 1 |              |
| TxDOT TP&P (Austin)                       | 1 |              |
| Dallas Area Rapid Transit                 | 2 |              |
| Fort Worth Transportation Authority       | 2 |              |
| Denton County Transportation Authority    | 1 |              |
| North Texas Tollway Authority             | 2 |              |
| Texas Commission on Environmental Quality | 1 | (non-voting) |
| Dallas Fort Worth International Airport   | 1 |              |

Each city with an RTC primary member representing multiple local governments and not having a Surface Transportation Technical Committee member by the above representation will also be provided one member.

Representatives from other local governments, the Federal Highway Administration, Federal Transit Administration, and U.S. Environmental Protection Agency are welcome to attend the meetings.

Members of other Technical Committees are selected on an as-needed basis and shall be approved by the Executive Board of the North Central Texas Council of Governments.

C. Standards of Conduct (Ethics Policy).

The Regional Transportation Council (RTC) establishes the following Ethics Policy in accordance with Section 472.034 of the Texas Transportation Code. This policy applies to all Technical Committee members, whether local government representatives, consultants or designees. A Technical Committee member may not:

- accept or solicit a gift, favor, or service that might reasonably tend to influence the member in the discharge of official duties or that the member knows or should know is being offered with the intent to influence the member's official conduct;
- accept other employment or engage in a business or professional activity that the member might reasonably expect would require or induce the member to disclose confidential information acquired by reason of the official position;
- accept other employment or compensation that could reasonably be expected to impair the member's independence of judgment in the performance of the member's official duties;
- make personal investments that could reasonably be expected to create a substantial conflict between the member's private interest and the public interest; or
- intentionally or knowingly solicit, accept, or agree to accept any benefit for having exercised the member's official powers or performed the member's official duties in favor of another.

A copy of the Ethics Policy will be provided to new Technical Committee members no later than the third business day after the date the person qualifies for membership and the North Central Texas Council of Governments receives notification.

Technical Committee members must also adhere to Chapter 171 of the Local Government Code and to the Code of Ethics from their respective local governments and public agencies.

- D. Attendance. Records of attendance at Surface Transportation Technical Committee meetings shall be kept and presented monthly as part of the minutes. These records shall be sent to the represented local governments quarterly. Entities with STTC members that have missed at least three consecutive meetings or at least four meetings in the preceding 12 months will be notified and the appointing bodies shall be asked to review the continued service of their representatives. STTC members may record an excused absence if it is made known to NCTCOG and it is related to the following: personal illness, family emergency, jury duty, or business necessity. An excused absence will not be recorded as an absence. The quarterly attendance notice shall indicate that such notice is standard practice and not indicative of any particular problem.
- E. Quorum. The Technical Committee approved membership in attendance at a meeting shall constitute a quorum for action to be taken.
- F. Officers. A Chair, Vice Chair, and a Secretary for the Surface Transportation Technical Committee shall be designated by the Executive Board of the North Central Texas Council of Governments for a term of one year, beginning in June of each year. Issues of diversity, including sensitivity to gender, ethnicity, and geography, shall be considered in the officer recommendations. The slate of officers shall also reflect leadership in rough proportion to the revenue distribution between the Eastern and Western Subregions. This will not be measured on a year-to-year basis, but will be aggregated over longer periods of time. This does not eliminate the possibility for the Western Subregion to have multiple officers for a reasonable amount of time. Officers for other technical committees will be approved by the Executive Board as well.



G. Meetings. Meetings of the Technical Committees shall be held as necessary to review and advise on matters referred to them. The Chair shall call such meetings as necessary and shall notify all Committee members.

H. Minutes. Minutes of all meetings shall be kept and submitted to the membership of the Committee for approval. Minutes will also be made available to the RTC. The Regional Transportation Council will be kept apprised of Surface Transportation Technical Committee attendance by agency.

I. Staff Support. Staff support for the Surface Transportation Technical Committee shall be furnished by the North Central Texas Council of Governments.

J. Committee Functions. The functions of the Technical Committees shall be to review and comment on all matters referred to them by either the Regional Transportation Council, their respective Technical Committee Chairs, or the NCTCOG Transportation Director.

#### INTENT

Section 5. These Bylaws and Operating Procedures are intended to provide rules and procedures to assure the orderly function of the regional transportation planning process in North Central Texas. The Bylaws and Operating Procedures should be reviewed for possible revisions every four years.

#### ADOPTION

Section 6. These Bylaws and Operating Procedures shall be in full force and effect at such time as they have been approved by two-thirds vote of the Regional Transportation Council at a meeting at which a quorum, as defined herein, is present.

#### REVISION

Section 7. These Bylaws and Operating Procedures may be revised by approval of two-thirds of the members of the Regional Transportation Council at a meeting at which a quorum, as defined herein, is present. Changes in the Bylaws must be presented at one regularly scheduled meeting and voted on at a following regularly scheduled meeting. No Bylaw change shall be made that has not been presented at a previous meeting.

## **APPENDIX A**

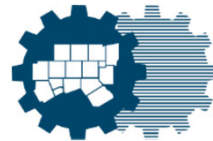
APPENDIX A  
2022 RTC Membership Structure

| <u>City</u>               |                    |                    | <u>Maximum of<br/>Population<br/>and Employment</u> | <u>Percent of Total<br/>Based on Maximum</u> | <u>Share of 27 RTC<br/>City Seats</u> | <u>% of RTC Seat<br/>By Grouping</u> | <u>Number of<br/>RTC Seats<br/>by Formula</u> | <u>Current<br/>RTC Seats</u> |                              |
|---------------------------|--------------------|--------------------|---|--|---------------------------------------|--------------------------------------|---|------------------------------|------------------------------|
| City Membership           | 2022<br>Population | 2020<br>Employment |   |  |                                       |                                      |   |                              |                              |
| Plano                     | 290,850            | 309,830            | 309,830   | 4.47%  | 1.208                                 | 1.208                                | 1   | 1                            |                              |
| McKinney                  | 206,460            | 75,142             | 206,460   | 2.98%  | 0.805                                 |                                      |   |                              |                              |
| Anna                      | 20,980             | 2,041              | 20,980  | 0.30%  | 0.082                                 |                                      |   |                              |                              |
| Princeton                 | 21,760             | 1,184              | 21,760  | 0.31%  | 0.085                                 |                                      |   |                              |                              |
| Fairview                  | 10,830             | 2,102              | 10,830  | 0.16%  | 0.042                                 |                                      |   |                              |                              |
| Melissa                   | 18,030             | 1,264              | 18,030  | 0.26%  | 0.070                                 | 1.084                                | 1   | 1                            |                              |
| Allen                     | 104,870            | 48,745             | 104,870   | 1.51%  | 0.409                                 |                                      |   |                              |                              |
| Lucas                     | 8,000              | 1,285              | 8,000   | 0.12%  | 0.031                                 |                                      |   |                              |                              |
| Wylie                     | 60,460             | 12,579             | 60,460  | 0.87%  | 0.236                                 |                                      |   |                              |                              |
| Rowlett                   | 65,030             | 11,730             | 65,030  | 0.94%  | 0.254                                 |                                      |   |                              |                              |
| Sachse                    | 28,450             | 2,641              | 28,450  | 0.41%  | 0.111                                 |                                      |   |                              |                              |
| Murphy                    | 21,200             | 3,269              | 21,200  | 0.31%  | 0.083                                 |                                      |   |                              |                              |
| Parker                    | 5,730              | 414                | 5,730   | 0.08%  | 0.022                                 |                                      |   |                              |                              |
| Lavon                     | 5,710              | 42                 | 5,710   | 0.08%  | 0.022                                 | 1.168                                | 1   | 1                            |                              |
| Frisco                    | 217,470            | 103,440            | 217,470   | 3.14%  | 0.848                                 |                                      |   |                              |                              |
| Prosper                   | 35,410             | 5,128              | 35,410  | 0.51%  | 0.138                                 |                                      |   |                              |                              |
| Little Elm                | 51,640             | 10,705             | 51,640  | 0.75%  | 0.201                                 |                                      |   |                              |                              |
| The Colony                | 45,900             | 14,923             | 45,900  | 0.66%  | 0.179                                 |                                      |   |                              |                              |
| Celina                    | 25,240             | 2,623              | 25,240  | 0.36%  | 0.098                                 |                                      |   |                              |                              |
| Providence Village        | 8,260              | 639                | 8,260   | 0.12%  | 0.032                                 | 1.497                                | 1   | 1                            |                              |
| Dallas                    | 1,321,740          | 1,210,400          | 1,321,740   | 19.09%                                       | 5.154                                 |                                      |   |                              |                              |
| University Park           | 25,360             | 10,724             | 25,360  | 0.37%  | 0.099                                 |                                      |   |                              |                              |
| Highland Park             | 8,800              | 4,257              | 8,800   | 0.13%  | 0.034                                 | 5.287                                | 5   | 6                            | Includes seat for Love Field |
| Garland                   | 247,590            | 108,320            | 247,590   | 3.58%  | 0.965                                 | 0.965                                | 1   | 1                            |                              |
| Addison                   | 17,720             | 80,505             | 80,505  | 1.16%  | 0.314                                 |                                      |   |                              |                              |
| Richardson                | 122,570            | 170,520            | 170,520   | 2.46%  | 0.665                                 | 0.979                                | 1   | 1                            |                              |
| Irving                    | 261,350            | 309,100            | 309,100   | 4.46%  | 1.205                                 |                                      |   |                              |                              |
| Coppell                   | 43,140             | 46,666             | 46,666  | 0.67%  | 0.182                                 | 1.387                                | 1   | 1                            |                              |
| Mesquite                  | 152,020            | 70,576             | 152,020   | 2.20%  | 0.593                                 |                                      |   |                              |                              |
| Balch Springs             | 27,740             | 6,919              | 27,740  | 0.40%  | 0.108                                 |                                      |   |                              |                              |
| Seagoville                | 19,580             | 3,793              | 19,580  | 0.28%  | 0.076                                 |                                      |   |                              |                              |
| Sunnyvale                 | 8,540              | 4,768              | 8,540   | 0.12%  | 0.033                                 | 0.811                                | 1   | 1                            |                              |
| Grand Prairie             | 199,780            | 88,592             | 199,780   | 2.89%  | 0.779                                 | 0.779                                | 1   | 1                            |                              |
| Duncanville               | 40,700             | 16,236             | 40,700  | 0.59%  | 0.159                                 |                                      |   |                              |                              |
| DeSoto                    | 57,380             | 20,743             | 57,380  | 0.83%  | 0.224                                 |                                      |   |                              |                              |
| Cedar Hill                | 50,280             | 15,260             | 50,280  | 0.73%  | 0.196                                 |                                      |   |                              |                              |
| Lancaster                 | 41,560             | 15,443             | 41,560  | 0.60%  | 0.162                                 |                                      |   |                              |                              |
| Glenn Heights             | 18,090             | 550                | 18,090  | 0.26%  | 0.071                                 |                                      |   |                              |                              |
| Hutchins                  | 5,700              | 4,742              | 5,700   | 0.08%  | 0.022                                 |                                      |   |                              |                              |
| Wilmer                    | 6,690              | 462                | 6,690   | 0.10%  | 0.026                                 | 0.859                                | 1   | 1                            |                              |
| Carrollton                | 135,110            | 114,810            | 135,110   | 1.95%  | 0.527                                 |                                      |   |                              |                              |
| Farmers Branch            | 38,140             | 87,335             | 87,335  | 1.26%  | 0.341                                 | 0.867                                | 1   | 1                            |                              |
| Denton                    | 146,750            | 106,740            | 146,750   | 2.12%  | 0.572                                 |                                      |   |                              |                              |
| Sanger                    | 9,470              | 5,134              | 9,470   | 0.14%  | 0.037                                 |                                      |   |                              |                              |
| Corinth                   | 22,800             | 7,052              | 22,800  | 0.33%  | 0.089                                 |                                      |   |                              |                              |
| Lake Dallas               | 7,790              | 2,811              | 7,790   | 0.11%  | 0.030                                 |                                      |   |                              |                              |
| Aubrey                    | 7,580              | 913                | 7,580   | 0.11%  | 0.030                                 |                                      |   |                              |                              |
| Krum                      | 5,790              | 827                | 5,790   | 0.08%  | 0.023                                 |                                      |   |                              |                              |
| Hickory Creek             | 5,440              | 1,301              | 5,440   | 0.08%  | 0.021                                 |                                      |   |                              |                              |
| Oak Point                 | 5,000              | 558                | 5,000   | 0.07%  | 0.019                                 | 0.821                                | 1   | 1                            |                              |
| Lewisville                | 132,620            | 94,311             | 132,620   | 1.92%  | 0.517                                 |                                      |   |                              |                              |
| Flower Mound              | 78,570             | 40,851             | 78,570  | 1.13%  | 0.306                                 |                                      |   |                              |                              |
| Highland Village          | 16,020             | 6,665              | 16,020  | 0.23%  | 0.062                                 |                                      |   |                              |                              |
| Northlake                 | 8,790              | 3,120              | 8,790   | 0.13%  | 0.034                                 |                                      |   |                              |                              |
| Justin                    | 5,820              | 3,657              | 5,820   | 0.08%  | 0.023                                 | 0.943                                | 1   | 1                            |                              |
| Fort Worth                | 955,900            | 575,550            | 955,900   | 13.80%                                       | 3.727                                 | 3.727                                | 4   | 4                            |                              |
| Arlington                 | 399,560            | 225,160            | 399,560   | 5.77%  | 1.558                                 | 1.558                                | 2   | 2                            |                              |
| N. Richland Hills         | 71,600             | 31,646             | 71,600  | 1.03%  | 0.279                                 |                                      |   |                              |                              |
| Richland Hills            | 8,630              | 5,848              | 8,630   | 0.12%  | 0.034                                 |                                      |   |                              |                              |
| Haltom City               | 46,260             | 21,351             | 46,260  | 0.67%  | 0.180                                 |                                      |   |                              |                              |
| Watauga                   | 23,660             | 5,555              | 23,660  | 0.34%  | 0.092                                 |                                      |   |                              |                              |
| White Settlement          | 18,430             | 9,257              | 18,430  | 0.27%  | 0.072                                 |                                      |   |                              |                              |
| River Oaks                | 7,640              | 1,645              | 7,640   | 0.11%  | 0.030                                 |                                      |   |                              |                              |
| Lake Worth                | 4,710              | 6,125              | 6,125   | 0.09%  | 0.024                                 |                                      |   |                              |                              |
| Saginaw                   | 24,450             | 7,556              | 24,450  | 0.35%  | 0.095                                 |                                      |   |                              |                              |
| Azle                      | 13,610             | 4,825              | 13,610  | 0.20%  | 0.053                                 |                                      |   |                              |                              |
| Sansom Park               | 5,480              | 1,089              | 5,480   | 0.08%  | 0.021                                 |                                      |   |                              |                              |
| Keller                    | 46,060             | 18,460             | 46,060  | 0.67%  | 0.180                                 | 1.060                                | 1   | 1                            |                              |
| Grapevine                 | 52,000             | 114,620            | 114,620   | 1.66%  | 0.447                                 |                                      |   |                              |                              |
| Southlake                 | 31,770             | 36,439             | 36,439  | 0.53%  | 0.142                                 |                                      |   |                              |                              |
| Colleyville               | 26,370             | 10,289             | 26,370  | 0.38%  | 0.103                                 |                                      |   |                              |                              |
| Westlake                  | 1,840              | 9,604              | 9,604   | 0.14%  | 0.037                                 |                                      |   |                              |                              |
| Trophy Club               | 14,400             | 2,526              | 14,400  | 0.21%  | 0.056                                 |                                      |   |                              |                              |
| Roanoke                   | 9,830              | 5,774              | 9,830   | 0.14%  | 0.038                                 |                                      |   |                              |                              |
| Hurst                     | 40,430             | 22,852             | 40,430  | 0.58%  | 0.158                                 |                                      |   |                              |                              |
| Euless                    | 61,480             | 31,276             | 61,480  | 0.89%  | 0.240                                 |                                      |   |                              |                              |
| Bedford                   | 49,930             | 34,770             | 49,930  | 0.72%  | 0.195                                 | 1.416                                | 1   | 1                            |                              |
| Mansfield                 | 77,040             | 30,508             | 77,040  | 1.11%  | 0.300                                 |                                      |   |                              |                              |
| Benbrook                  | 25,240             | 6,243              | 25,240  | 0.36%  | 0.098                                 |                                      |   |                              |                              |
| Forest Hill               | 14,190             | 3,669              | 14,190  | 0.20%  | 0.055                                 |                                      |   |                              |                              |
| Crowley                   | 18,600             | 4,821              | 18,600  | 0.27%  | 0.073                                 |                                      |   |                              |                              |
| Everman                   | 6,170              | 1,703              | 6,170   | 0.09%  | 0.024                                 |                                      |   |                              |                              |
| Kennedale                 | 8,530              | 2,374              | 8,530   | 0.12%  | 0.033                                 | 0.584                                | 1   | 1                            |                              |
| Total                     | 6,618,110          | 4,505,922          | 6,924,764   |  | 27                                    | 27.000                               | 27  | 28                           |                              |
| Allocation for City Seats |                    |                    |   |  | 27                                    |                                      |   |                              |                              |
| Population Per RTC Seat   |                    |                    |   |  | 256,473                               |                                      |   |                              |                              |

APPENDIX A  
2022 RTC Membership Structure (Continued)

| City Membership                                |                    | Number of RTC<br>Seats by Formula<br>27 | Current<br>RTC Seats<br>28 |
|--|--------------------|---|----------------------------|
| 2022 Population by County Grouped By RTC Seats |                    |   |                            |
| County Membership                              |                    | Number of<br>RTC Seats                  | Current<br>RTC Seats       |
|  | 2022<br>Population |   |                            |
| <u>Collin County</u>                           | 1,135,060          | 1                                       | 1                          |
| <u>Dallas County</u>                           | 2,654,510          | 2                                       | 2                          |
| <u>Denton County</u>                           | 950,660            | 1                                       | 1                          |
| <u>Tarrant County</u>                          | 2,157,740          | 2                                       | 2                          |
| <u>Ellis County</u>                            | 207,620            |   |                            |
| Ennis  | 21,860             |   |                            |
| Waxahachie                                     | 44,280             |   |                            |
| Midlothian                                     | 37,580             |   |                            |
| Red Oak  | 15,640             |   |                            |
| <u>Kaufman County</u>                          | 153,130            |   |                            |
| Forney   | 27,040             |   |                            |
| Kaufman  | 6,990              |   |                            |
| Terrell  | 17,590             |   |                            |
| Combined Ellis and Kaufman Population          | 360,750            | 1                                       | 1                          |
| <u>Johnson County</u>                          | 193,500            |   |                            |
| Burleson                                       | 50,210             |   |                            |
| Cleburne                                       | 32,640             |   |                            |
| Keene  | 6,500              |   |                            |
| Joshua   | 8,370              |   |                            |
| Venus  | 5,760              |   |                            |
| Alvarado                                       | 5,330              |   |                            |
| <u>Hood County</u>                             | 62,120             |   |                            |
| Granbury                                       | 11,440             |   |                            |
| Combined Johnson and Hood Population           | 255,620            | 1                                       | 1                          |
| <u>Hunt County</u>                             | 104,900            |   |                            |
| Commerce                                       | 9,180              |   |                            |
| Greenville                                     | 30,450             |   |                            |
| <u>Rockwall County</u>                         | 119,900            |   |                            |
| Rockwall                                       | 49,300             |   |                            |
| Heath  | 9,890              |   |                            |
| Royse City                                     | 18,810             |   |                            |
| Fate   | 22,890             |   |                            |
| Combined Hunt and Rockwall Population          | 224,800            | 1                                       | 1                          |
| <u>Parker County</u>                           | 152,930            |   |                            |
| Weatherford                                    | 31,690             |   |                            |
| Mineral Wells                                  | 15,090             |   |                            |
| Willow Park                                    | 5,210              |   |                            |
| Aledo  | 5,010              |   |                            |
| <u>Wise County</u>                             | 69,740             |   |                            |
| Decatur  | 6,910              |   |                            |
| Bridgeport                                     | 5,930              |   |                            |
| Combined Parker and Wise Population            | 222,670            | 1                                       | 1                          |
| Total County Membership                        |                    | 10                                      | 10                         |
| DART   |                    | 1                                       | 1                          |
| DCTA   |                    | 1                                       | 1                          |
| FWTA   |                    | 1                                       | 1                          |
| DFW Airport                                    |                    | 1                                       | 1                          |
| TxDOT Dallas                                   |                    | 1                                       | 1                          |
| TxDOT Fort Worth                               |                    | 1                                       | 1                          |
| NTTA   |                    | 1                                       | 1                          |
| Total Transportation Providers                 |                    | 7                                       | 7                          |
| Total RTC Members                              |                    | 44                                      | 45                         |
| Total MPA Population                           | 7,961,810          |   |                            |

Data Based on NCTCOG Annual Population Estimates and Estimated 2020 Employment



# Local Clean Air Project Spotlight

Regional Transportation Council

December 8, 2022

North Central Texas Council of  
Governments

# Project Spotlight – Romark Logistics

|  |   |
|--|---|
| <b>Awarded Project</b>                             | Two Electric Powered Terminal Tractors (Yard Trucks);<br>100% NOx Emissions Reduction at Location |
| <b>Technology Replaced</b>                         | Two Diesel Engine Powered Terminal Tractors   |
| <b>Project Geographic Area</b>                     | Operating in Lancaster, Texas (Dallas County)   |
| <b>Implementation Date</b>                         | April 2022  |
| <b>Awarded Amount</b><br><b>Total Project Cost</b> | \$288,914<br>\$651,016  |
| <b>Call for Projects</b>                           | North Texas Emissions Reduction Project 2020  |
| <b>Funding Source</b>                              | Environmental Protection Agency<br>National Clean Diesel Funding Assistance Program               |



# Project Spotlight – Romark Logistics



Terminal Tractor Front



Terminal Tractor Side Profile



Terminal Tractor and Charging Unit





# Contact Us



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## MINUTES

### Regional Transportation Council PUBLIC MEETING

#### Transportation Alternatives Program Call for Projects: Recommended Funding Awards

#### Walk to School Day Recap

#### Regional Policy for Complete Streets & Context Sensitive Design

#### End of 2022 Ozone Season

### Meeting Date and Location

The North Central Texas Council of Governments (NCTCOG) held a hybrid public meeting Monday, Nov. 7, 2022, at noon in Arlington. Patrons could attend in person, via phone, or view the live stream at [www.nctcog.publicinput.com/nctcogNov22](http://www.nctcog.publicinput.com/nctcogNov22). Karla Windsor, Senior Program Manager, moderated the meeting, attended by 99 people.

### Public Meeting Purpose and Topics

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

- Transportation Alternatives Program Call for Projects: Recommended Funding Awards – **presented by Daniel Snyder**
- Walk to School Day Recap – **presented by Erin Curry**
- Regional Policy for Complete Streets & Context Sensitive Design – **presented by Cauner McDonald**
- End of 2022 Ozone Season – **presented by Nick Van Haasen**

The public meeting was held to educate, inform, and seek comments from the public. Comments were solicited from those attending who wished to speak for the record. The presentations made during the meeting as well as a video recording were posted online at [www.nctcog.publicinput.com/nctcogNov22](http://www.nctcog.publicinput.com/nctcogNov22).

### Summary of Presentations

#### ***Transportation Alternatives Program Call for Projects: Recommended Funding Awards presentation:***

<https://www.nctcog.org/getmedia/960e47c9-556b-45de-b5db-70637a5e52c0/Transportation-Alternatives-Set-Aside-Program.pdf>

#### ***Transportation Alternatives Program Call for Projects: Recommended Funding Awards handout:***

[https://www.nctcog.org/getmedia/2d62267f-99da-4939-839c-3f3538de81a6/Draft\\_TA-Project-Funding-Tables\\_11-03-2022.pdf](https://www.nctcog.org/getmedia/2d62267f-99da-4939-839c-3f3538de81a6/Draft_TA-Project-Funding-Tables_11-03-2022.pdf)

Project activities eligible to receive funding from the 2022 Transportation Alternatives Call for Projects (TA CFP) include shared-use paths, on-street bikeways, signage, and protected intersections, among others. The 2022 TA CFP had four eligible project categories: Active Transportation, Safe Routes to School, Safe Routes to Rail, and Safety and Technology. Each category had its own set of scoring criteria.

NCTCOG staff received 33 applications and is recommending awarding funding to projects in the City of Arlington, City of Fort Worth, City of Frisco, City of Allen, Dallas County, and along Dallas Area Rapid Transit (DART) routes. A breakdown of funding allocations can be viewed at [www.publicinput.com/nctcogNov22](http://www.publicinput.com/nctcogNov22).

The RTC will take action on the 2022 Transportation Alternatives Call for Projects funding recommendations on Thursday, Dec. 8, 2022.

***Walk to School Day Recap presentation:***

<https://www.nctcog.org/getmedia/9c5610e8-35b7-4d2c-bed5-9eadd6378f79/Walk-to-School-Day-Recap.pdf>

Walk to School Day, which began in 1997, is an annual event where schools and communities all across the country walk to school on the same day.

A total of 2,789 events were registered nationwide and 198 events were registered in the State of Texas, with 104 of those events taking place in Collin, Dallas, Denton, Ellis, Hunt, and Tarrant counties. NCTCOG staff helped 20 of the aforementioned schools celebrate Walk to School Day. Prizes were awarded to schools based on the events planned and in the order of applications received.

The next Walk to School Day event will be held on Wednesday, Oct. 4, 2023. For more information, visit [www.WalkBiketoSchool.com](http://www.WalkBiketoSchool.com).

***Regional Policy for Complete Streets & Context Sensitive Design presentation:***

<https://www.nctcog.org/getmedia/fb626bc9-21d7-42dc-942b-07e39ee0af64/Complete-Streets-and-Context-Sensitive-Design.pdf>

The Regional Model for Complete Streets & Context Sensitive Design outlines the importance of planning and constructing complete streets and is intended to serve as the framework for encouraging local policies and projects across the region.

The Federal Highway Administration (FHWA) defines “complete streets” as an approach to planning, designing, building, operating, and maintaining streets that enable safe access for all people who need to use them, including pedestrians, bicyclists, motorists, and transit users of all ages and abilities. The needs of roadway users are different in rural, suburban, and urban communities. Thus, streets should be designed to fit the distinct context, circumstances, and local characteristics.

The proposed resolution will:

- Direct staff to collaborate with local governments and transportation providers to develop a checklist and guide for projects with complete streets and context sensitive design elements.
- Encourage the adoption and implementation of local government policies and resolutions related to complete streets and context sensitive design.
- Encourage consideration of complete streets and context sensitive design elements in future updates to local plans, manuals, ordinances, codes, and associated rules and regulations.
- Encourage local collaboration with the Texas Department of Transportation to implement transportation projects that apply context sensitive solutions consistent with local community characteristics.
- Direct staff to provide technical support for the development of local policies, resolutions, and applications for performance management.

The RTC will take action on Regional Policy for Complete Streets & Context Sensitive Design on Thursday, Nov. 10, 2022.

***End of 2022 Ozone Season presentation:***

<https://www.nctcog.org/getmedia/0c9a53b4-d2ad-4f4c-adb7-90569607aa26/2022-End-Of-Ozone-Season.pdf>

Ozone is a gas composed of three atoms of oxygen and occurs both in the Earth's upper atmosphere and at ground level. Ground-level ozone is commonly referred to as "bad ozone" and forms when emission sources emit nitrogen oxides and/or volatile organic compounds that react in the presence of sunlight. Ozone can make it more difficult to breathe, aggravate lung diseases, and inflame and damage the airway.

North Texas is currently under two ozone standards, one for 2008 and one for 2015. Because the region did not meet attainment for either standard, NCTCOG staff is preparing for the region to be reclassified from marginal to moderate under the 2015 standard and from serious to severe under the 2008 standard.

Staff expects the attainment deadline for the new classifications to be no later than July 20, 2027 for the 2008 standard and no later than August 3, 2024 for the 2015 standard.

For more information on regional air quality, visit <https://www.nctcog.org/trans/quality/air/ozone>.

## **COMMENTS RECEIVED DURING THE MEETING**

### **Transportation Alternatives Program Call for Projects: Recommended Funding Awards**

**Mike P, Citizen**

**A. Light Rail in Fort Worth**

*Comment:* Has any thought been given to a light rail system like DART that connects the major neighborhoods in Fort Worth, or to expanding the TEXRail system beyond the T&P Station? There have been apartment complexes popping up everywhere and eventually parking and traffic will be even more challenging. West 7th is already best avoided altogether since more and more development is being crammed in the same space.

*Summary of Response by Karla Windsor:* NCTCOG's long-range transportation plan, Mobility 2045, has a lot of long-range systems in place for rail extensions, and planning for this initiative has been done at both the regional and local level. There have been attempts to run public transportation to the West 7th area specifically, and I know those are of interest to the community. Our transit team is currently trying to find a more permanent solution.

### **End of 2022 Ozone Season**

**Phyllis Silver, Citizen**

A: Nonattainment penalties

*Comment:* Could you review what the penalties are for being in the nonattainment zone? Are penalties imposed by the State or some other entity? If there is a fee, who pays it, and to whom do they pay it?

*Summary of Response by Nick Van Haasen:* There are some penalties for being in nonattainment, and they are paid to the Environmental Protection Agency. If you feel comfortable providing your contact information, we can send you additional information.

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

#### **Social Media**

No comments submitted.

#### **Website**

No comments submitted.

#### **Mail**

**Phyllis Silver, Citizen**

Please see Attachment 1 for comments submitted via postal mail.

Comments and Questions

Transportation Alternatives Set Aside Program

Question: What does "Set aside" refer to in the title of this budget?

Comments: I am pleased that there is an effort to make the streets in our Region more walkable.

I would like to see "Safe Routes to Rail" to be expanded to "Safe Routes to Public Transportation". In the Dallas area (not just the city of Dallas) there are grassy and rocky areas, broken sidewalks, sidewalks with obstacles, such as utility poles and utility units that make it difficult to go to and from bus stops. Traffic signals controlling crossings to and from bus stops are not always conducive to the safety of pedestrians, wheelchair users, and bicyclists. I would like to see improvement in these areas.

Walk to School Day 2022

Comments: This is a great initiative to have children thinking about walking.

It is wonderful that MTCOG has provided incentives to schools for this program.

Regional Model Supporting Complete Streets (Context Sensitive Design)

Comment: I support the RTC's effort to encourage local governments in our Region to adopt complete streets designs.

Jackie, 11/23/2022

Thank you for returning my call promptly today.

Attached are my comments & questions for the November Public Input Opportunity. This is due December 6.

Phyllis Silver

Phyllis Silver  
11/23/2022

November 2022 Transportation Public Meeting  
Comments and Questions  
(continued)

End of 2022 Ozone Season

Comments: During the November 7, 2022 NCTCOG Public Input Meeting, I had asked if penalties were imposed if our Region is designated as "non attainment". I see from the NCTCOG Air Quality Handbook that "failure to meet Federal standards for air quality could result in additional emission-control requirements" and could result "in a freeze on Federal transportation funding."

Questions: Is there any way of determining who the air pollution offenders are? If there is, is there a way to penalize these offenders? Is there a financial penalty for companies that are responsible for us being a nonattainment zone? If there are financial penalties, are they paid to the EPA or some other group?

Are there incentives for companies to comply with Federal air quality standards?

Comment: I am thinking that if there are no penalties for offenders and incentives to comply, then compliance may not be a priority for some companies. I would be interested in learning your comments on this matter.  
Thank you.



Phyllis Silver  
Phyllis Silver  
11/23/2022



# TRANSPORTATION PUBLIC MEETING

**DEC. 12 · NOON · 616 SIX FLAGS DR. ARLINGTON, TX**

## PRESENTATIONS

### Map Your Experience 2022 Insights Report

Map Your Experience gathers input on transportation from members of the public who are experts on daily travel throughout the region. Public comments help identify transportation issues across the region so NCTCOG can work with partner agencies to find solutions. Staff will provide a report summarizing comments received since May 2020.

### DFW High-Speed Transportation Connections Study Update

Phase 1 of the Dallas to Fort Worth High-Speed Transportation Connections Study has been completed, and the project is advancing to Phase 2. Staff will briefly review the recommended alignments and high-speed mode selected during Phase 1 before presenting next steps, including preliminary engineering and environmental documentation through the National Environmental Policy Act (NEPA) process.

### Conformity Lapse Grace Period

The Clean Air Act requires Metropolitan Planning Organizations to perform a transportation conformity analysis when a Metropolitan Transportation Plan is developed or updated. The Federal Highway Administration confirmed the determination deadline could not be met for the Mobility 2045 - 2022 Update and initiated a transportation conformity lapse grace period for the Dallas-Fort Worth non-attainment area. Staff will present details on this grace period and how it impacts the conformity determination process.

### DFW Clean Cities Fleet Recognition Awards and Annual Survey Results

NCTCOG is the host organization for Dallas-Fort Worth Clean Cities (DFWCC), a US Department of Energy initiative to reduce total energy impacts in the transportation sector. As a part of these efforts, DFWCC surveys local fleets each year about alternative fuel use and other fuel-saving activities. Staff will present the 2021 Annual Survey results and details on the fleet recognition awardees.

## ONLINE REVIEW & COMMENT (NO PRESENTATION)

**Proposed Modifications to the List of Funded Projects:**  
[publicinput.com/nctcogDec22](https://publicinput.com/nctcogDec22)

*For special accommodations due to a disability or for language interpretation, contact Jackie Castillo at 817-695-9255 or [jcastillo@nctcog.org](mailto:jcastillo@nctcog.org) at least 72 hours prior to the meeting. Reasonable accommodations will be made.*

*Need a ride to the public meeting? Request a \$6 roundtrip ride from the DFW CentrePort Station to NCTCOG with the Via app! Download the app at: [arlingtontx.gov/via](https://arlingtontx.gov/via).*

*Attend in person, watch the presentations live at [publicinput.com/nctcogDec22](https://publicinput.com/nctcogDec22), or participate via phone by dialing 855-925-2801 then code 3711.*



### RESOURCES & INFORMATION

**Interactive Public Input: Map Your Experience:**  
[nctcog.org/mapyourexperience](https://nctcog.org/mapyourexperience)

**Regional Smoking Vehicle Program (RSVP):**  
[smokingvehicle.net](https://smokingvehicle.net)

**Vehicle Incentive & Funding Opportunity:**  
[nctcog.org/aqfunding](https://nctcog.org/aqfunding)

**Saving Money & Reducing Truck Emissions**  
[nctcog.org/SMARTe](https://nctcog.org/SMARTe)

**Engine Off North Texas**  
[EngineOffNorthTexas.org](https://EngineOffNorthTexas.org)



## **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 May 12, 2022.

This report is a compilation of general public comments submitted by members of the public from Thursday, Oct. 20, through Saturday, Nov. 19. Comments and questions are submitted for the record and can be submitted via Facebook, Twitter, fax, email, online and in person at the monthly RTC meeting.

This month, public comments were received on a number of topics across social media platforms and via email. Comments related to safety were in the majority.

In addition, comments can be submitted through Map Your Experience, the Transportation Department's online mapping tool. The tool allows users to drop a pin on a location in the region and leave a detailed comment. This month, there were 4 comments related to roadway conditions and 3 comments related to bicycle and pedestrian conditions. To read them, visit: <http://nctcoggis.maps.arcgis.com/apps/CrowdsourceReporter/index.html?appid=b014e6d39b604b3ca329d9094ed1e9e2>.

#### **Air Quality**

##### **Twitter –**

1. @NCTCOGtrans — Nick Owens (Nickowens321)



#### **Bicycle and Pedestrian**

##### **Facebook –**

1. We're partnering with Texas Department of Transportation on a virtual public hearing for policies affecting bicycle use on the Texas highway system. Provide your input through Friday, Dec. 2 at: <http://keepitmovingdallas.com/bicycle>



get all of the fuel saving devices back from the oil company — George Knudson  
 put the fuse back on the electric car - no or wrong fuse = fire — George Knudson

#### **Twitter –**

1. .@CityOfDallas Bike & Pedestrian tour in #D12. Thank you for spending the morning learning about the challenges and opportunities in our area! #cycling @VisionZeroTexas @NCTCOGtrans — caraathome (@caraathome)



Is it common to drive a car through the bike/pedestrian tour? — Chumbucket (@ObiWanKodos)

Yes — caraathome (@caraathome)

Thanks Cara! As a runner, cyclist and walker in D12 I appreciate you taking the time to evaluate how we can improve non-car modes of transit in our district. Dallas has a LONG way to go but as they say the journey of a thousand miles begins with a single step. — Carl Swan (@carlswan)

2. We need YOU! We are partnering with @NCTCOGtrans to offer a virtual public hearing on the district's transportation projects, programs and policies affecting 🚲 bicycle use 🚲 on the state highway system. More info here: <http://keepitmovingdallas.com/bicycle> — TxDOT Dallas (@TxDOTDallas)



### **Parking**

#### **Twitter –**

1. Why do bars have parking requirements? — Kelsey Huse (@kelseyhuse30)

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

Great question. City development codes typically require parking & may be calculated to reflect demand for various users, including late-shift employees. Commercial real estate decision-makers are also involved in setting parking supply. More resources, <http://nctcog.org/parking>

### **Public Meetings/Forums**

#### **Twitter –**

1. Look at our employees being recognized at the Regional Transportation Council meeting! Proud of our 2022 Transportation Short Course winners Walter (Ray) Fisher III, Tamelia Spillman and Dan Perge! @NCTCOGtrans — TxDOT Dallas (@TxDOTDallas)



2. DFW Clean Cities Gold Award presented today at @NCTCOGtrans meeting! Good work by @cityofdallasTransportation Director Gus Khankarli. 🏆 @AdamMcGoughD10 @ChadWestDallas @Johnson4Dallas @DallasMayor — caraathome (@caraathome)



3. 2022 Transportation Crossroads Conference on 12/16 @HiltonAnatole. Speakers include @RepColinAllred, @SenRoyceWest, @TxDOT, @NCTCOGtrans, @dartmedia, @TollTagNews, and more. Register at <http://ndcc.org>. — North Dallas Chamber (@NDCC)



4. Attending the TxDOT Fort Worth District Traffic Incident Management Conference — Chief Rob Severance (@ChiefSeverance)



## **Railroads**

### **Email –**

#### **1. Martin Bernard**

Both of my comments concern local Amtrak service.

One: Why does Amtrak not make a stop at Center Point TRE station, on the north and south runs of the Texas Eagle? This would connect them direct to DFW!

A very important stop, more passengers, would not cost much, other than some signage.

Two: When is Amtrak going to connect the daily Texas Heartland Flyer [Texas Chief/Lone Star], from Fort Worth to Newton, Kansas, with the Southwest [Super Chief] Chief to Kansas and Chicago? Also includes Wichita, Kansas and Guthrie, Oklahoma.

Three: When is Amtrak going to connect Dallas to Meridian, Miss. Crescent Star via the Kansas City Southern railroad, would give DFW direct daily access to New Orleans, Atlanta, Washington D.C. , New York City, Boston and the whole northeast of the country!

Number 2 & 3 would cost a couple of hundred million each to start up, but is not the new Biden stimulus money what this is for, expand and improve Amtrak!

Thank You

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

Good morning, Mr. Bernard,

Thank you for contacting the North Central Texas Council of Governments (NCTCOG) Transportation Department.

The NCTCOG Transportation Department serves as the Metropolitan Planning Organization (MPO) for the 12-county Dallas-Fort Worth region, and we work on a variety of projects and initiatives, including roadways, bicycle/pedestrian infrastructure, aviation, public transportation, safety, congestion management, and air quality.

Amtrak is an intercity rail service intended to bring passengers to the region, allowing connections to regional transit, which then provides service within the region. The Infrastructure Investment and Jobs Act provides \$16 billion in grant funding to the Amtrak National Network, and NCTCOG will coordinate with Amtrak as needed to help identify funding needs in the region. NCTCOG does support passenger rail network expansion throughout the region in its long-range transportation plan, Mobility 2045: The Metropolitan Transportation Plan for North Central Texas – 2022 Update, located here: [www.nctcog.org/mobilityplan](http://www.nctcog.org/mobilityplan). Please see the Mobility Options Chapter for recommendations regarding rail. (Also see subsections TR2-004: State and National Transit Connections (6-51 through 6-52) and Private Transportation Providers (6-56 through 6-58) of the Mobility Options Chapter.)

The region does currently have three rail connections from the Amtrak stations in Fort Worth (Fort Worth Central Station) and Dallas (Eddie Bernice Johnson Union Station) to the DFW International Airport: The Trinity Railway Express via a connection at

CentrePort, TEXRail from Fort Worth Central Station to Terminal B on the north side of the airport, and the Orange Light Rail Line from Union Station in Dallas to Terminal A on the north side of the airport.

With regard to the Heartland Flyer, the Regional Transportation Council (RTC), NCTCOG's policy board for transportation-related matters, supports service expansion and has provided several letters of support over the years. Additionally, the RTC supports passenger rail service connection to the east towards Atlanta, Georgia. For more information, please see subsections TR2-004: State and National Transit Connections (6-51 through 6-52) and Private Transportation Providers (6-56 through 6-58) of the Mobility Options Chapter in Mobility 2045 Update. Questions regarding the timing of these and other potential future expansions would be best answered by Amtrak, which can be contacted at <https://www.amtrak.com/contact-us/email.html>.

If you have any additional questions or need clarification, please feel free to contact us again.

## **Safety**

### **Email –**

#### **1. Trish Donaghey**

Thank you for beginning to make improvements at the intersection at 175 Southview Dr., Allen, TX 75002, where Lucas Food Mart is located. The trees were a blessing and a curse: you could wait at the light in the shade of the trees when it was beastly hot, but visibility around the curve was virtually non-existent. We wish the crushed guard rail at this intersection could be moved further away from the road, so a tire won't run over the sharp edge and become damaged. We greatly appreciate your timing the light at this intersection, so that even in rush hour, traffic tends to move!

Looking forward to continued improvements as more houses are built,

P.S.1 Will there be new bridges over Lake Lavon constructed alongside what is already there to prevent eventual backup, like at the Holland Tunnel in NYC, where many lanes wait a long time to merge into the few lanes in the tunnel?

P.S.2 Looking forward to a traffic light at the intersection of FM 982 and FM 546 to prevent accidents as traffic becomes more and more congested!

P.S.3 Hope we won't need a traffic light to exit our own property on FM 982.

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

Good afternoon and thank you for your comments concerning roadways in the Lucas area. The initial improvements at the FM 1378/FM 3286 intersection are a result of preliminary utility relocation activities, but the Texas Department of Transportation (TxDOT) project to reconstruct and add capacity to the intersection is scheduled to begin in May 2023 (completed by mid-2025). The City of Lucas has draft copies of TxDOT roadway plans for the intersection, including traffic routing and signal operation plans, at <https://www.lucastexas.us/documents/bait-shop-intersection-roadway-plans/>.



We share your concern about the rapid traffic growth along FM 546, FM 982, and FM 3286 as new residential and commercial development takes place within the Lake Lavon peninsula. Since much of these corridors in the peninsula remain in unincorporated Collin County, I would suggest contacting Clarence Daugherty, Collin County Director of Engineering at [cdaugherty@co.collin.tx.us](mailto:cdaugherty@co.collin.tx.us) to see if traffic signal evaluations have been requested from TxDOT at the specified locations. Jennifer Vorster, Area Engineer for the TxDOT Collin County Area Office may also have information about how TxDOT evaluates, approves, and installs traffic signals along their roadways. She can be reached at 972-542-2345.

Also, though the Mobility 2045 Plan – 2022 Update (the region's long-range transportation plan; <https://www.nctcog.org/trans/plan/mtp/mobility-2045-2022-update>) identifies a need on FM 3286 across Lake Lavon, TxDOT has not yet initiated an engineering and environmental study to assess how or when additional lanes may be built. Once TxDOT can fund and complete such a study, they will work with the public and stakeholders to determine the best option(s).

If you have any follow-up questions or comments, please let me know.

### **Facebook –**

1. Sadly, today marks 22 years of daily deaths on Texas roadways. Let's help #EndTheStreakTX together. Texas Department of Transportation City of Garland, City of Irving, Texas - City Hall — NCTCOG Transportation Department



How many have died in Tarrant County during this evil private toll road construction? — Wm Atkins

## Twitter –

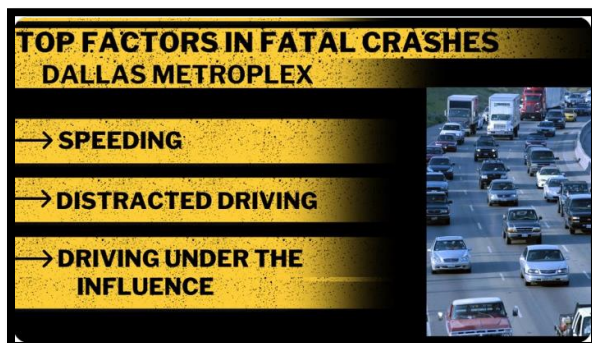
1. Deja tus distracciones a un lado y mantén ambas manos en el volante. ¡Ese es el gooooooolll que todos necesitamos! ¡Gracias @FCDallas y @Edwincerrillo por asociarse con nosotros en este mensaje! #EndTheStreakTX #MLSCupPlayoffs #FCDallas #Dallas #MLS #mls2022 #soccer @NCTCOGtrans — TxDOT Dallas (@TxDOTDallas)



2. ICYMI - @FCDallas & @PaxiPomy joined us in our goooooaaaaalllll to #EndTheStreakTX! Kick your distractions to the side & keep both hands on the wheel. Drive safe & good luck in the #MLSPayoffs! #mls2022 #MLS #Dallas #soccer #FCDallas #safety @NCTCOGtrans — TxDOT Dallas (@TxDOTDallas)



3. Speeding, distracted driving & driving under the influence are the top factors cited in fatal crash data in the #Dallas area. These are all preventable actions. Do your part to keep you, your passengers & everyone on the road safe. #EndTheStreakTX #DFWTraffic @NCTCOGtrans — TxDOT Dallas (@TxDOTDallas)





@TxDPS If DPS failed the families, school or community, "then absolutely, I need to go."  
"Ten minutes in, there was enough officers and information for things to be done," For  
77 minutes those children called 911 for help that stood outside the door refusing to act.  
Resign McCraw — justsomeguy (@doodiepoopy)

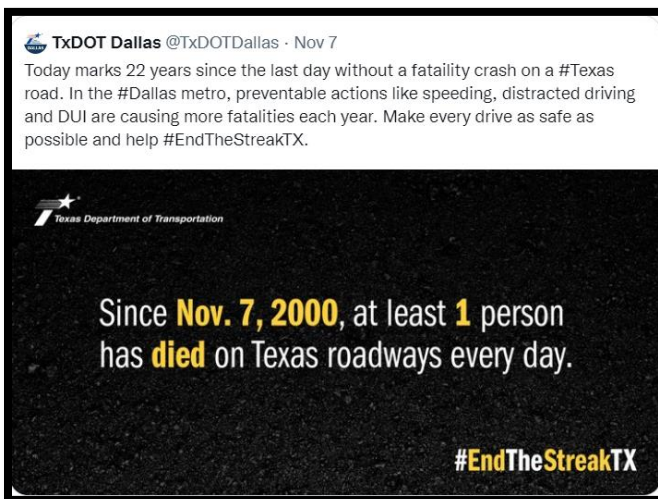
4. Terrifying - This could happen to any child, any family. Watch as she gets hit by the train.  
There are a lot of questions about @dartmedia safety record. @NCTCOGtrans 5-year-old  
remains hospitalized weeks after being struck by DART train — caraathome (@caraathome)



5. #EndTheStreakTX can be accomplished with robust investment into public transit. That will  
decongest roadways and provide safe means of transport that isn't a risk to pedestrians. End  
car based infrastructure. — William 🌻UA (WilliamJackson)



6. My fellow county judges and I urge you to help #EndTheStreakTX ! @TxDOTDallas @NCTCOGtrans @Andy\_Eads @judge\_whitley @JDClarkTX — Clay Jenkins (@JudgeClayJ)



— William Mercer

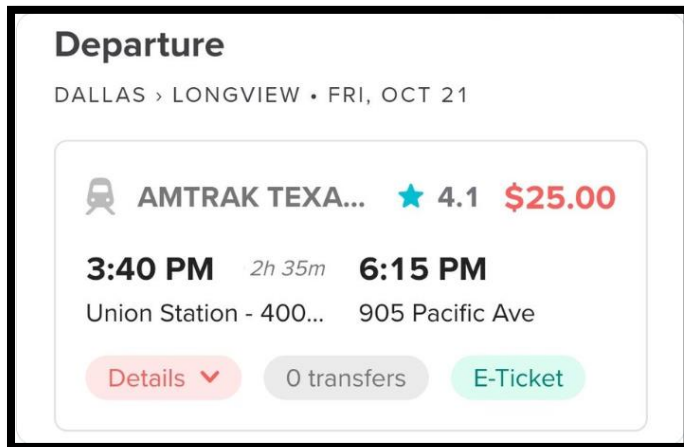
(@WilliamMercer82)

## Transit

### Twitter –

1. Tomorrow's my first @Amtrak. Friday I'll mosey Longview. Saturday I'll hail cab to Gilmer for Yamboree Festival 🍌🌿 With this small town excursion I'll have officially ridden every passenger rail service in Dallas

Do I get a badge? @dartmedia @NCTCOGtrans @TrinityMetro — Hexel (@hexel\_co)



Congrats on the journey, don't hesitate to treat yourself at the café — PedroInfante (@PedroInfante410)

2. Presenters in desperate need of community engagement training because they can't read the room & making a bad situation worse. @dartmedia Cotton Belt/Silver Line presentation. It isn't going well. @NCTCOGtrans @wsp @herzogcompanies #150attendees — caraathome (@caraathome)



Had Dallas initially built an effective subway system in the metroplex like other cities have, this wouldn't be such an issue with Dart. As usual, Dallas is 25 years behind when it comes to development. — Bonni M. Crisfulli (@BonniCrisfulli)

3. Seriously, with \$5/day parking available with @TrinityMetro & #TEXRail stations, you should never drive to the airport again. — Loren S. (@txbornviking)



### Other

#### Email –

##### 1. Ginger Cole

I think the idea of getting smoking vehicles off the road is great.

However, your process is quite cumbersome. I tried once. I took a picture and was going to upload it. It was too much like work.

Seems like there could be an easier way. I think most phone cameras include the time, date and gps. If so, maybe if a person just got a good image or video showing the plate number and could upload it in an app or via email this might be more user friendly.

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

Hello, Ms. Cole,

Thank you for your comment. We have shared your comments with the project team.

#### Twitter –

1. Great time learning about the @kcstreetcar expansion and their current success of reimplementing a streetcar network that existed decades ago to move their residents. I am advocating for the same in The @CityOfDallas ...#NLCCS — Adam R. Bazaldua (@AdamBazaldua)



I hope to one day see a street car on Martin Luther King Blvd that not only helps move South Dallas residents but also ignite economic growth for the local business owners in the area!  
#CitySummitKC — Adam R. Bazaldua (@AdamBazaldua)

Did you learn about how @KansasCity officials conducted a rigged election that disenfranchised poor and minority residents and how less than 400 people in a city of about half a million decided to build it? — The Hand (@TheHand77)

They're also the ones shouldering the burden to pay for it...it's hardly rigged when people in the TDD petitioned for the SC, then voted for it. The SC has literally all of this info available open source as well, need be — Anthony Hugo (@Anthony\_Hugo98)





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

December 2, 2022

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

Dear Chair Canales:

As you may know, a Grand Prairie police officer was recently killed in a crash while pursuing a suspect in the Dallas-Fort Worth (DFW) area whose vehicle had a fraudulent temporary tag. Further investigation revealed the temporary tag on the suspect's vehicle had been used on 200 other vehicles in the DFW area. Nine North Central Texas nonattainment counties, in coordination with the North Central Texas Council of Governments (NCTCOG), previously administered the Local Initiatives Projects (LIP) program, which included funding to combat fraudulent inspection certificates and temporary tags through emissions task forces in North Texas, but funding for the program has not been appropriated since 2017.

The LIP program was a component of the Low-Income Vehicle Repair and Replacement Assistance Program (LIRAP) from FY2008-FY2019 until LIRAP/LIP funding was line-item vetoed in the FY2018-2019 appropriations bill. Currently, LIRAP and LIP still exist in statute, but the funding mechanism no longer exists. Counties that participated in the program ended collection of the \$6 fee due to no further appropriations. A balance of \$176.3 million remains in Clean Air Account 151. The funds were collected for a dedicated purpose but are instead being used to balance the State budget.

The recent news in Grand Prairie underscores the importance of combating fraudulent temporary tags, including reinstating the LIP program and allocating existing funding that are held in Clean Air Account 151. Legislation filed in past sessions proposed a restructured and modernized LIP program focused on transportation and air quality improvements, as well as allowing counties to collect funds to continue the enforcement program. This specific initiative was one of many solutions identified during a Texas House Transportation Committee meeting on April 26, 2022. We would like to request a meeting or hearing to discuss reinstating funding for the program. A fact sheet and proposed legislation is attached for your review.

If you have any questions or need to schedule a meeting, I can be reached 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 the first name "Michael" and last name "Morris" clearly distinguishable.

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

RG:kw

cc: Texas House of Representatives Committee on Transportation  
Duncan Webb, Regional Transportation Council Chair, Collin County Commissioner  
Steve Dye, City Manager, City of Grand Prairie

Attachments



RECEIVED

NOV 28 2022

TRANSPORTATION

## TARRANT COUNTY

November 15, 2022

Mr. Michael Morris  
616 Six Flags Drive  
Arlington, TX 76011

Dear Mr. Morris,

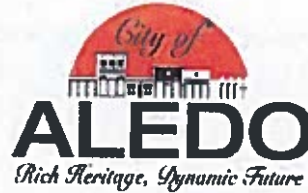
Thank you for speaking at the Semi-Annual Transportation Update last Monday. I am grateful for the time and effort you took to share your thoughts and experiences with transportation. I look forward to moving transportation forward in Tarrant County.

Since we are entering a period of continued growth in Tarrant County, your comments were very timely. I believe we can benefit immediately from your vision for DFW and moving projects forward. Thank you again for all your contributions to the region. The DFW region is better because of you.

Best regards,

A handwritten signature in cursive script that reads "Susan Young".

Susan Young  
Mobility Coordinator  
Tarrant County Administrator's Office  
100 E. Weatherford St. Suite 404  
Fort Worth, TX 76196-0609



October 26, 2022

Mr. Michael Morris,  
Director of Transportation  
North Central Texas Council of Governments  
616 Six Flags Drive  
Arlington, TX 76011

Re: Old Weatherford Road FM 3325 to Aledo Middle School

Mr. Morris:

The City of Fort Worth appreciates the assistance of the North Central Texas Council of Governments (NCTCOG) to identify funding for and coordination of the Old Weatherford Road roadway improvements project from FM-3325 to Aledo Middle School. City Staff have updated me on the design and status of this highly anticipated project.

These improvements are vital for the economic growth of the City and to support planned development in western Fort Worth. We are aware that this project is currently funded and that construction is programmed for the spring of 2023. The City is available and willing to assist in this effort as necessary to ensure that these improvements are delivered as planned.

Thank you for all your efforts on this project. If you should have any questions, please contact me at 817-392-8803.

Sincerely,

Michael Crain  
Councilmember – District 3  
City of Fort Worth, Texas

Nick Stanley  
Mayor  
City of Aledo

CC: William Johnson, Assistant City Manager  
Lauren Prieur, Interim Director, Transportation and Public Works  
Kelly Porter, Assistant Director, Transportation and Public Works  
Patrick Buckley, P.E., Senior Professional Engineer  
Judge Pat Deen, Parker County

RECEIVED

NOV 08 2022

TRANSPORTATION

**MICHAEL D. CRAIN**  
CITY COUNCIL - DISTRICT 3

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CITY OF FORT WORTH \* 200 TEXAS STREET \* FORT WORTH, TEXAS 76102  
(817) 392-8803 \* FAX (817) 392-2409





November 4, 2022  
East-West Connector (Rental Car Drive)  
Tarrant County  
CSJ: 0902-48-712 & 0902-90-034

Michael Morris  
North Central Texas Council of Governments  
PO Box 5888  
Arlington, TX 76005-5888

Dear Mr. Morris:

The Dallas-Fort Worth International Airport and Texas Department of Transportation – Fort Worth District (TxDOT-FTW) have issued a Finding of No Significant Impact (FONSI) for the proposed construction of a new, four-lane, divided urban arterial roadway from State Highway 360 to International Parkway. The proposed roadway would extend from East Harwood Road at SH 360 to Rental Car Drive at International Parkway. The proposed project does not require ROW acquisition.

To access more information on the proposed project and view the FONSI, visit [www.txdot.gov](http://www.txdot.gov) and enter the keyword search "East-West Connector" in the top right-hand search box. For your convenience, a copy of the Notice is enclosed.

If you would like additional information regarding the project, please contact our DFW Airport Project Manager, Jacqueline Carter at [jccarter@dfwairport.com](mailto:jccarter@dfwairport.com) or (972) 973-1888.

Sincerely,

*Jacqueline Carter*

Jacqueline Carter  
Project Manager  
DFW Airport

Enclosure:  
Notice

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NOV 08 2022

TRANSPORTATION



**Notice**

**Finding of No Significant Impact  
Available for Public Review**

**East-West Connector (Rental Car Drive)**

**From SH 360 to International Parkway**

**CSJ(s): 0902-48-712, 0902-90-034**

**Tarrant County, Texas**

This notice advises the public that the Texas Department of Transportation (TxDOT) has issued a finding of no significant impact (FONSI) for the proposed East-West Connector (Rental Car Drive) and that the FONSI is available for public review. The proposed project would construct a new location roadway from SH 360 to International Parkway in Tarrant County, Texas.

The FONSI and approved final environmental assessment (EA) are on file and available for inspection Monday through Friday between the hours of 8 a.m. and 5 p.m. at Dallas-Fort Worth International Airport, Design, Code, and Construction Office, 3003 S. Service Road, DFW Airport, Texas 75261. They are also available online at [www.txdot.gov](http://www.txdot.gov) keyword search, "East-West Connector."

For further information or to request a copy of the FONSI and/or approved final EA, please contact Jacqueline Carter, Project Manager, at [jccarter@dfwairport.com](mailto:jccarter@dfwairport.com) or (972) 973-1888.

The FONSI and EA are written in English. If you need an interpreter or document translator because English is not your primary language or you have difficulty communicating effectively in English, one will be provided to you. If you have a disability and need assistance, special arrangements can be made to accommodate most needs. If you need interpretation or translation services or you are a person with a disability who requires an accommodation to review the FONSI or EA, please contact Jacqueline Carter, Project Manager at (972) 973-1888 no later than 4 p.m. CT, at least three business days before the date on which you would like to review the FONSI or EA. Please be aware that advance notice is required as some services and accommodations may require time for TxDOT to arrange.

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

CBS News

## **City of Plano looks at a different solution for alleviating traffic**

By Erin Jones

If you've spent any significant time in North Texas, you know just how bad the traffic can be. It has some cities showing interest in a new, aerial form of transportation.

Earlier this year, the North Central Texas Council of Governments launched a certification program for new transportation technologies and now, a handful of cities have expressed interest.

At last week's Plano City Council meeting, the city's director of engineering introduced council members to JPods.

"It is a fee-based point to multi-point aerial personal transit, and you probably look at it and say it looks like a gondola... exactly right," he said.

Each car or "pod" would carry four to six people. You enter the location or station that you're going to and it would take you there directly. A proposed map shows it connecting popular areas like Legacy West and The Shops at Legacy.

The city council has given the go-ahead to submit an application to the council of governments, which is due Nov. 18. There's no commitment, but if the city does go forward with the project, it's estimated it would take about seven to 10 years to complete.

"I think any way to relieve some of the congestion in the area and then just keep people a lot safer, it's a great idea," Frisco resident Heather Warren said.

Plano's director of engineering said JPods has offered to privately fund this entire operation. It's estimated to cost \$15 million dollars a mile.

[City of Plano looks at a different solution for alleviating traffic - CBS DFW \(cbsnews.com\)](http://www.cbsnews.com)

## Dallas-based Flowserve announces partnership to support growth of hydrogen as alternative fuel source

By DBJ Staff

Irving-based Flowserve Corporation (NYSE: FLS) has entered an agreement with Georgia-based energy company Chart Industries, Inc. (NYSE: GTLS) to support the growth of hydrogen as an alternative fuel source, according to a news release.

As part of the partnership, Flowserve will acquire in-process research and development for Chart's liquid hydrogen fueling pump and will be the sole manufacturer and supplier once commercial production begins.

"We understand that hydrogen represents a significant opportunity in helping the world reduce carbon emissions, and one of the first steps in creating a sustainable hydrogen value chain is to innovate and commercialize hydrogen technologies," **Scott Rowe**, president and CEO of Flowserve, said in the release.

Chart will also use its liquid hydrogen pumps to fuel cell vehicles including trucks, cars and buses.

"Chart is proud to be recognized as a leader in the clean energy transition by providing technology, equipment and services related to the Nexus of Clean — including clean power, clean water, clean food and clean industrials," **Jillian Evanko**, CEO of Chart Industries, said in the release. "By partnering with a global flow control leader like Flowserve, we can accelerate the adoption of hydrogen infrastructure utilizing both teams' core expertise."

According to the release, more than 100 liquid hydrogen fueling systems are planned to be put into operation over the next five years in California, Australia, and South Korea.

Flowserve Corp. was founded in 1997. The company produces and engineers industrial pumps and flow management services.

Community Impact

## **Lewisville's transportation board recommends speed limit decrease on segment of SH 121**

By Destine Gibson

A speed limit change for a segment of SH 121 could be enforced after Lewisville's transportation board approved the recommendation.

The Texas Department of Transportation recently conducted a speed study on SH 121 Business from the Sam Rayburn Tollway to I-35 in Lewisville.

TxDOT recommended decreasing the speed limit in the segment of SH 121 between the tollway and 370 feet south of Valley Ridge Boulevard from 60 mph to 50 mph, [according to the Nov. 1 agenda item.](#)

The study was not prompted by a citizen or an incident. TxDOT conducts speed studies every three to four years, according to Lewisville Traffic Specialist Jason Walker. The agency used 85th percentile speeds to determine the recommended speed limit.

An amendment to Section 15-35 of the Lewisville City Code is required to establish the proposed speed limit, according to the agenda item. The item will go before the City Council for final approval.

NBC DFW

## **Arlington's Municipal Airport is Now Designated a National Airport**

Obtaining the designation allows for additional federal funding to be directed toward the airport

Arlington's municipal airport is now designated as a national airport.

The change comes as the Federal Aviation Administration updated its National Plan of Integrated Airport Systems.

"The designation of National Airport in the NPIAS validates the current operational climate and based aircraft tenants utilizing the vast services provided at Arlington Municipal Airport.

Obtaining the designation increases the amount of formula funding earmarked in the Infrastructure Investment and Jobs Act of 2021 for our airport and enhances our project competitiveness for additional federal funding," Airport Manager Trent Ballard said.

Despite the designation change, the city said the airport's name will stay Arlington Municipal Airport.

City officials said in a statement that Arlington's airport is now one of 14 national airports in Texas and one of 107 in the United States.

The city has invested tens of millions into the airport in recent years while adding a 37,000-square-foot hangar for corporate aircraft, the nation's largest flight school, and a 13,875-square-foot training facility.

Officials said they have several other development plans in the works, including drainage improvements, apron expansion and an additional executive box hangar complex.

The development estimate for Arlington Municipal Airport over the next five years is roughly \$59 million.

The airport is located south of Interstate 20 at Collins Street.

Dallas Morning News

## **Nonprofit now boasts \$5.7 million in commitments for parks and trails in southern Dallas**

Five Mile Creek Greenbelt will be connected through miles of walking trails.

By Sriya Reddy

The Trust for Public Land has received over \$5.7 million in philanthropic commitments to support the Five Mile Creek Greenbelt project in southern Dallas.

The Boone Family Foundation is giving \$2.65 million and Lyda Hill Philanthropies is giving \$2.5 million. Trust for Public Land, a national nonprofit that advocates for equitable access to the outdoors, now has about \$19 million in funds for the project.

[Five Mile Creek Greenbelt](#) is a network of parks throughout the southern sector that will be connected through miles of walking trails. The parks include South Oak Cliff Renaissance park — which opened November 2021 — Woody Branch park, and [Judge Charles R. Rose community park – which will open in 2023](#). There will be 124 acres of parks through this project alongside 12.9 miles of trails.

“This is a high-priority infrastructure project that will help us continue to capitalize on the momentum in our city,” Mayor Eric Johnson said in the press release. “The trail can improve the environment and the health, quality of life, and mobility of residents in the historically underserved and overlooked communities like the ones where I grew up.”

Robert Kent, Texas State director for Trust for Public Land, said in a press release that the entire greenbelt network will benefit not only the residents of southwest Dallas and Oak Cliff but make the natural beauty of the area accessible to all of Dallas.

“Parks have the power to improve health, benefit the environment, build equity, and bring the community together, but only about half of the nearly 200,000 residents living in the Five Mile Creek watershed have access to park or trail within a 10-minute walk of home,” said Kent.

A spokesperson with the Trust for Public Land said that the money will help bring the project to life by helping fund capital needs, technical design and engineering, and other costs associated with the project.

Fort Worth Star-Telegram

## **As Fort Worth's Panther Island develops, north side groups say 'What about us?'**

By Harrison Mantas

Planning for Fort Worth's Panther Island is moving along.

The economic development and flood control project became a reality in January when the U.S. Army Corps of Engineers allocated \$403 million to build a 1.5 mile channel transforming a 338-acre area north of downtown into an island and San Antonio style River Walk.

The city of Fort Worth partnered with Tarrant County, the Tarrant Regional Water District, Tarrant County College, Real Estate Council of Greater Fort Worth, Downtown Fort Worth Inc., and Streams & Valleys in an effort to find a real estate consulting firm to help figure out how to develop the island.

Assistant city manager Dana Burghdoff told members of a board coordinating the local efforts that the consultant will help update years-old plans that no longer fit the city's needs or real estate market trends.

However, the north side community, which sits directly north of the island, has yet to be included in this development process.

There has been some involvement from the Fort Worth Hispanic Chamber of Commerce, but leaders of the business and neighborhood association say they've yet to be contacted.

Some aren't bothered while others say their community needs to be included to enhance the island with the north side's unique culture rather than letting it become just another mixed used development.

### **BUSINESS OUTREACH**

Reuben Riojas, who heads up the Historic Northside Business Association, notes that Panther Island doesn't technically fall within his organization's boundaries.

The business association's boundaries go along Main Street from the train tracks up to Northeast 23rd Street, Riojas said.

Given that the island doesn't fall within those boundaries, Riojas doesn't think the business association should have much of a say in its development.

"I don't really care who controls it. I just want them to do a good job," he said.

Riojas acknowledged the development will probably lead to some gentrification of the north side, but didn't see that as a problem.

"Any injection of capital into our neighborhood is a good thing," Riojas said.

A.J. Garcia, who heads up the Northside Neighborhood Association, said he hasn't heard much about Panther Island outside of a fight during redistricting.



One of the proposed city council maps would have removed Panther Island from the district that includes the north side and put it in the same city council district as downtown.

Garcia notes a lot of residents from the north side showed up at city council to oppose any map that would separate Panther Island.

Other than the renaming of the bridges, Garcia said he hasn't heard of any outreach from the city.

## **IN THE SHADOW OF DOWNTOWN**

The lack of outreach is not intentional, Burghdoff said.

The real estate consultant the city is looking to hire will help with outreach, so the community will have an opportunity to contribute during that part of the process.

Organizations representing downtown, such as the business advocacy nonprofit Downtown Fort Worth Inc., were involved discussions leading up to the search for the consultant.

But Burghdoff attributed that to Downtown Fort Worth Inc's longtime involvement with the project and institutional knowledge.

Nothing's been decided yet, and the consultant will help with outreach, Burghdoff said.

## **REVIVING THE DEAD ZONE**

Business owners in Fort Worth's north side know the Panther Island project is going to have a big impact on their community.

Most are giddy like Megan McDonald, who runs the Into the West furniture store near North Main Street and East Central Avenue.

She hopes the development will bring more foot traffic to her store instead of cars speeding by on their way to the Stockyards.

While the building isn't hard to see as you drive north on Main Street, McDonald said it's in a place few visitors rarely stop.

She called the area a dead zone between downtown and the Stockyards that few people know exists.

Her hope is that Panther Island can bring more awareness to her section of Main Street.

She noted how the revitalization of the Stockyards helped develop nearby parts of North Main Street, and she's hoping Panther Island will do the same.

"If it comes down from the Stockyards and up from Panther Island, eventually it will meet us in the middle," she said.

## **KEEPING THE CULTURE**

Nancy Garza, a real estate agent who grew up in the north side, remembers seeing Selena y Los Dinos play Marine Park in 1993.

She said her and her friends would hang out and see Tejano bands playing concerts at Marine Park every weekend.

“When other people had Friday night lights, we had a carnival atmosphere. We’d be out dancing till 2 or 3 in the morning” Garza said.

She noted the cultural draw that brings tourists to San Antonio’s River Walk, and argued the north side has a more authentic Tejano culture that can outshine San Antonio.

“Everyone knows if you want authentic Mexican food, you go to the north side,” Garza said. She said the city should do more to highlight the north side’s unique culture.

She referenced lowrider parades, where classic cars sitting low to the ground would cruise down Main Street and the Stockyards.

“It brings people together. Even if you don’t care for the style, it’s unique and people want to experience authenticity in cultures,” she said.

To keep that culture, Garza said the city should do more to help longtime north side residents stay in their homes.

She said a lot of residents in the north side have pride in where they live, but don’t necessarily have the financial means to keep up with repairs of their homes.

Garza argued investment in the neighborhood will protect the north side’s culture and make it a place tourists want to come.

“There is no need to reinvent the wheel. We have been here. We are north side,” she said.

Dallas Morning News

## **Five Mile Creek, an 80-year dream for southern Dallas, is becoming real**

New funding announced last week clears another hurdle for urban greenbelt project.

By Dallas Morning News Editorial

This may be a watershed moment for southern Dallas. We're referring to the \$5.7 million in donations announced last week to help fund the [Five Mile Creek Urban Greenbelt](#) project — a significant commitment.

The reason? There is a direct link between a healthy community and parks. The closer you live to a green area, the ability to engage in physical activity improves. Education also improves, and when vacant lots are converted to parks, there is also a reduction in crime.

This project conceived in 2019 is now closer to reality. It includes 23 miles of new trails, protects 124 acres of public land and creates three new parks. This is long-lasting infrastructure for southern Dallas, but it is also a big investment for the future of the city as a whole.

The parks include South Oak Cliff Renaissance park, which opened in November 2021, Woody Branch park and [Judge Charles R. Rose community park, which will open in 2023](#).

Trust for Public Land, the nonprofit behind this project, announced the new funding that includes \$2.65 million from the Boone Family Foundation and \$2.5 million from Lyda Hill Philanthropies. Combined with previous grants received from the Sapphire Foundation, Victoria and William Chaney, and others, this brings total new philanthropic support for the project to over \$5.7 million.

Five Mile Creek will connect to the Trinity River much in the same way White Rock Lake is connected through trails to downtown, north and northeast Dallas.

Back in 2019, city leaders were not sold on the idea to link the southern half of the city with trails and parks. Council members were wary of the high cost of the project. Mayor Eric Johnson has since embraced it, and called for the city to spend unallocated sales tax dollars to help provide additional public backing.

But the private dollars are driving us forward now, and much of the credit goes to Robert Kent, Texas state director for Trust for Public Land.

Five Mile Creek will connect over 186,000 people to the outdoors as part of Trust for Public Land's goal to ensure that every person in Dallas has a park or green space within a 10-minute walk of their home. This is a worthy goal, especially for a part of the city that has been historically underserved.

Five Mile Creek arcs across the southern half of Dallas, from Red Bird to the Trinity River near the Joppa Preserve. The urban greenbelt project tackles decades of systemic inequities.

Tillie Borchers, chair of the Trust for Public Land Texas Advisory Board, reminded us that Dallas has dreamed of a greenbelt along Five Mile Creek for more than 80 years. It has been a long wait, but now, future generations will benefit.

NBC DFW

## Neighbors Demand Faster Closure of West Dallas Shingle Factory

Dallas City Hall demonstration staged against the GAF shingle factory

By Ken Kalthoff

Neighbors of the West Dallas GAF shingle factory delivered letters to the Dallas mayor and Council Members demanding immediate closure of the plant.

[GAF announced plans to wind down operations at the plant on Singleton Boulevard over the next 7 years.](#) Plant critics say that's too long.

The neighbors and plan opponents held a demonstration outside Dallas City Hall.

"Anyone who accommodates this is essentially saying my neighborhood should continue to be a sacrifice zone," said Jaynie Cisneros, the leader of a group called Singleton United. "We're going to fight for environmental justice. We're going to continue to fight for clean air and we're going to fight for the people we love."

Also attending the city hall protest was West Dallas activist Luis Sepulveda. He led the fight to close a lead smelter in West Dallas years ago.

Sepulveda said his late father worked at the GAF plant.

"I was 17 protesting this company GAF. My mother was concerned because we were always getting sick. Daddy worked for GAF for 23 years. Daddy died of cancer," Sepulveda said.

GAF has operated a roofing material factory at the Singleton Boulevard location for nearly 70 years.

[In October the company released results of a stack test](#) that it conducted showing sulfur dioxide emissions far lower than years ago.

"I think the tests are a very clear example of honoring our word, living up to our commitments and taking actions that result in real positive change for the community," GAF Spokesman Andy Hilton said.

The company also launched a re-zoning process to remove industrial use of the property after it leaves.

"We're kind of taking a step beyond just leaving. We're making sure what we leave behind is something the neighborhood wants to see," said GAF zoning consultant Lee Kleinman, a former Dallas City Council Member.

Company critics at the demonstration [attacked the company's test](#).

"Without a doubt, I can tell you this is the most corrupt, most inept stack test that we've ever seen. It's meant to avoid the real problem. Even after this test, they'll still be the largest sulfur

dioxide polluter in Dallas County,” said Jim Schermbeck with activist group Downwinders At Risk.

Demonstrators also attacked the protest absence of neighborhood Dallas City Councilman Omar Narvaez who has supported them in the past.

“We have to go through the processes that have been built by city ordinances and state law,” Narvaez said.

He said Dallas ethics rules restrict his role until the rezoning case reaches the Dallas City Council.

The company has set up months of community meetings for input on that process.

Neighborhood critics said they will keep speaking against the plant.

GAF declined to comment on the new demonstration.

<https://www.nbcdfw.com/news/local/neighbors-demand-faster-closure-of-west-dallas-shingle-factory/3115168/>

NBC DFW

## **North Texas Firefighters Get Electric Vehicle First Responder Training**

More than 50 first responder organizations will get hands on training from General Motors.

By Larry Collins

This week, firefighters and first responders from around North Texas will gather in Garland for training on dealing with electric vehicles in emergency situations.

More than 50 first responder organizations will get hands on training from General Motors.

As the vehicles grow in popularity, firefighters say the need for this special training grows as well.

"Anytime we have a vehicle accident, usually when we take our jaws [of life] and extricate the car from around the victim, now we actually have to worry about where we cut the car so that we don't injure our first responders or the victims that are in the car," Garland Fire Department representative James Dugger said.

While they have had training sessions in the past, Dugger said this is their first intensive training in real life emergency simulation.

"You can set in a classroom and look at slides and PowerPoints all day, but to actually get out there and physically see it, actually have to dig around through the car to get to the points that you need to get to either disengage the battery or to get things out of the way to do vehicle extraction and cut the car up, it's just much better to out the muscle memory with the action that you're doing," Dugger said.

Dallas Morning News

## **Why is DART giving away \$234 million when its needs are so great?**

The agency should retain more of its surplus sales tax to fight crime, for starters.

By Dallas Morning News Editorial

When the Dallas Area Rapid Transit board of directors recently voted to distribute \$234 million in surplus sales tax revenue to its 13 member cities, we couldn't help but raise an eyebrow.

How could the transit agency let go of these badly needed funds while facing so many problems?

Most troubling to us, DART has been plagued by a spike in crime on its platforms, aboard trains, around park and rides and other facilities this year. A [lengthy report](#) by this newspaper in May recounted passenger complaints of being harassed by homeless people, witnessing open drug use aboard trains, and other reports of robberies and violent incidents.

And the situation has only worsened since then. Our look at DART's data showed that the number of incidents and arrests through September of this year — 1,732 — is almost the same as all of 2021. And with three months yet to go, the number is on track to far surpass last year's, with downtown facilities showing the highest number of incidents and arrests.

Just a sampling of violent crimes this year: the shooting deaths of two men at the Cedars Station and in southeast Oak Cliff, another shooting near the Dallas Love Field station, and a stabbing at the Downtown Garland station.

But there are other issues plaguing DART, too. We continue to hear complaints about cleanliness at rail and non-rail stations, bus riders still don't have shelters or even benches at the vast majority of bus stops and the agency still has a driver shortage.

DART spokesman Gordon Shattles told us the agency has so much extra money because it received federal COVID-19 relief money that resulted in more unallocated sales tax revenue than expected. It retained about \$50 million for security and other initiatives, he said. The board voted to distribute the remainder to Dallas and its 12 other member cities.

Shattles told us the agency is "not immune" to the post-pandemic rise in crime seen in the region and "it is a big concern to us." He said the agency is working closely with downtown organizations to thwart the high crime there. And he pointed out that DART has a new police chief, Charles Cato, whose top priority is safety.

Still, we question why the agency felt it had to fork over so much of the surplus to Dallas and the suburbs, reportedly as a sign of goodwill to cities who felt underserved, when there are still so many holes to plug. We recognize DART did so with the caveat it be spent on public transportation-related projects, which seems logical. And the timeline for the payouts is still unclear.

But DART is wrong in not retaining more of this windfall to better accomplish its mission of providing affordable, reliable and safe mobility options for area residents. It should rethink its allocations.

Fort Worth Report

## Dead fish in the Trinity River? Investigation is underway after Fort Worth warehouse fire

By Haley Samsel

The sight [was startling](#) to residents walking along the West Fork of the Trinity River last month. Dozens of hand sanitizer bottles, some covered in ash, were seemingly dumped into an inlet not far from the Henderson Bridge in central Fort Worth.

Dead fish accompanied the bottles. A [TikTok video](#) of the scene earned 255,000 views with an alarming message: “Criminal levels of hand sanitizer pollution.”

An Oct. 6 warehouse fire that burned for several days at 2317 Cullen St. in the Foundry District appears to be the cause behind the fish kill, according to the Texas Parks and Wildlife Department. Fox4 News [first reported](#) the link between the two incidents.

The Texas Parks and Wildlife Department’s kills and spills team deployed Oct. 21 to conduct an assessment of the fish kill, said Kirk McDonnell, a department spokesperson.

“It was determined that fish died as a result of low dissolved oxygen levels caused by the discharge of fire water from firefighting efforts” on the property, McDonnell wrote by email.

Without enough dissolved oxygen in the water, fish can’t “breathe” through their gills, [according to the department](#). Low oxygen can be a result of human activities, such as toxic chemical spills or dam maintenance that impacts natural resources. Natural occurrences like photosynthesis or extreme weather can also cause low oxygen levels and result in fish kills, according to the agency.

The Texas Parks and Wildlife Department is working with agencies like the Texas Commission on Environmental Quality, the city of Fort Worth and the Tarrant Regional Water District to monitor the outcome of the fire, McDonnell added.

“A hazmat team has been retained by the owner of the property to address remediation efforts, including disposal of fish,” McDonnell wrote by email.

The property, which was formerly leased to [Metro Irrigation Supply Co.](#) and Horizon Distributors, is owned by McDonald Enterprises, according to Tarrant Appraisal District records. The company’s voicemail box was full when reached by the Fort Worth Report.

A listing to lease the Cullen Street property, two blocks north of White Settlement Road, is [posted](#) on LanCarte Commercial Real Estate Inc.’s website. The warehouse [was listed](#) as a 33,000 square-foot, free-standing concrete structure built in 1950. Sarah LanCarte, the founder of LanCarte Commercial, said her company does not own the property and was not involved in its sale.

The Texas Commission on Environmental Quality has an open investigation to evaluate the adequacy of the fire response, which includes disposal of the waste and remediation of impacted land and water areas, said Gary Rasp, an agency spokesperson. Initial air monitoring indicated that air quality was not affected, Rasp added.



Investigators also collected water samples from the Trinity River. A preliminary review of the results found that there is not a concern for chemical contamination, Rasp said. However, dissolved oxygen levels appear to have contributed to a fish kill. He did not say whether the hand sanitizer bottles or firefighting efforts contributed to the incident.

### **How can you report a fish kill?**

If residents spot a fish or wildlife kill caused by either a suspected pollution incident or a harmful algae bloom, they can call 512-389-4848 or contact a regional kills and spills team biologist. Tarrant County is located in Region 2, and a list of contacts can be found [here](#).

“Additionally, TCEQ investigators conducted several on-site investigations to document the status of the response actions by the responsible party,” Rasp wrote. “TCEQ investigators are working with the responsible party and their contractor to ensure the impacted areas are remediated and the waste is disposed of at an appropriate facility.”

City staff are assisting with on-site investigations to document and verify the status of the contractor’s response, Rasp said. Chad Lorange, spokesperson for the Tarrant Regional Water District, confirmed that the water district is working with city officials to address the fallout from the fire.

A spokesperson for Fort Worth’s code compliance department, which handles environmental investigations, did not respond to questions in time for publication. The TCEQ expects to produce at least one investigation report documenting how the property owner and city responded to the incident, Rasp said.

### **How are companies, cities fined for fish kills?**

When the Texas Parks and Wildlife Department can identify a responsible party for a fish kill, the department can seek compensation for loss of fish and wildlife resources as well as the costs associated with the investigation.

That compensation could be obtained through civil restitution, which the department defines as “not a penalty or fine,” but the total calculated sum of the resources lost plus the investigation costs incurred by the department.

The responsible party could also provide alternative projects to compensate for the loss of natural resources instead of restitution, according to [the department’s website](#). For example, a company could put funding toward restoring the affected resources, scientific studies or education and outreach activities.

The Texas Commission on Environmental Quality also issues fines to cities or counties when they occur as a result of a [sanitary sewer overflow](#), or when raw sewage enters a water body during a storm or equipment malfunction.

Dallas Morning News

## **What's in store for East Dallas' Santa Fe Trail: 'Boneyard' park, pocket plaza and more**

As fundraising begins, here's your first look at the future of this commuter and recreation route.

By Sharon Grigsby

The Santa Fe Trail is true to the Old East Dallas neighborhoods through which it runs — an unassuming workhorse of concrete with few amenities but frequented by the grand diversity of age, race and background that makes this the best part of our city.

Yes, I'm biased. This is where I live and where most days I run. But it's no exaggeration that the Santa Fe Trail — which at one end connects into White Rock Lake and at the other into Fair Park, Deep Ellum and downtown — is unique.

The 4.5-mile trail serves as a vital corridor for job commuters who rely on bikes or their own two feet. It also is the connective tissue joining disparate neighborhoods in a way that allows us to get to better know one another.

Spandex, baby strollers and stick-carrying senior citizens all have a place on the Santa Fe Trail. So do the biking workers headed to downtown office buildings or fast-food joints.

For more than a decade, I've exchanged a "virtual hug" with an ageless Latina runner clad year-round in a dark hoodie and heavy headphones. Farther down the trail, the younger of a mother-and-daughter pair has grown over these many years from a little girl to a college-bound teen.

Students swagger to adjacent DISD campuses, dog walkers pause for small talk and a local judge calls out his critique of my most recent column.

"This trail has had a big impact on a lot of people for a long time," [Friends of the Santa Fe Trail](#) board member Amanda Schulz told me. "And with improvements, it will have even more."

Thanks to the nonprofit Friends group, a blueprint — and the start of real funding behind it — is in place to make the trail safer, more accessible and more connected to the neighborhoods that surround it.

In a city deservedly dinged for often failing to get sufficient community members to the table for project planning, Friends of the Santa Fe Trail put in years of work to do it right.

Members of the city's Park and Recreation Board praised the outreach strategy before unanimously adopting the master plan in June. More than 1,000 suggestions from residents and trail users went into the plan, prepared by Dallas-based landscape architects Studio Outside.

What might sound like meat-and-potatoes to Katy Trail users are still big-deal items to us in East Dallas, especially the creation of real trailheads at the many intersections southwest of Glasgow Drive where we endure traffic too often blind to pedestrians.

And a big "heck, yes" to better lighting and more water fountains, seating and shade.

The Santa Fe plan is braided with improvements that will give its southern half the welcoming feel already evident on its northern piece. Beyond the Brookside Drive overpass, the trail moves

into a lush canopy of overhanging trees and offers more inviting spots to enter and exit than available on its other end.

Among the biggest makeovers is the proposed transformation of the barren “T” intersection near Exposition Plaza, where the trail splits to Fair Park and Deep Ellum.

Based on an idea by former park director Willis Winters, an “artifacts park” is planned for the nearby green space, where today homeless individuals often camp. The park would feature items currently stored in the city’s “boneyard,” architectural bits and pieces rescued from deteriorated or demolished buildings.

“These items of interest and history could be used in this space in a respectful and interesting way rather than just being stored somewhere,” said Schulz, an East Dallas resident and former park board representative.

Architect Samuel Mortimer, president-elect of the Friends group and key to the master plan’s creation, described the artifacts park as one of the “exclamation points” along the trail.

He hopes another of the first completed projects is the pocket plaza for pedestrians at the Santa Fe’s midpoint, alongside the Brookside bridge and not far from the J.L. Long Middle School-Woodrow Wilson High School campus, to provide trailside activities and better access.

“The work at the ‘T’ and at Brookside — executing these small but really interesting projects as soon as possible — will demonstrate our abilities to stakeholders and show the direction we want to go,” Mortimer said.

A daily bike commuter who has lived downtown since moving to Dallas nine years ago, Mortimer uses the Santa Fe regularly. He understands its importance as transportation infrastructure and its place in [the 50-mile LOOP hike-and-bike project](#).

Mortimer also has kept careful watch on the development popping up around it.

He is intent on the Friends group being at the table to make sure the right decisions are made for the Santa Fe and its surrounding neighborhoods. “I want a trail that connects the central business district to one of the best assets in Dallas, White Rock Lake, in a way that’s uniquely special,” he said.

Mortimer also is jazzed by the partnerships opportunities, both with other nonprofits such as [Fair Park First](#) and [Deep Ellum Foundation](#) and with developers looking for trail-oriented amenities.

“Their help could accelerate our efforts and make everybody’s efforts better,” he said.

With the master plan adopted, Mortimer’s group is in talks with the park department on a formal development agreement and how the Santa Fe’s needs fit into 2024 bond planning.

It’s a good thing we East Dallas dwellers are a gritty lot who don’t require fancy improvements overnight. Hammering out bond priorities is a long, tough road, and private fundraising will play a big part in what gets done soonest.

Larkspur Capital, which has developed [The Willow apartment project](#) near the “T” intersection, recently gave \$25,000 toward the \$75,000 the Friends group hopes to raise by year’s end.

Schulz, the nonprofit's fund-raising chair, said Dallas philanthropist Lyda Hill and White Rock Alehouse & Brewery have also made donations.

With matching funds from the city, Mortimer expects work on several of the projects, including the artifacts park and Brookside plaza, could begin next year.

Also planned for early spring are large tree-planting projects along barren sections of the Santa Fe as well as improvements around the Old East Dallas Work Yard Park, which is adjacent to the trail and the area of several shootings this year.

The gun incidents didn't target trail users, but they've understandably unnerved some of its regular walkers, runners and bikers.

No one seems deterred from using the trail; it's a matter of paying more attention to our surroundings. After all, we've managed to coexist for years with the occasional gunshots, threats from homeless individuals and smartphone robberies.

Unlike trails that are isolated from their surrounding communities, the Santa Fe's southern half runs through the heart of them — alongside El Paisano restaurant, Hamm's Tires, Julia's Resale Shop, Emmanuel Assembly of God and ramshackle rental duplexes — often with the downtown skyline as a backdrop.

Every few months a couple of adjacent small mom-and-pop stores or frame houses fall prey to the bulldozer and a little more of the funkiness that makes Old East Dallas special gives way to big and boxy dullness.

Our best hope is that new development understands the importance of the Santa Fe Trail and pitches in to make it better.

Although \$17 to \$20 million would be needed to accomplish everything in the master plan, Mortimer said the trail will be "light years ahead of where we are now" even if funds fall short of those amounts.

"As we raise the southern end of the trail up and make that a much nicer place, we will see skyrocketing use," Mortimer said. "This can be a welcoming thoroughfare for everyone."

DVIDS

## **An Homage to the Past, Present and Future of Aviation at NAS JRB Fort Worth**

By Sandy Owens

NAS JRB FORT WORTH, Texas – November is recognized by the Library of Congress as National Aviation History Month, which is dedicated to exploring, recognizing, and celebrating America's great contributions and achievements in the development of aviation.

Originating in 1941, Naval Air Station (NAS) Joint Reserve Base (JRB) Fort Worth, has an enduring and rich aviation history. Once named Carswell Air Force Base, it served as a major Strategic Air Command base and contributor to World War II, Vietnam, the Cold War, and the Persian Gulf War. The airfield and its facilities housed some of the most iconic aircraft in America's aviation history like the B-52 Stratofortress, the B-58 Hustler, and the F-111 Aardvark.

Over the years, the installation's name and mission has evolved. The installation has been called Fort Worth Army Airfield, Carswell Air Force Base, and since 1993 has been known as NAS JRB Fort Worth. Now home to the Navy, Marine, Air Force, Army, and the Texas Air National Guard. Hosting 55 Joint Tenants, including US Air Force Plant # 4 which is the final assembly plant for production of every F-35 Joint Strike Fighter.

The installation's mission is to support strategic military operations, many of which are centered around the airfield. On any given day, if you look up in the sky you may see a C-40 Clipper, a Black Hawk hovering, a C-130 doing touch-and-go landings, or hear the roar of an F-16 in full afterburner chasing an F-35 as they both cut paths around the airfield.

Lee Robinson, NAS JRB Fort Worth's Airfield Manager, explained, "We are here to support the military in any way we can. Some of the ways we support is by providing a sanctuary for aircraft during hurricanes, supporting Federal Emergency Management Agency missions during local emergencies and natural disasters, and by providing pit stops for aircrews needing to fill up on gas to make it to their next destination."

In order to ensure the airfield continues to stand the test of time regular maintenance is required.

"Currently, we have a massive runway repair project for about 1000 feet of the runway," said LCDR William Husky. "We are using the largest amount of delpatch concrete ever used in the nation. It is about a 4.5-million-dollar project, that started in August and will be complete in December [of 2022]."

Everyone on the installation plays an essential role in continuing the legacy of this iconic base. It not only takes maintenance, but people to keep the airfield in tip-top shape.

"To make our airfield run we need our transient line personnel, usually we have four in the shop at minimum, they are there to help with parking, fueling aircraft, and to provide support in case any of the aircraft take a tail hook on the gear to stop them," said Husky. "We have about 90 enlisted sailors with us including transient line, ground electronics, and tower personnel."

The future of the installation is becoming clearer through the ongoing construction projects for the permanent home of the F-35 Joint Strike Fighter in 2024.

“The arrival of the F-35 will make NAS JRB Fort Worth home to one of the largest F-35 squadrons in the world,” said Husky.

Dallas Morning News

## Dallas voters said yes to architecture. Was it a \$1.5 billion mistake?

Critic Mark Lamster on Prop A's plans for the convention center and Fair Park.

By Mark Lamster

Architecture was on the ballot in Tuesday's election, and Dallasites voted overwhelmingly in favor. I just wish I could be more enthusiastic about what's coming.

The measure, Proposition A, will fund a pair of building projects: a remake of the Kay Bailey Hutchison Convention Center and a variety of facility upgrades at Fair Park. The money to pay for those projects will come from a 2% bump to the city's hotel occupancy tax, pushing it from 13% to 15%, a rate that places Dallas in line with the state's other large cities. "It's the vote that costs us nothing but can change everything," said former Mayor Ron Kirk in a [TV spot](#) paid for by a group supporting the proposition.

Kirk was one of three Dallas mayors, along with Eric Johnson and Mike Rawlings, to stump for the measure, which was widely favored by the city's business interests. It received nearly 70% approval from voters.

Sparing local residents from the costs of funding civic improvements with a reasonable tax on visitors is a fine idea. The concern here stems from how we're spending that massive influx of dollars.

Let's start with the [convention center expansion](#), which will absorb the overwhelming majority of new funding, roughly \$1.2 billion. The city, to its credit, has assembled a blue-chip design team for the project, including the minority-led firm Moody Nolan and WXY studio. Proponents have made a laudable effort to emphasize that it would improve connectivity between downtown and the Cedars and introduce new public spaces and adjacent mixed-use development.



A preliminary rendering of the proposed new Dallas Convention Center, looking north on Lamar Street. Courtesy Dallas Convention and Event Services

"We are excited to continue the important work of designing and building a new walkable, vibrant, mixed-use entertainment district that will create thousands of new jobs and generate

millions of dollars in economic development, as well as attract new visitors and residents for decades to come,” said Jennifer Scripps, the president and CEO of Downtown Dallas Inc., which advocated for the measure.

That is all for the good, but there is no escaping the fact that the new center would be an architectural leviathan, and that measures to introduce walkability around it will be, to a large extent, [futile](#).

And this does not even begin to address the dubious proposition that a new center would double convention attendance (as backers have promised), when convention business overall is down and numerous competitor cities are also increasing capacity.

“It’s inconceivable that numbers will return to 2019 levels,” Heywood Sanders, a professor at the University of Texas at San Antonio who studies the convention industry, said in February, when the convention center design was introduced. “The only question is how close they will come. And at the same time, expansions keep happening.”

The argument for the Fair Park Facilities Venue Project, which will absorb some \$300 million of the generated funding, is more compelling. According to the proposition, that spending will go to “the acquisition, construction and improvement of the Automobile Building, the Centennial Building, the Band Shell, the Music Hall, the Cotton Bowl and the Coliseum, and related infrastructure.”

The crumbling facilities at Fair Park, the city’s most significant architectural landmark, absolutely warrant this investment. As Mayor Eric Johnson wrote in an [editorial](#) in *The News* arguing for the measure, “decades of poor planning, underinvestment, and deferred maintenance have left [Fair Park and the convention center] decaying and at risk of becoming irrelevant in this booming region.”

Trepidation here stems from the proposed restoration design of these essential works of architecture, produced by [Overland Partners](#) and released in September by Fair Park First, the nonprofit entity that oversees the park (and supported the measure).

The proposed expansion of the park’s band shell is indicative of the problems with the design. The handsome moderne amphitheater, built for the Centennial Exposition in 1936, would be encumbered with a massive and clunky arched shade structure. Renderings of the upgraded Cotton Bowl showing what appear to be drunken revelers do not inspire confidence in the design team or its visions for this venue, and others.

Should the plan move forward, Dallasites have a right to more thoughtful and respectful design solutions to these landmark (and landmarked) works of architecture.

The overriding question this measure begs is why Dallas so consistently fails to prioritize the infrastructural spending that would be truly transformative. Whatever the benefits (and I am dubious) of a new convention center, surely there are better and more pressing ways for the city to spend more than a billion dollars in found money, beginning with making our streets and sidewalks safe and attractive for pedestrians, and introducing protected bike lanes citywide.

[Removing](#) I-345 — not depressing it in a trench, not leaving it standing — is another essential goal.



The foolproof way to attract visitors to Dallas is to make Dallas a more attractive city. Investing in a new convention center should have come after and not before that goal is achieved, if at all. Instead, we have put the architectural cart before the urban design horse.

“What we have to do now is make good on the promise that we’ve made to the residents of the city of Dallas,” Eric Johnson told a crowd at a victory party for the measure on Tuesday night. “And that promise is that we’ll be good stewards of this revenue stream and we’ll be smart about how we deploy this revenue stream.”

Those are some awfully large promises. Skepticism is advised.

Dallas Morning News

## Street teams, cool pavement, shady trees: How Phoenix protects residents from extreme heat

Cities like Dallas and Phoenix are only getting hotter. Here's what they're doing about it

By Adithi Ramakrishnan

Update: Editor's note: This story is part of our focus on solutions put forward to tackle big and small social problems in our communities. Our evidence-based reporting explores challenges in Texas and looks for examples set by people trying to find answers that help.

David Hondula yanks open the back door of a large van in a Denny's parking lot, 10 miles outside downtown Phoenix.

As the afternoon sun beats down, Hondula and two colleagues load towels and wide-brimmed hats onto a small red wagon. They fill insulated backpacks with ice and water bottles, stuffing the wagon's pockets with electrolyte packets and spray-on sunscreen.

Their mission is deceptively simple: to prevent heat-related deaths in and around Phoenix. It's a goal the city and its residents have been working on for years. It's never been more urgent to find a solution.

The globe is getting hotter. Phoenix has experienced over 110 triple-digit days this year and [Dallas has experienced nearly 50](#). Heat waves are becoming more frequent and intense across the U.S., according to Kristina Dahl, the principal climate scientist for the Union of Concerned Scientists' Climate and Energy Program.

Maricopa County, which includes Phoenix, [reported over 300 heat-associated deaths this year](#). "There's a lot we can do to prevent heat-related deaths," said Dahl, "and it's something that, no matter where you live in the country, you need to be aware of, and cities need to be preparing for."

Hondula is the director of the City of Phoenix's Office of Heat Response and Mitigation, launched in late 2021. The office centralizes the city's responses to the dangerous urban heat under a single umbrella, which include:

- Heat relief teams that provide life-saving supplies to areas not well-served by city resources.
- A cool pavement program that addresses streets that soak up sunlight during the day.
- Tree-planting projects that create shade for pedestrians.

[In addition, local organizations help community members brainstorm cooling solutions that are ideal for their neighborhoods.](#)

"It makes sense that Phoenix would be on the forefront of really trying to deploy these strategies in a city-wide effort," Dahl said.

In 2020, the City of Dallas approved a [Comprehensive Environmental and Climate Action Plan](#) which outlines eight primary areas where the city can prepare for and address the impacts of climate change. Those include strengthening the city's transportation infrastructure, enhancing green spaces and making buildings more energy-efficient.

The City of Dallas is also taking cues from Phoenix and other cities, ramping up its heat response by establishing cooling centers that offer water and air conditioning, considering the implementation of cool pavement and planting trees in partnership with local organizations.

Dahl added cities should consider underlying factors that affect people's susceptibility to the heat – ensuring people have the money to pay electric bills and have health insurance so they can be treated for conditions like obesity and heart disease that may put them at higher risk of heat-related illness.

“I think sometimes we turn to these sexier sorts of solutions that are new and exciting and technological,” she said. “And we may be overlooking some of the ways that we can make people's bodies and homes safer when it comes to heat exposure.”

Several times a week, members of Phoenix's Office of Heat Response take two-hour shifts to hand out water bottles, wet towels and other free cooling supplies to unsheltered folks in the community.

The outreach program, called We're Cool, is the first time a relief team has been deployed at this scale in Phoenix.

Unsheltered people are about 200 times more likely to die from heat-related causes compared to sheltered people, said Hondula. The team has interacted with about 3,300 people since it started in May.

Caseworkers from the city's Human Services Department, like Victor Rojas, join the outreach trips. Rojas introduces himself to folks and asks if they need access to longer-term housing or food. Hondula says Rojas' work is a key part of the We're Cool effort.

“We can't take our foot off the gas in the explicitly and intentionally heat-focused services,” Hondula said. “But there's no better way to beat the heat, for somebody who's living on the streets, than to get off the streets.”

On a recent afternoon, Rojas chatted with a man sitting near a Bank of America drive-thru station, asking if he had family he could stay with back in California. Phoenix's Human Services Campus, funded through Maricopa County, has a diversion program that will buy Greyhound tickets for folks who can confirm they have family to stay with at their final destination.

Rojas offered to return to the drive-thru the next morning to take him to the center where the program is offered.

Rojas says out of the thousands of individuals the team talked with this summer, he knows of less than 10 that definitely found stable housing in rehab or a shelter. Some of the people they meet are distrustful of the city's logo and resources, and Hondula says they have legitimate reasons to be. With only a single three- to four-person team going into the community four times a week, it's impossible to reach every community in need.

Phoenix has over 50 cooling centers, but since becoming a cooling center is voluntary, the sites aren't evenly distributed across the city.

An approach like We're Cool could be useful in Dallas, said Susan Alvarez, the assistant director of the city's Office of Environmental Quality and Sustainability.

The city would require more coordination and resources to make it a regular program. Alvarez added that the city's Office of Community Care and Office of Homeless Solutions send out street teams to house unsheltered folks when the city is experiencing extreme temperatures.

"Our goal is, realistically, to try to get people into a place where they're safe," Alvarez said. "Where they've got heat when it's cool, and cool when it's hot."

Jennifer Moreno, an emergency management specialist for the City of Dallas, said [all public facilities, including libraries and recreation centers, are cooling stations](#) during normal business hours. Dallas' Office of Emergency Management distributed bulk packs of water bottles to those locations for anyone needing extreme heat relief.

### Sunscreen for roads



Arizona State University's assistant professor in the School of Arts, Media and Engineering Ariane Middel works on MaRTy which help detects heat temperatures in shade and direct sunlight. Middel directs the SHaDE Lab which is an urban climate research group at ASU. in Tempe, Ariz, Friday September 16, 2022. ORG XMIT: 20059851A(Darryl Webb / Special Contributor)

Growing up in Germany, Ariane Middel was used to a hot week every now and again. When she moved to Phoenix in August 2009, she fell in love with the desert, but was stunned by the summer heat wave.

"We have air conditioning at home, and we go into our air-conditioned car," she said. "But there are a lot of people who are unsheltered and unhoused, who live in mobile homes, elderly people who maybe don't have the funds to run their air conditioning all the time ... There are a lot of



vulnerable people, and I think that a lot can be done to prevent heat-related illnesses and death.”

Middel, an urban climate scientist, directs Arizona State University’s SHaDE lab, which stands for Sensible Heatscapes and Digital Environments. The lab investigates how urban heat affects people and what can be done about it.

Middel says cities are rife with artificial surfaces like concrete sidewalks and asphalt roads that act as “heat sponges.”

“They’re really great at storing heat during the day,” she said. “And then at night, once the sun sets, they slowly release the heat they stored back into the atmosphere.”

That release of heat can contribute to what’s called the urban heat island effect. Neighborhoods with lots of direct sunlight, artificial surfaces and limited shade can take longer to cool down at night as all the stored heat from the asphalt releases back into the air.

Middel’s team, with help from the city, is testing out a solution to this problem. It’s like sunscreen for roads.



CoolSeal is seen on September 16, 2022., Cool pavement is a special coating for asphalt (not paint) that makes the pavement reflect more heat instead of absorbing it (compared to regular asphalt). As of now, 18 neighborhoods and one city park in Phoenix have cool pavement. ORG XMIT: AZRS101(Rick Scuteri / Special Contributor)

The product, called CoolSeal, coats the top of asphalt surfaces. It’s not paint – it’s a safe, non-toxic seal coat. CoolSeal makes asphalt more reflective. That way, it absorbs less direct sunlight during the day, and at night, there’s less solar energy released back into the air to heat up neighborhoods.

The City of Phoenix first found out about the coating when the Federal Highway Administration and City of Los Angeles held a tour of some of their “cool pavement” streets in late 2019. Now, the product is on streets in 18 Phoenix neighborhoods and a city park, with plans to seal another 11 locations next year.

Middel and her team found that cool pavement treatment reduced road surface temperatures by up to 10 to 12 degrees during the day, which is promising for residents who walk their dogs or kids that play outside as the sun sets.

The treatment only lowered air temperature by about half a degree in the evening, meaning its effect on urban heat islands is unclear. Middel is running a new round of tests on the pavement to find out for sure.

Treating pavement with CoolSeal costs about \$5 per square yard. That's slightly more expensive than a traditional seal coat on an asphalt street needing maintenance, which is about \$2 to \$3 per square yard.

However, Middel is hopeful CoolSeal will prevent pavement from degrading as quickly, adding to its value.

When it comes to curbing urban heat islands, there's no one silver bullet, says Ryan Stevens, an engineering manager in street maintenance with the City of Phoenix. However, he sees CoolSeal as one tool that, if applied strategically, can help cool down neighborhoods during early mornings and evenings.



Ryan Stevens, engineering manager in street maintenance for the city of Phoenix, points out the difference in CoolSeal and normal asphalt on September 16, 2022. Cool pavement is a special coating for asphalt (not paint) that makes the pavement reflect more heat instead of absorbing it (compared to regular asphalt). As of now, 18 neighborhoods and one city park in Phoenix have cool pavement. ORG XMIT: AZRS102(Rick Scuteri / Special Contributor)

Jenny Nicewander, a member of the City of Dallas' Public Works department, said the department has been meeting with vendors that sell cool pavement treatments, some of whom are responsible for the work in Phoenix and Los Angeles. She said the city is learning more about the treatment and exploring ways to implement it in Dallas.

"These are really early days for us in terms of doing anything with heat islands," she said of the city's streets department. "We're really starting to look at that, though."

Nicewander said the department hopes to get a cool pavement pilot project started within the next year and a half, potentially in a neighborhood that lacks trees and shade to maximize the benefit. She would like the city to integrate cool pavement treatment into its existing pavement preservation program – applying it to neighborhood roads that need repaving anyway, but aren't in total disrepair.

"With every summer that passes ... I think we just want to make sure that we're doing what we can to help," she said.

### **Life-saving shade**

In Phoenix, trees are crucial to providing comfort and safety outdoors. Lora Martens, an urban tree program manager in the city's Office of Heat Response and Mitigation, is coordinating efforts between the city's departments to plant and maintain trees.

"[Trees are] very important in a place like Phoenix," said Martens, "because the heat is so extreme here during the summertime that being in shade and not being in shade is a huge quality of life difference."

The city adopted a Tree and Shade Master Plan in 2010, aiming to increase its tree canopy to 25% by 2030. At the time, they were at about 10% to 12%. Martens and Hondula said they haven't moved the needle much since that point, and the city is in the process of updating the plan.

In its Cool Corridors program, the city is lining busy pedestrian sidewalks with trees to provide shade from the sunlight. The city installs trees that are 5 to 6 feet tall. If they're maintained, the hope is that with time, they'll grow tall and wide enough to shade walkways.

The program started this year, and the city has installed four to five Cool Corridors thus far with the goal to install nine to 12 annually. The city's Streets Department plants 1,600 trees a year as part of the Cool Corridors program and its Parks department plants 1,500 a year.

Martens said one of the biggest hurdles to urban tree-planting is cities weren't constructed with trees in mind. Phoenix, she said, is focusing on "low-hanging fruit": areas where there aren't major power lines or size constraints limiting where they can plant.

"Soon, we're going to have to have conversations about reducing streets and expanding areas throughout sidewalks, things like that," she said.

Dallas' Office of Environmental Quality and Sustainability is coordinating efforts to plant and protect trees across the city. The city wants to expand existing parks and maintain the trees providing shade at those locations, said Alvarez, the office's assistant director.

In 2021, the city acquired or added 193.8 acres of parkland with another 26.5 acres under design or construction. Some of those acres have trees already — the city's job is to maintain those trees and add more where possible.

The city also reported planting 6,525 trees in 2021, in partnership with the Texas Trees Foundation, the parks department and Trust for Public Lands.

The Texas Trees Foundation identifies tree-planting locations in Dallas based on urban heat, demographic data, air quality and more. The foundation installs an irrigation system at their



planting sites to provide trees with water. When that's not possible, they send water trucks to plant sites to make sure the trees are getting the nutrients they need for two years after planting.

One of the foundation's recent projects is a tree equity report that will clue them, as well as city staff and developers, into which neighborhoods are lacking tree canopy the most.

"All that is to identify where trees are needed the most, to have the most impact," said Rachel McGregor, urban forestry manager for the Texas Trees Foundation.

### **A path forward**



The team from Office of Heat Response and Mitigation: Erin Olesiewicz ,left, David Hondula ,middle, and Victor Rojas, right, pull their supply cart full of cooling supplies across a parking on a 103 degree day in Phoenix, Ariz, Thursday September 15, 2022. ORG XMIT: 20059849A(Darryl Webb / Special Contributor)

On We're Cool trips, Hondula asks a common question to folks who accept supplies, as well as to volunteers and colleagues. What can we do better? He's insistent on improving the city's heat response as summers get warmer.

Some suggestions have to do with personnel, like recruiting more Spanish-speaking volunteers for relief trips. Others require more coordination. The area in Maryvale, Phoenix where Hondula and his team handed out supplies on a hot mid-September afternoon, was four miles from the nearest cooling center.

With heat waves lasting for longer parts of the year in the U.S., the Office of Heat Response's work has never been more necessary. Hondula and his team provide cooling resources to folks in the short-term, and try to lay the foundation for initiatives that will lead to a cooler city.

"More work to do," Hondula said.





Fort Worth Report

## **Trademark readies \$150 million-plus redevelopment of iconic Lincoln Square in Arlington**

By Bob Francis

A Fort Worth company is taking the lead in redeveloping a key economic asset in Arlington: the once-showpiece Lincoln Square shopping mall.

[Trademark Property Co.](#) completed the purchase of the 470,000-square-foot shopping center at 1500 N. Collins St. in Arlington.

In June, the Arlington City Council agreed to make two grants totalling \$14.23 million in exchange for Trademark's commitment to spend at least \$150 million to convert the once-vibrant shopping center into a mixed-use development that combines offices, retail, restaurants and apartments.

Monica Luera, senior director of development at Trademark, said the project has been of interest to the company for some time.

"It finally worked out, and we're excited about it," she said.

The 46-acre Lincoln Square is located on the high-profile corner of Interstate 30 and Cooper Street and close to Arlington's entertainment district that includes Globe Life Field, Choctaw Stadium, AT&T Stadium, Texas Live!, the 888-room Loews Arlington Hotel and Convention Center. The shopping center also is close to Six Flags Over Texas, Hurricane Harbor, and the largest eSports stadium in the nation. Arlington's entertainment district attracts more than 14.5 million visitors per year, according to Cushman & Wakefield, which marketed the property.

The center opened in 1983 and contains about 500,000 square feet of retail space. ShopCore Properties, an affiliate of global real estate firm The Blackstone Group, had owned the property since 2016, and the center was 72% leased, according to the real estate group.

"Being able to take advantage of the larger trade area that the entertainment districts draws on and also to focus on creating a place that is currently missing in northern Arlington is a great opportunity," Luera said.

Trademark has already started meeting with residents in the area to talk about changes they would like to see, Luera said.

"We did the same thing with the Victory Park development in Dallas when we worked there," Luera said.

Trademark also launched a [digital survey](#) that asks residents how they use the shopping center and what shops and amenities they would like to see at Lincoln Square.

Trademark's timeframe for the 45-acre project is six years. Trademark is to establish a goal of 30% use of minority or women-owned business enterprises during design and construction of the project, according to the agreement.

When it opened four decades ago, the shopping center was considered a high-end showcase.

Today, it is key to the city because it is the entrance to the entertainment district and a gateway to the city's revitalized downtown, said Trey Yelverton, Arlington's city manager.

"Lincoln Square kind of touches both of those key districts for us, so with the size that it is and the location that it's in, it is highly visible and has the ability to provide a good gateway to both those districts," he said.

The upgrades to Lincoln Square are important to the city's tax base, Yelverton said. In a comparison with the surrounding area, the tax base within a quarter mile of Lincoln Square has grown 50% since 2015. But, over the same period, Lincoln Square's tax base has declined 12%.

"It clearly hasn't been carrying its fair share of the property tax growth in the area," the city manager said. "When it comes back and it's rejuvenated, we hope with a kind of higher and better land use opportunity with a little more density and such that we'll have higher values."

Terry Montesi, CEO of Trademark, agrees.

"We are confident we can create a world-class destination that will upgrade the area's offerings and be a catalyst for further growth of the neighborhood and its cultural, sports and entertainment venues," Montesi said in a news release.

The city of Arlington selected Trademark over other proposals for Lincoln Square.

"We had seen what Trademark had done in redeveloping other sites and we're confident in what they can do," Yelverton said.

Trademark also manages the Galleria Dallas and is working to redevelop that mall. Other Trademark local developments include Fort Worth's WestBend, Waterside and Alliance Town Center.

Chris Harden and Kris Von Hohn, based in Cushman & Wakefield's Dallas and Houston offices, led the sales efforts for Lincoln Square. Beth Lambert of Cushman & Wakefield spearheaded the structure and implementation of the financing. Kevin McGlaun of M4 Realty Advisors led development planning and partnership discussions with the City of Arlington.

"Lincoln Square represents an opportunity to create the next generation high-density, mixed-use retail destination at the gateway to one of the most prominent entertainment districts in the United States," Harden said.

Dallas Morning News

## **West Dallas should listen to GAF about plan to leave Dallas**

Shingle factory officials have a plan that deserves residents' ears.

By Dallas Morning News Editorial

Before the month is out, officials with shingle production company GAF will invite West Dallas residents to a series of community meetings about plans to shut down their factory in the area, have it rezoned for a non-industrial use and clean up the land where industry has functioned for generations.

We urge residents to attend these meetings, which begin Nov. 30, with an open mind and the interest of their neighborhoods at heart.

It would be easy to cast the effort to remove GAF from the area as a caricature of a bad, polluting industry against underdog residents.

The reality is more complex. There is no question that it is time for GAF to wrap up its operations in West Dallas. Company officials acknowledge that.

But it is unrealistic that GAF is just going to close the doors tomorrow, lay off or relocate some 150 employees and start up shop someplace else. Not when, as GAF officials say, their factories elsewhere are unable to handle the additional production load.

The activism from the group Singleton United has been valuable in getting GAF to create clear plans about when it will withdraw from Dallas. And we expect, or at least hope, there is room for negotiation on the seven-year timeline GAF has laid out to construct a factory outside of Dallas County that will replace the factory operating in West Dallas.

Our worry is that if residents and elected officials don't hear out what GAF is offering, the deal that West Dallas gets could be much worse.

There is a push to force the company into a "compliance date" through the city's Board of Adjustment, with the thought that that could hasten GAF's departure. It assuredly will not.

It will instead pitch the effort to get GAF out into litigation that will drag on for a very long time through Texas courts that are likely to read the company's permitting in a positive light.

GAF officials, meanwhile, have limited operations at the plant and presented a professional analysis about air quality in the area that contradicts less detailed data from Singleton United. We aren't going to try to sort whose data are accurate, but residents and city officials should at least review the GAF air quality data analysis along with information from Singleton United.

The goal here should be the long-run future of West Dallas. What the neighborhoods and the city need is a deal that gets GAF to close its factory as soon as feasible, move for a rezoning that incorporates residents' vision for the future land use and — this is most important — get the highest and best possible environmental remediation for the land GAF has occupied.

This land needs to become homes and shops and restaurants. It can only do that if GAF is gone, if it is zoned properly and if it is clean.

The best way to get there is through a cooperative approach that considers everyone's best interests. That begins with listening.

Dallas Morning News

## **Dallas is behind on EV charging stations. Here's the plan catch up**

City has momentum and federal funding is available.

By Dallas Morning News Editorial

The fear of driving all day in your electric car because you are convinced your battery will run out is real and has a name. It's called "[range anxiety](#)," and Dallas, unfortunately, is a good place to feel that way. The city is way behind other major metropolitan areas in EV charging station infrastructure.

However, city officials have a plan for a major turnaround in the next few years, and there is good momentum thanks to several sources of federal funding.

We support this ambitious plan, but the City Council has to do its part and move fast, as the city will have to look at zoning, codes and parking ordinances in order to have the readiness that matches the growth in the EV fleet in the region.

Right, now, there are over 7,000 EVs in Dallas, according to city officials. These numbers have grown by about half since 2015.

According to a plan outlined in a recent [city memo](#), implementing public-facing EV charging stations will also help the city target its emission-reducing goals and is part of the Comprehensive Environmental and Climate Action Plan adopted in May 2020.

Currently, Dallas' charging infrastructure amounts to less than 40% of the capacity necessary to meet public demand. There are 1,867 public EV charging stations in the Dallas-Fort Worth area, 379 of which are free, reports [plugshare.com](#)

CECAP includes a target of increasing the number of publicly available electric vehicle charging infrastructure in Dallas, with 1,500 new EV charging stations by 2030.

"We are on track to meet and exceed that target," said Pharr Andrews, senior climate coordinator for the city of Dallas.

The city will lead this effort starting with EV charging stations in its own municipal facilities like libraries and recreation centers. The Dallas Zoo, Love Field and City Hall already have them.

Right now, 80% of EV owners charge their EVs at home, but most Dallas residents live in apartment complexes, and as these vehicles become more available and cheaper, everyone else will need access.

We value that this plan has built-in equity that includes partnerships with apartment complexes. And city officials are already providing education and information on available grants. Yes, southern Dallas is part of this effort as well.

Pharr mentioned that the city will also need to partner with "the [H-E-Bs](#), Walmarts and 7-Elevens" to help build this infrastructure all over the region.

At the state level, the Texas Department of Transportation will have \$408 million over the next five years to deploy EV charging infrastructure, with a goal of providing at least one station every 50 miles in major corridors.

Carlos Evans, director of the Office of Environmental Quality and Sustainability, acknowledged the city is playing catch-up. But Dallas has a good opportunity to leap forward into an electric future, and hopefully, “range anxiety” will become a non-issue.



Star Local Media

## **Understanding the growth of DART's public transit across North Texas**

By Winston Henvey

As the population has grown throughout North Texas, communities have turned to public transportation to alleviate traffic and get to key destinations in a more efficient way. See where public transit is headed with Dallas Area Rapid Transit's Gordon Shattles:

### **How has public transit grown across North Texas?**

Since 1983, with the formation of DART, we've seen a real interest and uptick in public transportation. We've seen that expansion with DART, which is 700 square miles covering 13 service area cities, as well as Trinity Metro in Fort Worth and DCTA in Denton County.

### **What are some challenges DART has faced keeping up with population growth?**

I think every challenge we've seen is a new opportunity for something else that we can better provide for our riders. Before, we started off with buses, which is the backbone of everything we do with public transit. We have over 700 buses serving our routes throughout North Texas. We set that up with our light rail, which is 93 miles throughout our service cities and our 26 miles of our Silver Line of miles coming up next. We thought, 'what else could we possibly do?' That's where GoLink service came in very well. There's a disconnect between the first mile and last mile, which has plagued public transportation since the beginning. How do you get from your home or office to a transit location to get through that journey? GoLink will be a big part of that moving forward. We have 31 zones across north Texas, and the ridership increase as we launched it in January, we've seen growth in users month over month as they figured out that it's easy to use and a very cost-effective mode of travel.

### **How did you get involved with DART?**

I've been working with the media for 20 years now. I've been a DART rider for a long time, and when the opportunity came up, I jumped on it. As much as I've enjoyed my career, actually having a tangible effect on people and getting them where they need to go, that's really important to me.

### **What are some major changes you've seen in your career with DART?**

We've been a big construction company for a number of years. I think the big change is a refocus of what DART is at its core, which is moving people who need us most and an expansion of the bus network, which is really the driving force for public transportation.

### **Do you see a culture shift here that's more open to public transportation?**

Texas in general is a car-centric state. I don't think that's going to change anytime soon. But we also see a large part of our North Texas population does not have access to a reliable car. We

also look at the everchanging price of gas, which can have a very extreme, negative effect on those riders who need us most. Public transit will always be there for the people who need us most: transit-dependent individuals, individuals with one car or individuals with no car. Even a step beyond that, if you do have a car, the ease of use and cost savings that come with public transportation makes it a no-brainer to save time, money and effort while getting you back and forth to locations that are most important to you: work, home and opportunities to enjoy the DFW area.

### **How is DART addressing concerns of homeless riders?**

Homelessness is something that DART is suffering through, same as our cities. We're working closely with our cities on a safety front with our cities through our police department to ensure our trains are clean, safe and prepared for our riders. We're also expanding that to looking at how we can serve the communities where we operate. We're looking at exploring new partnerships with Downtown Dallas Inc. as well as the Meadows Institute to help people currently experiencing homelessness or mental health issues. It's easy to ignore or push them out of the way, but DART has a real interest in making sure these people get the help and service they need to improve their lives.

### **Where do you see the growth of public transportation going?**

Especially now that we're coming out of the pandemic, we're at about 65% of our pre-pandemic ridership. As people continue return to work and leave the house, we'll see the ridership increase. There's also the opportunity for the next great thing for our riders.

DART is always going to be focus on the people who need us most, and we're going to design a system that meets their needs and gets them to a place quickly, safely and efficiently. Once we build that system, we continue building that system. Even for those just going to a Stars game or the State Fair of Texas, they will benefit from that. Our focus is on those who need us the most.

### **How does DART stay connected to its community?**

We work very closely with our community, starting with our schools.

We have community engagement reps, as well as our executives who go to schools and explain what DART is, safety and security around trains and these sorts of things. We have community engagement meetings throughout our metroplex and partnerships with elected officials, including mayors of our cities. We work with our communities to make sure people know about DART and what DART can do for them. A great example is we'll be in Plano on (Nov. 19) working with the Douglas community. They have a turkey giveaway coming up for Thanksgiving, and we're working with the neighborhood to get photographs and memorabilia of the old cotton belt to include in the new art and design program. Anything we can do to be involved in the communities we serve, we'll do it.

### **How do transport companies work together in North Texas?**

Regionalism is the name of the game. DCTA, Trinity Metro, Star Transit, we all have the exact same goal in mind of moving people where they need to go quickly and safely. We've expanded

to the inland port area of southern Dallas, which is a very large, growing transportation hub. We partner with other each other and share resources. With our upcoming partnership with the DCTA for the Silver Line, we'll have a lot of opportunities to help serve our communities.

### **After the Silver Line project, what's next for DART?**

This is going to be the last big construction project we have planned for the near term. The focus now is increased bus service and greater frequency. We have a push right now for increasing bus stops and making the next generation of shelters. We want to improve our system and make sure our people really get the best from DART and that it aligns with their needs.

### **Where do you see public transport going?**

I think as we see a major influx of people moving to the Dallas Fort Worth area, the need for public transportation is only going to grow. I hear a lot of times that people don't have the opportunity to live in the area where they work. The need to get back and forth safely through very busy highways will be important. We always talk about live and work, but play is an important aspect as well. The Perot Museum, the Nasher Gardens and all the places DART can get you to, we sometimes forget about those, but those will become more important as people come out of the pandemic.

Dallas Morning News

## What we know about those who died in the Dallas air show crash

The mid-air collision between two historic aircraft at a Dallas air show on Saturday killed six people, including two deeply loved Keller-area men who had been pilots for decades, according to officials and friends.

By Jamie Landers and Lana Ferguson

Those who died in [Saturday's mid-air collision](#) between two historic aircraft in Dallas had decades of flight experiences and were aviation enthusiasts.

The [collision that left six dead](#) involved two World War II-era planes, a [Boeing B-17 Flying Fortress](#) and a [Bell P-63 Kingcobra](#). No one on the ground was injured or killed. The cause of the crash is under investigation.

Officials haven't identified those who died. But aviation groups they belonged identified four of the six who died in the crash above Dallas Executive Airport.

This is what we know about the victims:

### Terry Barker and Len Root

A union representing former American Airlines pilots identified two of those killed in the B-17 as former members.

The union identified them as Terry Barker and Len Root.

"Our hearts go out to their families, friends, and colleagues past and present," the union said in a tweet, adding counseling services will be available to members.

Root worked as a commercial pilot and manager for Commemorative Air Force's Gulf Coast Wing since October 2021, according to his LinkedIn. Before that, he was a flight management system program controller and flight director for American Airlines for more than 35 years. He also studied aviation law and business at Embry-Riddle Aeronautical University in Daytona Beach, Fla.

Barker was a former Keller city councilman and Army veteran, husband and father, the city's mayor, Armin Mizani posted on Facebook.

Mizani added a Veterans Day display of 1,776 American flags will remain in front of Keller Town Hall an additional week in Barker's honor.

John Baker, a former American Airlines colleague of Barker's, said the two met several years ago while based out of Dallas/Fort Worth International Airport. Both were tech airmen instructor pilots conducting training until Barker retired about two years ago after 36 years with the airline.

He told The Dallas Morning News Barker was a family man with a servant's heart.

"He was really an enthusiast of aviation," Baker said, adding that Barker had a hangar at the Northwest Regional Airport in Denton County where he spent a lot of time refurbishing a Beechcraft AT-6.

After retirement, Barker got involved with the commemorative air force and flying the B-17, Baker said.

### **Curtis Rowe**

Curtis Rowe also died in the crash, according to the Ohio Civil Air Patrol. He lived in Hilliard, Ohio.

Rowe, who was a major in the Ohio Civil Air Patrol, spent more than 30 years with the organization and “held every crew rating possible and earned his Command Pilot Rating,” Col. Pete Bowden, commander of the Air Patrol, said in a statement.

“Curt touched the lives of thousands of his fellow Civil Air Patrol members, especially when flying cadets during hundreds of orientation flights over the course of his service,” Bowden said.

<https://youtu.be/rtPf3OsZYY>

### **Craig Hutain**

An executive officer with the Commemorative Air Force airbase in Georgia identified a fourth person who died as former United Airlines pilot Craig Hutain, 63, of Montgomery, Tex.

In his staff page for [Tora Tora Tora airshows](#), a re-enactment of the Dec. 7, 1941, invasion of Pearl Harbor, Hutain said he first started flying with his father at just 10 years old. He flew solo for the first time at 17.

Hutain graduated from California Polytechnic State University in 1982, with a bachelor’s degree in aeronautical engineering.

He promptly started flying for the airlines, starting with Rocky Mountain Airways and then United Airlines. Hutain began flying with both Tora and the Commemorative Air Force in 2009, according to the airshow’s website.

“It’s really a lifelong obsession for me,” Hutain [said in a video interview with the Vintage Aviation News](#) in July, standing in front of a P-63F.

Eric “Rick” Miller told The News he met Hutain in 2011 during a trip to the Vectren Dayton Air Show and said they kept in touch ever since, first connecting through their love of aviation and shared experiences as sons of men who served in World War II.

“Craig always made you feel like a lifelong friend,” Miller said, describing their friendship as “one of mutual respect for each other based on our love of keeping history alive.”

### **A memorial to the dead**

Along the fence on the south side of the airport, near the intersection of Highway 67 and West Red Bird Lane, Roberto Marquez, a Mexican-born, Dallas artist, set up the beginning stages of a memorial honoring the six aviators.

One by one, Marquez staked a hand-painted yellow, blue and red cross, adorned with American flags, ribbons and flowers, into the cold, stony soil. This process is “like second nature,” he

says, methodically picking out a brush and a palette of stark, white paint, adding the names of the confirmed dead — Barker, Root and Rowe — to each cross.

Tragedy after tragedy, Marquez has used his art to create memorials and murals all over the world. This year alone, to name only a few, he recalled a trip to war-stricken Ukraine in March, then to Uvalde in May, [when 19 children and two teachers were killed](#) in the deadliest school shooting in state history, and another trip to San Antonio in June, after [53 migrants were found dead in a tractor-trailer](#).

“I feel good doing it,” he told The News. “It’s special when people come, and they feel it’s a safe place to cry, to get together, to trust with pictures and flowers. It’s moving to witness, and it’s a gift to be part of the healing, however small.”

Dallas Morning News

## **Grand Prairie officer killed while chasing car with fake paper tags, police say**

Officer Brandon Tsai, 32 was killed after his car struck a light pole, Grand Prairie police said.

By Michael Williams

A Grand Prairie police officer was killed in a single-car crash Monday night after attempting to stop a car that had a fake paper license plate, the department announced Tuesday.

Officer Brandon Tsai, 32 was killed after his car struck a light pole, Grand Prairie police said. Around 10:45 p.m., Tsai noticed a car with fake tags near the intersection of Southwest 3rd Street and Pioneer Parkway.

“Officer Tsai attempted to stop the vehicle which immediately fled,” police spokesman Mark Beseda said in a statement. “During the pursuit, Officer Tsai lost control of his squad car causing it to strike a light pole.”

Tsai was taken by firefighters to Methodist Dallas Medical Center, where he died, Beseda said.

He had worked for the Grand Prairie Police Department since January. He previously worked at the Los Angeles Police Department in California for five years, authorities said.

“He was a loving friend, a trusted colleague and an outstanding officer whose passion was providing service to the public,” Beseda said in the statement.

The crash remains under investigation.

Fake paper tags [have long been a headache](#) for Texas law enforcement who say the tags, which are made with false names, VIN numbers and addresses, can be difficult for police to trace. Law enforcement agencies in Nevada and New York have complained false Texas tags are being used on vehicles involved in crimes.

Earlier this year, the head of the Texas Department of Motor Vehicles resigned amid widespread criticism of the agency’s handling of the proliferation of fake tags.

Tsai is the fifth Grand Prairie police officer to die in the line of duty, according to the Officer Down Memorial Page, which tracks police deaths across the country. The most recent Grand Prairie officer death was Andrew Robert MacDonald, who died last year after a struggle with COVID-19.

In 2019, Grand Prairie police Officer Albert Ramirez Castaneda Jr. died after being hit by a car. Sgt. Gregory Lei Hunter was shot to death in 2004, and Officer Lyndon Fred King was fatally hit by a car in 1982.

The department has not announced funeral arrangements for Tsai.

## Fort Worth Report

# When will Panther Island project be completed? Army Corps updates schedule

By Rachel Behrndt



A map shows the estimated timeline and progress of several components in the Panther Island Project. (Tarrant Regional Water District)

The Central City Flood Project, more widely known as the [Panther Island Project](#), has a new estimated time of completion — 2032.

The U.S. Army Corps of Engineers expect the initial components of the project, two bypass channels and surrounding infrastructure, will be completed mid-2029. The remaining elements of the project — a dam and pump stations — will be completed in 2032.

It's a longer timeline than the one pitched by the Trinity River Vision Authority in the [past](#). Col. Jonathan S. Stover with the U.S. Army Corps Of Engineers [previously predicted](#) it would take about six years to finish the design and construction of the first bypass channel.



The newly released schedule shifts that timeline to five years to complete the north bypass channel but estimates it will take seven years to complete the south bypass channel.

[https://fortworthreport.org/wp-content/plugins/algori-pdf-viewer/dist/web/viewer.html?file=https%3A%2F%2Ffortworthreport.org%2Fwp-content%2Fuploads%2F2022%2F11%2FProject-Schedule-Oct2022\\_R2-1.pdf#page=1](https://fortworthreport.org/wp-content/plugins/algori-pdf-viewer/dist/web/viewer.html?file=https%3A%2F%2Ffortworthreport.org%2Fwp-content%2Fuploads%2F2022%2F11%2FProject-Schedule-Oct2022_R2-1.pdf#page=1)

The schedule accounts for supply chain issues and workforce constraints that have delayed the construction industry as a whole since the start of the COVID-19 pandemic, said Matt Oliver, a spokesman for the Central City Flood Project.

The corps will sign five contracts for the project components by mid-2023, said Woody Frossard, the environmental director for the Tarrant Regional Water District.

The north bypass channel, the south bypass channel, the flood-proofing of University Drive and Rockwood Park, the pump station and dams and ecosystem restoration in Gateway Park will all have their own contract.

“They’re really pushing hard to get those contracts because that’ll obligate all of those funds,” Frossard said. “Then they’ll go back to D.C. and say, ‘I’ve got this much obligated for design. It’ll be finished in ‘23, therefore we will obligate the rest of it, so I’ll be ready for more funds.’ ... But it shows they have moved forward spending the money.”

Frossard also offered a tentative timeline for getting contracts approved by the corps.

The contract to raise University Drive will likely be signed in December. The north bypass channel will be finalized in February or March, and the south bypass channel two months later.

Finally, the design contract for the gates and dam will likely be signed in late summer 2023.

Every component of the project includes two parts, design and construction. Design for the north and south bypass channels was already underway, after the project initially received just \$62 million in federal funding.

Congress has authorized up to \$526 million for Panther Island, but allocated [only \\$403 million](#) to complete the final design for the project.

The contract for the north bypass channel will go to CDM/Stanley Joint Venture. The contract for the south bypass channel has not been announced, said Clay Church, a spokesman for the U.S. Army Corps of Engineers.

The firm already completed 60% of the design for the north bypass channel and 35% of the design for the south channel. CDM/Stanley Joint Venture is a partnership between Virginia-based [CDM](#) and [Stanley Consultants](#) focused on engineering and construction. Both companies have offices in Texas.

CDM Smith [recently posted](#) a job opening on LinkedIn for a civil works engineer related to the project.

Previously, project leaders considered using a design-build method to complete the bypass channels. That entails using the same contractor for design and construction, in an effort to move the process along more efficiently.

Because design was already underway for the channels, it would take longer to contact a design-build firm, because design would have to begin at square one.

“The engineer for the design-build won’t accept the 60% because they can’t put their stamp on it,” Frossard said. “So, they would have to go back and redesign everything that’s already been done. So, it just didn’t make sense.”

The design-build method could be used for other aspects of the project, such as the dam and ecosystem restoration.

The schedule was finalized as Fort Worth [prepares to rethink](#) the development plans for the island and [surrounding areas](#).

Development of the land surrounding the central city flood project can begin right away, said Dana Burghdoff, one of Fort Worth’s assistant city managers.

The city received six proposals from consultants bidding to work on redevelopment plans for the area, Burghdoff said in a report to Fort Worth City Council. An interagency committee — comprised of city staff, members of the Greater Fort Worth Real Estate Council and others — will review and select consultants to be interviewed by Dec. 2.

Staff will update members of the Fort Worth City Council with the recommended consultant in December, according to a [report from](#) Burghdoff.

Progress made on the project by local partners

Tarrant Regional Water District has completed the majority of its share of prep work related to the Central City Flood Project.

- 95% of utility relocations are completed
- 90% of parcels have received environmental clean-ups
- 90% of structures are demolished
- 75% of properties acquired

The remaining properties to be acquired are near Gateway Park. The land will primarily be used by the corps for ecosystem restoration.

Before construction of the north and south bypass channels can begin, the city of Fort Worth needs to relocate several storm drains, water and sewer lines and other utilities.

Mark Mazzanti, risk management coordinator with the Trinity River Vision Authority, said they have observed a renewed sense of urgency since the project [received \\$403 million in funding](#) in January.

The corps is “way ahead of schedule,” Mazzanti said.

As the project enters its next phase of planning and construction, it is shedding some of its old baggage. Former water district employee JD Granger’s LLC, JD Granger Group, will no longer be involved in the project.

The company’s six-month contract with the water district ended October 31, Tarrant Regional Water District Spokesman Chad Lorange confirmed.

Lorange did not elaborate on why the contract was not renewed.

Dallas Morning News

## **When will the Joppa bridge open?**

Hopeful pedestrians may have to wait a couple years before construction starts

By Helen Bougas

A new bridge in the southeast Dallas neighborhood of Joppa will offer some relief to pedestrians who've been forced to resort to unsafe practices to get back home — but they'll have to wait until 2024 at the earliest to access it.

The current infrastructure has left the area nearly impassable for those without a car. Pedestrians have found themselves either walking precariously beside speeding cars on the vehicular bridge or squeezing themselves between train cars stopped at the tracks, an option entirely unavailable to cyclists or people who use wheelchairs.

A Curious Texas reader asked us, "When will the pedestrian bridge across the train switching tracks into and out of Joppa be built? It has been promised by the city."

We reached out to Dr. Ghassan Khankarli, director of the City of Dallas' Department of Transportation for a statement.

Khankarli said the bridge that will run alongside the current Linfield Road overpass is under design. Initially expected to be completed in October of 2023, final plans are anticipated by March 2024 and construction should begin in late 2024.

"The main scope of work involves the construction of a pedestrian bridge over the Union Pacific Railroad tracks and improvements to the pedestrian infrastructure at the intersections of Carbondale St. and Loop 12," Khankarli wrote in a statement, adding that the plan calls for public outreach and environmental review.

The Neighborhood Association President of Joppa, Shalondria Galimore, elaborated on the other aspects of the civil infrastructure promised to Joppa residents, including improvements to the DART system, handicap accommodations, and beautification efforts.

"There's going to be beautification along Carbondale Street with different types of trees," Galimore said. "They are looking at noise barrier trees as well as an environmental type of tree to help with the environment because we're in an industrial zone."

Funding for the project was approved in June of 2019, and though money provided by the federal government typically takes approximately two years to access, the city was able to expedite the process and the acceleration allowed the engineering contract to be awarded six months ago to Criado & Associates.

Galimore, like many Joppa residents, is eager to see the end of this project.

"I just hope that they keep to their word and not put it off any longer," Galimore said. "We're ready for this to actually take place and come to fruition."

Dallas Morning News

## **Texas bill would say a fetus can legally be a second passenger in HOV lanes**

Watchdog Dave Lieber on a ransomware attack, robocalls, catalytic converter thefts and more

By David Lieber

Yes, it's true. The government is in your life.

It's my job as The Watchdog to scope out the stories that might affect you. These may cost you time, money and frustration.

They range from an ongoing ransomware attack on an important government agency to an ousted chief property appraiser, funeral home pricing and updated driver's licenses.

Here are stories you should know.

### **HOV fetus bill**

Remember Brandy Bottone of Plano, the pregnant mom who [told police](#) that she should not get a ticket for driving solo in a high-occupancy lane? She explained that her fetus, under Texas' abortion law, should be considered a second passenger.

Her ticket was dismissed.

Now we have what I'll call "the Brandy bill."

State Rep. Briscoe Cain, R-Deer Park, is one of the Texas Legislature's leading anti-abortionists. This week, he introduced House Bill 521 for the 2023 legislative session.

The short bill states that a pregnant driver "is entitled to use any HOV lane in the state." Although the language is unclear, I assume that means they won't get a ticket. I tried to reach Cain but was unsuccessful.

How will this be enforced? Can a pregnant woman not yet "showing" announce she's pregnant and get a pass? Do pregnant mothers need to carry a doctor's note? What about a photo of an ultrasound scan?

Can't wait to see how this is sorted out.

Bottone told me, "Wow! This is a wonderful step forward for the women of Texas. Pregnancy is stressful, but your anxiety is through the roof without the hassle of being stopped and questioned if another life is on board is a step in the right direction. Baby Charlotte and I are rooting that the bill gets passed and other states follow suit."

North Daily Texas

## Bus route cuts will lead to more GoZone despite safety concerns

By Ismael Belkoura

Denton County Transportation Authority will follow through with proposed bus route cuts announced in the summer, despite continued debate on GoZone's effectiveness.

The DCTA board decided in late July to cut bus Routes 2, 4 and 5. The board also agreed to increase the base rate for GoZone fares from 75 cents to \$1.50, as well as a 50-cent surcharge for every mile over four. These decisions will be put in place starting on Jan. 1, 2023. Furthermore, the 2023 DCTA proposed budget allocates \$10.2 million for GoZone and less than \$2 million for the DCTA Connect Routes.

However, concerns have been raised on the viability of GoZone and its ability to support the transit needs of Denton citizens. The main voice of concern has been former Denton Councilwoman Alison Maguire, the Denton representative on the DCTA Board and the sole board member who voted against the proposed bus route cuts in the 4-1 decision.

"I think that Denton is growing really, really fast and we cannot maintain the pace of growth while continuing to build infrastructure in such a way that every resident of the city is more or less required to drive an individual vehicle most places that they go," said the District 4 Representative. "I think that it's a necessity that local leaders continue to try to facilitate alternatives to driving."

Denton voters in District 4 recently recalled Maguire during the Nov. 8 election, despite an ongoing lawsuit she has that argues "only the constituents who elected her to a two-year term could recall her," according to the Denton Record-Chronicle.

The implementation of GoZone in Denton began in early 2021 when DCTA proposed a pilot program and has been under scrutiny ever since. Former council member Deb Armintor criticized the proposal as replacing a public transit system with a "private shuttle taxi service." Armintor and Maguire voiced their concerns throughout 2021, which led to a delay in the removal of bus routes until after the first six months of GoZone's implementation.

Around six months later, the proposal to cut bus Routes 2, 4 and 5 was presented to the DCTA board.

"Cutting those routes, specifically I believe it's [Route] 5 that has half a passenger per hour, it's kind of whatever, on 5 at least," said Kristine Bray, a member of Denton's Traffic Safety Commission. "But the problem is that they need to be running buses — they need to be running buses that work."

Bray was appointed to the commission by former council member Armintor in September last year. Bray has been outspoken about their support for local transit, especially through their Twitter page, Denton Transit Posting.

Denton's bus routes are based on outdated models, Bray said. The system is currently difficult to understand for any potential users, and long wait times make the transit system ineffective.

“There’s no unified bus route map for the DCTA at the moment — I had to make one myself to figure out what the DCTA network looked like,” Bray said. “They don’t think of the buses as a network. They think of them as a route and then a different route and then a different route.” Maguire said the solution is not to look at individual routes and eliminate the underperforming ones.

“I think that a better way of approaching the question of bus routes isn’t which routes to keep and which routes to cut, but how to design a comprehensive, holistic system that functions well,” Maguire said. “My position is that ultimately what DCTA needs is a full system redesign.”

For many in Denton County, the redesign is GoZone replacing the public transit system.

Lewisville Mayor TJ Gilmore was an early proponent of cutting bus routes in favor of GoZone. Although the DCTA board decided to keep most of the routes in Denton, the board removed the two Lewisville bus routes in December.

“In my mind, that is an equitable solution for the differences in the two cities,” Gilmore said to Community Impact in December. “We don’t have to supply equal services but equitable services.”

GoZone’s first year in Denton has not been without its issues. Wait times and seat unavailability were common concerns for many Denton residents. However, the primary concern has been the safety of the service.

Denton residents have been vocal about the safety issues with GoZone, going so far as to create a Facebook Group named “GoZone drivers are going to get someone killed,” which has amassed over 600 members. Computer science sophomore Reid Spreiter, a frequent user of the DCTA University Routes, refuses to use GoZone.

“Last semester, one student got hit by a GoZone driver, and I almost got hit by a GoZone driver this semester,” Spreiter said. “When I almost got hit, the driver was on their phone taking a turn during one of the busiest crosswalks on campus.”

A former GoZone driver advocated for proper training and possible mentor shadowing through social media in hopes of fixing these safety issues, which led to Via “disaffiliating” her from the service back in May.

Maguire said she advocated for “more significant training for drivers” and for “supervision and evaluation of drivers.” This led to the implementation of safety videos, but no other “concession” was made.

Another way to fix the safety issues is through a better reporting system. Currently, the key performance indicators that the DCTA board looks at are wait times, unavailable seats and Federal Transportation Administration-qualifying incidents. FTA-qualifying incidents are accidents where at least one vehicle is disabled, or emergency services were involved.

“There have been a lot more minor incidents that did not qualify as FTA incidents, such as fender benders,” Maguire said. “And there have been many incidents of what I would call unskilled driving. We don’t have the KPI for those kinds of things, which I object to.”

Even though there are many complaints about its safety, GoZone has hit its KPIs for FTA incidents, Maguire said.

Bray said that GoZone has a role in Denton public transit. The outside suburban regions of Denton work better with microtransit than with bus routes. The issue arises from GoZone's usage in the core of Denton.

"One of the things that was discussed at the previous DCTA board meeting was that approximately 30-40 percent of trips on GoZone are trips that are exactly along existing bus routes," Bray said.

Maguire continues to push for GoZone to be removed in the areas of high bus usage.

"In that T-shaped core where we are getting the highest bus ridership and the highest GoZone ridership, we shouldn't be offering GoZone," Maguire said. "If ridership is that high, then folks need to be riding the bus. They don't need to be getting individual small vehicles."

DCTA Board meetings occur on the fourth Thursday of every month in the Board Room of the DCTA Administrative Office and are open to the public.



Dallas Innovates

## Call For Developers To Build Around DART Stations Closing Soon

Six Dallas Area Rapid Transit (DART) stations were deemed by the city to be underutilized and prime spots for development of mixed-income housing, including five locations south of Interstate 30.

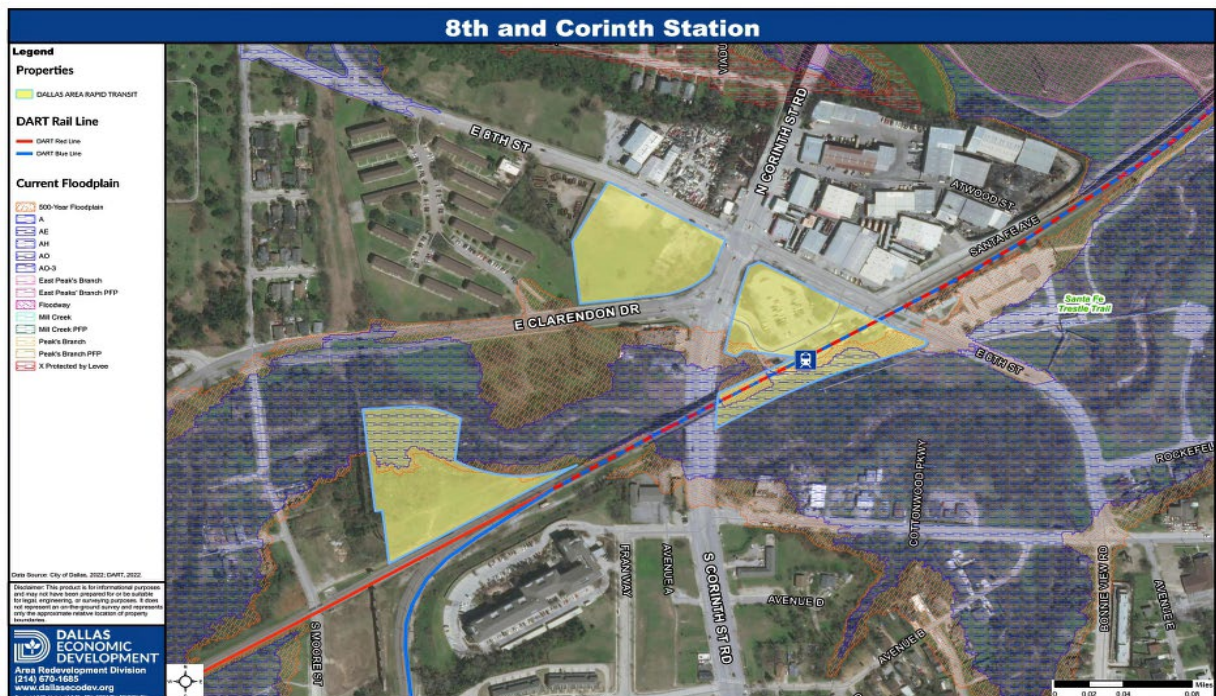
Developers have until Friday, Dec. 16, to submit their proposals.

By Nicole Ward

**The December 16 deadline for developers to submit proposals to turn the empty land around six light-rail stations into new transit-oriented developments, is fast approaching.** Six Dallas Area Rapid Transit (DART) stations were deemed by the city to be underutilized and prime spots for development of mixed-income housing, including five locations south of Interstate 30.

“Southern Dallas is an important asset to our region,” said Latosha Herron Bruff, SVP Inclusion and Community Engagement at the Dallas Regional Chamber. “To ensure its continued growth and economic vibrancy, we must continue to prioritize new development that will support job creation and economic mobility for current and future residents.”

In March, the DRC launched the [Southern Dallas County Economic Development Guide](#), an online resource that highlights communities, real estate, employers, and talent across 12 cities and 486 square miles. The development opportunity was announced in August after sites were identified by the Office of Economic Development, Department of Housing and Neighborhood Revitalization, Planning and Urban Design Department, and Development Services Department, in partnership with DART. Each development should be site-specific and in-line with the city’s vision for that area. If the winning plan calls for rezoning, the city has said it is committed to expediting the process.



8th Corinth Station [Map: DART]

Current DART station properties eyed for development:

- [8th & Corinth](#)
- [Hampton](#)
- [Westmoreland](#)
- [Lake June](#)
- [Buckner](#)
- [Royal Lane](#)

If the projects are successful, the same strategy could be applied to other DART stations in the future.

Developers have until Friday, Dec. 16, to submit their proposals [here](#).

NBC DFW

## Texas DMV Redesigns Paper License Tags to Include New Security Features

Newly redesigned temporary tags are to begin being issued by dealers on Dec. 9

By NBCDFW Staff

The [Texas Department of Motor Vehicles](#) is overhauling the look of the problematic temporary paper license tags issued by dealers to include enhanced security features aimed to reduce fraud.

The DMV said Thursday that dealers will begin issuing the redesigned temp tags on Dec. 9.

"This is the next step in ongoing efforts that have made a significant difference in curtailing and preventing the fraudulent production of, access to, and use of temporary tags," the DMV said in a news release.

**NBC 5 Investigates** has been reporting on [the proliferation of phony tags](#) being used by criminals who gained access to the state's system by registering as dealers and then selling the tags online.

The new tags, which the DMV said took several months to design, have a new look and embedded security features that will help police identify fake tags and increase the safety of traffic stops.

### Features in the new temporary tag design can include:

- Texas flag watermark.
- Enhanced depiction of the tag expiration date, vehicle year and make, and name of issuing dealer.
- Identification of the specific type of tag issued.
- Font selection and size that maximize readability of primary components.
- Active and passive security features identifiable by law enforcement.
- Numerous pieces of embedded data and text, linked to law enforcement databases, can be created only by internal TxDMV computer systems.

"With the support of our law enforcement partners, The Texas Department of Motor Vehicles is setting a new standard for temporary tag security and design," said TxDMV Executive Director Daniel Avitia.

### "WE HAVE MORE WORK TO DO"

The change in the design of temporary paper tags may not be enough to stop criminals, one Texas lawmaker tells **NBC 5 Investigates**, and he's introduced legislation calling for even bigger changes.

"Until, in my opinion, we get rid of paper tags completely in the state of Texas, we're not going to get rid of the problem," said State Rep. Craig Goldman (Republican - Fort Worth).

He has introduced legislation that calls for metal plates to replace paper tags.

"It really is an embarrassment and joke again for the state of Texas that we're allowing these enormous amounts of paper or temporary license plates in this state," Goldman said.

## **'WE SHOULDN'T EVEN BE HERE'**

The announcement came three days after a Grand Prairie police officer died in a crash while pursuing the driver of a car with a temporary license plate.

Investigators told **NBC 5 Investigates** the same paper tag had been reproduced hundreds of times for vehicles across the Dallas-Fort Worth region since it was originally printed in the spring.

Now, police in Grand Prairie say they wish the change had come sooner.

"I'm happy they did it. I'm not going to go any further into that," Daniel Scense, Chief of the Grand Prairie Police Department, told **NBC 5 Investigates**. "I'll just tell you I'm frustrated that we are in this position. How about that? I'm frustrated. We shouldn't even be here."

DMV Board Chairman Charles Bacarisse told **NBC 5 Investigates** in April that the agency would re-examine the paper tag design after an NBC 5 investigation exposed not only how tags were easily counterfeited, but how some small car dealers were using the DMV's own system to print hundreds of thousands of temporary tags which police say were then sold on the black market.

When asked why the new paper tag design has taken this long, a Texas DMV spokesman said "the project required significant programming of department registration systems..." and "During this time the department was working toward multiple projects to continue addressing fraud..."

The DMV declined to comment on Rep. Goldman's proposal to use metal plates instead.

## **PREVIOUS REPORTS**

- Nov. 17, 2022 - [Texas DMV Redesigns Paper License Tags to Include New Security Features](#)
- Nov. 15, 2022 - [Police Searching for Paper Tagged 'Ghost Car' in Deadly Grand Prairie Chase](#)
- June 1, 2022 - [Police Make Bogus Tag Bust Tied to Social Media Ads](#)
- May 18, 2022 - [TxDMV Names New Executive Director Amid Paper Tag Crisis](#)
- May 17, 2022 - [Vehicle Used in Dallas Salon Shooting Had Paper Tag](#)
- May 12, 2022 - [Ads for Fake Tags Persist, Despite Facebook, TxDMV Efforts](#)
- May 4, 2022 - [Texas' Paper Tag Problem Compounded by Small Dealers Misusing Them](#)
- May 3, 2022 - [Dallas Police Shut Down Accused Fake Paper Tag Dealer](#)
- April 26, 2022 - [Texas House Set to Hold Paper Tag Hearings](#)
- April 14, 2022 - [Texas DMV Cracks Down on Dealers Selling Temporary Paper Tags](#)

- April 13, 2022 - [TxDMV Closes Inspection Loophole That Put Unsafe Cars on Roads](#)
- April 12, 2022 - [Dallas Police Go Undercover to Fight Illegal Paper Tags](#)
- April 7, 2022 - [Police Warn of Fake Paper Tags Used to Cheat Car Buyers](#)
- April 5, 2022 - [Texas Senate Will Investigate Illegal Paper Tag Crimes, Smuggling](#)
- March 9, 2022 - [Texas Paper Tag Crime Danger Extends Nationwide](#)
- March 5, 2022 - [Texas House Will Hold Hearings on Paper Tag Mess](#)
- Feb. 28, 2022 - [License to Smuggle: Drug Cartels and Human Smugglers Use Paper Texas Tags to Evade](#)
- Feb. 15, 2022 - [Fort Worth Police Announce Special Operation Targeting Paper Tags](#)
- Feb. 14, 2022 -- [Crash Victim's Parents Want More Cops to Police Paper Tag Fraud](#)
- Feb. 13, 2022 - [More Funding Need to Fight Criminals Using Bogus Paper Tags: Police](#)
- Feb. 10, 2022 - [Police Report Drop in Fraudulent Tags But Warn Crooks Are Adapting](#)
- Feb. 9, 2022 - [Texas DMV Shuts Down Six More Dealers Suspected of Selling Paper License Tags](#)
- Feb. 7, 2022 - [TxDMV Director Resigns Amidst Paper Tag Mess](#)
- Jan. 27, 2022 - [TxDMV Takes Emergency Action to Keep Crooks From Selling Paper Tags](#)
- Jan. 21, 2022 - [Dallas Police Operation Targets Fraudulent Paper Tags](#)
- Jan. 17, 2022 - [Recording Shows Police Warned TxDMV of Paper Tag Security Flaw Years Ago](#)
- Dec. 16, 2021 - [DMV Committee Recommends Fingerprinting Some Dealers to Slow Paper Tag Fraud](#)
- Dec. 14, 2021 - [Texas House Transportation Chair Vows to Stop Paper Tag Fraud](#)
- Dec. 6, 2021 - [Texas DMV Boss Deflects Blame for Paper Tag Debacle](#)
- Nov. 23, 2021 - [Illegal Paper Tags Costing Texas Taxpayers and Toll Roads Millions](#)
- Nov. 10, 2021 - [Suspected Paper Tag Peddler Shut Down Tuesday, Reopens Wednesday: Investigators](#)
- Nov. 8, 2021 - [How Texas Paper Tags Became a \\$200M Criminal Enterprise: NBC 5 Investigates](#)

<https://www.nbcdfw.com/investigations/texas-dmv-redesigns-paper-license-tags-to-include-new-security-features/3128004/>

## Grand Park debuts to the public with first trail opened

By Colby Farr

<https://goo.gl/maps/YQvxv6KER1XQVidz8>

Big Bluestem Trail, the first feature to debut within [Grand Park](#), is now open and offers a glimpse of future plans for the more than 1,000-acre park.

Frisco's Parks and Recreation department hosted an inaugural trail walk on Nov. 19 shortly before the park was opened to the public. The trailhead for Big Bluestem is located off Cotton Gin Road, between Dallas Parkway and Legacy Drive.

Big Bluestem Trail is a natural, 12-foot-wide trail about 2.28 miles long from beginning to end and back again. The trail features Hackberry and Ash trees as well as a Bois D' Arc tree.

Mayor Jeff Cheney, who was present at the inaugural walk with the rest of Frisco's City Council members, said he often joked that he ran for city council after reading a newspaper article about Grand Park's development.

"I wanted to actually work on this park project so that my kids could enjoy it," he said. "Now, I joke we're working on it so my grandkids can enjoy it."

Development of Grand Park is a [top priority for Frisco City Council in 2022](#). The park will be built over decades for multiple generations of families, Cheney said. City council will be working hard to imagine the future of Grand Park's first phase, but he encouraged residents to participate.

"As you're out taking a walk this afternoon, start thinking about it," Cheney said. "Start imagining what it can be."

Work is underway to install a [temporary road in Grand Park](#) as well as parking and lighting, according to a city news release.

QR codes on poster boards line the trail, which opens a digital map that displays information and highlights about park features. Shannon Coates, director of Play Frisco, said there was much more to come to Grand Park.

"We purposely have left as much as we can untouched so that you really can get an eagle's eye view of what it is to be lost in Frisco to some extent," she said of Big Bluestem Trail.

The trail's operating hours run from sunrise to sunset. For more information, visit [www.playfrisco.org/trails](http://www.playfrisco.org/trails).

D Magazine

## It Appears Unbelievably Easy to Break Into the Dead Valley View Mall

The city attorney's office is threatening litigation if Valley View is not demolished "in the next couple weeks."

By Matt Goodman

Nearly three years after reaching an agreement with the city of Dallas to tear down Valley View Center, a chunk of the mall is still standing, and the inside looks like a blast zone. We know that because a pair of urban explorers—YouTubers Eric J. Kuhns and a guy named Holland who goes by "Helicopter Bear"—had an easy time walking into the wreckage of the vacant mall through an exposed loading bay. They emerge in the food court, whose floor now has a patina of tiny glass shards.

The sheetrock is smashed through, the drop ceilings look like a half-finished puzzle, and all manner of wire and metal juts down from above and through the walls. Plaster columns look like they've been smashed with a bat. Most surfaces appear spraypainted.

The Dallas City Attorney's Office this week opened an investigation into the property, basically signaling to the owner, Beck Ventures, that City Hall is again watching. Jill Haning, an executive assistant city attorney, says the city expects asbestos remediation to start next week, with full demolition coming "in the next couple of weeks."

"It is our expectation that they follow that timeline," she says. "Should they not follow that timeline, then we would proceed with litigation."

The city would likely ask a judge to mandate demolition as well as levy \$1,000 daily fines for each violation left unchecked.

All this should sound familiar.

Developer Scott Beck first told the city in the summer of 2016 that he would demolish the mall. He told Council it would take about six months, and the city began making plans to fund infrastructure improvements with TIF dollars. The city promised Beck \$36 million in tax incentives to help fund his mixed-use dreamscape he called Midtown, then took it back when the developer blew past the deadline without pulling the mall down. Beck said the city didn't move quickly enough on changing the zoning, which affected his ability to secure tenants and financing. The city blamed the missed deadlines on Beck.

And so the mall sat, a few vendors scattered around an old AMC theater. The Valley View site is actually a number of parcels owned by a few different developers. Beck in 2017 sued one of those, EF Properties, when it started demolition on the old Sanger's department store and blew out a piece of the mall that Beck owned. That slowed things down even further.

The city got involved in 2018, filing a lawsuit that alleged that Beck Ventures had racked up \$3.5 million in fines for code violations. The next year, the two parties settled the suit and reached an



agreement: all the tenants but AMC would be evicted, the mall would come down before the start of 2020, and Beck agreed to pay the city \$1 million.

Beck pulled a demolition permit in February 2019, which expired in June 2021. Haning says some of the mall was demolished, but the portion containing the AMC theater was allowed to stand because it was still showing movies. The theater was on the second floor, which meant a chunk of the mall had to remain intact so moviegoers could get into the theater. But the AMC closed in January 2022, and the last piece of Valley View has stood ever since.

This is in Dallas City Council District 11, which is represented by Jaynie Schultz. The previous councilman, Lee Kleinman, spent much of his tenure battling with Beck.

“My predecessor was very adversarial with the Becks. I decided to take a different approach,” Schultz says. “My approach has been to simply sidestep their obstreperousness, their unwillingness to help or participate. I believe that they are simply land flippers. They are not developers. As a result, it’s a waste of time and effort to encourage any type of development.”

Beck did not return requests for comment. Even before the city attorney opened its investigation this week, Beck was required to secure the building, mow the grass, and clear all debris, Schultz says. The YouTube video makes plain that very little of that was happening, if any at all. “Unbelievable. Terrible. Shameful,” Schultz said in a text after I shared the video with her.

“I’ve been out there several times with our city code compliance and we reached out to them in good faith,” Schultz says. “Clearly that was not necessarily the right way to go with a nuisance property.”

It wasn’t difficult for our two adventurers to find their way in and around the mall. They got into the upstairs AMC theater. They passed through a hole in the sheetrock into a hall that led them to a tornado shelter under the mall.

They’re clearly not the only people who have ventured into Valley View since the theater closed. In fact, they’re not even the only people *in the video*: three other dudes were also inside, wandering around. The team of five joined together and explored the AMC before going their separate ways.

Haning has an anecdote about a contractor at Valley View, who “says he has to be out there every single day and even within three hours it can be unsecured. That’s also a reason why they need to demolish it as soon as possible.”

The old mall is part of what the city views as the 450-acre International District, with I-635 as its southern boundary, the Dallas North Tollway as its western edge, Southern Boulevard to the north, and Preston Road to the east. It’s prime real estate, the sort of blank slate that could be the city’s next big neighborhood. On the east side, closer to Galleria Dallas, Schultz has a number of wins already.



Dallas ISD set aside \$75 million for a new K-12 STEAM school, and the district has purchased a 12-story building at 5501 LBJ Freeway. The city of Dallas purchased the Prism at Midtown building, and Schultz says France plans to locate its trade office there. Montfort Drive is getting a “complete street” makeover with additional pedestrian infrastructure, and the North Central Texas Council of Governments has awarded the area a \$10 million grant to house an on- and off-track driverless “people mover” to shuttle riders 2.2 miles throughout the district, Schultz says.

The councilwoman plans to pursue bond funding to build a 20-acre park near the Prism Building, which also houses the City Council’s District 11 office. Future plans include more housing, retail, and office space surrounding the park. Schultz says any apartments lost to construction will need to be replaced somewhere in the district with subsidized units so “the people who live there now will have new places to live.”

But Valley View will be a dead zone so long as the mall stands. One of the other major property owners, Seritage, is selling its 17 acres. That land included the old Sears department store, which is also vacant. Beck had grand plans for what he called Midtown, with over 1,000 apartments, a luxury hotel, a Cinépolis luxury theater, and a Life Time Fitness residence and resort.

All that is gone. And whatever will wind up coming here will have to wait. There’s a shell of a dead mall in the way.

Fort Worth Report

## North Texas has its first regional flood plan. Here's what that could mean for Fort Worth, Arlington

By Haley Samsel

Facing a looming statewide deadline in January, the Dallas-Fort Worth region became the first in Texas to approve a final draft of its regional flood plan.

Inside the Tarrant Regional Water District's administrative building Nov. 17, North Texas flood planning officials applauded their efforts to complete [a two-year process](#) that, in the future, will take about five.

"It feels good, but at the same time, I think everybody here realizes we can't just go, 'OK, job done,' and then go about our business," said Glenn Clingenpeel, the group's chair and a top official at the Trinity River Authority of Texas. "This is really a first step in what is hopefully going to be an ongoing process that is in perpetuity."

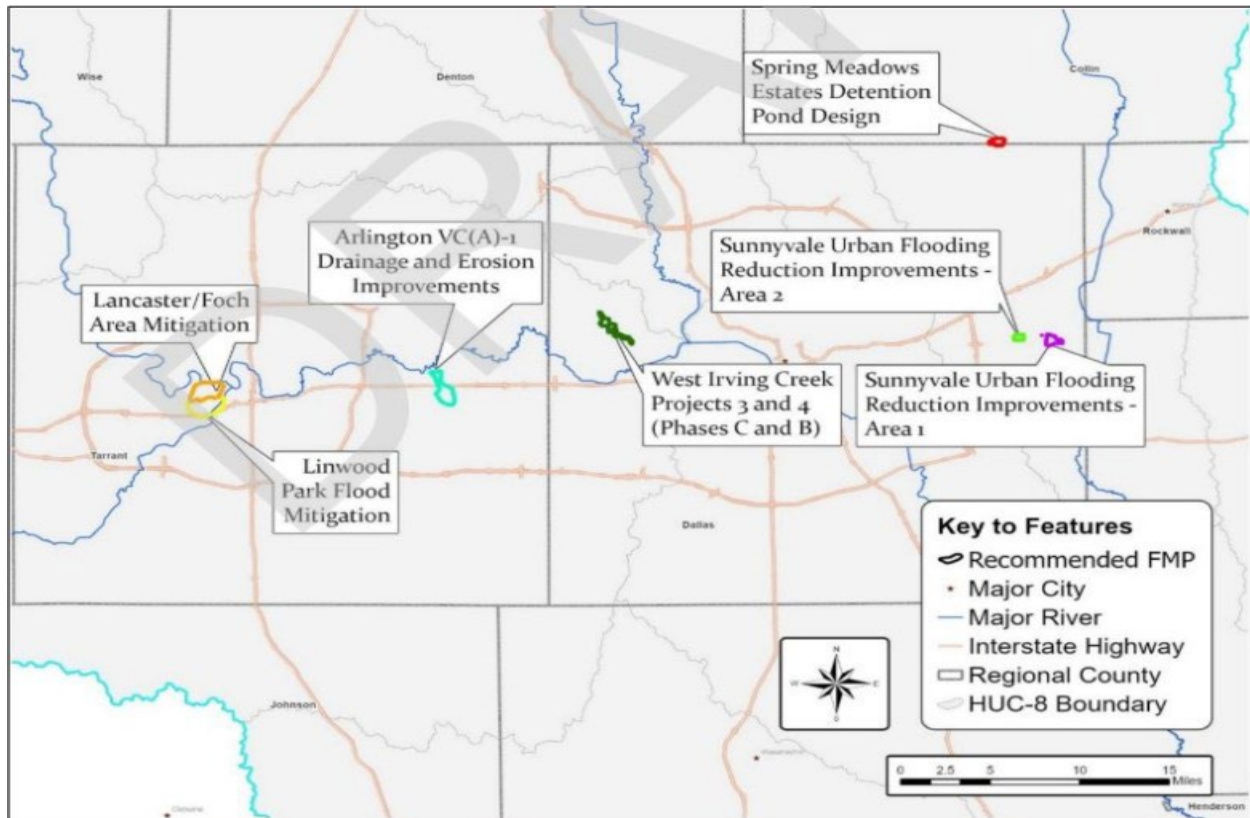
The [Trinity Flood Planning Group](#) was [formed in 2020](#) as part of a statewide initiative to address infrastructure challenges and flood threats after Hurricane Harvey devastated the Gulf Coast. The group's target region stretches the entire length of the Trinity River basin, from Cooke and Wise counties to Liberty County near Houston.

To be eligible for future grants from the state's flood infrastructure fund, a flood mitigation project must be included in the regional plan. That makes the inaugural draft crucial for cities like Fort Worth, which lack local dollars to fund massive investments in stormwater infrastructure.

The [Trinity flood plan](#) recommends seven flood mitigation projects – three in Tarrant County and four in Dallas County – with a combined cost of nearly \$176 million. One recommended project, in Arlington, plans for drainage improvements by an "undersized bridge and severe erosion issues" near the intersection of Fielder Road and Interstate 30.

The remaining Tarrant County proposals are located in Fort Worth. A \$50 million project would mitigate flooding depths in the Linwood Park and University Drive area by building a storm drain that would empty in the West Fork of the Trinity River.

Another proposal would deploy a new storm drain system near the Norwood, Bledsoe and Crockett intersections in the West 7th area, with plans to run the infrastructure along Foch Street and through Trinity Park to the river. The price tag would come out to about \$11.77 million.



The Trinity Regional Flood Planning Group recommended seven flood mitigation projects for potential state funding. Three are located in Tarrant County, while the remaining four are in Dallas County. (Map by Trinity Regional Flood Planning Group)

The West 7th-University Drive area is well-known for flooding issues, most recently during [record rainfall on Aug. 22](#). City officials were limited in which projects they could submit to the flood planning group because they required extensive evaluations of each proposal, said Jennifer Dyke, assistant director of the transportation and public works department.

“The things that were added to that list were some of the top priority areas where we knew we had significant flooding, and then we actually had the level of detail that they really needed to be able to put something on the list,” Dyke said. “We had to really use projects where we already had that existing information.”

Since the initial draft was released in August, the regional group has [evaluated feedback](#) from the Texas Water Development Board, Texas Parks and Wildlife and the National Wildlife Federation.

Several open houses yielded nine written public comments. Three were concerned with flooding in the Fort Worth area and were forwarded to the city because the planning group “does not have emergency response capabilities,” according to planning documents.

The events drew small crowds but resulted in excellent input from residents in Dayton County, Clingeenpeel said. At an Arlington open house, Fort Worth residents who recently experienced flooding were able to learn more about mitigation projects from the group’s consulting team and share their experiences, he added.

“I felt like we really did some good,” Clingenpeel said. “At each one of those events, there was a different audience that we were able to really engage with.”

A final version of the flood plan addressing those comments is due by Jan. 10. During the next several months, Clingenpeel and his colleagues will evaluate potential amendments to the plan, including the possibility of making more flood mitigation projects eligible for state funds.

The amended document must be submitted to the Texas Water Development Board by July 14, which will compile all regional flood plans into an inaugural statewide plan by September 2024. The plan’s impact will be felt most acutely in counties outside of major metropolitan areas like Fort Worth and Dallas.

About 70% of flood maps in the region are considered outdated or approximate, according to planning documents. Many rural communities lack the foundational information that is necessary to understand how to protect people from property damage and safety risks, Clingenpeel said.

The plan recommends 342 flood risk studies with the aim of providing up-to-date maps for about 9,500 miles of the Trinity. Cities and counties would need more than [\\$961 million](#) in state and federal funds to fully execute the plan – an unlikely number even with a [large budget surplus](#). Still, Clingenpeel is excited to see how communities will benefit from learning more about the flood risks and the resources available to address them. Most small towns don’t have the funding or the internal expertise to apply for grants, he said.

“This plan is trying to get all of that information together, not so we can put a plan on a shelf and say: ‘We’re done. Didn’t we do a great job?’” Clingenpeel said. “Where we ultimately all want to get to is implementing those projects that are actually saving lives, reducing damage to property and helping people avoid all the negative impacts that come along with flooding.”

Dallas Morning News

## **Dallas Central Appraisal District ransomware attack should be a warning to us all**

Businesses, consumers and governments should use extra caution heading into holiday season

By Dallas Morning News Editorial

The increase in ransomware attacks across the country in recent years, hobbling everything from oil pipelines to hospital systems, hit home this month when the Dallas Central Appraisal District was hacked.

For more than two weeks, the district's computer systems have been shut down, its website, servers and email all sidelined while technology experts and the FBI investigate and work to get it up and running again.

As we enter the holiday season, we urge the private and public sectors alike to be extra cautious when using computers and other devices. That means, among other things, bolstering defenses and not clicking on suspicious emails or ads, which are often entry points for hackers looking to spread malicious software programs.

Once it infects a computer or device, ransomware encrypts its data and makes it unstable. The cyber criminals behind the plot then hold the data hostage until a ransom is paid, often exerting additional pressure by threatening to destroy the data or release it to the public. The FBI discourages paying the ransoms, but victims often choose to do so to mitigate damage.

That was the case in May 2021 when hackers infected the networks of Colonial Pipeline Co., which operates the largest fuel pipeline in the country, supplying 45% of the gasoline consumed on the East Coast. The company agreed to pay the criminals \$4.4 million in cryptocurrency.

According to the FBI's 2021 Internet Crime Report, ransomware resulted in \$49 million in losses to victims that year. And attacks continued to increase, especially with the growth in remote work and schooling, the report said. Most alarming, of the 16 "critical infrastructures" identified by the FBI as crucial to national security and safety, 14 of them were subject to attacks.

Ken Nolan, DCAD's chief appraiser, told us that the attack on his office thankfully came during its slow time of year. A ransomware attack in the spring and summer, when the district handled a record number of protests and reappraisals, would have been far more difficult, he said. Every day, the district also finds more files that were not corrupted, he added.

Nolan said he's working with a "third-party team of negotiators" to communicate with the hackers. At the time of our talk, he said no ransom demand had been made.

The hackers have threatened to post the district's data on the internet. "Our response was, 'Please do,'" Nolan said, adding that the vast majority of its data is public record. Meanwhile the business of the district continues. Appraisers are working "out in the field with pencil and paper, just like in the old days."

We hope the appraisal district soon can put this terrible crime behind it and the cowards responsible are brought to justice. Meanwhile, we urge businesses and consumers alike to keep in mind the dangers that lurk behind our screens.

Dallas Morning News

## **Dallas could ban all gas-powered lawn equipment to address noise, environment concerns**

City officials are developing plans to make it illegal to use gasoline-powered lawn mowers, leaf blowers, trimmers and other landscaping tools by 2027 or 2030.

By Everton Bailey, Jr.

Using gasoline-powered lawn mowers, leaf blowers and other landscaping equipment could soon be illegal in Dallas.

Citing health, noise and environmental concerns, Dallas officials are developing plans to [phase out the use of gas-powered tools](#) for city departments, contractors, businesses and residents by 2027 or 2030. The ban would mandate use of alternative devices, like ones powered by electricity.

The city is hiring a consultant group to help flesh out a transition plan and evaluate its impact on the public. Dallas officials, for example, don't know how feasible it is for the average resident to switch to non-gasoline equipment or how many lawn care and landscaping businesses operate in the city.

Small businesses aren't tracked by the Texas secretary of state's office, according to Susan Alvarez, assistant director of Dallas' environmental quality and sustainability office.

"I think being able to meaningfully implement this in a way where we're not adversely impacting those businesses is going to be critical," Alvarez said during a [Nov. 7 meeting of the City Council's Environment and Sustainability Committee](#).

The city in August estimated it would cost \$6.5 million to fully convert more than 5,400 pieces of gas-powered municipal equipment, and the cost for residents and business owners to switch was estimated to be \$23 million. The city's switch was also estimated to reduce emissions by 11,665 metric tons of carbon dioxide equivalent a year, or comparable to taking more than 2,500 gas-powered cars off the road, [according to an Environmental Protection Agency](#) calculator. For residents and business owners, the estimate is 338,666 metric tons, or the equivalent of taking almost 73,000 cars off the road.

But the proposed ban faces opposition from the [Texas Nursery and Landscape Association](#), which represents more than 1,400 industry members, including 60 based in Dallas.

"Our member companies have shared concerns with an abrupt transition forcing the use of inadequate technology and imposing serious costs as well as lost investments in our industry," Ryan Skrobarczyk, the association's director of legislative and regulatory affairs, told *The Dallas Morning News*. "TNLA is interested in preserving the freedom for our members to invest in the proper landscape equipment as they see fit."

Skrobarczyk acknowledged that using electric equipment reduces emissions, but noted concerns over supply chain issues with battery-powered equipment, properly getting rid of commercial-grade batteries, and a lack of clarity on what happens to the existing gas-powered equipment.

He said association representatives have met with city officials to discuss their apprehension.

“Instead of a ban, the city could limit its proposal to a reasonable rebate fund that would make battery-powered equipment more cost competitive and allow companies to purchase commercial-grade equipment as it became technologically feasible,” Skrobarczyk said.

It could be a tough sell for residents, too.

One resident, Tony Hernandez, owner of West Dallas-based Tony’s Lawn Care, said the proposal raises more questions than solutions.

Could he and his four employees do as much work in a day with non-gasoline equipment? Would it be as powerful or as affordable for use at home or for work? And would he be compensated if the answer to any of those questions is no?

He also wondered how the city would enforce making sure everyone is always using equipment that runs on batteries or electricity.

“It just doesn’t seem like a good idea, especially when you still have things like diesel trucks that pollute way more than leaf blowers,” said Hernandez, 52.

Hernandez, who said he’s owned his business for 23 years, would likely have to keep his gas-powered equipment for work in other area cities.

“If I live to see that day, I’ll deal with it when it comes,” he said. “I guess we all would.”

A proposed ban has been explored [since at least 2019](#) and [picked up steam last year](#), though it has mostly focused on restricting the use of gas-powered leaf blowers. It comes as the city is trying to meet goals set in its [comprehensive environmental and climate action plan](#), a citywide set of strategies approved by the Dallas City Council in May 2020 meant to help reduce emissions and address environmental issues.

It set goals of making the city carbon-neutral by 2050 and cutting greenhouse gas emissions by 43% by 2030.

Similar bans or restrictions across the country, [like in Washington D.C.](#), have targeted gas-powered leaf blowers because of dust and chemicals they emit that can harm residents, workers and others nearby. California [approved phasing out all gas-powered landscaping equipment last year](#). It’s the first state to do so.

Noise is also a concern, as Dallas officials cite research showing leaf blowers have a decibel level ranging from a vacuum cleaner to a car horn.

There is also concern that health and environmental issues from the emissions of the gas-fueled tools disproportionately impact people of color, who largely make up the labor force.

Recommendations for a transition plan have already been proposed by the city’s environmental commission, which in August called for the city government to first start decreasing its use of gas-powered landscaping equipment, then allow large landscaping companies to start transitioning the next year, followed by medium-sized groups the year after that, and residents and small businesses 12 months later.

The commission also recommended offering financial incentives to residents and small businesses, and spending at least 10 weeks of explaining the potential policy change in English

and Spanish to the public and allowing feedback from the community ahead of a full council vote on a plan.

Kathryn Bazan, environmental commission chair, said her group recommended a phased-approach to make sure residents receive enough notice in multiple languages if the new regulations are approved and so programs can be established to help with the transition. She said the commission is working with the city to look into an equipment buy-back program and other incentives.

“My biggest concern is the impact to small minority business owners and residents,” Bazan said. “I think the transition by 2027 is feasible, we just have to ensure that the city does the outreach and the engagement and that impacted communities are not left behind on this.”

Environmental quality and sustainability officials propose the City Council vote in December 2023 on whether to adopt a ban and a tiered approach to carrying it out, though some council members are pushing for the vote to happen as soon as June.

One proposed option would have the city fully ban gas-powered landscaping tools by 2030, with the city phasing out the equipment over five years starting in 2023; businesses starting from 2024 to 2026; and residents in 2026.

A second option suggests a full ban by 2027. The city would stop using the equipment over four years starting next year; the largest businesses would transition starting in 2024, and all other businesses and residents would transition over three years beginning in 2025.

Council members Paula Blackmon, who has spearheaded the most recent city policy change effort, and Paul Ridley earlier this month said they supported the plan’s progression and implementation sooner rather than later.

Blackmon, chair of the council’s Environment and Sustainability Committee, suggested more city research and community outreach happen simultaneously rather than consecutively.

“I do want this to keep moving forward, and we’ve had a year of discussion,” she said during the Nov. 7 meeting. “I think it’s now that we start working on how we are going to do this and when.”

Ridley noted that the impact to residents of color was his reason to push for an earlier adoption.

“That’s a significant equity issue,” he said. “That’s a burden that’s imposed on people who work in lawn maintenance and that, I think, argues strongly for adopting the more rapid implementation plan and getting this done as soon as possible.”

A pilot program of city parks workers in May using battery-powered leaf blowers, trimmers and saws saw mixed results.

A crew focused on work downtown reported the equipment was reliable, that the batteries lasted as long as advertised and believed the quality of work was good. But a crew working around White Rock Lake said the equipment wasn’t as powerful as its gas counterparts and slowed down the amount of work they could do.



## **Improvements on Louisiana Street and 3 more projects around McKinney to know**

By Miranda Jaimes

### **East Louisiana Street infrastructure improvements**

Construction continues on the East Louisiana Street infrastructure improvements project, which includes reconstruction of Louisiana Street between SH 5 to Murray Street and a roundabout at the intersection of Louisiana Street and Greenville Street. Work will continue to occur along Louisiana between Throckmorton and Murray streets, and detours will be provided to maintain traffic, said Blake Sills, McKinney's interim capital improvements project manager. Underground utility reconstruction is underway on Green Street. The overall project is expected to be complete in summer 2023, Sills said.

**Timeline:** June 2022-summer 2023

**Cost:** \$9 million

**Funding sources:** city of McKinney, North Central Texas Council of Governments

### **Eldorado Parkway widening**

Construction of the Eldorado Parkway widening project between Custer Road and Orion Drive has begun. Additional turn lanes and intersection improvements at Custer Road are included with the project. Other improvements along the corridor associated with the H-E-B construction, including turn lanes and a new traffic signal, are underway. In areas where construction activities are occurring, only one lane of traffic will be kept open. The project is expected to be complete in summer 2023.

**Timeline:** October 2022–early summer 2023

**Cost:** \$3.6 million

**Funding sources:** city of McKinney, McKinney Community Development Corp., private developers, city of Frisco

### **Ridge Road extension**

Crews continue work on the Ridge Road project between US 380 and Wilmeth Road. Ridge will be constructed as a four-lane divided roadway, including additional turn lanes at US 380 and a multilane roundabout at the intersection of Ridge and Wilmeth. The permanent paving between the Wilson Creek bridge and Wilmeth Road is expected to be constructed by the end of the year. The overall project is expected to be complete in spring 2023.

**Timeline:** September 2021–spring 2023

**Cost:** \$18 million

**Funding source:** city of McKinney

**Regional project**

**Dallas North Tollway widening**

Three ramps to and from the Dallas North Tollway in Frisco closed in October as construction continues on a three-year project to build a fourth lane. The first closed ramp is the northbound entrance south of Panther Creek Parkway. Traffic will need to enter the tollway earlier, using the entrance ramp north of Main Street. The second ramp is the northbound exit ramp north of Panther Creek Parkway, and traffic will need to use the Panther Creek Parkway exit instead. The final ramp is the southbound entrance ramp north of Panther Creek Parkway. Southbound tollway traffic will need to use the next entrance located south of Eldorado Parkway. The ramps will reopen next winter.

**Timeline:** summer 2022-late 2025

**Cost:** \$160 million

**Funding source:** North Texas Tollway Authority

Fort Worth Star-Telegram

## **Is adequate public transit just a pipe dream in Tarrant County? Riders have this to say.**

By Megan Cardona

When North Richland Hills resident Christian Munoz lost his car in March, his commute became a relay consisting of a mile walk to the train station, a bus ride and a mile walk to his work.

For five months, Munoz woke up at 4:30 a.m. to walk a mile to the train station so he could catch the 5:12 a.m. train to Dallas-Fort Worth International Airport which is near where he worked. From the airport he took a bus that dropped him off at his stop at 6:30 a.m. and then he walked a mile to get to work, arriving by 7 a.m.

Tarrant County is the third largest county in Texas with one of the highest growth rates in the United States. However, it differs from other urban areas when it comes to regional public transportation — it lacks it.

While other densely populated areas have subways, expanded railways and regional bus routes, North Texas cities do not have public transportation to connect each other.

Munoz endured the reality of Tarrant County's sparse public transportation system, trapped in its inadequacy for months.

"It was really an eye-opener cause I had to switch up a lot," he said. "With a vehicle I can leave at 6:30 [a.m.] and get to my job at 7 [a.m.] when I start. But with public transportation, I really had to learn the routes and how to get from point A to point B."

Richard Andreski, Trinity Metro President and Chief Executive Officer, said because Tarrant County is still growing, there's an opportunity to develop a public transportation system to support its growth.

"When we look at Fort Worth and Tarrant County, and we compare ourselves to other regions — Nashville, Charlotte, other places in the country — we're not keeping pace," he said. "We're not keeping pace with investment in public transportation."

### **HOW DID WE GET HERE?**

Historical and regional context is necessary to understand why North Texas approaches transportation differently than other metropolitan areas.

Brian Guenzel, Center for Transportation, Equity, Decisions & Dollars Program Manager, said how an area's transportation system is modeled depends on whether the city developed around public transit or whether public transit is catching up to a city's growth.

"It seems like for North Texas, it's the latter and in a place like San Francisco or Boston or New York City, it's the former," he said.

Cities like San Francisco were platted out for the most part by the late 1800s and early 1900s — by the end of 1912 the San Francisco Municipal Railway was open, operated by the first publicly-owned transit agency in a major American city.

City planners benefited from San Francisco's distinct geographical features — the city is confined between bodies of water and a mountain. It served as natural boundaries.

By contrast, the wide-open expanse of North Texas seemed limitless but daunting. However, it did not preclude ambitions for a public transit system.

As early as 1876, the Fort Worth Street Railway Company introduced its first mule-pulled streetcar to the city. By 1889 it had expanded its streetcar system and it became one of the first to be electrified in the Southwest. According to Trinity Metro's reference guide, the streetcar system was a magnet for private development in the city.

The streetcar lines thrived until 1938 when the North Texas Traction Company declared bankruptcy due to hits the company was taking in the Great Depression. The streetcar operator reorganized as the Fort Worth Transit Company, and by 1950 had replaced the streetcars with a bus system.

This evolution coincided with population booms in Texas in the mid 1900s — growing by over 1.29 million people between 1940 to 1950 and over 1.86 million people between 1950 and 1960, according to the Texas State Library and Archives Commission.

A nationwide trend in automobile ownership paired with suburban expansion shifted priorities away from public transportation, said Guenzel, who has a background in land use, public health and economic development.

"It was just the times; everybody was moving out to the suburbs and buying cars and we had the [Federal-Aid Highway Act of 1956] program under [President Dwight D.] Eisenhower post World War II, so I mean that was what everybody was doing," he said. "It would just seem odd to say like 'Why would you go do it the way people did something 50-80 years ago?'"

## **CURRENT PUBLIC TRANSIT OPTIONS & RIDERSHIP**

North Texas is not completely bereft of a public transit system. Trinity Metro, created in 1983, offers a variety of services to get around Fort Worth including a bus system, ZipZones and Fort Worth Bike Sharing. TEXRail and TRE are two rail services also offered by Trinity metro for commuters coming in and out of the city.

While current public transit is an option for some, there are service area limitations.

For many Fort Worth residents wanting to ride one of over 25 bus routes, walking a significant distance or biking to a stop is necessary.

In a survey conducted by the Star-Telegram, 125 out of 145 people said their primary mode of transportation was a personal, gas-powered vehicle.

Fifty-two respondents said they didn't use public transit because the options in their area were not time efficient. Inconvenient and inaccessible route stops were the reasons 30 people said they didn't use public transit.

One respondent said, "Bus stops without benches and overhangs are unsafe. I live a mile from my office downtown yet to take a bus there I'd need to do a bus transfer or walk 15 minutes from one stop to the office."

Wait times were another issue respondents found. Currently, Trinity Metro does not have a way to track when the next bus will come to a stop. However, a tracking feature is expected to roll out later this year.

Chad Edwards, Vice President of Planning and Development previously told the Star-Telegram that Trinity Metro is working on a project called Transit Master which will provide data pinpointing the locations of all its buses. The interactive map will be incorporated in the Trinity Metro GoPass smartphone app, which is also where riders can currently plan their trips and buy tickets.

Both TEXRail and TRE have lines in and out of Fort Worth from its many surrounding suburbs in Tarrant County, although the stations are limited as well.

Outside of its four Fort Worth area stations, TEXRail has two stations in North Richland Hills, one in Grapevine and two at DFW International Airport. The TRE has two stops in Fort Worth, one in Richland Hills, one in Hurst and another at DFW Airport. Outside of Fort Worth, none of the cities where rail travel is available have citywide public transportation.

A survey respondent said public transit in Tarrant County was, "Only convenient if you live near a line or route. Otherwise driving is faster."

In a ridership report presented in March, Trinity Metro recorded a system-wide monthly ridership of over 399,000 in January. In October 2021, it logged over 516,000 riders.

When asked how often they used public transit, 52 of the survey respondents said they never used it and 51 said a few times a year.

Out of the 145 respondents, 63 said they were highly likely to use public transit over their personal vehicle if it was available in their area. The second highest percentage with 54 people said they were likely to use public transit.

After using public transportation for five months to commute to work, Munoz said he got used to it. "I started to enjoy it. I avoided traffic," he said. "Avoiding all that traffic after work was really awesome.

I could kind of sit back, listen to music, just kind of chill." While his morning commute to work took a couple of hours, Munoz said his evening commute "wasn't too bad," taking about 20-30 extra minutes.

In August, Munoz got his car and went back to his routine, finding a job closer and cutting down on commute time. Although he has a personal vehicle, Munoz said he would use public transportation to get groceries or go to the gym if there was a citywide system.

He said he would also use public transportation if there was a way to travel from North Richland Hills to the University of North Texas in Denton, about a 40 minute drive, where he goes to school. "Driving's no fun," he said. "That's one thing I don't like doing now, is driving. There's a lot of crazy stuff that happens on the road. It would be nice to just sit back and relax, be able to get your groceries and be able to stop in the more heavily populated areas."

## **WHAT WOULD IT TAKE TO EXPAND PUBLIC TRANSIT IN TARRANT COUNTY?**

There are always discussions happening between Trinity Metro and Tarrant County cities about expanding its services, Edwards said, but it's not a one-size-fits-all proposition. "Most of the cities west of the Mississippi developed after World War II in the advent of the personal automobile," he said. "We're trying to take that development pattern that has occurred over so many years and apply transit to it." Areas with high density nodes would be more likely to see a fixed route system than one where its population is spread out, which would likely get an on-demand system until a fixed route was necessary, Edwards said.

Trinity Metro expanded its ZIPZONE service in June adding a new zone in Southeast Fort Worth, which includes Tarrant County College South Campus, Tarrant County Resource Connection and the Fort Worth VA Clinic along with shopping and dining options.

Edwards said adding the new ZIPZONE area took about six months. ZIPZONE is a transportation option for riders to skip the preset route bus stops and get to a destination within specific service boundaries. The service operates similar to ride share options. Arlington uses a similar on-demand service called Via, which covers its city limits.

Onyinye Akujuo, Tarrant Transit Alliance Board Chair, said Arlington is seen as the elephant in the room when it comes to expanding public transit due to its entertainment district, which is home to the Dallas Cowboys, Texas Rangers, Six Flags Over Texas and Hurricane Harbor to name a few.

Tarrant Transit Alliance is an advocacy organization working to expand public transit in Tarrant County. Its members work to educate city stakeholders, especially those who may not use public transit, on its importance. Although Arlington has potential for rail transit, trams and a bus system, Akujuo said taxpayers have not been sold on its benefits.

"They're voting it down constantly because they're trying to see more bang for their buck in their wallet rather than seeing that the public good can also [gain] more economic development which can also benefit them," she said. But the answer to making public transportation a regional effort does not solely lie with Fort Worth or Arlington. More than one funding source is needed to help expand public transportation countywide — surrounding cities have to be willing to contribute as well, Akujuo said.

There are federal grants available to supplement a city's investment in public transit, although they don't completely cover costs. And while a city could use a bond program to go toward a transit project, it has to be approved by voters. A half-cent sales tax goes toward Trinity Metro, but the agency does not solely rely on sales tax revenue.

Edwards said they also receive federal grants, such as from the Federal Transit Administration, which is allocated based on ridership numbers reported to the National Transit Database. Trinity Metro also tries to partner with Fort Worth for project-specific funding through a "pay-as-you-go" program to help build sidewalks and bus pads. Akujuo said there are also competitive grants, such as local match grants, which requires leveraging local partnerships within the city. "If I want a project and I want to see it federally funded, there has to be public will out there showing that there is collaboration and partnerships happening," she said. "That's what allows you to win."

## **WHO'S WORKING TO GET EXPANDED TRANSIT? HOW CAN IT HAPPEN?**

Every city can benefit from expanded regional transportation, Akujuo said, but Tarrant County's culture is different from other areas, even its neighbor Dallas County. "We are the modern west

over here,” she said. “It’s more important to own a horse or to be in a pickup truck than it is to ride transit.” Despite the status symbol of personal vehicles in its culture, Tarrant County cities have to compete for economic development with other Texas cities such as Austin which has an extensive bus and rail system. Public transportation is a key consideration for companies when assessing economic vitality, Akujuo said.

Within the last fifteen years companies like Google, Amazon and Tesla have settled in Austin for some of their offices. When Amazon was scouting its second headquarters location in 2017, access to mass transit was one of its requirements. Trinity Metro CEO Richard Andreski said it’s important to serve the local community while also making a transit system that’s attractive for companies to consider moving in.

“We’re competing with not only Charlotte and Nashville, we’re competing with Austin and Houston and Dallas,” he said. “Are we making it attractive to people from outside the area?”

Fort Worth Star-Telegram

## **Tired of all the traffic? Fort Worth could make developers pay more for causing it**

By Harrison Mantas

It could get more expensive to build a house in certain parts of Fort Worth. The Fort Worth City Council is considering an ordinance that would double the fee it charges developers to offset the cost of building roads needed for new neighbors.

Developers say the proposed increase will hurt affordable housing, but some residents say the proposed increase doesn't go far enough. Most of the areas are outside Loop 820.

Fort Worth reevaluates the fees every five years. They were established in 2008.

According to a 2022 study, Fort Worth could charge developers an average of \$13,670 per house and \$7,413 per apartment unit.

However, the city usually charges a percentage of that maximum amount to share the cost of road improvements with developers. The city charges 30% of the maximum fee.

City staff is recommending raising it to 80% for residential home construction, but builders have said it will increase the cost of housing.

Clint Vincent, vice president of land for developer Bloomfield Homes, told the City Council in September that his company is struggling to sell homes as rising interest rates put affordability out of reach.

Home builders have advocated for the city to raise the rates to 40% of the maximum while giving them six months to adjust to the new fees.

Residents in far north Fort Worth have pushed back on this argument, saying rapid development has led to a deterioration of their quality of life.

"Just to take our kids to school, I almost get rear-ended daily or near misses because the roads aren't enough for the current traffic," wrote Tammy Roberts in an email to the City Council. Roberts lives near the intersection of Morris Dido Newark Road and Bonds Ranch Road.

The city has dedicated a large portion of its 2022 bond program to fix roads in far north Fort Worth, however, that wouldn't be necessary if the city had charged the correct fees in the first place, argued Rusty Fuller, president of the North Fort Worth Alliance, in an email to the city council.

Fuller pushed back on the argument that raising fees will lead to less housing, pointing to planned expansions by the Northwest and Saginaw school districts.

He also pushed back on calls for a six-month delay. He wrote that developers knew the city changes the rates every five years and should have been prepared for changes.

The measure on the council's agenda would be a compromise between residents and home builders.

The council will vote on the proposed increase at its 10 a.m. meeting on Tuesday.



Denton Chronicle

## What can Denton drivers expect from county's \$650 million road bond?

By Justin Grass

Denton County's recently approved road bond includes funding for five projects in Denton that are projected to cost over \$50 million in total. Here's a rundown of what's set to change in the years to come. The county's \$650 million 2022 road bond was [approved earlier this month](#), with nearly 75% of county voters giving it the go-ahead. The package includes over 100 projects in more than 30 municipalities, with a significant portion of the work landing in Denton's city limits.

The bond's implementation [isn't set in stone at this point](#), so there isn't an absolute timeline for every road project to get started. Depending on the specific project and where it's at in the county, it could be within the next few years, or it could be closer to a decade.

An overview of each project is available on Denton County's [online project list](#). That list doesn't include timelines but includes the area, scope of work and cost for each of the five projects set within the city of Denton. For each of these projects, the cost is split between the county and city.

### Elm and Locust reconstruction

The most expensive Denton undertaking in the bond package is the reconstruction of Elm and Locust streets, which will cost a projected grand total of \$21 million.

The reconstruction will be a joint effort among the county, the city and the Texas Department of Transportation, with the cost split between the three. That's because Elm and Locust are both state-owned roads. According to John Polster, the county's transportation consultant, the city of Denton will absorb the two roads after the improvements are finished.

"[Denton] has got utilities underneath the roadway, which TxDOT doesn't like," Polster said after a public meeting in August. "Two, they need to do some pedestrian improvements because those sidewalks and curbs are messed up. They want to keep the capacity, but just kind of reconfigure it to be more of a downtown than a state highway."

Reached Monday, Polster didn't have any firm updates on a timeline but said the city is still working to move utilities before the rest of the project can start. He referred specific timeline questions for all of the projects to Rebecca Diviney, Denton's director of capital projects, but she couldn't be immediately reached.

### Ryan Road

At \$10.4 million, the [Ryan Road project](#) will widen the south Denton road to three lanes from Teasley Lane to Country Club Road, while adding sidewalks, lighting and minor drainage improvements.

"The anticipated addition of a center turn lane would allow for an improved flow of traffic as motorists making left-hand turns off Ryan Road will have the ability to move out of a moving lane prior to turning," reads an online writeup from the city of Denton. "The expected impact is a decrease in congestion along Ryan Road, particularly during peak traffic."

That writeup has the project as starting in October 2023 and finishing by next year, but a more recent spreadsheet from the city that Polster provided has the project's construction getting started either in 2024 or 2025.

### **Bonnie Brae Street**

There are multiple phases to the large-scale Bonnie Brae Street widening project in Denton. As it relates to the county's bond package, two are included: Phase 4B at \$11.2 million and Phase 5 at \$10.1 million.

The project aims to widen the street from four lanes to four lanes divided, with the two included phases taking care of the stretch between Interstate 35E and U.S. Highway 380 (University Drive). That includes work on a drainage system, water lines, sewers and street lighting.

"Completion of the project is expected to result in a reduction in current traffic congestion," [Denton city staff wrote](#). "The project may also reduce future congestion expected in the Bonnie Brae corridor, particularly those areas adjacent to the planned construction of a new Denton High School at 3001 Bronco Way."

Phase 4B is slated for late 2023, and Phase 5 is slated for December 2024, according to the city's spreadsheet.

### **Westgate Drive/Windsor Drive/Bronco Way**

At \$8.2 million, this three-road project will widen Windsor Drive, fully reconstruct north and south Westgate Drive (including an 8-foot sidewalk on the east side) and connect Bronco Way to east and west Westgate Drive. City staff write that the work will "provide necessary pedestrian and vehicular connectivity" for more traffic in the area around Denton ISD's new school.

The work will help accommodate the new Denton High School campus, according to the city, and also will provide "necessary relief" for a TxDOT Interstate 35 widening project.

Last year, residents in the area [voiced concerns](#) about what the work could mean for traffic near their homes. A timeline for the work isn't clear, but Polster said it shouldn't be too much further out from next year.

## Fort Worth receives federal funds to improve pedestrian, bike safety

By Sandra Sadek

The city of Fort Worth is set to receive over \$4 million in federal funding from the [bipartisan infrastructure bill](#) to support three transportation projects, including a focus on improved roads near schools.

The funding, distributed through the [North Central Texas Council of Governments](#), will address two safe routes to school projects near [A.V. Cato Elementary School](#) and [A.M. Pate Elementary School](#). The third project is improvements to bike lanes on Oakland Boulevard and Miller Avenue, on the east side of town.

For parents like Vanessa Avila, a 38-year-old mother of three — one of which walks to A.V. Cato Elementary — additional sidewalks near and around the school will be beneficial for the neighborhood kids who chose to walk to school.

“On this side, we do have sidewalks but sometimes whenever he walks to my mom’s house — she lives on the next corner — on that side, there’s no sidewalk when he’s walking down that street,” she said. “They have to stay on the street when they’re walking because they don’t want to walk over the people’s yards and stuff.”

Funds will be awarded on Dec. 8. The [city of Fort Worth](#) will have to provide a 20% local match to these federal funds.

The funds were awarded to projects that focused on improving pedestrian and biking safety, said Kevin Kokes, the program manager overseeing the active transportation project at the Council of Governments.

“There’s a focus on safety, providing access for people from where they live to jobs and schools and their daily destinations,” Kokes said. “But that’s essentially the priority, to help advance people’s ability to use (sidewalks and bicycles) as a means of transportation safely.”

The selected projects are considered time-sensitive and are expected to be completed by 2026, according to the Council of Governments.

Mary Elliott, transportation manager for the city of Fort Worth’s [transportation and public works department](#), said the submitted projects were either part of the city’s active transportation plan or high injury network.

“All three had incidents of either pedestrian or bike or vehicular accidents or injuries,” Elliott said. “We have a lot of projects identified. So we try to make sure that there’s overlap between the projects that we have identified as our priority in our plans and then also projects that will score high according to the grant criteria.”

The two projects near A.V. Cato and A.M. Pate Elementary Schools will focus on improving and adding signage, bike lanes and sidewalks where necessary for students to either walk or bike to school.

The project on Oakland and Miller avenues will look to add fully protected bike lanes, improved ramps, and bike signals in a busy corridor that connects residential, recreational and commercial developments as well as other regional corridors, such as I-30, Rosedale, East Lancaster and East Berry streets.

"We're doing quite a bit, and we're really very excited about it. It's wonderful that we were able to get three projects," Elliott said. "A lot of cities only got one project, so, yeah, we're excited about that."

Another four projects were submitted for funds as well but were not recommended by the Council of Governments. But those projects won't go away, Elliott said.

"We continuously evaluate potential projects and try to integrate them into our active transportation plan if they're not already there. And then as different opportunities arise, either grant opportunities, future bond programs or fiscal year budgets, we try to find ways to integrate them into some other future funding source so it doesn't just go away," she said.

Dallas Morning News

## **Gridlock grind: Dallas-Fort Worth is home to 37 of the most traffic-choked roads in Texas**

North Texas even topped Houston.

By Sarah Bahari

North Texas is gridlocked.

That's the gist of a new [study by Texas A&M University's Transportation Institute](#), which on Monday released its rankings of the 100 most congested roadways in Texas.

Dallas-Fort Worth-Arlington is the clear state winner. Or in this case, loser.

The region is home to a whopping 37 of the most congested roads in the state, topping Austin, San Antonio and yes, even Houston. In fact, this marked the first time North Texas out-trafficked Houston since the institute launched the rankings in 2010.

But don't fret, Dallas. Houston still boasts the single most congested stretch of road in Texas with its West Loop near the Galleria and Memorial Park.

Dallas' Woodall Rogers Freeway, also known as Spur 366, ranked second, followed by a stretch of I-35 near downtown Austin.

To develop the rankings, researchers used Texas Department of Transportation data from 2021 to calculate the delay per mile of travel, or essentially, how much longer it takes to travel on a gridlocked road than to make the same trip without traffic. They analyzed more than 1,800 roads.

Traffic delays caused more than \$3.8 billion in losses in 2021 in work time and wasted fuel on the state's 100 most traffic-choked roads, according to the study.

"While congestion is often a by-product of desirable economic growth," the study reads, "for individuals attempting to navigate a congested roadway it is simply a problem."

Here are North Texas' most congested roads:

2. Woodall Rogers Freeway between U.S. 75 and North Beckley Avenue, Dallas County
6. I-35 W between State Highway 183 and I-30, Tarrant County
7. I-345 between U.S. 75 and U.S. 175, Dallas County
9. U.S. 75 between Lyndon B. Johnson Freeway and Spur 366, Dallas County
11. I-30 between Jefferson Boulevard and SL 12 East, Dallas County
12. I-35 East between I-30 and State Highway 183, Dallas County
14. I-35 West between State Highway 183 and U.S. 81, Tarrant County
17. Lyndon B. Johnson Freeway between I-35 East and U.S. 75, Dallas County

18. Lyndon B. Johnson Freeway between U.S. 75 and Garland Avenue, Dallas County
20. Lyndon B. Johnson Freeway between Garland Avenue and U.S. 80, Dallas County
23. Northeast Loop 820 between I-35 West and State Highway 183, Tarrant County
30. North Loop 820 between I-35 West and State Highway 199/Jacksboro Highway, Tarrant County
32. I-35 W between State Highway 170 and U.S. 81/287, Tarrant County
36. I-35 East between Lyndon B. Johnson Freeway and BS 121H, Dallas County
38. I-20 between State Highway 360 and U.S. 67, Dallas County
41. U.S. 75 between President George Bush Turnpike and Lyndon B. Johnson Freeway, Dallas County
48. I-35 East between SL 12 North and Lyndon B. Johnson Freeway, Dallas County
52. I-30 between SL 12 West and Jefferson Boulevard, Dallas County
54. I-30 between I-820 and State Highway 360, Tarrant County
55. East Loop 820 between State Highway 183 and I-30, Tarrant County
56. State Highway 360 between State Highway 183 and I-30, Tarrant County
57. State Highway 121 between State Highway 26 and Loop 820, Tarrant County
59. U.S. 287 between U.S. 67 and I-35 East, Dallas County
63. I-30 between SL 12 East/Buckner Boulevard and President George Bush Highway, Dallas County
64. University Drive between North Custer Road/FM 2478 and North McDonald Street, Collin County
66. SL 288 between East University Drive and I-35 East, Denton County
73. State Highway 114 between I-35 West and Precinct Line Road, Denton County
74. I-20 between U.S. 67 and State Highway 310, Dallas County
76. SL 12 West between SL 12 North and I-30, Dallas County
77. I-35 West between I-30 and I-20, Tarrant County
79. I-20 between U.S. 287 and State Highway 360, Tarrant County
86. Mockingbird Lane between State Highway 183 and U.S. 75, Dallas County
88. SL 12 North between Dallas North Tollway and SL 12 East, Dallas County

- 89. University Drive between U.S. 377 and Dallas North Tollway, Denton County
- 91. State Highway 183 between State Highway 360 and State Highway 161, Dallas County
- 93. I-35 East between State Highway 183 and SL 12 North, Dallas County
- 100. South Buckner Boulevard between I-30 and U.S. 175, Dallas County

Fort Worth Report

## Million-dollar T&P Station renovation to begin in 2023

By Sandra Sadek

Fort Worth's iconic Texas & Pacific Station on West Lancaster Avenue will get a \$1.5 million facelift to better welcome visitors and enhance the station's architectural design.

Construction is expected to begin in early 2023, according to a presentation made by Andy Taft, president of [Downtown Fort Worth Inc.](#) to the [Lancaster Tax Increment Financing District](#) on Nov. 2.

Funding will come from the Lancaster TIF, and project partners include Downtown Fort Worth, Inc., [Trinity Metro](#), the city of [Fort Worth](#), [Texas and Pacific Lofts Condominium Association](#), [Texas & Pacific Tavern and Grill](#), the [United States Postal Service](#) and [Near Southside Inc.](#)

The improvements will allow for better connectivity between the passenger platform and Lancaster Avenue. This includes a newly designed plaza in front of the building as well as signage to indicate the station's entrance, improving visibility and accessibility.

"We're going to build a very elegant pathway from Lancaster Avenue to the front door of the terminal and make it very obvious to people who are looking to catch the train or who are coming from the train into downtown what their path of travel should be," Taft said. "We also want to create a very strong arrival moment."

Melissa Konur, planning director at Downtown Fort Worth Inc., said creating "a sense of arrival and a gateway moment is really critical."

"Without these improvements, it is very difficult to navigate through in either direction, either through a sea of parking or through the space because of the nature of the space and what the lay of the land is between Lancaster and the actual T&P building and station," she said.

The archways inside the station tunnel leading up to the platform will be closed and filled with photos and stories of the people who built the rails and visited the station, similar to an exhibit, Taft said.

"What's interesting about that piece is that those stories can change as people supply photos and stories of their friends and relatives. We'll be able to digitize those images and change them out over time so those can be a revolving storytelling opportunity," Taft said.

The goal of this exhibition is to highlight the history of the station and the role it played in Fort Worth over the years, Konur said.

"Storytelling is a really important part to establishing the area as more than just a train station, but a place that really impacted people's lives and Fort Worth, in terms of arrival and departures and jobs and upward mobility and all of that," Konur said.

[Trinity Metro](#) will be responsible for maintaining these new elements.



Trinity Metro is also looking for someone to operate the lobby inside the station – either as a restaurant or an inviting waiting area — although discussions are still in their infancy, said Chad Edwards, vice president of planning and development at Trinity Metro.

“We’re trying to try to figure out how we can activate that space so that we can open up the doors that are there, that people have a much easier path to get from Lancaster through those doors into the station and onto the train,” he said. “But we can’t do that just yet until we have more activity and more purpose for that particular area.”

The upgrades to the station are the latest in a series of projects along West Lancaster Avenue to redevelop the south-end corridor of downtown. This includes the [Omni Hotel expansion](#), the [Sheraton Hotel rebranding](#), the [Texas A&M law school expansion](#) and the anticipated [convention center expansion](#).

“The fact that we will have this in place well before the convention center is expanded and the Omni expands and Texas A&M expands will mean people are going to be used to us and will understand that the train station is a part of the downtown community well in advance of all of these new people coming to downtown Fort Worth,” Taft said.

A [request for proposals for the project](#) was opened in 2019, followed by two public input meetings in 2021. The station was built in 1931 and is considered [a prime example of Art Deco](#) architecture in Fort Worth. The main waiting room of the station was renovated in 1999.

Fort Worth Star-Telegram

## **Trains frequently block this Tarrant County commuter road. A bridge will change that.**

By MATT LECLERCQ

A new \$16 million bridge over railroad tracks will alleviate “burdensome congestion” for commuters in northern Tarrant County. The bridge will be built over sets of BNSF tracks on Avondale-Haslet Road, an east-west thoroughfare in this fast-growing region.

The site is near the intersection with Blue Mound Road, just south of a BNSF facility. Trains entering or leaving the facility often block Avondale-Haslet Road.

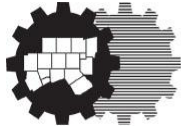
Design work is expected to start in 2023, with construction to follow immediately after.

Texas Rep. Matt Krause’s office said the project is the result of three years of work among elected officials in Tarrant County, Northwest ISD and BNSF Railway, along with Texas transportation leaders.

The \$1 million engineering costs and \$15 million construction work will be covered by federal funds through the North Central Texas Council of Governments and BNSF.

“BNSF appreciates our state, local and regional partners advancing this important infrastructure project, which will greatly improve mobility in the area,” said Lindsay Mullins, BNSF state government affairs executive director, in a statement.

Haslet Mayor Gary Hulse said the city is grateful to the coalition assembled by Krause to find a solution “that will most certainly improve the quality of life and safety for all the North Texas commuters that rely on this east-west corridor.”



North Central Texas  
Council of Governments

**PRESS RELEASE**

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**NCTCOG to Seek Input on Bike-Pedestrian Funding on Nov. 7**

Comments on transportation planning, other initiatives accepted through Dec. 6

**Nov. 3, 2022** – (ARLINGTON, Texas) – The North Central Texas Council of Governments will host a hybrid public meeting this month to offer North Texans an update on Transportation Alternatives Program funding recommendations, a regional policy supporting context sensitive design and other topics.

The meeting will take place at NCTCOG's Arlington offices, 616 Six Flags Drive, at noon Monday, Nov. 7. Residents may attend the meeting, watch it online at [www.publicinput.com/nctcogNov22](http://www.publicinput.com/nctcogNov22) or participate via phone by dialing 855-925-2801, then code 2233.

Staff will provide an overview of the recommended funding awards for the Transportation Alternatives Program Call for Projects. Projects eligible under this program include the construction of on- and off-road pedestrian and bicycle facilities, rail station connections, activities related to the Safe Routes to School initiative and safety improvements.

NCTCOG is also proposing a draft policy resolution supporting a regional model for complete streets and context sensitive design. This resolution outlines the importance of planning and constructing complete streets and serves as the framework for encouraging such policies across the region. The draft policy will be presented for review and comment.

Additionally, staff will provide a recap of promotional efforts and the results of the events held at schools that celebrated Walk to School Day on Oct. 12.

Finally, staff will present an update on current air quality standings, compare current standings with previous ozone seasons and highlight potential implications facing the region for not meeting federal attainment requirements for ozone.

A recording of the presentations will also be posted at [www.publicinput.com/nctcogNov22](http://www.publicinput.com/nctcogNov22). For special accommodations due to a disability, language interpretation, for printed copies of presentations, or to request a free roundtrip ride between NCTCOG and the Trinity Railway Express CentrePort/DFW, contact Jackie Castillo at 817-695-9255 or [jcastillo@nctcog.org](mailto:jcastillo@nctcog.org) at least 72 hours prior to the meeting. Reasonable accommodations will be made.

**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, 19 school districts and 27 special districts. For more information on the NCTCOG Transportation Department, visit [www.nctcog.org/trans](http://www.nctcog.org/trans).

**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).

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# Temporary Backstop For Transit Cooperative Vehicle Procurement

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**REGIONAL TRANSPORTATION COUNCIL**

**December 8, 2022**

# Background

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- The RTC previously approved Federal Transit Administration funding to design, manufacture, and deliver over 60 light-duty buses and small transit vehicles to support urban transportation services.
- NCTCOG's Executive Board approved a contract on June 24, 2021, with Creative Bus Sales, Inc. for the purchase of vehicles for the small transit providers.
- Staff discovered funding for the vehicles was programmed incorrectly, which requires a Transportation Improvement Program (TIP) modification before all work orders can be released. Funding resolution expected January 2023.
- Creative Bus Sales, Inc. notified NCTCOG of an additional price increase for work orders released after November 30, 2022.

# Backstop Request

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- How Much:** \$1,500,000 in existing Regional Toll Revenue (RTR) funds previously approved for Transit Projects (\$500,000) and RTC Local funds (\$1,000,000)
- What:** Temporary backstop to fund the Transit Cooperative Vehicle Procurement to prevent additional vehicle price increases and further vehicle delivery delays
- Next Steps:** Staff is currently working through the needed TIP modifications and anticipates resolution in January 2023

# Action Requested

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## RTC Ratification:

To utilize up to \$1,500,000 (\$500,000 RTR Funds and \$1,000,000 RTC Local Funds) for a temporary backstop for the Transit Cooperative Vehicle Procurement (CVP) to secure vehicle prices and avoid an additional price increase.

To revise administrative documents as appropriate to incorporate the additional funding.



# For More Information

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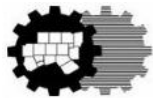
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# **RTC/DART FEDERAL And LOCAL FUNDING PARTNERSHIP**

Regional Transportation Council

December 8, 2022



North Central Texas  
Council of Governments  
Transportation Department

# BACKGROUND

- The North Central Texas Council of Governments (NCTCOG)/Regional Transportation Council (RTC) is required to pay for expenses associated with projects and programs it implements before federal reimbursement can be requested.
- With the recent award of numerous federal discretionary grants (e.g., BUILD, RAISE) that NCTCOG will be administering, the amount of funding needed to cash flow projects has increased significantly.
- NCTCOG would also like to expand the pool of RTC Local funds available to implement projects outside of the restrictive federal process.
- The RTC does not have taxing authority to generate revenue to pay these invoices and fund these projects, so a source of local dollars is needed.
- The MPO Revolver Fund and RTC Local funds are typically used for these purposes, but those funds are being utilized, leading to the need for more local dollars.
- In July 2022, the RTC directed staff to pursue a funding partnership with Dallas Area Rapid Transit (DART) or Dallas to accomplish these goals.

# MPO REVOLVER AND RTC/LOCAL PARTNERSHIP

- The DART Board recently approved a program to send approximately \$234 million back to its member cities.
- Two methods yielding different amounts were considered for how to disburse those funds: population and the proportion of sales tax paid to DART.
- To allow DART to return the higher of the two amounts to each city, a proposal is being made for the RTC to provide federal funds to offset the difference between the two methods at a cost of \$19.674 million.\*
- In return for providing this solution and funding, an exchange of \$44 million\* in federal funds for \$40 million of local funds from DART is being proposed.
- This funding would be used to: 1) expand the Revolver Fund to cash flow federal grant projects, and 2) replenish the RTC Local funding pool for use on projects and programs across the region. The shares in each account will be brought back later for action.

\* Anticipate DART using existing local funds on Silver Line to match these federal funds.

# PARKING GARAGE PARTNERSHIP FOLLOW UP

- In July 2022, the RTC funded two parking garages in proximity to DART Stations.
  - Dallas Zoo Station Garage - \$10 million
  - SMU/Mockingbird Station Garage - \$20 million
- The RTC approved a federal-for-local funding exchange concept for either DART or Dallas to fund these projects with local dollars since parking garages are easier to implement with non-federal funds.
  - Today, a DART exchange is proposed.
  - Federal funding of \$30 million will be placed on the DART Silver Line Rail project.
  - DART will utilize \$30 million of DART local funds to implement the two garages.

# SUMMARY OF PROPOSED PARTNERSHIP (\$ IN MILLIONS)

| Partnership Component                               | RTC Payment (Federal) <sup>1</sup> | RTC Receipt (Local) | DART Payment (Local) | DART Receipt (Federal) <sup>2</sup> | City of Dallas Receipt (Local) |
|---|------------------------------------|---------------------|----------------------|-------------------------------------|--------------------------------|
| DART Partnership with Cities                        | -\$19.674 M                        |                     |                      | +\$19.674 M                         |                                |
| DART/RTC And Local Partnership                      | -\$44.00 M                         | +\$40.00 M          | -\$40.00 M           | +\$44.00 M                          |                                |
| DART/RTC And Dallas Garage Partnership <sup>3</sup> | -\$30.00 M                         |                     | -\$30.00 M           | +\$30.00 M                          | +\$30.00 M                     |
| <b>Total</b>  | <b>-\$93.674 M</b>                 | <b>+\$40.00 M</b>   | <b>-\$70.00 M</b>    | <b>+\$93.674 M</b>                  | <b>+\$30.00 M</b>              |

1: Surface Transportation Block Grant (STBG) or Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds

2: Silver Line Rail Project will receive federal funds

3: Item already approved, contingent upon receipt of local payment received per this item

# TIMELINE/ACTION

| Meeting/Task                              | Date             |
|---|------------------|
| STTC Action                               | December 2, 2022 |
| RTC Action                                | December 8, 2022 |
| Executive Board Approval to Receive Funds | January 26, 2023 |

# RECOMMENDED ACTION

- RTC approval of:
  - Proposed partnership with DART
    - \$19.674 million federal for member city reimbursement (to be awarded to the Silver Line)\*
    - \$44 million federal for MPO Revolver/RTC Local trade on the Silver Line\*
    - Receive \$40 million local for MPO Revolver and RTC Local pool
    - Federal funding for Garage Exchange to be applied to the Silver Line (\$30 million federal)\*
  - Administratively amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and other planning/administrative documents to incorporate these changes

\* Anticipate DART using existing local funds on Silver Line to match these federal funds.



# CONTACT/QUESTIONS?

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| REGIONAL TRANSPORTATION COUNCIL MILESTONE POLICY (ROUND 2)<br>STATUS UPDATE |             |                  |            |  |  |               |                                  |                       |  |   |   |                       |   |                           |
|---|-------------|------------------|------------|--|--|---------------|----------------------------------|-----------------------|--|---|---|-----------------------|---|---------------------------|
| TIP CODE  | CSJ         | PROJECT SPONSOR  | CITY       | LIMITS   | PROJECT DESCRIPTION  | TOTAL FUNDING | FUNDING CATEGORY                 | PRIOR EST. START DATE | NEW EST./ ACTUAL START DATE              | FEBRUARY 2021 RECOMMENDATION  | JULY 2022 COMMENTS  | JULY 2022 RISK RATING | DECEMBER 2022 COMMENTS  | DECEMBER 2022 RISK RATING |
| PROJECTS LOCAL AGENCIES COMMITTED TO IMPLEMENT IN FY 2022                   |             |                  |            |  |  |               |                                  |                       |  |   |   |                       |   |                           |
| 11237.2   | 0918-45-812 | IRVING           | IRVING     | CONFLANS RD FROM SH 161 TO VALLEY VIEW LANE                | CONSTRUCT 0 TO 4 LANE DIVIDED FACILITY WITH NEW SIDEWALKS AND SHARED USE PATH  | \$24,529,721  | STBG, LOCAL CONTRIBUTION         | 03/2022               | 03/2023<br>08/2022<br>06/2022<br>03/2022 | CONFIRM EXISTING FUNDING IN FY 2022; CITY IS REQUESTING THAT THE RTC COVER THE FUNDING GAP; A FUNDING INCREASE WILL BE BROUGHT BACK TO THE RTC FOR CONSIDERATION IN THE NEXT TIP MODIFICATION CYCLE | CONDEMNATION PROCEEDINGS HAVE CONCLUDED; TRANSPORTATION DIRECTOR TO CONTINUE TO ENGAGE ON THIS PROJECT TO ENSURE TIMELY IMPLEMENTATION; PLANS AND AFA AMENDMENT ARE BEING FINALIZED   | HIGH RISK             | CONDEMNATION PROCEEDINGS HAVE CONCLUDED; TRANSPORTATION DIRECTOR TO CONTINUE TO ENGAGE ON THIS PROJECT TO ENSURE TIMELY IMPLEMENTATION; AFA AMENDMENT IS BEING FINALIZED; PROJECT DID NOT LET BY THE END OF FY2022; STAFF RECOMMENDS THAT THE RTC EXTEND THE PROJECT'S DEADLINE TO THE END OF MARCH 2023 AND LEAVE THE FUNDING ON THE PROJECT (ACTION ITEM) | HIGH RISK                 |
| PROJECTS LOCAL AGENCIES COMMITTED TO IMPLEMENT IN FY 2023                   |             |                  |            |  |  |               |                                  |                       |  |   |   |                       |   |                           |
| 11572   | 0902-48-579 | TXDOT FORT WORTH | VARIOUS    | US 81/US 287 AT FM 3479/HARMON ROAD/NORTH TARRANT PARKWAY  | CONSTRUCT NORTH TARRANT PARKWAY OVER US 81 WITH TURNAROUND ON EASTSIDE; CONSTRUCT HARMON RD OVER US 287                                | \$15,101,054  | CAT 2M, STBG, LOCAL CONTRIBUTION | 01/2023               | 10/2023<br>4/2023                        | RTC APPROVAL TO COVER COST OVERRUN AMOUNT VIA TIP MODIFICATION HAS BEEN RECEIVED; CONFIRM FUNDING IN FY 2023  | CURRENT LET DATE IS PAST THE ESTABLISHED DEADLINE FOR THE PROJECT; LETTING HAS BEEN PUSHED OUT DUE TO DELAYS IN GETTING ENVIRONMENTAL CLEARANCE, WHICH HAS DELAYED ANTICIPATED RIGHT-OF-WAY ACQUISITION AND UTILITY RELOCATION TIMEFRAMES | MEDIUM RISK           | CURRENT LET DATE IS PAST THE ESTABLISHED DEADLINE FOR THE PROJECT; LETTING HAS BEEN PUSHED OUT DUE TO DELAYS IN GETTING FEDERAL APPROVAL, ENVIRONMENTAL CLEARANCE, WHICH HAS DELAYED ANTICIPATED RIGHT-OF-WAY ACQUISITION AND UTILITY RELOCATION TIMEFRAMES; COORDINATION BETWEEN NCTCOG AND TXDOT REGARDING THE PROJECT SCHEDULE IS ONGOING                | HIGH RISK                 |
| 53029   | 0014-15-033 | TXDOT FORT WORTH | FORT WORTH | US 81 FROM NORTH OF HARMON ROAD TO NORTH OF IH 35W         | RECONSTRUCT 2 TO 2 LANE NORTHBOUND FRONTAGE ROAD   | \$8,228,000   | SW PE, SW ROW, CAT 2M, STBG      | 01/2023               | 10/2023<br>4/2023                        | RTC APPROVAL TO COVER COST OVERRUN AMOUNT VIA TIP MODIFICATION HAS BEEN RECEIVED; CONFIRM FUNDING IN FY 2023  | CURRENT LET DATE IS PAST THE ESTABLISHED DEADLINE FOR THE PROJECT; LETTING HAS BEEN PUSHED OUT DUE TO DELAYS IN GETTING ENVIRONMENTAL CLEARANCE, WHICH HAS DELAYED ANTICIPATED RIGHT-OF-WAY ACQUISITION AND UTILITY RELOCATION TIMEFRAMES | MEDIUM RISK           | CURRENT LET DATE IS PAST THE ESTABLISHED DEADLINE FOR THE PROJECT; LETTING HAS BEEN PUSHED OUT DUE TO DELAYS IN GETTING FEDERAL APPROVAL, ENVIRONMENTAL CLEARANCE, WHICH HAS DELAYED ANTICIPATED RIGHT-OF-WAY ACQUISITION AND UTILITY RELOCATION TIMEFRAMES; COORDINATION BETWEEN NCTCOG AND TXDOT REGARDING THE PROJECT SCHEDULE IS ONGOING                | HIGH RISK                 |
| 53030   | 0014-15-034 | TXDOT FORT WORTH | FORT WORTH | US 81 FROM NORTH OF HARMON ROAD TO NORTH OF IH 35W         | RECONSTRUCT 2 TO 2 LANE EXISTING SOUTHBOUND FRONTAGE ROAD  | \$10,008,000  | SW PE, SW ROW, CAT 2M, STBG      | 01/2023               | 10/2023<br>4/2023                        | RTC APPROVAL TO COVER COST OVERRUN AMOUNT VIA TIP MODIFICATION HAS BEEN RECEIVED; CONFIRM FUNDING IN FY 2023  | CURRENT LET DATE IS PAST THE ESTABLISHED DEADLINE FOR THE PROJECT; LETTING HAS BEEN PUSHED OUT DUE TO DELAYS IN GETTING ENVIRONMENTAL CLEARANCE, WHICH HAS DELAYED ANTICIPATED RIGHT-OF-WAY ACQUISITION AND UTILITY RELOCATION TIMEFRAMES | MEDIUM RISK           | CURRENT LET DATE IS PAST THE ESTABLISHED DEADLINE FOR THE PROJECT; LETTING HAS BEEN PUSHED OUT DUE TO DELAYS IN GETTING FEDERAL APPROVAL, ENVIRONMENTAL CLEARANCE, WHICH HAS DELAYED ANTICIPATED RIGHT-OF-WAY ACQUISITION AND UTILITY RELOCATION TIMEFRAMES; COORDINATION BETWEEN NCTCOG AND TXDOT REGARDING THE PROJECT SCHEDULE IS ONGOING                | HIGH RISK                 |
| 53031   | 0014-15-035 | TXDOT FORT WORTH | FORT WORTH | US 81 FROM NORTH OF HARMON ROAD TO NORTH OF IH 35W         | RECONSTRUCT NB AND SB EXIT RAMP TO HARMON ROAD/NORTH TARRANT PARKWAY AND SB ENTRANCE RAMP FROM HARMON ROAD                             | \$2,038,179   | SW PE, CAT 2M                    | 01/2023               | 10/2023<br>4/2023                        | CONFIRM FUNDING IN FY 2023  | CURRENT LET DATE IS PAST THE ESTABLISHED DEADLINE FOR THE PROJECT; LETTING HAS BEEN PUSHED OUT DUE TO DELAYS IN GETTING ENVIRONMENTAL CLEARANCE, WHICH HAS DELAYED ANTICIPATED RIGHT-OF-WAY ACQUISITION AND UTILITY RELOCATION TIMEFRAMES | MEDIUM RISK           | CURRENT LET DATE IS PAST THE ESTABLISHED DEADLINE FOR THE PROJECT; LETTING HAS BEEN PUSHED OUT DUE TO DELAYS IN GETTING FEDERAL APPROVAL, ENVIRONMENTAL CLEARANCE, WHICH HAS DELAYED ANTICIPATED RIGHT-OF-WAY ACQUISITION AND UTILITY RELOCATION TIMEFRAMES; COORDINATION BETWEEN NCTCOG AND TXDOT REGARDING THE PROJECT SCHEDULE IS ONGOING                | HIGH RISK                 |
| 53032   | 0014-15-036 | TXDOT FORT WORTH | FORT WORTH | US 81 FROM NORTH OF FM 3479 TO NORTH OF IH 35W INTERCHANGE | CONSTRUCT AUXILIARY LANE FROM NORTHBOUND EXIT TO NORTH TARRANT PARKWAY; AUXILIARY LANE FOR SOUTHBOUND ENTRANCE FROM NORTH TARRANT PKWY | \$2,056,479   | SW PE, CAT 2M                    | 01/2023               | 10/2023<br>4/2023                        | CONFIRM FUNDING IN FY 2023  | CURRENT LET DATE IS PAST THE ESTABLISHED DEADLINE FOR THE PROJECT; LETTING HAS BEEN PUSHED OUT DUE TO DELAYS IN GETTING ENVIRONMENTAL CLEARANCE, WHICH HAS DELAYED ANTICIPATED RIGHT-OF-WAY ACQUISITION AND UTILITY RELOCATION TIMEFRAMES | MEDIUM RISK           | CURRENT LET DATE IS PAST THE ESTABLISHED DEADLINE FOR THE PROJECT; LETTING HAS BEEN PUSHED OUT DUE TO DELAYS IN GETTING FEDERAL APPROVAL, ENVIRONMENTAL CLEARANCE, WHICH HAS DELAYED ANTICIPATED RIGHT-OF-WAY ACQUISITION AND UTILITY RELOCATION TIMEFRAMES; COORDINATION BETWEEN NCTCOG AND TXDOT REGARDING THE PROJECT SCHEDULE IS ONGOING                | HIGH RISK                 |

GREEN ROWS REPRESENT LOW RISK, YELLOW ROWS REPRESENT MEDIUM RISK, RED ROWS REPRESENT HIGH RISK RATINGS. CHANGES SINCE LAST UPDATE ARE IN RED TEXT.

REGIONAL TRANSPORTATION COUNCIL MILESTONE POLICY (ROUND 2)  
STATUS UPDATE

| TIP CODE  | CSJ         | PROJECT SPONSOR | CITY       | LIMITS  | PROJECT DESCRIPTION  | TOTAL FUNDING | FUNDING CATEGORY                       | PRIOR EST. START DATE | NEW EST./ ACTUAL START DATE                         | FEBRUARY 2021 RECOMMENDATION  | JULY 2022 COMMENTS   | JULY 2022 RISK RATING | DECEMBER 2022 COMMENTS  | DECEMBER 2022 RISK RATING |
|---|-------------|-----------------|------------|---|--|---------------|--|-----------------------|---|---|--|-----------------------|---|---------------------------|
| 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               | 03/2023<br>04/2023<br>12/2022                       | CONFIRM FUNDING IN FY 2023  |  | LOW RISK              |   | LOW RISK                  |
| 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               | 04/2023<br>01/2023<br>12/2022<br>05/2022            | CONFIRM FUNDING IN FY 2023  |  | LOW RISK              |   | LOW RISK                  |
| 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               | 03/2023<br>09/2022<br>05/2022<br>12/2022            | CONFIRM FUNDING IN FY 2023  |  | LOW RISK              |   | LOW RISK                  |
| 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               | 03/2023<br>09/2022<br>05/2022<br>12/2022            | CONFIRM FUNDING IN FY 2023  |  | LOW RISK              |   | LOW RISK                  |
| PROJECTS LOCAL AGENCIES COMMITTED TO IMPLEMENT IN FY 2024 OR BEYOND |             |                 |            |   |  |               |  |                       |   |   |  |                       |   |                           |
| 11726.4   | 0918-47-168 | DALLAS COUNTY   | DALLAS     | RIVERFRONT BLVD FROM CADIZ STREET TO <del>JUSTICE CENTER WAY</del> 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               | 10/2023<br>09/2022<br>08/2022                       | CONFIRM FUNDING IN FY 2022  | AGREEMENT WITH AND ACQUIRING EASEMENT FROM UNION PACIFIC RAILROAD IS A CONTINUED ISSUE; DESIGN ISSUES WITH UNION PACIFIC NEED TO BE RESOLVED AS WELL; TRANSPORTATION DIRECTOR ENGAGED ON THIS PROJECT TO ENSURE TIMELY IMPLEMENTATION; PROJECT WILL LIKELY NOT LET ON TIME | HIGH RISK             | PROJECT LIMITS AND UPDATED DEADLINE (12/2023) WERE APPROVED BY THE RTC IN AUGUST 2022; ENGINEERING PLANS HAVE BEEN REVISED TO REFLECT UPDATED LIMITS; FEBRUARY 2023 TIP MOD HAS BEEN SUBMITTED TO UPDATE THE LIMITS; 95% PLANS ARE CURRENTLY BEING REVIEWED | MEDIUM RISK               |
| 11734   | 0902-90-034 | DFW AIRPORT     | VARIOUS    | EAST-WEST CONNECTOR FROM SH 360 TO <del>INTERNATIONAL PARKWAY</del>                       | CONSTRUCTION OF EAST-WEST CONNECTOR FROM 0 TO 2 LANES UNDIVIDED URBAN WITH INTERSECTIONS AT SH 360, 20TH AVE, AND RENTAL CAR DRIVE (ULTIMATE BUILD OUT 2 TO 4 LANES DIVIDED) | \$40,384,886  | STBG, LOCAL CONTRIBUTION               | 12/2023               | 02/2023<br>11/2022<br>06/2022<br>12/2022<br>05/2022 | CONFIRM FUNDING IN FY 2024  | ROADWAY IS BEING RE-ADDED TO THE FEDERAL FUNCTIONAL CLASSIFICATION SYSTEM (FFCS); AWAITING FHWA APPROVAL TO PROCEED; COORDINATION BETWEEN NCTCOG, TXDOT, AND FEDERAL HIGHWAY ADMINISTRATION ONGOING  | LOW RISK              | ROADWAY HAS BEEN ADDED TO THE FEDERAL FUNCTIONAL CLASSIFICATION SYSTEM (FFCS); COORDINATION BETWEEN NCTCOG AND DFW AIRPORT ONGOING  | LOW RISK                  |
| 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   | \$100,408,899 | SW PE, S102, 4, 12                     | 09/2023               | 09//2023  | CONTINUE MONITORING PROJECT PROGRESS AND CONTINUE TO REQUEST TTC APPROVAL OF CATEGORY 12 FUNDS FOR THIS PROJECT | PROJECT IS NOT FULLY FUNDED; TXDOT TO CONTINUE REQUESTING CATEGORY 12 FUNDING FOR THE PROJECT FROM THE TEXAS TRANSPORTATION COMMISSION   | MEDIUM RISK           | DESIGN IS COMPLETE AND RIGHT-OF-WAY HAS BEEN ACQUIRED; UTILITIES WILL BE RELOCATED BY THE CITY OF ANNA  | LOW RISK                  |
| 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               | 12/2023<br>09/2024                                  | KEEP PROJECT IN APPENDIX D (ENVIRONMENTAL CLEARANCE SECTION OF TIP) UNTIL FUNDING IS SECURED                    | PROJECT IS NOT FULLY FUNDED; RIGHT-OF-WAY PURCHASES ARE CONTINUING WITH A READY TO LET DATE OF 12/2023; CONTINUE PURSUING FUNDING FOR THE PROJECT  | MEDIUM RISK           | PROJECT IS NOT FULLY FUNDED; RIGHT-OF-WAY PURCHASES ARE CONTINUING WITH A READY TO LET DATE OF 12/2023; CONTINUE PURSUING FUNDING FOR THE PROJECT   | MEDIUM RISK               |
|   |             |                 |            |   | TOTAL FUNDING  | \$360,166,388 |  |                       |   |   |  |                       |   |                           |

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

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

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

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

CMAQ FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2022

| TIP CODE         | CSJ                    | PROJECT SPONSOR          | DISTRICT          | PHASE        | FACILITY         | LIMITS FROM  | LIMITS TO  | PROJECT SCOPE   | FEDERAL                                | STATE                                 | LOCAL          | TOTAL FUNDING                          | OBLIGATION              | ESTIMATED START DATE                    | OBLIGATION STATUS           | COMMENTS  |
|------------------|------------------------|--------------------------|-------------------|--------------|------------------|--|--|---|--|---------------------------------------|----------------|--|-------------------------|---|-----------------------------|---|
| 14018            | 0918-47-281            | DALLAS                   | DALLAS            | E            | CS               | BOUNDED BY US 75 TO THE WEST, GREENVILLE AVE TO THE EAST,            | LOVERS LN TO THE NORTH, AND MOCKINGBIRD LN TO THE SOUTH  | PEDESTRIAN IMPROVEMENTS INCLUDING TRAFFIC SIGNALS, SIDEWALKS, CROSSWALKS, LIGHTING, AND INTERSECTION IMPROVEMENTS   | \$281,897                              | \$0                                   | \$70,474       | \$352,371                              | \$281,897               | 03/2022 (ACTUAL) 10/2022                | OBLIGATED (2022)            | FUNDING OBLIGATED FEBRUARY 2022   |
| 55207            | 0095-04-069            | TXDOT-DALLAS             | DALLAS            | C            | US 80            | AT SH 205/FM 148   |  | CONSTRUCT INTERSECTION IMPROVEMENTS (SIDEWALKS AND TURN LANES)  | <del>\$12,000,000</del><br>\$7,479,959 | <del>\$3,000,000</del><br>\$1,869,990 | \$0            | <del>\$15,000,000</del><br>\$9,349,949 | \$13,638,582            | 03/2022 (ACTUAL)                        | OBLIGATED (2022)            | FUNDING OBLIGATED FEBRUARY 2022   |
| 14069            | 0619-03-061            | TXDOT-DALLAS             | DALLAS            | C            | FM 544           | AT FM 1378 (COUNTRY CLUB ROAD)                                       |  | CONSTRUCT INTERSECTION IMPROVEMENTS INCLUDING LEFT AND RIGHT TURN LANES   | <del>\$4,000,000</del><br>\$2,949,938  | <del>\$1,000,000</del><br>\$737,485   | \$0            | <del>\$5,000,000</del><br>\$3,687,423  | <del>\$4,268,616</del>  | 05/2022 (ACTUAL) 06/2022                | OBLIGATED (2022)            | PROJECT ADVANCED FROM FY2023; FUNDING OBLIGATED APRIL 2022  |
| 21047.1          | 0197-03-080            | TXDOT-DALLAS             | DALLAS            | C            | US 175           | DALLAS COUNTY LINE   | EAST OF FM 1390  | INSTALLATION OF CCTV, DMS AND VEHICLE DETECTION UNITS   | \$720,000                              | \$180,000                             | \$0            | \$900,000                              | \$858,047               | 05/2022 (ACTUAL) 06/2022                | OBLIGATED (2022)            | FUNDING OBLIGATED APRIL 2022  |
| 21047.2          | 0197-02-133            | TXDOT-DALLAS             | DALLAS            | C            | US 175           | IH 635   | KAUFMAN COUNTY LINE  | INSTALLATION OF CCTV, DMS AND VEHICLE DETECTION UNITS   | \$700,000                              | \$175,000                             | \$0            | \$875,000                              | \$1,015,458             | 05/2022 (ACTUAL) 06/2022                | OBLIGATED (2022)            | FUNDING OBLIGATED APRIL 2022  |
| 21047.3          | 0197-04-083            | TXDOT-DALLAS             | DALLAS            | C            | US 175           | EAST OF FM 1390  | SH 34  | INSTALLATION OF CCTV, DMS AND VEHICLE DETECTION UNITS   | \$660,000                              | \$165,000                             | \$0            | \$825,000                              | \$694,106               | 05/2022 (ACTUAL) 06/2022                | OBLIGATED (2022)            | FUNDING OBLIGATED APRIL 2022  |
| 14013.2          | 0918-48-004            | DART                     | DALLAS            | C            | VA               | COTTON BELT VELOWEB TRAIL FROM DFW AIRPORT NORTH COTTON BELT STATION | SHILOH COTTON BELT STATION   | DESIGN FOR COTTON BELT VELOWEB TRAIL (26 MILES) AND CONSTRUCTION OF MULTIPLE SECTIONS OF THE TRAIL CORRIDOR (IN COPPELL, CARROLLTON, ADDISON, DALLAS, PLANO, AND RICHARDSON)  | \$8,401,592                            | \$0                                   | \$2,100,398    | \$10,501,990                           | \$8,401,592             | <del>07/2022 (ACTUAL)</del><br>-08/2022 | OBLIGATED (2022)            | FUNDING OBLIGATED DECEMBER 2021   |
| 21015.3          | 0918-47-373            | DART                     | DALLAS            | T            | VA               | COVID-19 TRANSIT EDUCATION CAMPAIGN PROGRAM                          |  | PROGRAM WILL FOCUS ON EDUCATION AND OUTREACH TO HELP WITH CONSUMER CONFIDENCE AND PROVIDING INCENTIVES TO INCREASE RIDERSHIP  | \$300,000                              | \$0                                   | \$0            | \$300,000                              | <del>\$300,000</del>    | 08/2022 (ACTUAL) 04/2022                | <del>OBLIGATED (2022)</del> | PROJECT HAS NOT BEEN APPROVED BY FHWA, PENDING ELIGIBILITY DETERMINATION; PROJECT HAS BEEN APPROVED BY FHWA; FUNDING OBLIGATED AUGUST 2022  |
| 21015.7          | 0918-00-369            | NCTCOG                   | DALLAS            | E            | VA               | COVID-19 REGIONAL TRANSIT EDUCATION CAMPAIGN PROGRAM                 |  | PROGRAM WILL FOCUS ON EDUCATION AND OUTREACH TO HELP WITH CONSUMER CONFIDENCE AND PROVIDING INCENTIVES TO INCREASE RIDERSHIP  | \$250,000                              | \$0                                   | \$0            | \$250,000                              | <del>\$0</del>          | 09/2022 (ACTUAL) 08/2022                | <del>OBLIGATED (2022)</del> | PROJECT HAS NOT BEEN APPROVED BY FHWA, PENDING ELIGIBILITY DETERMINATION; PROJECT HAS BEEN APPROVED BY FHWA; FUNDING OBLIGATED SEPTEMBER 2022; PROJECT PROGRAMMED AS CMAQ IN TIP, BUT OBLIGATED AS STBG |
| 11657.1          | 0918-00-298            | NCTCOG                   | DALLAS            | I            | VA               | M&O - AIR QUALITY PUBLIC EDUCATION AND OUTREACH PROGRAM              | IMPLEMENT STRATEGIC COMMUNICATION EFFORTS TO EDUCATE AND INFORM THE REGION ON TRANSPORTATION AND AIR QUALITY RELATED | ISSUES, INCLUDING STRATEGIES FOR IMPROVEMENT, FUNDING OPPORTUNITIES, TRAINING INITIATIVES, AND NEW PROGRAMS/POLICIES; MAJOR EFFORTS WILL FOCUS ON TRANSPORTATION AND AIR QUALITY, PUBLIC OUTREACH, EDUCATION, AND ENGAGEMENT PROGRAMS | \$1,560,000                            | \$0                                   | \$0            | \$1,560,000                            | <del>\$1,560,000</del>  | 09/2022 (ACTUAL) 07/2022-06/2022        | <del>OBLIGATED (2022)</del> | FUNDING OBLIGATED SEPTEMBER 2022  |
| <del>25036</del> | <del>1068-04-176</del> | <del>GRAND PRAIRIE</del> | <del>DALLAS</del> | <del>C</del> | <del>IH 30</del> | <del>MACARTHUR</del>   | <del>SH 161</del>  | <del>INSTALLATION OF NEW DYNAMIC MESSAGE SIGNS AND NEW CCTV CAMERAS</del>   | <del>\$400,480</del>                   | <del>\$100,120</del>                  | <del>\$0</del> | <del>\$500,600</del>                   | <del>\$330,400</del>    | <del>11/2022</del>                      | <del>OBLIGATED (2022)</del> | <del>PROJECT ADVANCED FROM FY2023; FUNDING OBLIGATED SEPTEMBER 2022; PROJECT WILL BE BID IN THE COMING MONTHS</del>   |
| 11630.6          | 0008-08-077            | GRAND PRAIRIE            | DALLAS            | C            | SH 180           | EAST OF HENSLEY  | GREAT SOUTHWEST PKWY   | INSTALLATION OF 4 NEW CCTV CAMERAS AND 5 NEW DMS ALONG SH 180 TO FACILITATE TRAFFIC MANAGEMENT BY VIEWING TRAFFIC CONDITIONS VIA CCTV AND ADJUSTING SIGNAL TIMING AND PROVIDING FEEDBACK TO MOTORING PUBLIC VIA DMS                   | \$400,000                              | \$100,000                             | \$0            | \$500,000                              | <del>\$400,000</del>    | 11/2022 09/2022                         | <del>OBLIGATED (2022)</del> | PROJECT IS ASSOCIATED WITH ANOTHER PROJECT ALONG MAIN STREET AND IS BEING DELAYED TO FOLLOW THE SAME SCHEDULE; FUNDING OBLIGATED IN JULY 2022; PROJECT WILL BE BID IN THE COMING MONTHS                 |
| <del>13036</del> | <del>0009-12-219</del> | <del>TxDOT-DALLAS</del>  | <del>DALLAS</del> | <del>C</del> | <del>IH 30</del> | <del>SH 205</del>  | <del>WEST OF FM 2642 (HUNT COUNTY LINE)</del>  | <del>RECONSTRUCT &amp; WIDEN 4 TO 6 MAIN LANES; RECONSTRUCT &amp; WIDEN 4 TO 4/6 LANE CONTINUOUS FRONTAGE ROADS; CONSTRUCT NEW &amp; RECONSTRUCT EXISTING INTERCHANGES; RAMP MODIFICATIONS; PEDESTRIAN IMPROVEMENTS</del>             | <del>\$40,000,000</del>                | <del>\$10,000,000</del>               | <del>\$0</del> | <del>\$50,000,000</del>                | <del>\$40,000,000</del> | <del>11/2022</del>                      | <del>OBLIGATED (2022)</del> | <del>FUNDING OBLIGATED IN SEPTEMBER 2022</del>  |
| 14090.1          | 0902-00-297            | FWTA                     | FORT WORTH        | T            | IH 35W           | DR. DENNIS DUNCANS TRANSFER CENTER                                   | ALLIANCE   | IMPLEMENT HIGH-INTENSITY BUS SERVICE ALONG THE IH 35W CORRIDOR  | \$14,000,000                           | \$0                                   | \$3,500,000    | \$17,500,000                           | <del>\$14,000,000</del> | 12/2022 04/2022                         | <del>OBLIGATED (2022)</del> | FUNDING OBLIGATED AUGUST 2022   |

CMAQ FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2022

| TIP CODE | CSJ         | PROJECT SPONSOR | DISTRICT   | PHASE | FACILITY | LIMITS FROM   | LIMITS TO  | PROJECT SCOPE  | FEDERAL                               | STATE    | LOCAL                                 | TOTAL FUNDING                          | OBLIGATION | ESTIMATED START DATE                                  | OBLIGATION STATUS          | COMMENTS  |
|----------|-------------|-----------------|------------|-------|----------|---|--|--|---------------------------------------|----------|---------------------------------------|--|------------|---|----------------------------|---|
| 14013.2  | 0918-00-337 | DART            | DALLAS     | T     | VA       | COTTON BELT VELOWEB TRAIL FROM DFW AIRPORT NORTH COTTON BELT STATION  | SHILOH COTTON BELT STATION   | DESIGN FOR COTTON BELT VELOWEB TRAIL (26 MILES) AND CONSTRUCTION OF MULTIPLE SECTIONS OF THE TRAIL CORRIDOR (IN COPPELL, CARROLLTON, ADDISON, DALLAS, PLANO, AND RICHARDSON)   | \$14,786,590                          | \$0      | \$0                                   | \$14,786,590                           | \$0        | 07/2022   | DID NOT OBLIGATE IN FY2022 | FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT; <a href="#">NCTCOG MEETING WITH DART TO DISCUSS FUNDING NEED</a>   |
| 25093.3  | 0918-47-361 | DART            | DALLAS     | T     | VA       | DEEP ELLUM RIDESHARE PLAZA; NORTHEAST CORNER OF N. GOOD LATIMER   | AT MONUMENT STREET   | CONSTRUCT DEEP ELLUM RIDESHARE PLAZA TO PROVIDE OFF-STREET PASSENGER PICK-UP/DROP-OFF AREA FOR TRANSPORTATION NETWORK COMPANIES IN ORDER TO IMPROVE TRAFFIC FLOW IN DEEP ELLUM   | \$320,000                             | \$0      | \$80,000                              | \$400,000                              | \$0        | 08/2022<br><del>06/2022</del>                         | DID NOT OBLIGATE IN FY2022 | TRANSIT TRANSFER REQUEST HAS BEEN SUBMITTED AND IS PENDING  |
| 11651.5  | 0902-90-199 | KENNEDALE       | FORT WORTH | ENV   | VA       | ARTHUR INTERMEDIATE AND DELANEY ELEM SAFE ROUTES TO SCHOOL, BOUNDED BY ARTHUR DR TO THE N                             | W KENNEDALE PARKWAY TO THE S, RUTH DR TO THE E, CORY A EDWARDS DR TO THE W   | CONSTRUCT NEW AND RECONSTRUCT EXISTING SIDEWALKS, CROSSWALKS, AND CROSSING SAFETY IMPROVEMENTS; CONSTRUCT NEW SIGNAGE, TRAFFIC CALMING TREATMENTS, AND LIGHTING  | <del>\$0</del><br><del>\$24,000</del> | \$0      | <del>\$0</del><br><del>\$6,000</del>  | <del>\$0</del><br><del>\$30,000</del>  | \$0        | 09/2022<br><del>06/2022</del>                         | DID NOT OBLIGATE IN FY2022 | <del>PROJECT DELAYED DUE TO INACTIVITY; UNABLE TO ESTABLISH CONTACT WITH CITY OF KENNEDALE;</del><br><a href="#">FUNDING MOVED TO THE CONSTRUCTION PHASE THROUGH THE NOVEMBER 2022 TIP MODIFICATION CYCLE</a> |
| 11651.5  | 0902-90-199 | KENNEDALE       | FORT WORTH | E     | VA       | ARTHUR INTERMEDIATE AND DELANEY ELEM SAFE ROUTES TO SCHOOL, BOUNDED BY ARTHUR DR TO THE N                             | W KENNEDALE PARKWAY TO THE S, RUTH DR TO THE E, CORY A EDWARDS DR TO THE W   | CONSTRUCT NEW AND RECONSTRUCT EXISTING SIDEWALKS, CROSSWALKS, AND CROSSING SAFETY IMPROVEMENTS; CONSTRUCT NEW SIGNAGE, TRAFFIC CALMING TREATMENTS, AND LIGHTING  | <del>\$0</del><br><del>\$91,273</del> | \$0      | <del>\$0</del><br><del>\$22,818</del> | <del>\$0</del><br><del>\$114,091</del> | \$0        | 09/2022<br><del>06/2022</del>                         | DID NOT OBLIGATE IN FY2022 | <del>PROJECT DELAYED DUE TO INACTIVITY; UNABLE TO ESTABLISH CONTACT WITH CITY OF KENNEDALE;</del><br><a href="#">FUNDING MOVED TO THE CONSTRUCTION PHASE THROUGH THE NOVEMBER 2022 TIP MODIFICATION CYCLE</a> |
| 19005    | 0918-24-251 | PLANO           | DALLAS     | C     | VA       | PLANO CITYWIDE CCTV CAMERA EXPANSION  |  | INSTALL NEW CCTV CAMERAS CITYWIDE  | \$1,867,000                           | \$0      | \$0                                   | \$1,867,000                            | \$0        | 10/2022<br><del>12/2021</del>                         | DID NOT OBLIGATE IN FY2022 | FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT   |
| 14013.3  | 0902-00-235 | FORT WORTH      | FORT WORTH | R     | CS       | CENTREPORT TRAIL FROM CENTREPORT STATION  | CITY LIMITS  | CONSTRUCT 12' WIDE SHARED-USE PATH   | \$165,200                             | \$0      | \$0                                   | \$165,200                              | \$0        | 11/2022   | DID NOT OBLIGATE IN FY2022 | PROJECT PHASE DELAYED TO FY2023 THROUGH FEBRUARY 2022 TIP MODIFICATION CYCLE  |
| 14046    | 0918-47-286 | DALLAS          | DALLAS     | C     | VA       | UPTOWN MCKINNEY/COLE COUPLET: ON ALLEN ST FROM CARLISLE ST TO MCKINNEY AVE; ON CARLISLE ST FROM COLE AVE TO ALLEN ST; | ON COLE AVE FROM HARVARD AVE TO CARLISLE ST; ON MCKINNEY AVE FROM HARVARD AVE TO ALLEN ST  | CONVERSION OF 3 LN ONE-WAY RDWYS TO TWO-WAY RDWYS; INTERSECTION, SIGNAL, SIGNAGE, PEDESTRIAN, LIGHTING, LANDSCAPING, AND ASSOCIATED IMPROVEMENTS INCLUDING TROLLEY RELOCATION  | \$6,700,000                           | \$0      | \$1,675,000                           | \$8,375,000                            | \$0        | 12/2022   | DID NOT OBLIGATE IN FY2022 | PROJECT IS BEING RE-ADVERTISED TO SOLICIT MORE BIDDERS AND IS ANTICIPATED TO BEGIN IN FY2023  |
| 14058    | 0902-90-153 | FORT WORTH      | FORT WORTH | E     | CS       | TRINITY TRAIL FROM TRINITY BLVD.  | TRINITY LAKES STATION  | CONSTRUCT SHARED USE PATH  | \$40,267                              | \$0      | \$0                                   | \$40,267                               | \$0        | 12/2022<br><del>12/2021</del>                         | DID NOT OBLIGATE IN FY2022 | FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT   |
| 25066.1  | 0918-47-310 | DALLAS          | DALLAS     | R     | CS       | ON LINFIELD RD OVER UPRR RAIL YARD FROM SH 310 TO CARBONDALE ST   | AND ON CARBONDALE ST FROM LINFIELD RD TO SL 12   | CONSTRUCT BICYCLE AND PEDESTRIAN BRIDGE ON LINFIELD ROAD OVER THE UPRR RAIL YARD; ADD LANDSCAPING TO THE PROJECT AREA INCLUDING ALONG CARBONDALE STREET  | \$350,000                             | \$0      | \$0                                   | \$350,000                              | \$0        | 12/2022   | DID NOT OBLIGATE IN FY2022 | FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT   |
| 25072    | 0918-00-390 | DART            | DALLAS     | T     | VA       | ON THE TRE FROM NOBLE BRANCH  | WEST OF MEDICAL DISTRICT DRIVE   | ADD TRACK TO CREATE A DOUBLE TRACKED SECTION OF THE TRE RESULTING IN FASTER SPEEDS AND REDUCED DELAY FOR PASSENGERS  | \$750,000                             | \$0      | \$187,500                             | \$937,500                              | \$0        | 12/2022<br><del>01/2022</del>                         | DID NOT OBLIGATE IN FY2022 | <del>TRANSIT TRANSFER REQUEST HAS BEEN SUBMITTED AND IS PENDING</del> <a href="#">FUNDING OBLIGATED, BUT AS STBG INSTEAD OF CMAQ</a>  |
| 11630.7  | 2964-01-052 | GRAND PRAIRIE   | DALLAS     | E     | SH 161   | ON FRONTAGE ROADS FROM IH 20  | IH 30  | INSTALL 6 NEW DMS AND 2 NEW CCTV CAMERAS ALONG SH 161 NB AND SB FRONTAGE ROADS INCLUDING SH 180 AND JEFFERSON  | \$84,017                              | \$21,004 | \$0                                   | \$105,021                              | \$0        | <a href="#">01/2023</a><br><del>08/2022-02/2022</del> | DID NOT OBLIGATE IN FY2022 | <a href="#">FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT; WAITING FOR AFA TO BE EXECUTED</a>   |
| 21063    | 0918-47-368 | DALLAS          | DALLAS     | E     | CS       | CAMP WISDOM RD FROM US 67   | WESTMORELAND RD  | RECONSTRUCT AND WIDEN SIDEWALKS, INSTALL PEDESTRIAN LIGHTING, AND RECONSTRUCT/UPGRADE CROSSWALKS AND ASSOCIATED TRAFFIC SIGNAL INFRASTRUCTURE  | \$400,000                             | \$0      | \$100,000                             | \$500,000                              | \$0        | 01/2023<br><del>08/2022</del>                         | DID NOT OBLIGATE IN FY2022 | FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT   |
| 25072.1  | 0918-00-367 | NCTCOG          | DALLAS     | T     | VA       | NORTH TEXAS MOVES EASTERN SUBREGION TRE PROJECT FROM IH 35E TO MEDICAL MARKET CENTER STATION                          | DOUBLE TRACK MEDICAL MARKET CENTER TO STEMMONS FRWY TO BEGINNING OF EXISTING DOUBLE-TRACKED SECTION W OF MEDICAL MARKET CENTER STATION | REHAB EXISTING BRIDGE OVER INWOOD ROAD AND ADD ADJACENT BRIDGE FOR NEW SECOND TRACK; ADD NEW BRIDGE AT KNIGHTS BRANCH FOR A NEW SECOND TRACK; REPLACE CURRENT NOBLE BRANCH BRIDGE AND ADD ADJACENT BRIDGE FOR SECOND TRACK | \$1,250,000                           | \$0      | \$312,500                             | \$1,562,500                            | \$0        | 01/2023   | DID NOT OBLIGATE IN FY2022 | PART OF NORTH TEXAS MOVES BUILD GRANT; BUILD GRANT FUNDING MUST OBLIGATE BY THE END OF SEPTEMBER 2022   |



CMAQ FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2022

| TIP CODE | CSJ         | PROJECT SPONSOR  | DISTRICT   | PHASE | FACILITY | LIMITS FROM   | LIMITS TO  | PROJECT SCOPE  | FEDERAL     | STATE    | LOCAL     | TOTAL FUNDING | OBLIGATION | ESTIMATED START DATE       | OBLIGATION STATUS          | COMMENTS  |
|----------|-------------|------------------|------------|-------|----------|---|--|--|-------------|----------|-----------|---------------|------------|----------------------------|----------------------------|---|
| 11186.6  | 0918-00-348 | NCTCOG           | DALLAS     | I     | VA       | FREEWAY/TRAFFIC INCIDENT MANAGEMENT PROGRAM   | INCLUDES TRAINING FOR AGENCY EXECUTIVES AND FIRST RESPONDERS, QUICK        | CLEARANCE CRASH RECONSTRUCTION TRAINING, OTHER TRAINING AND EDUCATION TO PROMOTE STRATEGIES TO MITIGATE TRAFFIC INCIDENTS; INCLUDES NCTCOG STAFF TIME AND CONSULTANT ASSISTANCE                      | \$245,460   | \$0      | \$0       | \$245,460     | \$0        | 03/2023<br>08/2022         | DID NOT OBLIGATE IN FY2022 | FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT   |
| 14080    | 0902-90-163 | GRAND PRAIRIE    | FORT WORTH | R     | VA       | REGIONAL VELOWEB TRAIL FROM TERMINATION OF FORT WORTH TRAIL AT CITY LIMITS  | MIKE LEWIS PARK AT EXISTING TRAIL NEAR ROY ORR BLVD                        | CONSTRUCT SHARED-USE PATH  | \$508,880   | \$0      | \$127,220 | \$636,100     | \$0        | 03/2023<br>11/2022         | DID NOT OBLIGATE IN FY2022 | FUNDING DELAYED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT; RIGHT-OF-WAY ACQUISITION CANNOT BEGIN UNTIL ENVIRONMENTAL CLEARANCE IS RECEIVED  |
| 14080    | 0902-90-163 | GRAND PRAIRIE    | FORT WORTH | U     | VA       | REGIONAL VELOWEB TRAIL FROM TERMINATION OF FORT WORTH TRAIL AT CITY LIMITS  | MIKE LEWIS PARK AT EXISTING TRAIL NEAR ROY ORR BLVD                        | CONSTRUCT SHARED-USE PATH  | \$60,000    | \$0      | \$15,000  | \$75,000      | \$0        | 03/2023<br>11/2022         | DID NOT OBLIGATE IN FY2022 | FUNDING DELAYED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT; UTILITY RELOCATIONS CANNOT BEGIN UNTIL ENVIRONMENTAL CLEARANCE IS RECEIVED       |
| 21057    | 0918-24-269 | PLANO            | DALLAS     | E     | VA       | BRECKENRIDGE TRAIL FROM BRADSHAW DR   | FUTURE SHILOH RD SILVER LINE DART STATION                                  | CONSTRUCT NEW SHARED-USE PATH  | \$1,000,000 | \$0      | \$0       | \$1,000,000   | \$0        | 03/2023<br>10/2022-06/2022 | DID NOT OBLIGATE IN FY2022 | FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT; CITY WAITING FOR AFA TO BE DRAFTED   |
| 25022    | 0902-90-050 | FORT WORTH       | FORT WORTH | C     | VA       | CENTERPOINT TRAIL FROM TRINITY BLVD/SKYVIEW DR  | TRINITY RAILWAY EXPRESS (TRE) CENTREPORT RAIL STATION                      | CONSTRUCT SHARED-USE PATH (TRAIL) FROM THE INTERSECTION OF TRINITY BLVD/SKYVIEW DR TO CENTREPORT RAIL STATION; PRELIMINARY ENGINEERING FOR CONNECTION TO MIKE LEWIS TRAIL                            | \$3,930,734 | \$0      | \$982,683 | \$4,913,417   | \$0        | 04/2023<br>10/2022         | DID NOT OBLIGATE IN FY2022 | FUNDING MOVED TO FY2023 DUE TO DELAYS WITH GETTING ENVIRONMENTAL CLEARANCE; CITY IS FINALIZING ROW ACQUISITION                                |
| 14013    | 0918-47-236 | DALLAS CO        | DALLAS     | C     | VA       | TRAIL CONNECTIONS TO FUTURE CYPRESS WATERS COTTON BELT RAIL STATION; FROM SOUTH OF CYPRESS WATERS COTTON BELT STATION | TO EXISTING TRAIL NORTH OF OLYMPUS BLVD                                    | CONSTRUCT SHARED USE PATH AND RELATED PEDESTRIAN AND BICYCLE IMPROVEMENTS (PEDESTRIAN CROSSWALKS, SIGNAGE, LIGHTING, AND SIGNALS) IN PROXIMITY OF THE FUTURE CYPRESS WATERS COTTON BELT RAIL STATION | \$1,834,068 | \$0      | \$458,517 | \$2,292,585   | \$0        | 05/2023                    | DID NOT OBLIGATE IN FY2022 | PROJECT IMPACTED BY CONSTRUCTION OF HUNTINGTON ROAD IN THE CYPRESS WATERS DEVELOPMENT; FUNDING MOVED TO FY2023 THROUGH MAY 2022 TIP MOD CYCLE |
| 25093    | 0918-47-362 | DALLAS           | DALLAS     | E     | VA       | DEEP ELLUM AREA PEDESTRIAN AND TRAFFIC SIGNAL IMPROVEMENTS, BOUNDED BY LIVE OAK ST TO THE NORTH,                      | HALL ST TO THE EAST, IH 30 TO THE SOUTH, AND CESAR CHAVEZ BLVD TO THE WEST | CONSTRUCT NEW SIDEWALKS, ADA RAMPS, CURB EXTENSIONS, PEDESTRIAN LIGHTING, AND UPGRADES TO TRAFFIC SIGNALS IN THE DEEP ELLUM AREA   | \$400,000   | \$0      | \$0       | \$400,000     | \$0        | 05/2023<br>08/2022         | DID NOT OBLIGATE IN FY2022 | FUNDING MOVED TO FY2024 THROUGH 2023-2026 TIP DEVELOPMENT   |
| 21053    | 0918-47-372 | DALLAS           | DALLAS     | E     | CS       | ALONG PINE ST FROM US 175 TO MALCOLM X BLVD   | ALONG ELSIE FAYE HEGGINS ST (PREVIOUSLY HATCHER RD) FROM US 175 TO 2ND AVE | CONSTRUCT SIDEWALKS  | \$120,000   | \$0      | \$30,000  | \$150,000     | \$0        | 06/2023<br>08/2022         | DID NOT OBLIGATE IN FY2022 | FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT   |
| 11614.5  | 0918-46-267 | DENTON           | DALLAS     | C     | VA       | CITY OF DENTON SCHOOL CONNECTION SIDEWALKS  |  | CONSTRUCT NEW SIDEWALK SEGMENTS NEAR SCHOOL SITES AT PECAN CREEK ELEMENTARY SCHOOL AND NETTE SHULTZ ELEMENTARY SCHOOL (FORMERLY NAMED WOODROW WILSON ELEMENTARY) IN THE CITY OF DENTON               | \$325,280   | \$0      | \$81,320  | \$406,600     | \$0        | 09/2023<br>03/2022         | DID NOT OBLIGATE IN FY2022 | FUNDING MOVED TO FY 2024 THROUGH 2023-2026 TIP DEVELOPMENT  |
| 14058    | 0902-90-153 | FORT WORTH       | FORT WORTH | C     | CS       | TRINITY TRAIL FROM TRINITY BLVD.  | TRINITY LAKES STATION  | CONSTRUCT SHARED USE PATH  | \$372,467   | \$0      | \$0       | \$372,467     | \$0        | 12/2023                    | DID NOT OBLIGATE IN FY2022 | DELAY ON THE START OF DESIGN HAS PUSHED THE REST OF THE SCHEDULE OUT; FUNDING MOVED TO FY2024 THROUGH 2023-2026 TIP DEVELOPMENT               |
| 25066.2  | 0581-01-157 | DALLAS           | DALLAS     | U     | SL 12    | AT CARBONDALE   |  | CONSTRUCT INTERSECTION IMPROVEMENTS INCLUDING REGRADING, REPAVING, AND SIDEWALKS   | \$40,000    | \$10,000 | \$0       | \$50,000      | \$0        | 01/2024                    | DID NOT OBLIGATE IN FY2022 | FUNDING MOVED TO FY2024 THROUGH 2023-2026 TIP DEVELOPMENT   |
| 21020    | 0902-90-219 | FOREST HILL      | FORT WORTH | C     | CS       | FOREST HILL DR AT FOREST HILL CIRCLE  |  | CONSTRUCT SIGNAL AND INTERSECTION IMPROVEMENTS, INCLUDING SIGNAL RETIMING  | \$500,000   | \$0      | \$0       | \$500,000     | \$0        | 03/2024<br>06/2022         | DID NOT OBLIGATE IN FY2022 | FUNDING MOVED TO FY 2024 THROUGH 2023-2026 TIP DEVELOPMENT  |
| 14037    | 0902-90-137 | FORT WORTH       | FORT WORTH | U     | BUS 287  | BUS 287/NORTH MAIN STREET AT NORTH AIRPORT ENTRANCE   |  | ADD RIGHT TURN LANE FOR SOUTHBOUND TRAFFIC INTO NORTHERN AIRPORT ENTRANCE (MAIN ENTRANCE FOR JET FUEL TRUCKS)  | \$45,000    | \$0      | \$0       | \$45,000      | \$0        | 08/2024                    | DID NOT OBLIGATE IN FY2022 | FUNDING MOVED TO FY2024 THROUGH THE MAY 2022 TIP MODIFICATION CYCLE   |
| 14044    | 0008-13-234 | TXDOT-FORT WORTH | FORT WORTH | C     | IH 20    | IH 35W  | CAMPUS DRIVE   | RELOCATE EXISTING WESTBOUND ENTRANCE RAMP TO REDUCE CIRCUITOUS TRAVEL AND ITS IMPROVEMENTS   | \$320,000   | \$80,000 | \$0       | \$400,000     | \$0        | 07/2020 (ACTUAL)           | DID NOT OBLIGATE IN FY2022 | ADDITIONAL FUNDING FOR PROJECT ALREADY UNDER CONSTRUCTION   |
| 14052    | 0902-90-147 | COLLEYVILLE      | FORT WORTH | C     | CS       | GLADE ROAD AT BLUEBONNET DRIVE  |  | LOWER INTERSECTION TO ELIMINATE A 3-WAY STOP   | \$311,222   | \$0      | \$77,805  | \$389,027     | \$0        | 10/2021 (ACTUAL)           | DID NOT OBLIGATE IN FY2022 | ADDITIONAL FUNDING FOR PROJECT ALREADY UNDER CONSTRUCTION   |



CMAQ FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2022

| TIP CODE | CSJ         | PROJECT SPONSOR | DISTRICT   | PHASE | FACILITY       | LIMITS FROM   | LIMITS TO   | PROJECT SCOPE  | FEDERAL       | STATE        | LOCAL       | TOTAL FUNDING | OBLIGATION   | ESTIMATED START DATE | OBLIGATION STATUS          | COMMENTS  |
|----------|-------------|-----------------|------------|-------|----------------|---|---|--|---------------|--------------|-------------|---------------|--------------|----------------------|----------------------------|---|
| 11614.5  | 0918-46-267 | DENTON          | DALLAS     | R     | VA             | CITY OF DENTON SCHOOL CONNECTION SIDEWALKS          |   | CONSTRUCT NEW SIDEWALK SEGMENTS NEAR SCHOOL SITES AT PECAN CREEK ELEMENTARY SCHOOL AND NETTE SHULTZ ELEMENTARY SCHOOL (FORMERLY NAMED WOODROW WILSON ELEMENTARY) IN THE CITY OF DENTON | \$0           | \$0          | \$0         | \$0           | \$0          | N/A                  | DID NOT OBLIGATE IN FY2022 | FUNDING MOVED TO THE CONSTRUCTION PHASE AT THE REQUEST OF THE CITY OF DENTON  |
| 14036    | 0902-90-139 | FORT WORTH      | FORT WORTH | E     | BUS 287        | BUS 287/NORTH MAIN STREET AT NORTH HANGAR ENTRANCE  |   | ADD RIGHT TURN LANES FOR SOUTHBOUND TRAFFIC  | \$0           | \$0          | \$0         | \$0           | \$0          | N/A                  | DID NOT OBLIGATE IN FY2022 | CITY HAS OPTED TO CANCEL PROJECT; PROJECT CANCELED AND FUNDING MOVED TO TIP 14037/CSJ 0902-90-137   |
| 14036    | 0902-90-139 | FORT WORTH      | FORT WORTH | U     | BUS 287        | BUS 287/NORTH MAIN STREET AT NORTH HANGAR ENTRANCE  |   | ADD RIGHT TURN LANES FOR SOUTHBOUND TRAFFIC  | \$0           | \$0          | \$0         | \$0           | \$0          | N/A                  | DID NOT OBLIGATE IN FY2022 | CITY HAS OPTED TO CANCEL PROJECT; PROJECT CANCELED AND FUNDING MOVED TO TIP 14037/CSJ 0902-90-137   |
| 14037    | 0902-90-137 | FORT WORTH      | FORT WORTH | E     | BUS 287        | BUS 287/NORTH MAIN STREET AT NORTH AIRPORT ENTRANCE |   | ADD RIGHT TURN LANE FOR SOUTHBOUND TRAFFIC INTO AIRPORT'S NORTHERN ENTRANCE (MAIN ENTRANCE FOR JET FUEL TRUCKS)  | \$0           | \$0          | \$0         | \$0           | \$0          | N/A                  | DID NOT OBLIGATE IN FY2022 | ENGINEERING BEING FUNDED BY THE CITY OF FORT WORTH  |
| 14073    | 0918-47-965 | RICHARDSON      | DALLAS     | E     | US 75          | US 75 NORTHBOUND FRONTAGE ROAD FROM RENNER ROAD     | W CITY LINE DRIVE                                     | WIDEN US 75 NB FRONTAGE ROAD BRIDGE OVER SPRING CREEK TO CONSTRUCT SHARED-USE PATH   | \$0           | \$0          | \$0         | \$0           | \$0          | N/A                  | DID NOT OBLIGATE IN FY2022 | FUNDING IS BEING TRANSFERRED TO ANOTHER PROJECT THAT WILL CONSTRUCT A SECTION OF THE COTTON BELT TRAIL TO THE EAST OF THE ORIGINAL PROJECT AT THE REQUEST OF THE CITY OF RICHARDSON |
| 19007    | 0918-24-253 | PLANO           | DALLAS     | C     | SH 121 FRTG RD | CUSTER  | SPRING CREEK PKWY                                     | SIGNAL CONTROLLER AND SOFTWARE UPGRADES  | \$0           | \$0          | \$0         | \$0           | \$0          | N/A                  | DID NOT OBLIGATE IN FY2022 | SPLIT INTO TWO PROJECTS (TIP 19007.1/CSJ 0364-04-052 AND 19007.2/CSJ 0364-03-106) THAT WILL OBLIGATE IN FY2023  |
| 25022    | 0902-90-050 | FORT WORTH      | FORT WORTH | R     | VA             | CENTERPOINT TRAIL FROM TRINITY BLVD/SKYVIEW DR      | TRINITY RAILWAY EXPRESS (TRE) CENTREPORT RAIL STATION | CONSTRUCT SHARED-USE PATH (TRAIL) FROM THE INTERSECTION OF TRINITY BLVD/SKYVIEW DR TO CENTREPORT RAIL STATION; PRELIMINARY ENGINEERING FOR CONNECTION TO MIKE LEWIS TRAIL              | \$0           | \$0          | \$0         | \$0           | \$0          | N/A                  | DID NOT OBLIGATE IN FY2022 | FUNDING MOVED TO CONSTRUCTION PHASE (RIGHT-OF-WAY DONATED)  |
| 25022    | 0902-90-050 | FORT WORTH      | FORT WORTH | U     | VA             | CENTERPOINT TRAIL FROM TRINITY BLVD/SKYVIEW DR      | TRINITY RAILWAY EXPRESS (TRE) CENTREPORT RAIL STATION | CONSTRUCT SHARED-USE PATH (TRAIL) FROM THE INTERSECTION OF TRINITY BLVD/SKYVIEW DR TO CENTREPORT RAIL STATION; PRELIMINARY ENGINEERING FOR CONNECTION TO MIKE LEWIS TRAIL              | \$0           | \$0          | \$0         | \$0           | \$0          | N/A                  | DID NOT OBLIGATE IN FY2022 | FUNDING MOVED TO CONSTRUCTION PHASE (NO UTILITY RELOCATIONS REQUIRED)   |
|          |             |                 |            |       |                |   |   | TOTAL  | \$120,400,154 | \$14,831,124 | \$9,798,417 | \$145,029,695 | \$85,748,698 |                      |                            |   |

|                             |               |
|-----------------------------|---------------|
| TOTAL CLOSEOUTS/WITHDRAWALS | (\$3,145,682) |
| TOTAL PROJECT ADJUSTMENTS   | \$849,427     |
| TOTAL OBLIGATED IN FY2022   | \$85,748,698  |
| TOTAL EXPECTED TO OBLIGATE  | \$0           |
| TOTAL THAT DID NOT OBLIGATE | \$36,726,185  |

STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2022

| TIP CODE | CSJ         | PROJECT SPONSOR  | DISTRICT   | PHASE | FACILITY | LIMITS FROM  | LIMITS TO   | PROJECT SCOPE  | FEDERAL      | STATE        | LOCAL     | TOTAL FUNDING | OBLIGATION   | ESTIMATED START DATE                      | OBLIGATION STATUS | COMMENTS  |
|----------|-------------|------------------|------------|-------|----------|--|---|--|--------------|--------------|-----------|---------------|--------------|---|-------------------|---|
| 11559    | 0902-48-799 | FWTA             | FORT WORTH | T     | CS       | TRE CROSSING   | AT CALLOWAY CEMETERY  | UPGRADE TO QUAD GATES AND RESURFACE CROSSING   | \$504,186    | \$0          | \$126,047 | \$630,233     | \$100,000    | 02/2020<br>(ACTUAL)                       | OBLIGATED (2022)  | FUNDING OBLIGATED DECEMBER 2021; ADDITIONAL FUNDING FOR PROJECT ALREADY UNDER CONSTRUCTION  |
| 14032    | 0918-47-246 | TXDOT-DALLAS     | DALLAS     | E     | CS       | ON EAST BEAR CREEK ROAD FROM HAMPTON ROAD  | IH 35E  | RECONSTRUCT AND WIDEN FROM 2 LANES RURAL UNDIVIDED TO 4 LANES URBAN DIVIDED WITH BICYCLE/PEDESTRIAN ACCOMMODATIONS AND INTERSECTION IMPROVEMENTS   | \$800,000    | \$0          | \$200,000 | \$1,000,000   | \$800,000    | 10/2021<br>(ACTUAL)                       | OBLIGATED (2022)  | FUNDING OBLIGATED OCTOBER 2021 (ADVANCE CONSTRUCTION)   |
| 11618.1  | 0918-00-346 | TXDOT-DALLAS     | DALLAS     | I     | VA       | REGIONAL MOBILITY ASSISTANCE PATROL (DALLAS DISTRICT)  |   | MOBILITY ASSISTANCE PATROL THAT PROVIDES ASSISTANCE TO STRANDED MOTORISTS DUE TO VEHICLE PROBLEMS OR NON-INJURY ACCIDENTS  | \$3,450,000  | \$862,500    | \$0       | \$4,312,500   | \$3,450,000  | 12/2021<br>(ACTUAL)<br><del>11/2021</del> | OBLIGATED (2022)  | FUNDING OBLIGATED DECEMBER 2021   |
| 11649    | 0918-00-343 | NCTCOG           | DALLAS     | I     | VA       | DART VANPOOL PROGRAM   |   | OPERATE A VANPOOL SUBSIDY INITIATIVE FOR COMMUTERS TRAVELING LONG DISTANCES AND IN AREAS WITH LITTLE OR NO FIXED ROUTE SERVICE; SUBSIDIZE A PORTION OF THE COST FOR STAFFING, VEHICLE LEASE COSTS, VANPOOL VEHICLE WRAPPINGS, AND EMERGENCY RIDE HOME SERVICES | \$2,146,000  | \$0          | \$536,500 | \$2,682,500   | \$2,146,000  | 12/2021<br>(ACTUAL)<br><del>11/2021</del> | OBLIGATED (2022)  | FUNDING OBLIGATED DECEMBER 2021   |
| 52553    | 0171-05-081 | TXDOT-FORT WORTH | FORT WORTH | C     | SH 199   | AT BYPASS CHANNEL (ON HENDERSON)   | NEAR FW CBD & TRINITY RIVER   | CONSTRUCT 4 LANE BRIDGE AT NEW LOCATION OF PROPOSED BYPASS CHANNEL   | \$22,858,937 | \$5,714,734  | \$0       | \$28,573,671  | \$22,858,937 | 12/2021<br>(ACTUAL)<br><del>08/2021</del> | OBLIGATED (2022)  | FUNDING OBLIGATED DECEMBER 2021   |
| 11612.2  | 0902-00-234 | NCTCOG           | FORT WORTH | I     | VARIOUS  | REGION-WIDE EMPLOYER TRIP REDUCTION PROGRAM (ETR)  | TRACK AND IMPLEMENT ETR STRATEGIES THROUGH COMMUTER/EMPLOYER OUTREACH; MANAGEMENT/OVERSIGHT OF TRYPARKINGIT.COM         | PERFORMANCE MONITORING/REPORTING; MAINTAIN/UPDATE THE TDM TOOLKIT, TRIP REDUCTION MANUAL FOR EMPLOYERS, OUTREACH MATERIALS; MANAGED LANE REIMBURSEMENT; INCLUDES NCTCOG STAFF TIME AND CONSULTANT ASSISTANCE   | \$875,000    | \$0          | \$0       | \$875,000     | \$875,000    | 01/2022<br>(ACTUAL)<br><del>06/2022</del> | OBLIGATED (2022)  | FUNDING OBLIGATED JANUARY 2022  |
| 11696.2  | 0902-00-301 | NCTCOG           | FORT WORTH | I     | VA       | REGIONWIDE OPTIMIZED FREIGHT MOVEMENT PROJECT; INCLUDES RESEARCH, DEPLOYMENT,  | & MONITORING OF TRANSPORTATION INNOVATIONS AND TECHNOLOGY TO IMPROVE FLOW OF FREIGHT VEHICLES                           | THROUGH INTERSECTIONS IN DALLAS-FORT WORTH IN PARTNERSHIP WITH INDUSTRY AND GOVERNMENTS; INCLUDES NCTCOG STAFF TIME  | \$4,800,000  | \$0          | \$0       | \$4,800,000   | \$4,800,000  | 02/2022<br>(ACTUAL)<br><del>11/2021</del> | OBLIGATED (2022)  | FUNDING OBLIGATED FEBRUARY 2022   |
| 25080.1  | 0902-00-303 | NCTCOG           | FORT WORTH | E     | VA       | INTEGRATED TRANSPORTATION STORMWATER MGMT PROJECT; APPROX 2,816 SQ MI STUDY AREA WITHIN CLEAR, ELM, & WEST FORK TRINITY; | INCLUDES WISE CO & PORTIONS OF DALLAS, DENTON, ELLIS, HOOD, JOHNSON, PARKER & TARRANT CO; ASSESS CURRENT & FUTURE FLOOD | RISK VULNERABILITY FOR TRANS INFRASTRUCTURE & DEVELOPED LAND TO MINIMIZE & MITIGATE IMPACTS OF TRANS PROJECTS & DETERMINE ADAPTIVE & SUSTAINABLE STRATEGIES TO ACCOMMODATE URBAN GROWTH WHILE ALSO INTEGRATING STORMWATER NEEDS & ENVIR STEWARDSHIP            | \$3,000,000  | \$0          | \$0       | \$3,000,000   | \$3,000,000  | 02/2022<br>(ACTUAL)<br><del>11/2021</del> | OBLIGATED (2022)  | FUNDING OBLIGATED FEBRUARY 2022 (ADVANCE CONSTRUCTION)  |
| 55043    | 2374-05-066 | TXDOT-FORT WORTH | FORT WORTH | C     | IH 20    | IH 820   | LITTLE ROAD   | RECONSTRUCT AND WIDEN FROM 8/10 TO 10 GENERAL PURPOSE LANES, 4/6 DISCONTINUOUS FRONTAGE ROAD LANES TO 4/8 DISCONTINUOUS FRONTAGE ROAD LANES, 0 TO 8 COLLECTOR DISTRIBUTOR LANES (FROM IH 820 TO US 287), AND ADD SHARED-USE PATH AND SIDEWALKS                 | \$78,299,057 | \$19,574,764 | \$0       | \$97,873,821  | \$77,819,057 | 02/2022<br>(ACTUAL)                       | OBLIGATED (2022)  | FUNDING OBLIGATED FEBRUARY 2022; PROJECT IS PART OF A FUNDING SWAP BEING IMPLEMENTED AS PART OF THE REGIONAL 10-YEAR PLAN UPDATE; CATEGORY 7 FUNDS PLACED ON THIS PROJECT |
| 14085.2  | 0918-47-307 | NCTCOG           | DALLAS     | E     | VA       | OAK FARMS REG CORR CONCEPTUAL ENG STUDY; ALONG JEFFERSON BLVD VIADUCT FROM YOUNG TO EWING; ALONG HOUSTON ST VIADUCT FRM  | YOUNG TO GREENBRIAR LN; ON GREENBRIAR LN FRM JEFFERSON BLVD TO BECKLEY AVE; ON EADS AVE FRM COLORADO TO HUTCHINS        | CONCEPTUAL ENGINEERING STUDY TO RECONST ROADWAYS TO IMPLEMENT COMPLETE STREETS, INCLUDING: ON-STREET PARKING, SIDEWALKS, BIKE LANES/PATHS, CONVERT TO 2-WAY OPERATIONS, REMOVE RAMPS, IMPROVE ACCESSIBILITY BY STREETCAR, ADD TRAFFIC CALMING                  | \$3,405,000  | \$0          | \$0       | \$3,405,000   | \$3,405,000  | 03/2022<br>(ACTUAL)<br><del>11/2021</del> | OBLIGATED (2022)  | FUNDING OBLIGATED MARCH 2022  |
| 25061    | 0918-47-294 | NCTCOG           | DALLAS     | E     | VA       | IRVING BICYCLE MASTER PLAN; CITYWIDE   |   | DEVELOP A CITYWIDE BICYCLE MASTER PLAN TO IDENTIFY CORRIDORS AND METHODOLOGIES FOR PROVIDING BICYCLE CONNECTIVITY FROM EXISTING FACILITIES AND TRAILS TO ADDITIONAL AREAS OF THE CITY; INCLUDES NCTCOG STAFF TIME AND CONSULTANT ASSISTANCE                    | \$400,000    | \$0          | \$0       | \$400,000     | \$400,000    | 03/2022<br>(ACTUAL)<br><del>11/2021</del> | OBLIGATED (2022)  | FUNDING OBLIGATED FEBRUARY 2022   |
| 55205    | 1310-01-043 | TXDOT-DALLAS     | DALLAS     | C     | FM 407   | GULF AVE   | WEST OF SAGE DRIVE  | REALIGN EXISTING 2 TO 2 LANE ROADWAY TO ADDRESS LANE SAFETY ISSUE  | \$1,292,175  | \$323,043    | \$0       | \$1,615,218   | \$1,692,803  | 03/2022<br>(ACTUAL)<br><del>01/2022</del> | OBLIGATED (2022)  | FUNDING OBLIGATED FEBRUARY 2022   |
| 14024    | 0918-47-240 | SACHSE           | DALLAS     | R     | CS       | ON MERRITT RD/WOODBRIDGE PKWY FROM PLEASANT VALLEY ROAD  | NORTH OF SACHSE ROAD  | RECONSTRUCT AND WIDEN 2 TO 4 LANE DIVIDED URBAN; INTERSECTION, SIGNAL, AND SHARED-USE PATH IMPROVEMENTS ALONG MERRITT ROAD, INCLUDING ILLUMINATION AND MEDIAN LANDSCAPE  | \$800,000    | \$0          | \$200,000 | \$1,000,000   | \$810,800    | 04/2022<br>(ACTUAL)<br><del>11/2021</del> | OBLIGATED (2022)  | ROW CSJ 0918-47-304; FUNDING OBLIGATED APRIL 2022   |
| 14038.1  | 0902-00-250 | NCTCOG           | FORT WORTH | I     | VA       | DFW REGION; MANAGEMENT & OVERSIGHT OF NEW REGIONAL SAFETY PROJECT FUNDING PROGRAM; INCLUDES DEVELOPMENT OF A REGIONAL    | TRANSPORTATION SAFETY PLAN; GENERAL SAFETY PLANNING/IMPLEMENTATION ACTIVITIES; CONDUCTING REGIONAL & FEDERAL SAFETY     | PERFORMANCE TRACKING/REPORTING REQUIREMENTS; ANALYSIS OF WRONG-WAY DRIVING AND INTERSECTION SAFETY IMPLEMENTATION PLAN COUNTERMEASURE EFFECTIVENESS; COLLECTING/ANALYZING CRASH DATA & INCIDENT PERFORMANCE MEASURES   | \$362,000    | \$0          | \$0       | \$362,000     | \$362,000    | 05/2022<br>(ACTUAL)<br><del>03/2022</del> | OBLIGATED (2022)  | FUNDING OBLIGATED MAY 2022  |
| 13044    | 0047-06-161 | TXDOT-DALLAS     | DALLAS     | C     | US 75    | AT RIDGEVIEW DRIVE   |   | RECONSTRUCT INTERCHANGE  | \$7,156,475  | \$1,789,119  | \$0       | \$8,945,594   | \$7,156,475  | 06/2022<br>(ACTUAL)                       | OBLIGATED (2022)  | FUNDING OBLIGATED MAY 2022  |

STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2022

| TIP CODE | CSJ         | PROJECT SPONSOR  | DISTRICT   | PHASE | FACILITY | LIMITS FROM  | LIMITS TO  | PROJECT SCOPE  | FEDERAL     | STATE     | LOCAL     | TOTAL FUNDING | OBLIGATION             | ESTIMATED START DATE                                      | OBLIGATION STATUS           | COMMENTS   |
|----------|-------------|------------------|------------|-------|----------|--|--|--|-------------|-----------|-----------|---------------|------------------------|---|-----------------------------|--|
| 25068    | 0196-02-131 | TXDOT-DALLAS     | DALLAS     | C     | IH 35E   | GARDEN RIDGE BLVD  | LAKE LEWISVILLE BRIDGE   | CONSTRUCT NB ENTRANCE RAMP FOR HIGHLAND VILLAGE RD TO NB IH 35E  | \$2,400,000 | \$600,000 | \$0       | \$3,000,000   | \$2,543,950            | 7/2022<br>(ACTUAL)<br><del>03/2022</del>                  | OBLIGATED (2022)            | FUNDING OBLIGATED MAY 2022   |
| 11694    | 0918-00-318 | NCTCOG           | DALLAS     | I     | VA       | REGIONAL AIR QUALITY INITIATIVES   | IDENTIFY AND IMPLEMENT POLICIES/BEST PRACTICES TO IMPROVE AIR QUALITY AND ENSURE COMPLIANCE WITH FEDERAL STANDARDS;  | INCLUDING STRATEGIES TO REDUCE EMISSIONS FROM COMMERCIAL AND CONSUMER VEHICLES, IMPLEMENTATION OF NEW VEHICLE TECHNOLOGIES, AND ASSIST LOCAL GOVERNMENTS AND BUSINESS WITH THE DEPLOYMENT OF LOW-EMISSION TECHNOLOGIES                             | \$2,594,000 | \$0       | \$0       | \$2,594,000   | <del>\$2,594,000</del> | <del>07/2022 (ACTUAL)</del><br><del>08/2022-06/2022</del> | <del>OBLIGATED (2022)</del> | <del>OBLIGATED IN JULY 2022</del>  |
| 21013    | 0902-90-224 | NCTCOG           | FORT WORTH | E     | CS       | FOREST HILL DRIVE FROM LON STEPHENSON ROAD   | SHELBY ROAD  | PLANNING STUDY OF TRANSPORTATION, LAND USE, AND FLOODING; ENGINEERING TO RECONSTRUCT AND WIDEN FROM 2 LANES TO 4 LANES WITH SIGNAL RETIMING AND INTERSECTION IMPROVEMENTS  | \$500,000   | \$0       | \$0       | \$500,000     | <del>\$500,000</del>   | <del>08/2022 (ACTUAL)</del><br><del>06/2022</del>         | <del>OBLIGATED (2022)</del> | <del>OBLIGATED IN AUGUST 2022</del>  |
| 21015.4  | 0918-00-374 | DCTA             | DALLAS     | T     | VA       | TRANSIT PREVENTIVE MAINTENANCE   |  | ACTIVITIES TO PRESERVE AND EXTEND THE FUNCTIONALITY AND SERVICEABILITY OF CAPITAL ASSETS   | \$200,000   | \$0       | \$0       | \$200,000     | <del>\$200,000</del>   | <del>08/2022 (ACTUAL)</del><br><del>04/2022</del>         | <del>OBLIGATED (2022)</del> | <del>OBLIGATED IN AUGUST 2022</del>  |
| 21015.5  | 0902-90-231 | FWTA             | FORT WORTH | T     | VA       | TRANSIT PREVENTIVE MAINTENANCE   |  | ACTIVITIES TO PRESERVE AND EXTEND THE FUNCTIONALITY AND SERVICEABILITY OF CAPITAL ASSETS   | \$250,000   | \$0       | \$0       | \$250,000     | <del>\$250,000</del>   | <del>08/2022 04/2022</del>                                | <del>OBLIGATED (2022)</del> | <del>OBLIGATED IN AUGUST 2022</del>  |
| 21015.8  | 0902-90-233 | FWTA             | FORT WORTH | T     | VA       | CONSTRUCT NEW STOPS ACCOMMODATIONS IN THE TRINITY METRO SERVICE AREA   |  | IDENTIFY AND CONSTRUCT BUS STOPS LACKING CONCRETE PADS AND OVERHEAD SHELTERS   | \$1,000,000 | \$0       | \$0       | \$1,000,000   | <del>\$1,000,000</del> | <del>08/2022 04/2022</del>                                | <del>OBLIGATED (2022)</del> | <del>OBLIGATED IN AUGUST 2022</del>  |
| 11613.2  | 0902-00-273 | NCTCOG           | FORT WORTH | I     | VARIOUS  | REGIONAL GOODS MOVEMENT/CORRIDOR STUDIES; CONDUCT GENERAL CORRIDOR STUDIES & PLANNING ACTIVITIES IN SUPPORT OF THE       | REGION'S GOOD MOVMT INCL; NCTCOG STAFF TIME & CONSULTANT ASSISTANCE TO ASSESS IMPACT OF TRUCK, RAIL, & OTHER FREIGHT | MOVMT, DATA COLLECTION & ANALYSIS, SAFETY, COORD WITH PRIVATE SECTOR PARTNERS IN FREIGHT BUSINESS; MONITORING TRUCK LANE CORRIDORS, HAZMAT, ECON ANALYSIS, LAND USE COMPATIBILITY, PASSENGER & FREIGHT RAIL INTEGRATION, PUBLIC OUTREACH/EDUCATION | \$674,000   | \$0       | \$0       | \$674,000     | <del>\$674,000</del>   | <del>09/2022 (ACTUAL)</del><br><del>08/2022</del>         | <del>OBLIGATED (2022)</del> | <del>OBLIGATED IN SEPTEMBER 2022</del>   |
| 11622.3  | 0918-00-314 | NCTCOG           | DALLAS     | I     | VA       | TRAVEL SURVEY & DATA COLLECTION PROGRAM: TO PROVIDE TRAVEL INFORMATION USED TO CREATE ANALYTICAL TOOLS FOR ALL PLANNING, | AIR QUALITY, AND MANAGEMENT PROJECTS IN THE MPA; ANALYSIS OF TRANSIT PERFORMANCE IN REAL-TIME AND                    | FORECAST FUTURE RIDERSHIP AMONGST THE THREE MAJOR TRANSIT AGENCIES; INCLUSION OF NON-MOTORIZED TRIPS IN THE REGIONAL TRAVEL MODEL; DEVELOPMENT OF DYNAMIC TRAFFIC ASSIGNMENT MODEL FOR ROADWAY NETWORK ANALYSIS                                    | \$1,695,000 | \$0       | \$0       | \$1,695,000   | <del>\$1,695,000</del> | <del>09/2022 (ACTUAL)</del><br><del>08/2022-06/2022</del> | <del>OBLIGATED (2022)</del> | <del>FUNDING OBLIGATED IN SEPTEMBER 2022 (ADVANCE CONSTRUCTION)</del>  |
| 11662    | 0918-47-426 | NCTCOG           | DALLAS     | E     | VA       | NORTH AND SOUTH OF IH 30 BOUNDED BY IH 45 TO WEST, CARROLL AVENUE TO THE EAST  | MAIN STREET TO THE NORTH AND FITZHUGH TO THE SOUTH   | IH 30 FAIR PARK AREA STREET GRID PLANNING STUDY TO SUPPORT SYSTEM REDUNDANCY AND TRAFFIC INCIDENT MANAGEMENT PROCESS INCLUDING TRAVEL FORECASTS AND TRAVEL MODELING; INCLUDES STUDY OF THE CBD/FAIR PARK LINK                                      | \$950,000   | \$0       | \$0       | \$950,000     | <del>\$950,000</del>   | <del>09/2022 (ACTUAL)</del>                               | <del>OBLIGATED (2022)</del> | <del>PROJECT ADVANCED FROM FY2023; FUNDING OBLIGATED SEPTEMBER 2022</del>  |
| 21015.7  | 0918-00-369 | NCTCOG           | DALLAS     | E     | VA       | COVID-19 REGIONAL TRANSIT EDUCATION CAMPAIGN PROGRAM   |  | PROGRAM WILL FOCUS ON EDUCATION AND OUTREACH TO HELP WITH CONSUMER CONFIDENCE AND PROVIDING INCENTIVES TO INCREASE RIDERSHIP   | \$250,000   | \$0       | \$0       | \$250,000     | <del>\$250,000</del>   | <del>09/2022 (ACTUAL)</del><br><del>08/2022</del>         | <del>OBLIGATED (2022)</del> | <del>PROJECT HAS NOT BEEN APPROVED BY FHWA, PENDING ELIGIBILITY DETERMINATION. PROJECT HAS BEEN APPROVED BY FHWA; FUNDING OBLIGATED SEPTEMBER 2022; PROJECT PROGRAMMED AS CMAQ IN TIP, BUT OBLIGATED AS STBG</del> |
| 21092    | 0422-05-011 | TXDOT-FORT WORTH | FORT WORTH | E     | VA       | ON NOLAN RIVER ROAD FROM NORTH OF US 67 FRONTAGE ROAD  | SOUTH OF US 67 FRONTAGE ROAD   | RECONSTRUCT AND WIDEN FROM 2 TO 4 LANES INCLUDING BRIDGE AT US 67  | \$800,000   | \$200,000 | \$0       | \$1,000,000   | <del>\$800,000</del>   | <del>11/2022 06/2022-03/2022</del>                        | <del>OBLIGATED (2022)</del> | FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT; <u>OBLIGATED IN SEPTEMBER 2022</u>  |
| 21029    | 0918-47-370 | DALLAS           | DALLAS     | E     | VA       | PEDESTRIAN ROUTES TO RAIL STATIONS AT DALLAS ZOO DART STATION  |  | CONSTRUCT SIDEWALKS AND OTHER PEDESTRIAN IMPROVEMENTS AT AND AROUND THE DALLAS ZOO DART STATION/SOUTHERN GATEWAY PUBLIC GREEN AND MAKE SYSTEM CONNECTIONS TO THE PEROT MUSEUM/KLYDE WARREN PARK  | \$400,000   | \$0       | \$0       | \$400,000     | <del>\$400,000</del>   | <del>04/2023 01/2023</del>                                | <del>OBLIGATED (2022)</del> | FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT; <u>OBLIGATED IN JULY 2022 BUT WORK DELAYED DUE TO AGREEMENT EXECUTION AND PROCUREMENT</u>   |
| 14013.6  | 0918-47-329 | DART             | DALLAS     | T     | VA       | REGIONAL COTTON BELT VELOWEB TRAIL - DART SILVER LINE PROJECT  |  | CONSTRUCT SAFETY WALLS IN RAIL CORRIDOR NEAR FAIRHILL SCHOOL AND IVY MONTESSORI ACADEMY  | \$245,000   | \$0       | \$0       | \$245,000     | <del>\$245,000</del>   | <del>06/2023 08/2022</del>                                | <del>OBLIGATED (2022)</del> | <u>PROJECT ADVANCED FROM FY2023; OBLIGATED IN AUGUST 2022</u>  |
| 25072    | 0918-00-390 | DART             | DALLAS     | T     | VA       | ON THE TRE FROM NOBLE BRANCH   | WEST OF MEDICAL DISTRICT DRIVE   | ADD TRACK TO CREATE A DOUBLE TRACKED SECTION OF THE TRE RESULTING IN FASTER SPEEDS AND REDUCED DELAY FOR PASSENGERS  | \$750,000   | \$0       | \$187,500 | \$937,500     | <del>\$750,000</del>   | 12/2022   | <del>OBLIGATED (2022)</del> | <del>TRANSIT TRANSFER REQUEST HAS BEEN SUBMITTED AND IS PENDING FUNDING OBLIGATED, BUT AS STBG INSTEAD OF CMAQ</del>   |
| 11621.1  | 0902-00-267 | NCTCOG           | FORT WORTH | I     | VA       | PLANNING STUDIES AND STREAMLINED PROJECT DELIVERY (REGIONAL)   |  | PROVIDE MPO PLANNING SUPPORT AND TECHNICAL ASSISTANCE FOR SURFACE TRANSPORTATION PROJECTS WITHIN THE METROPOLITAN PLANNING AREA INCLUDING PLANNING STUDIES AND EXPEDITE ENVIRONMENTAL REVIEW PROCESS   | \$1,248,000 | \$0       | \$0       | \$1,248,000   | \$0                    | 08/2022<br><del>06/2022</del>                             | DID NOT OBLIGATE IN FY2022  | <u>COORDINATION BETWEEN NCTCOG AND TXDOT ONGOING REGARDING AFA EXECUTION; OBLIGATION TIMEFRAME TO BE DETERMINED</u>  |

STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2022

| TIP CODE | CSJ         | PROJECT SPONSOR  | DISTRICT   | PHASE | FACILITY | LIMITS FROM   | LIMITS TO  | PROJECT SCOPE   | FEDERAL                    | STATE    | LOCAL       | TOTAL FUNDING              | OBLIGATION | ESTIMATED START DATE                                 | OBLIGATION STATUS          | COMMENTS   |
|----------|-------------|------------------|------------|-------|----------|---|--|---|----------------------------|----------|-------------|----------------------------|------------|--|----------------------------|--|
| 11650    | 0902-00-263 | NCTCOG           | FORT WORTH | I     | VA       | CORRIDOR STUDIES AND CAPITAL ASSET MANAGEMENT   | IDENTIFY STRATEGIES TO EXTEND OPERATIONAL LIFE OF TRANSPORTATION FACILITIES BY PROMOTING USE OF STRATEGIC MAINTENANCE,   | REPAIR, AND EXPANSION; INCLUDES CONTINUED DEVELOPMENT, MONITORING, AND TECHNICAL ASSISTANCE TO REGIONAL PARTNERS TO BALANCE PRESERVATION VS. UPGRADE OF ASSETS  | \$292,000                  | \$0      | \$0         | \$292,000                  | \$0        | 08/2022<br><del>01/2022</del>                        | DID NOT OBLIGATE IN FY2022 | COORDINATION BETWEEN NCTCOG AND TXDOT ONGOING REGARDING AFA EXECUTION; OBLIGATION TIMEFRAME TO BE DETERMINED   |
| 11678    | 0918-00-324 | NCTCOG           | DALLAS     | I     | VA       | DFW AUTOMATED VEHICLE PROVING GROUNDS PROJECT (REGION-WIDE)   |  | ADVANCE HIGH-SPEED AUTOMATED VEHICLE PROGRAM THROUGH SHARED-USE MOBILITY COLLABORATIONS AND OTHER AV-RELATED TECHNOLOGIES AND PARTNERSHIPS  | \$250,000                  | \$0      | \$0         | \$250,000                  | \$0        | 08/2022<br><del>11/2021</del>                        | DID NOT OBLIGATE IN FY2022 | FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT; PROJECT HAS NOT BEEN APPROVED BY FHWA, PENDING ELIGIBILITY DETERMINATION; <b>OBLIGATION TIMEFRAME TO BE DETERMINED ONCE FHWA APPROVAL IS RECEIVED</b> |
| 21015.1  | 0918-00-375 | NCTCOG           | DALLAS     | E     | VA       | ENGINEERING FOR PASSENGER RAIL/ROADWAY INTERFACES   | REGIONWIDE   | ESTABLISH ENGINEERING AGREEMENTS WITH FREIGHT AND PASSENGER RAILROADS, ALLOWING FOR STREAMLINED DESIGN AND REVIEW OF DESIGN PLANS FOR REGIONALLY SIGNIFICANT TRANSPORTATION PROJECTS  | \$3,100,000                | \$0      | \$0         | \$3,100,000                | \$0        | 08/2022  | DID NOT OBLIGATE IN FY2022 | FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT; PROJECT HAS NOT BEEN APPROVED BY FHWA, PENDING ELIGIBILITY DETERMINATION; <b>OBLIGATION TIMEFRAME TO BE DETERMINED ONCE FHWA APPROVAL IS RECEIVED</b> |
| 21015.6  | 0918-24-270 | DART             | DALLAS     | E     | VA       | ON SILVER LINE FROM DFW AIRPORT   | SHILOH ROAD  | EXPEDITE DESIGN REVIEW BY CLASS I AND SHORT LINE FREIGHT RAILROADS FOR THE SILVERLINE RAIL AND TRAIL PROJECT  | \$800,000                  | \$0      | \$0         | \$800,000                  | \$0        | 08/2022<br><del>04/2022</del>                        | DID NOT OBLIGATE IN FY2022 | PROJECT HAS NOT BEEN APPROVED BY FHWA, PENDING ELIGIBILITY DETERMINATION; <b>OBLIGATION TIMEFRAME TO BE DETERMINED ONCE FHWA APPROVAL IS RECEIVED</b>  |
| 21016.2  | 0918-00-364 | TXDOT-DALLAS     | DALLAS     | I     | VA       | REGIONAL DATA HUB - DFW MPO BOUNDARY  | DEPLOYMENT AND ADAPTION OF THE CALTRANS TRANSPORTATION SYSTEM MANAGEMENT AND OPERATIONS DATA ENGINE                      | TO IMPROVE OPERATIONAL EFFICIENCY ON THE REGION'S ROADWAYS BY INTEGRATING DATA SOURCES, INCLUDING REGIONAL 511 AND OTHER TRAFFIC MANAGEMENT AND TRAVELER INFORMATION SYSTEMS, AND FACILITATING DATA SHARING WITHIN THE REGION               | <del>\$0</del> \$1,000,000 | \$0      | \$0         | <del>\$0</del> \$1,000,000 | \$0        | 08/2022<br><del>06/2022</del>                        | DID NOT OBLIGATE IN FY2022 | <b>FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT</b> <del>PROJECT CANCELLED VIA NOVEMBER 2022 TIP MODIFICATION</del>   |
| 21017    | 0918-00-370 | NCTCOG           | DALLAS     | E     | VA       | PAVEMENT CONDITION ON RTC-FOCUSED (NHS) OFF SYSTEM ROADWAYS   | REGIONWIDE   | REVIEW PAVEMENT SCORES AND PERFORM ENGINEERING TO IDENTIFY IMPROVEMENTS TO BE MADE (RESPONSE TO FEDERAL PERFORMANCE MEASURES)   | \$1,000,000                | \$0      | \$0         | \$1,000,000                | \$0        | 08/2022<br><del>06/2022</del>                        | DID NOT OBLIGATE IN FY2022 | COORDINATION BETWEEN NCTCOG AND TXDOT ONGOING REGARDING AFA EXECUTION; OBLIGATION TIMEFRAME TO BE DETERMINED   |
| 11663.2  | 0902-00-220 | TXDOT-FORT WORTH | FORT WORTH | I     | VA       | REGIONAL MANAGED LANE SYSTEM  |  | DEVELOP, TEST, & IMPLEMENT TECHNOLOGY TO DETECT & VERIFY AUTO OCCUPANCY ON REGIONAL MANAGED LANE SYSTEM INCLUDING PUBLIC OUTREACH, EDUCATION, & INTEGRATION INTO EXISTING TOLLING SOFTWARE/HARDWARE; PROJECT INVOLVES CONSULTANT ASSISTANCE | \$279,610                  | \$69,902 | \$0         | \$349,512                  | \$0        | 09/2022<br><del>09/2021</del>                        | DID NOT OBLIGATE IN FY2022 | <b>TIMEFRAME FOR OBLIGATION OF ADDITIONAL FUNDS TO BE DETERMINED</b>   |
| 11663.2  | 0902-00-220 | TXDOT-FORT WORTH | FORT WORTH | I     | VA       | REGIONAL MANAGED LANE SYSTEM  |  | DEVELOP, TEST, & IMPLEMENT TECHNOLOGY TO DETECT & VERIFY AUTO OCCUPANCY ON REGIONAL MANAGED LANE SYSTEM INCLUDING PUBLIC OUTREACH, EDUCATION, & INTEGRATION INTO EXISTING TOLLING SOFTWARE/HARDWARE; PROJECT INVOLVES CONSULTANT ASSISTANCE | \$287,821                  | \$71,955 | \$0         | \$359,776                  | \$0        | 09/2022  | DID NOT OBLIGATE IN FY2022 | <b>TIMEFRAME FOR OBLIGATION OF ADDITIONAL FUNDS TO BE DETERMINED</b>   |
| 11237.2  | 0918-45-812 | IRVING           | DALLAS     | C     | CS       | ON CONFLANS RD FROM SH 161  | VALLEY VIEW LANE   | CONSTRUCT 0 TO 4 LANE DIVIDED FACILITY WITH NEW SIDEWALKS AND SHARED USE PATH   | \$13,500,000               | \$0      | \$3,375,000 | \$16,875,000               | \$0        | <del>11/2022</del><br>08/2022                        | DID NOT OBLIGATE IN FY2022 | PROJECT ADVANCED TO FY2022; PART OF MPO MILESTONE POLICY ROUND 2 AND HAS A LETTING DEADLINE OF THE END OF FY2022; <b>PROJECT DID NOT LET IN FY2022; AWAITING AFA EXECUTION</b>                                   |
| 11237.2  | 0918-45-812 | IRVING           | DALLAS     | CE    | CS       | ON CONFLANS RD FROM SH 161  | VALLEY VIEW LANE   | CONSTRUCT 0 TO 4 LANE DIVIDED FACILITY WITH NEW SIDEWALKS AND SHARED USE PATH   | \$625,000                  | \$0      | \$156,250   | \$781,250                  | \$0        | <del>11/2022</del><br>08/2022                        | DID NOT OBLIGATE IN FY2022 | PROJECT ADVANCED TO FY2022; PART OF MPO MILESTONE POLICY ROUND 2 AND HAS A LETTING DEADLINE OF THE END OF FY2022; <b>PROJECT DID NOT LET IN FY2022; AWAITING AFA EXECUTION</b>                                   |
| 14085.1  | 0918-47-277 | DALLAS           | DALLAS     | E     | VA       | DALLAS CENTRAL BUSINESS DISTRICT (HIGH SPEED RAIL STATION AREA) BOUNDED BY MEMORIAL DR. ON THE NORTH                  | CADIZ ST. ON THE SOUTH, RIVERFRONT BLVD ON THE WEST, S. LAMAR ST. ON THE EAST  | CONCEPTUAL STUDY TO SUPPORT DEVELOPMENT AND ROADWAY INFRASTRUCTURE FOR NEW MULTIMODAL FACILITY IN AND AROUND DOWNTOWN DALLAS; FACILITY WILL INTERFACE WITH HIGH SPEED RAIL, BUS, RAIL, AND OTHER MODES                                      | \$2,800,000                | \$0      | \$700,000   | \$3,500,000                | \$0        | 11/2022  | DID NOT OBLIGATE IN FY2022 | PROJECT IS ON HOLD   |
| 11647.1  | 0918-00-311 | NCTCOG           | DALLAS     | I     | VA       | LAND USE/TRANSPORTATION AND BIKE/PEDESTRIAN INITIATIVES INCLUDES BICYCLE/PEDESTRIAN PLANNING,                         | TRANSIT ORIENTED DEVELOPMENT, REGIONAL PEDESTRIAN SAFETY PROGRAM, IMPLEMENTATION OF SUSTAINABLE DEVELOPMENT INITIATIVES; | INCLUDES NCTCOG STAFF TIME AND POSSIBLE CONSULTANT ASSISTANCE TO DEVELOP AND IMPLEMENT FUNDING PROGRAMS, COLLECT AND ANALYZE DATA; SCHOOL SITING/LAND USE CONNECTIONS, SAFE ROUTES TO SCHOOL, SAFETY AND EDUCATION                          | \$1,524,000                | \$0      | \$0         | \$1,524,000                | \$0        | <del>12/2022</del><br>08/2022-<br><del>01/2022</del> | DID NOT OBLIGATE IN FY2022 |  |
| 14046    | 0918-47-286 | DALLAS           | DALLAS     | C     | VA       | UPTOWN MCKINNEY/COLE COUPLET: ON ALLEN ST FROM CARLISLE ST TO MCKINNEY AVE; ON CARLISLE ST FROM COLE AVE TO ALLEN ST; | ON COLE AVE FROM HARVARD AVE TO CARLISLE ST; ON MCKINNEY AVE FROM HARVARD AVE TO ALLEN ST                                | CONVERSION OF 3 LN ONE-WAY RDWYS TO TWO-WAY RDWYS; INTERSECTION, SIGNAL, SIGNAGE, PEDESTRIAN, LIGHTING, LANDSCAPING, AND ASSOCIATED IMPROVEMENTS INCLUDING TROLLEY RELOCATION   | \$6,700,000                | \$0      | \$1,675,000 | \$8,375,000                | \$0        | 12/2022  | DID NOT OBLIGATE IN FY2022 | FUNDING MOVED TO FY2024 THROUGH 2023-2026 TIP DEVELOPMENT; PROJECT IS BEING RE-ADVERTISED TO SOLICIT MORE BIDDERS AND IS ANTICIPATED TO BEGIN IN FY2023  |

STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2022

| TIP CODE | CSJ         | PROJECT SPONSOR  | DISTRICT   | PHASE | FACILITY | LIMITS FROM  | LIMITS TO   | PROJECT SCOPE  | FEDERAL      | STATE       | LOCAL     | TOTAL FUNDING | OBLIGATION | ESTIMATED START DATE                  | OBLIGATION STATUS          | COMMENTS   |
|----------|-------------|------------------|------------|-------|----------|--|---|--|--------------|-------------|-----------|---------------|------------|---------------------------------------|----------------------------|--|
| 21094    | 0902-20-232 | TXDOT-FORT WORTH | FORT WORTH | E     | CR 4668  | AT BOBO'S CROSSING   |   | RECONSTRUCT BRIDGE TO ELEVATE OUT FLOOD PLAIN FOR SAFETY   | \$3,000,000  | \$0         | \$0       | \$3,000,000   | \$0        | <del>12/2022</del><br>09/2022-03/2022 | DID NOT OBLIGATE IN FY2022 | FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT; <del>COORDINATION TO DETERMINE IMPLEMENTING AGENCY IS ONGOING</del> ; <b>AFA IS BEING DRAFTED</b>   |
| 25013    | 0902-90-172 | FORT WORTH       | FORT WORTH | R     | CS       | MEANDERING ROAD FROM SH 183 TO ANAHUAC AVE   | LTJG BARNETT FROM MEANDERING ROAD TO NASJRB EAST GATE   | RECONSTRUCT MEANDERING ROAD FROM 4 TO 3 LANES, REALIGN INTERSECTION AT ROBERTS CUT OFF, CONSTRUCT INTERSECTION IMPROVEMENTS AT YALE ST AND LTJG BARNETT, ADD SIDEWALKS AND SIDEPATHS WITHIN PROJECT LIMITS AND BIKE LANES ON LT JG BARNETT                   | \$800,000    | \$0         | \$0       | \$800,000     | \$0        | <del>12/2022</del><br>07/2022-04/2022 | DID NOT OBLIGATE IN FY2022 | FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT; ENVIRONMENTAL CLEARANCE IS STILL PENDING AND RIGHT-OF-WAY ACQUISITION CANNOT BEGIN UNTIL CLEARANCE IS RECEIVED  |
| 11639.1  | 0918-46-313 | DCTA             | DALLAS     | T     | VA       | DCTA VANPOOL PROGRAM   |   | OPERATE A VANPOOL SUBSIDY INITIATIVE FOR COMMUTERS TRAVELING LONG DISTANCES AND IN AREAS WITH LITTLE OR NO FIXED ROUTE SERVICE   | \$327,600    | \$0         | \$81,900  | \$409,500     | \$0        | <del>01/2023</del><br>09/2022-01/2024 | DID NOT OBLIGATE IN FY2022 | DCTA HAS RECEIVED NEW PRICING FOR VANPOOLS AND WILL NEED THIS FUNDING SOONER THAN ANTICIPATED; <b>TRANSIT TRANSFER REQUEST HAS BEEN SENT TO TXDOT</b>  |
| 11684.2  | 0081-12-053 | FORT WORTH       | FORT WORTH | ENV   | VA       | IH 35W AUTOMATED VEHICLE (AV) TRUCKPORT; ALLIANCE - SOUTHEAST CORNER OF SH 170 AND IH 35W                                |   | PILOT PROJECT TO DEVELOP AND BUILD AUTOMATED FREIGHT FACILITY TO COLLECT/DISTRIBUTE FREIGHT AND TEST AUTOMATED TRUCK TECHNOLOGY TO IMPROVE AV USES IN FREIGHT/SUPPLY CHAIN/LOGISTICS   | \$100,000    | \$0         | \$0       | \$100,000     | \$0        | 01/2023<br>06/2022                    | DID NOT OBLIGATE IN FY2022 | FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT; PROJECT HAS NOT BEEN APPROVED BY FHWA, PENDING ELIGIBILITY DETERMINATION  |
| 11684.2  | 0081-12-053 | FORT WORTH       | FORT WORTH | E     | VA       | IH 35W AUTOMATED VEHICLE (AV) TRUCKPORT; ALLIANCE - SOUTHEAST CORNER OF SH 170 AND IH 35W                                |   | PILOT PROJECT TO DEVELOP AND BUILD AUTOMATED FREIGHT FACILITY TO COLLECT/DISTRIBUTE FREIGHT AND TEST AUTOMATED TRUCK TECHNOLOGY TO IMPROVE AV USES IN FREIGHT/SUPPLY CHAIN/LOGISTICS   | \$758,953    | \$0         | \$0       | \$758,953     | \$0        | 01/2023<br>06/2022                    | DID NOT OBLIGATE IN FY2022 | FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT; PROJECT HAS NOT BEEN APPROVED BY FHWA, PENDING ELIGIBILITY DETERMINATION  |
| 11554.1  | 0902-00-270 | NCTCOG           | FORT WORTH | E     | VA       | PEOPLE MOVER TEST TRACK  |   | INCLUDING ANALYSIS OF VARIOUS TECHNOLOGIES AND ALIGNMENT OPTIONS FOR WARRANTED PEOPLE MOVER LOCATIONS IN THE DFW REGION AND CONNECT THOSE LOCATIONS TO EXISTING REGIONAL TRANSPORTATION NETWORKS   | \$382,000    | \$0         | \$0       | \$382,000     | \$0        | <del>02/2023</del><br>08/2022         | DID NOT OBLIGATE IN FY2022 | FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT; <b>AFA EXECUTION PENDING</b>  |
| 11684.5  | 0918-47-389 | RICHARDSON       | DALLAS     | E     | VA       | CITY OF RICHARDSON CONNECTED & AUTOMATED VEHICLE (AV) TEST BED & COMMUNITY CONNECTOR; TRAFFIC DETECTION & COMMS UPGRADES | INCLUDE CELLULAR VEHICLE-TO-EVERYTHING/LTE-TO-EVERYTHING ROADSIDE & ON-BOARD UNITS; RAPID FLASHING BEACONS AT | GREENVILLE/ARAPAHO STATION; RECTANGLE RAPID FLASHING BEACONS XING; SYSTEMS ENG FOR CONNECTED VEHICLE-TO-EVERYTHING IMP; ON DEMAND AV SERVICES CONNECTING POINTS-OF-INTEREST AROUND ARAPAHO STATION, INCL NETWORK OF NEIGHBORHOODS AND COMMUNITY CENTERS      | \$277,868    | \$0         | \$0       | \$277,868     | \$0        | <del>02/2023</del><br>09/2022-08/2022 | DID NOT OBLIGATE IN FY2022 | FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT; <b>PROJECT DELAYED DUE TO PROCUREMENT ISSUES</b>  |
| 54119.5  | 0442-02-162 | TXDOT-DALLAS     | DALLAS     | C     | IH 35E   | ELLIS COUNTY LINE  | BEAR CREEK ROAD   | CONSTRUCT INTERCHANGE AT LOOP 9 AND IH 35E   | \$466,400    | \$116,600   | \$0       | \$583,000     | \$0        | 02/2023                               | DID NOT OBLIGATE IN FY2022 | PROJECT DELAYED TO FY2023; PROJECT MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT   |
| 11655.1  | 0902-00-241 | NCTCOG           | FORT WORTH | I     | VA       | REVENUE AND PROJECT TRACKING SYSTEM (RAPTS)  |   | TRACK, MONITOR, AND ASSESS REGIONAL TRANSPORTATION AND AIR QUALITY PROJECTS THROUGH THE RAPTS WEBSITE; INCLUDES SOFTWARE DEVELOPMENT AND NCTCOG STAFF TIME   | \$790,400    | \$0         | \$0       | \$790,400     | \$0        | <del>03/2023</del><br>06/2022         | DID NOT OBLIGATE IN FY2022 | FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT; <b>FUNDS ARE NOT ANTICIPATED TO BE NEEDED UNTIL MARCH 2023</b>  |
| 14032    | 0918-47-246 | TXDOT-DALLAS     | DALLAS     | R     | CS       | ON EAST BEAR CREEK ROAD FROM HAMPTON ROAD  | IH 35E  | RECONSTRUCT AND WIDEN FROM 2 LANES RURAL UNDIVIDED TO 4 LANES URBAN DIVIDED WITH BICYCLE/PEDESTRIAN ACCOMMODATIONS AND INTERSECTION IMPROVEMENTS   | \$2,000,000  | \$0         | \$500,000 | \$2,500,000   | \$0        | <del>03/2023</del><br>02/2022-01/2022 | DID NOT OBLIGATE IN FY2022 | RIGHT-OF-WAY CSJ 0918-47-317; FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT; <b>PROJECT ON HOLD PENDING COORDINATION BETWEEN NCTCOG, TXDOT, AND THE CITY OF GLENN HEIGHTS</b> ; CITY OF GLENN HEIGHTS RESPONSIBLE FOR ACQUIRING RIGHT-OF-WAY |
| 14091.1  | 0902-90-229 | FORT WORTH       | FORT WORTH | E     | VA       | BUTLER HOUSING PROJECT BOUNDED BY IH 35W, IH 30, AND US 287  |   | PLANNING STUDY TO CONDUCT AN ANALYSIS OF ALTERNATIVES TO IMPROVE ROADWAY ACCESSIBILITY TO FORMER BUTLER PLACE HISTORIC DISTRICT THAT WILL ASSESS ECONOMIC AND SOCIAL OPPORTUNITIES, INCLUDING TRAFFIC STUDY OF THE E LANCASTER AVE INTERSECTIONS OF JONES ST | \$2,000,000  | \$0         | \$500,000 | \$2,500,000   | \$0        | <del>04/2023</del><br>11/2022-06/2022 | DID NOT OBLIGATE IN FY2022 | FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT; <b>PROJECT DELAYED DUE TO DELAYED FHWA APPROVAL</b> ; <b>AFA IS BEING DRAFTED</b>   |
| 21022    | 0008-13-248 | TXDOT-FORT WORTH | FORT WORTH | C     | IH 820   | AT TRINITY RAILWAY EXPRESS (TRE) LINE FROM NORTH OF TRINITY BLVD   | SOUTH OF SH 10  | RECONSTRUCT NORTHBOUND 2 TO 2 GENERAL PURPOSE LANES AND APPROACHES   | \$14,400,000 | \$3,600,000 | \$0       | \$18,000,000  | \$0        | 05/2023<br>11/2022                    | DID NOT OBLIGATE IN FY2022 | FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT  |
| 21033    | 0902-90-223 | FORT WORTH       | FORT WORTH | E     | VA       | EAST ROSEDALE BOUNDED BY ROSEDALE ON THE NORTH, LIBERTY STREET ON THE EAST,  | POLLARD-SMITH ON THE SOUTH, AND AMANDA AVENUE ON THE WEST   | CONDUCT PLANNING STUDY TO DETERMINE PARCEL LOCATION AND TRANSIT DEMAND; DESIGN AND CONSTRUCT TRANSIT BUS CENTER NEAR NEW ENVISION CENTER AND STOP SIX  | \$200,000    | \$0         | \$0       | \$200,000     | \$0        | <del>05/2023</del><br>08/2022-06/2022 | DID NOT OBLIGATE IN FY2022 | FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT; PROJECT DELAYED DUE TO DELAYED FHWA APPROVAL; <b>AWAITING AFA EXECUTION</b>   |
| 21062    | 0902-50-142 | ALVARADO         | FORT WORTH | E     | CS       | ON CUMMINGS DRIVE FROM US 67   | NORTH OF CR 508   | RECONSTRUCT 2 TO 3 LANE ROADWAY WITH NEW SIDEWALKS AND INTERSECTION IMPROVEMENTS INCLUDING TURNING LANES AND SIGNALIZATION AT US 67 AND CUMMINGS   | \$1,200,000  | \$0         | \$300,000 | \$1,500,000   | \$0        | <del>05/2023</del><br>09/2022-06/2022 | DID NOT OBLIGATE IN FY2022 | FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT; AFA IS BEING DRAFTED  |
| 25078    | 0918-47-313 | BALCH SPRINGS    | DALLAS     | E     | CS       | ON HICKORY TREE ROAD FROM ELAM ROAD  | LAKE JUNE ROAD  | RECONSTRUCT FROM 2 TO 3 LANES WITH PEDESTRIAN IMPROVEMENTS, INCLUDING SIDEWALKS AND SHARED-USE PATH  | \$1,300,000  | \$0         | \$0       | \$1,300,000   | \$0        | <del>05/2023</del><br>06/2022         | DID NOT OBLIGATE IN FY2022 | FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT; AFA IS BEING DRAFTED  |

STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2022

| TIP CODE | CSJ         | PROJECT SPONSOR | DISTRICT   | PHASE | FACILITY | LIMITS FROM   | LIMITS TO  | PROJECT SCOPE   | FEDERAL                          | STATE     | LOCAL       | TOTAL FUNDING                    | OBLIGATION | ESTIMATED START DATE   | OBLIGATION STATUS          | COMMENTS  |
|----------|-------------|-----------------|------------|-------|----------|---|--|---|----------------------------------|-----------|-------------|----------------------------------|------------|--|----------------------------|---|
| 14082    | 0902-90-164 | HALTOM CITY     | FORT WORTH | E     | CS       | BROADWAY AVE FROM US 377  | SH 26  | RECONSTRUCT AND WIDEN FROM 2 TO 3 LANES WITH INTERSECTION, SIDEWALK AND SIGNAL IMPROVEMENTS   | \$659,190                        | \$0       | \$0         | \$659,190                        | \$0        | <del>06/2023</del><br><del>08/2022</del><br><del>06/2022</del> | DID NOT OBLIGATE IN FY2022 | <a href="#">FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT; AFA EXECUTION PENDING</a>  |
| 21044    | 0918-47-380 | NCTCOG          | DALLAS     | E     | VA       | MIDTOWN PEOPLE MOVER BOUNDED BY IH 635 TO THE SOUTH, DALLAS NORTH TOLLWAY                                     | TO THE WEST, PRESTON ROAD TO THE EAST, AND SPRING VALLEY ROAD TO THE NORTH                                       | ENGINEERING, TESTING, AND CONSTRUCTION OF AN AUTOMATED PEOPLEMOVER SYSTEM IN THE DALLAS MIDTOWN DISTRICT  | \$2,000,000                      | \$0       | \$0         | \$2,000,000                      | \$0        | 06/2023<br><del>06/2022</del>                                  | DID NOT OBLIGATE IN FY2022 | FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT   |
| 21086    | 0047-05-059 | MCKINNEY        | DALLAS     | E     | SH 5     | LOUISIANA STREET  | VIRGINIA STREET  | CONCEPTUAL ENGINEERING TO IDENTIFY IMPROVEMENTS TO CONNECT ADJACENT NEIGHBORHOODS IN ORDER TO REKNIT THE COMMUNITY  | \$1,600,000                      | \$0       | \$0         | \$1,600,000                      | \$0        | <del>07/2023</del><br><del>09/2022</del><br><del>01/2022</del> | DID NOT OBLIGATE IN FY2022 | FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT   |
| 20304.3  | 0918-47-330 | TXDOT-DALLAS    | DALLAS     | I     | VA       | HIGHWAY INCIDENT REPORTING SOFTWARE & EQUIPMENT   |  | PURCHASE OF HIGHWAY INCIDENT REPORTING SOFTWARE & EQUIPMENT TO MITIGATE CRASH RISK BY IMPROVING EFFICIENCY AND MINIMIZING TIME REQUIRED PER INCIDENT  | \$66,540                         | \$0       | \$0         | \$66,540                         | \$0        | <del>08/2023</del><br><del>09/2022</del>                       | DID NOT OBLIGATE IN FY2022 | FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT   |
| 21016.1  | 0918-00-371 | NCTCOG          | DALLAS     | E     | VA       | REGIONAL DATA HUB - DFW MPO BOUNDARY  | DEPLOYMENT AND ADAPTATION OF THE CALTRANS TRANSPORTATION SYSTEM MANAGEMENT AND OPERATIONS DATA ENGINE            | TO IMPROVE OPERATIONAL EFFICIENCY ON THE REGION'S ROADWAYS BY INTEGRATING DATA SOURCES, INCLUDING REGIONAL 511 AND OTHER TRAFFIC MANAGEMENT AND TRAVELER INFORMATION SYSTEMS, AND FACILITATING DATA SHARING WITHIN THE REGION; INCLUDES NCTCOG STAFF TIME | <del>\$1,400,000</del> \$600,000 | \$0       | \$0         | <del>\$1,400,000</del> \$600,000 | \$0        | <del>08/2023</del><br><del>08/2022</del><br><del>06/2022</del> | DID NOT OBLIGATE IN FY2022 | <a href="#">FUNDING INCREASED AND MOVED TO FY2023 VIA NOVEMBER 2022 TIP MODIFICATION</a>  |
| 21027    | 0918-47-392 | DALLAS          | DALLAS     | E     | VA       | DALLAS TRAFFIC SIGNAL PROJECT AREA BOUNDED BY IH 35 ON THE W, IH 635 ON THE E & N, AND NORTHWEST HWY TO THE S | ALONG HAMPTON ROAD FROM LEATH STREET TO CAMP WISDOM; ALONG LANCASTER ROAD FROM ELMORE AVENUE TO SHELLHORSE DRIVE | DESIGN AND CONSTRUCT 22 SIGNALS IN AREA DAMAGED BY 2019 TORNADO; 9 SIGNALS ALONG HAMPTON ROAD; AND 13 SIGNALS ALONG LANCASTER RD; ALL SIGNAL WORK INCLUDES SIGNAL RETIMING  | \$2,350,000                      | \$0       | \$587,500   | \$2,937,500                      | \$0        | <del>08/2023</del><br><del>08/2022</del>                       | DID NOT OBLIGATE IN FY2022 | FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT; AFA IS BEING DRAFTED   |
| 21079    | 0918-47-385 | NCTCOG          | DALLAS     | E     | VA       | ON IH 30 FROM DALLAS/TARRANT COUNTY LINE  | IH 635   | PLANNING STUDY TO REVIEW DESIGN ELEMENTS NEEDED TO ACCOMMODATE AUTOMATED AND ELECTRIC VEHICLES, INCLUDING DYNAMIC INDUCTIVE CHARGING TECHNOLOGY USABLE BY ALL VEHICLE TYPES   | \$3,200,000                      | \$800,000 | \$0         | \$4,000,000                      | \$0        | <del>08/2023</del><br><del>10/2022</del><br><del>06/2022</del> | DID NOT OBLIGATE IN FY2022 | FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT   |
| 21080    | 1068-02-156 | NCTCOG          | FORT WORTH | E     | IH 30    | IH 35W  | DALLAS/TARRANT COUNTY LINE   | PLANNING STUDY TO REVIEW DESIGN ELEMENTS NEEDED TO ACCOMMODATE AUTOMATED AND ELECTRIC VEHICLES, INCLUDING DYNAMIC INDUCTIVE CHARGING TECHNOLOGY USABLE BY ALL VEHICLE TYPES   | \$800,000                        | \$200,000 | \$0         | \$1,000,000                      | \$0        | <del>08/2023</del><br><del>10/2022</del><br><del>06/2022</del> | DID NOT OBLIGATE IN FY2022 | FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT   |
| 11649.2  | 0918-00-363 | NCTCOG          | DALLAS     | I     | VA       | REGIONAL VANPOOL PROGRAM  |  | SUPPORT REGIONAL VANPOOL PROGRAM ACTIVITIES INCLUDING COORDINATION WITH TRANSIT PARTNERS, EDUCATION AND OUTREACH INITIATIVES, STAFF TIME, AND CONSULTANT ASSISTANCE FOR VANPOOL UTILIZATION STUDY TO IMPROVE OVERALL EFFECTIVENESS                        | \$1,197,000                      | \$0       | \$0         | \$1,197,000                      | \$0        | 09/2023<br><del>06/2022</del>                                  | DID NOT OBLIGATE IN FY2022 | FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT   |
| 14002    | 0918-47-208 | DALLAS CO       | DALLAS     | R     | CS       | ON WINTERGREEN RD FROM JEFFERSON STREET   | WEST OF CARPENTER ROAD   | RECONSTRUCT AND WIDEN 2 LANE UNDIVIDED RURAL TO 4 LANE DIVIDED URBAN  | \$560,000                        | \$0       | \$140,000   | \$700,000                        | \$0        | 09/2023<br><del>01/2023</del>                                  | DID NOT OBLIGATE IN FY2022 | DESIGN IS NOT EXPECTED TO START UNTIL SPRING 2022, WHICH WILL DELAY THE START OF RIGHT-OF-WAY ACQUISITION; FUNDING MOVED TO FY2024 THROUGH 2023-2026 TIP DEVELOPMENT  |
| 14003    | 0918-47-239 | DALLAS CO       | DALLAS     | R     | CS       | JEFFERSON ST FROM WINTERGREEN RD TO PLEASANT RUN RD AND PLEASANT RUN RD FROM JEFFERSON ST                     | LANCASTER-HUTCHINS RD  | WIDEN AND RECONSTRUCT 2 LANE UNDIVIDED RURAL TO 4 LANE DIVIDED URBAN  | \$329,152                        | \$0       | \$82,288    | \$411,440                        | \$0        | 09/2023<br><del>01/2023</del>                                  | DID NOT OBLIGATE IN FY2022 | DESIGN IS NOT EXPECTED TO START UNTIL SPRING 2022, WHICH WILL DELAY THE START OF RIGHT-OF-WAY ACQUISITION; FUNDING MOVED TO FY2024 THROUGH 2023-2026 TIP DEVELOPMENT  |
| 21033    | 0902-90-223 | FORT WORTH      | FORT WORTH | C     | VA       | EAST ROSEDALE BOUNDED BY ROSEDALE ON THE NORTH, LIBERTY STREET ON THE EAST,                                   | POLLARD-SMITH ON THE SOUTH, AND AMANDA AVENUE ON THE WEST  | CONDUCT PLANNING STUDY TO DETERMINE PARCEL LOCATION AND TRANSIT DEMAND; DESIGN AND CONSTRUCT TRANSIT BUS CENTER NEAR NEW ENVISION CENTER AND STOP SIX   | \$800,000                        | \$0       | \$0         | \$800,000                        | \$0        | 09/2023<br><del>08/2023</del>                                  | DID NOT OBLIGATE IN FY2022 | FUNDING MOVED TO FY2024 THROUGH 2023-2026 TIP DEVELOPMENT   |
| 14070    | 0196-07-034 | TXDOT-DALLAS    | DALLAS     | C     | SS 366   | WEST OF AKARD ST  | SAINT PAUL ST  | CONSTRUCT EXTENSION OF EXISTING KLYDE WARREN PARK DECK PLAZA; STRUCTURE ONLY  | \$36,800,000                     | \$0       | \$9,200,000 | \$46,000,000                     | \$0        | 01/2024<br><del>03/2022</del>                                  | DID NOT OBLIGATE IN FY2022 | PROJECT TO BE DELAYED DUE TO THE NEED TO CONDUCT A VALUE ENGINEERING ASSESSMENT AFTER BIDS CAME IN OVER AVAILABLE FUNDING   |
| 14082    | 0902-90-164 | HALTOM CITY     | FORT WORTH | R     | CS       | BROADWAY AVE FROM US 377  | SH 26  | RECONSTRUCT AND WIDEN FROM 2 TO 3 LANES WITH INTERSECTION, SIDEWALK AND SIGNAL IMPROVEMENTS   | \$42,500                         | \$0       | \$0         | \$42,500                         | \$0        | 01/2024  | DID NOT OBLIGATE IN FY2022 | RIGHT-OF-WAY PHASE DELAYED TO FY2024 DUE TO DELAYS IN GETTING AGREEMENT EXECUTED AND ENGINEERING STARTED; FUNDING MOVED TO FY2024 THROUGH 2023-2026 TIP DEVELOPMENT   |
| 25092    | 0918-47-363 | DALLAS          | DALLAS     | E     | VA       | DEEP ELLUM PARKING IMPROVEMENTS; FROM ELM ST  | IH 30  | CONSTRUCT NEW PARKING FACILITIES IN THE VACANT LAND UNDER IH 345 AND CONSTRUCT IMPROVEMENTS TO THE EXISTING PARKING LOTS UNDER IH 345, INCLUDING ELECTRIC VEHICLES CHARGING TECHNOLOGY, PARKING METERS, WAYFINDING, AND OTHER INNOVATIVE IMPROVEMENTS     | \$500,000                        | \$0       | \$0         | \$500,000                        | \$0        | <del>01/2024</del><br><del>08/2022</del>                       | DID NOT OBLIGATE IN FY2022 | FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT; PROJECT HAS NOT BEEN APPROVED BY FHWA, PENDING ELIGIBILITY DETERMINATION; <a href="#">PROJECT DELAYED BECAUSE CITY AND TXDOT DO NOT HAVE A MOU FOR ROW</a> |

STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2022

| TIP CODE | CSJ         | PROJECT SPONSOR  | DISTRICT   | PHASE | FACILITY     | LIMITS FROM   | LIMITS TO  | PROJECT SCOPE   | FEDERAL       | STATE        | LOCAL        | TOTAL FUNDING | OBLIGATION    | ESTIMATED START DATE | OBLIGATION STATUS          | COMMENTS  |
|----------|-------------|------------------|------------|-------|--------------|---|--|---|---------------|--------------|--------------|---------------|---------------|----------------------|----------------------------|---|
| 14042    | 0717-01-025 | TXDOT-FORT WORTH | FORT WORTH | C     | FM 113       | OLD MILLSAP ROAD  | NORTH OF OLD MILLSAP ROAD  | REALIGN FM 113 (2 TO 2 LANES)   | \$480,000     | \$120,000    | \$0          | \$600,000     | \$0           | 09/2025              | DID NOT OBLIGATE IN FY2022 | PROJECT IS EXPERIENCING DELAYS DUE TO ISSUES WITH ENVIRONMENTAL CLEARANCE AND RAILROAD COORDINATION; FUNDING MOVED TO FY2026 THROUGH 2023-2026 TIP DEVELOPMENT                          |
| 11176.8  | 0902-90-157 | FWTA             | FORT WORTH | T     | VA           | FWTA VANPOOL PROGRAM  |  | OPERATE VANPOOL SUBSIDY INITIATIVE FOR COMMUTERS TRAVELING LONG DISTANCES AND IN AREAS WITH LITTLE OR NO FIXED ROUTE SERVICE; INCLUDES COST OF VEHICLE LEASING AND PART OF ADMINISTRATIVE COSTS, BALANCE OF COST ARE 100% LOCAL                             | \$635,000     | \$0          | \$159,000    | \$794,000     | \$0           | 01/2027              | DID NOT OBLIGATE IN FY2022 | BASED ON PROJECTED EXPENDITURES FOR THE VANPOOL PROGRAM, THIS FUNDING WILL NOT BE NEEDED IN FY2022 AS THERE ARE SUFFICIENT FUNDS ALREADY OBLIGATED                                      |
| 14026.1  | 0902-38-141 | WEATHERFORD      | FORT WORTH | E     | VA           | ON WACO ST/WEST COLUMBIA ST FROM US 180   | FM 51/FM 171   | RECONSTRUCT AND WIDEN 2 LANE ROADWAY TO 4 LANE ROADWAY INCLUDING BICYCLE FACILITIES, SIDEWALKS, LIGHTING AND LANDSCAPING  | \$0           | \$0          | \$0          | \$0           | \$0           | N/A                  | DID NOT OBLIGATE IN FY2022 | PROJECT HAS BEEN CANCELLED AT THE REQUEST OF THE CITY OF WEATHERFORD  |
| 14026.2  | 0902-38-139 | WEATHERFORD      | FORT WORTH | R     | VA           | NEW BYPASS ROUTE FROM FM 2552/US 180 NORTHWEST TO FM 51/MAIN ST                                 | FM 51/MAIN ST SOUTHWEST TO US 180/WACO ST  | RECONSTRUCT 2/4 LANE ROADWAY TO 4 LANE BYPASS INCLUDING NEW BICYCLE LANES AND SIDEWALKS   | \$0           | \$0          | \$0          | \$0           | \$0           | N/A                  | DID NOT OBLIGATE IN FY2022 | STAFF WILL CONFIRM THE ESTIMATED START DATE AND COORDINATE WITH TXDOT TO MOVE THE PROJECT TO THE APPROPRIATE YEAR; PROJECT HAS BEEN CANCELLED AT THE REQUEST OF THE CITY OF WEATHERFORD |
| 14026.5  | 0365-01-052 | WEATHERFORD      | FORT WORTH | E     | FM 51/FM 171 | SOUTH OF INTERSECTION OF FM 51/FM 171 AND W COLUMBIA STREET                                     | NORTH OF INTERSECTION OF FM 51/FM 171 AND W COLUMBIA STREET  | INTERSECTION IMPROVEMENTS AT FM 51/FM 171 FOR NEW 4 LANE BYPASS   | \$0           | \$0          | \$0          | \$0           | \$0           | N/A                  | DID NOT OBLIGATE IN FY2022 | PROJECT HAS BEEN CANCELLED AT THE REQUEST OF THE CITY OF WEATHERFORD  |
| 21009.1  | 0918-47-328 | NCTCOG           | DALLAS     | E     | VA           | BACHMAN LAKE AREA PLANNING STUDY; BOUNDED BY MOCKINGBIRD LANE TO THE SOUTH, IH 35E TO THE WEST, | INWOOD ROAD TO THE EAST, AND ROYAL LANE TO THE NORTH   | CONDUCT PLANNING STUDY TO IDENTIFY SAFE PEDESTRIAN ACCESS/FACILITIES ALONG MAJOR ROADWAYS TO CREATE CONNECTIONS TO NEARBY TRAILS AND THE DART BACHMAN STATION, AND EVALUATE LOVE FIELD ACCESS; INCLUDES NCTCOG STAFF TIME & CONSULTANT ASSISTANCE           | \$0           | \$0          | \$0          | \$0           | \$0           | N/A                  | DID NOT OBLIGATE IN FY2022 | STBG FUNDING IS NO LONGER NEEDED FOR THIS STUDY; WORK WILL BE COMPLETED WITH RTC LOCAL FUNDS  |
| 21015.2  | 0918-00-376 | NCTCOG           | DALLAS     | I     | VA           | INSURANCE FOR PASSENGER RAIL INTEGRATION  | REGIONAL   | PURCHASE INSURANCE FOR PASSENGER RAIL OPERATIONS  | \$0           | \$0          | \$0          | \$0           | \$0           | N/A                  | DID NOT OBLIGATE IN FY2022 | PROJECT CANCELLED THROUGH 2023-2026 TIP DEVELOPMENT DUE TO ELIGIBILITY ISSUES   |
| 21088    | 0918-00-372 | NCTCOG           | DALLAS     | I     | VA           | NATIONAL PARK SERVICE PARTNERSHIP (PHASE 2); REGION WIDE  | SUPPORT TRINITY RIVER NATIONAL WATER TRAIL COMMITTEE BY COORDINATING WITH LOCAL AGENCIES TO INSTALL NCTCOG - | OWNED MOBILE COUNT EQUIPMENT, DEVELOP DOCUMENTATION AND BEST PRACTICE GUIDES ON THE IMPACT OF WATER TRAIL ACCESS POINTS ON TRAIL USAGE, AND THE ECO-TOURISM BENEFITS OF WATER TRAIL ACCESS POINTS AS IT RELATES TO THE FORT WORTH AND DALLAS REGIONAL TRAIL | \$0           | \$0          | \$0          | \$0           | \$0           | N/A                  | DID NOT OBLIGATE IN FY2022 | PROJECT HAS BEEN CANCELLED AS IT IS NOT ELIGIBLE FOR STBG FUNDS   |
| 11893.5  | 0902-00-260 | NCTCOG           | FORT WORTH | I     | VA           | 511 TRAVELER INFORMATION SYSTEM (ITS)   |  | DEVELOP AND IMPLEMENT TRAVELER INFORMATION SYSTEM IN REGION   | \$1,380,000   | \$345,000    | \$0          | \$1,725,000   | \$0           | 08/2022              | OBLIGATED (2021)           | FUNDING OBLIGATED IN FY2021; FUNDS MOVED TO FY2021 THROUGH 2023-2026 TIP DEVELOPMENT  |
|          |             |                  |            |       |              |   |  | TOTAL   | \$256,685,864 | \$34,042,617 | \$18,706,985 | \$309,435,466 | \$142,528,022 |                      |                            |   |

|                             |               |
|-----------------------------|---------------|
| TOTAL CLOSEOUTS/WITHDRAWALS | (\$2,319,350) |
| TOTAL PROJECT ADJUSTMENTS   | \$15,560,125  |
| TOTAL OBLIGATED IN FY2022   | \$142,528,022 |
| TOTAL EXPECTED TO OBLIGATE  | \$0           |
| TOTAL THAT DID NOT OBLIGATE | \$112,429,034 |



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

| TIP CODE | CSJ         | PROJECT SPONSOR  | DISTRICT   | FACILITY | PHASE | LIMITS FROM   | LIMITS TO  | PROJECT SCOPE   | FEDERAL     | STATE    | LOCAL     | TOTAL FUNDING | OBLIGATION  | ESTIMATED START DATE             | OBLIGATION STATUS          | COMMENTS  |
|----------|-------------|------------------|------------|----------|-------|---|--|---|-------------|----------|-----------|---------------|-------------|----------------------------------|----------------------------|---|
| 40043    | 0918-47-210 | DALLAS           | DALLAS     | VA       | C     | UNION BIKEWAY CONNECTOR; HOUSTON ST   | N HARWOOD ST AT WOODALL RODGERS FWY                          | CONSTRUCT ON-STREET BIKEWAY FACILITIES  | \$554,682   | \$0      | \$138,670 | \$693,352     | \$554,682   | 05/2022 (ACTUAL)                 | OBLIGATED (2022)           | FUNDING OBLIGATED NOVEMBER 2021   |
| 40043    | 0918-47-210 | DALLAS           | DALLAS     | VA       | CE    | UNION BIKEWAY CONNECTOR; HOUSTON ST   | N HARWOOD ST AT WOODALL RODGERS FWY                          | CONSTRUCT ON-STREET BIKEWAY FACILITIES  | \$55,468    | \$0      | \$13,867  | \$69,335      | \$55,468    | 05/2022 (ACTUAL)                 | OBLIGATED (2022)           | FUNDING OBLIGATED NOVEMBER 2021   |
| 14013.5  | 0918-24-263 | DART             | DALLAS     | VA       | T     | COTTON BELT BRIDGE FROM NORTH OF EAST PLANO PARKWAY   | SOUTH OF EAST PLANO PARKWAY                                  | CONSTRUCT NEW SHARED-USE PATH BRIDGE AT EAST PLANO PARKWAY  | \$2,911,792 | \$0      | \$727,948 | \$3,852,740   | \$2,911,792 | 02/2023                          | OBLIGATED (2022)           | PROJECT ADVANCED FROM FY2023; FUNDING OBLIGATED NOVEMBER 2021   |
| 40069    | 0902-38-138 | HUDSON OAKS      | FORT WORTH | VA       | C     | HUDSON OAKS MULTIMODAL TRAIL; ON OAKRIDGE DRIVE FROM SOUTH OF SONORA CANYON ROAD TO INSPIRATION DRIVE AND | ON INSPIRATION DRIVE FROM OAKRIDGE ROAD TO HUDSON OAKS DRIVE | CONSTRUCT SHARED USE PATH   | \$1,937,647 | \$0      | \$484,411 | \$2,422,058   | \$0         | 06/2022 (ACTUAL) 08/2022-04/2022 | OBLIGATED (2022)           | PROJECT MUST LET BY AUGUST 2022 PER STATE TASA RULES; <u>FUNDING OBLIGATED JUNE 2022, BUT, DOES NOT COUNT TOWARDS THE REGION'S OBLIGATION TOTALS AS IT IS FUNDED WITH STATE FUNDS</u> |
| 40069    | 0902-38-138 | HUDSON OAKS      | FORT WORTH | VA       | CE    | HUDSON OAKS MULTIMODAL TRAIL; ON OAKRIDGE DRIVE FROM SOUTH OF SONORA CANYON ROAD TO INSPIRATION DRIVE AND | ON INSPIRATION DRIVE FROM OAKRIDGE ROAD TO HUDSON OAKS DRIVE | CONSTRUCT SHARED USE PATH   | \$114,394   | \$0      | \$28,599  | \$142,993     | \$0         | 06/2022 (ACTUAL) 08/2022-04/2022 | OBLIGATED (2022)           | PROJECT MUST LET BY AUGUST 2022 PER STATE TASA RULES; <u>FUNDING OBLIGATED JUNE 2022, BUT, DOES NOT COUNT TOWARDS THE REGION'S OBLIGATION TOTALS AS IT IS FUNDED WITH STATE FUNDS</u> |
| 40047    | 0918-47-204 | DALLAS           | DALLAS     | VA       | C     | UNIVERSITY CROSSING TRAIL LIGHTING; ELLSWORTH AVE   | SKILLMAN ST  | ADD PEDESTRIAN LIGHTING ALONG UNIVERSITY CROSSING TRAIL FROM GLENCOE PARK IN THE SOUTH TO SKILLMAN IN THE EAST, AND CONNECTING WITH PREEXISTING LIGHTING SOUTH OF SMU BLVD  | \$656,040   | \$0      | \$164,010 | \$820,050     | \$640,003   | 10/2022 (ACTUAL) 06/2022-03/2022 | OBLIGATED (2022)           | <u>FUNDING OBLIGATED JULY 2022</u>  |
| 40047    | 0918-47-204 | DALLAS           | DALLAS     | VA       | CE    | UNIVERSITY CROSSING TRAIL LIGHTING; ELLSWORTH AVE   | SKILLMAN ST  | ADD PEDESTRIAN LIGHTING ALONG UNIVERSITY CROSSING TRAIL FROM GLENCOE PARK IN THE SOUTH TO SKILLMAN IN THE EAST, AND CONNECTING WITH PREEXISTING LIGHTING SOUTH OF SMU BLVD  | \$31,240    | \$0      | \$7,810   | \$39,050      | \$47,277    | 10/2022 (ACTUAL) 06/2022-03/2022 | OBLIGATED (2022)           | <u>FUNDING OBLIGATED JULY 2022</u>  |
| 40067    | 0918-47-298 | DALLAS CO        | DALLAS     | VA       | C     | ON HARRY HINES BLVD FROM WEBB CHAPEL EXT  | MANANA DR  | CONSTRUCT NEW SHARED-USE PATH AND SIDEWALKS WITH GREEN BUFFERS FOR PEDESTRIANS AND BICYCLISTS   | \$2,399,747 | \$0      | \$599,937 | \$2,999,684   | \$2,399,747 | 07/2022 (ACTUAL) 08/2022         | OBLIGATED (2022)           | FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT; <u>OBLIGATED IN JULY 2022</u>  |
| 14013.2  | 0918-00-337 | DART             | DALLAS     | VA       | T     | COTTON BELT VELOWEB TRAIL FROM DFW AIRPORT NORTH COTTON BELT STATION                                      | SHILOH COTTON BELT STATION                                   | DESIGN FOR COTTON BELT VELOWEB TRAIL (26 MILES) AND CONSTRUCTION OF MULTIPLE SECTIONS OF THE TRAIL CORRIDOR (IN COPPELL, CARROLLTON, ADDISON, DALLAS, PLANO, AND RICHARDSON)  | \$4,648,925 | \$0      | \$0       | \$4,648,925   | \$0         | 08/2022                          | DID NOT OBLIGATE IN FY2022 | FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT; <u>NCTCOG MEETING WITH DART, TO DISCUSS FUNDING NEED AND CONSTRUCTION SCHEDULE TO BE DETERMINED</u>                        |
| 14013.2  | 0918-00-350 | DART             | DALLAS     | VA       | T     | COTTON BELT VELOWEB TRAIL FROM DFW AIRPORT NORTH COTTON BELT STATION                                      | SHILOH COTTON BELT STATION                                   | DESIGN FOR COTTON BELT VELOWEB TRAIL (26 MILES) AND CONSTRUCTION OF MULTIPLE SECTIONS OF THE TRAIL CORRIDOR (IN COPPELL, CARROLLTON, ADDISON, DALLAS, PLANO, AND RICHARDSON)  | \$2,161,569 | \$0      | \$540,392 | \$2,701,961   | \$0         | 08/2022                          | DID NOT OBLIGATE IN FY2022 | FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT; <u>NCTCOG MEETING WITH DART, TO DISCUSS FUNDING NEED AND CONSTRUCTION SCHEDULE TO BE DETERMINED</u>                        |
| 54062    | 0008-13-221 | TXDOT-FORT WORTH | FORT WORTH | IH 820   | C     | SH 121/SH 183 INTERCHANGE   | RANDOL MILL ROAD   | INTERIM PROJECT TO CNST IH 820/SH 121 DIRECT CONNECTORS; FROM RANDOL MILL RD TO TRINITY BLVD: RECNST FROM 4 TO 6 LNS PLUS 2 AUX LNS; FROM TRINITY BLVD TO N INT WITH SH 121/SH 183: WDN FROM 9 TO 11 LNS & 4/6 LN DISC FR RDS TO 2/6 LN DISC FR RDS (INTERIM) | \$102,362   | \$25,591 | \$0       | \$127,953     | \$0         | 08/2022 11/2021                  | DID NOT OBLIGATE IN FY2022 | FUNDING WILL BE OBLIGATED VIA A CHANGE ORDER; <u>FUNDING SHORTFALL NEEDS TO BE ADDRESSED PRIOR TO CHANGE ORDER BEING EXECUTED</u>   |
| 40068    | 0918-47-311 | BALCH SPRINGS    | DALLAS     | CS       | C     | ON SHEILAH, MANON, HICKORY, AND QUAIL DR  | BETWEEN LAKE JUNE RD AND GLENSHIRE                           | FLOYD ELEMENTARY SAFE ROUTES TO SCHOOL; CONSTRUCT NEW SIDEWALK, REMOVE/REPLACE EXISTING SIDEWALK AND ADA RAMPS, RELOCATION OF SCHOOL FLASHER AND SIGNAGE  | \$718,797   | \$0      | \$0       | \$718,797     | \$0         | 05/2023                          | DID NOT OBLIGATE IN FY2022 | FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT   |
| 40068    | 0918-47-311 | BALCH SPRINGS    | DALLAS     | CS       | CE    | ON SHEILAH, MANON, HICKORY, AND QUAIL DR  | BETWEEN LAKE JUNE RD AND GLENSHIRE                           | FLOYD ELEMENTARY SAFE ROUTES TO SCHOOL; CONSTRUCT NEW SIDEWALK, REMOVE/REPLACE EXISTING SIDEWALK AND ADA RAMPS, RELOCATION OF SCHOOL FLASHER AND SIGNAGE  | \$9,891     | \$0      | \$0       | \$9,891       | \$0         | 05/2023                          | DID NOT OBLIGATE IN FY2022 | FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT   |



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

| TIP CODE | CSJ         | PROJECT SPONSOR | DISTRICT   | FACILITY | PHASE | LIMITS FROM  | LIMITS TO  | PROJECT SCOPE   | FEDERAL      | STATE    | LOCAL       | TOTAL FUNDING | OBLIGATION  | ESTIMATED START DATE                  | OBLIGATION STATUS          | COMMENTS  |
|----------|-------------|-----------------|------------|----------|-------|--|--|---|--------------|----------|-------------|---------------|-------------|---------------------------------------|----------------------------|---|
| 40066    | 0902-90-171 | GRAPEVINE       | FORT WORTH | VA       | C     | COTTON BELT TRAIL (SEGMENT 1) FROM TEXAN TRAIL ROADWAY                               | FUTURE DFW STATION   | CONSTRUCT SHARED-USE PATH   | \$777,936    | \$0      | \$194,484   | \$972,420     | \$0         | 06/2023<br><del>02/2023</del>         | DID NOT OBLIGATE IN FY2022 | DESIGN HAS BEEN PAUSED UNTIL DART DETERMINES THE EXACT LOCATION OF THE STATION TO BE CONSTRUCTED NEAR THIS PROJECT; FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT |
| 14013.4  | 0902-90-177 | DART            | FORT WORTH | VA       | T     | COTTON BELT VELOWEB TRAIL FROM FUTURE DFW THROUGH STATION                            | GRAPEVINE EASTERN CITY LIMITS  | CONSTRUCT GRAPEVINE SECTION OF THE COTTON BELT TRAIL CORRIDOR   | \$1,923,024  | \$0      | \$480,756   | \$2,403,780   | \$0         | 08/2023<br><del>04/2022</del>         | DID NOT OBLIGATE IN FY2022 | FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT   |
| 40024.2  | 0918-47-324 | DALLAS          | DALLAS     | VA       | C     | ROSEMONT SRTS IMPROVEMENTS BOUNDED BY MARY CLIFF ST (WEST), STEWART ST (NORTH),      | TYLER ST (EAST), AND JEFFERSON BLVD (SOUTH)                              | CONSTRUCT NEW SIDEWALKS, BIKE LANE, AND TRAFFIC CALMING DEVICES TO CONNECT THE ROSEMONT SCHOOL CAMPUSES AND THE SURROUNDING NEIGHBORHOODS; TRAFFIC CALMING DEVICES INCLUDING ITEMS SUCH AS SPEED BUMPS, SIGNS, AND MARKINGS | \$689,410    | \$0      | \$0         | \$689,410     | \$0         | 08/2023<br><del>11/2022-09/2022</del> | DID NOT OBLIGATE IN FY2022 | FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT; ADVANCE FUNDING AGREEMENT PENDING EXECUTION; <u>CONSTRUCTION DELAYED DUE TO FUNDING SHORTAGE FOR ENGINEERING</u>   |
| 40024.2  | 0918-47-324 | DALLAS          | DALLAS     | VA       | CE    | ROSEMONT SRTS IMPROVEMENTS BOUNDED BY MARY CLIFF ST (WEST), STEWART ST (NORTH),      | TYLER ST (EAST), AND JEFFERSON BLVD (SOUTH)                              | CONSTRUCT NEW SIDEWALKS, BIKE LANE, AND TRAFFIC CALMING DEVICES TO CONNECT THE ROSEMONT SCHOOL CAMPUSES AND THE SURROUNDING NEIGHBORHOODS; TRAFFIC CALMING DEVICES INCLUDING ITEMS SUCH AS SPEED BUMPS, SIGNS, AND MARKINGS | \$68,941     | \$0      | \$0         | \$68,941      | \$0         | 08/2023<br><del>11/2022-09/2022</del> | DID NOT OBLIGATE IN FY2022 | FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT; ADVANCE FUNDING AGREEMENT PENDING EXECUTION; <u>CONSTRUCTION DELAYED DUE TO FUNDING SHORTAGE FOR ENGINEERING</u>   |
| 40040    | 0918-46-306 | DENTON          | DALLAS     | CS       | C     | SYCAMORE - WELCH ACTIVE TRANSPORTATION CONNECTION; ALONG S WELCH ST FROM EAGLE DRIVE | TO W HICKORY ST; AND ALONG W SYCAMORE ST TO DOWNTOWN DENTON DCTA STATION | CONSTRUCT NEW SHARED-USE PATH, BIKE LANES AND CROSSWALKS  | \$471,698    | \$0      | \$117,925   | \$589,623     | \$0         | 12/2023<br><del>06/2022</del>         | DID NOT OBLIGATE IN FY2022 | FUNDING MOVED TO FY2024 THROUGH 2023-2026 TIP DEVELOPMENT   |
| 40040    | 0918-46-306 | DENTON          | DALLAS     | CS       | CE    | SYCAMORE - WELCH ACTIVE TRANSPORTATION CONNECTION; ALONG S WELCH ST FROM EAGLE DRIVE | TO W HICKORY ST; AND ALONG W SYCAMORE ST TO DOWNTOWN DENTON DCTA STATION | CONSTRUCT NEW SHARED-USE PATH, BIKE LANES AND CROSSWALKS  | \$34,659     | \$0      | \$8,665     | \$43,324      | \$0         | 12/2023<br><del>06/2022</del>         | DID NOT OBLIGATE IN FY2022 | FUNDING MOVED TO FY2024 THROUGH 2023-2026 TIP DEVELOPMENT   |
|          |             |                 |            |          |       |  |  | TOTAL   | \$20,268,222 | \$25,591 | \$3,507,474 | \$24,014,287  | \$6,608,969 |                                       |                            |   |

|                             |              |
|-----------------------------|--------------|
| TOTAL CLOSEOUTS/WITHDRAWALS | (\$16,234)   |
| TOTAL PROJECT ADJUSTMENTS   | \$961,232    |
| TOTAL OBLIGATED IN FY2022   | \$6,608,969  |
| TOTAL EXPECTED TO OBLIGATE  | \$0          |
| TOTAL THAT DID NOT OBLIGATE | \$11,607,212 |

CMAQ FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2023

| TIP CODE | CSJ         | PROJECT SPONSOR | DISTRICT   | PHASE | HWY NO         | LIMITS FROM   | LIMITS TO   | PROJECT SCOPE   | FEDERAL      | STATE     | LOCAL       | TOTAL FUNDING | OBLIGATION | ESTIMATED START DATE | OBLIGATION STATUS              | COMMENTS   |
|----------|-------------|-----------------|------------|-------|----------------|---|---|---|--------------|-----------|-------------|---------------|------------|----------------------|--------------------------------|--|
| 14013.2  | 0918-00-337 | DART            | DALLAS     | T     | VA             | COTTON BELT VELOWEB TRAIL FROM DFW AIRPORT NORTH COTTON BELT STATION  | SHILOH COTTON BELT STATION  | DESIGN FOR COTTON BELT VELOWEB TRAIL (26 MILES) AND CONSTRUCTION OF MULTIPLE SECTIONS OF THE TRAIL CORRIDOR (IN COPPELL, CARROLLTON, ADDISON, DALLAS, PLANO, AND RICHARDSON)  | \$14,786,590 | \$0       | \$0         | \$14,786,590  | \$0        | 07/2022              | EXPECTED TO OBLIGATE IN FY2023 | NCTCOG MEETING WITH DART TO DISCUSS FUNDING NEED |
| 19005    | 0918-24-251 | PLANO           | DALLAS     | C     | VA             | PLANO CITYWIDE CCTV CAMERA EXPANSION  |   | INSTALL NEW CCTV CAMERAS CITYWIDE   | \$1,867,000  | \$0       | \$0         | \$1,867,000   | \$0        | 10/2022              | EXPECTED TO OBLIGATE IN FY2023 |  |
| 14013.3  | 0902-00-235 | FORT WORTH      | FORT WORTH | R     | VA             | CENTREPORT TRAIL FROM CENTREPORT STATION  | CITY LIMITS   | CONSTRUCT 12 FT WIDE SHARED-USE PATH  | \$165,200    | \$0       | \$0         | \$165,200     | \$0        | 11/2022              | EXPECTED TO OBLIGATE IN FY2023 |  |
| 14058    | 0902-90-153 | FORT WORTH      | FORT WORTH | E     | CS             | TRINITY TRAIL FROM TRINITY BLVD.  | TRINITY LAKES STATION   | CONSTRUCT SHARED USE PATH   | \$40,267     | \$0       | \$0         | \$40,267      | \$0        | 12/2022              | EXPECTED TO OBLIGATE IN FY2023 |  |
| 25066.1  | 0918-47-310 | DALLAS          | DALLAS     | R     | CS             | ON LINFIELD RD OVER UPRR RAIL YARD FROM SH 310 TO CARBONDALE ST   | AND ON CARBONDALE ST FROM LINFIELD RD TO SL 12  | CONSTRUCT BICYCLE AND PEDESTRIAN BRIDGE ON LINFIELD ROAD OVER THE UPRR RAIL YARD; ADD LANDSCAPING TO THE PROJECT AREA INCLUDING ALONG CARBONDALE STREET   | \$350,000    | \$0       | \$0         | \$350,000     | \$0        | 12/2022              | EXPECTED TO OBLIGATE IN FY2023 |  |
| 25097    | 0918-00-388 | DART            | DALLAS     | T     | VA             | SILVER LINE FROM DFW AIRPORT STATION  | SHILOH STATION IN PLANO   | CONSTRUCTION OF SILVER LINE REGIONAL RAIL PROJECT (COTTON BELT/SILVER LINE PROJECT #8)  | \$15,000,000 | \$0       | \$3,750,000 | \$18,750,000  | \$0        | 12/2022              | EXPECTED TO OBLIGATE IN FY2023 |  |
| 11684    | 0902-00-326 | NCTCOG          | FORT WORTH | I     | VA             | REGION WIDE PROJECT TO ASSIST LOCAL PARTNERS TO PLAN AND IMPLEMENT CAV DEPLOYMENTS BY PROVIDING FUNDING FOR COSTS RELATED | TO DEPLOYMENTS AND SUPPORTING COSTS OF ACTIVE AV DEPLOYMENTS IN PARTNERSHIP WITH THE PRIVATE SECTOR; INCL LOCAL GOVT STAFF, NCTCOG STAFF & CONSULTANT TIME, | INFRA UPGRADES (EX: SIGNAL, STRIPING, DSRC & 5G CONNECTIVITY), LEGAL SVCS, PUBLIC ED, SAFETY (EX: COORD W/FIRST RESPONDERS); SOFTWARE & TECH EXPERTISE; EQUAL ACCESS TO INTERNET AS TDM TOOL; EXPAND ZIP ZONE TRANSIT TO 76104 ZIP CODE | \$700,000    | \$0       | \$0         | \$700,000     | \$0        | 01/2023              | EXPECTED TO OBLIGATE IN FY2023 |  |
| 11684.8  | 0902-90-260 | ARLINGTON       | FORT WORTH | T     | VA             | DOWNTOWN ARLINGTON AND UNIVERSITY OF TEXAS AT ARLINGTON CAMPUS  |   | DEPLOYMENT OF FLEET OF AUTONOMOUS VEHICLES; ON-DEMAND, SHARED SERVICE; TESTING OF FIRST RESPONDER COMMUNICATION DEVICES AND TELEOPERATIONS TO MOVE TOWARD REMOVING HUMAN OPERATOR FROM THE VEHICLES                                     | \$1,013,333  | \$0       | \$0         | \$1,013,333   | \$0        | 01/2023              | EXPECTED TO OBLIGATE IN FY2023 |  |
| 11630.7  | 2964-01-052 | GRAND PRAIRIE   | DALLAS     | E     | SH 161         | ON FRONTAGE ROADS FROM IH 20  | IH 30   | INSTALL 6 NEW DMS AND 2 NEW CCTV CAMERAS ALONG SH 161 NB AND SB FRONTAGE ROADS INCLUDING SH 180 AND JEFFERSON   | \$84,017     | \$21,004  | \$0         | \$105,021     | \$0        | 01/2023              | EXPECTED TO OBLIGATE IN FY2023 |  |
| 14093    | 0918-00-397 | DART            | DALLAS     | T     | VA             | COTTON BELT RAIL LINE DFW AIRPORT STATION   | SHILOH STATION IN PLANO   | ENGINEERING, ENVIRONMENTAL, AND CONSTRUCTION OF COTTON BELT REGIONAL RAIL PROJECT (COTTON BELT PROJECT #10)   | \$245,075    | \$0       | \$61,278    | \$306,353     | \$0        | 01/2023              | EXPECTED TO OBLIGATE IN FY2023 |  |
| 19007.1  | 0364-04-052 | PLANO           | DALLAS     | C     | SH 121 FRTG RD | LEGACY  | CUSTER  | INSTALL SIGNAL CONTROLLER AND SOFTWARE UPGRADES   | \$357,333    | \$0       | \$0         | \$357,333     | \$0        | 01/2023              | EXPECTED TO OBLIGATE IN FY2023 |  |
| 19007.2  | 0364-03-106 | PLANO           | DALLAS     | C     | SH 121 FRTG RD | AT SPRING CREEK PKWY  |   | INSTALL SIGNAL CONTROLLER AND SOFTWARE UPGRADES   | \$44,667     | \$0       | \$0         | \$44,667      | \$0        | 01/2023              | EXPECTED TO OBLIGATE IN FY2023 |  |
| 21063    | 0918-47-368 | DALLAS          | DALLAS     | E     | CS             | CAMP WISDOM RD FROM US 67   | WESTMORELAND RD   | RECONSTRUCT AND WIDEN SIDEWALKS, INSTALL PEDESTRIAN LIGHTING, AND RECONSTRUCT/UPGRADE CROSSWALKS AND ASSOCIATED TRAFFIC SIGNAL INFRASTRUCTURE   | \$400,000    | \$0       | \$100,000   | \$500,000     | \$0        | 01/2023              | EXPECTED TO OBLIGATE IN FY2023 |  |
| 25072.1  | 0918-00-367 | NCTCOG          | DALLAS     | T     | VA             | NORTH TEXAS MOVES EASTERN SUBREGION TRE PROJECT FROM IH 35E TO MEDICAL MARKET CENTER STATION                              | DOUBLE TRACK MEDICAL MARKET CENTER TO STEMMONS FRWY TO BEGINNING OF EXISTING DOUBLE-TRACKED SECTION W OF MEDICAL MARKET CENTER STATION                      | REHAB EXISTING BRIDGE OVER INWOOD ROAD AND ADD ADJACENT BRIDGE FOR NEW SECOND TRACK; ADD NEW BRIDGE AT KNIGHTS BRANCH FOR A NEW SECOND TRACK; REPLACE CURRENT NOBLE BRANCH BRIDGE AND ADD ADJACENT BRIDGE FOR SECOND TRACK              | \$1,250,000  | \$0       | \$312,500   | \$1,562,500   | \$0        | 01/2023              | EXPECTED TO OBLIGATE IN FY2023 |  |
| 11616    | 0902-00-257 | NCTCOG          | FORT WORTH | I     | VA             | REGIONAL TRAFFIC SIGNAL RETIMING; DEVELOP AND IMPLEMENT TRAFFIC SIGNAL COORDINATION IN THE DFW NON-ATTAINMENT AREA;       |   | INCLUDES IMPROVING SIGNAL OPERATION AND PROGRESSION THROUGH TRAFFIC SIGNAL RETIMING, EQUIPMENT AND IMPLEMENTATION, AND EVALUATION OF THE RESULTANT IMPROVEMENTS; INCLUDES NCTCOG STAFF TIME AND CONSULTANT ASSISTANCE                   | \$2,340,000  | \$292,500 | \$292,500   | \$2,925,000   | \$0        | 02/2023              | EXPECTED TO OBLIGATE IN FY2023 |  |
| 14055    | 0902-90-169 | FORT WORTH      | FORT WORTH | R     | CS             | UNIVERSITY DRIVE FROM TRAIL DRIVE   | ROSEDALE BRIDGE   | PEDESTRIAN IMPROVEMENTS INCLUDING NEW AND WIDENED SIDEWALKS, CROSSWALKS, WAYFINDING SIGNAGE, AND TRAFFIC SIGNALS  | \$100,000    | \$0       | \$0         | \$100,000     | \$0        | 02/2023              | EXPECTED TO OBLIGATE IN FY2023 |  |
| 11186.6  | 0918-00-348 | NCTCOG          | DALLAS     | I     | VA             | FREEWAY/TRAFFIC INCIDENT MANAGEMENT PROGRAM   | INCLUDES TRAINING FOR AGENCY EXECUTIVES AND FIRST RESPONDERS, QUICK   | CLEARANCE CRASH RECONSTRUCTION TRAINING, OTHER TRAINING AND EDUCATION TO PROMOTE STRATEGIES TO MITIGATE TRAFFIC INCIDENTS; INCLUDES NCTCOG STAFF TIME AND CONSULTANT ASSISTANCE   | \$245,460    | \$0       | \$0         | \$245,460     | \$0        | 03/2023              | EXPECTED TO OBLIGATE IN FY2023 |  |
| 14078    | 0902-90-155 | FWTA            | FORT WORTH | T     | VA             | TRE STATION AT TRINITY LAKES  |   | CONSTRUCT NEW TRE STATION WITH 4 BUS BAYS AND 500 SPACE PARKING LOT   | \$20,053,437 | \$0       | \$0         | \$20,053,437  | \$0        | 03/2023              | EXPECTED TO OBLIGATE IN FY2023 |  |
| 14080    | 0902-90-163 | GRAND PRAIRIE   | FORT WORTH | R     | VA             | REGIONAL VELOWEB TRAIL FROM TERMINATION OF FORT WORTH TRAIL AT CITY LIMITS  | MIKE LEWIS PARK AT EXISTING TRAIL NEAR ROY ORR BLVD   | CONSTRUCT SHARED-USE PATH   | \$508,880    | \$0       | \$127,220   | \$636,100     | \$0        | 03/2023              | EXPECTED TO OBLIGATE IN FY2023 |  |
| 14080    | 0902-90-163 | GRAND PRAIRIE   | FORT WORTH | U     | VA             | REGIONAL VELOWEB TRAIL FROM TERMINATION OF FORT WORTH TRAIL AT CITY LIMITS  | MIKE LEWIS PARK AT EXISTING TRAIL NEAR ROY ORR BLVD   | CONSTRUCT SHARED-USE PATH   | \$60,000     | \$0       | \$15,000    | \$75,000      | \$0        | 03/2023              | EXPECTED TO OBLIGATE IN FY2023 |  |
| 14090.1  | 0902-00-297 | FWTA            | FORT WORTH | T     | IH 35W         | DR. DENNIS DUNCANS TRANSFER CENTER  | ALLIANCE  | IMPLEMENT HIGH-INTENSITY BUS SERVICE ALONG THE IH 35W CORRIDOR  | \$2,010,000  | \$0       | \$0         | \$2,010,000   | \$0        | 03/2023              | EXPECTED TO OBLIGATE IN FY2023 | ADDITIONAL FUNDING FOR PROJECT ALREADY OBLIGATED |
| 21057    | 0918-24-269 | PLANO           | DALLAS     | E     | VA             | BRECKENRIDGE TRAIL FROM BRADSHAW DR   | FUTURE SHILOH RD SILVER LINE DART STATION   | CONSTRUCT NEW SHARED-USE PATH   | \$1,000,000  | \$0       | \$0         | \$1,000,000   | \$0        | 03/2023              | EXPECTED TO OBLIGATE IN FY2023 |  |

CMAQ FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2023

| TIP CODE | CSJ         | PROJECT SPONSOR  | DISTRICT   | PHASE | HWY NO  | LIMITS FROM   | LIMITS TO  | PROJECT SCOPE  | FEDERAL      | STATE       | LOCAL       | TOTAL FUNDING | OBLIGATION | ESTIMATED START DATE | OBLIGATION STATUS              | COMMENTS |
|----------|-------------|------------------|------------|-------|---------|---|--|--|--------------|-------------|-------------|---------------|------------|----------------------|--------------------------------|----------|
| 40017    | 0918-46-282 | CARROLLTON       | DALLAS     | C     | VA      | DUDLEY BRANCH TRAIL FROM NORTH CARROLLTON/FRANKFORD DART STATION  | OLD DENTON RD  | CONSTRUCT APPROX 2.1 MILES BIKE/PEDESTRIAN TRAIL   | \$2,804,347  | \$0         | \$934,785   | \$3,739,132   | \$0        | 03/2023              | EXPECTED TO OBLIGATE IN FY2023 |          |
| 40017    | 0918-46-282 | CARROLLTON       | DALLAS     | CE    | VA      | DUDLEY BRANCH TRAIL FROM NORTH CARROLLTON/FRANKFORD DART STATION  | OLD DENTON RD  | CONSTRUCT APPROX 2.1 MILES BIKE/PEDESTRIAN TRAIL   | \$195,653    | \$0         | \$65,218    | \$260,871     | \$0        | 03/2023              | EXPECTED TO OBLIGATE IN FY2023 |          |
| 21067    | 2681-01-027 | TXDOT-DALLAS     | DALLAS     | R     | FM 2499 | AT FM 407 (JUSTIN ROAD)   |  | CONSTRUCT DUAL LEFT TURN LANES ON EASTBOUND, WESTBOUND, AND SOUTHBOUND APPROACHES; CONSTRUCT ADDITIONAL THROUGH LANE NORTHBOUND; RECONFIGURE SIGNALIZATION   | \$400,000    | \$100,000   | \$0         | \$500,000     | \$0        | 04/2023              | EXPECTED TO OBLIGATE IN FY2023 |          |
| 21074    | 0918-24-255 | FRISCO           | DALLAS     | C     | CS      | ON OHIO DRIVE AT GAYLORD PARKWAY  |  | CONSTRUCT ROUNDABOUT   | \$2,720,000  | \$0         | \$0         | \$2,720,000   | \$0        | 04/2023              | EXPECTED TO OBLIGATE IN FY2023 |          |
| 25022    | 0902-90-050 | FORT WORTH       | FORT WORTH | C     | VA      | CENTERPOINT TRAIL FROM TRINITY BLVD/SKYVIEW DR  | TRINITY RAILWAY EXPRESS (TRE) CENTREPORT RAIL STATION                      | CONSTRUCT SHARED-USE PATH (TRAIL) FROM THE INTERSECTION OF TRINITY BLVD/SKYVIEW DR TO CENTREPORT RAIL STATION; PRELIMINARY ENGINEERING FOR CONNECTION TO MIKE LEWIS TRAIL                            | \$3,930,734  | \$0         | \$982,683   | \$4,913,417   | \$0        | 04/2023              | EXPECTED TO OBLIGATE IN FY2023 |          |
| 14007.2  | 0009-04-072 | TXDOT-DALLAS     | DALLAS     | C     | SH 66   | DALROCK   | EAST OF DALROCK  | CONSTRUCT INTERSECTION IMPROVEMENTS INCLUDING LEFT AND RIGHT TURN LANES AND STORAGE BAYS   | \$1,232,800  | \$308,200   | \$0         | \$1,541,000   | \$0        | 05/2023              | EXPECTED TO OBLIGATE IN FY2023 |          |
| 14013    | 0918-47-236 | DALLAS CO        | DALLAS     | C     | VA      | TRAIL CONNECTIONS TO FUTURE CYPRESS WATERS COTTON BELT RAIL STATION; FROM SOUTH OF CYPRESS WATERS COTTON BELT STATION | TO EXISTING TRAIL NORTH OF OLYMPUS BLVD                                    | CONSTRUCT SHARED USE PATH AND RELATED PEDESTRIAN AND BICYCLE IMPROVEMENTS (PEDESTRIAN CROSSWALKS, SIGNAGE, LIGHTING, AND SIGNALS) IN PROXIMITY OF THE FUTURE CYPRESS WATERS COTTON BELT RAIL STATION | \$1,834,068  | \$0         | \$458,517   | \$2,292,585   | \$0        | 05/2023              | EXPECTED TO OBLIGATE IN FY2023 |          |
| 14071    | 1392-01-044 | TXDOT-DALLAS     | DALLAS     | C     | FM 1378 | FM 3286   | SOUTH OF FM 3286   | CONSTRUCT INTERSECTION IMPROVEMENTS (SIDEWALKS AND TURN LANES)   | \$2,592,492  | \$648,123   | \$0         | \$3,240,615   | \$0        | 05/2023              | EXPECTED TO OBLIGATE IN FY2023 |          |
| 14071.2  | 3476-02-013 | TXDOT-DALLAS     | DALLAS     | C     | FM 3286 | FM 1378   | EAST OF FM 1378  | CONSTRUCT INTERSECTION IMPROVEMENT (SIDEWALK AND TURN LANES)   | \$2,115,458  | \$528,864   | \$0         | \$2,644,322   | \$0        | 05/2023              | EXPECTED TO OBLIGATE IN FY2023 |          |
| 21048.1  | 0092-02-137 | TXDOT-DALLAS     | DALLAS     | C     | IH 45   | DALLAS/ELLIS COUNTY LINE  | SOUTH OF IH 20   | UPGRADE TO FIBER OPTIC DATA TRANSMISSION AND DEPLOYMENT OF ADDITIONAL CCTV   | \$2,260,000  | \$565,000   | \$0         | \$2,825,000   | \$0        | 06/2023              | EXPECTED TO OBLIGATE IN FY2023 |          |
| 21048.2  | 0092-14-101 | TXDOT-DALLAS     | DALLAS     | C     | IH 45   | SOUTH OF IH 20  | NORTH OF IH 20   | UPGRADE TO FIBER OPTIC DATA TRANSMISSION AND DEPLOYMENT OF ADDITIONAL CCTV   | \$240,000    | \$60,000    | \$0         | \$300,000     | \$0        | 06/2023              | EXPECTED TO OBLIGATE IN FY2023 |          |
| 21053    | 0918-47-372 | DALLAS           | DALLAS     | E     | CS      | ALONG PINE ST FROM US 175 TO MALCOLM X BLVD   | ALONG ELSIE FAYE HEGGINS ST (PREVIOUSLY HATCHER RD) FROM US 175 TO 2ND AVE | CONSTRUCT SIDEWALKS, CROSSWALKS, AND SIGNAL IMPROVEMENTS   | \$120,000    | \$0         | \$30,000    | \$150,000     | \$0        | 06/2023              | EXPECTED TO OBLIGATE IN FY2023 |          |
| 21071    | 0918-24-286 | PROSPER          | DALLAS     | E     | CS      | ON FIRST STREET AT SH 289   |  | CONSTRUCT ADDITIONAL LEFT TURN LANES   | \$80,000     | \$0         | \$20,000    | \$100,000     | \$0        | 06/2023              | EXPECTED TO OBLIGATE IN FY2023 |          |
| 21023    | 0008-03-130 | TXDOT-FORT WORTH | FORT WORTH | C     | IH 20   | LAKE SHORE DRIVE  | FM 1187  | INSTALLATION OF DETECTORS, CCTV, FIBER OPTIC COMMUNICATION SYSTEM  | \$2,720,000  | \$680,000   | \$0         | \$3,400,000   | \$0        | 07/2023              | EXPECTED TO OBLIGATE IN FY2023 |          |
|          |             |                  |            |       |         |   |  | TOTAL  | \$85,866,811 | \$3,203,691 | \$7,149,701 | \$96,220,203  | \$0        |                      |                                |          |

|                                |              |
|--------------------------------|--------------|
| TOTAL CLOSEOUTS/WITHDRAWALS    | (\$249,904)  |
| TOTAL PROJECT ADJUSTMENTS      | (\$265,249)  |
| TOTAL OBLIGATED IN FY2023      | \$0          |
| TOTAL EXPECTED TO OBLIGATE     | \$85,866,811 |
| TOTAL NOT EXPECTED TO OBLIGATE | \$0          |

STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2023

| TIP CODE | CSJ         | PROJECT SPONSOR  | DISTRICT   | PHASE | HWY NO  | LIMITS FROM   | LIMITS TO   | PROJECT SCOPE  | FEDERAL      | STATE       | LOCAL    | TOTAL FUNDING | OBLIGATION | ESTIMATED START DATE | OBLIGATION STATUS              | COMMENTS   |
|----------|-------------|------------------|------------|-------|---------|---|---|--|--------------|-------------|----------|---------------|------------|----------------------|--------------------------------|--|
| 21015.9  | 0902-90-251 | FWTA             | FORT WORTH | T     | VA      | TRINITY RAILWAY EXPRESS (TRE) CENTREPORT STATION  | DALLAS FORT WORTH (DFW) INTERNATIONAL AIRPORT   | CAPITAL COST OF CONTRACTING FOR A CRITICAL FIRST/LAST MILE CONNECTION BETWEEN THE TRE CENTREPORT STATION AND DFW INTERNATIONAL AIRPORT TO A NEW LOCATION (TERMINAL B)  | \$300,000    | \$0         | \$75,000 | \$375,000     | \$0        | 12/2021              | EXPECTED TO OBLIGATE IN FY2023 | PROJECT SCHEDULE WILL BE DETERMINED ONCE TRANSIT TRANSFER REQUEST HAS BEEN MADE                                |
| 11678    | 0918-00-324 | NCTCOG           | DALLAS     | E     | VA      | DFW AUTOMATED VEHICLE PROVING GROUNDS PROJECT (REGION-WIDE)   |   | ADVANCE HIGH-SPEED AUTOMATED VEHICLE PROGRAM THROUGH SHARED-USE MOBILITY COLLABORATIONS AND OTHER AV-RELATED TECHNOLOGIES AND PARTNERSHIPS   | \$250,000    | \$0         | \$0      | \$250,000     | \$0        | 03/2022              | EXPECTED TO OBLIGATE IN FY2023 | PROJECT HAS NOT BEEN APPROVED BY FHWA, PENDING ELIGIBILITY DETERMINATION                                       |
| 11621.1  | 0902-00-267 | NCTCOG           | FORT WORTH | I     | VA      | PLANNING STUDIES AND STREAMLINED PROJECT DELIVERY (REGIONAL)  |   | PROVIDE MPO PLANNING SUPPORT AND TECHNICAL ASSISTANCE FOR SURFACE TRANSPORTATION PROJECTS WITHIN THE METROPOLITAN PLANNING AREA INCLUDING PLANNING STUDIES AND EXPEDITE ENVIRONMENTAL REVIEW PROCESS                                       | \$1,248,000  | \$0         | \$0      | \$1,248,000   | \$0        | 08/2022              | EXPECTED TO OBLIGATE IN FY2023 | COORDINATION BETWEEN NCTCOG AND TXDOT ONGOING REGARDING AFA EXECUTION; OBLIGATION TIMEFRAME TO BE DETERMINED   |
| 11650    | 0902-00-263 | NCTCOG           | FORT WORTH | I     | VA      | CORRIDOR STUDIES AND CAPITAL ASSET MANAGEMENT   | IDENTIFY STRATEGIES TO EXTEND OPERATIONAL LIFE OF TRANSPORTATION FACILITIES BY PROMOTING USE OF STRATEGIC MAINTENANCE,                                      | REPAIR, AND EXPANSION; INCLUDES CONTINUED DEVELOPMENT, MONITORING, AND TECHNICAL ASSISTANCE TO REGIONAL PARTNERS TO BALANCE PRESERVATION VS. UPGRADE OF ASSETS   | \$292,000    | \$0         | \$0      | \$292,000     | \$0        | 08/2022              | EXPECTED TO OBLIGATE IN FY2023 | COORDINATION BETWEEN NCTCOG AND TXDOT ONGOING REGARDING AFA EXECUTION; OBLIGATION TIMEFRAME TO BE DETERMINED   |
| 21015.6  | 0918-24-270 | DART             | DALLAS     | E     | VA      | ON SILVER LINE FROM DFW AIRPORT   | SHILOH ROAD   | EXPEDITE DESIGN REVIEW BY CLASS I AND SHORT LINE FREIGHT RAILROADS FOR THE SILVERLINE RAIL AND TRAIL PROJECT   | \$800,000    | \$0         | \$0      | \$800,000     | \$0        | 08/2022              | EXPECTED TO OBLIGATE IN FY2023 | PROJECT HAS NOT BEEN APPROVED BY FHWA, PENDING ELIGIBILITY DETERMINATION                                       |
| 21017    | 0918-00-370 | NCTCOG           | DALLAS     | E     | VA      | PAVEMENT CONDITION ON RTC-FOCUSED (NHS) OFF SYSTEM ROADWAYS   | REGIONWIDE  | REVIEW PAVEMENT SCORES AND PERFORM ENGINEERING TO IDENTIFY IMPROVEMENTS TO BE MADE (RESPONSE TO FEDERAL PERFORMANCE MEASURES)  | \$1,000,000  | \$0         | \$0      | \$1,000,000   | \$0        | 08/2022              | EXPECTED TO OBLIGATE IN FY2023 | COORDINATION BETWEEN NCTCOG AND TXDOT ONGOING REGARDING AFA EXECUTION; OBLIGATION TIMEFRAME TO BE DETERMINED   |
| 11647.1  | 0918-00-311 | NCTCOG           | DALLAS     | I     | VA      | LAND USE/TRANSPORTATION AND BIKE/PEDESTRIAN INITIATIVES INCLUDES BICYCLE/PEDESTRIAN PLANNING,                             | TRANSIT ORIENTED DEVELOPMENT, REGIONAL PEDESTRIAN SAFETY PROGRAM, IMPLEMENTATION OF SUSTAINABLE DEVELOPMENT INITIATIVES;                                    | INCLUDES NCTCOG STAFF TIME AND POSSIBLE CONSULTANT ASSISTANCE TO DEVELOP AND IMPLEMENT FUNDING PROGRAMS, COLLECT AND ANALYZE DATA; SCHOOL SITING/LAND USE CONNECTIONS, SAFE ROUTES TO SCHOOL, SAFETY AND EDUCATION                         | \$1,000,000  | \$0         | \$0      | \$1,000,000   | \$0        | 12/2022              | EXPECTED TO OBLIGATE IN FY2023 |  |
| 21094    | 0902-20-232 | TXDOT-FORT WORTH | FORT WORTH | E     | CR 4668 | AT BOBO'S CROSSING  |   | RECONSTRUCT BRIDGE TO ELEVATE OUT FLOOD PLAIN FOR SAFETY   | \$3,000,000  | \$0         | \$0      | \$3,000,000   | \$0        | 12/2022              | EXPECTED TO OBLIGATE IN FY2023 |  |
| 25100    | 0918-00-389 | DART             | DALLAS     | T     | VA      | SILVER LINE FROM DFW AIRPORT STATION  | SHILOH STATION IN PLANO   | CONSTRUCTION OF SILVER LINE REGIONAL RAIL PROJECT (COTTON BELT/SILVER LINE PROJECT #9)   | \$4,000,000  | \$0         | \$0      | \$4,000,000   | \$0        | 12/2022              | EXPECTED TO OBLIGATE IN FY2023 |  |
| 25013    | 0902-90-172 | FORT WORTH       | FORT WORTH | R     | CS      | MEANDERING ROAD FROM SH 183 TO ANAHUAC AVE  | LTJG BARNETT FROM MEANDERING ROAD TO NASJRB EAST GATE   | RECONSTRUCT MEANDERING ROAD FROM 4 TO 3 LANES, REALIGN INTERSECTION AT ROBERTS CUT OFF, CONSTRUCT INTERSECTION IMPROVEMENTS AT YALE ST AND LTJG BARNETT, ADD SIDEWALKS AND SIDEPATHS WITHIN PROJECT LIMITS AND BIKE LANES ON LT JG BARNETT | \$800,000    | \$0         | \$0      | \$800,000     | \$0        | 12/2022              | EXPECTED TO OBLIGATE IN FY2023 | ENVIRONMENTAL CLEARANCE IS STILL PENDING AND RIGHT-OF-WAY ACQUISITION CANNOT BEGIN UNTIL CLEARANCE IS RECEIVED |
| 30006    | 0047-06-158 | TXDOT-DALLAS     | DALLAS     | C     | US 75   | DALLAS COUNTY LINE  | BETHANY DRIVE   | RECONFIGURE EXISTING HOV LANES TO INCLUDE COMPONENTS FOR FUTURE TECHNOLOGY LANE IMPLEMENTATION; EXISTING 8 GENERAL PURPOSE LANES REMAIN 8 GENERAL PURPOSE LANES  | \$21,600,000 | \$5,400,000 | \$0      | \$27,000,000  | \$0        | 12/2022              | EXPECTED TO OBLIGATE IN FY2023 | PROJECT IS CURRENTLY NOT APPROVED BY FHWA  |
| 30007    | 0047-06-163 | TXDOT-DALLAS     | DALLAS     | C     | US 75   | BETHANY DRIVE   | SH 121  | EXTEND HOV LANE AND RECONFIGURE CORRIDOR TO INCLUDE COMPONENTS FOR FUTURE TECHNOLOGY LANE IMPLEMENTATION; EXISTING 8 GENERAL PURPOSE LANES REMAIN 8 GENERAL PURPOSE LANES  | \$10,800,000 | \$2,700,000 | \$0      | \$13,500,000  | \$0        | 12/2022              | EXPECTED TO OBLIGATE IN FY2023 | PROJECT IS CURRENTLY NOT APPROVED BY FHWA  |
| 11624    | 0918-47-422 | DALLAS           | DALLAS     | E     | CS      | S LANCASTER RD FROM E Kiest BLVD  | E LEDBETTER DR  | CONSTRUCT PEDESTRIAN CONNECTIONS SUCH AS CROSSWALKS AND ADA RAMP AND ASSOCIATED IMPROVEMENTS AND PEDESTRIAN LIGHTING   | \$280,000    | \$0         | \$0      | \$280,000     | \$0        | 01/2023              | EXPECTED TO OBLIGATE IN FY2023 |  |
| 11639.1  | 0918-46-313 | DCTA             | DALLAS     | T     | VA      | DCTA VANPOOL PROGRAM  |   | OPERATE A VANPOOL SUBSIDY INITIATIVE FOR COMMUTERS TRAVELING LONG DISTANCES AND IN AREAS WITH LITTLE OR NO FIXED ROUTE SERVICE   | \$327,600    | \$0         | \$81,900 | \$409,500     | \$0        | 01/2023              | EXPECTED TO OBLIGATE IN FY2023 | TRANSIT TRANSFER REQUEST HAS BEEN SENT TO TXDOT  |
| 11684    | 0902-00-326 | NCTCOG           | FORT WORTH | I     | VA      | REGION WIDE PROJECT TO ASSIST LOCAL PARTNERS TO PLAN AND IMPLEMENT CAV DEPLOYMENTS BY PROVIDING FUNDING FOR COSTS RELATED | TO DEPLOYMENTS AND SUPPORTING COSTS OF ACTIVE AV DEPLOYMENTS IN PARTNERSHIP WITH THE PRIVATE SECTOR; INCL LOCAL GOVT STAFF, NCTCOG STAFF & CONSULTANT TIME, | INFRA UPGRADES (EX: SIGNAL, STRIPING, DSRC & 5G CONNECTIVITY), LEGAL SVCS, PUBLIC ED, SAFETY (EX: COORD W/FIRST RESPONDERS); SOFTWARE & TECH EXPERTISE; EQUAL ACCESS TO INTERNET AS TDM TOOL; EXPAND ZIP ZONE TRANSIT TO 76104 ZIP CODE    | \$1,300,000  | \$0         | \$0      | \$1,300,000   | \$0        | 01/2023              | EXPECTED TO OBLIGATE IN FY2023 |  |

STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2023

| TIP CODE | CSJ         | PROJECT SPONSOR  | DISTRICT   | PHASE | HWY NO  | LIMITS FROM  | LIMITS TO   | PROJECT SCOPE   | FEDERAL      | STATE     | LOCAL       | TOTAL FUNDING | OBLIGATION | ESTIMATED START DATE | OBLIGATION STATUS              | COMMENTS   |
|----------|-------------|------------------|------------|-------|---------|--|---|---|--------------|-----------|-------------|---------------|------------|----------------------|--------------------------------|--|
| 11684.1  | 0918-47-378 | DART             | DALLAS     | T     | VARIOUS | DART LOVE LINK AV BUS SERVICE  |   | PURCHASE A FLEET OF FOUR AUTOMATED ELECTRIC BUSES TO PROVIDE TRANSIT SERVICE BETWEEN THE INWOOD STATION AND LOVE FIELD  | \$1,750,000  | \$0       | \$0         | \$1,750,000   | \$0        | 01/2023              | EXPECTED TO OBLIGATE IN FY2023 |  |
| 11684.2  | 0081-12-053 | FORT WORTH       | FORT WORTH | ENV   | VA      | IH 35W AUTOMATED VEHICLE (AV) TRUCKPORT; ALLIANCE - BETWEEN HARMON ROAD AND IH 35W                                       |   | PILOT PROJECT TO DEVELOP AND BUILD AUTOMATED FREIGHT FACILITY TO COLLECT/DISTRIBUTE FREIGHT AND TEST AUTOMATED TRUCK TECHNOLOGY TO IMPROVE AV USES IN FREIGHT/SUPPLY CHAIN/LOGISTICS  | \$100,000    | \$0       | \$0         | \$100,000     | \$0        | 01/2023              | EXPECTED TO OBLIGATE IN FY2023 |  |
| 11684.8  | 0902-90-260 | ARLINGTON        | FORT WORTH | T     | VA      | DOWNTOWN ARLINGTON AND UNIVERSITY OF TEXAS AT ARLINGTON CAMPUS   |   | DEPLOYMENT OF FLEET OF AUTONOMOUS VEHICLES; ON-DEMAND, SHARED SERVICE; TESTING OF FIRST RESPONDER COMMUNICATION DEVICES AND TELEOPERATIONS TO MOVE TOWARD REMOVING HUMAN OPERATOR FROM THE VEHICLES   | \$506,667    | \$0       | \$0         | \$506,667     | \$0        | 01/2023              | EXPECTED TO OBLIGATE IN FY2023 |  |
| 11898.5  | 0902-90-268 | TXDOT-FORT WORTH | FORT WORTH | E     | CS      | ON AVONDALE-HASLET ROAD  | AT BNSF RAIL LINE   | CONSTRUCT GRADE SEPARATION  | \$1,000,000  | \$0       | \$0         | \$1,000,000   | \$0        | 01/2023              | EXPECTED TO OBLIGATE IN FY2023 |  |
| 21021    | 0902-90-206 | NTTA             | FORT WORTH | E     | MH      | ON CHISHOLM TRAIL PARKWAY  | AT WORTH CREEK PARKWAY  | CONSTRUCT INTERCHANGE   | \$2,000,000  | \$0       | \$0         | \$2,000,000   | \$0        | 01/2023              | EXPECTED TO OBLIGATE IN FY2023 |  |
| 21072    | 0918-24-268 | RICHARDSON       | DALLAS     | C     | CS      | WATERVIEW  | AT FRANK JOHNSON  | CONSTRUCT NEW TRAFFIC SIGNAL  | \$350,000    | \$0       | \$0         | \$350,000     | \$0        | 01/2023              | EXPECTED TO OBLIGATE IN FY2023 |  |
| 11554.1  | 0902-00-270 | NCTCOG           | FORT WORTH | E     | VA      | PEOPLE MOVER TEST TRACK  |   | INCLUDING ANALYSIS OF VARIOUS TECHNOLOGIES AND ALIGNMENT OPTIONS FOR WARRANTED PEOPLE MOVER LOCATIONS IN THE DFW REGION AND CONNECT THOSE LOCATIONS TO EXISTING REGIONAL TRANSPORTATION NETWORKS  | \$382,000    | \$0       | \$0         | \$382,000     | \$0        | 02/2023              | EXPECTED TO OBLIGATE IN FY2023 | FUNDING WILL LIKELY BE ADDED TO EXISTING TXDOT AGREEMENT   |
| 11684.5  | 0918-47-389 | RICHARDSON       | DALLAS     | E     | VA      | CITY OF RICHARDSON CONNECTED & AUTOMATED VEHICLE (AV) TEST BED & COMMUNITY CONNECTOR; TRAFFIC DETECTION & COMMS UPGRADES | INCLUDE CELLULAR VEHICLE-TO-EVERYTHING/LTE-TO-EVERYTHING ROADSIDE & ON-BOARD UNITS; RAPID FLASHING BEACONS AT | GREENVILLE/ARAPAHO STATION; RECTANGLE RAPID FLASHING BEACONS XING; SYSTEMS ENG FOR CONNECTED VEHICLE-TO-EVERYTHING IMP; ON-DEMAND AV SERVICES CONNECTING POINTS-OF-INTEREST AROUND ARAPAHO STATION, INCL NETWORK OF NEIGHBORHOODS AND COMMUNITY CENTERS | \$277,868    | \$0       | \$0         | \$277,868     | \$0        | 02/2023              | EXPECTED TO OBLIGATE IN FY2023 |  |
| 11684.5  | 0918-47-389 | RICHARDSON       | DALLAS     | C     | VA      | CITY OF RICHARDSON CONNECTED & AUTOMATED VEHICLE (AV) TEST BED & COMMUNITY CONNECTOR; TRAFFIC DETECTION & COMMS UPGRADES | INCLUDE CELLULAR VEHICLE-TO-EVERYTHING/LTE-TO-EVERYTHING ROADSIDE & ON-BOARD UNITS; RAPID FLASHING BEACONS AT | GREENVILLE/ARAPAHO STATION; RECTANGLE RAPID FLASHING BEACONS XING; SYSTEMS ENG FOR CONNECTED VEHICLE-TO-EVERYTHING IMP; ON-DEMAND AV SERVICES CONNECTING POINTS-OF-INTEREST AROUND ARAPAHO STATION, INCL NETWORK OF NEIGHBORHOODS AND COMMUNITY CENTERS | \$1,650,000  | \$0       | \$0         | \$1,650,000   | \$0        | 02/2023              | EXPECTED TO OBLIGATE IN FY2023 |  |
| 54119.5  | 0442-02-162 | TXDOT-DALLAS     | DALLAS     | C     | IH 35E  | ELLIS COUNTY LINE  | BEAR CREEK ROAD   | CONSTRUCT INTERCHANGE AT LOOP 9 AND IH 35E  | \$466,400    | \$116,600 | \$0         | \$583,000     | \$0        | 02/2023              | EXPECTED TO OBLIGATE IN FY2023 |  |
| 11237.2  | 0918-45-812 | IRVING           | DALLAS     | C     | CS      | ON CONFLANS RD FROM SH 161   | VALLEY VIEW LANE  | CONSTRUCT 0 TO 4 LANE DIVIDED FACILITY WITH NEW SIDEWALKS AND SHARED USE PATH   | \$13,500,000 | \$0       | \$3,375,000 | \$16,875,000  | \$0        | 03/2023              | EXPECTED TO OBLIGATE IN FY2023 | PART OF MPO MILESTONE POLICY ROUND 2 AND HAD A LETTING DEADLINE OF THE END OF FY2022; AWAITING AFA EXECUTION |
| 11237.2  | 0918-45-812 | IRVING           | DALLAS     | CE    | CS      | ON CONFLANS RD FROM SH 161   | VALLEY VIEW LANE  | CONSTRUCT 0 TO 4 LANE DIVIDED FACILITY WITH NEW SIDEWALKS AND SHARED USE PATH   | \$625,000    | \$0       | \$156,250   | \$781,250     | \$0        | 03/2023              | EXPECTED TO OBLIGATE IN FY2023 | PART OF MPO MILESTONE POLICY ROUND 2 AND HAD A LETTING DEADLINE OF THE END OF FY2022; AWAITING AFA EXECUTION |
| 11655.1  | 0902-00-241 | NCTCOG           | FORT WORTH | I     | VA      | REVENUE AND PROJECT TRACKING SYSTEM (RAPTS)  |   | TRACK, MONITOR, AND ASSESS REGIONAL TRANSPORTATION AND AIR QUALITY PROJECTS THROUGH THE RAPTS WEBSITE; INCLUDES SOFTWARE DEVELOPMENT AND NCTCOG STAFF TIME  | \$790,400    | \$0       | \$0         | \$790,400     | \$0        | 03/2023              | EXPECTED TO OBLIGATE IN FY2023 |  |
| 11684.3  | 0918-47-366 | DALLAS COLLEGE   | DALLAS     | I     | VA      | DALLAS COLLEGE AUTONOMOUS VEHICLE (AV) INITIATIVE  | CEDAR VALLEY CAMPUS AV SERVICE/WORKFORCE DEVELOPMENT AND EASTFIELD CAMPUS WORKFORCE DEVELOPMENT               | PROVISION OF TRANSIT SERVICES SERVING THE CAMPUSES AND NEIGHBORING COMMUNITIES IN LANCASTER, DALLAS, & HUTCHINS FOR 3 YRS USING AV, INCLUDING WORKFORCE DEVELOPMENT TRAINING IN TRANS TECHNOLOGY, OVER-THE-ROAD TRUCKING AND/OR DELIVERY OF GOODS       | \$1,500,000  | \$0       | \$0         | \$1,500,000   | \$0        | 03/2023              | EXPECTED TO OBLIGATE IN FY2023 |  |
| 11734    | 0902-90-034 | DFW AIRPORT      | FORT WORTH | C     | CS      | EAST-WEST CONNECTOR FROM SH 360  | INTERNATIONAL PARKWAY   | CONSTRUCTION OF EAST-WEST CONNECTOR FROM 0 TO 2 LANES UNDIVIDED URBAN WITH INTERSECTIONS AT SH 360, 20TH AVE, AND RENTAL CAR DRIVE (ULTIMATE BUILD OUT 2 TO 4 LANES DIVIDED)  | \$21,614,199 | \$0       | \$5,403,550 | \$27,017,749  | \$0        | 03/2023              | EXPECTED TO OBLIGATE IN FY2023 | PART OF MPO MILESTONE POLICY ROUND 2 AND HAS A LETTING DEADLINE OF THE END OF FY2024                         |
| 11734    | 0902-90-034 | DFW AIRPORT      | FORT WORTH | CE    | CS      | EAST-WEST CONNECTOR FROM SH 360  | INTERNATIONAL PARKWAY   | CONSTRUCTION OF EAST-WEST CONNECTOR FROM 0 TO 2 LANES UNDIVIDED URBAN WITH INTERSECTIONS AT SH 360, 20TH AVE, AND RENTAL CAR DRIVE (ULTIMATE BUILD OUT 2 TO 4 LANES DIVIDED)  | \$2,611,226  | \$0       | \$652,807   | \$3,264,033   | \$0        | 03/2023              | EXPECTED TO OBLIGATE IN FY2023 | PART OF MPO MILESTONE POLICY ROUND 2 AND HAS A LETTING DEADLINE OF THE END OF FY2024                         |

STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2023

| TIP CODE | CSJ         | PROJECT SPONSOR | DISTRICT   | PHASE | HWY NO | LIMITS FROM  | LIMITS TO   | PROJECT SCOPE  | FEDERAL     | STATE     | LOCAL     | TOTAL FUNDING | OBLIGATION | ESTIMATED START DATE | OBLIGATION STATUS              | COMMENTS   |
|----------|-------------|-----------------|------------|-------|--------|--|---|--|-------------|-----------|-----------|---------------|------------|----------------------|--------------------------------|--|
| 14032    | 0918-47-246 | TXDOT-DALLAS    | DALLAS     | R     | CS     | ON EAST BEAR CREEK ROAD FROM HAMPTON ROAD  | IH 35E  | RECONSTRUCT AND WIDEN FROM 2 LANES RURAL UNDIVIDED TO 4 LANES URBAN DIVIDED WITH BICYCLE/PEDESTRIAN ACCOMMODATIONS AND INTERSECTION IMPROVEMENTS   | \$2,000,000 | \$0       | \$500,000 | \$2,500,000   | \$0        | 03/2023              | EXPECTED TO OBLIGATE IN FY2023 | RIGHT-OF-WAY CSJ 0918-47-317; PROJECT ON HOLD PENDING COORDINATION BETWEEN NCTCOG, TXDOT, AND THE CITY OF GLENN HEIGHTS; CITY OF GLENN HEIGHTS IS RESPONSIBLE FOR ACQUIRING RIGHT-OF-WAY |
| 14054    | 0902-90-148 | FORT WORTH      | FORT WORTH | R     | CS     | HORNE STREET FROM VICKERY BLVD   | CAMP BOWIE BLVD   | WIDEN FROM 2 TO 3 LANES WITH BICYCLE LANES, PEDESTRIAN/SIDEWALK IMPROVEMENTS, AND TRAFFIC SIGNAL IMPROVEMENTS  | \$436,623   | \$0       | \$0       | \$436,623     | \$0        | 03/2023              | EXPECTED TO OBLIGATE IN FY2023 |  |
| 11684.2  | 0081-12-053 | FORT WORTH      | FORT WORTH | E     | VA     | IH 35W AUTOMATED VEHICLE (AV) TRUCKPORT; ALLIANCE - BETWEEN HARMON ROAD AND IH 35W                                       |   | PILOT PROJECT TO DEVELOP AND BUILD AUTOMATED FREIGHT FACILITY TO COLLECT/DISTRIBUTE FREIGHT AND TEST AUTOMATED TRUCK TECHNOLOGY TO IMPROVE AV USES IN FREIGHT/SUPPLY CHAIN/LOGISTICS   | \$758,953   | \$0       | \$0       | \$758,953     | \$0        | 04/2023              | EXPECTED TO OBLIGATE IN FY2023 |  |
| 11684.7  | 0902-90-266 | DFW AIRPORT     | FORT WORTH | I     | VA     | SELF PARKING VEHICLE/CURB MANAGEMENT/PARKING MANAGEMENT TEST SITE  | WITHIN THE CENTRAL TERMINAL AREA AT DFW AIRPORT   | AUTOMATED PARKING TEST BED DEMO PROJECT TO TAKE PLACE AT ONE OF THE TERMINALS (TBD) AND INCLUDE THREE SUBSYSTEMS: AUTOMATED PARKING USING LOW-SPEED VEHICLE AUTOMATION, SUPERVISORY PARKING MANAGEMENT, AND ACTIVE CURB MANAGEMENT                           | \$1,500,000 | \$0       | \$0       | \$1,500,000   | \$0        | 04/2023              | EXPECTED TO OBLIGATE IN FY2023 |  |
| 14091.1  | 0902-90-229 | FORT WORTH      | FORT WORTH | E     | VA     | BUTLER HOUSING PROJECT BOUNDED BY IH 35W, IH 30, AND US 287  |   | PLANNING STUDY TO CONDUCT AN ANALYSIS OF ALTERNATIVES TO IMPROVE ROADWAY ACCESSIBILITY TO FORMER BUTLER PLACE HISTORIC DISTRICT THAT WILL ASSESS ECONOMIC AND SOCIAL OPPORTUNITIES, INCLUDING TRAFFIC STUDY OF THE E LANCASTER AVE INTERSECTIONS OF JONES ST | \$2,000,000 | \$0       | \$500,000 | \$2,500,000   | \$0        | 04/2023              | EXPECTED TO OBLIGATE IN FY2023 |  |
| 21038    | 0918-47-383 | GARLAND         | DALLAS     | E     | CS     | PEDESTRIAN ROUTES TO RAIL STATION AT GARLAND FOREST/JUPITER DART STATION BOUNDED BY WEST OF JUPITER ROAD TO THE WEST,    | JACOBSON ROAD TO THE EAST, MARQUIS DRIVE TO THE SOUTH, AND EDGEWOOD DRIVE TO THE NORTH            | CONSTRUCT SIDEWALKS AND OTHER PEDESTRIAN SAFETY IMPROVEMENTS AT AND AROUND THE GARLAND FOREST/JUPITER DART STATION   | \$500,000   | \$0       | \$125,000 | \$625,000     | \$0        | 04/2023              | EXPECTED TO OBLIGATE IN FY2023 |  |
| 14038.2  | 0918-00-371 | NCTCOG          | DALLAS     | I     | VA     | SAFETY PROGRAM ACTIVITIES FOR MPA  |   | MANAGEMENT AND OVERSIGHT OF THE NCTCOG ROADWAY SAFETY PROGRAM OVERSIGHT AND IMPLEMENTATION OF ROADWAY SAFETY-RELATED STRATEGIES AND PROGRAMS   | \$400,000   | \$0       | \$0       | \$400,000     | \$0        | 05/2023              | EXPECTED TO OBLIGATE IN FY2023 |  |
| 21033    | 0902-90-223 | FORT WORTH      | FORT WORTH | E     | VA     | EAST ROSEDALE BOUNDED BY ROSEDALE ON THE NORTH, LIBERTY STREET ON THE EAST,  | POLLARD-SMITH ON THE SOUTH, AND AMANDA AVENUE ON THE WEST   | CONDUCT PLANNING STUDY TO DETERMINE PARCEL LOCATION AND TRANSIT DEMAND; DESIGN AND CONSTRUCT TRANSIT BUS CENTER NEAR NEW ENVISION CENTER AND STOP SIX  | \$200,000   | \$0       | \$0       | \$200,000     | \$0        | 05/2023              | EXPECTED TO OBLIGATE IN FY2023 |  |
| 21062    | 0902-50-142 | ALVARADO        | FORT WORTH | E     | CS     | ON CUMMINGS DRIVE FROM US 67   | NORTH OF CR 508   | RECONSTRUCT 2 TO 3 LANE ROADWAY WITH NEW SIDEWALKS AND INTERSECTION IMPROVEMENTS INCLUDING TURN LANES AND SIGNALIZATION AT US 67 AND CUMMINGS  | \$1,200,000 | \$0       | \$300,000 | \$1,500,000   | \$0        | 05/2023              | EXPECTED TO OBLIGATE IN FY2023 |  |
| 21062    | 0902-50-142 | ALVARADO        | FORT WORTH | R     | CS     | ON CUMMINGS DRIVE FROM US 67   | NORTH OF CR 508   | RECONSTRUCT 2 TO 3 LANE ROADWAY WITH NEW SIDEWALKS AND INTERSECTION IMPROVEMENTS INCLUDING TURN LANES AND SIGNALIZATION AT US 67 AND CUMMINGS  | \$360,000   | \$0       | \$90,000  | \$450,000     | \$0        | 05/2023              | EXPECTED TO OBLIGATE IN FY2023 |  |
| 25078    | 0918-47-313 | BALCH SPRINGS   | DALLAS     | E     | CS     | ON HICKORY TREE ROAD; FROM ELAM ROAD   | LAKE JUNE ROAD  | RECONSTRUCT FROM 2 TO 3 LANES WITH PEDESTRIAN IMPROVEMENTS, INCLUDING SIDEWALKS AND SHARED-USE PATH  | \$1,300,000 | \$0       | \$0       | \$1,300,000   | \$0        | 05/2023              | EXPECTED TO OBLIGATE IN FY2023 |  |
| 11622.3  | 0918-00-315 | NCTCOG          | DALLAS     | I     | VA     | TRAVEL SURVEY & DATA COLLECTION PROGRAM: TO PROVIDE TRAVEL INFORMATION USED TO CREATE ANALYTICAL TOOLS FOR ALL PLANNING, | AIR QUALITY, AND MANAGEMENT PROJECTS IN THE MPA; ANALYSIS OF TRANSIT PERFORMANCE IN REAL-TIME AND | FORECAST FUTURE RIDERSHIP AMONGST THE THREE MAJOR TRANSIT AGENCIES; INCLUSION OF NON-MOTORIZED TRIPS IN THE REGIONAL TRAVEL MODEL; DEVELOPMENT OF DYNAMIC TRAFFIC ASSIGNMENT MODEL FOR ROADWAY NETWORK ANALYSIS  | \$780,000   | \$0       | \$0       | \$780,000     | \$0        | 06/2023              | EXPECTED TO OBLIGATE IN FY2023 |  |
| 11893.5  | 0902-00-304 | NCTCOG          | FORT WORTH | I     | VA     | 511 TRAVELER INFORMATION SYSTEM (ITS)  |   | DEVELOP AND IMPLEMENT TRAVELER INFORMATION SYSTEM IN REGION  | \$800,000   | \$200,000 | \$0       | \$1,000,000   | \$0        | 06/2023              | EXPECTED TO OBLIGATE IN FY2023 |  |
| 14082    | 0902-90-164 | HALTOM CITY     | FORT WORTH | E     | CS     | BROADWAY AVE FROM US 377   | SH 26   | RECONSTRUCT AND WIDEN FROM 2 TO 3 LANES WITH INTERSECTION, SIDEWALK AND SIGNAL IMPROVEMENTS  | \$659,190   | \$0       | \$0       | \$659,190     | \$0        | 06/2023              | EXPECTED TO OBLIGATE IN FY2023 |  |
| 21013    | 0902-90-225 | NCTCOG          | FORT WORTH | E     | CS     | FOREST HILL DRIVE FROM LON STEPHENSON ROAD   | SHELBY ROAD   | PLANNING STUDY OF TRANSPORTATION, LAND USE, AND FLOODING; ENGINEERING TO RECONSTRUCT AND WIDEN FROM 2 LANES TO 4 LANES WITH SIGNAL RETIMING AND INTERSECTION IMPROVEMENTS  | \$2,500,000 | \$0       | \$0       | \$2,500,000   | \$0        | 06/2023              | EXPECTED TO OBLIGATE IN FY2023 |  |
| 21044    | 0918-47-380 | NCTCOG          | DALLAS     | E     | VA     | MIDTOWN PEOPLE MOVER BOUNDED BY IH 635 TO THE SOUTH, DALLAS NORTH TOLLWAY  | TO THE WEST, PRESTON ROAD TO THE EAST, AND SPRING VALLEY ROAD TO THE NORTH                        | ENGINEERING, TESTING, AND CONSTRUCTION OF AN AUTOMATED PEOPLEMOVER SYSTEM IN THE DALLAS MIDTOWN DISTRICT   | \$2,000,000 | \$0       | \$0       | \$2,000,000   | \$0        | 06/2023              | EXPECTED TO OBLIGATE IN FY2023 |  |

STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2023

| TIP CODE | CSJ         | PROJECT SPONSOR  | DISTRICT   | PHASE | HWY NO  | LIMITS FROM  | LIMITS TO  | PROJECT SCOPE   | FEDERAL     | STATE     | LOCAL     | TOTAL FUNDING | OBLIGATION | ESTIMATED START DATE | OBLIGATION STATUS              | COMMENTS   |
|----------|-------------|------------------|------------|-------|---------|--|--|---|-------------|-----------|-----------|---------------|------------|----------------------|--------------------------------|--|
| 25096    | 0902-90-265 | ARLINGTON        | FORT WORTH | E     | CS      | ON AT&T WAY FROM SH 180/DIVISION ST  | ABRAM ST   | PRELIMINARY ENGINEERING STUDY FOR THE EXTENSION OF AT&T WAY, INCLUDING A GRADE SEPARATION AT THE UNION PACIFIC MAIN LINE  | \$3,000,000 | \$0       | \$750,000 | \$3,750,000   | \$0        | 06/2023              | EXPECTED TO OBLIGATE IN FY2023 |  |
| 11612.2  | 0902-00-234 | NCTCOG           | FORT WORTH | I     | VARIOUS | REGION-WIDE EMPLOYER TRIP REDUCTION PROGRAM (ETR)  | TRACK AND IMPLEMENT ETR STRATEGIES THROUGH COMMUTER/EMPLOYER OUTREACH; MANAGEMENT/OVERSIGHT OF TRYPARKINGIT.COM      | PERFORMANCE MONITORING/REPORTING; MAINTAIN/UPDATE THE TDM TOOLKIT, TRIP REDUCTION MANUAL FOR EMPLOYERS, OUTREACH MATERIALS; MANAGED LANE REIMBURSEMENT; INCLUDES NCTCOG STAFF TIME AND CONSULTANT ASSISTANCE  | \$733,000   | \$0       | \$0       | \$733,000     | \$0        | 07/2023              | EXPECTED TO OBLIGATE IN FY2023 |  |
| 21086    | 0047-05-059 | MCKINNEY         | DALLAS     | E     | SH 5    | LOUISIANA STREET   | VIRGINIA STREET  | CONCEPTUAL ENGINEERING TO IDENTIFY IMPROVEMENTS TO CONNECT ADJACENT NEIGHBORHOODS IN ORDER TO REKNIT THE COMMUNITY  | \$1,600,000 | \$0       | \$0       | \$1,600,000   | \$0        | 07/2023              | EXPECTED TO OBLIGATE IN FY2023 |  |
| 11615.3  | 0902-00-341 | NCTCOG           | FORT WORTH | I     | VA      | REGIONAL AERIAL PHOTOGRAPHY: DATA COLLECTION/PLANNING  |  | COOPERATIVE DIGITAL AERIAL PHOTOGRAPHY DATA COLLECTION TO IMPROVE TRAVEL DEMAND MODEL, OUTER LOOP PLANNING, AND CORRIDOR ALIGNMENT PLANNING, AND TRACK POPULATION/EMPLOYMENT CHANGES  | \$800,000   | \$200,000 | \$0       | \$1,000,000   | \$0        | 08/2023              | EXPECTED TO OBLIGATE IN FY2023 |  |
| 11618.2  | 0918-00-341 | TXDOT-DALLAS     | DALLAS     | C     | VA      | REGIONAL MOBILITY ASSISTANCE PATROL (DALLAS DISTRICT)  |  | MOBILITY ASSISTANCE PATROL THAT PROVIDES ASSISTANCE TO STRANDED MOTORISTS DUE TO VEHICLE PROBLEMS OR NON-INJURY ACCIDENTS   | \$3,510,000 | \$877,500 | \$0       | \$4,387,500   | \$0        | 08/2023              | EXPECTED TO OBLIGATE IN FY2023 |  |
| 11619.1  | 0902-00-309 | TXDOT-FORT WORTH | FORT WORTH | C     | 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   | \$2,054,000 | \$513,500 | \$0       | \$2,567,500   | \$0        | 08/2023              | EXPECTED TO OBLIGATE IN FY2023 |  |
| 11625    | 0918-00-381 | NCTCOG           | DALLAS     | E     | VA      | PARK ROW HISTORIC DISTRICT BOUND BY PARK ROW AVE ON THE NORTH AND OAKLAND AVE (AKA MALCOLM X BLVD) ON THE EAST | SOUTH BLVD TO THE SOUTH AND SOUTH CENTRAL EXPRESSWAY ON THE WEST   | COMPREHENSIVE PLAN TO IDENTIFY TRANSPORTATION AND REHABILITATION IMPROVEMENTS IN SOUTH BOULEVARD-PARK ROW HISTORIC DISTRICT; MAY INVOLVE CONSULTANT ASSISTANCE AND NCTCOG STAFF TIME  | \$500,000   | \$0       | \$0       | \$500,000     | \$0        | 08/2023              | EXPECTED TO OBLIGATE IN FY2023 |  |
| 11657.1  | 0918-00-298 | NCTCOG           | DALLAS     | I     | VA      | M&O - AIR QUALITY PUBLIC EDUCATION AND OUTREACH PROGRAM  | IMPLEMENT STRATEGIC COMMUNICATION EFFORTS TO EDUCATE AND INFORM THE REGION ON TRANSPORTATION AND AIR QUALITY RELATED | ISSUES, INCLUDING STRATEGIES FOR IMPROVEMENT, FUNDING OPPORTUNITIES, TRAINING INITIATIVES, AND NEW PROGRAMS/POLICIES; MAJOR EFFORTS WILL FOCUS ON TRANSPORTATION AND AIR QUALITY, PUBLIC OUTREACH, EDUCATION, AND ENGAGEMENT PROGRAMS                           | \$440,000   | \$0       | \$0       | \$440,000     | \$0        | 08/2023              | EXPECTED TO OBLIGATE IN FY2023 |  |
| 11663    | 0902-00-324 | NCTCOG           | FORT WORTH | I     | VA      | ENTIRE MANAGED LANE SYSTEM   |  | DEVELOP, TEST, & IMPLEMENT TECHNOLOGY TO DETECT & VERIFY AUTO OCCUPANCY ON REGIONAL MANAGED LANE SYSTEM INCLUDING PUBLIC OUTREACH, EDUCATION, & INTEGRATION INTO EXISTING TOLLING SOFTWARE/HARDWARE; PROJECT INVOLVES CONSULTANT ASSISTANCE & NCTCOG STAFF TIME | \$646,400   | \$161,600 | \$0       | \$808,000     | \$0        | 08/2023              | EXPECTED TO OBLIGATE IN FY2023 |  |
| 11692    | 0918-00-385 | NCTCOG           | DALLAS     | I     | VA      | REGIONAL PARKING MANAGEMENT TOOLS & STRATEGIES PROGRAM   |  | CONDUCT DATA COLLECTION AND/OR PLANNING TO DEVELOP AND IMPLEMENT DATA DRIVEN TOOLS AND STRATEGIES TO SUPPORT PUBLIC SECTOR IN MANAGEMENT OF PARKING AT MULTIMODAL LOCATIONS   | \$250,000   | \$0       | \$0       | \$250,000     | \$0        | 08/2023              | EXPECTED TO OBLIGATE IN FY2023 |  |
| 11694    | 0918-00-384 | NCTCOG           | DALLAS     | I     | VA      | REGIONAL AIR QUALITY INITIATIVES   | IDENTIFY AND IMPLEMENT POLICIES/BEST PRACTICES TO IMPROVE AIR QUALITY AND ENSURE COMPLIANCE WITH FEDERAL STANDARDS;  | INCLUDING STRATEGIES TO REDUCE EMISSIONS FROM COMMERCIAL AND CONSUMER VEHICLES, IMPLEMENTATION OF NEW VEHICLE TECHNOLOGIES, AND ASSIST LOCAL GOVERNMENTS AND BUSINESS WITH THE DEPLOYMENT OF LOW-EMISSION TECHNOLOGIES  | \$1,086,000 | \$0       | \$0       | \$1,086,000   | \$0        | 08/2023              | EXPECTED TO OBLIGATE IN FY2023 |  |
| 20304.3  | 0918-47-330 | TXDOT-DALLAS     | DALLAS     | I     | VA      | HIGHWAY INCIDENT REPORTING SOFTWARE & EQUIPMENT  |  | PURCHASE OF HIGHWAY INCIDENT REPORTING SOFTWARE & EQUIPMENT TO MITIGATE CRASH RISK BY IMPROVING EFFICIENCY AND MINIMIZING TIME REQUIRED PER INCIDENT  | \$66,540    | \$0       | \$0       | \$66,540      | \$0        | 08/2023              | EXPECTED TO OBLIGATE IN FY2023 |  |
| 21015.1  | 0918-00-375 | NCTCOG           | DALLAS     | E     | VA      | ENGINEERING FOR PASSENGER RAIL/ROADWAY INTERFACES  | REGIONWIDE   | ESTABLISH ENGINEERING AGREEMENTS WITH FREIGHT AND PASSENGER RAILROADS, ALLOWING FOR STREAMLINED DESIGN AND REVIEW OF DESIGN PLANS FOR REGIONALLY SIGNIFICANT TRANSPORTATION PROJECTS  | \$3,100,000 | \$0       | \$0       | \$3,100,000   | \$0        | 08/2023              | EXPECTED TO OBLIGATE IN FY2023 | PROJECT HAS NOT BEEN APPROVED BY FHWA, PENDING ELIGIBILITY DETERMINATION |
| 21016.1  | 0918-00-371 | NCTCOG           | DALLAS     | E     | VA      | REGIONAL DATA HUB - DFW MPO BOUNDARY   | DEPLOYMENT AND ADAPTATION OF THE CALTRANS TRANSPORTATION SYSTEM MANAGEMENT AND OPERATIONS DATA ENGINE                | TO IMPROVE OPERATIONAL EFFICIENCY ON THE REGION'S ROADWAYS BY INTEGRATING DATA SOURCES, INCLUDING REGIONAL 511 AND OTHER TRAFFIC MANAGEMENT AND TRAVELER INFORMATION SYSTEMS, AND FACILITATING DATA SHARING WITHIN THE REGION; INCLUDES NCTCOG STAFF TIME       | \$1,400,000 | \$0       | \$0       | \$1,400,000   | \$0        | 08/2023              | EXPECTED TO OBLIGATE IN FY2023 |  |
| 21027    | 0918-47-392 | DALLAS           | DALLAS     | E     | VA      | DALLAS TRAFFIC SIGNAL PROJECT AREA BOUNDED BY IH 35 ON THE W, IH 635 ON THE E & N, AND NORTHWEST HWY TO THE S  | ALONG HAMPTON ROAD FROM LEATH STREET TO CAMP WISDOM; ALONG LANCASTER ROAD FROM ELMORE AVENUE TO SHELLHORSE DRIVE     | DESIGN AND CONSTRUCT 22 SIGNALS IN AREA DAMAGED BY 2019 TORNADO; 9 SIGNALS ALONG HAMPTON ROAD; AND 13 SIGNALS ALONG LANCASTER RD; ALL SIGNAL WORK INCLUDES SIGNAL RETIMING  | \$2,350,000 | \$0       | \$587,500 | \$2,937,500   | \$0        | 08/2023              | EXPECTED TO OBLIGATE IN FY2023 |  |

STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2023

| TIP CODE | CSJ         | PROJECT SPONSOR  | DISTRICT   | PHASE | HWY NO | LIMITS FROM   | LIMITS TO   | PROJECT SCOPE   | FEDERAL       | STATE        | LOCAL        | TOTAL FUNDING | OBLIGATION | ESTIMATED START DATE | OBLIGATION STATUS                  | COMMENTS  |
|----------|-------------|------------------|------------|-------|--------|---|---|---|---------------|--------------|--------------|---------------|------------|----------------------|------------------------------------|---|
| 21079    | 0918-47-385 | NCTCOG           | DALLAS     | E     | VA     | ON IH 30 FROM DALLAS/TARRANT COUNTY LINE  | IH 635  | PLANNING STUDY TO REVIEW DESIGN ELEMENTS NEEDED TO ACCOMMODATE AUTOMATED AND ELECTRIC VEHICLES, INCLUDING DYNAMIC INDUCTIVE CHARGING TECHNOLOGY USABLE BY ALL VEHICLE TYPES   | \$3,200,000   | \$800,000    | \$0          | \$4,000,000   | \$0        | 08/2023              | EXPECTED TO OBLIGATE IN FY2023     |   |
| 21080    | 1068-02-156 | NCTCOG           | FORT WORTH | E     | IH 30  | IH 35W  | DALLAS/TARRANT COUNTY LINE  | PLANNING STUDY TO REVIEW DESIGN ELEMENTS NEEDED TO ACCOMMODATE AUTOMATED AND ELECTRIC VEHICLES, INCLUDING DYNAMIC INDUCTIVE CHARGING TECHNOLOGY USABLE BY ALL VEHICLE TYPES   | \$800,000     | \$200,000    | \$0          | \$1,000,000   | \$0        | 08/2023              | EXPECTED TO OBLIGATE IN FY2023     |   |
| 14038.1  | 0902-00-342 | NCTCOG           | VARIOUS    | I     | VA     | DFW REGION; MANAGEMENT & OVERSIGHT OF NEW REGIONAL SAFETY PROJECT FUNDING PROGRAM; INCLUDES DEVELOPMENT OF A REGIONAL | TRANSPORTATION SAFETY PLAN; GENERAL SAFETY PLANNING/IMPLEMENTATION ACTIVITIES; CONDUCTING REGIONAL & FEDERAL SAFETY | PERFORMANCE TRACKING/REPORTING REQUIREMENTS; ANALYSIS OF WRONG-WAY DRIVING AND INTERSECTION SAFETY IMPLEMENTATION PLAN COUNTERMEASURE EFFECTIVENESS; COLLECTING/ANALYZING CRASH DATA & INCIDENT PERFORMANCE MEASURES                                      | \$400,000     | \$0          | \$0          | \$400,000     | \$0        | 08/2023              | EXPECTED TO OBLIGATE IN FY2023     |   |
| 11649.2  | 0918-00-363 | NCTCOG           | DALLAS     | T     | VA     | REGIONAL VANPOOL PROGRAM  |   | SUPPORT REGIONAL VANPOOL PROGRAM ACTIVITIES INCLUDING COORDINATION WITH TRANSIT PARTNERS, EDUCATION AND OUTREACH INITIATIVES, STAFF TIME, AND CONSULTANT ASSISTANCE FOR VANPOOL UTILIZATION STUDY TO IMPROVE OVERALL EFFECTIVENESS                        | \$1,197,000   | \$0          | \$0          | \$1,197,000   | \$0        | 09/2023              | EXPECTED TO OBLIGATE IN FY2023     |   |
| 11543.4  | 0902-90-086 | FWTA             | FORT WORTH | T     | VA     | TEXRAIL EXTENSION PROJECT FROM FORT WORTH T&P STATION   | MEDICAL DISTRICT  | ENGINEERING/ENVIRONMENTAL AND CONSTRUCTION OF COMMUTER RAIL LINE EXTENSION  | \$51,362,000  | \$0          | \$12,840,500 | \$64,202,500  | \$0        | 09/2023              | EXPECTED TO OBLIGATE IN FY2023     |   |
| 11665    | 0918-47-429 | NCTCOG           | DALLAS     | E     | CS     | ON GRAND AVENUE FROM GARLAND/GASTON AVENUE  | IH 30   | ENGINEERING STUDY TO IDENTIFY NEEDED IMPROVEMENTS TO GRAND AVENUE; INCLUDING TRAVEL FORECASTS, TRAVEL MODELING SUPPORT, MANAGEMENT OF EFFORTS TO UPDATE THE 2010 NCTCOG STUDY THAT EXTENDED FROM DALLAS/GARLAND, AND NCTCOG STAFF TIME                    | \$1,000,000   | \$0          | \$0          | \$1,000,000   | \$0        | 09/2023              | EXPECTED TO OBLIGATE IN FY2023     |   |
| 21028    | 0918-47-364 | NCTCOG           | DALLAS     | E     | VA     | HIGH-SPEED RAIL/CEDARS PLANNING STUDY BOUNDED BY GOOD LATIMER ON THE EAST, CORINTH ON THE SOUTH                       | THE TRINITY RIVER ON THE WEST, AND YOUNG STREET ON THE NORTH  | PLANNING STUDY TO LOOK AT POTENTIAL 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. PRELIM ENG FOR IMPROVEMENTS THAT COME OUT OF PLANNING WORK | \$4,000,000   | \$0          | \$0          | \$4,000,000   | \$0        | 09/2023              | EXPECTED TO OBLIGATE IN FY2023     |   |
| 21083    | 0918-47-390 | TXDOT-DALLAS     | DALLAS     | E     | CS     | ON LAKE JUNE ROAD FROM US 175   | GILLETTE STREET   | REHABILITATION OF 4 TO 3 LANE ROADWAY, INCLUDING FULL DEPTH REPAIR, TO INCLUDE BIKE LANES, SIDEWALKS, LIGHTING, AND TRAFFIC SIGNAL AT GILLETTE STREET AND LAKE JUNE ROAD  | \$240,000     | \$0          | \$60,000     | \$300,000     | \$0        | 09/2023              | EXPECTED TO OBLIGATE IN FY2023     |   |
| 53029    | 0014-15-033 | TXDOT-FORT WORTH | FORT WORTH | C     | US 81  | NORTH OF HARMON ROAD  | NORTH OF IH 35W   | RECONSTRUCT 2 TO 2 LANE NORTHBOUND FRONTAGE ROAD  | \$4,813,065   | \$1,203,266  | \$0          | \$6,016,331   | \$0        | 11/2023              | EXPECTED TO OBLIGATE IN FY2023     | PART OF MPO MILESTONE POLICY ROUND 2 AND HAS A LETTING DEADLINE OF THE END OF FY2023  |
| 53030    | 0014-15-034 | TXDOT-FORT WORTH | FORT WORTH | C     | US 81  | NORTH OF HARMON ROAD  | NORTH OF IH 35W   | RECONSTRUCT 2 TO 2 LANE EXISTING SOUTHBOUND FRONTAGE ROAD   | \$5,782,257   | \$1,445,564  | \$0          | \$7,227,821   | \$0        | 11/2023              | EXPECTED TO OBLIGATE IN FY2023     | PART OF MPO MILESTONE POLICY ROUND 2 AND HAS A LETTING DEADLINE OF THE END OF FY2023  |
| 13050    | 0009-13-167 | TXDOT-PARIS      | PARIS      | C     | IH 30  | AT FM 1570  |   | CONSTRUCT INTERCHANGE   | \$6,400,000   | \$1,600,000  | \$0          | \$8,000,000   | \$0        | 10/2022              | NOT EXPECTED TO OBLIGATE IN FY2023 | PART OF THE 2022 SE CONNECTOR CATEGORY 2/STBG SWAP; STBG FUNDS WILL BE REMOVED VIA A FUTURE TIP MOD   |
| 25078    | 0918-47-313 | BALCH SPRINGS    | DALLAS     | R     | CS     | ON HICKORY TREE ROAD; FROM ELAM ROAD  | LAKE JUNE ROAD  | RECONSTRUCT FROM 2 TO 3 LANES WITH PEDESTRIAN IMPROVEMENTS, INCLUDING SIDEWALKS AND SHARED-USE PATH   | \$864,000     | \$0          | \$216,000    | \$1,080,000   | \$0        | 01/2024              | NOT EXPECTED TO OBLIGATE IN FY2023 |   |
| 25092    | 0918-47-363 | DALLAS           | DALLAS     | E     | VA     | DEEP ELLUM PARKING IMPROVEMENTS; FROM ELM ST  | IH 30   | CONSTRUCT NEW PARKING FACILITIES IN THE VACANT LAND UNDER IH 345 AND CONSTRUCT IMPROVEMENTS TO THE EXISTING PARKING LOTS UNDER IH 345, INCLUDING ELECTRIC VEHICLES CHARGING TECHNOLOGY, PARKING METERS, WAYFINDING, AND OTHER INNOVATIVE IMPROVEMENTS     | \$500,000     | \$0          | \$0          | \$500,000     | \$0        | 01/2024              | NOT EXPECTED TO OBLIGATE IN FY2023 | PROJECT HAS NOT BEEN APPROVED BY FHWA, PENDING ELIGIBILITY DETERMINATION; PROJECT DELAYED BECAUSE CITY AND TXDOT DO NOT HAVE AN EXECUTED MOU TO PERMIT THE CITY TO WORK WITHIN TXDOT RIGHT-OF-WAY |
| 21076    | 0918-47-396 | GARLAND          | DALLAS     | E     | CS     | ON SHILOH ROAD FROM MILLER ROAD   | FOREST LANE   | RECONSTRUCT AND WIDEN FROM 4 LANES TO 6 LANES WITH SIDEWALKS  | \$3,500,000   | \$0          | \$0          | \$3,500,000   | \$0        | 03/2024              | NOT EXPECTED TO OBLIGATE IN FY2023 |   |
| 55223    | 0009-13-173 | TXDOT-PARIS      | PARIS      | C     | IH 30  | WEST OF FM 1903   | EAST OF FM 1903   | RECONSTRUCT OVERPASS AND APPROACHES   | \$11,560,000  | \$2,890,000  | \$0          | \$14,450,000  | \$0        | 10/2022              | NOT EXPECTED TO OBLIGATE IN FY2023 | PART OF THE 2022 SE CONNECTOR CATEGORY 2/STBG SWAP; STBG FUNDS TO BE REMOVED IN A FUTURE MODIFICATION CYCLE   |
|          |             |                  |            |       |        |   |   | TOTAL   | \$230,670,388 | \$18,308,030 | \$25,713,507 | \$274,691,925 | \$0        |                      |                                    |   |

|                                |               |
|--------------------------------|---------------|
| TOTAL CLOSEOUTS/WITHDRAWALS    | (\$1,211,377) |
| TOTAL PROJECT ADJUSTMENTS      | (\$194,146)   |
| TOTAL OBLIGATED IN FY2023      | \$0           |
| TOTAL EXPECTED TO OBLIGATE     | \$207,846,388 |
| TOTAL NOT EXPECTED TO OBLIGATE | \$22,824,000  |



TRANSPORTATION ALTERNATIVES SET-ASIDE FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2023

| TIP CODE | CSJ         | PROJECT SPONSOR | DISTRICT   | PHASE | HWY NO | LIMITS FROM  | LIMITS TO   | PROJECT SCOPE  | FEDERAL     | STATE | LOCAL     | TOTAL FUNDING | OBLIGATION | ESTIMATED<br>START DATE | OBLIGATION<br>STATUS           | COMMENTS   |
|----------|-------------|-----------------|------------|-------|--------|--|---|--|-------------|-------|-----------|---------------|------------|-------------------------|--------------------------------|--|
| 14013.2  | 0918-00-350 | DART            | DALLAS     | T     | VA     | COTTON BELT VELOWEB TRAIL FROM DFW AIRPORT NORTH COTTON BELT STATION   | SHILOH COTTON BELT STATION  | DESIGN FOR COTTON BELT VELOWEB TRAIL (26 MILES) AND CONSTRUCTION OF MULTIPLE SECTIONS OF THE TRAIL CORRIDOR (IN COPPELL, CARROLLTON, ADDISON, DALLAS, PLANO, AND RICHARDSON)                   | \$2,161,569 | \$0   | \$540,392 | \$2,701,961   | \$0        | 07/2022                 | EXPECTED TO OBLIGATE IN FY2023 | NCTCOG MEETING WITH DART TO DISCUSS FUNDING NEED |
| 14013.2  | 0918-00-337 | DART            | DALLAS     | T     | VA     | COTTON BELT VELOWEB TRAIL FROM DFW AIRPORT NORTH COTTON BELT STATION   | SHILOH COTTON BELT STATION  | DESIGN FOR COTTON BELT VELOWEB TRAIL (26 MILES) AND CONSTRUCTION OF MULTIPLE SECTIONS OF THE TRAIL CORRIDOR (IN COPPELL, CARROLLTON, ADDISON, DALLAS, PLANO, AND RICHARDSON)                   | \$4,648,925 | \$0   | \$0       | \$4,648,925   | \$0        | 07/2022                 | EXPECTED TO OBLIGATE IN FY2023 | NCTCOG MEETING WITH DART TO DISCUSS FUNDING NEED |
| 40065    | 0902-90-085 | ARLINGTON       | FORT WORTH | C     | VA     | JULIA BURGEN LINEAR PARK TRAIL SYSTEM; FROM THE EXISTING PATH EAST OF MARY STREET  | S. PECAN STREET   | CONSTRUCT NEW SHARED-USE PATH FOR BICYCLISTS AND PEDESTRIANS   | \$379,092   | \$0   | \$94,773  | \$473,865     | \$0        | 04/2023                 | EXPECTED TO OBLIGATE IN FY2023 |  |
| 40065    | 0902-90-085 | ARLINGTON       | FORT WORTH | CE    | VA     | JULIA BURGEN LINEAR PARK TRAIL SYSTEM; FROM THE EXISTING PATH EAST OF MARY STREET  | S. PECAN STREET   | CONSTRUCT NEW SHARED-USE PATH FOR BICYCLISTS AND PEDESTRIANS   | \$36,980    | \$0   | \$9,245   | \$46,225      | \$0        | 04/2023                 | EXPECTED TO OBLIGATE IN FY2023 |  |
| 40073    | 0918-47-326 | DALLAS          | DALLAS     | CE    | CS     | ELAM SRTS IMPROVEMENTS; ON ELAM ROAD FROM NORTH JIM MILLER ROAD  | PEMBERTON HILL ROAD   | IMPLEMENT IMPROVEMENTS ALONG ELAM ROAD TO ACCOMMODATE A SHARED-USE PATH AND PEDESTRIAN SAFETY AND ACCESSIBILITY FEATURES INCLUDING CROSSWALKS  | \$178,452   | \$0   | \$0       | \$178,452     | \$0        | 04/2023                 | EXPECTED TO OBLIGATE IN FY2023 |  |
| 40073    | 0918-47-326 | DALLAS          | DALLAS     | C     | CS     | ELAM SRTS IMPROVEMENTS; ON ELAM ROAD FROM NORTH JIM MILLER ROAD  | PEMBERTON HILL ROAD   | IMPLEMENT IMPROVEMENTS ALONG ELAM ROAD TO ACCOMMODATE A SHARED-USE PATH AND PEDESTRIAN SAFETY AND ACCESSIBILITY FEATURES INCLUDING CROSSWALKS  | \$1,784,528 | \$0   | \$0       | \$1,784,528   | \$0        | 04/2023                 | EXPECTED TO OBLIGATE IN FY2023 |  |
| 40075    | 0918-47-327 | DALLAS          | DALLAS     | CE    | VA     | ZARAGOZA ELEM, BOUNDED BY GASTON AVE TO THE NW, NORTH PRAIRIE AVE TO THE NE  | MAIN/COLUMBIA AVE TO THE SE, ALCALDE ST TO THE SW                                 | WIDEN EXISTING SIDEWALKS, RECONSTRUCT EXISTING SIDEWALKS, INSTALL ADA RAMPS, TRAFFIC CALMING IMPROVEMENTS, CROSSWALKS, SIGNS, PEDESTRIAN SIGNALS, AND OTHER SAFE ROUTES TO SCHOOL IMPROVEMENTS | \$29,605    | \$0   | \$0       | \$29,605      | \$0        | 04/2023                 | EXPECTED TO OBLIGATE IN FY2023 |  |
| 40075    | 0918-47-327 | DALLAS          | DALLAS     | C     | VA     | ZARAGOZA ELEM, BOUNDED BY GASTON AVE TO THE NW, NORTH PRAIRIE AVE TO THE NE  | MAIN/COLUMBIA AVE TO THE SE, ALCALDE ST TO THE SW                                 | WIDEN EXISTING SIDEWALKS, RECONSTRUCT EXISTING SIDEWALKS, INSTALL ADA RAMPS, TRAFFIC CALMING IMPROVEMENTS, CROSSWALKS, SIGNS, PEDESTRIAN SIGNALS, AND OTHER SAFE ROUTES TO SCHOOL IMPROVEMENTS | \$296,056   | \$0   | \$0       | \$296,056     | \$0        | 04/2023                 | EXPECTED TO OBLIGATE IN FY2023 |  |
| 40039    | 0918-46-305 | DENTON          | DALLAS     | C     | VA     | GINNINGS ELEMENTARY SCHOOL & ALEXANDER ELEMENTARY SCHOOL SIDEWALK PROJECT  | ALONG STUART RD, MULKEY LN, AND AUDRA LN  | SAFE ROUTES TO SCHOOL PEDESTRIAN IMPROVEMENTS IN PROXIMITY TO ELEMENTARY SCHOOLS INCLUDING NEW SIDEWALKS, PEDESTRIAN BRIDGE, AND CROSSWALKS  | \$630,009   | \$0   | \$157,502 | \$787,511     | \$0        | 05/2023                 | EXPECTED TO OBLIGATE IN FY2023 |  |
| 40039    | 0918-46-305 | DENTON          | DALLAS     | CE    | VA     | GINNINGS ELEMENTARY SCHOOL & ALEXANDER ELEMENTARY SCHOOL SIDEWALK PROJECT  | ALONG STUART RD, MULKEY LN, AND AUDRA LN  | SAFE ROUTES TO SCHOOL PEDESTRIAN IMPROVEMENTS IN PROXIMITY TO ELEMENTARY SCHOOLS INCLUDING NEW SIDEWALKS, PEDESTRIAN BRIDGE, AND CROSSWALKS  | \$17,326    | \$0   | \$4,332   | \$21,658      | \$0        | 05/2023                 | EXPECTED TO OBLIGATE IN FY2023 |  |
| 40066    | 0902-90-171 | GRAPEVINE       | FORT WORTH | C     | VA     | COTTON BELT TRAIL (SEGMENT 1) FROM TEXAN TRAIL ROADWAY   | FUTURE DFW STATION  | CONSTRUCT SHARED-USE PATH  | \$777,936   | \$0   | \$194,484 | \$972,420     | \$0        | 06/2023                 | EXPECTED TO OBLIGATE IN FY2023 |  |
| 40071    | 0918-47-323 | RICHARDSON      | DALLAS     | C     | CS     | GREENVILLE AVE MULTIMODAL IMPROVEMENTS PROJECT; ALONG GREENVILLE AVE FROM DART ARAPAHO CENTER STATION TO EAST ARAPAHO RD | EAST ARAPAHO RD FROM GREENVILLE AVE TO US 75                                      | CONSTRUCT NEW SHARED-USE PATH ALONG EAST ARAPAHO RD; SEPARATED BICYCLE LANES AND INTERSECTION IMPROVEMENTS, NEW AND ENHANCED SIGNALIZATION, AND PEDESTRIAN LIGHTING                            | \$1,548,135 | \$0   | \$0       | \$1,548,135   | \$0        | 06/2023                 | EXPECTED TO OBLIGATE IN FY2023 |  |
| 40071    | 0918-47-323 | RICHARDSON      | DALLAS     | CE    | CS     | GREENVILLE AVE MULTIMODAL IMPROVEMENTS PROJECT; ALONG GREENVILLE AVE FROM DART ARAPAHO CENTER STATION TO EAST ARAPAHO RD | EAST ARAPAHO RD FROM GREENVILLE AVE TO US 75                                      | CONSTRUCT NEW SHARED-USE PATH ALONG EAST ARAPAHO RD; SEPARATED BICYCLE LANES AND INTERSECTION IMPROVEMENTS, NEW AND ENHANCED SIGNALIZATION, AND PEDESTRIAN LIGHTING                            | \$154,813   | \$0   | \$0       | \$154,813     | \$0        | 06/2023                 | EXPECTED TO OBLIGATE IN FY2023 |  |
| 40070    | 0902-90-198 | ARLINGTON       | FORT WORTH | C     | VA     | CROW LEADERSHIP ACADEMY SRTS, THORNTON ELEMENTARY SRTS, AND WEBB ELEMENTARY SRTS   | IN PROXIMITY TO CROW LEADERSHIP ACADEMY, THORNTON ELEMENTARY, AND WEBB ELEMENTARY | CITY OF ARLINGTON SRTS; CONSTRUCT NEW AND RECONSTRUCT EXISTING SIDEWALKS, CROSSWALKS, RETAINING WALLS, SIGNAGE, NEW SIGNALS, TRAFFIC CALMING TREATMENTS, AND CROSSING SAFETY IMPROVEMENTS      | \$3,554,643 | \$0   | \$0       | \$3,554,643   | \$0        | 07/2023                 | EXPECTED TO OBLIGATE IN FY2023 |  |
| 40070    | 0902-90-198 | ARLINGTON       | FORT WORTH | CE    | VA     | CROW LEADERSHIP ACADEMY SRTS, THORNTON ELEMENTARY SRTS, AND WEBB ELEMENTARY SRTS   | IN PROXIMITY TO CROW LEADERSHIP ACADEMY, THORNTON ELEMENTARY, AND WEBB ELEMENTARY | CITY OF ARLINGTON SRTS; CONSTRUCT NEW AND RECONSTRUCT EXISTING SIDEWALKS, CROSSWALKS, RETAINING WALLS, SIGNAGE, NEW SIGNALS, TRAFFIC CALMING TREATMENTS, AND CROSSING SAFETY IMPROVEMENTS      | \$355,463   | \$0   | \$0       | \$355,463     | \$0        | 07/2023                 | EXPECTED TO OBLIGATE IN FY2023 |  |

TRANSPORTATION ALTERNATIVES SET-ASIDE FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2023

| TIP CODE | CSJ         | PROJECT SPONSOR | DISTRICT   | PHASE | HWY NO | LIMITS FROM   | LIMITS TO                                   | PROJECT SCOPE   | FEDERAL      | STATE | LOCAL       | TOTAL FUNDING | OBLIGATION | ESTIMATED START DATE | OBLIGATION STATUS              | COMMENTS  |
|----------|-------------|-----------------|------------|-------|--------|---|---|---|--------------|-------|-------------|---------------|------------|----------------------|--------------------------------|---|
| 14013.4  | 0902-90-177 | DART            | FORT WORTH | T     | VA     | COTTON BELT VELOWEB TRAIL FROM FUTURE DFW THROUGH STATION                       | GRAPEVINE EASTERN CITY LIMITS               | CONSTRUCT GRAPEVINE SECTION OF THE COTTON BELT TRAIL CORRIDOR   | \$1,923,024  | \$0   | \$480,756   | \$2,403,780   | \$0        | 08/2023              | EXPECTED TO OBLIGATE IN FY2023 |   |
| 40024.2  | 0918-47-324 | DALLAS          | DALLAS     | C     | VA     | ROSEMONT SRTS IMPROVEMENTS BOUNDED BY MARY CLIFF ST (WEST), STEWART ST (NORTH), | TYLER ST (EAST), AND JEFFERSON BLVD (SOUTH) | CONSTRUCT NEW SIDEWALKS, BIKE LANE, AND TRAFFIC CALMING DEVICES TO CONNECT THE ROSEMONT SCHOOL CAMPUSES AND THE SURROUNDING NEIGHBORHOODS; TRAFFIC CALMING DEVICES INCLUDING ITEMS SUCH AS SPEED BUMPS, SIGNS, AND MARKINGS | \$689,410    | \$0   | \$0         | \$689,410     | \$0        | 08/2023              | EXPECTED TO OBLIGATE IN FY2023 | ADVANCE FUNDING AGREEMENT PENDING EXECUTION; CONSTRUCTION DELAYED DUE TO FUNDING SHORTAGE FOR ENGINEERING |
| 40024.2  | 0918-47-324 | DALLAS          | DALLAS     | CE    | VA     | ROSEMONT SRTS IMPROVEMENTS BOUNDED BY MARY CLIFF ST (WEST), STEWART ST (NORTH), | TYLER ST (EAST), AND JEFFERSON BLVD (SOUTH) | CONSTRUCT NEW SIDEWALKS, BIKE LANE, AND TRAFFIC CALMING DEVICES TO CONNECT THE ROSEMONT SCHOOL CAMPUSES AND THE SURROUNDING NEIGHBORHOODS; TRAFFIC CALMING DEVICES INCLUDING ITEMS SUCH AS SPEED BUMPS, SIGNS, AND MARKINGS | \$68,941     | \$0   | \$0         | \$68,941      | \$0        | 08/2023              | EXPECTED TO OBLIGATE IN FY2023 | ADVANCE FUNDING AGREEMENT PENDING EXECUTION; CONSTRUCTION DELAYED DUE TO FUNDING SHORTAGE FOR ENGINEERING |
|          |             |                 |            |       |        |   |   | TOTAL   | \$19,234,907 | \$0   | \$1,481,484 | \$20,716,391  | \$0        |                      |                                |   |

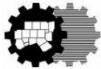
|                                |               |
|--------------------------------|---------------|
| TOTAL CLOSEOUTS/WITHDRAWALS    | (\$1,674,876) |
| TOTAL PROJECT ADJUSTMENTS      | \$0           |
| TOTAL OBLIGATED IN FY2023      | \$0           |
| TOTAL EXPECTED TO OBLIGATE     | \$19,234,907  |
| TOTAL NOT EXPECTED TO OBLIGATE | \$0           |

# PROJECT STATUS REPORT

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Regional Transportation Council

December 8, 2022



North Central Texas  
Council of Governments  
Transportation Department

# BACKGROUND

- MPO Milestone Policy
  - Focuses on projects funded 10+ years that have not gone to construction
  - Creates agency accountability to implement projects
- FY2022 & FY2023 Project Tracking
  - Focuses on projects slated for implementation in FY2022 and FY2023
  - Includes a final status report for FY2022
  - Highlights potential problems in order to prevent delays
  - Provides earlier monitoring
  - Enables the Regional Transportation Council (RTC) to take corrective actions to avoid accumulation of carryover balances

# **MPO MILESTONE POLICY ROUND 2 STATUS UPDATE**

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

| PROJECT CATEGORIES                 | NUMBER<br>OF<br>PROJECTS | TOTAL FUNDING OF<br>PROJECTS |
|------------------------------------|--------------------------|------------------------------|
| Scheduled Letting FY2022           | 1                        | \$24,529,721                 |
| Scheduled Letting FY2023           | 9                        | \$93,435,636                 |
| Scheduled Letting FY2024 or Beyond | 4                        | \$242,201,031                |
| <b>Total</b>                       | <b>14</b>                | <b>\$360,166,388</b>         |

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

# PROJECT RISK BY FISCAL YEAR

| PROJECT CATEGORY                   | PROJECT RATING            |                               |                          |
|------------------------------------|---------------------------|-------------------------------|--------------------------|
|                                    | Green (Low Risk of Delay) | Yellow (Medium Risk of Delay) | Red (High Risk of Delay) |
| Scheduled Letting FY2022           | 0                         | 0                             | 1                        |
| Scheduled Letting FY2023           | 4                         | 0                             | 5                        |
| Scheduled Letting FY2024 or Beyond | 2                         | 2                             | 0                        |
| <b>TOTAL</b>                       | <b>6</b>                  | <b>2</b>                      | <b>6</b>                 |

# **FISCAL YEAR 2022 & FISCAL YEAR 2023 PROJECT TRACKING**



# SUMMARY OF TIP FY2022 PROJECT FUNDING - CMAQ

|  | OCTOBER<br>2021 | SEPTEMBER<br>2022 |
|--|-----------------|-------------------|
| Total Federal Funding Programmed <sup>1</sup>                        | \$70,669,684    | \$83,452,443      |
| Federal Funding Obligated (2022) <sup>2, 3</sup>                     | \$0             | \$83,452,443      |
| FY2022 Project Phases <sup>4</sup>                                   | 44              | 14                |
| Project Phases Obligated to Date                                     | 0               | 14                |
| Project Phases Past Their Original Estimated Start Date <sup>5</sup> | 4               | 36                |

1. Programmed funding is comprised of what is included in the TIP as well as transactions that have not formally been made in the TIP (e.g., early obligations/advancing projects or delaying projects to future years)

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

3. Obligation amounts as of 09/30/2022

4. 36 project phases have been or will be delayed to future years through TIP actions or were canceled and 6 phases were advanced to 2022

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

The region obligated more funding than was programmed at the beginning of the fiscal year as a result of a TxDOT project being let on time, and despite 36 projects not obligating as expected.

# SUMMARY OF TIP FY2022 PROJECT FUNDING - STBG

|  | OCTOBER<br>2021 | SEPTEMBER<br>2022 |
|--|-----------------|-------------------|
| Total Federal Funding Programmed <sup>1</sup>                        | \$178,455,967   | \$155,768,797     |
| Federal Funding Obligated (2022) <sup>2, 3</sup>                     | \$0             | \$155,768,797     |
| FY2022 Project Phases <sup>4</sup>                                   | 77              | 28                |
| Project Phases Obligated to Date                                     | 0               | 28                |
| Project Phases Past Their Original Estimated Start Date <sup>5</sup> | 3               | 52                |

1. Programmed funding is comprised of what is included in the TIP as well as transactions that have not formally been made in the TIP (e.g., early obligations/advancing projects or delaying projects to future years)
2. Obligations based on the federal fiscal year, which runs from October to September
3. Obligation amounts as of 09/30/2022
4. 52 project phases have been or will be delayed to future years through TIP actions or were canceled and 3 phases were advanced to 2022
5. Includes projects that were initially in FY2022 and have been delayed to a later year

Despite 52 project phases not obligating as expected, 87% of STBG was obligated due to the Category 2/STBG funding exchange.

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

|  | OCTOBER<br>2021 | SEPTEMBER<br>2022 |
|--|-----------------|-------------------|
| Total Federal Funding Programmed <sup>1</sup>                        | \$17,356,430    | \$8,661,010       |
| Federal Funding Obligated (2022) <sup>2,3</sup>                      | \$0             | \$7,553,967       |
| FY2022 Project Phases <sup>4</sup>                                   | 18              | 8                 |
| Project Phases Obligated to Date                                     | 0               | 8                 |
| Project Phases Past Their Original Estimated Start Date <sup>5</sup> | 0               | 11                |

1. Programmed funding is comprised of what is included in the TIP as well as transactions that have not formally been made in the TIP (e.g., early obligations/advancing projects or delaying to future years)

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

3. Obligation amounts as of 09/30/2022

4. 11 project phases have been or will be delayed to future years in the TIP and one was advanced from 2023

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

While the region was able to obligate enough funding to avoid federal funding lapse, 11 project phases were delayed leading to a sizeable carryover balance.

# SUMMARY OF TIP FY 2023 PROJECT FUNDING - CMAQ

|  | NOVEMBER 2022 |
|--|---------------|
| Total Federal Funding Programmed <sup>1</sup>    | \$85,866,811  |
| Federal Funding Obligated (2023) <sup>2, 3</sup> | (\$515,153)   |
| FY 2023 Project Phases                           | 36            |
| Project Phases Obligated to Date                 | 0             |

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

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

3: Obligation amounts as of 11/18/2022

# SUMMARY OF TIP FY2023 PROJECT FUNDING - STBG

|  | NOVEMBER 2022 |
|--|---------------|
| Total Federal Funding Programmed <sup>1</sup>    | \$230,670,388 |
| Federal Funding Obligated (2023) <sup>2, 3</sup> | (\$1,405,523) |
| FY 2023 Project Phases                           | 77            |
| Project Phases Obligated to Date                 | 0             |

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

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

3: Obligation amounts as of 11/18/2022

# SUMMARY OF TIP FY2023 PROJECT FUNDING – TRANSPORTATION ALTERNATIVES SET ASIDE

|  | NOVEMBER 2022 |
|--|---------------|
| Total Federal Funding Programmed <sup>1</sup>    | \$19,234,907  |
| Federal Funding Obligated (2023) <sup>2, 3</sup> | (\$1,674,876) |
| FY 2023 Project Phases                           | 18            |
| Project Phases Obligated to Date                 | 0             |

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

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

3: Obligation amounts as of 11/18/2022

# REQUESTED ACTION

- Conflans Road from SH 161 to Valley View Lane
  - Project missed the original letting deadline at the end of FY2022
  - A portion of the project's funding has obligated, but full obligation and project letting are still pending.
  - Staff recommends that the RTC extend the project's deadline to the end of March 2023 and leave the funding on the project. The project will be monitored to ensure that it proceeds to construction.
- Administratively amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and other administrative/planning documents as needed

# QUESTIONS/COMMENTS?

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# Transportation Alternatives Set-Aside Program

2022 Call for Projects Recommendations  
for the North Central Texas Region

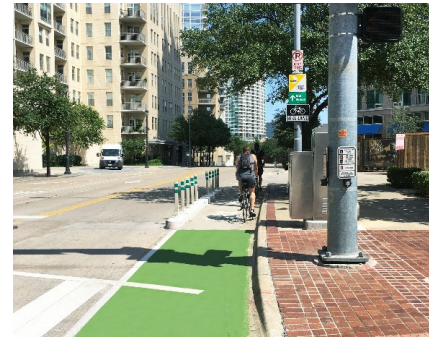
Regional Transportation Council

December 8, 2022



# Eligible Project Activities


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

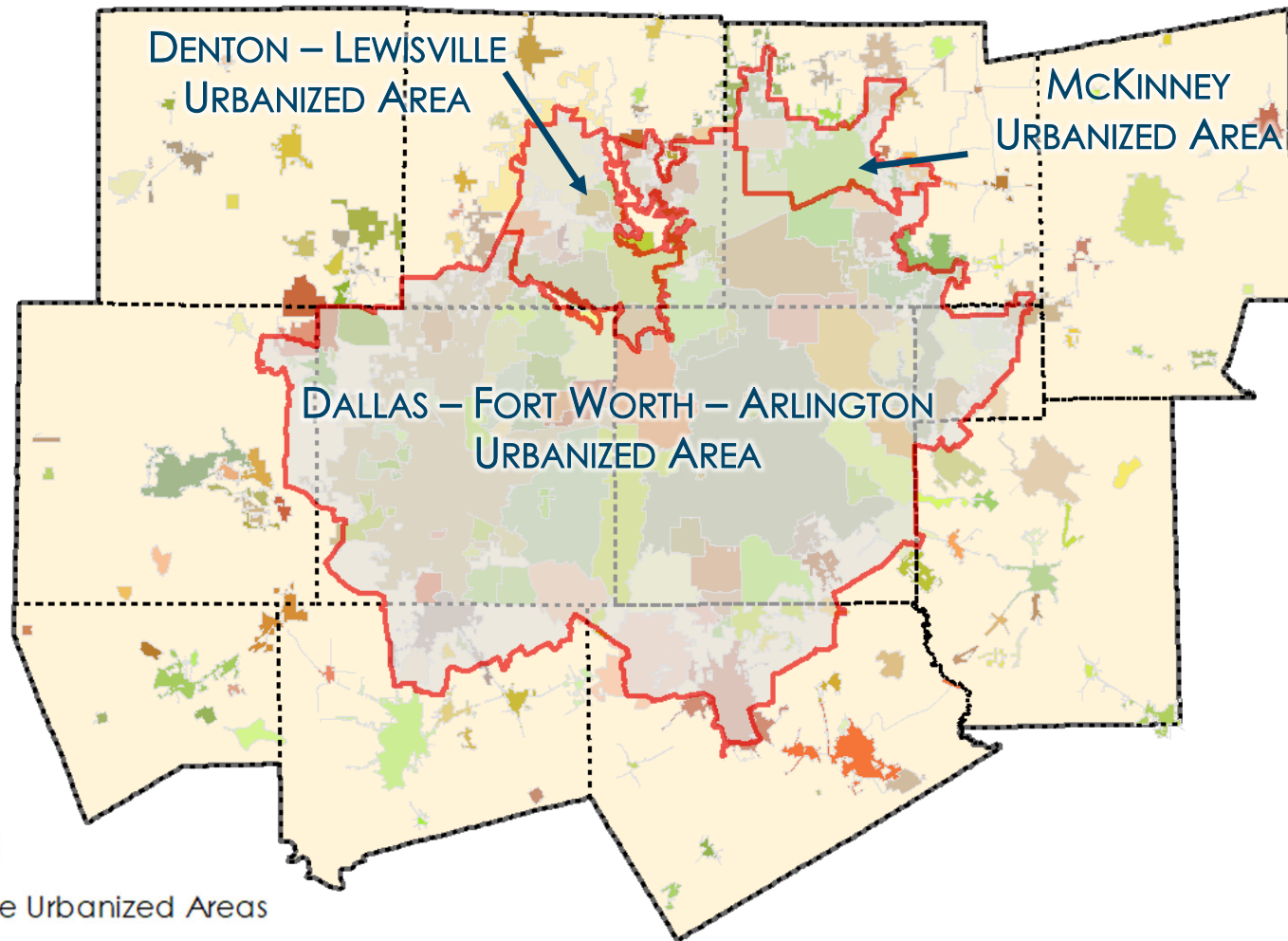


# Eligible Project Areas

All projects must be within one of the three Urbanized Areas (UA) exceeding 200K population

## Legend

 Large Urbanized Areas



# Application Categories and Evaluation Criteria

## Four application categories:

- Active Transportation
- Safe Routes to School
- Safe Routes to Rail
- Safety and Technology



## Evaluation criteria emphasis:

- Regional connectivity
- Access to major destinations
- Equity
- Projects identified in adopted plans
- Safety benefits
- Project readiness



# Funding Overview (cont.)

## Construction-implementation projects

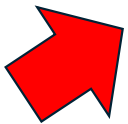
- Engineering and Environmental Phases: 100 percent locally funded
- Construction Phases: Minimum 20 percent local match

## Local match must be cash or Transportation Development Credits (TDCs)

- No in-kind contributions
- Reimbursement up to 80 percent of eligible project costs (up to 100 percent if using TDCs)

## Option to use TDCs (in lieu of local match)

If qualified through the MTP Policy Bundle process (with a remaining balance)



**Option to request Regional Transportation Development Credits in lieu of a local match for projects implementing the Regional Veloweb as identified in Mobility 2045 (2022 Update)**



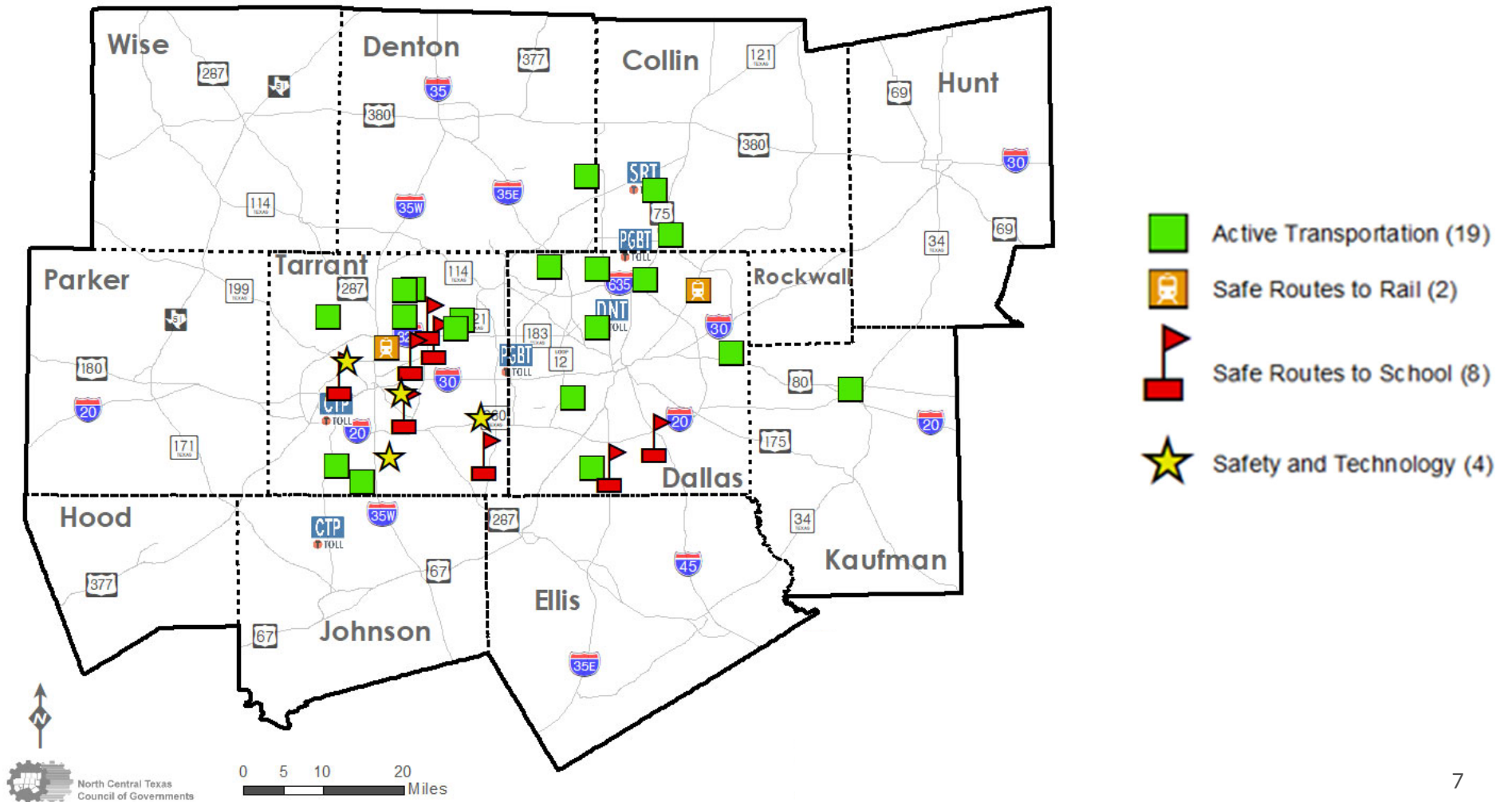
# Applications and Requested Federal Funding 2022 Transportation Alternatives Set-Aside Program

|   | Western Subregion<br>(Fort Worth District) | Eastern Subregion<br>(Dallas District) | Total                 |
|---|--|--|-----------------------|
| Number of Applications Received                   | 19   | 14                                     | <b>33</b>             |
| <b>Active Transportation</b><br>(19 Applications) | \$ 35,678,362                              | \$ 66,633,652                          | \$ 102,321,014        |
| <b>Safe Routes to School</b><br>(8 Applications)  | \$ 10,577,909                              | \$ 1,295,310                           | \$ 11,873,219         |
| <b>Safe Routes to Rail</b><br>(2 Applications)    | \$ 2,058,460                               | \$ 3,344,389                           | \$ 5,402,849          |
| <b>Safety and Technology</b><br>(4 Applications)  | \$ 14,531,188                              | \$ 0                                   | \$ 14,531,188         |
| <b>Total Federal Funding Requested</b>            | <b>\$ 62,854,919</b>                       | <b>\$ 71,273,351</b>                   | <b>\$ 134,128,270</b> |





# Project Applications Received (33)



# Funding Recommendations

## 2022 Transportation Alternatives Set-Aside Program

|   | Project Sponsor    | Project Name                                   | Application Category  | Recommended Funding |      |
|---|--------------------|--|-----------------------|---------------------|------|
|   |                    |  |                       | TA Funds            | TDCs |
| 1 | City of Allen      | Rowlett Creek Trail Segments C-2, C-4, and C-5 | Active Transportation | \$ 3,200,000        | 0    |
| 2 | City of Arlington  | Allen Avenue Sidewalk Project                  | Safety and Technology | \$ 957,427          | 0    |
| 3 | City of Fort Worth | AM Pate Safe Routes to School Project          | Safe Routes to School | \$ 1,043,908        | 0    |
| 4 | City of Fort Worth | AV Cato Safe Routes to School Project          | Safe Routes to School | \$ 1,570,248        | 0    |
| 5 | City of Fort Worth | Oakland-Miller Safe Streets                    | Safety and Technology | \$ 2,000,000        | 0    |
| 6 | City of Frisco     | Iron Horse Trail                               | Active Transportation | \$ 4,200,000        | 0    |





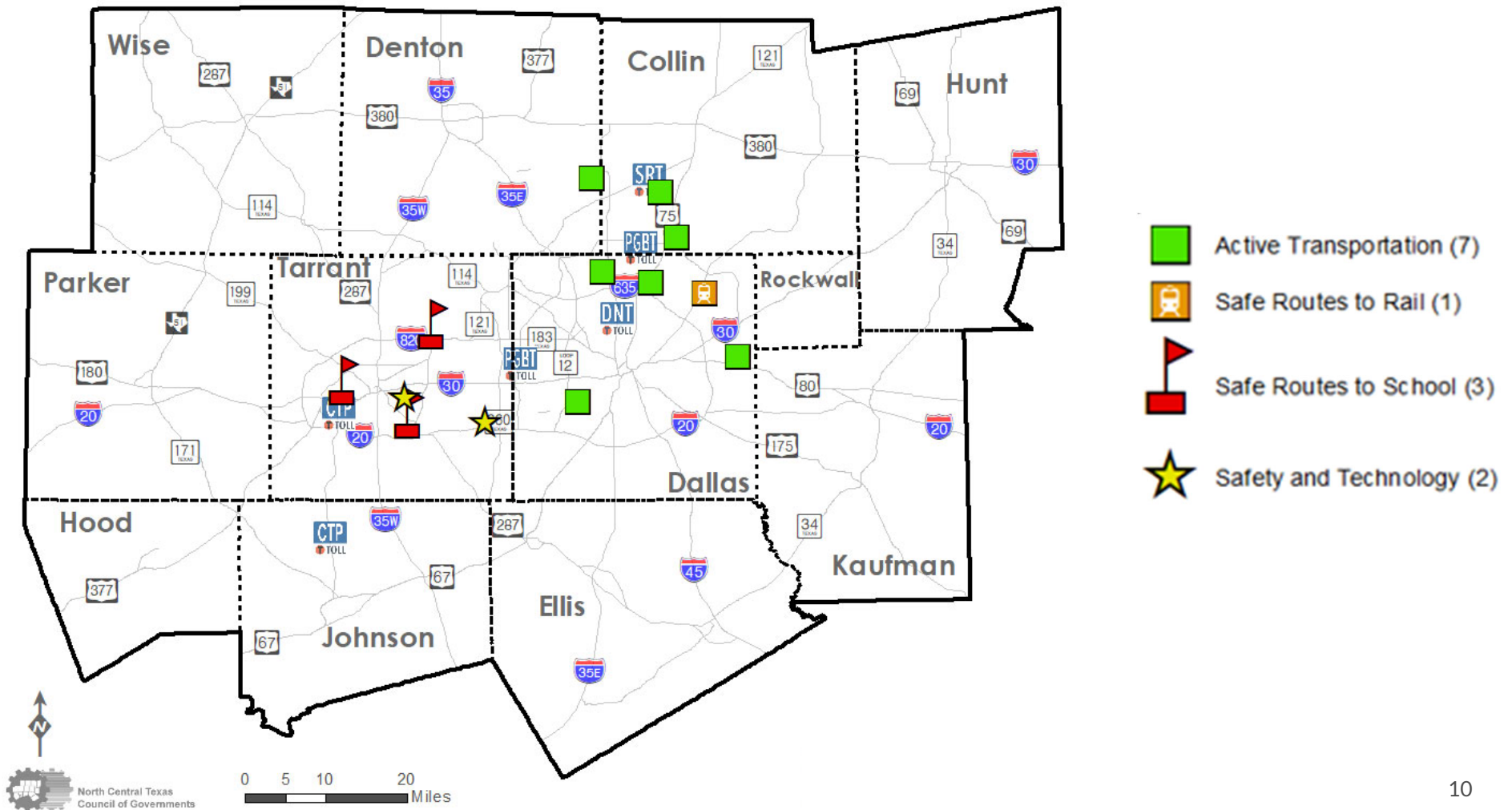
# Funding Recommendations (cont.)

## 2022 Transportation Alternatives Set-Aside Program

|    | Project Sponsor              | Project Name                                    | Application Category  | Recommended Funding |           |
|----|------------------------------|---|-----------------------|---------------------|-----------|
|    |                              |   |                       | TA Funds            | TDCs      |
| 7  | City of Garland              | Downtown Garland DART Station area sidewalks    | Safe Routes to Rail   | \$ 3,344,389        | 0         |
| 8  | City of North Richland Hills | Smithfield Middle Safe Routes to School Project | Safe Routes to School | \$ 663,596          | 132,719   |
| 9  | Dallas Area Rapid Transit    | Cotton Belt Trail Bridge at Jupiter Rd (Plano)  | Active Transportation | \$ 14,050,998       | 2,810,199 |
| 10 | Dallas County                | Central Trail Extension (Richardson)            | Active Transportation | \$6,473,650         | 1,294,730 |
| 11 | Dallas County                | Chalk Hill Trail Phase 1A (Dallas)              | Active Transportation | \$ 3,412,553        | 0         |
| 12 | Town of Addison              | Cotton Belt Trail Bridge at Midway Rd (Addison) | Active Transportation | \$ 12,274,826       | 2,454,965 |
| 13 | Town of Sunnyvale            | Sunnyvale Rails to Trails                       | Active Transportation | \$ 1,791,299        | 0         |



# Recommended Projects (13)



# Recommended Funding (All Sources)

| Subregion     | Federal       | Local Match  | Transportation Development Credits | Total         |
|---------------|---------------|--------------|------------------------------------|---------------|
| Eastern Total | \$ 48,747,715 | \$ 6,237,059 | 6,559,894                          | \$ 54,984,774 |
| Western Total | \$ 6,235,179  | \$ 1,784,713 | 132,719                            | \$ 8,019,892  |
| Grand Total   | \$ 54,982,894 | \$ 8,021,772 | 6,692,613                          | \$ 63,004,666 |



# Schedule

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



# Requested Action

## Regional Transportation Council Approval:

- The list of projects to fund through the 2022 Transportation Alternatives Set-Aside Call for Projects, as provided in Electronic Item 8.2.
- To administratively amend the TIP/STIP and other planning/administrative documents to incorporate these changes.
- Per Program rules that:
  - Project Sponsors must execute an Advanced Funding Agreement with TxDOT within one year of project selection.
  - Projects must advance to construction within three years from selection or the funding may be reprogrammed.



# Contact Us



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Transportation Alternatives Set-Aside Program  
2022 Call for Projects for the North Central Texas Region

DRAFT

2022 Transportation Alternatives Set-Aside Program Call for Projects  
Project Evaluations and Funding Recommendations

Active Transportation Application Category

| #                                    | Project Sponsor           | Project Name  | TxDOT District | Evaluation Criteria  |        |   |        |                                   |        |                                     |        |                       |        |                                 |        |  | Project Score | Requested Funding                           |               |                                    |                | Recommended Funding                         |                                      |                                    |               |               |
|--------------------------------------|---------------------------|---|----------------|--|--------|---|--------|-----------------------------------|--------|-------------------------------------|--------|-----------------------|--------|---------------------------------|--------|--|---------------|---|---------------|------------------------------------|----------------|---|--------------------------------------|------------------------------------|---------------|---------------|
|                                      |                           |   |                | 1. Regional Network Connectivity (20 Points)                                   |        | 2. Access to Major Destinations (15 Points) |        | 3. Safety and Comfort (15 Points) |        | 4. Congestion Reduction (15 Points) |        | 5. Equity (10 Points) |        | 6. Reducing Barriers (5 Points) |        | 7. Project Readiness and Other Factors (20 Points) |               | Transportation Alternatives Federal Funding | Local Match   | Transportation Development Credits | Total          | Transportation Alternatives Federal Funding | Local Match                          | Transportation Development Credits | Total         |               |
| 1                                    | Town of Addison           | Addison Cotton Belt Trail - Midway Road Critical Bridge Section | Dallas         | 20   | High   | 15  | High   | 9                                 | Medium | 12                                  | High   | 4                     | Medium | 5                               | High   | 20   | High          | 85  | \$ 12,274,826 | \$ -                               | 2,454,965      | \$ 12,274,826                               | \$ 12,274,826                        | \$ -                               | 2,454,965     | \$ 12,274,826 |
| 2                                    | Dallas Area Rapid Transit | Cotton Belt Trail Bridge at Jupiter Rd (Plano)                  | Dallas         | 20   | High   | 15  | High   | 9                                 | Medium | 10                                  | High   | 5                     | Medium | 5                               | High   | 20   | High          | 84  | \$ 14,050,998 | \$ -                               | 2,810,199      | \$ 14,050,998                               | \$ 14,050,998                        | \$ -                               | 2,810,199     | \$ 14,050,998 |
| 3                                    | Dallas County             | Central Trail Extension   | Dallas         | 20   | High   | 15  | High   | 9                                 | Medium | 15                                  | High   | 5                     | Medium | 1                               | Low    | 15   | High          | 80  | \$ 6,473,650  | \$ -                               | 1,294,730      | \$ 6,473,650                                | \$ 6,473,650                         | \$ -                               | 1,294,730     | \$ 6,473,650  |
| 4                                    | City of Allen             | Rowlett Creek Trail Segments C-2, C-4, and C-5                  | Dallas         | 16   | High   | 14  | High   | 6                                 | Medium | 11                                  | High   | 2                     | Low    | 5                               | High   | 15   | High          | 69  | \$ 5,522,703  | \$ 1,380,675                       | -              | \$ 6,903,378                                | \$ 3,200,000                         | \$ 800,000                         | -             | \$ 4,000,000  |
| 5                                    | Dallas County             | Chalk Hill Trail Phase 1A                                       | Dallas         | 9  | Medium | 12  | High   | 9                                 | Medium | 11                                  | High   | 7                     | High   | 0                               | Low    | 20   | High          | 68  | \$ 3,412,553  | \$ 853,138                         | -              | \$ 4,265,691                                | \$ 3,412,553                         | \$ 853,138                         | -             | \$ 4,265,691  |
| 6                                    | Town of Sunnyvale         | Sunnyvale Rails to Trails                                       | Dallas         | 12   | Medium | 14  | High   | 7                                 | Medium | 10                                  | High   | 4                     | Medium | 1                               | Low    | 17   | High          | 65  | \$ 1,791,299  | \$ 447,824                         | -              | \$ 2,239,123                                | \$ 1,791,299                         | \$ 447,824                         | -             | \$ 2,239,123  |
| 7                                    | City of Frisco            | Iron Horse Trail  | Dallas         | 13   | High   | 13  | High   | 9                                 | Medium | 12                                  | High   | 1                     | Low    | 5                               | High   | 12   | Medium        | 65  | \$ 6,027,415  | \$ 1,506,853                       | -              | \$ 7,534,268                                | \$ 4,200,000                         | \$ 3,300,000                       | -             | \$ 7,500,000  |
| TOTAL RECOMMENDED                    |                           |   |                |  |        |   |        |                                   |        |                                     |        |                       |        |                                 |        |  |               | \$ 49,553,444                               | \$ 4,188,490  | 6,559,894                          | \$ 53,741,934  | \$ 45,403,326                               | \$ 5,400,962                         | 6,559,894                          | \$ 50,804,288 |               |
| Projects Not Recommended for Funding |                           |   |                |  |        |   |        |                                   |        |                                     |        |                       |        |                                 |        |  |               |   |               |                                    |                |   |                                      |                                    |               |               |
| 8                                    | City of DeSoto            | Hampton Road Bicycle and Pedestrian Infrastructure Project      | Dallas         | 6  | Low    | 14  | High   | 8                                 | Medium | 8                                   | Medium | 5                     | Medium | 3                               | Medium | 10   | Medium        | 54  | \$ 6,775,232  | \$ 2,903,670                       | -              | 9,678,902                                   | Not recommended for a funding award. |                                    |               |               |
| 9                                    | City of Carrollton        | Veloweb Trail Segment K through McInnish Park                   | Dallas         | 16   | High   | 7   | Medium | 5                                 | Low    | 9                                   | Medium | 1                     | Low    | 0                               | Low    | 15   | High          | 53  | \$ 1,505,790  | \$ -                               | 301,158        | 1,505,790                                   | Not recommended for a funding award. |                                    |               |               |
| 10                                   | City of Fort Worth        | McPherson-Summer Creek Safe Streets                             | Fort Worth     | 6  | Low    | 14  | High   | 8                                 | Medium | 9                                   | Medium | 4                     | Medium | 1                               | Low    | 7  | Medium        | 49  | \$ 3,547,284  | \$ 886,821                         | -              | \$ 4,434,105                                | Not recommended for a funding award. |                                    |               |               |
| 11                                   | City of Crowley           | Main Street Trail Extension                                     | Fort Worth     | 6  | Low    | 13  | High   | 8                                 | Medium | 10                                  | High   | 3                     | Low    | 0                               | Low    | 7  | Medium        | 47  | \$ 1,729,325  | \$ 432,331                         | -              | \$ 2,161,656                                | Not recommended for a funding award. |                                    |               |               |
| 12                                   | City of Keller            | Barbara Lane Active Transportation Project                      | Fort Worth     | 5  | Low    | 3   | Low    | 5                                 | Low    | 6                                   | Medium | 2                     | Low    | 1                               | Low    | 20   | High          | 42  | \$ 501,764    | \$ 125,441                         | -              | \$ 627,205                                  | Not recommended for a funding award. |                                    |               |               |
| 13                                   | City of Watauga           | Hightower Drive: Road Diet & Complete Street                    | Fort Worth     | 3  | Low    | 8   | Medium | 7                                 | Medium | 10                                  | High   | 3                     | Low    | 3                               | Medium | 7  | Medium        | 41  | \$ 9,098,345  | \$ 2,717,687                       | -              | \$ 11,816,032                               | Not recommended for a funding award. |                                    |               |               |
| 14                                   | City of Keller            | Whitley Road Active Transportation Project                      | Fort Worth     | 12   | Medium | 9   | Medium | 5                                 | Low    | 8                                   | Medium | 0                     | Low    | 0                               | Low    | 6  | Low           | 40  | \$ 2,268,699  | \$ 567,174                         | -              | \$ 2,835,873                                | Not recommended for a funding award. |                                    |               |               |
| 15                                   | City of Fort Worth        | Bowman Roberts Active Transportation and Safety                 | Fort Worth     | 3  | Low    | 8   | Medium | 6                                 | Medium | 6                                   | Medium | 0                     | Low    | 1                               | Low    | 9  | Medium        | 33  | \$ 1,056,760  | \$ 264,190                         | -              | \$ 1,320,950                                | Not recommended for a funding award. |                                    |               |               |
| 16                                   | City of Colleyville       | Cheek Sparger Road and Trail                                    | Fort Worth     | 2  | Low    | 3   | Low    | 7                                 | Medium | 8                                   | Medium | 0                     | Low    | 0                               | Low    | 6  | Low           | 26  | \$ 17,156,003 | \$ 12,942,247                      | -              | \$ 30,098,250                               | Not recommended for a funding award. |                                    |               |               |
| Ineligible or Withdrawn Projects     |                           |   |                |  |        |   |        |                                   |        |                                     |        |                       |        |                                 |        |  |               |   |               |                                    |                |   |                                      |                                    |               |               |
| 17                                   | City of Bedford           | Ridgewood Trail   | Fort Worth     | The requested federal funding is less than the required minimum funding award. |        |   |        |                                   |        |                                     |        |                       |        |                                 |        |  |               | \$ 329,182                                  | \$ 82,295     | -                                  | \$ 411,477     | Not recommended for a funding award.        |                                      |                                    |               |               |
| 18                                   | City of Dallas            | Lemmon Avenue Sidepath and Pedestrian Improvements              | Dallas         | The project application was withdrawn by the City of Dallas.                   |        |   |        |                                   |        |                                     |        |                       |        |                                 |        |  |               | \$ 6,771,540                                | \$ 1,692,885  | -                                  | \$ 8,464,425   | Not recommended for a funding award.        |                                      |                                    |               |               |
| 19                                   | City of Terrell           | FM 148 Sidewalk Extension                                       | Dallas         | The project location is outside of the eligible project area.                  |        |   |        |                                   |        |                                     |        |                       |        |                                 |        |  |               | \$ 2,027,646                                | \$ -          | 405,529                            | \$ 2,027,646   | Not recommended for a funding award.        |                                      |                                    |               |               |
| TOTAL REQUESTS RECEIVED              |                           |   |                |  |        |   |        |                                   |        |                                     |        |                       |        |                                 |        |  |               | \$ 102,321,014                              | \$ 26,803,231 | 7,266,581                          | \$ 129,124,245 |   |                                      |                                    |               |               |

Safe Routes to School Application Category

| #                                    | Project Sponsor              | Project Name  | TxDOT District | Evaluation Criteria                                |        |                                 |        |   |        |                       |        |  |        | Project Score | Requested Funding                           |              |                                    |                | Recommended Funding                         |             |                                    |              |  |  |  |
|--------------------------------------|------------------------------|---|----------------|--|--------|---------------------------------|--------|---|--------|-----------------------|--------|--|--------|---------------|---|--------------|------------------------------------|----------------|---|-------------|------------------------------------|--------------|--|--|--|
|                                      |                              |   |                | 1. Problem Identification and Solution (25 Points) |        | 2. Planning Support (20 Points) |        | 3. Potential to Increase Walking and Biking (20 Points) |        | 4. Equity (15 Points) |        | 5. Project Readiness and Other Factors (20 Points) |        |               | Transportation Alternatives Federal Funding | Local Match  | Transportation Development Credits | Total          | Transportation Alternatives Federal Funding | Local Match | Transportation Development Credits | Total        |  |  |  |
| 1                                    | City of Fort Worth           | AV Cato Safe Routes to School Project                     | Fort Worth     | 20   | High   | 14                              | Medium | 16  | High   | 12                    | High   | 9  | Medium | 71            | \$ 1,570,248                                | \$ 392,562   | -                                  | \$ 1,962,810   | \$ 1,570,248                                | \$ 392,562  | -                                  | \$ 1,962,810 |  |  |  |
| 2                                    | City of Fort Worth           | AM Pate Safe Routes to School Project                     | Fort Worth     | 20   | High   | 11                              | Medium | 17  | High   | 15                    | High   | 7  | Medium | 70            | \$ 1,043,908                                | \$ 260,977   | -                                  | \$ 1,304,885   | \$ 1,043,908                                | \$ 260,977  | -                                  | \$ 1,304,885 |  |  |  |
| 3                                    | City of North Richland Hills | Smithfield Middle Safe Routes to School Project           | Fort Worth     | 17   | High   | 16                              | High   | 19  | High   | 3                     | Low    | 15   | Medium | 70            | \$ 663,596                                  | \$ -         | 132,719                            | \$ 663,596     | \$ 663,596                                  | \$ -        | 132,719                            | \$ 663,596   |  |  |  |
| TOTAL RECOMMENDED                    |                              |   |                |  |        |                                 |        |   |        |                       |        |  |        |               | \$ 3,277,752                                | \$ 653,539   | 132,719                            | \$ 3,931,291.0 | \$ 3,277,752                                | \$ 653,539  | 132,719                            | \$ 3,931,291 |  |  |  |
| Projects Not Recommended for Funding |                              |   |                |  |        |                                 |        |   |        |                       |        |  |        |               |   |              |                                    |                |   |             |                                    |              |  |  |  |
| 4                                    | City of Richland Hills       | Cheney Hills Elementary Sidewalk Project                  | Fort Worth     | 12   | Medium | 10                              | Medium | 18  | High   | 11                    | Medium | 6  | Low    | 57            | \$ 4,171,449                                | \$ 1,042,862 | -                                  | \$ 5,214,311   | Not recommended for a funding award.        |             |                                    |              |  |  |  |
| 5                                    | City of Arlington            | Della Icenhower Intermediate SRTS/Trail Connection        | Fort Worth     | 10   | Medium | 16                              | High   | 17  | High   | 5                     | Low    | 6  | Low    | 54            | \$ 2,217,055                                | \$ -         | 443,411                            | \$ 2,217,055   | Not recommended for a funding award.        |             |                                    |              |  |  |  |
| 6                                    | City of Hutchins             | Wilmer-Hutchins Sidewalk Program/Safe Routes to School    | Dallas         | 12   | Medium | 5                               | Low    | 18  | High   | 8                     | Medium | 3  | Low    | 46            | \$ 900,000                                  | \$ 200,000   | -                                  | \$ 1,100,000   | Not recommended for a funding award.        |             |                                    |              |  |  |  |
| 7                                    | City of Hurst                | SRTS for Shady Oaks, Donna Park, & Hurst Hills Elementary | Fort Worth     | 11   | Medium | 3                               | Low    | 20  | High   | 8                     | Medium | 5  | Low    | 47            | \$ 911,653                                  | \$ 227,913   | -                                  | \$ 1,139,566   | Not recommended for a funding award.        |             |                                    |              |  |  |  |
| 8                                    | City of Lancaster            | Rolling Hills Neighborhood Sidewalk Improvements          | Dallas         | 8  | Low    | 3                               | Low    | 11  | Medium | 14                    | High   | 9  | Medium | 45            | \$ 395,310                                  | \$ 98,827    | -                                  | \$ 494,137     | Not recommended for a funding award.        |             |                                    |              |  |  |  |
| TOTAL REQUESTS RECEIVED              |                              |   |                |  |        |                                 |        |   |        |                       |        |  |        |               | \$ 11,873,219                               | \$ 2,223,141 | 576,130                            | \$ 14,096,360  |   |             |                                    |              |  |  |  |

DRAFT

2022 Transportation Alternatives Set-Aside Program Call for Projects  
Project Evaluations and Funding Recommendations

Safe Routes to Rail Application Category

| #                                    | Project Sponsor | Project Name   | TxDOT District | Evaluation Criteria                                |        |                                 |      |   |        |                                      |        |                       |        | Project Score | Requested Funding                                  |    |   |              | Recommended Funding                |              |   |             |                                    |              |
|--------------------------------------|-----------------|--|----------------|--|--------|---------------------------------|------|---|--------|--------------------------------------|--------|-----------------------|--------|---------------|--|----|---|--------------|------------------------------------|--------------|---|-------------|------------------------------------|--------------|
|                                      |                 |  |                | 1. Problem Identification and Solution (20 Points) |        | 2. Planning Support (20 Points) |      | 3. Potential to Increase Walking and Biking (10 Points) |        | 4. Transit Accessibility (10 Points) |        | 5. Equity (15 Points) |        |               | 6. Project Readiness and Other Factors (25 Points) |    | Transportation Alternatives Federal Funding | Local Match  | Transportation Development Credits | Total        | Transportation Alternatives Federal Funding | Local Match | Transportation Development Credits | Total        |
| 1                                    | City of Garland | Garland New Sidewalk - DART Downtown Station               | Dallas         | 20   | High   | 20                              | High | 6   | Medium | 9                                    | High   | 8                     | Medium | 21            | Medium   | 75 | \$ 3,344,389                                | \$ 836,097   | -                                  | \$ 4,180,486 | \$ 3,344,389                                | \$ 836,097  | -                                  | \$ 4,180,486 |
| TOTAL RECOMMENDED                    |                 |  |                |  |        |                                 |      |   |        |                                      |        |                       |        |               |  |    | \$ 3,344,389                                | \$ 836,097   | -                                  | \$ 4,180,486 | \$ 3,344,389                                | \$ 836,097  | -                                  | \$ 4,180,486 |
| Projects Not Recommended for Funding |                 |  |                |  |        |                                 |      |   |        |                                      |        |                       |        |               |  |    |   |              |                                    |              |   |             |                                    |              |
| 2                                    | Trinity Metro   | Mercantile Center Station Mobility and Resiliency Upgrades | Fort Worth     | 11   | Medium | 10                              | Med  | 3   | Low    | 6                                    | Medium | 4                     | Low    | 9             | Medium   | 37 | \$ 2,058,460                                | \$ 514,615   | -                                  | \$ 2,573,075 | Not recommended for a funding award.        |             |                                    |              |
| TOTAL REQUESTS RECEIVED              |                 |  |                |  |        |                                 |      |   |        |                                      |        |                       |        |               |  |    | \$ 5,402,849                                | \$ 1,350,712 | -                                  | \$ 6,753,561 |   |             |                                    |              |

Safety and Technology Application Category

| #                                    | Project Sponsor    | Project Name                  | TxDOT District | Evaluation Criteria                                |        |                                 |     |   |      |                       |      |  |        | Project Score | Requested Funding                           |             |                                    |           | Recommended Funding                         |             |                                    |                                      |           |    |           |   |    |           |  |  |  |  |  |  |
|--------------------------------------|--------------------|-------------------------------|----------------|--|--------|---------------------------------|-----|---|------|-----------------------|------|--|--------|---------------|---|-------------|------------------------------------|-----------|---|-------------|------------------------------------|--------------------------------------|-----------|----|-----------|---|----|-----------|--|--|--|--|--|--|
|                                      |                    |                               |                | 1. Problem Identification and Solution (25 Points) |        | 2. Planning Support (20 Points) |     | 3. Potential to Increase Walking and Biking (15 Points) |      | 4. Equity (15 Points) |      | 5. Project Readiness and Other Factors (25 Points) |        |               | Transportation Alternatives Federal Funding | Local Match | Transportation Development Credits | Total     | Transportation Alternatives Federal Funding | Local Match | Transportation Development Credits | Total                                |           |    |           |   |    |           |  |  |  |  |  |  |
| 1                                    | City of Arlington  | Allen Avenue Sidewalk Project | Fort Worth     | 21   | High   | 4                               | Low | 11  | High | 15                    | High | 19   | High   | 70            | \$  | 957,427     | \$                                 | 239,356   | -   | \$          | 1,196,783                          | \$                                   | 957,427   | \$ | 239,356   | - | \$ | 1,196,783 |  |  |  |  |  |  |
| 2                                    | City of Fort Worth | Oakland-Miller Safe Streets   | Fort Worth     | 25   | High   | 3                               | Low | 13  | High | 14                    | High | 13   | Medium | 68            | \$  | 2,782,100   | \$                                 | 695,525   | -   | \$          | 3,477,625                          | \$                                   | 2,000,000 | \$ | 891,818   | - | \$ | 2,891,818 |  |  |  |  |  |  |
| TOTAL RECOMMENDED                    |                    |                               |                |  |        |                                 |     |   |      |                       |      |  |        |               | \$  | 3,739,527   | \$                                 | 934,881   | -   | \$          | 4,674,408                          | \$                                   | 2,957,427 | \$ | 1,131,174 | - | \$ | 4,088,601 |  |  |  |  |  |  |
| Projects Not Recommended for Funding |                    |                               |                |  |        |                                 |     |   |      |                       |      |  |        |               |   |             |                                    |           |   |             |                                    |                                      |           |    |           |   |    |           |  |  |  |  |  |  |
| 3                                    | City of Fort Worth | West Long Ave Safe Streets    | Fort Worth     | 13   | Medium | 7                               | Low | 12  | High | 12                    | High | 11   | Medium | 55            | \$  | 3,152,466   | \$                                 | 788,116   | -   | \$          | 3,940,582                          | Not recommended for a funding award. |           |    |           |   |    |           |  |  |  |  |  |  |
| 4                                    | City of Fort Worth | Everman Parkway Safe Streets  | Fort Worth     | 18   | High   | 4                               | Low | 12  | High | 15                    | High | 5  | Low    | 54            | \$  | 7,639,195   | \$                                 | 1,527,839 | -   | \$          | 9,167,034                          | Not recommended for a funding award. |           |    |           |   |    |           |  |  |  |  |  |  |
| TOTAL REQUESTS RECEIVED              |                    |                               |                |  |        |                                 |     |   |      |                       |      |  |        |               | \$  | 14,531,188  | \$                                 | 3,250,836 | -   | \$          | 17,782,024                         |                                      |           |    |           |   |    |           |  |  |  |  |  |  |

All Projects in the North Central Texas Region

| Requested Funding                           |               |                                    |                | Recommended Funding                         |              |                                    |               |
|---|---------------|------------------------------------|----------------|---|--------------|------------------------------------|---------------|
| Transportation Alternatives Federal Funding | Local Match   | Transportation Development Credits | Total          | Transportation Alternatives Federal Funding | Local Match  | Transportation Development Credits | Total         |
| \$ 134,128,270                              | \$ 33,627,920 | 7,842,711                          | \$ 167,756,190 | \$ 54,982,894                               | \$ 8,021,772 | 6,692,613                          | \$ 63,004,666 |





**CONNECTING NORTH TEXAS COMMUNITIES  
with EMERGING TRANSPORTATION TECHNOLOGIES**

**PROJECT SUMMARY**

**Clint Hail, Transportation Planner  
Transportation Technology & Innovation Program  
Regional Transportation Council  
December 2022**

# AGENDA

**1** Project Overview

**2** Report Summaries

The slide features a light gray background with a subtle radial gradient. In the corners, there are decorative black line-art elements resembling circuit traces or a stylized city skyline. These elements consist of thin black lines of varying lengths and angles, some terminating in small open circles. The top-left and bottom-left corners have more complex, branching patterns, while the top-right and bottom-right corners have simpler, more linear patterns.

**1**

# **PROJECT OVERVIEW**

# WHAT IS THIS PROJECT?

## What is the need?

Transportation technology is evolving

Our planning process must evolve to keep up

## What is the purpose?

Understand the region's mobility challenges

Identify ways transportation automation and related technologies can address those challenges

Recommend policies and best practices to achieve positive results for the region



# WHAT IS NCTCOG's VISION FOR AUTOMATION IN THE REGION?

- Lead automated vehicle (AV) deployment
- Use automation to achieve region's mobility goals
- Provide communities with AV planning and deployment resources
- Build effective partnerships with AV developers
- Strategically invest in use cases and communities overlooked by AV developers

## Goals



Improve Safety  
& Efficiency



Share Real-Time  
Travel  
Information



Improve  
economy



Prioritize quality  
of life

# WHAT IS THE AV2.0 PROGRAM?

## Objectives



Make future mobility planning resources available to stakeholders in the region



Provide resources for stakeholders to prepare for and support future mobility



Look beyond tech available today to plan for future scenarios, impacts

## Planning Horizon

2045

AV2.1

Support for planning

2023-  
2025

AV2.2 / 2.3

Support for deployment costs

Implement regional-strategic investments

# WHAT QUESTIONS DID AV2.1 ANSWER?

How will transformational technologies affect regional decision making?

How can agencies predict and monitor the impacts of transformational technologies?

What are the potential future scenarios for automation in the region?

What are best-practices and funding opportunities for AV deployments?

# AV2.1 STUDY TEAM



**Abby Morgan, PhD, PE,**  
*Project Manager*  
AV Policy & Impacts



## STAKEHOLDER & PUBLIC ENGAGEMENT



**Leigh Hornsby, PhD**  
Stakeholder  
messaging



**Royalyn Reid**  
Focus groups



**Denise Smith, PhD**  
Virtual community  
engagement



## LOCAL & NATIONAL RESEARCH EXPERTS



**Janille Smith-Colin, PhD**  
Future Mobility Needs  
& Impacts



SMU



**John Hicks, AICP**  
AV Policy & Impacts



**Darcy Bullock, PhD**  
AV Hosting Best  
Practices



## LOCAL PLANNING EXPERTS



**Khaled Abdelghany, PhD**  
AV Scenario  
Development and  
Evaluation



SMU



**Mike Chaney**  
NCTCOG Travel  
Demand Modeling



**Behruz Paschai, PhD, PE**  
NCTCOG Travel  
Demand Modeling







2

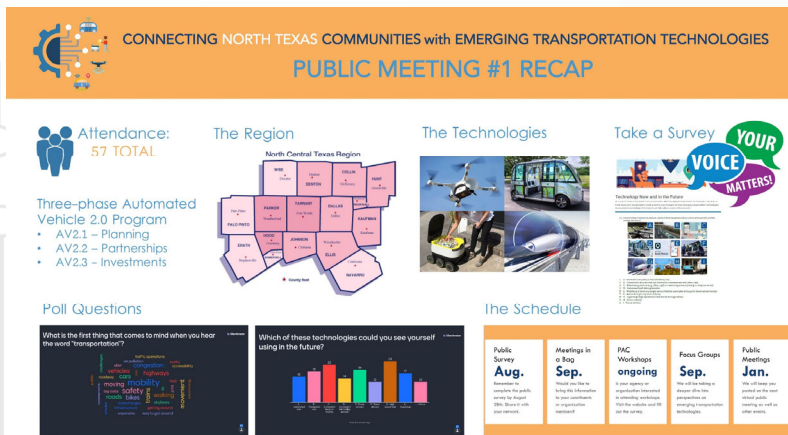
## PROJECT REPORTS

Available on Project Website:

[www.ConnectNTxFutures.org/Learn](http://www.ConnectNTxFutures.org/Learn)



[www.ConnectNTxFutures.org/Get-Involved](http://www.ConnectNTxFutures.org/Get-Involved)



# Public Meeting #1



Connecting **North Texas**  
Communities with Emerging  
Transportation Technologies

# Preparing for Emerging Transportation Technologies

## A Panel Discussion on Education and Workforce Development

### Meet the Panel



**Ernest Huffman**  
*Aviation Planning and Education Program Manager*  
North Central Texas Council of Governments



**LaKesha Raynor**  
*Director, Workforce Development and Apprenticeships Relationship Management*  
Dallas College, Cedar Valley Campus



**Kentrel Phillips, Ed.D.**  
*Chief Academic Officer*  
Everman ISD



**Janille Smith-Colin, Ph.D.**  
*Assistant Professor*  
Southern Methodist University

### Co-hosts




**Abby Morgan, Ph.D., P.E.**  
*Associate Transportation/Planning Engineer*  
Kittelson & Associates, Inc.





**Denise Smith, Ph.D.**  
*Director of Community Engagement*  
Hummingbird Firm



## Public Meeting #2



Hummingbird 



**AV2.1 EMERGING  
TRANSPORTATION  
TECHNOLOGIES**

**K-12 Lesson Plans\***

- 01 — Preparing for Emerging Transportation Technologies
- 02 — English - Same Message, Different Audience
- 03 — Social Studies - A Review of Transportation Policy
- 04 — Math - Avoid the Crash!
- 05 — Science - Pavement Markings and the Science of Retroreflectivity
- 06 — First Lego League (WeDo 2.0 Software) - Blind Spot Monitoring
- 07 — Other Transportation-Related Lesson Plans

[www.connectNtTxFutures.org](http://www.connectNtTxFutures.org)

\*These lesson plans are primarily designed for high school students but can be easily adapted for younger age groups.

**February 2022**

## Lesson Plans

# ONLINE PUBLIC SURVEY

## Purpose

- ◆ Learn public needs and interests around automated transportation

## Key takeaways:

- 483 responses (most from Tarrant and Dallas counties)
- Mixed willingness to use automation technologies for travel around DFW area
- Differences in willingness by race and age
- Older generations less willing to use the technologies



# FOCUS GROUPS

## Purpose

- ◆ Gain deeper awareness of public's perspectives on current and emerging transportation technologies

## Key takeaways:

- 83 participants from 12 focus groups
- Focus group findings align with survey
- Map apps are most used tech (smartphone cost is concern for one minority group)
- Rural residents want more transportation options (transit, ridehail), faster internet, fewer freight train backups
- Minorities most excited about new tech, but doubt fair/equitable access



# STAKEHOLDER & PUBLIC ENGAGEMENT SUMMARY

PAC Meeting Slides & Notes:  
[www.connectntxfutures.org/Get-Involved](http://www.connectntxfutures.org/Get-Involved)

## Project Advisory Committee Meetings & Workshops

The Project Advisory Committee (PAC) is a diverse group of stakeholders and subject matter experts, from NCTCOG, local cities and counties, transportation agencies, educational institutions, and transportation-related businesses.

Members of the PAC:

- **Serve** as liaison between COG, project team, and broader communities
- **Represent** subset of region's decision makers and technology users
- **Mentor** next generation of participating agencies
- **Envision** multi-generational planning horizon

While PAC meetings are not open to the public, representatives of local governments are welcome to attend PAC workshops! We also encourage those interested to view the meeting minutes and presentations.

**PAC Meeting 1** - March 12, 2021

[Meeting Minutes](#)

\*\*\*\*\*

**PAC Meeting 2** (Workshop 1) - May 26, 2021

[Meeting Minutes](#) ([morning](#) | [afternoon](#))

[Presentation Slides](#)

\*\*\*\*\*

**PAC Meeting 3** (Workshop 2) - July 13, 2021

[Meeting Minutes](#)

\*\*\*\*\*

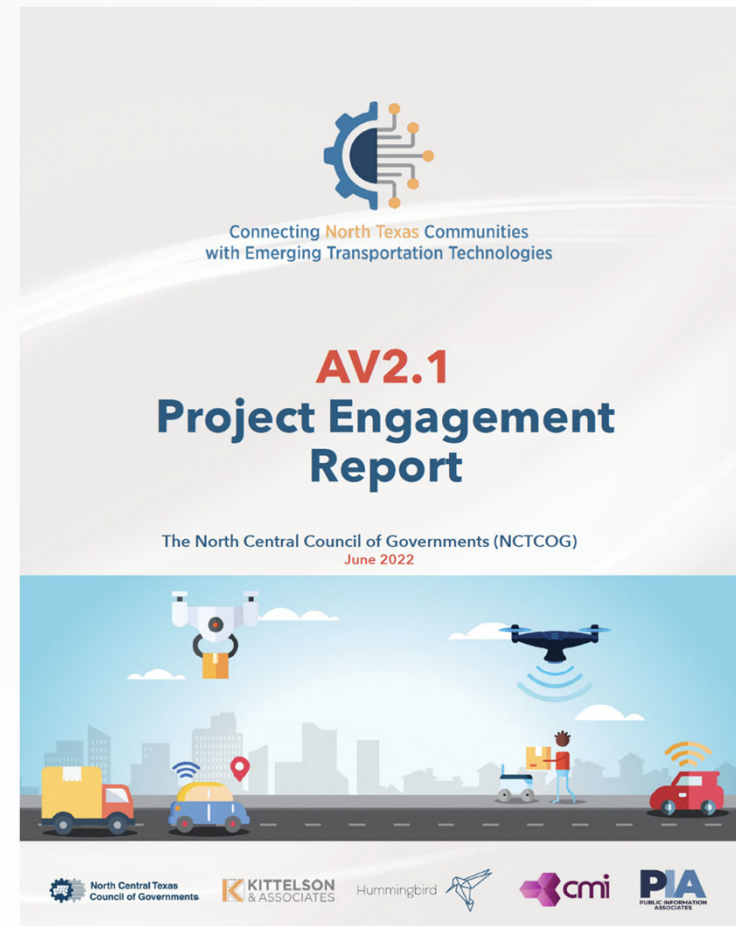
**PAC Meeting 4** (Workshop 3) - Sept 8, 2021

[Meeting Minutes](#)

\*\*\*\*\*

**PAC Meeting 5** - October 27, 2021

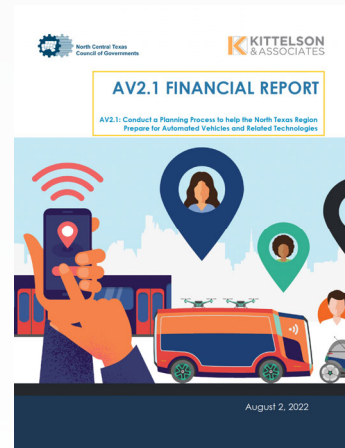
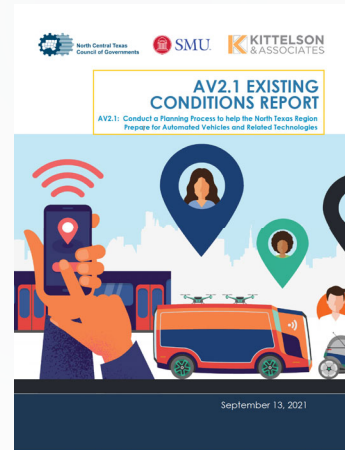
[Meeting Minutes](#)



# ADDITIONAL REPORTS

## Reports Supporting Analysis & Recommendations

- ◆ Existing Conditions Report
- ◆ Market Analysis Report
- ◆ Financial Report
- ◆ Scenario Development Report
- ◆ Scenario Evaluation Report

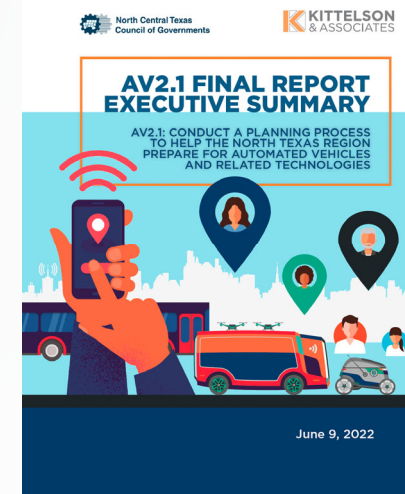
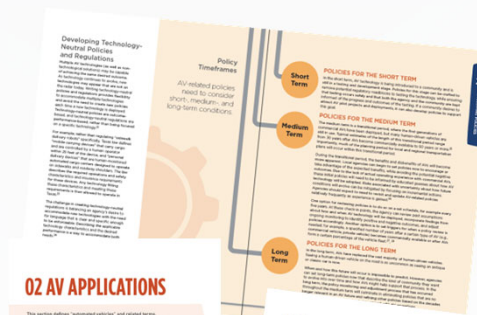


## Purpose of Reports:

- These reports, plus the public engagement reports, act as the “methodology for the final set of documents which make policy recommendations.



# AV HOSTING HANDBOOK & FINAL REPORT



Project Website:  
[www.ConnectNTxFutures.org](http://www.ConnectNTxFutures.org)

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# AV2.1 FINAL REPORT EXECUTIVE SUMMARY

AV2.1: CONDUCT A PLANNING PROCESS  
TO HELP THE NORTH TEXAS REGION  
PREPARE FOR AUTOMATED VEHICLES  
AND RELATED TECHNOLOGIES



June 9, 2022



Prepared by:  
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Senior Principal Planner

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in association with:



SMU

Hummingbird



Contract Number TRN6551  
Project Number 25425

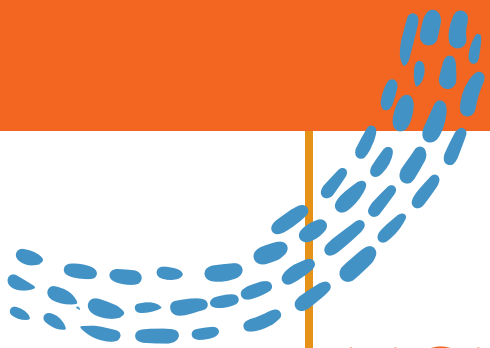
The contents of this report reflect the views of the authors who are responsible for the opinions, findings, and conclusions presented herein. The contents do not necessarily reflect the views or policies of the Regional Transportation Council, NCTCOG, or the Texas Department of Transportation.

# INTRODUCTION

Technology impacts all aspects of transportation, and these technologies are ever evolving.

Local agencies need guidance on how to plan for uncertainties in the future of transportation. Proactive planning can help North Central Texas communities create unified plans to use technology to solve local and regional transportation needs.

Decision makers want to understand **HOW** technologies could change travel behaviors and land use patterns, **WHEN** these impacts are likely to occur, and **WHAT** additional infrastructure or policy changes, if any, agencies may need to support the future travel demands.



## HOW ARE TECHNOLOGIES CHANGING TRANSPORTATION?

New technologies are changing how we travel, when we travel, the cost of travel (time or money), or replacing the need to travel at all (like teleworking or telemedicine). These changes to travel patterns and behaviors can lead to changes in land use patterns (such as where people live or work, or the locations of freight distribution centers).

**Some transformational technologies are in use today** and are already impacting travel behavior and land use patterns. For example, many North Texas residents, students, and employers quickly adopted telework or virtual learning due to the COVID-19 pandemic. Increasing e-commerce demands have moved goods warehouses and distribution centers closer to urban areas.

**Some technologies are in pilot phases**, such as TxDOT's Connected Freight Corridor, Arlington's Rapid AV ride-hail program, Wing's drone delivery pilot, and sidewalk delivery robot pilots on several college campuses in the region.

**Some technologies will require local government support**, such as expanding electric vehicle charging infrastructure.

**Some impacts are still unknown**, like the sustainable cost of emerging technologies or the travel behavior impacts of new modes of transportation like automated vehicles.

# HOW IS NCTCOG PREPARING FOR THIS CHANGE?

Automated transportation solutions are part of the long-term transportation strategy for North Central Texas Council of Governments (NCTCOG). NCTCOG is preparing for emerging transportation technologies through a three-phase Automated Vehicle 2.0 (AV2.0) program.

## Planning (AV2.1)

Connecting North Texas Communities with Emerging Transportation Technologies – Helping North Texas communities plan for the arrival of emerging transportation technologies, such as automated vehicles (AVs)

AV  
2.1

## Partnerships (AV2.2)

Funding to help North Texas communities build effective partnerships with the AV developers when they deploy AVs in the community

AV  
2.2

## Investment (AV2.3)

Making strategic investments as a region in AV service to explore use cases that are important to the region but not being adequately addressed by the private sector

AV  
2.3

When envisioning the AV2.1 program, NCTCOG used the following terminology:

“Automated Vehicle” or “AV” refers to both connected and autonomous vehicles. The term is inclusive of technologies that are precursors to the introduction of AVs, such as emerging modes of micromobility and rideshare, and related to AVs, such as vehicle-to-infrastructure technology.

In addition to the AV2.0 program, NCTCOG is preparing for emerging technologies by:

- / Collaborating on TxDOT’s **Connected Freight Corridors Project**.
- / Leading a **Freight Optimization Project** to improve flow of freight.
- / Standardizing work zone reporting using the **Work Zone Data Exchange** Specification.
- / Utilizing **connected vehicle data**—especially video—to improve maintenance, operations, and safety through a Situational Awareness App.
- / **Advancing electrification** to support automated vehicles.
- / Calming traffic, **creating safer streets for all people**, including for bicyclists and pedestrians will improve operational environment for automated vehicles.
- / Leading **Uncrewed Aircraft System** (UAS) education, planning, and pilots.



# WHERE ARE WE TODAY?

Studying existing conditions and assessing the technology market help agencies understand the impacts of automation on North Central Texas. The **Existing Conditions Report** details the current state of transportation and emerging technologies in North Central Texas. By knowing the existing conditions (or baseline), agencies can monitor trends and understand impacts.

## KEY FINDINGS FROM THE EXISTING CONDITIONS REPORT

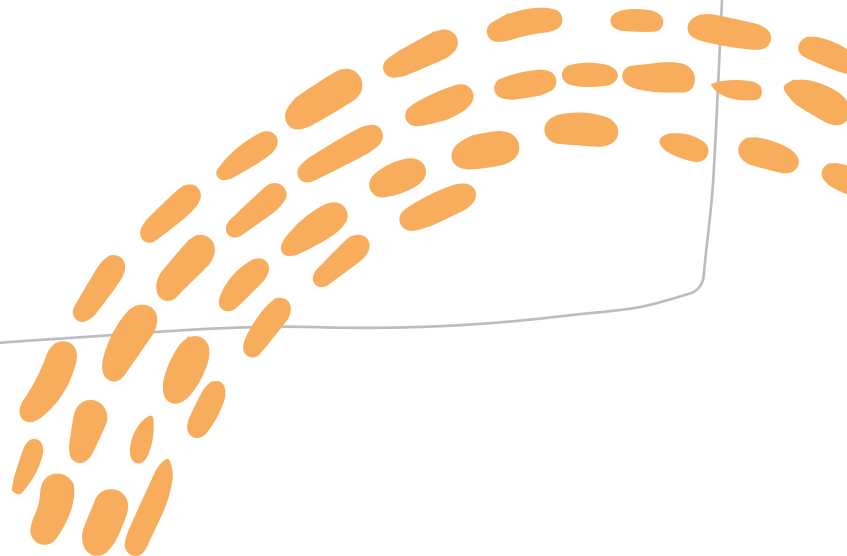
**Personal mobility.** Many roadways in the region have high congestion levels and unreliable travel times. Local emerging technology mobility efforts include high-speed rail, demand-responsive passenger services, first-mile/last-mile connections via micromobility, mobile ticketing and scheduling applications, and people movers.

**Freight Movement.** Increasing traffic congestion in the region will have a negative impact on freight movement. Automated trucking, unmanned aerial system (or drone) delivery, and enhanced traffic and congestion management strategies could improve freight movement reliability.

**Equity.** The North Central Texas region is committed to providing the same level of access to essential destinations to all residents, irrespective of their residence location, race, age, gender, income, and/or abilities. Agencies need guidance on how to develop equity-focused policies and programs related to emerging technologies.

**Safety.** There were 820 crash-related fatalities in North Central Texas in 2019. Emerging Technologies could provide new opportunities to improve transportation safety in the region.

**Infrastructure readiness and resiliency.** Public infrastructure that supports emerging technologies includes roadways, traffic management systems, sensors, and the electric grid. Infrastructure readiness and resilience can be measured through assets, data, and integration. Agencies want guidance on when and what to invest in.



# WHICH TECHNOLOGIES SHOULD COMMUNITIES PLAN FOR?

We created a **Market Analysis Report** to help municipalities understand which technologies are coming to North Central Texas, including:

- / Micromobility
- / Aerial Mobility
- / Emerging Vehicle Technologies (Connected, Automated, Electric, Shared)
- / Highway Systems Technologies
- / Parking System Technologies
- / Integrated Technologies
- / Data Guidance

The market analysis report outlines:

- / Status and trends in emerging transportation technologies,
- / Likely applications and adoption timelines,
- / Potential challenges to greater deployment,
- / Potential challenges to ensuring equitable deployment, and
- / Opportunities for public sector involvement.

## KEY FINDINGS FROM THE MARKET ANALYSIS REPORT

**Technology is changing rapidly.** The planning process should be flexible to adjust to changing technologies, business models, regulatory frameworks, and market conditions. Agencies should plan for applications of technology, rather than specific technologies, which may change over time.


**Lay the groundwork early.** Engage with stakeholders to understand common challenges, build partnerships, and establish strong relationships to deliver transportation access needed today while preparing for future technological changes.

**Manage the increase in the quantity of data.** Public agencies will need to develop new data management approaches to collect, analyze, manage, share, and utilize data to understand and improve the transportation system.


**Plan for multiple possible future scenarios.** Many technologies are still in the research and development stage. Until the technologies are in the hands of the general public in real-world use, and until the sustainable price point of the new technologies or services is known, the long-term, real-world impacts of emerging technologies remain unknown. Agencies need to consider multiple potential future scenarios and monitor system performance and trends to learn how these new technologies are impacting the region.

# WHAT MATTERS TO RESIDENTS?


The project team engaged with residents, businesses, and regional stakeholders through a project website, public meetings, an online survey, focus groups, and Project Advisory Committee meetings.


 **Public Meetings.** We held two virtual public meetings. Meeting recordings and questions and answers are available on the [Get Involved](#) page of the project website.

- / **Public Meeting #1** (August 2021) introduced attendees to emerging transportation technologies through a video and interactive presentation. Participants shared feedback through live polling and learned how to provide more input through the project's online survey.
- / **Public Meeting #2** (February 2022) discussed education and workforce development needs to prepare for emerging technologies. We also shared the [K-12 lesson plan](#) on automated vehicles that the project team created to help excite the next generation of leaders and problem solvers in the region.

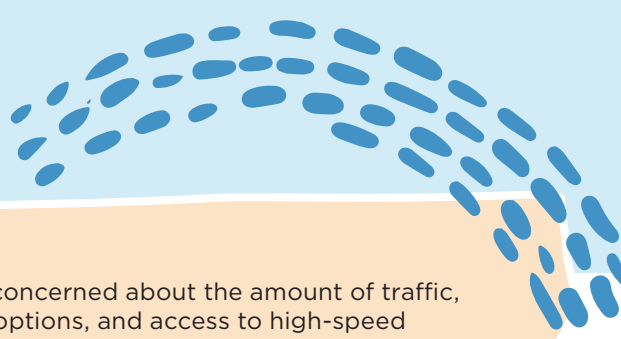
 **Online Public Survey.** We used an online survey to ask North Texas residents and employees about their current transportation modes, use of current transportation-related technologies, and perspectives on emerging transportation technologies. We received 483 survey responses. The [Engagement Phase 1 Report](#) summarizes the survey responses.

 **Focus Groups.** We engaged 83 residents through focus groups to gain a deeper awareness of the public's needs and perspectives on current, new, and emerging transportation technologies. The [Focus Groups Report](#) summarizes what we learned.

 **Project Advisory Committee (PAC).** We held eight bi-monthly PAC meetings to present, review, and collect feedback on analyses, key findings, and deliverables throughout the project. The PAC was made up of a diverse group of about 20 stakeholder representatives from local and state transportation providers, local governments, technology developers, workforce and education institutions, and other community organizations.

 **Project Website.** The project website ([www.connectntxfutures.org](http://www.connectntxfutures.org)) is the public's central information hub for the project. It provides materials for the public to learn more about emerging transportation technologies, including:

- / Informational videos
- / Project reports
- / Meetings notes
- / Automated vehicle lesson plan
- / Resources on AV deployment efforts locally and nationally



We learned from the survey and focus groups that residents are concerned about the amount of traffic, delays from construction and train crossings, few transportation options, and access to high-speed internet. Younger respondents are more willing to consider using the emerging technologies. As household income increased so did the willingness to use emerging technology.

For more information on public and stakeholder engagement conducted as part of this project, including public surveys and focus groups, please refer to the [AV2.1 Engagement Phase 1 Summary Report](#), [Focus Group Report](#), or [What We Heard From Residents](#) on the project website.

# HOW WILL AVS AFFECT TRANSPORTATION AND LAND USE?

The greatest uncertainty in planning is private sector market forces and what will emerge as the sustainable price point of automation and other emerging transportation technologies.

Currently, planners do not have enough data to assign probabilities to potential future scenarios, so proactively identifying a diverse suite of potential future scenarios to assess potential needs provides a framework that agencies can use to start the planning process and adapt agilely as more information emerges from external market forces.

The **Scenario Development Report** explains how we developed seven potential future transportation automation scenarios for the region, and how we selected three of these scenarios for further modeling evaluation under the AV2.1 project:

1

## **AV Impact on Roadway Network Performance.**

This scenario assumes that vehicles that are both connected and automated will enhance network capacity and reduce the value of time for drivers.

3

## **AV Impact on Population and Employment Distributions.**

This scenario assumes that automated vehicles will cause travelers to make longer trips due to the decreases in their travel delay and the value of time for drivers. It will capture possible growth opportunity scenarios due to AVs. Each city or county can use these scenarios to define what it considers desired or undesired growth patterns for their area and to develop policies to incentivize their desired growth pattern.

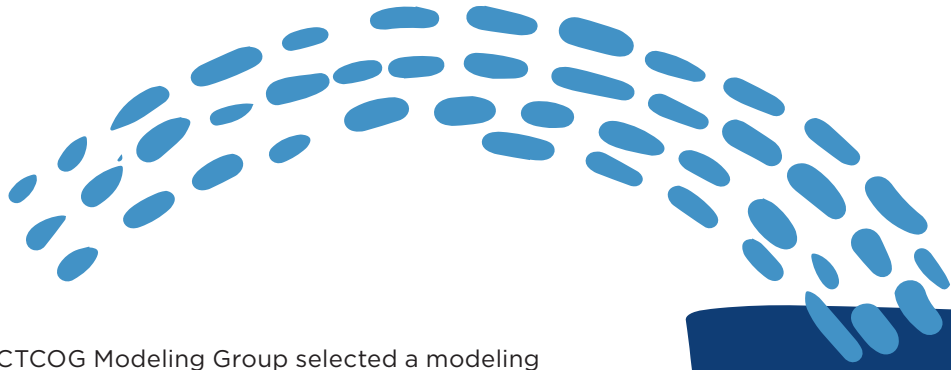
2

## **AV Impact on Intersection Performance.**

This scenario assumes that connected vehicle-to-infrastructure technology will improve intersection capacity and reduce intersection delays.







The NCTCOG Modeling Group selected a modeling platform developed by the University of Texas Austin in conjunction with NCTCOG staff (the UTAV-TAFT model) for the AV2.1 project team to use to evaluate future technology scenarios.

The Scenario Evaluation Report summarizes the modeling methodology, assumptions, and results. For each scenario, we tested a range of AV fleet penetration rates (0%, 25%, 50%, and 100%). Model input assumptions include AV fleet penetration rate, link capacity improvement, AV value of time reduction, increased speed, increased non-freeway saturation flow rate, lower signal control delay, and demographic data for population and employment redistributions.

This is the first study to apply the new capacity adjustment factors for connected and automated vehicles from the *Highway Capacity Manual* to a regional travel demand model.



## KEY FINDINGS FROM THE SCENARIO EVALUATION REPORT

**AVs alone will not solve the region's future congestion problems.** Additional travel demand management and capacity increasing strategies are needed to meet current and future transportation needs.

**The model results followed predicted patterns.** Under any capacity improvement scenario:

- / Vehicle Miles Traveled (VMT) generally increases
- / Vehicle Hours Traveled (VHT) generally decreases
- / Average Daily Speed generally increases
- / Daily Delay generally decreases

**Change in VMT, VHT, Average Daily Speed, and Daily Delay varies between different roadway functional classes and by time period** (morning peak, evening peak, off peak).

**Agencies should collect and monitor model performance measures** from real-world deployments to determine if our assumptions should be revised in future modeling efforts.

**Local AV deployments could model sub-regional geographics** like city or county level.

# HOW WILL AVS AFFECT TRANSPORTATION FINANCES?

Transportation funding comes from a variety of sources at the local, state, and federal level. Existing revenue sources include state and federal fuel taxes, vehicle registration, titling, and licensing fees, oil and gas production taxes, sales taxes, oil lubrication sales taxes, toll revenue, vehicle inspection fees, and traffic violation citations. Local revenues come from parking, local vehicle registration fees, and property and sales taxes.

Rapid population growth in the region, coupled with rising construction costs, aging infrastructure, and increased congestion are already straining transportation funding.

The **Financial Report** provides a high-level assessment of how automated transportation may affect local entity finances. The report also explores potential strategies for engaging the private sector to generate new revenue streams to supplement or replace funding streams affected by automated transportation and related technologies.

## KEY FINDINGS FROM THE FINANCIAL REPORT

**Emerging technologies (including more fuel-efficient electric vehicles, shared mobility, and automated vehicles) threaten traditional funding streams.** Traditional transportation-centric revenues from motor fuel taxes, parking revenues, vehicle registrations, and traffic citations are most at risk in a shift to shared, electric, and automated mobility.

**Alternative funding streams have potential to fill gaps in transportation revenues.** Local entities should identify their current revenues; collect data to understand trends and potential vulnerabilities in a shared, electric, and automated future; and assess feasibility of implementing alternative revenue strategies.

**Agencies need a toolkit for identifying existing funding mechanism and assessing their vulnerabilities in the context of emerging technologies.** Funding mechanisms vary widely among local entities. A toolkit may help define a process to evaluating current revenues and identifying strategies to fill potential gaps.

**Agencies should gather political and public support for alternative funding strategies.** New fees and taxes are challenging to implement. Public engagement needs to clearly demonstrate the added value from new revenue opportunities.



# HOW DO YOU HOST AN AV DEPLOYMENT?

The **AV Hosting Deployment Guide** provides guidance to cities to be an active player in advancing technology to solve local transportation problems. It also provides a realistic take on where technology is today and how cities can leverage technology and supporting policies to achieve their goals.

## KEY FINDINGS FROM THE AV HOSTING GUIDEBOOK

### **Assess Potential Use Cases and Business Models.**

The applications and business models of automated transportation vary widely. Understanding the various use cases can help agencies assess the transportation challenges each use case might be best positioned to address.

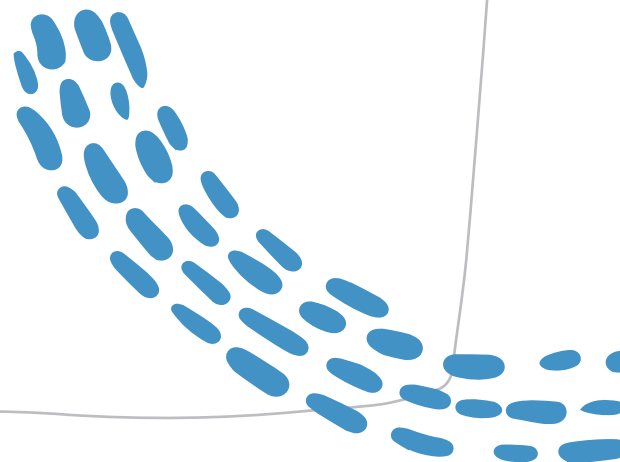
**Develop and Update Policies.** Agencies should be proactive in assessing policies to support emerging technology. Policies connected to public goals can help emerging technologies address challenges facing the region and set expectations for the industry.

**Build Partnerships and Share Data.** Emerging technology is new and rapidly evolving, meaning everyone has a lot to learn from each other. Private industry understands the technical aspects of their technology. Agencies understand local policies and processes. Developing strong relationships and sharing data can form mutually beneficial partnerships for public agencies and technology companies.

**Prepare Infrastructure.** Agencies can be proactive in identifying infrastructure improvements to support existing and future deployments, including roadway, communications, and data management infrastructure; routing constraint considerations; and traffic signal systems.

**Train the Workforce.** Agencies should begin building internal agency capabilities and training workers needed by industry. Agencies and educators may partner with industry to understand their needs and tailor training and education to fit them. Training and education should be technology-agnostic, not focusing on a specific technology that may change, but rather focus on transferrable skills that can apply to a variety of future conditions.

**Monitor Progress.** Technology is not a “silver bullet” to the transportation problems facing North Central Texas. Agencies should develop performance metrics to continually monitor and evaluate the impacts of technologies in the community and making adjustments as needed to achieve the desired benefits.



# WHAT SHOULD AGENCIES DO NEXT?

This project equips local agencies with tools to proactively shape the development and adoption of emerging technologies to solve transportation challenges in the North Central Texas region.

**Municipalities.** To support the transition to AVs and other emerging transportation technologies, municipalities should follow the four-step process outlined in [NCHRP Report 924: Foreseeing the Impact of Transformational Technologies on Land Use and Transportation](#):

1

**Prepare.** Become familiar with AV technologies and agency regulatory powers, develop the agency's vision for technology, and set technology-related goals. Some policies may be pre-empted by Texas state law, but local agencies do have control over land use and development policy to support emerging technology. The [\*\*Market Assessment Report\*\*](#), [\*\*Engagement Report\*\*](#), and [\*\*AV Hosting Guidebook\*\*](#) provide this background information.

3

**Take action.** Address the policy gaps identified in the self-assessment. Identify and/or develop funding sources to address resource gaps. Train or hire new staff, or partner with others with the necessary expertise, to address capability gaps. Get your feet wet by testing technology and agency readiness through pilot deployments. The [\*\*final report\*\*](#) and the [\*\*AV Hosting Guidebook\*\*](#) provide guidance on agency and workforce development, partnerships, and local policy development.

2

**Self-assess.** Review the agency's staffing, resources, capabilities, organization, policies, and plans. Identify needs and courses of action. The [\*\*Existing Conditions Report\*\*](#) and [\*\*Financial Report\*\*](#) are starting points for the self-assessment.

4

**Monitor and adjust.** Monitor progress toward achieving the agency's technology-related goals and adjust programs, plans, and actions as necessary to meet the goals. The [\*\*Scenario Evaluation Report\*\*](#) predicts potential AV impacts. Agencies can monitor the model input assumption performance metrics to track trends and adjust policies as needed. NCTCOG can model additional future technology scenarios and can update model input assumptions as agencies collect more data on real-world deployments.



**NCTCOG.** To continue leading the region in the adoption of automated technology, NCTCOG can:



**Pursue funding opportunities.** This readiness sets the stage for the region to continue to be an active player in the deployment of emerging technologies. The region may also apply for federal, state, or local deployment funding to deploy or support new technologies.



**Continue to monitor trends.** Technology continues to change rapidly, and the long-term impacts remain unknown. NCTCOG should continually monitor industry trends and the impacts on the North Central Texas region to adapt as the AV market evolves.



**Disseminate key findings.** NCTCOG and other stakeholders can keep up the momentum created from this project with continued outreach to the public, policymakers, and local agencies. NCTCOG can lead a coordinated effort to share and disseminate key findings from this project to accelerate adoption of best practices among local agencies.



**Develop tools to prioritize and evaluate pilot projects.** Plan for and conduct evaluations of pilot deployment programs. Evaluations are a useful tool for understanding the impacts of a project, disseminating key findings and lessons learned, and identifying project success stories and limitations. Evaluations are critical for future deployers to build upon the work. They can also inform public agencies on how to structure pilot programs and select projects to pursue moving forward.

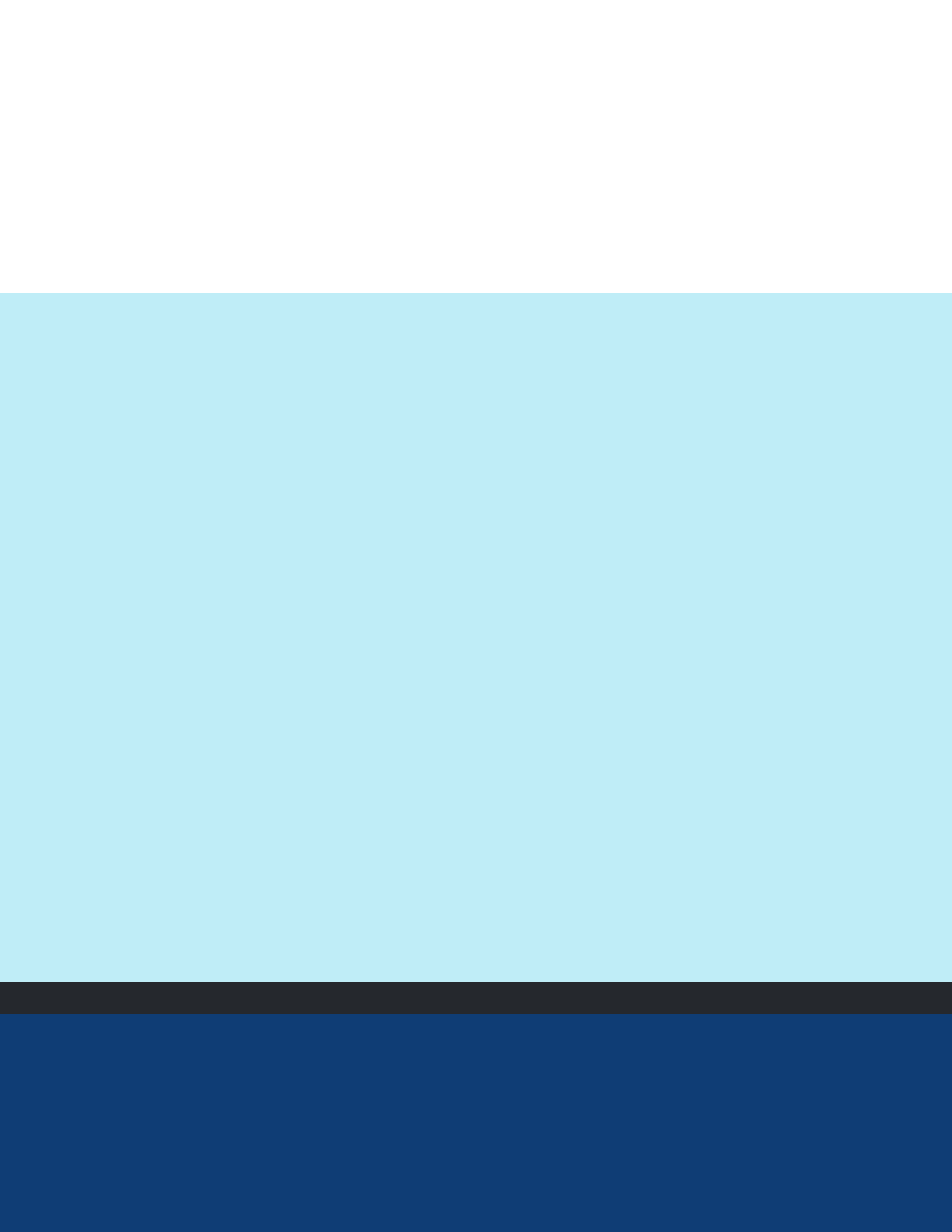


**Develop a financial revenue assessment toolkit.** Define a process for local agencies to evaluate current revenues and identify strategies to fill potential gaps as transportation shifts to shared, automated, and electric.



You can continue to stay connected, get involved, and learn more by visiting the project website here:

**[www.connectntxfutures.org](http://www.connectntxfutures.org)**

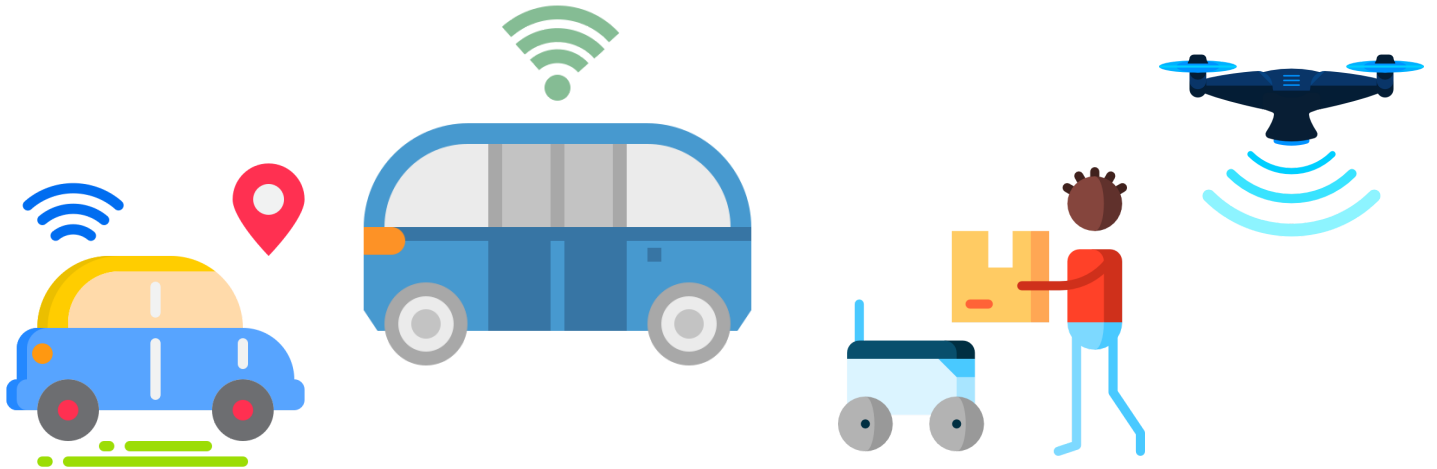




# KEY TAKEAWAYS

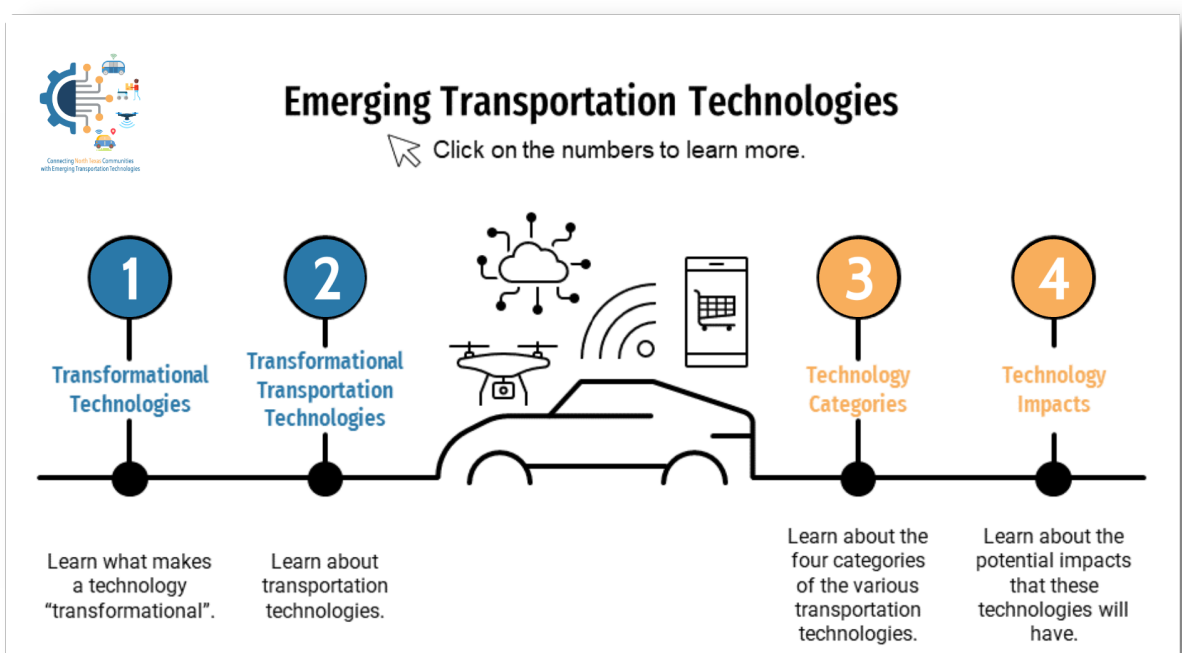
Your Technology, Now and in the Future

TECHNOLOGY IS CHANGING HOW WE TRAVEL



WHAT ARE THESE NEW TECHNOLOGIES?

CHECK OUT



Examples of Emerging Transportation Technologies in North Texas



FOR MORE RESOURCES VISIT OUR WEBSITE

[WWW.CONNECTNTXFUTURES.ORG](http://WWW.CONNECTNTXFUTURES.ORG)





LOOKING FOR RESOURCES TO GET STUDENTS INVOLVED?



NCTCOG's AV2.1 Mission for Students



CHECK OUT

Our K-12 Lesson Plan

ARE YOU AN AGENCY WHO NEEDS TO PLAN FOR NEW TECHNOLOGY?

North Central Texas  
Council of Governments

KITTELSON  
& ASSOCIATES

## AUTOMATED VEHICLE HOSTING HANDBOOK

FOR NORTH CENTRAL TEXAS COMMUNITIES



September 2022

TO LEARN MORE

[WWW.CONNECTNTXFUTURES.ORG](http://WWW.CONNECTNTXFUTURES.ORG)





U.S. Department  
of Transportation  
**Federal Highway  
Administration**

**Texas Division**

November 17, 2022

300 East 8<sup>th</sup> Street, Suite 826  
Austin, TX 78701  
(512) 536-5900  
(512) 536-5990

In Reply Refer To:  
HDA-TX

Dallas Fort Worth Non-Attainment Area  
Transportation Conformity Lapse Grace Period

Mr. Marc D. Williams  
Executive Director  
Texas Department of Transportation  
125 E. 11th Street  
Austin, TX 78701-2483

Dear Mr. Williams:

This letter provides notice of the initiation of a transportation conformity lapse grace period for the Dallas-Fort Worth (D-FW) non-attainment area, effective November 22, 2022. As you may be aware, the D-FW area is designated non-attainment for ozone under the 2008 and 2015 8-Hour Ozone National Ambient Air Quality Standards (NAAQS). The D-FW 2045 Metropolitan Transportation Plan (MTP) and 2019-2022 Transportation Improvement Program (TIP) were found to conform to the State Implementation Plan (SIP) by the U.S. Department of Transportation on November 21, 2018.

In accordance with 23 CFR 450.324(c), the D-FW Metropolitan Planning Organization (MPO) provided conformity information to the transportation consultative partners on July 5, 2022. However, it is anticipated that the required transportation conformity determination will not be completed by November 21, 2022. As a result, a one-year conformity lapse grace period will be initiated on November 22, 2022, in accordance with 40 CFR 93.104(f). Based on remaining work, and barring unforeseen issues, we believe that the conformity determination can be completed prior to initiation of the November 2022 quarterly revisions to the 2023-2026 Statewide Transportation Improvement Program (STIP).


During the transportation conformity lapse grace period, the D-FW MPO's most recently conforming MTP and TIP remain valid. However, the D-FW MPO cannot amend the MTP or TIP and TxDOT cannot amend the affected portion of the STIP (D-FW MPO). Proposed projects included in the approved STIP may continue to advance (e.g., federal project authorizations) and environmental document actions for proposed projects consistent with the most recently conforming MTP and TIP may also advance.

While it is not anticipated, should a conformity determination not be completed by November 21, 2023, the transportation conformity determination for the 2045 MTP will lapse. During a transportation conformity lapse, the Federal Highway Administration (FHWA) and the Federal

Transit Administration (FTA) will not be able to authorize non-exempt transportation projects utilizing federal funds or take final action on environmental documents for non-exempt projects. Should a transportation conformity lapse become imminent, we will provide additional information concerning the implications of the conformity lapse and actions required to allow the advancement of exempt projects.

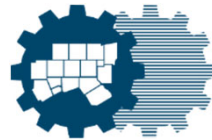
We are currently working with the D-FW MPO and other transportation conformity partners to address transportation conformity with the area. For additional information, please contact Barbara Maley (512) 536-5926, Jose Campos at (512) 536-5932 or Michael Leary at (512) 536-5940.

Sincerely,

  
Digitally signed  
by ACHILLE  
ALONZI  
Date: 2022.11.17  
10:54:20 -06'00'  
Achille Alonzi  
Division Administrator

cc:

Harlan Miller, FHWA-HEPP  
Cecilia Ho, FHWA-HEPN  
FHWA-HPP-TX  
Don Koski, FTA-Region 6  
Melanie Magee, EPA-Region 6  
Humberto Gonzalez, TxDOT-TPP  
Eric Gleason, TxDOT-PTN  
Doug Booher, TxDOT-ENV  
Donna Huff, TCEQ  
Ceason Clemens, TxDOT-DAL  
David Salazar, TxDOT-FTW  
Noel Paramanantham, TxDOT-PAR  
Michael Morris, NCTCOG



# STATUS OF CONFORMITY DETERMINATION – LAPSE GRACE PERIOD

**Jenny Narvaez**  
**Program Manager**

**Regional Transportation Council**  
**December 8, 2022**

# **TIMELINE – DETERMINATION BY NOVEMBER 21, 2022**

**June 9, 2022 – RTC Approval (allows for post 90-day consultation review)**

**June 15, 2022 – Documentation Submittal to Consultation Partners**

**July 5, 2022 – Supplemental Information to Consultation Partners**

**October 7, 2022 – FHWA Informally Communicates Lapse Grace Period**

**October 7, 2022 – FHWA Submits First Installment of 142 Comments**

**November 3, 2022 – NCTCOG Replies to FHWA Comments**

**November 17, 2022 – FHWA Formally Communicates Lapse Grace Period**



## LAPSE GRACE PERIOD – 40CFR 93.104(F)

- Occurs if a conformity determination is not made according to required frequency requirements.
- Areas have a one-year grace period after the missed deadline before a conformity lapse applies.
- During the 12-month grace period, only transportation projects in the most recent conforming MTP and TIP can be funded or approved.
- Once an area is in a conformity lapse, the use of federal funds is restricted to certain kinds of projects and no new non-exempt projects can be amended into the MTP/TIP.
- FHWA and FTA do not reduce the amount of funding a State receives if there is a lapse; however, use of federal funds is restricted during the lapse.



# INTERAGENCY CONSULTATION PARTNERS

☒ Environmental Protection Agency – Region 6

☒ Texas Commission on Environmental Quality

☒ Texas Department of Transportation

☐ US Department of Transportation  
Federal Highway Administration  
Federal Transit Administration



## NEXT STEPS TOWARDS DETERMINATION

- ☒ FHWA Approval of 2023-2026 STIP – November 18, 2022
- ☐ FHWA Review of DFW Conformity Analysis – TBD
- ☐ NCTCOG Responds to FHWA Comments – TBD
- ☐ US Department of Transportation Determination – TBD\*

\*Before November 22, 2023 to avoid Conformity Lapse, but as soon as possible to minimize project delays and associated cost increases.



# CONTACT US



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Program Manager  
[jnarvaez@nctcog.org](mailto:jnarvaez@nctcog.org)



Chris Klaus  
Senior Program Manager  
[cklaus@nctcog.org](mailto:cklaus@nctcog.org)





# End of 2022 Ozone Season

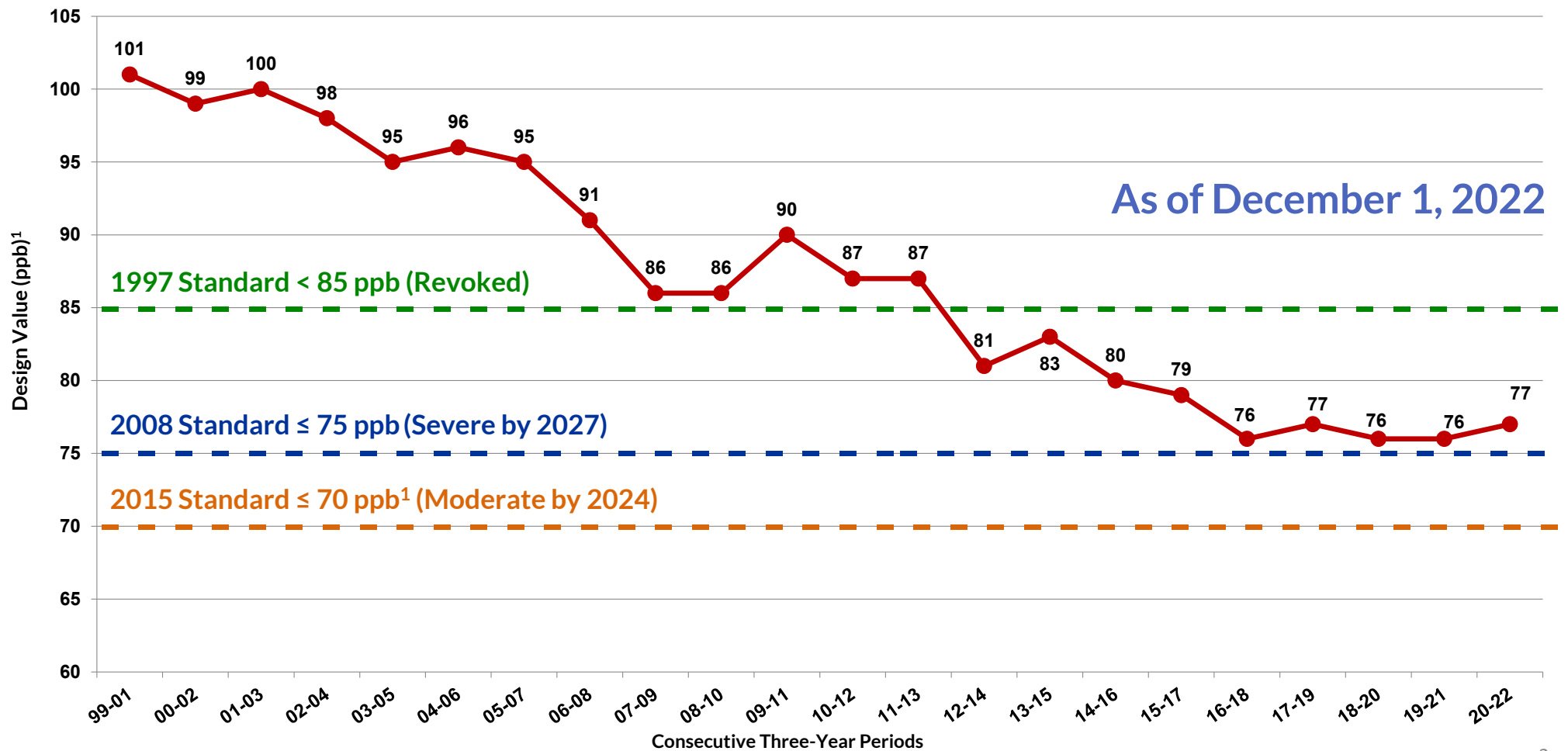
REGIONAL TRANSPORTATION COUNCIL  
DECEMBER 8, 2022

JENNY NARVAEZ, PROGRAM MANAGER



North Central Texas  
Council of Governments

# Ozone Design Value 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).

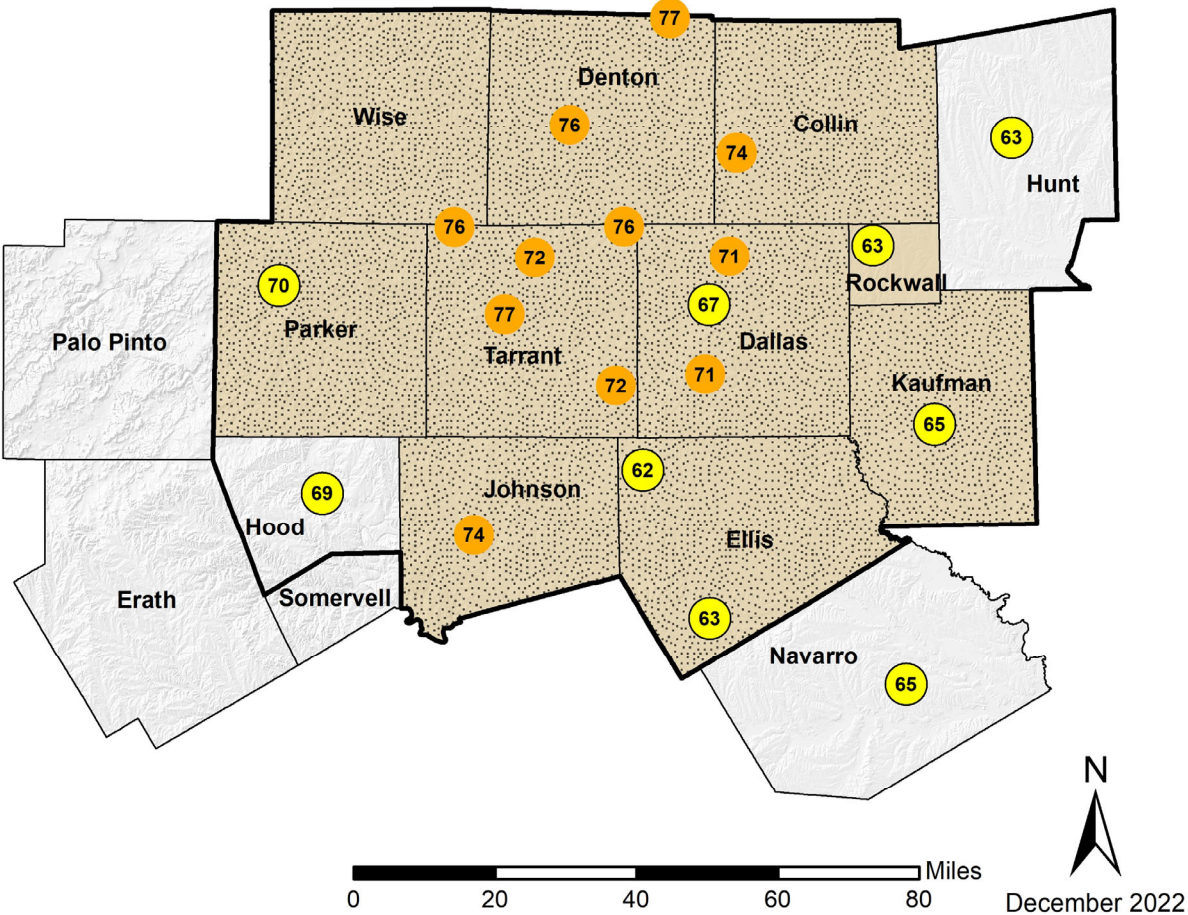
# Monitor Locations with Associated 4<sup>th</sup> Highest Value

As of December 1, 2022

**Legend**

- Counties Designated Nonattainment Under 2015 8-Hour Ozone NAAQS
- Metropolitan Planning Area
- Counties Designated Nonattainment Under 2008 8-Hour Ozone NAAQS
- 2018 - 2020 Design Value (ppb)
- Ozone Monitoring Sites: 56-70 ppb
- Ozone Monitoring Sites: 71-85 ppb

Colors represent Air Quality Index Breakpoints



# 2022 Ozone Season Monitor Data

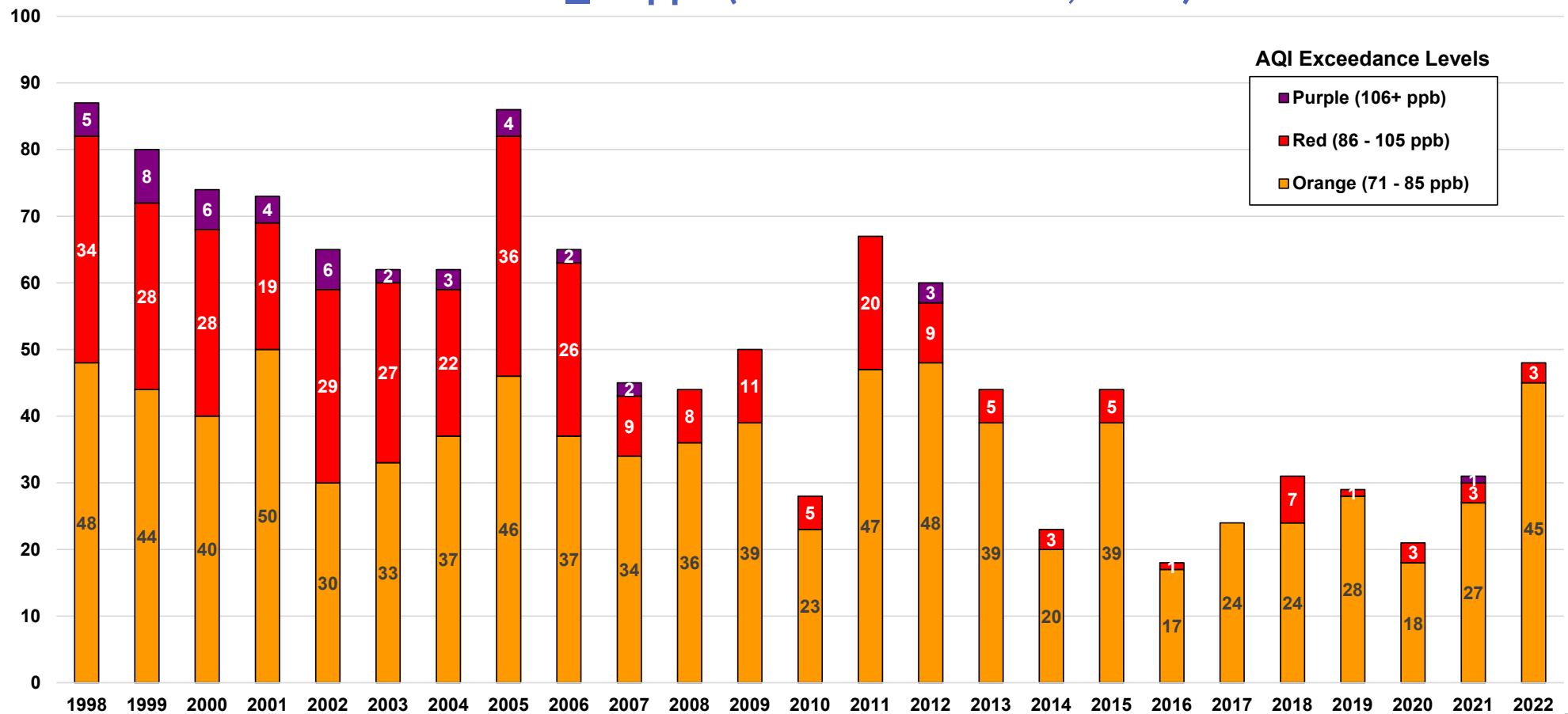
## Five Highest Monitors

| Five Highest Monitors | 4 <sup>th</sup> Highest Value for Season |      |      | 2022 Ozone Season Design Value |
|-----------------------|--|------|------|--------------------------------|
|                       | 2020                                     | 2021 | 2022 |                                |
| Denton Airport South  | 71                                       | 81   | 78   | 76                             |
| Eagle Mountain Lake   | 76                                       | 76   | 77   | 76                             |
| Grapevine Fairway     | 74                                       | 70   | 81   | 76                             |
| Ft. Worth Northwest   | 75                                       | 76   | 80   | 77 ←                           |
| Pilot Point           | 71                                       | 85   | 77   | 77 ←                           |

**Design Value = 3-Year Average of Fourth Highest Value**

# 8-Hour Ozone NAAQS Exceedance Trends

Based on  $\leq 70$  ppb (As of December 1, 2022)



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

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

# 2015 Ozone NAAQS Attainment Scenario

## Monitor Values to Reach Attainment

| Five Highest Monitors | 4 <sup>th</sup> Highest Value for Season |      |      | 2023 Ozone Season Design Value |
|-----------------------|--|------|------|--------------------------------|
|                       | 2021                                     | 2022 | 2023 |                                |
| Cleburne Airport      | 75                                       | 82   | 55   | 70                             |
| Denton Airport South  | 81                                       | 78   | 53   | 70                             |
| Frisco                | 81                                       | 73   | 58   | 70                             |
| Ft. Worth Northwest   | 76                                       | 80   | 56   | 70                             |
| Pilot Point           | 85                                       | 77   | 50   | 70                             |

**Based on 2021-2023 Ozone Monitor Data**

# SIP Reclassifications and Deadlines

NCTCOG Nonattainment region required to attain both ozone standards in 2021

2008 Ozone Standard ( $\leq 75$  ppb): July 20, 2021

2015 Ozone Standard ( $\leq 70$  ppb): August 3, 2021

EPA's Final Determinations on September 15, 2022 (Effective Date = November 7, 2022)

2008 Ozone Standard ( $\leq 75$  ppb) – Serious to Severe

No later than July 20, 2027 to reach attainment

Based on 2024-2026 Ozone Monitor Data

Air Quality Plan (SIP) revisions by TCEQ due 18 months after effective date

2015 Ozone Standard ( $\leq 70$  ppb) – Marginal to Moderate

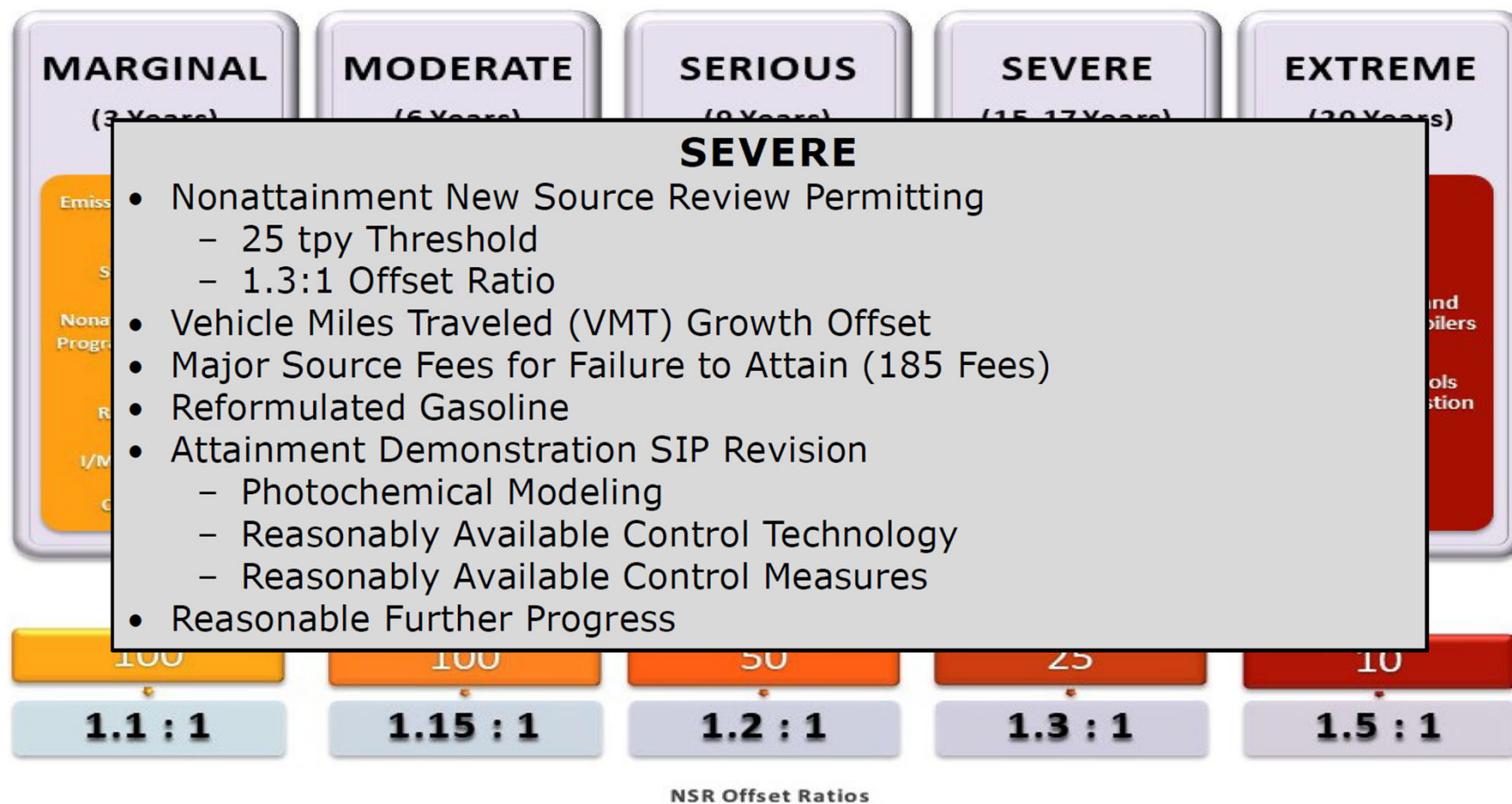
No later than August 3, 2024 to reach attainment

Based on 2021-2023 Ozone Monitor Data

Air Quality Plan (SIP) revisions by TCEQ due **January 1, 2023**

# SIP Requirements

## Severe Nonattainment



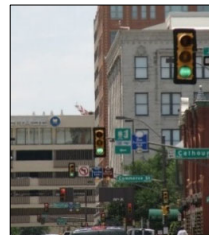
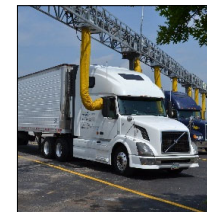
Source: Texas Commission of Environmental Quality (TCEQ)



# Sample of Air Quality Initiatives



Rideshare. Record. Reward.



# Ongoing/Additional Efforts

## Emission Reduction Programs

Management & Operations (M&O) and Air Quality and Safety Program

Federal Performance Measures (PM3) CMAQ Targets

Appendix H: Weight of Evidence (Voluntary Measures)

RTC Legislative Agenda for Air Quality  
Programs

TERP – Diesel Retrofit Program

Fraudulent Paper Registration Tags  
and Vehicle Emissions Inspections

# For More Information

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817-608-2335

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



NCTCOG | Transportation Department

# Parking Management Resources

REGIONAL TRANSPORTATION COUNCIL |  
12.8.2022

Karla Windsor, AICP

*Image source: Microsoft PowerPoint*



# Mobility 2045 Background

## Mobility 2045 Goals

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

**Mobility 2045:** emphasizes the relationship between **land use** and **transportation**, an important strategy in improving operational efficiency as the region continues to develop

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

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



# RTC Parking Garage Funding Policy

RTC Approval - August 2022

**Policy:** RTC directs NCTCOG staff to support publicly owned surface and structured parking for limited purposes that generally meet criteria including, but not limited to:

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



# What are your parking challenges?

**Parking Supply** – Too much/too little, drivers have trouble finding existing spaces?

**Demand Management** – When you can't easily build more, how to encourage alternatives?

**Coordination** – Sharing spaces in main street districts, walkable areas, or mixed-use developments. How best to communicate with drivers on wayfinding?

**Efficient Facility Design/Operations** – Best practices for technology and sustainability in a lot/garage?

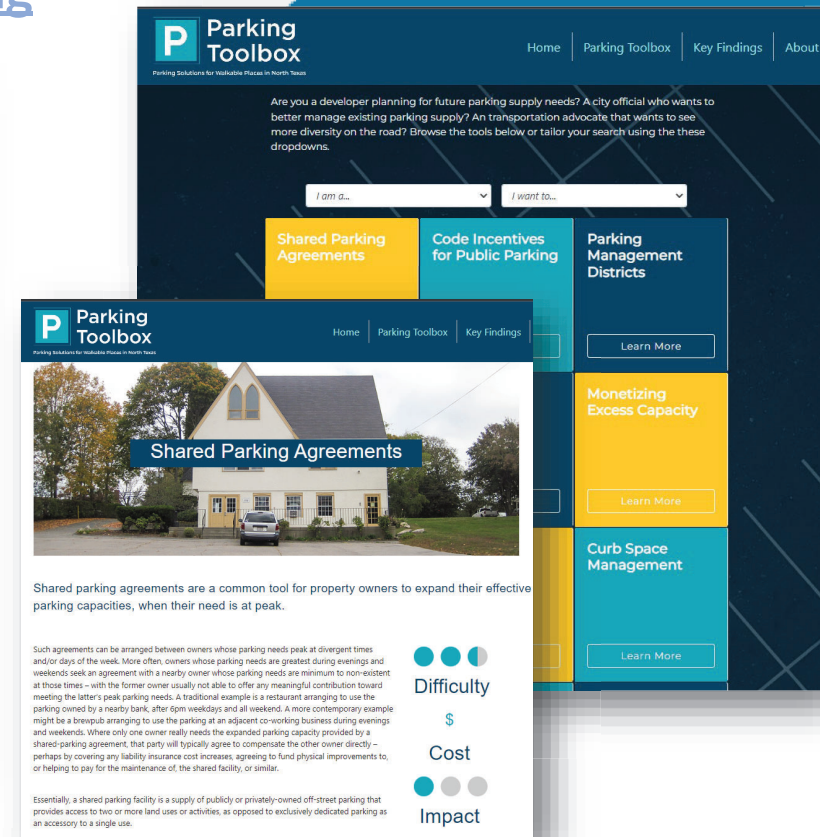
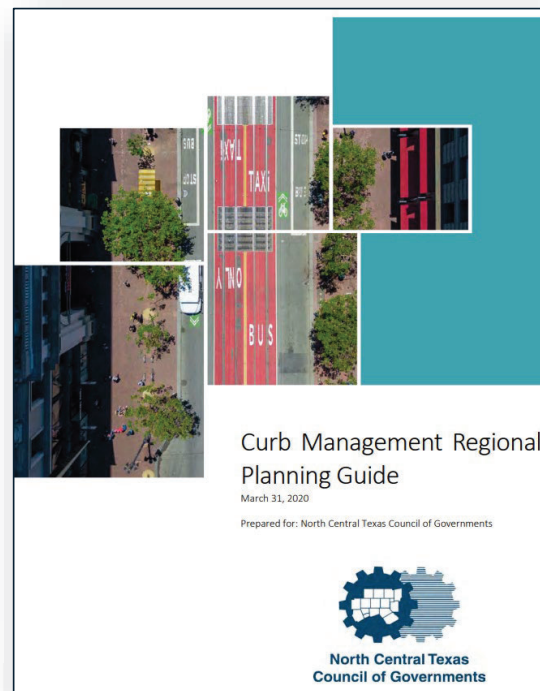
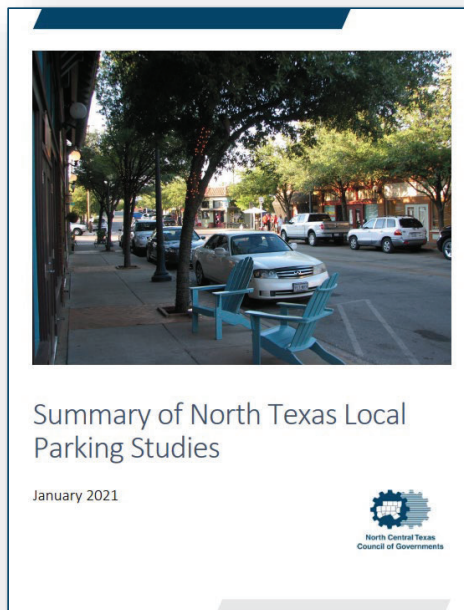
**Competing Demand for Curb Space** – How to best manage on-street parking for changing street design needs?

**Others?**



# NCTCOG Resources – Existing

[www.NCTCOG.org/Parking](http://www.NCTCOG.org/Parking)



Parking Management Resources



# Possible Technical Solutions

## Communication

- District Wayfinding/Signage
- Facility Wayfinding/Signage
- Mobile Applications
- Websites

## Managing New Supply (Code)

- Minimum requirements
- Maximums
- Fee-in-lieu of spaces
- Off-site Credits
- Shared Parking Allowances

## Managing Existing Supply

- Enforcement
- Restrictions/Permits
- Utilization Data Monitoring and Sharing
- Monetizing Excess Supply
- Future Re-Use (redevelopment)
- Unbundled parking fees
- Shared Parking Agreements
- Dynamic Pricing
- District level coordination (Parking Management/Benefit Districts)





## NCTCOG Resources – Ongoing and Upcoming

- Parking Technology Applications Guide\*
- Regional Parking Database\*
- Case Studies & Best Practices (Local & National)

*\*In progress*



# Tell us...

## What are your parking challenges?

### **New Resources:**

Topic-specific factsheets?

Other ideas based on your challenges?

Which tools would be most valuable?

## Survey Input Requested



Parking Management Resources



# Staff Contacts



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Senior Program Manager

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Principal Transportation Planner

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Catherine Osborn, AICP

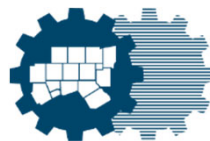
Transportation Planner

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



[www.NCTCOG.org/Parking](http://www.NCTCOG.org/Parking)





NCTCOG PRESENTATION

# WALK TO SCHOOL DAY 2022

Karla Windsor, AICP  
REGIONAL TRANSPORTATION COUNCIL | 12.8.2022



# ON-GOING SCHOOLS-RELATED ACTIVITIES

- School Siting and Safe Routes to School (SRTS) Technical Assistance & Tools
- SRTS Funding
- LookOut Texans Safety Campaign
- Joint Training and Coordination between local governments and Independent School Districts (staff and policy level)
- Joint Use Agreement Inventory
- NCTCOG Policy Bundles
- Encouragement
  - **Walk to School Day!**



# WHAT IS WALK TO SCHOOL DAY?

- Annual event that involves schools and communities across the country and the world walking to school on the same day
  - **Community presence on the streets reminds us to help create calm, safe routes for students to walk and bicycle to school.**
- Goals of the program: safety education, health, reduced congestion, transportation choice, etc.
- This year, Walk to School Day was held on October 12
  - Typically held the first Wednesday of October but was postponed due to the Yom Kippur holiday



**Bledsoe Elementary**  
Courtesy of the City of Frisco





# NCTCOG'S WALK TO SCHOOL DAY PROMOTION

## Prizes and Raffles for Participating Students!

- Prizes were awarded to schools based on the planned events and the order of applications received
- Walk to School Day banner
- Bike raffle entries for participating students
- Draw-string bag “Prize Packs”



Taylor Elementary



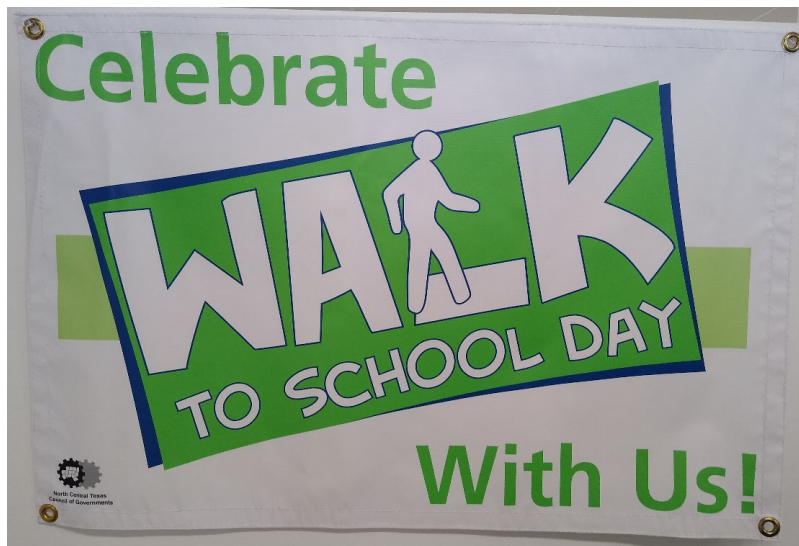
AV Cato Elementary





# PRIZE PACKS

Due to overwhelming interest, schools that received prize packs were given a limited number to raffle off/distribute as worked best for their events



# NCTCOG BIKE RAFFLE

- To incentivize participation in Walk to School Day, NCTCOG raffled off four bikes to participating students in Walk to School Day
- Students signed the Look Out Texans “Promise to Street Safety” Pledge
- Pledge was offered in English and Spanish
- Two 20” bikes and two 24” bikes
- **973 total entries into the bike raffle from 14 schools!**



Walk to School Day 2022 | [www.nctcog.org/SRTS](http://www.nctcog.org/SRTS)



## PROMISE TO STREET SAFETY

I promise to **BE ALERT** for people biking and walking on sidewalks, trails and streets.

I will also **LOOK OUT** for cars in the street. No matter what, it is never worth endangering my safety or the safety of other people to get somewhere.



I **RESPECT** the rights of all people to use our streets safely.

I will **OBEY** all traffic signs and signals for my own safety.



I will **PROTECT** myself by wearing a helmet when I ride my bicycle.

I will **PROTECT** my friends and loved ones by encouraging them to bike, walk and drive safely by following traffic laws and looking out for other people.

I will show my parent or caregiver the 21 Safety Tips at [www.LookOutTexans.org](http://www.LookOutTexans.org).

Together, we can keep our streets safe and build respect for each other.

By signing this card, I promise to do my part to look out for, respect and protect my fellow Texans.

✂----- Cut here and keep the top! ---  
**Circle which bike you'd like to enter to win! (choose one)**

| 20" Bike: Age 5-10, 45in-54in tall  |   | 24" Bike: Age 8-13, 49in-59in tall   |   |
|---|---|--|---|
| Red/Orange<br> | Grey with Purple Tires<br> | Green<br> | Pink<br> |

Student Name \_\_\_\_\_ Parent or Guardian Signature \_\_\_\_\_  
 Student Age \_\_\_\_\_ Student Grade \_\_\_\_\_  
 Student's Teacher \_\_\_\_\_ School Name \_\_\_\_\_



# NCTCOG WALK TO SCHOOL DAY PHOTO CONTEST



**Second Place Winner:**  
**Pink Elementary School**



**First Place Winner:**  
**Nichols Elementary School**



**Third Place Winner:**  
**Nichols Elementary School**

- Participating schools were encouraged to submit photos from their event to NCTCOG
- Some of our favorites are featured in this presentation and will be featured in future Safe Routes to School-related publications!



# BY THE NUMBERS



## TEXAS

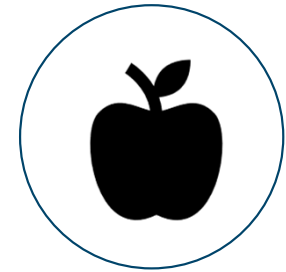
**198 events**, up from **166** in **2021** and **164** in **2019**, were registered with WalkBikeRollToSchool.org for the state of Texas

**2,789 events** were registered nationwide!



## DFW

**104 events** were registered with the event tracker from Collin, Dallas, Denton, Ellis, Hunt, and Tarrant Counties



## NCTCOG

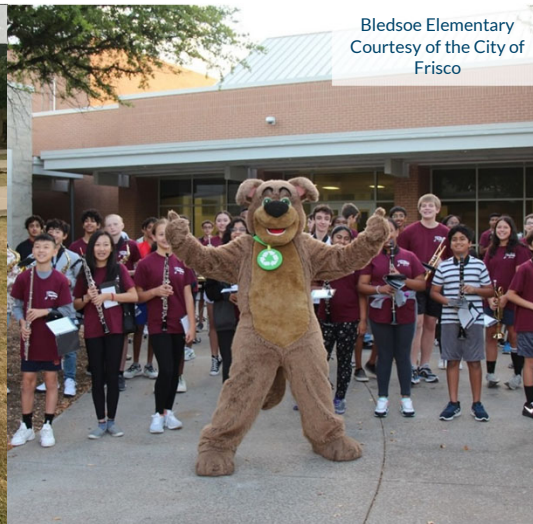
NCTCOG helped **20 schools** celebrate Walk to School Day with special prizes!



# SCHOOL ACTIVITIES:



Pink Elementary



Bledsoe Elementary  
Courtesy of the City of  
Frisco



Taylor Elementary



Comanche Springs Elementary

## Greeting Events

- Fun activities or prizes to students and families who walk or bike to school
- Schools had band members, cheerleaders, firefighters, city mascots, and others greet students
- Decorating school entrance, breakfast giveaways, etc.

## Remote Walking Events

- Schools organized a "meet up point" at a public place close to the school
- Students, families, and staff safely walked to school together
- Created an accessible event for families who live too far to walk the whole way to school





# POST-EVENT REPORTS

- Feedback from participants overwhelmingly positive regarding value of event and enhancement of activities with NCTCOG promotional items
- [www.WalkBiketoSchool.com](http://www.WalkBiketoSchool.com) was a great resource for more information about Walk to School Day and year-round active travel to school
- Schools focused on walking/bicycling safety as part of their events
- Bike raffles were reported as a great incentive for students to participate
- Many schools would like to add Remote Walking Events so more students can participate
- Schools were able to partner with other organizations/local businesses to make events even more special!



# Case Study: FRISCO – CITY/ISD COORDINATION

- **City of Frisco Transportation Engineering Division**
  - **Frisco Police Department**
  - **Frisco Fire Department**
  - **Frisco Independent School District**
- Partnership to raise awareness of pedestrian safety and celebrate benefits of walking and biking
  - **City of Frisco staff created a toolkit to promote Walk to School Day and published materials on city website:**  
[www.FriscoTexas.gov/SchoolZoneSafety](http://www.FriscoTexas.gov/SchoolZoneSafety)
  - Participation up from 21 schools in 2021 (year one) to 30 in 2022
  - FISD promoted event to individual school PTAs



## PROCLAMATION

*WHEREAS, National Walk 'n Roll to School Day promotes pedestrian safety and the importance of daily physical activity for children's health and wellbeing; and*

*WHEREAS, a lack of physical activity plays a leading role in rising rates of obesity, diabetes, and other health problems among children. Walking to school provides an opportunity to build activity into a daily routine because active children learn better; and*

*WHEREAS, walking to school reduces traffic congestion, vehicle emissions, fuel consumption and encourages a cleaner and greener Frisco; and*

*WHEREAS, celebrating the 26th Annual National Walk 'n Roll to School Day creates awareness of the need for walkable communities and making our community a safe place for pedestrians; and*

*WHEREAS, this day allows for children, parents, community leaders, school representatives, and neighborhoods to come together and build a sense of community, to inspire families to walk 'n roll to school more often, and to practice good pedestrian habits which are important life skills; and*

*WHEREAS, the City of Frisco's Police Department, Fire Department, Transportation Engineering Division, and Frisco Independent School District partnered together with the National Center for Safe Routes to School and the Vision Zero for Youth initiative to promote Walk 'n Roll to School Day in Frisco; and*

*NOW THEREFORE, I, Jeff Cheney, Mayor of the City of Frisco, Texas, do hereby proclaim October 12th, 2022, as "National Walk 'n Roll to School Day" in Frisco and encourage everyone to consider pedestrian safety today and every day.*

Jeff Cheney  
Mayor

Proclamation read by Mayor at  
Oct 4 City Council Meeting  
Courtesy of the City of Frisco



Walk to School Day 2022 | [www.nctcog.org/SRTS](http://www.nctcog.org/SRTS)

# NEXT STEPS

**Save the date for next year's Walk to School Day:  
Wednesday, October 4, 2023**

- Next year's event preparation will begin Spring 2023
  - **Coordinate with local schools early!**
- *To be added to the Walk to School Day 2023 mailing list, fill out the interest form at [www.nctcog.org/WalkToSchool](http://www.nctcog.org/WalkToSchool)*
- Full summary of the 2022 events will be released later this year



Taylor  
Elementary



Interest Form QR Code





# WALKING AND BIKING ENCOURAGEMENT

- Visit [www.WalkBiketoSchool.com](http://www.WalkBiketoSchool.com) for more information about Walk to School Day, and year-round activities for walking and biking
- Miss Walk to School Day this school year? Consider planning a **Bike to School Day Event on May 4, 2023**
- Consider an event for **Bike to Work Day on May 19, 2023** during National Bike Month
- Contact us for assistance in planning your Walk to School/Bike to School/Bike to Work Day events



Pink Elementary: Top Left; Bledsoe Elementary: Bottom Left, Right  
(Bledsoe Photos Courtesy of the City of Frisco)



# CONTACT US



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Erin Curry

Transportation Planner

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**Regional Transportation Council Attendance Roster  
December 2021 - November 2022**

| RTC MEMBER                 | Entity          | 12/9/21 | 1/13/22 | 2/10/22 | 3/10/22 | 4/14/22 | 5/12/22 | 6/9/22 | 7/14/22 | 8/18/2022 | 9/8/2022 | 10/13/2022 | 11/10/2022 |
|----------------------------|-----------------|---------|---------|---------|---------|---------|---------|--------|---------|-----------|----------|------------|------------|
| Daniel Alemán Jr (01/22)   | Mesquite        | --      | P       | P       | P       | P       | P       | P      | P       | P         | P        | P          | E          |
| Steve Babick (06/22)       | Carrollton      | --      | --      | --      | --      | --      | --      | P      | E       | E         | A        | A          | P          |
| Dennis Bailey (02/21)      | Rockwall County | P       | P       | E(R)    | P       | P       | P       | E(R)   | E(R)    | P         | P        | P          | P          |
| Rick Bailey (07/22)        | Johnson County  | -       | -       | -       | -       | -       | -       | -      | P       | P         | P        | P          | P          |
| Adam Bazaldua (09/21)      | Dallas          | P       | P       | P       | P       | P       | E       | P      | P       | P         | E(R)     | A          | E(R)       |
| Elizabeth M. Beck (08/21)  | Fort Worth      | P       | P       | A       | P       | P       | E       | P      | A       | E(R)      | P        | A          | P          |
| Gyna Bivens (08/21)        | Fort Worth      | P       | P       | P       | E       | P       | E       | P      | P       | P         | P        | P          | P          |
| J. D. Clark (07/22)        | Wise County     | E(R)    | P       | P       | P       | E(R)    | P       | E(R)   | P       | P         | P        | P          | P          |
| Ceason Clemens (10/22)     | TxDOT, Dallas   | -       | -       | -       | -       | -       | -       | -      | -       | -         | -        | P          | P          |
| Dianne Costa (10/19)       | DCTA            | P       | P       | P       | P       | P       | P       | P      | P       | P         | P        | P          | P          |
| Michael Crain (06/22)      | Fort Worth      | --      | --      | --      | --      | --      | --      | E(R)   | A       | 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       | P       | P       | P       | P       | P       | P      | P       | E(R)      | P        | A(R)       | P          |
| Janet DePuy (09/21)        | Richardson      | P       | P       | P       | P       | P       | P       | P      | P       | P         | P        | P          | E(R)       |
| Andy Eads (1/09)           | Denton County   | P       | P       | P       | P       | P       | E       | P      | P       | P         | P        | P          | P          |
| Gary Fickes (12/10)        | Tarrant County  | P       | P       | A       | P       | P       | P       | P      | P       | P         | E        | P          | P          |
| George Fuller (07/17)      | McKinney        | A       | P       | P       | P       | E(R)    | E       | P      | P       | P         | E        | A          | P          |
| Raul H. Gonzalez (09/21)   | Arlington       | P       | P       | P       | P       | P       | P       | P      | A       | A         | P        | P          | P          |
| Barry L. Gordon (12/20)    | Duncanville     | P       | E(R)    | P       | E(R)    | P       | E       | A      | P       | P         | E        | P          | P          |
| Rick Grady (09/18)         | Plano           | P       | P       | P       | P       | P       | P       | P      | P       | P         | P        | P          | P          |
| Lane Grayson (01/19)       | Ellis County    | P       | P       | P       | E       | P       | P       | A      | P       | P         | P        | P          | P          |
| Mojoy Haddad (10/14)       | NTTA            | P       | P       | E       | E       | A       | P       | P      | P       | P         | E(R)     | P          | P          |
| Clay Lewis Jenkins (04/11) | Dallas County   | E(R)    | P       | P       | P       | P       | P       | P      | P       | P         | P        | P          | P          |
| Ron Jensen (06/13)         | Grand Prairie   | P       | P       | P       | E(R)    | P       | P       | P      | P       | E         | P        | P          | P          |
| Brandon Jones (05/21)      | Lewisville      | P       | P       | P       | P       | P       | A       | P      | P       | P         | E        | P          | P          |
| John Keating (12/19)       | Frisco          | E(R)    | A       | A       | A       | P       | A       | A      | A(R)    | A         | P        | P          | A          |
| Brad LaMorgese (07/22)     | Irving          | --      | --      | --      | --      | --      | --      | --     | P       | P         | P        | E          | E          |
| Mike Leyman (09/19)        | Mansfield       | P       | P       | E(R)    | P       | P       | P       | P      | P       | P         | P        | P          | E(R)       |
| Alison Maguire (07/21)     | Denton          | P       | P       | P       | P       | P       | P       | P      | A       | P         | P        | P          | 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       | P       | A       | P       | E       | E      | E       | E         | E(R)     | E          | P          |
| Cara Mendelsohn (07/20)    | Dallas          | P       | P       | P       | P       | P       | P       | P      | P       | P         | P        | P          | P          |
| Ed Moore (07/22)           | Garland         | --      | --      | --      | --      | --      | --      | --     | P       | P         | A        | P          | E          |
| Omar Narvaez (09/21)       | Dallas          | P       | P       | P       | P       | E(R)    | P       | P      | P       | P         | P        | P          | E          |
| Jim R. Ross (07/21)        | Arlington       | P       | P       | P       | P       | P       | P       | E(R)   | E(R)    | P         | P        | P          | A          |
| David Salazar (10/22)      | TxDOT, FW       | -       | -       | -       | -       | -       | -       | -      | -       | -         | -        | P          | E(R)       |

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**  
**December 2021 - November 2022**

| <b>RTC MEMBER</b>           | <b>Entity</b>  | <b>12/9/21</b> | <b>1/13/22</b> | <b>2/10/22</b> | <b>3/10/22</b> | <b>4/14/22</b> | <b>5/12/22</b> | <b>6/9/22</b> | <b>7/14/22</b> | <b>8/18/2022</b> | <b>9/8/2022</b> | <b>10/13/2022</b> | <b>11/10/2022</b> |
|-----------------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|---------------|----------------|------------------|-----------------|-------------------|-------------------|
| Chris Schulmeister (07/20)  | Allen          | P              | P              | P              | P              | P              | E(R)           | P             | P              | P                | A(R)            | P                 | P                 |
| Jeremy Tompkins (10/19)     | Euless         | E              | P              | P              | P              | P              | P              | P             | P              | P                | P               | P                 | P                 |
| T. Oscar Trevino Jr. (6/02) | Nrth Rch Hills | E              | P              | P              | P              | P              | E(R)           | P             | A(R)           | P                | P               | P                 | P                 |
| William Tsao (3/17)         | Dallas         | P              | P              | P              | P              | P              | P              | P             | P              | P                | P               | P                 | P                 |
| Duncan Webb (6/11)          | Collin County  | P              | P              | P              | P              | E              | P              | P             | P              | P                | P               | P                 | P                 |
| Chad West                   | Dallas         | -              | -              | -              | -              | -              | -              | -             | -              | -                | -               | -                 | P                 |
| B. Glen Whitley (2/97)      | Tarrant County | E              | P              | P              | E              | P              | E(R)           | E(R)          | P              | P                | P               | P                 | P                 |
| Michele Wong Krause         | DART           | P              | P              | P              | P              | P              | P              | E(R)          | E(R)           | P                | P               | P                 | E                 |

Note: Date in parenthesis indicates when member was  
1st eligible to attend RTC meetings

P= Present  
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