

AGENDA

REGIONAL TRANSPORTATION COUNCIL Thursday, October 8, 2020 North Central Texas Council of Governments

The RTC meeting on October 8, 2020, will be conducted as a videoconference meeting via Zoom. Members of the public wishing to speak may do so by calling toll free **1-855-965-2480** and entering **meeting ID 924 5260 0605#** when prompted. Following conclusion of the Opportunity for the Public to Speak in Agenda Item 1, the audio line will be disconnected. Members of the public may view a livestream of the RTC meeting at www.nctcog.org/video under the "live" tab.

11:30 am RTC Legislative Workshop (Hard Stop at 12:45 pm)

1:00 pm Full RTC Business Agenda

1:00 – 1:10 1. Opportunity for the Public to Speak on Today's Agenda: Consistent with HB 2840

☒ Information Minutes: 10
Item Summary: This item provides an opportunity for the public to comment on today's meeting agenda items. Members of the public wishing to comment on an agenda item may do so during this item by calling toll free 1-855-965-2480 and entering meeting ID 924 5260 0605# when prompted. Speakers should state their name, city of residence, the agenda number they are speaking on, and whether they are speaking on/for/against the item. Members of the public are not permitted to provide comments after the conclusion of this agenda item; therefore, the audio line will be disconnected and members of the public may view the livestream of the meeting at www.nctcog.org/video.

Background: N/A

1:10 – 1:15 2. Approval of September 10, 2020, Minutes

☒ Action ☐ Possible Action ☐ Information Minutes: 5
Presenter: Roger Harmon, RTC Chair
Item Summary: Approval of the September 10, 2020, 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. Fiscal Year 2021 Education Campaigns for Transportation Initiatives: Phase 1

Presenter: Mindy Mize, NCTCOG

Item Summary: Staff will seek the Council's support to recommend Executive Board approval of up to \$215,000 in funding for education campaigns for transportation initiatives that will initiate in Fiscal Year (FY) 2021. Last month, the Surface

Background: Transportation Technical Committee recommended Regional Transportation Council (RTC) approval. Since 2014, the North Central Texas Council of Governments (NCTCOG) Executive Board has been authorizing annual large-scale educational campaign purchase and placement initiatives for the Transportation Department. Unfortunately, due to making sure we are sensitive in our messaging during the COVID-19 pandemic as well as experiencing impacts related to funding agreement availability, FY2021 campaigns will be approved in phases when deemed appropriate. [Electronic Item 3.1.1](#) explains the benefits of this initiative and showcases cost savings obtained from bulk education campaign purchasing for the Transportation Department, primarily from FY2019 since we do not have much data from FY2020. [Electronic Item 3.1.2](#) provides more information on Phase 1 FY2021 education campaign costs along with examples of past education campaigns. Education campaigns in Phase 1 will support high-speed transportation, notifications of opportunities for public input/public meetings, and a flexible category for possible unanticipated costs that may arise, such as a specialized public meeting series that may need notifications posted. RTC approval will be used as a recommendation to the NCTCOG Executive Board on October 22, 2020.

Performance Measure(s) Addressed:
Transit, Administrative

3.2. **Transportation Improvement Program Modifications**

Presenters: Christie Gotti and Ken Bunkley, NCTCOG
Item Summary: Regional Transportation Council (RTC) approval of revisions to the 2021-2024 Transportation Improvement Program (TIP) will be requested, along with the ability to amend the Unified Planning Work Program and other planning documents with TIP-related changes.
Background: Since approval of the 2021-2024 TIP listings by the RTC on June 11, 2020, staff worked to finalize the project listings for submittal to the Texas Department of Transportation (TxDOT) for inclusion in the Statewide TIP (STIP). During that process, a subset of technical corrections or changes was identified and made by staff to ensure that the listings were consistent with the Metropolitan Transportation Plan and met all federal requirements, such as financial constraint. The list of revisions is provided in [Electronic Item 3.2.1](#) and consists of a list of changes that require RTC approval per the TIP Modification Policy (e.g., substantive limits and/or scope changes, funding revisions, and delaying projects by more than one fiscal year). [Electronic Item 3.2.2](#) is a list of administrative changes to the TIP

(e.g., changes to TxDOT Control-Section-Job (CSJ) numbers and non-substantive clarifications of limits and/or scopes). Additional details on the TIP development process can be found in [Electronic Item 3.2.3](#).

In addition, quarterly modifications to the TIP are underway. November 2020 revisions to the 2021-2024 TIP are provided as [Electronic Item 3.2.4](#) for the Council's consideration. These modifications have been reviewed for consistency with the mobility plan, the air quality conformity determination and financial constraint of the TIP.

Performance Measure(s) Addressed:
Roadway, Air Quality

3.3. **Computer Equipment and Hardware**

Presenter: Michael Morris, NCTCOG

Item Summary: Regional Transportation Council (RTC) approval to use RTC Local Funds for the purchase of computer hardware, software, and equipment will be requested.

Background: Computer resources are a fixture in today's workplace providing an asset needed to accomplish daily activities. Each fiscal year, the Unified Planning Work Program includes attrition of existing computer equipment, computer equipment for new staff, and necessary software with associated licensing. Historically, federal planning funds have been the source of revenue for purchasing. As these items contain components sourced from outside the United States, federal Buy America provisions prevent the use of federal funds to buy these items. In addition, for staff to stay productive and the Department maintain services to the region during the COVID-19 pandemic, additional equipment is necessary to comply with use of workplace supplied computers and necessary hardware in a dual office situation. This dual office situation allows an employee to work remotely from the office while experiencing high quality network connectivity to workplace functions. [Electronic Item 3.3](#) provides additional details.

Performance Measure(s) Addressed:
Administrative

1:20 – 1:35

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

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

1. Regional Transportation Council and Partners Received \$25 million for the North Texas Multimodal Operations, Velocity, Efficiency, and Safety Program

2. New Format for Noting Performance Measures Addressed on Meeting Agendas (Maximum of Two):
 - Administrative • Roadway
 - Safety • Goods Movement
 - Air Quality • Bike/Ped+
 - Transit
3. Continuing Resolution Approved through December 11, 2020, with FAST Act Surface Transportation Funding and Policies through September 30, 2021
4. Status on Extension of SH 360 and Chisolm Trail Parkway
5. Strategic Traffic Signal Program ([Electronic Items 4.1](#))
6. Curb Management Regional Planning Guide (www.nctcog.org/parking)
7. Fall 2020 Traffic Incident Management Executive Level Course Virtual Training Announcement ([Electronic Item 4.2](#))
8. Auto Occupancy/High-Occupancy Vehicle Quarterly Subsidy Report ([Electronic Item 4.3](#))
9. Dallas-Fort Worth Clean Cities Upcoming Events (<https://www.dfwcleancities.org/dfw-clean-cities-meetings>)
10. Air Quality Funding Opportunities for Vehicles (<https://www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle>)
11. Status Report on Ozone ([Electronic Item 4.4](#))
12. Staff Response to Last Month's Agenda Item 1: Opportunity for the Public to Speak (None)
13. August Public Input Opportunity Minutes-Additional Comment ([Electronic Item 4.5](#))
14. September Online Input Opportunity Minutes ([Electronic Item 4.6](#))
15. October Online Input Opportunity Notice ([Electronic Item 4.7](#))
16. Public Comments Report ([Electronic Item 4.8](#))
17. Recent Correspondence ([Electronic Item 4.9](#))
18. Recent News Articles ([Electronic Item 4.10](#))
19. Recent Press Releases ([Electronic Item 4.11](#))

1:35 – 1:45

5. Clear Path™ Technology Program

☒ Action ☐ Possible Action ☐ Information Minutes: 10

Presenter: Jeff Hathcock, NCTCOG

Item Summary: Staff will request Regional Transportation Council (RTC) approval for funding needed to implement the Clear Path™ Technology Program, in accordance with the Better Utilizing Investments to Leverage Development (BUILD) Grant, based on the \$25 million award we received for projects to improve the Trinity Railway Express transit rail line.

Background: This item was presented as information at the August RTC meeting and to the Surface Transportation Technical Committee in September. North Central Texas Council of Government (NCTCOG) staff has been coordinating with each of the freight and transit rail agencies in the North Central Texas region to identify the benefits associated with implementation of the Clear Path™ technology system. As outlined in the Metropolitan Transportation Plan, Mobility 2045, passenger rail service is anticipated to increase with the planned implementation of new and expanded service on

existing freight rail corridors throughout the region. Increasing the rail networks' operational efficiency is key to expanding passenger service on existing corridors. In addition, staff would like to highlight the recent BUILD grant award for transit improvement projects on the TRE line. More information can be found in [Electronic Item 5](#).

The Clear Path™ system is a technology solution that monitors and forecasts train traffic conditions in critical transportation gateways, such as Chicago, to help reduce train congestion. Clear Path™ is enabled by continuous real-time feeds of railroad train dispatching and infrastructure status data used to maximize the efficiency of the freight and passenger rail network. Clear Path™ technology will increase capacity of the Dallas-Fort Worth (DFW) rail network and allow DFW metroplex rail system agencies to exchange timely, accurate, and actionable information on train movements throughout the region, by facilitating inter-carrier operations. Implementation of Clear Path™ technology would advance transit operation opportunities as designated in Mobility 2045.

Performance Measure(s) Addressed:
Goods Movement, Safety

1:45 – 1:55

6. 2021 Unified Transportation Program and Regional 10-Year Plan Update

☒ Action ☐ Possible Action ☐ Information Minutes: 10

Presenter: Christie Gotti, NCTCOG

Item Summary: Staff will brief the Regional Transportation Council (RTC) on the projects funded by the Texas Transportation Commission (TTC) in the 2021 Unified Transportation Program (UTP), and approval of the final project listings will be requested.

Background: In the summer of 2020, the Surface Transportation Technical Committee and the RTC approved updates to the Regional 10-Year Plan. The TTC approved the final 2021 UTP at its August 2020 meeting. Staff will discuss which projects were approved for funding in the UTP and provide a preview of the upcoming schedule for the development of the next 10-Year Plan and UTP. These details are provided in [Electronic Item 6.1](#). [Electronic Item 6.2](#) contains the revised 10-Year Plan listings.

Performance Measure(s) Addressed:
Roadway, Goods Movement

1:55 – 2:05

7. High-Speed Rail Status Report and Contingency Action

☐ Action ☒ Possible Action ☐ Information Minutes: 10

Presenter: Michael Morris, NCTCOG

Item Summary: Staff will provide a status report on federal high-speed rail approvals between Dallas and Houston. In addition, high-speed rail between Dallas and Fort Worth is underway. A contingency action may be requested for approximately \$1.5 million in funds for engineering purposes.

Background: Staff will summarize federal actions regarding high-speed rail between Dallas and Houston. North Central Texas Council of Governments staff, with consultant assistance, is undergoing a Tier II environmental on high-speed transportation between Dallas and Fort Worth. Virtual public meetings on this project were held September 23 and September 24.

Contingency action may be needed for approximately \$1.5 million to loan to Texas Central Partners in order to advance the engineering on the City of Dallas Floodway Extension in partnership with United States Army Corps of Engineers.

Performance Measure(s) Addressed:
Transit, Safety

2:05 – 2:15

8. **Calls for Projects to Reduce Diesel Emissions**

☒ Action ☐ Possible Action ☐ Information Minutes: 10

Presenter: Chris Klaus, NCTCOG

Item Summary: Staff will request Regional Transportation Council approval to open three new, competitive calls for projects (CFP) to subaward funds through the Clean Fleets North Texas 2020 CFP and award rebates through North Texas Emissions Reduction Project 2020 CFP and North Texas Freight Terminal Electrification 2020 CFP.

Background: Over the past few years, the North Central Texas Council of Governments (NCTCOG) has been successful in receiving grant funding for multiple proposals submitted to the Environmental Protection Agency (EPA) under the National Clean Diesel Funding Assistance Program authorized by the Diesel Emissions Reduction Act. Consistent with the awards and original proposals, NCTCOG is to conduct open, competitive CFPs to distribute funds. CFPs have been prepared for three different initiatives, under three separate EPA awards:

Clean Fleets North Texas 2020 CFP, awarded based upon a proposal submitted in June 2018 which provides funding to subaward projects to replace older, high-emitting diesel-powered vehicles and equipment owned by public or private fleets contracted to local governments, in the ten-county ozone nonattainment area.

North Texas Emissions Reduction Project 2020 CFP, awarded based upon a proposal submitted in February 2019 which provides funding to award rebates to replace older, high-emitting diesel-powered vehicles and equipment owned by private fleets in the ten-county ozone nonattainment area along with Navarro and Hood counties.

North Texas Freight Terminal Electrification 2020 CFP, awarded based upon a proposal submitted in June 2018 which

provides funding to award rebates for installation of EPA verified electrified parking spaces and related infrastructure including electric capable kits and power monitoring equipment at freight terminals and distribution centers that primarily receive heavy-duty trucks with Transport Refrigeration Units within the ten-county ozone nonattainment area.

A schedule and project selection criteria for these CFPs will be presented. These initiatives are an extension of clean vehicle and technology efforts listed as Weight-of-Evidence in the current State Implementation Plan. [Electronic Item 8](#) provides additional details.

Performance Measure(s) Addressed:
Air Quality, Goods Movement

2:15 – 2:25

9. **Changing Mobility: Data, Insights, and Delivering Innovative Projects During COVID Recovery**

☐ Action ☐ Possible Action ☒ Information Minutes: 10

Presenter: Michael Morris, NCTCOG

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

Background: Four performance metrics have been developed that will be tracked through the COVID-19 pandemic and recovery process: 1) travel behavior response to COVID-19; 2) financial implications to traditional revenue sources; 3) benefits of travel behavior responses to areas of RTC responsibility; and 4) prioritization of infrastructure improvements that offset unemployment increases. Staff has met with the transit agencies and is exploring ideas to grow transit ridership in the region. Additional information is provided in [Electronic Item 9](#).

Performance Measure(s) Addressed:
Administrative

2:25 – 2:35

10. **North Texas Center for Mobility Technologies: Research Project Funding Standards**

☐ Action ☐ Possible Action ☒ Information Minutes: 10

Presenter: Thomas Bamonte, NCTCOG

Item Summary: Staff will discuss proposed selection criteria and a process for providing funding for sponsored research projects on mobility technologies proposed by the North Texas Center for Mobility Technologies (NTCMT).

Background: In February 2020, as part of the North Central Texas Council of Governments' (NCTCOG) proposal to host the Virgin Hyperloop One Certification Center, the Regional Transportation Council (RTC) approved \$2.5 million in seed money to help fund sponsored research in mobility technologies. With the assistance of the Texas Research Alliance, the four major research universities in the region (UTA, UNT, UTD, SMU) have organized themselves into the

NTCMT. Through the NTCMT, the universities will function as a Research and Development network for sponsored research. The NTCMT is intended to strengthen the capabilities of these universities in the transportation sector and attract mobility technology companies to the region. The NTCMT will recommend certain research projects for NCTCOG funding. The purpose of this item is to establish standards and a process through which NCTCOG identifies which research projects to fund out of the seed money approved by the RTC. These standards and process are described in [Electronic Item 10](#).

Performance Measure(s) Addressed:
Administrative

- 2:35 – 2:45** 11. **Overview of Regional Transportation Council Legislative Workshop**
☐ Action ☐ Possible Action ☒ Information Minutes: 10
 Presenter: Rebekah Hernandez, NCTCOG
 Item Summary: Staff will provide an overview of the Regional Transportation Council (RTC) Legislative Workshop.
 Background: An RTC Legislative Workshop will be held prior to the RTC meeting. Staff will provide members with a review of implementation of statutes, transit issues and funding options, and potential topics to include in the 2021 RTC Legislative Program. The 87th Texas Legislature will convene on January 12, 2021. A draft RTC Legislative Program can be found in [Electronic Item 11](#).

Performance Measure(s) Addressed:
Administrative

12. **Progress Reports**
☐ Action ☐ Possible Action ☒ Information
 Item Summary: Progress Reports are provided in the items below.
- RTC Attendance ([Electronic Item 12.1](#))
 - STTC Attendance and Minutes ([Electronic Item 12.2](#))
 - Local Motion ([Electronic Item 12.3](#))
13. **Other Business (Old or New):** This item provides an opportunity for members to bring items of interest before the group.
14. **Future Agenda Items:** This item provides an opportunity for members to bring items of future interest before the Council.
15. **Next Meeting:** The next meeting of the Regional Transportation Council is scheduled for ***1:00 pm, Thursday, November 12, 2020.***

REGIONAL TRANSPORTATION COUNCIL
September 10, 2020

In accordance with the Texas Governor's March 13, 2020, Disaster Declaration which was renewed through October 7, 2020, and subsequent suspension of certain Texas Open Meetings Act provisions, the September 10, 2020, meeting of the Regional Transportation Council (RTC) was conducted as a videoconference via Zoom. Staff conducted a roll call of members and the presence of a quorum was confirmed. The following members or representatives were present on the videoconference: Tennell Atkins, Richard Aubin, Mohamed Bur, Dianne Costa, Theresa Daniel, Jeff Davis, Pat Deen, Rudy Durham, Andy Eads, Kevin Falconer, Gary Fickes, George Fuller, Rick Grady, Lane Grayson, Mojoy Haddad, Roger Harmon, Ivan Hughes, Clay Lewis Jenkins, Ron Jensen, Carl L. Johnson, Jungus Jordan, John Keating, Mike Leyman, Curtistene McCowan, B. Adam McGough, Cara Mendelsohn, Robert Miklos, Cary Moon, Barbara Odom-Wesley, Philip J. Ritter, John Ryan, Chris Schulmeister, Mark Aldredge (representing Casey Thomas II), Jeremy Tompkins, T. Oscar Trevino Jr., William Tsao, Paul N. Wageman, Dennis Webb, Duncan Webb, B. Glen Whitley, W. Jeff Williams, and Ann Zadeh.

1. **Opportunity for the Public to Speak on Today's Agenda: Consistent with HB 2840:** This item allows members of the public an opportunity to give input on agenda items. Regional Transportation Council Chair Roger Harmon asked if there were any public comments. No members of the public chose to speak.
2. **Approval of the August 13, 2020, Minutes:** The minutes of the August 13, 2020, meeting were approved as submitted in Reference Item 2. B. Glen Whitley (M); Richard Aubin (S). The motion passed unanimously.
3. **Consent Agenda:** The following item was included on the Consent Agenda.
 - 3.1. **Metropolitan Transportation Plan Policy Bundle Round Four:** Approval of the fourth round of the Metropolitan Transportation Plan Policy Bundle funding opportunity, including the plan to distribute available Transportation Development Credits as identified in Electronic Item 3.1, was requested.

A motion was made to approve the item on the Consent Agenda. Curtistene McCowan (M); T. Oscar Trevino (S). The motion passed unanimously.
4. **Orientation to the Agenda/Director of Transportation Report:** Michael Morris provided an overview of items on the Director of Transportation Report. He noted he received a call from Senator John Cornyn's office regarding good news for the region. Members will be provided the information by email once official announcement has been made. In addition, he congratulated new Texas Department of Transportation (TxDOT) Fort Worth District Engineer Carl L. Johnson, P.E. Mr. Morris also discussed the current method performance measures are addressed on the agenda and noted staff is working on a new format to be implemented on October 1, 2020. He noted Alan Clark, Director of Transportation Planning at the Houston-Galveston Area Council is retiring and remembered Wick Allison, founder of D Magazine, who recently passed. Regional Transportation Council (RTC) Chair Roger Harmon has approved a Legislative Workshop at 11:30 am on October 8, 2020, prior to the RTC meeting. The workshop will be conducted via Zoom. He noted the International Bridge, Tunnel and Turnpike Association recently awarded a Certificate of Merit awarded to the North Central Texas Council of Governments (NCTCOG) Automated Occupancy Detection and Verification Project, GoCarma. He also provided a status report on the advancement of engineering funds for the North Texas

Tollway Authority (NTTA) on the SH 360/SH 161 Connector. He recently met with Elizabeth Mow who has indicated if SH 360/SH 161 Connector is advanced she would also like to advance the George Bush Extension south of IH 30 and would like to discuss options with the NTTA Board. Staff's recommendation would be for the RTC to fund engineering of the two projects with repayment made by NTTA if it desires to move forward. Additional updates will be provided to members in the future. Mr. Morris also discussed two items for RTC action. The first was a request to permit staff to send correspondence to TxDOT Headquarters and NTTA regarding the extension of SH 360 and Chisholm Trail to the south to alleviate congestion on IH 35W. This is in follow up to discussion by members at the August 13, 2020, RTC meeting. The second request was approval of a letter regarding the advancement of the bypass channel in the City of Fort Worth. A copy of the correspondence was provided in Electronic Item 4.1. The RTC has funded and TxDOT is constructing three bridges north of downtown Fort Worth in partnership with the United States Army Corps of Engineers (USACE) and in conjunction with the bypass channel. The letter requests that the USACE meet its original design and construction commitments on the bypass channel. A motion was made to approve correspondence to TxDOT Headquarters and NTTA regarding the extension of SH 360 and Chisholm Trail to the south. Jungus Jordan (M); Mike Leyman (S). The motion passed unanimously. A motion was also made to approve correspondence to the United States Army Corps of Engineers regarding the bypass channel in the City of Fort Worth, provided in Electronic Item 4.1. Jungus Jordan (M); Curtistene McCowan (S). The motion passed unanimously.

Mr. Morris noted that a response to the public comment received at the August 13, 2020, RTC meeting was provided in Electronic Item 4.2, and the latest east/west equity report was provided in Electronic Item 4.3. Upcoming Dallas-Fort Worth Clean Cities events were provided in <https://dfwcleancities.org/dfw-clean-cities-meetings>. Current air quality funding opportunities for vehicles were provided in <https://www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle>. Electronic Item 4.4 contained information about electric vehicle infrastructure funding from the Volkswagen Settlement and details regarding the National Drive Electric Week virtual event were provided at <https://www.dfwcleancities.org/ndew>. Electronic Item 4.5 contained an ozone season status report. August online input opportunity minutes were provided in Electronic Item 4.6. Mr. Morris noted that a comment was received after the mail out material was distributed and that the comment would be documented through the public involvement process. The September online input opportunity notice was provided in Electronic Item 4.7. The current Public Comment Report was provided in Electronic Item 4.8, recent correspondence in Electronic Item 4.9, recent new articles in Electronic Item 4.10, and recent press releases in Electronic Item 4.11. RTC Chair Harmon and Vice Chair Daniel expressed appreciation to staff for their continued efforts to maintain progress in transportation during the COVID-19 pandemic.

5. **Federal Highway Administration Performance Measures Target Reaffirmation or Revisions:** Chris Klaus presented proposed adjustments to 2022 regional targets for federally required performance measures. As required by the Federal Highway Administration (FHWA), the North Central Texas Council of Governments (NCTCOG) tracks and monitors federal performance measures targets for: Safety (PM1); Transit Asset Management (TAM); Transit Safety (PTASP); Pavement and Bridge (PM2); and System Performance, Freight, and Congestion Management and Air Quality (PM3). Updated PM3 targets are due to FHWA via the Texas Department of Transportation (TxDOT) on October 1, 2020. The Regional Transportation Council (RTC) initially approved PM3 targets for 2020 and 2022, and 2020 marks the mid-point of this performance period and rulemaking allows 2022 targets to be revisited at this time. Mr. Klaus noted the seven measures included in PM3, desired trend, current targets, and updated forecasts/trends for each measure remained the same as presented last month and was

detailed in Electronic Item 5.2. For interstate reliability, non-interstate reliability, peak hour excessive delay, and non-single occupancy vehicle travel targets, staff recommended that the current 2022 targets be reaffirmed. Truck travel time reliability is an index representing the reliability of travel for freight movement in the transportation system. New data and methodologies suggest that the trends for 2022 are worsening and staff proposed that the 2022 target be revised upward from 1.66 to 1.90 to meet the updated 2022 trend but with an aspirational goal to maintain the 2020 observed value at 1.83 in 2022. Staff will be actively addressing worsening freight reliability with programs, policies, and projects to support freight movement on the transportation system. Staff also recommended revision of targets for the emission reductions for nitrogen oxides and volatile organic compounds. Benefits associated with recent projects has allowed for additional reductions in emissions resulting in 2020 and 2022 trends that are significantly increased over original targets. Staff proposed that 2022 targets for nitrogen oxides be revised to 7,402.95 and for volatile organic compounds to 1,814.02. The schedule for this effort was reviewed. The Surface Transportation Technical Committee recommended approval of the proposed adjustments and no negative comments were received as part of the public involvement process. Action on additional performance measures will be requested in the future. Mr. Klaus noted that an RTC resolution documenting approval of the PM3 performance measure targets was provided in Electronic Item 5.1 and will be used to transmit recommendations to TxDOT. An overview of the resolution was provided. A motion was made to reaffirm existing 2020 regional targets for interstate reliability, non-interstate reliability, peak hour excessive delay and non-single occupancy vehicle travel targets and to approve new 2020 regional targets for truck travel time reliability and emission reductions for nitrogen oxides and volatile organic compounds as outlined in the Resolution Approving System, Freight, and CMAQ Performance Measures and attachment provided in Electronic Item 5.1. Theresa Daniel (M); B. Glen Whitley (S). The motion passed unanimously.

6. **Response to Members of the Texas House of Representatives House Committee on Transportation on Request for Information:** Michael Morris provided an overview of proposed letters to the House Committee on Transportation in response to its request for information on select interim charges in lieu of public hearings. North Central Texas Council of Governments staff proposed that the Regional Transportation Council (RTC) provide comments in four areas of RTC responsibility: 1) innovative funding, 2) COVID-19, 3) safety, and 4) technology. In response to interim charges on funding the letter requests the State ensure fair-share allocations to region, consider funding options, and utilization of innovative tools. Letter two is related to COVID-19 impacts and comments include the four metrics being tracked by staff. The third letter responds to interim charges on safety and identifies areas of focus proposed to address safety, and the final letter provides comments on technology. A copy of the letters to the House Committee on Transportation was provided in Electronic Item 6. Comments on each interim charge must be submitted by September 18, 2020. Mr. Morris noted that the hope is for staff or the RTC to provide testimony to the Texas Legislature in the fall. A motion was made to approve letters responding to interim charges of the House Committee on Transportation provided in Electronic Item 6. Rick Grady (M); Theresa Daniel (S). Mohamed Bur and Carl Johnson abstained from the vote. The motion passed unanimously.
7. **Optimized Freight Movement Project:** Thomas Bamonte presented a proposed project to improve goods movement from freight hubs to expressways in the region through technologies optimizing truck traffic through intersections. The Dallas-Fort Worth (DFW) region has many freight hubs and facilities that are related to two major components of the transportation system: 1) expressways for long-distance travel and 2) local road linkages between freight hubs and expressways. The proposed project focuses on optimizing the flow of freight vehicles from hubs to expressways, which supports the truck travel time reliability performance measure. The Texas

Department of Transportation (TxDOT) is focused on optimizing the operation of the expressways and the North Central Texas Council of Governments has been fortunate to partner with TxDOT on its Connected Freight Corridors Project with the inclusion of IH 30 between Dallas and Fort Worth in this effort. As part of the project, TxDOT surveyed the freight industry and identified optimization of truck signals as a top priority. Optimization is important to the industry because one minute of delay costs approximately \$1.20. Another development being explored is connected vehicle technology to optimize intersections. The City of Arlington is implementing a connected vehicle project on Cooper Street that will look at efficient options to bring vehicles through intersections. In addition, the Atlanta region is investing in the optimized flow of freight vehicles on local streets through an ongoing project to optimize over 1,000 intersections. The proposed Freight Optimization project has four major components: 1) appropriate technology solution to optimize the flow of trucks from hubs to expressways identified through a procurement process, 2) benefit-cost analysis to identify the type of investment and technology with the most benefit that will include consideration of truck travel time savings, improved traffic flow, public health, and any adverse impacts such as cross-traffic delay, 3) coordination with local agencies and the freight industry to identify locations where the preferred technology will best be utilized, and 4) ongoing monitoring of the technology in the field to identify potential incremental improvements to maximize the value of the investment. The project would contribute to optimizing the flow of freight vehicles, improving reliability, and ensuring that the Dallas-Fort Worth region remains competitive as a freight hub. Details about the project were provided in Electronic Item 7. A motion was made to approve \$5 million for the Optimized Freight Movement Project, including \$200,000 RTC Local, with the remainder in federal funds and RTC Transportation Development Credits. Action also included approval for staff to administratively amend the Transportation Improvement Program/Statewide Transportation Improvement Program and other planning documents as required to effectuate the project. Barbara Odom-Wesley (M); Ann Zadeh (S). The motion passed unanimously.

8. **Regional Cotton Belt Veloweb Trail Action Plan:** Karla Weaver presented a funding request for the Cotton Belt Regional Veloweb Trail. In 2018, the Regional Transportation Council (RTC) approved funding for the design and construction of the corridor and what was deemed critical sections of the trail that needed to be built in conjunction with the rail project. The proposed trail design and construction costs as part of the Silver Line rail design/build process provided by the rail contractor are higher than the original cost estimates. North Central Texas Council of Governments (NCTCOG) staff proposed a new, phased approach to minimize the current high costs and expedite the construction with two contractors. Staff proposed to increase the RTC funding for the project to complete 100 percent of the design for the entire corridor which will minimize overall risk. Staff also proposed to proceed with construction of strategic critical sections with the current Dallas Area Rapid Transit (DART) contractor for the crossing of the Dallas North Tollway since there will be impacts to the retaining walls and structural framework of the roadway. Additional construction of strategic critical sections will be made using a second contractor. The second contractor will have experience as a trail contractor. This new approach, proposed by DART, will provide cost savings and allow public funding to go further. DART will procure the second contractor within 6-9 months to build in various crossings before the trains are operable and may include connections as well. The construction of these locations will follow the agreed upon design crossings and design will be reviewed with all local governments along the corridor. A map of the Cotton Belt Regional Veloweb Trail from the Dallas Fort Worth International Airport to Plano was highlighted. In addition to the increase in funding for design, construction funding is needed to be added to the existing rail project to ensure adequate safety walls in the rail corridor near Fairhill School and Ivy Montessori School. Several members thanked NCTCOG staff for its leadership regarding this effort. A motion was made to approve an increase of the Regional Transportation Council award from \$8.2 million to \$14.9 million to

design 100 percent of the trail and an increase of regional Transportation Development Credits to 3 million in lieu of local match. Construction of strategic critical trail sections will be done with two Dallas Area Rapid Transit contractors. Also included in the action was approval of \$245,000 in Surface Transportation Block Grant Program funds for additional safety walls near school locations with regional Transportation Development Credits used for match. An inventory of locations for the second DART contractor will be developed in partnership with local governments. In addition, the motion included approval for staff to administratively amend the Transportation Improvement Program/Statewide Transportation Improvement Program and other planning/administrative documents to incorporate the changes. Paul N. Wageman (M); Duncan Webb (S). The motion passed unanimously.

9. **Transportation Alternatives Program Call for Projects Project Selection:** Kevin Kokes provided an overview of the Transportation Alternatives Program Call for Projects and presented a recommendation of projects to select for funding. In February 2020, the Regional Transportation Council (RTC) took action to open the call for projects for improvements that advance walking and bicycling as a mode of transportation. Eligible projects included shared-use paths, on-street facilities, pedestrian accommodations, and various safety projects. The call was focused on construction, with a requirement that engineering and environmental must be funded 100 percent locally. All projects required a minimum of 20 percent local match for construction, however eligible agencies could request the use of Transportation Development Credits (TDCs) in lieu of a local match. Funding available for this program included fiscal years 2021, 2022, and 2023 with a total of over \$19.8 million in federal funding available. Mr. Kokes reminded members that in the 2019 Transportation Alternatives Call for Projects, there were a large number of high-scoring projects in the east subregion and as a result, the RTC approved approximately \$3.9 million of the FY2021 funds to be awarded to projects in the east subregion which has been deducted from the total available funds for this current call. There were two application project categories consisting of active transportation or Safe Routes to School projects. The active transportation category placed emphasis on implementing the goals outlined in the Mobility Plan such as regional connectivity, implementing the Regional Veloweb corridors, access to transit, improving safety, reducing congestion, improving access for disadvantaged populations, as well as project readiness. The Safe Routes to School category emphasized improving walking and biking access for K-8 schools. A key element in this category included completed planning to document those safety issues, identifying targeted improvements, improving access for disadvantaged populations, and project readiness. A total of 38 applications were received requesting nearly \$68 million in federal funding, and applications in the eastern subregion account for nearly 75 percent of the total funding requested. Mr. Kokes reviewed the funding recommendations for each subregion and noted Electronic Item 9.2 contains the scoring and ranking of all projects based on the evaluation criteria. In the western subregion, recommendations included three Safe Routes to School projects in the City of Arlington and one complete streets project connecting neighborhoods in the City of Fort Worth. All entities in the western subregion requested use of TDCs in lieu of local match. Federal funding proposed in the western subregion totaled approximately \$6.2 million. In the eastern subregion, no applications were received in Hunt County so all fall within the Dallas Texas Department of Transportation (TxDOT) District. Eight projects were recommended for funding in the eastern subregion and included three Safe Routes to School improvement projects in the City of Dallas, a shared use path project in the City of Dallas, a trail bridge project for the Cotton Belt Trail in Plano by Dallas Area Rapid Transit, two projects led by Dallas County for a trail extension in Dallas and multimodal bike and pedestrian project in Garland, and a multimodal bicycle/pedestrian improvement project in the City of Richardson. Five projects requested the use of TDCs in lieu of local match, and the recommended federal funding total is approximately \$17.2 million. Mr. Kokes noted that the total recommended funding differs from what was originally available in

the call for projects. In the western subregion, there were fewer projects recommended for funding, resulting in a balance of approximately \$1.8 million. Since the eastern subregion had a high number of strong applications that far exceeded available funding, staff recommended the \$1.8 million difference be awarded to projects in the east since Transportation Alternative funds are subject to congressional rescissions and must be programmed and obligated in a timely manner. To maintain equity, an equal amount of Congestion Mitigation and Air Quality Improvement Program or Surface Transportation Block Grant Program funds will be made available to other transportation projects in the western subregion to offset the balance transfer to the eastern subregion. This adjustment will be reflected in the quarterly East/West Equity tracking report. In addition to the balance transfer from the west, staff also recommended approximately \$3.6 million additional funds available in the eastern subregion to be awarded to this call for projects from the estimated FY2024 allocation. The timeline for this Call for Projects was reviewed and it was noted that pending RTC action, project sponsors that are awarded funds can submit modifications for the next Transportation Improvement Program modification cycle. An overview of the requested action was provided. Details were provided in Electronic Item 9.1. Mohamed Bur asked if it is possible for entities within the Metropolitan Planning Organization (MPO) that are not selected for MPO Transportation Alternatives funding to apply for statewide funding. Mr. Kokes noted that MPO Transportation Alternative funds in the application area for active transportation projects are specifically for the urbanized area so if a project is located outside the urbanized area boundary defined by the census, then that project would be eligible to submit under the statewide call. Mr. Bur encouraged entities with projects that are outside of the urbanized area boundary to submit applications to the statewide Transportation Alternatives program. Staff suggested that the RTC's action include that the North Central Texas Council of Governments (NCTCOG) will contact entities directly that have projects outside of the urbanized boundary that are eligible for statewide funds. A motion was made to approve the list of projects to fund through the 2020 Transportation Alternatives Call for Projects as provided in Electronic Item 9.2 and for staff to administratively amend the Transportation Improvement Program/Statewide Transportation Improvement Program and other planning/administrative documents to incorporate the changes. Also included in the action, per program rules, the project sponsor 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, and cost overruns are the sole responsibility of the Project Sponsor. In addition, action included approval to transfer \$1.8 million from the western subregion allocation of Transportation Alternatives funding to the eastern subregion, with the same amount of CMAQ or STBG funds to be transferred back to the western subregion. East/West Equity tracking reports will reflect adjustments for funding in the western subregion to offset the balance transfer to the eastern subregion with this call for projects. In addition, NCTCOG staff will contact entities directly that have projects outside of the urbanized boundary that are eligible for statewide funds. Theresa Daniel (M); Barbara Odom-Wesley (S). The motion passed unanimously.

10. **Changing Mobility: Data, Insights, and Delivering Innovative Projects During COVID**

Recovery: Michael Morris provided an update on performance metrics to help understand the impacts of COVID-19 to the transportation system. Four performance metrics have been developed that will be tracked through the COVID-19 pandemic and recovery process: 1) travel behavior response to COVID-19, 2) financial implications to traditional revenue sources, 3) benefits of travel behavior responses to areas of RTC responsibility, and 4) prioritization of infrastructure improvements that offset unemployment increases. Related to travel behavior response, freeway volumes have recovered, and activity is approximately 10 percent lower than previous to COVID-19 restrictions. Average speeds indicate traffic is not the typical employee work traffic because speeds in the peak periods remain improved. Staff is working on innovative

options to prevent congestion during the peak periods and will provide more information to members in the fall. Transit ridership has flattened at approximately a 50 percent decrease in comparison to July 2019. Staff will meet with the three transit authorities to develop potential options to help increase transit ridership in the region and come back to the Regional Transportation Council (RTC) with proposals in the fall. Bicycle/pedestrian activity remains 22 percent higher than pre COVID-19, but activity is decreasing. Like transit ridership, airport passenger trends remain decreased as of May, but improvements are expected in the June/July timeframe. Data related to financial implications, the second metric, was highlighted. Sales tax allocated for transit are increasing. Other funding has also recovered such as the motor fuel tax and others related to Proposition 7. Also highlighted was the oil and gas severance tax related to Proposition 1 which continues to be negatively impacted. Toll transactions have improved, but express lane transactions have not experienced the same improvement. Policy metric three is the benefits of travel behavior responses. Improvements have been seen regarding the number of exceedances for the 2020 ozone season, but the region has experienced more exceedances than expected despite the significant decrease in freeway volumes. The final metric is how the RTC can use innovation to advance projects and create needed employment opportunities. Every \$1 billion in transportation investment produces approximately 12,000-15,000 jobs and the employment impacts of recently funded projects were highlighted. Staff continues to advance projects within the region to have a positive impact on the economy. Supporting Metric 4, the next round of public meetings for high-speed transportation between Dallas and Fort Worth are scheduled later in September. Additional efforts include autonomous transit, freeway induction loops, SH 183, and the IH 820/IH 20 Y Connector, as well as additional projects included in the COVID-19 #00X Program which will be presented to the RTC in November. Details were provided in Electronic Item 10. RTC Chair Roger Harmon discussed the possibility that all employers will not require all employees to return to their normal business locations as the COVID-19 environment improves and asked how data from those businesses can help. Mr. Morris noted that data from employers will likely vary dramatically from one point in time versus another and highlighted strategies to bring back employees without having them all return during the morning and afternoon peak periods.

11. **Progress Reports:** Regional Transportation Council attendance was provided in Electronic Item 11.1, Surface Transportation Technical Committee attendance and minutes in Electronic Item 11.2, and the current Local Motion was provided in Electronic Item 11.3.
12. **Other Business (Old or New):** There was no discussion on this item.
13. **Future Agenda Items:** There was no discussion on this item.
14. **Next Meeting:** The next meeting of the Regional Transportation Council is scheduled for 1:00 pm, Thursday, October 8, 2020.

The meeting adjourned at 2:30pm.

Benefits of Transportation Education Campaign Initiatives

By working with media vendors over a number of years, developing relationships, and executing strategic education campaigns, the North Central Texas Council of Governments (NCTCOG) Transportation Department programs calculated the following cost savings in added value in Fiscal Year (FY) 2019 and/or FY 2020:

In FY 2019, the Regional Smoking Vehicle Program continued education campaigns on regional transit lines and bus stations where NCTCOG staff saw 27 percent in savings by keeping existing artwork, extending media contracts, and planning for long-term campaigns. Similarly, 511DFW, Air North Texas and National Drive Electric Week advertising procured radio spots to receive a combined 19 percent in added value.

In FY 2019, the Air North Texas campaign gained 15 percent added value in Weather App spots. Air North Texas and Public Meetings saved a combined 31 percent advertising in local print publications. Other Public Meetings advertising brought in 9 percent added value from Vietnamese advertising print publications in both FY 2019 and FY 2020.

In addition to lower advertising rates, other benefits have been obtained in this effort, such as:

- Allow NCTCOG to utilize more outlets and increase the frequency of the ads which, in turn, has reached a broader audience;
- Increased website traffic;
- Greater public participation in transportation department programs and projects;
- Cross communication for campaigns, such as when advertising has been purchased;
- Improved efficiencies with media outlets, such as improved staff coordination and increased timeliness.

Fiscal Year 2021 Education Campaigns for Transportation Initiatives: Phase 1

Regional Transportation Council

Mindy Mize

Transportation Education and Outreach

October 8, 2020



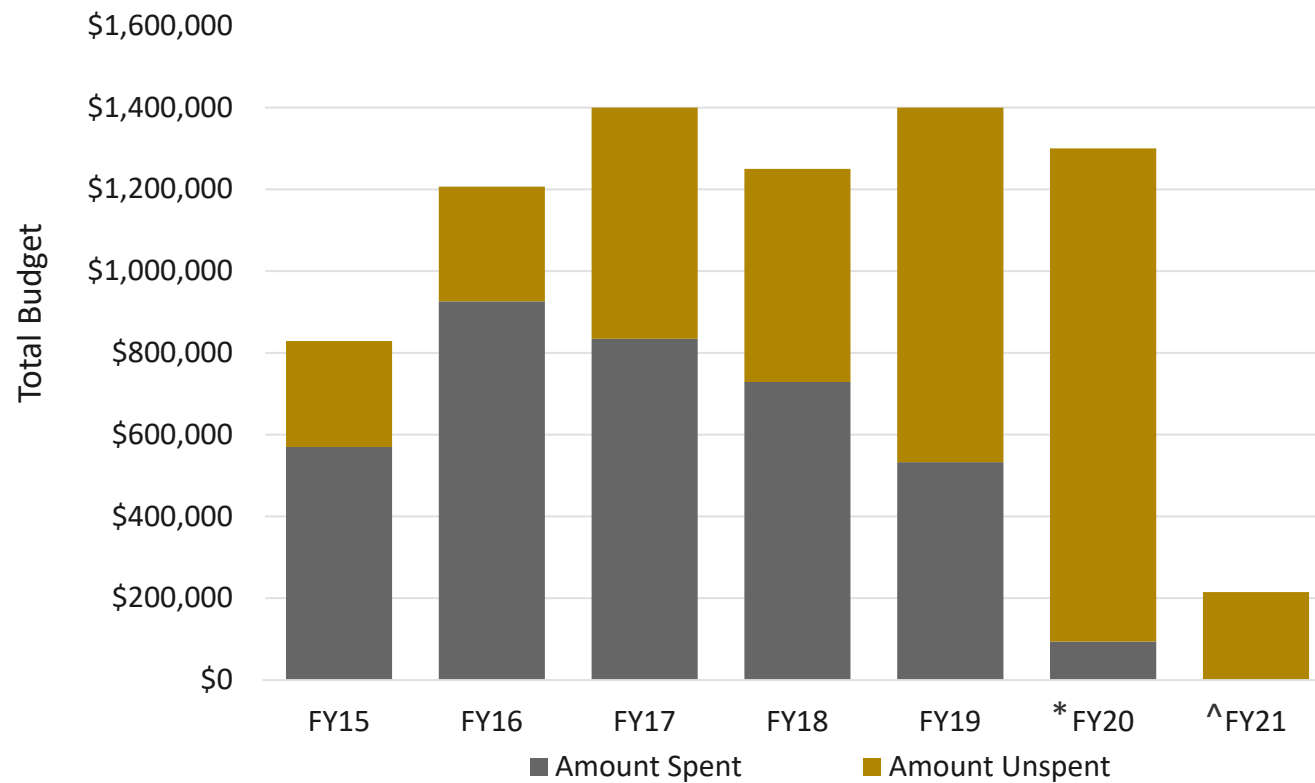
The Three E's for Education Campaigns

Engineer - Develop initiative

Educate - Inform the audience on initiative

Enforce - Make sure initiative is being implemented

Education Campaign Budget Overview



*Large amount unspent is due to impact of COVID-19 pandemic and funding availability for campaigns.

^Fiscal Year 2021 funding will go in phases based on campaigns needed.

Education Campaigns Overview

Education campaigns for Transportation Initiatives allows for:

- **Lower Media Buy Rates**
- **Increased and Targeted Audience Reach**
- **Increased Website Traffic and Engagement**
- **Greater Public Participation**
- **Cross Communication for Campaigns**
- **Improved Efficiencies with Media Outlets**

Education Campaigns Performance Measures

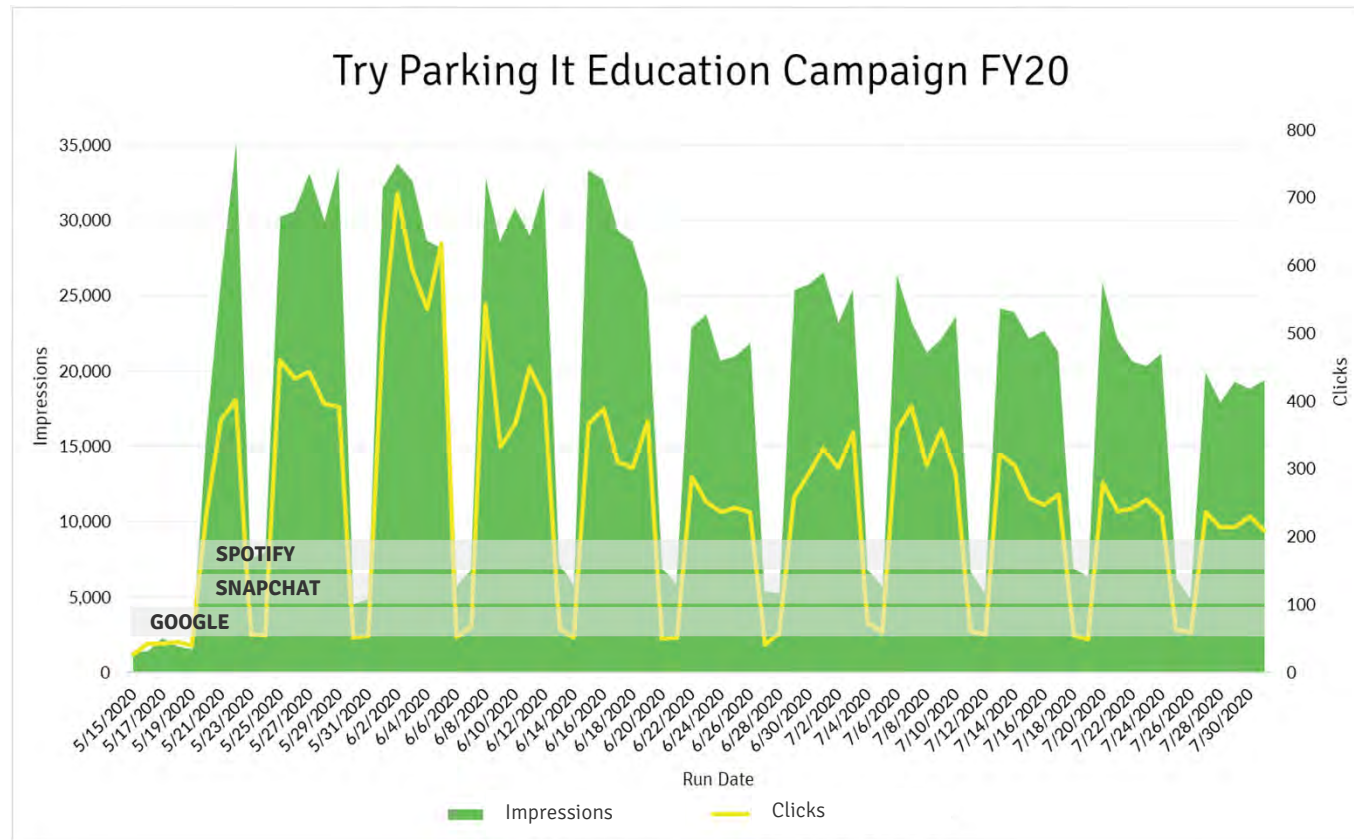
Targeted Audience Examples:

- General Public
- Commuters
- Motorists and Transit Users
- Bicyclists and Pedestrians

Key Performance Indicator Examples:

- Clicks, Impressions, and Reach
- Website Visits and Actions Taken
- Number of Event Registrants and Participants
- Number of App Downloads

Example of Education Campaign Performance Metrics



Transportation Education Campaign Overview

FY2021 Educational Campaign for Transportation Initiatives: Phase 1 are a part of the FY2020 and FY2021 UPWP that was approved by the RTC and Executive Board in August 2019, with periodic modifications and approvals, with the latest in July 2020.

Purchase and Placement of Education Campaigns for Transportation Initiatives for FY2021					
Program Name	Funding Source	Funding Amount	Match Source*	Match Amount	Total
High-Speed Transportation	RTR	\$50,000	N/A	N/A	\$ 50,000
Notifications of Opportunities for Public Input/Public Meetings	TPF	\$65,000	N/A	N/A	\$ 65,000
Flexible Category	TBD	\$100,000	TBD	TBD	\$ 100,000
Total		\$115,000			\$ 215,000

Total up to \$215,000 to cover education campaign expenses for approval.

Transportation Education Campaign Examples

BILLBOARD



PUBLICATIONS



ONLINE & SOCIAL MEDIA



RADIO



Transportation Education Campaign Examples



TRANSIT & DISPLAY



MOBILE



TV & SCREEN



Proposed Schedule

Event	Anticipated Time
STTC, RTC, and Executive Board Action on Recommended FY2020 and FY2021 UPWP	Summer 2019
STTC, RTC, and Executive Board Latest Action on Recommended Modifications for FY2020 and FY2021 UPWP	Summer 2020
STTC Action on Education Campaigns for Transportation Initiatives FY2021	September 25, 2020
RTC Action on Education Campaigns for Transportation Initiatives FY2021	October 8, 2020
Executive Board Authorization of Education Campaigns for Transportation Initiatives FY2021	October 22, 2020

Proposed Action

Support NCTCOG Executive Board to Approve Funding up to \$215,000 for Advertising for Education Campaigns for Transportation Initiatives: Phase 1 that will initiate in FY21, such as:

- **High-Speed Transportation**
- **Notifications of Opportunities for Public Input/Public Meetings**
- **Flexible Category – Funds to be used for campaigns and meeting notifications that may arise and are undetermined at this time**

Contact Information

Mindy Mize
Program Manager
mmize@nctcog.org
817-608-2346

Hilary Nguyen
Communications Specialist
hnguyen@nctcog.org
817-704-5689

Revisions to the 2021-2024 Transportation Improvement Program
RTC Action Items

TIP CODE	CSJ	PROJECT SPONSOR	CITY	FACILITY	LIMITS FROM	LIMITS TO	PROJECT DESCRIPTION	TIP FY	PHASE	CATEGORY	FEDERAL	REGIONAL	STATE	LOCAL	LOCAL CONTRIBUTION	TOTAL FUNDING	COMMENTS
SCOPE AND LIMIT CHANGES																	
25078	0918-47-313 0000-18-119	NCTCOG	BALCH SPRINGS	CS	ON HICKORY TREE ROAD; FROM ELAM ROAD	LAKE JUNE ROAD	PLANNING STUDY TO RECONSTRUCT AND WIDEN 2 TO 3 LANE ROADWAY WITH PEDESTRIAN IMPROVEMENTS	2021	E	3TDC (MPO)	\$0	100,000	\$0	\$0	\$0	\$0	ADD 100,000 OF REGIONAL TDCs IN LIEU OF LOCAL MATCH; REVISE SCOPE TO ENSURE CONSISTENCY WITH THE MTP; REVISE CSJ
								2021	E	STBG	\$500,000	\$0	\$0	\$0 \$125,000	\$0	\$500,000	REMOVE LOCAL MATCH AND ADD REGIONAL TDCs; REVISE SCOPE TO ENSURE CONSISTENCY WITH THE MTP; REVISE CSJ
55014	0261-01-041	TXDOT-DALLAS	CEDAR HILL	US 67	AT LAKE RIDGE PARKWAY		CONSTRUCT GRADE SEPARATION - PHASE 1 CONSTRUCT INTERCHANGE	2009	E	10_ERMRK	\$2,804,130	\$0	\$701,033	\$0	\$0	\$3,505,163	REGIONAL 10-YEAR PLAN PROJECT; REVISE SCOPE TO ENSURE CONSISTENCY WITH THE MTP
								2021	E	SW PE	\$0	\$0	\$100,000	\$0	\$0	\$100,000	REGIONAL 10-YEAR PLAN PROJECT; REVISE SCOPE TO ENSURE CONSISTENCY WITH THE MTP
								2021	R	SW ROW	\$7,280,000	\$0	\$910,000	\$910,000	\$0	\$9,100,000	REGIONAL 10-YEAR PLAN PROJECT; REVISE SCOPE TO ENSURE CONSISTENCY WITH THE MTP
								2025	C	2M	\$22,400,000	\$0	\$5,600,000	\$0	\$0	\$28,000,000	REGIONAL 10-YEAR PLAN PROJECT; REVISE SCOPE TO ENSURE CONSISTENCY WITH THE MTP
55265	2588-01-020	TXDOT-DALLAS	FORNEY	FM 548	US 80	FM 1641	WIDEN AND RECONSTRUCT 2 4 LANE TO 4 LANE URBAN DIVIDED	2021	E	SW PE	\$0	\$0	\$70,000	\$0	\$0	\$70,000	REVISE SCOPE TO MATCH THE MTP
								2021	R	SW ROW	\$400,000	\$0	\$50,000	\$50,000	\$0	\$500,000	REVISE SCOPE TO MATCH THE MTP
13063	0014-15-078	TXDOT-FORT WORTH	FORT WORTH	US 81	IH 35W	AVONDALE HASLET ROAD	CONSTRUCT 2 LANE CONTINUOUS FRONTAGE ROADS IN EACH DIRECTION AND INTERSECTION IMPROVEMENTS	2023	C	2M	\$4,000,000	\$0	\$1,000,000	\$0	\$0	\$5,000,000	REGIONAL 10-YEAR PLAN PROJECT; REVISE SCOPE TO ENSURE CONSISTENCY WITH THE MTP
20299.2	0000-18-106	NTTA	VARIOUS	DNT	FM 428	CR 60 CR-61	CONSTRUCT 0 TO 6 LANE TOLL ROAD AND RECONSTRUCT AND WIDEN 2 TO 6 LANE NORTH/SOUTH FRONTAGE ROADS	2021	E	3LC	\$0	\$0	\$0	\$0	\$36,273,324	\$36,273,324	LOCAL CONTRIBUTION BY NTTA; REVISE LIMITS TO MATCH THE MTP
54119.2	2964-10-009	TXDOT-DALLAS	VARIOUS	SL 9	ELLIS/DALLAS COUNTY LINE	IH 45	CONSTRUCT 0 TO 2 LANE FRONTAGE ROADS (ULTIMATE 6) INCLUDING ITS AND TURN LANES	2013	E	SBPE	\$0	\$0	\$2,000,000	\$0	\$0	\$2,000,000	10-YR PLAN PROJECT; REVISE SCOPE TO MATCH SCOPE OF OTHER SL 9 PROJECTS
								2018	R	S102	\$12,400,000	\$0	\$1,550,000	\$1,550,000	\$0	\$15,500,000	10-YR PLAN PROJECT; REVISE SCOPE TO MATCH SCOPE OF OTHER SL 9 PROJECTS
								2021	C	1	\$4,800,000	\$0	\$1,200,000	\$0	\$0	\$6,000,000	10-YR PLAN PROJECT; REVISE SCOPE TO MATCH SCOPE OF OTHER SL 9 PROJECTS
								2021	C	2M	\$42,484,566	\$0	\$10,621,142	\$0	\$0	\$53,105,708	10-YR PLAN PROJECT; REVISE SCOPE TO MATCH SCOPE OF OTHER SL 9 PROJECTS
								2021	C	5	\$326,400	\$0	\$81,600	\$0	\$0	\$408,000	10-YR PLAN PROJECT; REVISE SCOPE TO MATCH SCOPE OF OTHER SL 9 PROJECTS
								2021	C	STBG	\$10,978,376	\$0	\$2,744,594	\$0	\$0	\$13,722,970	10-YR PLAN PROJECT; REVISE SCOPE TO MATCH SCOPE OF OTHER SL 9 PROJECTS
								2023	C	12	\$0	\$0	\$0	\$0	\$0	10-YR PLAN PROJECT; REVISE SCOPE TO MATCH SCOPE OF OTHER SL 9 PROJECTS	

Revisions to the 2021-2024 Transportation Improvement Program
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TIP CODE	CSJ	PROJECT SPONSOR	CITY	FACILITY	LIMITS FROM	LIMITS TO	PROJECT DESCRIPTION	TIP FY	PHASE	CATEGORY	FEDERAL	REGIONAL	STATE	LOCAL	LOCAL CONTRIBUTION	TOTAL FUNDING	COMMENTS
FISCAL YEAR CHANGES																	
13061	0008-03-094	TXDOT-FORT WORTH	ALEDO	IH 20	FM 1187/3325	TARRANT/PARK ER COUNTY LINE	CONSTRUCT INTERCHANGE AT WALSH RANCH PARKWAY AND EASTBOUND ENTRANCE RAMP, WESTBOUND EXIT RAMP, AND U-TURN AT FM 1187	2019	E	SBPE	\$944,000	\$0	\$236,000	\$0	\$0	\$1,180,000	REGIONAL 10-YEAR PLAN PROJECT
								2025 2021	C	4	\$19,620,000	\$0	\$2,180,000	\$0	\$0	\$21,800,000	REGIONAL 10-YEAR PLAN PROJECT; REVISE FISCAL YEAR (MOVE TO OUT YEAR, AS PROJECT IS NOT FULLY FUNDED)
13044	0047-06-161	TXDOT-DALLAS	ALLEN	US 75	AT RIDGEVIEW DRIVE		RECONSTRUCT INTERCHANGE	2021	E	SW PE	\$0	\$0	\$1,500,000	\$0	\$0	\$1,500,000	REGIONAL 10-YEAR PLAN PROJECT
								2021	R	SW ROW	\$4,000,000	\$0	\$500,000	\$500,000	\$0	\$5,000,000	REGIONAL 10-YEAR PLAN PROJECT
								2025 2022	C	1	\$2,000,000	\$0	\$500,000	\$0	\$0	\$2,500,000	REGIONAL 10-YEAR PLAN PROJECT; MOVE CONSTRUCTION TO FY 2025 DUE TO FINANCIAL CONSTRAINTS
								2025 2022	C	2M	\$20,924,082	\$0	\$5,231,020	\$0	\$0	\$26,155,102	REGIONAL 10-YEAR PLAN PROJECT; MOVE CONSTRUCTION TO FY 2025 DUE TO FINANCIAL CONSTRAINTS
13001	1068-02-147	TXDOT-FORT WORTH	ARLINGTON	IH 30	COOPER ST	DALLAS COUNTY LINE	RECONSTRUCT AND WIDEN 6 TO 8 GENERAL PURPOSE LANES, CONVERT 2 CONCURRENT EXPRESS LANES TO 2/3 CONCURRENT EXPRESS LANES, AND RECONSTRUCT EXISTING 4/6 TO 4/6 DISCONTINUOUS FRONTAGE ROAD LANES	2021	E	SW PE	\$0	\$0	\$3,950,000	\$0	\$0	\$3,950,000	REGIONAL 10-YEAR PLAN PROJECT; RELATED TO TIP 55097/CSJ 1068-02-127
								2021	R	SW ROW	\$8,800,000	\$0	\$2,200,000	\$0	\$0	\$11,000,000	REGIONAL 10-YEAR PLAN PROJECT; RELATED TO TIP 55097/CSJ 1068-02-127
								2021	U	SW ROW	\$11,600,000	\$0	\$2,900,000	\$0	\$0	\$14,500,000	REGIONAL 10-YEAR PLAN PROJECT; RELATED TO TIP 55097/CSJ 1068-02-127
								2025 2023	C	4	\$83,056,000	\$0	\$20,764,000	\$0	\$0	\$103,820,000	DELAY CONSTRUCTION TO FY 2025 DUE TO FINANCIAL CONSTRAINTS
13008	2266-02-148	TXDOT-FORT WORTH	ARLINGTON	SH 360	NORTH OF E RANDOL MILL RD	SOUTH OF E RANDOL MILL RD	RECONSTRUCT 6 TO 8 MAIN LANES AND RAILROAD UNDERPASS AND 4/8 LANE TO 4/8 LANE CONTINUOUS FRONTAGE ROADS	2021	E	SW PE	\$0	\$0	\$2,465,000	\$0	\$0	\$2,465,000	REGIONAL 10-YEAR PLAN PROJECT
								2021	R	SW ROW	\$2,400,000	\$0	\$600,000	\$0	\$0	\$3,000,000	REGIONAL 10-YEAR PLAN PROJECT
								2021	U	SW ROW	\$80,000	\$0	\$20,000	\$0	\$0	\$100,000	REGIONAL 10-YEAR PLAN PROJECT
								2025 2023	C	2M	\$40,000,000	\$0	\$10,000,000	\$0	\$0	\$50,000,000	REGIONAL 10-YEAR PLAN PROJECT; DELAY PROJECT TO FY 2025 DUE TO FINANCIAL CONSTRAINTS
13033.4	0196-02-126	TXDOT-DALLAS	DENTON	IH 35E	AT CORPORATE DRIVE		RECONSTRUCT GRADE SEPARATION AND EXISTING 4 TO 4 LANE FRONTAGE ROADS	2021	E	SW PE	\$0	\$0	\$3,400,945	\$0	\$0	\$3,400,945	REGIONAL 10 YEAR PLAN PROJECT; DENTON PRIORITY PROJECT #5
								2022	R	S102	\$0	\$0	\$0	\$0	\$0	\$0	REGIONAL 10 YEAR PLAN PROJECT; DENTON PRIORITY PROJECT #5
								2025 2023	C	2M	\$47,314,864	\$0	\$11,828,716	\$0	\$0	\$59,143,580	REGIONAL 10 YEAR PLAN PROJECT; DENTON PRIORITY PROJECT #5; DELAY CONSTRUCTION TO FY 2025 DUE TO FINANCIAL CONSTRAINTS
55111.2	2588-01-022	TXDOT-DALLAS	FORNEY	FM 548	NORTH OF US 80	WINDMILL FARMS BLVD	WIDEN AND RECONSTRUCT 2 LANE RURAL TO 6 LANE DIVIDED URBAN	2021	E	SW PE	\$0	\$0	\$2,500,000	\$0	\$0	\$2,500,000	REGIONAL 10-YEAR PLAN PROJECT; RELATED TO TIP 55111/CSJ 2588-01-017
								2021	R	SW ROW	\$8,000,000	\$0	\$1,000,000	\$1,000,000	\$0	\$10,000,000	REGIONAL 10-YEAR PLAN PROJECT; RELATED TO TIP 55111/CSJ 2588-01-017
								2025 2023	C	2M	\$39,640,963	\$0	\$9,910,241	\$0	\$0	\$49,551,204	REGIONAL 10-YEAR PLAN PROJECT; DELAY CONSTRUCTION TO FY 2025 DUE TO FINANCIAL CONSTRAINTS

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TIP CODE	CSJ	PROJECT SPONSOR	CITY	FACILITY	LIMITS FROM	LIMITS TO	PROJECT DESCRIPTION	TIP FY	PHASE	CATEGORY	FEDERAL	REGIONAL	STATE	LOCAL	LOCAL CONTRIBUTION	TOTAL FUNDING	COMMENTS
13003	1068-01-214	TXDOT-FORT WORTH	FORT WORTH	IH 30	SS 580 (E OF LINKCREST DR)	IH 820	RECONSTRUCT 4 TO 6 MAIN LANES; RECONSTRUCT 4 LANE DISCONTINUOUS FRONTAGE ROADS TO 4/6 LANE CONTINUOUS FRONTAGE ROADS; RECONSTRUCT SS 580 INTERCHANGE	2021	E	SW PE	\$3,760,000	\$0	\$940,000	\$0	\$0	\$4,700,000	REGIONAL 10-YEAR PLAN PROJECT
								2021	R	SW ROW	\$450,000	\$0	\$50,000	\$0	\$0	\$500,000	REGIONAL 10-YEAR PLAN PROJECT
								2022	U	SW ROW	\$450,000	\$0	\$50,000	\$0	\$0	\$500,000	REGIONAL 10-YEAR PLAN PROJECT
								2025 2023	C	4	\$72,000,000	\$0	\$18,000,000	\$0	\$0	\$90,000,000	REGIONAL 10-YEAR PLAN PROJECT; DELAY CONSTRUCTION TO FY 2025 DUE TO FINANCIAL CONSTRAINTS
13062	1068-05-014	TXDOT-FORT WORTH	FORT WORTH	IH 30	IH 20	TARRANT/PARKER COUNTY LINE	CONSTRUCT WESTBOUND RAMPS TO FM 1187, CONSTRUCT EASTBOUND RAMPS TO IH 30 AND IH 20	2025 2021	C	4	\$4,800,000	\$0	\$1,200,000	\$0	\$0	\$6,000,000	GROUPED PROJECT; MOVE CONSTRUCTION PHASE TO OUT YEAR AS PROJECT IS NOT FULLY FUNDED
13000	1068-04-170	TXDOT-FORT WORTH	GRAND PRAIRIE	IH 30	DALLAS COUNTY LINE	SH 161	RECONSTRUCT AND WIDEN FROM 6 TO 8 GENERAL PURPOSE LANES WITH 2 REVERSIBLE EXPRESS LANE AND CONSTRUCT 0 TO 4 LANE CONTINUOUS FRONTAGE ROADS; MODIFICATIONS TO SH 161 CONNECTIONS	2021	E	SW PE	\$0	\$0	\$530,000	\$0	\$0	\$530,000	REGIONAL 10-YEAR PLAN PROJECT; RELATED TO TIP 13001/CSJ 1068-02-147
								2021	R	SW ROW	\$7,128,000	\$0	\$1,782,000	\$0	\$0	\$8,910,000	REGIONAL 10-YEAR PLAN PROJECT; RELATED TO TIP 13001/CSJ 1068-02-147
								2025 2023	C	4	\$7,200,000	\$0	\$1,800,000	\$0	\$0	\$9,000,000	REGIONAL 10-YEAR PLAN PROJECT; RELATED TO TIP 13001/CSJ 1068-02-147; MOVE CONSTRUCTION TO FY 2025 DUE TO FINANCIAL CONSTRAINTS
13033.1	0196-02-128	TXDOT-DALLAS	LEWISVILLE	IH 35E	AT FM 1171 AND MAIN STREET		RECONSTRUCT GRADE SEPARATION AND EXISTING 4 TO 4 LANE FRONTAGE ROADS	2021	E	SW PE	\$0	\$0	\$2,385,617	\$0	\$0	\$2,385,617	REGIONAL 10-YEAR PLAN PROJECT; DENTON PRIORITY PROJECT #3
								2021	R	S102	\$0	\$0	\$0	\$0	\$0	\$0	REGIONAL 10-YEAR PLAN PROJECT; DENTON PRIORITY PROJECT #3
								2025 2023	C	2M	\$35,044,638	\$0	\$8,761,159	\$0	\$0	\$43,805,797	REGIONAL 10-YEAR PLAN PROJECT; DENTON PRIORITY PROJECT #3; MOVE CONSTRUCTION TO FY 2025 DUE TO FINANCIAL CONSTRAINTS
55156	0364-04-049	TXDOT-DALLAS	MCKINNEY	SS 399	AT SH 5		CONSTRUCT INTERCHANGE	2021	E	SW PE	\$0	\$0	\$2,000,000	\$0	\$0	\$2,000,000	REGIONAL 10-YEAR PLAN PROJECT
								2021	R	SW ROW	\$2,496,000	\$0	\$312,000	\$312,000	\$0	\$3,120,000	REGIONAL 10-YEAR PLAN PROJECT
								2025 2023	C	1	\$3,200,000	\$0	\$800,000	\$0	\$0	\$4,000,000	REGIONAL 10-YEAR PLAN PROJECT; REVISE FISCAL YEAR
								2025 2023	C	2M	\$12,884,055	\$0	\$3,221,014	\$0	\$0	\$16,105,069	REGIONAL 10-YEAR PLAN PROJECT; MOVE CONSTRUCTION TO FY 2025 DUE TO FINANCIAL CONSTRAINTS

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TIP CODE	CSJ	PROJECT SPONSOR	CITY	FACILITY	LIMITS FROM	LIMITS TO	PROJECT DESCRIPTION	TIP FY	PHASE	CATEGORY	FEDERAL	REGIONAL	STATE	LOCAL	LOCAL CONTRIBUTION	TOTAL FUNDING	COMMENTS
83209	2056-01-042	TXDOT-DALLAS	MURPHY	FM 2551	FM 2514	FM 2170	RECONSTRUCT AND WIDEN 2 LANE RURAL TO 6 LANE URBAN DIVIDED	2013	E	SBPE	\$0	\$0	\$1,200,000	\$0	\$0	\$1,200,000	REGIONAL 10-YEAR PLAN PROJECT
								2017	R	3RTR121 - CC2	\$0	\$0	\$0	\$0	\$0	\$0	REGIONAL 10-YEAR PLAN PROJECT
								2017	R	S102	\$6,721,490	\$0	\$840,187	\$840,186	\$0	\$8,401,863	REGIONAL 10-YEAR PLAN PROJECT
								2019	U	3RTR121 - CC2	\$0	\$0	\$0	\$0	\$0	\$0	REGIONAL 10-YEAR PLAN PROJECT
								2019	U	S102	\$1,600,000	\$0	\$200,000	\$200,000	\$0	\$2,000,000	REGIONAL 10-YEAR PLAN PROJECT
								2024 2022	C	1	\$3,600,000	\$0	\$900,000	\$0	\$0	\$4,500,000	REGIONAL 10-YEAR PLAN PROJECT; REVISE FISCAL YEAR SO THAT ALL CONSTRUCTION FUNDS ARE IN THE SAME FISCAL YEAR
								2024	C	2M	\$35,656,457	\$0	\$8,914,114	\$0	\$0	\$44,570,571	REGIONAL 10-YEAR PLAN PROJECT
55074	0451-04-021	TXDOT-DALLAS	ROCKWALL	SH 205	JCT SH 205/ JOHN KING (N. GOLIAD ST)	NORTH OF JOHN KING (COLLIN COUNTY LINE)	WIDEN 2 LANE RURAL HIGHWAY TO 4 LANE DIVIDED (6 LANE ULTIMATE)	2021	E	SW PE	\$0	\$0	\$1,200,000	\$0	\$0	\$1,200,000	REGIONAL 10-YEAR PLAN PROJECT
								2021	R	SW ROW	\$800,000	\$0	\$100,000	\$100,000	\$0	\$1,000,000	REGIONAL 10-YEAR PLAN PROJECT
								2025 2023	C	2M	\$2,161,607	\$0	\$540,402	\$0	\$0	\$2,702,009	REGIONAL 10-YEAR PLAN PROJECT; MOVE PROJECT TO OUT YEAR, AS IT IS NOT FULLY FUNDED
13033.2	0196-02-127	TXDOT-DALLAS	VARIOUS	IH 35E	AT BS 121		RECONSTRUCT GRADE SEPARATION AND EXISTING 4 TO 4 LANE FRONTAGE ROADS	2021	E	SW PE	\$0	\$0	\$3,738,198	\$0	\$0	\$3,738,198	REGIONAL 10-YEAR PLAN PROJECT; DENTON PRIORITY PROJECT #4
								2021	R	S102	\$0	\$0	\$0	\$0	\$0	\$0	REGIONAL 10-YEAR PLAN PROJECT; DENTON PRIORITY PROJECT #4
								2025 2023	C	2M	\$52,006,806	\$0	\$13,001,702	\$0	\$0	\$65,008,508	REGIONAL 10-YEAR PLAN PROJECT; DENTON PRIORITY PROJECT #4; MOVE CONSTRUCTION TO FY 2025 DUE TO FINANCIAL CONSTRAINTS
13037	0171-05-094	TXDOT-FORT WORTH	VARIOUS	SH 199	IH 820	WEST FORK OF TRINITY RIVER	RECONSTRUCT AND WIDEN 4/6 TO 4/6 LANE DIVIDED URBAN	2021	E	SW PE	\$8,000,000	\$0	\$2,000,000	\$0	\$0	\$10,000,000	REGIONAL 10-YEAR PLAN PROJECT
								2021	R	SW ROW	\$400,000	\$0	\$100,000	\$0	\$0	\$500,000	REGIONAL 10-YEAR PLAN PROJECT
								2022	U	SW ROW	\$400,000	\$0	\$100,000	\$0	\$0	\$500,000	REGIONAL 10-YEAR PLAN PROJECT
								2025 2023	C	2M	\$54,929,212 \$80,000,000	\$0	\$13,732,303 \$20,000,000	\$0	\$0	\$68,661,515 \$100,000,000	REGIONAL 10-YEAR PLAN PROJECT; MOVE CONSTRUCTION TO FY 2025 DUE TO FINANCIAL CONSTRAINTS AND REDUCE FUNDING AS APPROVED IN THE REGIONAL 10-YEAR PLAN

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TIP CODE	CSJ	PROJECT SPONSOR	CITY	FACILITY	LIMITS FROM	LIMITS TO	PROJECT DESCRIPTION	TIP FY	PHASE	CATEGORY	FEDERAL	REGIONAL	STATE	LOCAL	LOCAL CONTRIBUTION	TOTAL FUNDING	COMMENTS
FUNDING AND OTHER CHANGES																	
14012	0313-02-057	TXDOT-FORT WORTH	SPRINGTOWN	FM 51	NORTH OF COTTONDALE ROAD	TEXAS DRIVE	WIDEN 2 LANE ROADWAY TO 3 LANES URBAN; INTERSECTION IMPROVEMENTS INCLUDING TURN LANES AND NEW SIGNAL IMPROVEMENTS	2017	E	3LC	\$0	\$0	\$0	\$0	\$812,400	\$812,400	LOCAL CONTRIBUTION BY PARKER COUNTY; REGIONAL 10-YEAR PLAN PROJECT
								2018	R	SW ROW	\$0	\$0	\$900,000	\$100,000	\$0	\$1,000,000	REGIONAL 10-YEAR PLAN PROJECT; ADD ROW PHASE WITH SW ROW FUNDING
								2018	U	3LC	\$0	\$0	\$0	\$0	\$1,500,000	\$1,500,000	LOCAL CONTRIBUTION BY PARKER COUNTY; REGIONAL 10-YEAR PLAN PROJECT
								2019	C	2M	\$9,600,000	\$0	\$2,400,000	\$0	\$0	\$12,000,000	REGIONAL 10-YEAR PLAN PROJECT
								2019	C	5	\$2,920,000	\$0	\$730,000	\$0	\$0	\$3,650,000	CMAQ FOR INTERSECTION & SIGNAL IMPROVEMENTS ONLY; REGIONAL 10-YEAR PLAN PROJECT
								2019	C	STBG	\$720,000	\$0	\$180,000	\$0	\$0	\$900,000	REGIONAL 10-YEAR PLAN PROJECT
84159	0000-18-114	COLLIN CO	VARIOUS	MH	ON COLLIN COUNTY OUTERLOOP FROM SH 289	FM 2478	CONSTRUCT 0 TO 2 LANE SERVICE ROAD (PHASE 1)	2021	E	3LC	\$0	\$0	\$0	\$0	\$900,000 \$18,000,000	\$900,000 \$18,000,000	LOCAL CONTRIBUTION BY COLLIN COUNTY; CORRECT FUNDING (ENG AND ROW WERE FLIPPED)
								2021	R	3LC	\$0	\$0	\$0	\$0	\$18,000,000 \$900,000	\$18,000,000 \$900,000	LOCAL CONTRIBUTION BY COLLIN COUNTY; CORRECT FUNDING (ENG AND ROW WERE FLIPPED)
								2021	C	3LC	\$0	\$0	\$0	\$0	\$12,000,000	\$12,000,000	LOCAL CONTRIBUTION BY COLLIN COUNTY

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TIP CODE	CSJ	PROJECT SPONSOR	CITY	FACILITY	LIMITS FROM	LIMITS TO	PROJECT DESCRIPTION	TIP FY	PHASE	CATEGORY	FEDERAL	REGIONAL	STATE	LOCAL	LOCAL CONTRIBUTION	TOTAL FUNDING	COMMENTS
CSJ CHANGES																	
14077	0918-24-249 0918-24-255	ANNA	ANNA	CS	FERGUSON PKWY FROM ELM STREET	THE COLLIN COUNTY OUTER LOOP	CONSTRUCT 0/2 TO 4 LANE URBAN DIVIDED (6 LANES ULTIMATE), INCLUDING NEW SIDEWALKS AND 0 TO 6 LANE BRIDGE OVER SLAYTER CREEK	2021	E	7	\$1,072,481	\$0	\$0	\$268,120	\$0	\$1,340,601	FUNDING IS FOR PS&E; REVISE CSJ
25075	0918-46-321 0900-18-116	LITTLE ELM	LITTLE ELM	CS	UNION PLACE FROM UNION PARK ACCESS #3 TO GAZEBO STREET; ON PROMENADE LANE FROM US 380 TO UNION PLACE	ON US 380 AT PROMENADE LANE	UNION PLACE: CONSTRUCT 0 TO 3 LANE ROADWAY; PROMENADE LANE: CONSTRUCT 0 TO 2 LANE ROADWAY; US 380: CONSTRUCT RIGHT TURN LANE	2021	U	3RTR121 - DE2	\$0	\$610,063	\$0	\$152,516	\$0	\$762,579	REVISE CSJ
								2022	C	3RTR121 - DE2	\$0	\$659,296	\$0	\$164,824	\$0	\$824,120	REVISE CSJ
14033	0918-46-316 0918-46-952	DENTON CO	SHADY SHORES	CS	ON SOUTH SHADY SHORES ROAD FROM WEST SHADY SHORES ROAD	SWISHER ROAD	RECONSTRUCT ROAD FROM 2 TO 2 LANES TO ELEVATE OUT OF FLOOD PLAIN WITH DRAINAGE IMPROVEMENTS	2021	E	3LC	\$0	\$0	\$0	\$0	\$1,400,000	\$1,400,000	LOCAL CONTRIBUTION PAID BY DENTON COUNTY, LAKE DALLAS, AND SHADY SHORES; REVISE CSJ
								2022	U	3LC	\$0	\$0	\$0	\$0	\$2,800,000	\$2,800,000	LOCAL CONTRIBUTION PAID BY DENTON COUNTY; REVISE CSJ
								2024	C	3LC	\$0	\$0	\$0	\$0	\$1,500,000	\$1,500,000	LOCAL CONTRIBUTION PAID BY DENTON COUNTY; REVISE CSJ
								2024	C	7	\$10,000,000	\$0	\$0	\$2,500,000	\$0	\$12,500,000	REVISE CSJ
25076	0918-47-315 0900-18-117	SUNNYVALE	SUNNYVALE	CS	ON COLLINS ROAD; FROM TRIPP ROAD	TOWN EAST BLVD	RECONSTRUCT AND WIDEN 2 TO 4 LANE DIVIDED URBAN ROADWAY	2021	E	3RTR121 - DA2	\$0	\$450,000	\$0	\$112,500	\$0	\$562,500	REVISE CSJ
25077	0918-47-314 0900-18-118	SUNNYVALE	SUNNYVALE	CS	ON TRIPP ROAD; FROM THE FALLS DRIVE	BELT LINE ROAD	RECONSTRUCT 2 TO 2 LANE RURAL ROADWAY	2021	C	3RTR121 - DA2	\$0	\$800,000	\$0	\$200,000	\$0	\$1,000,000	REVISE CSJ
11618.1	0918-00-323	TXDOT-DALLAS	VARIOUS	VA	REGIONAL MOBILITY ASSISTANCE PATROL (DALLAS DISTRICT)		MOBILITY ASSISTANCE PATROL THAT PROVIDES ASSISTANCE TO STRANDED MOTORISTS DUE TO VEHICLE PROBLEMS OR NON-INJURY ACCIDENTS	2020	I	7	\$3,645,000	\$0	\$911,250	\$0	\$0	\$4,556,250	PLANNING CSJ 0918-00-916
	0918-00-345 0918-00-324							2021	I	7	\$3,400,000	\$0	\$850,000	\$0	\$0	\$4,250,000	PLANNING CSJ 0918-00-917; REVISE CSJ
	0918-00-346 0918-00-325							2022	I	7	\$3,450,000	\$0	\$862,500	\$0	\$0	\$4,312,500	PLANNING CSJ 0918-00-918; REVISE CSJ

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TIP CODE	CSJ	PROJECT SPONSOR	CITY	FACILITY	LIMITS FROM	LIMITS TO	PROJECT DESCRIPTION	TIP FY	PHASE	CATEGORY	FEDERAL	REGIONAL	STATE	LOCAL	LOCAL CONTRIBUTION	TOTAL FUNDING	COMMENTS
11693	0918-00-312 0918-00-927	NCTCOG	VARIOUS	VA	SMART TRANSIT CORRIDORS AND WALKABLE PLACES		DEVELOP AND IMPLEMENT MULTIMODAL STRATEGIES TO INCREASE NON-SINGLE OCCUPANT VEHICLE TRANSPORTATION OPTIONS THROUGH COORDINATED LAND USE AND TRANSPORTATION PLANNING IN PRIORITY TRANSIT CORRIDORS AND WALKABLE NEIGHBORHOODS	2020	I	3TDC (MPO)	\$0	62,400	\$0	\$0	\$0	62,400	REVISE CSJ
	0918-00-312 0918-00-927							2020	I	7	\$312,000	\$0	\$0	\$0	\$0	\$312,000	REVISE CSJ
	0918-00-312 0918-00-928							2021	I	3TDC (MPO)	\$0	72,800	\$0	\$0	\$0	72,800	REVISE CSJ
	0918-00-312 0918-00-928							2021	I	7	\$364,000	\$0	\$0	\$0	\$0	\$364,000	REVISE CSJ
	0918-00-312 0918-00-929							2022	I	3TDC (MPO)	\$0	93,600	\$0	\$0	\$0	93,600	REVISE CSJ
	0918-00-312 0918-00-929							2022	I	7	\$468,000	\$0	\$0	\$0	\$0	\$468,000	REVISE CSJ
11694	0918-00-316 0918-00-935	NCTCOG	VARIOUS	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	2020	I	3TDC (MPO)	\$0	291,200	\$0	\$0	\$0	291,200	REVISE CSJ
	0918-00-316 0918-00-935							2020	I	7	\$1,456,000	\$0	\$0	\$0	\$0	\$1,456,000	REVISE CSJ
	0918-00-317 0918-00-936							2021	I	3TDC (MPO)	\$0	508,600	\$0	\$0	\$0	508,600	REVISE CSJ
	0918-00-317 0918-00-936							2021	I	7	\$2,543,000	\$0	\$0	\$0	\$0	\$2,543,000	REVISE CSJ
	0918-00-318 0918-00-937							2022	I	3TDC (MPO)	\$0	518,800	\$0	\$0	\$0	518,800	REVISE CSJ
	0918-00-318 0918-00-937							2022	I	7	\$2,594,000	\$0	\$0	\$0	\$0	\$2,594,000	REVISE CSJ
14090.1	0902-00-297 0000-02-054	FWTA	VARIOUS	IH 35W	FORT WORTH CENTRAL STATION	TEXAS HEALTH PRESBYTERIAN HOSPITAL PARK AND RIDE LOT IN DENTON	IMPLEMENT HIGH-INTENSITY BUS SERVICE ALONG THE IH 35W CORRIDOR	2022	T	3TDC (MPO)	\$0	980,000	\$0	\$0	\$0	980,000	REVISE CSJ
								2022	T	5	\$4,900,000	\$0	\$0	\$0	\$0	\$4,900,000	REVISE CSJ
14090.3	0918-47-316 0000-18-112	DART	VARIOUS	IH 635	SOUTH GARLAND TRANSIT CENTER	DFW AIRPORT	IMPLEMENT HIGH-INTENSITY BUS SERVICE	2024	T	5	\$7,000,000	\$0	\$0	\$1,750,000	\$0	\$8,750,000	REVISE CSJ
SCOPE AND LIMIT CHANGES																	
55097	1068-02-127	TXDOT-FORT WORTH	ARLINGTON	IH 30	COOPER ST	DALLAS COUNTY LINE	RECONSTRUCT AND WIDEN 6 TO 8 GENERAL PURPOSE LANES, CONVERT 2 CONCURRENT EXPRESS LANES TO 2/3 CONCURRENT EXPRESS LANES, AND RECONSTRUCT EXISTING 4/6 TO 4/6 CONSTRUCT DISCONTINUOUS FRONTAGE ROAD LANES	2023	E	SW PE	\$336,000	\$0	\$84,000	\$0	\$0	\$420,000	CORRECT SCOPE (REMOVED MISPLACED WORD)
								2028	C	3LC	\$0	\$0	\$0	\$0	\$0	\$0	CORRECT SCOPE (REMOVED MISPLACED WORD)

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TIP CODE	CSJ	PROJECT SPONSOR	CITY	FACILITY	LIMITS FROM	LIMITS TO	PROJECT DESCRIPTION	TIP FY	PHASE	CATEGORY	FEDERAL	REGIONAL	STATE	LOCAL	LOCAL CONTRIBUTION	TOTAL FUNDING	COMMENTS
14085.2	0918-47-307	NCTCOG	DALLAS	VA	OAK FARMS REGIONAL-CORRIDORS REG CORR CONCEPTUAL ENG STUDY; ALONG JEFFERSON BLVD VIADUCT FROM YOUNG TO EWING; ALONG HOUSTON ST VIADUCT FRM YOUNG-TO-GREENBRIAR LN ;	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	2021	E	3TDC (MPO)	\$0	681,000	\$0	\$0	\$0	681,000	SHORTENED LIMITS TO MEET CHARACTER LIMITS OF TXDOT'S STIP PORTAL
							2021	E	STBG	\$3,405,000	\$0	\$0	\$0	\$0	\$3,405,000	SHORTENED LIMITS TO MEET CHARACTER LIMITS OF TXDOT'S STIP PORTAL	
14085.3	0918-47-306	DALLAS	DALLAS	VA	OAK FARMS LOCAL CORRIDORS CONCEPTUAL ENG STUDY; BOUNDED BY IH 30 TO THE NORTH; TRINITY RIVER TO THE NORTHEAST;	BECKLEY AVE, ELSBETH ST, & ZANG BLVD TO THE WEST; CUMBERLAND ST & MARSALIS AVE TO THE SW SOUTHWEST ; & THE DART RED LINE TO THE SE SOUTHEAST	RECONSTRUCT ROADWAYS TO IMPLEMENT COMPLETE STREETS, INCLUDING CONSTRUCTING SIDEWALK, TRANSIT STOP, BIKE LANE, ON STREET PARKING AND STREETScape IMPROVEMENTS; CONSTRUCT CORRIDOR CONNECTIONS; AND TRAFFIC CALMING	2021	E	3TDC (MPO)	\$0	239,000	\$0	\$0	\$0	239,000	SHORTENED LIMITS TO MEET CHARACTER LIMITS OF TXDOT'S STIP PORTAL
							2021	E	STBG	\$1,195,000	\$0	\$0	\$0	\$0	\$1,195,000	SHORTENED LIMITS TO MEET CHARACTER LIMITS OF TXDOT'S STIP PORTAL	
55061	0196-03-199	TXDOT-DALLAS	DALLAS	IH 35E	IH 30	NORTH OF OAK LAWN AVE	RECONSTRUCT 10 TO 10 GENERAL PURPOSE LANES AND RECONSTRUCT AND ADD 2/6 DISCONTINUOUS TO 2/6 LANE DISCONTINUOUS FRONTAGE ROADS	2028	E	SW PE	\$0	\$0	\$3,000,000	\$0	\$0	\$3,000,000	LOWEST STEMMONS PHASE 2; CLARIFY SCOPE
40063	0902-90-083	FORT WORTH	FORT WORTH	VA	D MCRAE ELEM BOUNDED BY AVE J TO THE N, S AYERS AVE TO THE E, LITTLEJOHN AVE TO THE S, THRALL ST TO THE W; DAGGETT ELEM	BOUNDED BY WILLING/FAIRMOUNT AVE TO THE W, W RICHMOND AVE TO THE N, HEMPHILL ST TO THE E, CANTEY ST TO THE S	CONSTRUCT NEW AND RECONSTRUCT EXISTING SIDEWALKS, DRIVEWAYS, CROSSWALKS, SIGNS, AND PEDESTRIAN SIGNALS (SAFE ROUTES TO SCHOOLS FOR 2 SCHOOLS IN SOUTH DISTRICT)	2018	E	3LC	\$0	\$0	\$0	\$0	\$325,000	\$325,000	CLARIFY LIMITS (CUT OFF IN JUNE 2020 DOUBLE ENTRY)
								2019	R	3LC	\$0	\$0	\$0	\$0	\$50,000	\$50,000	CLARIFY LIMITS (CUT OFF IN JUNE 2020 DOUBLE ENTRY)
								2021	C	3LC	\$0	\$0	\$0	\$0	\$2,040,663	\$2,040,663	CLARIFY LIMITS (CUT OFF IN JUNE 2020 DOUBLE ENTRY)
								2021	C	5	\$406,255	\$0	\$0	\$101,564	\$0	\$507,819	CLARIFY LIMITS (CUT OFF IN JUNE 2020 DOUBLE ENTRY)
								2021	C	9TA Set Aside	\$369,540	\$0	\$0	\$92,385	\$0	\$461,925	CLARIFY LIMITS (CUT OFF IN JUNE 2020 DOUBLE ENTRY)
								2021	CE	9TA Set Aside	\$36,714	\$0	\$0	\$9,179	\$0	\$45,893	CLARIFY LIMITS (CUT OFF IN JUNE 2020 DOUBLE ENTRY)
53032	0014-15-036	TXDOT-FORT WORTH	FORT WORTH	US 287	ON US 81/US 287 FROM NORTH OF FM 3479	NORTH OF IH 35W INTERCHANGE	CONSTRUCT AUXILIARY LANE FROM NORTHBOUND ENTRANCE FROM FM 3479 AND IH 35W TO NORTH TARRANT PARKWAY; AUXILIARY LANE FOR SOUTHBOUND EXIT TO FM 3479 AND ENTRANCE FROM NORTH TARRANT PKWY	2021	E	SW PE	\$400,000	\$0	\$100,000	\$0	\$0	\$500,000	CLARIFY SCOPE (CUT OFF IN JUNE 2020 DOUBLE ENTRY)
							2023	C	2M	\$1,245,183	\$0	\$311,296	\$0	\$0	\$1,556,479	CLARIFY SCOPE (CUT OFF IN JUNE 2020 DOUBLE ENTRY)	

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83277	0522-01-023	TXDOT-DALLAS	KAUFMAN	SH 244	AT FM 2515 AND FM 2727		<u>CONSTRUCT</u> INTERSECTION IMPROVEMENT	2021	E	SW PE	\$0	\$0	\$50,000	\$0	\$0	\$50,000	CLARIFY SCOPE
								2021	C	3LC	\$0	\$0	\$0	\$0	\$1,271,679	\$1,271,679	CLARIFY SCOPE
19010	0135-02-067	MCKINNEY	MCKINNEY	CS	ON US 380/WEST UNIVERSITY DRIVE AT COMMUNITY AVE		<u>CONSTRUCT</u> INTERSECTION IMPROVEMENTS INCLUDING DUAL LEFT TURN LANES AND RIGHT TURN LANES	2021	E	3TDC (MPO)	\$0	24,000	\$0	\$0	\$0	24,000	CLARIFY SCOPE
								2021	E	3LC	\$0	\$0	\$0	\$0	\$130,000	\$130,000	CLARIFY SCOPE
								2021	E	5	\$120,000	\$0	\$0	\$0	\$0	\$120,000	CLARIFY SCOPE
								2022	R	3LC	\$0	\$0	\$0	\$0	\$50,000	\$50,000	CLARIFY SCOPE
								2024	C	3TDC (MPO)	\$0	108,941	\$0	\$0	\$0	108,941	CLARIFY SCOPE
								2024	C	3LC	\$0	\$0	\$0	\$0	\$655,294	\$655,294	CLARIFY SCOPE
								2024	C	5	\$544,706	\$0	\$0	\$0	\$0	\$544,706	CLARIFY SCOPE
14075	0902-90-154	NORTH RICHLAND HILLS	NORTH RICHLAND HILLS	VARIOUS	<u>ON CARDINAL LN FRM TEXRAIL STATION TO FM 1938 & ON CENTER ST FRM MAIN TO RR TRACKS & ON SNIDER ST FRM MAIN TO RR TRACKS</u> ON CARDINAL LN FROM TEXRAIL STATION TO FM 1938- CONSTRUCT 0 TO 2 LANE ROADWAY WITH ON STREET PARKING & NEW SIDEWALKS; ON CENTER ST FROM MAIN ST TO RR TRACKS- CONSTRUCT 2 LANE ROADWAY W/ON STREET PARKING & SIDEWALKS;	<u>CONSTRUCT 2 LN ROADWAY W/ON-STREET PARKING AND SIDEWALKS; ON MAIN ST FRM SMITHFIELD TO FM 1938: RECONST FRM 2 TO 2 LNS</u> ON MAIN ST FROM SMITHFIELD TO FM 1938: RECONSTRUCT FROM 2 TO 2 LANES- W/ON STREET PARKING & SIDEWALKS; ON SNIDER ST FROM MAIN ST TO RR TRACKS- CONSTRUCT 2 LANE ROADWAY W/ON STREET PARKING AND SIDEWALKS; FM 1938 AT NORTHEAST PKWY- INSTALL TRAFFIC SIGNAL;	<u>W/ON-ST PARKING & SIDEWALKS; FM 1938 AT NORTHEAST PKWY: INSTALL TRAFFIC SIGNAL; ON FM 1938 FROM MAIN TO ODELL & ALONG DART ROW: CONSTRUCT SIDEWALK ON WEST SIDE OF DAVIS BLVD; ON SMITHFIELD RD FROM RR TRACKS TO ARTHUR: CONSTRUCT 0 TO 3 LANE ROADWAY ON FM 1938 FROM MAIN ST TO ODELL ST & ALONG DART ROW: CONSTRUCT SIDEWALK ON WEST SIDE OF DAVIS BLVD; ON SMITHFIELD RD FROM RR TRACKS TO ARTHUR: CONSTRUCT 0 TO 3 LANE ROADWAY</u>	2021	E	3RTR121 - TC2	\$0	\$311,852	\$0	\$77,963	\$0	\$389,815	CLARIFY LIMITS AND SCOPE (SHORTENED TO MEET CHARACTER LIMITS OF TXDOT'S STIP PORTAL)
								2021	R	3RTR121 - TC2	\$0	\$374,222	\$0	\$93,555	\$0	\$467,777	CLARIFY LIMITS AND SCOPE (SHORTENED TO MEET CHARACTER LIMITS OF TXDOT'S STIP PORTAL)
								2022	C	3RTR121 - TC2	\$0	\$3,118,516	\$0	\$779,629	\$0	\$3,898,145	CLARIFY LIMITS AND SCOPE (SHORTENED TO MEET CHARACTER LIMITS OF TXDOT'S STIP PORTAL)
25067	0902-90-180	DFW AIRPORT	VARIOUS	VA	ELECTRIC BUSES FOR DFW INTERNATIONAL AIRPORT TERMINAL GATE EXPANSION		PURCHASE OF 4 NEW ELECTRIC TRANSIT BUSES (INCREMENTAL COST); FOUR QUICK CHARGING UNITS, EQUIPMENT, AND SUPPORTING INFRASTRUCTURE; TEMPORARY LEASE OF 2 DIESEL BUSES FOR USE DURING SUMMER 2020; FOR EXPANSION <u>OF TERMINAL/GATE CAPACITY</u>	2021	I	3RTR121 - DA2	\$0	\$3,500,000	\$0	\$875,000	\$0	\$4,375,000	CLARIFY SCOPE (CUT OFF IN JUNE 2020 DOUBLE ENTRY)
								2021	I	3LC	\$0	\$0	\$0	\$0	\$1,094,776	\$1,094,776	CLARIFY SCOPE (CUT OFF IN JUNE 2020 DOUBLE ENTRY)

Administrative Changes to the 2021-2024 Transportation Improvement Program

TIP CODE	CSJ	PROJECT SPONSOR	CITY	FACILITY	LIMITS FROM	LIMITS TO	PROJECT DESCRIPTION	TIP FY	PHASE	CATEGORY	FEDERAL	REGIONAL	STATE	LOCAL	LOCAL CONTRIBUTION	TOTAL FUNDING	COMMENTS
11615.3	0902-00-279	NCTCOG	VARIOUS	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 <u>CHANGES</u>	2021	I	STBG	\$800,000	\$0	\$200,000	\$0	\$0	\$1,000,000	CLARIFY SCOPE (CUT OFF IN JUNE 2020 DOUBLE ENTRY)
14011	0008-03-119	PARKER CO	WEATHERFORD	US 180	AT EAST LOOP		<u>CONSTRUCTION OF</u> INTERSECTION IMPROVEMENTS INCLUDING NEW TRAFFIC SIGNALS AND CONSTRUCTION OF DEDICATED TURN LANES	2017	E	3LC	\$0	\$0	\$0	\$0	\$250,000	\$250,000	CLARIFY SCOPE
								2021	C	3LC	\$0	\$0	\$0	\$0	\$155,000	\$155,000	CLARIFY SCOPE
								2021	C	5	\$980,000	\$0	\$245,000	\$0	\$0	\$1,225,000	CLARIFY SCOPE
FISCAL YEAR CHANGES																	
13027.2	2374-05-093	TXDOT-FORT WORTH	ARLINGTON	IH 20	PARK SPRINGS BLVD	DALLAS COUNTY LINE	OPERATIONAL IMPROVEMENTS	2021	E	SW PE	\$4,500,000	\$0	\$500,000	\$0	\$0	\$5,000,000	MOVE TO FY 2025 AS PROJECT IS NOT FULLY FUNDED
								<u>2025</u> <u>2024</u>	C	2M	\$40,000,000	\$0	\$10,000,000	\$0	\$0	\$50,000,000	MOVE TO FY 2025 AS PROJECT IS NOT FULLY FUNDED
13004.1	2418-01-013	TXDOT-FORT WORTH	DECATUR	FM 1810	WEST OF CR 1170	INTERSECTION OF US 81/287 AT FM 1810	REALIGNMENT OF FM 1810 AND GRADE SEPARATION AND RETAINING WALLS AT REALIGNED INTERSECTION AT US 81/287 & BU 81D	2021	E	SW PE	\$3,680,000	\$0	\$920,000	\$0	\$0	\$4,600,000	REGIONAL 10-YEAR PLAN PROJECT
								2021	R	SW ROW	\$4,000,000	\$0	\$1,000,000	\$0	\$0	\$5,000,000	REGIONAL 10-YEAR PLAN PROJECT
								2021	U	SW ROW	\$1,200,000	\$0	\$300,000	\$0	\$0	\$1,500,000	REGIONAL 10-YEAR PLAN PROJECT
								<u>2025</u> <u>2024</u>	C	2M	\$5,120,000	\$0	\$1,280,000	\$0	\$0	\$6,400,000	REGIONAL 10-YEAR PLAN PROJECT; <u>MOVE CONSTRUCTION TO FY 2025 DUE TO FINANCIAL CONSTRAINTS</u>
13004.3	0013-09-012	TXDOT-FORT WORTH	DECATUR	BU 81-D	CR 1160 - REALIGNED FM 1810 INTERSECTION	NORTH OF CR 2090	REALIGNMENT OF BU 81-D AT REALIGNED INTERSECTION OF US 81/287 & FM 1810/BU 81-D	2021	E	SW PE	\$80,000	\$0	\$20,000	\$0	\$0	\$100,000	REGIONAL 10-YEAR PLAN PROJECT
								2021	R	SW ROW	\$400,000	\$0	\$100,000	\$0	\$0	\$500,000	REGIONAL 10-YEAR PLAN PROJECT
								2021	U	SW ROW	\$400,000	\$0	\$100,000	\$0	\$0	\$500,000	REGIONAL 10-YEAR PLAN PROJECT
								<u>2025</u> <u>2024</u>	C	2M	\$2,240,000	\$0	\$560,000	\$0	\$0	\$2,800,000	REGIONAL 10-YEAR PLAN PROJECT; <u>MOVE CONSTRUCTION TO FY 2025 DUE TO FINANCIAL CONSTRAINTS</u>
14044	0008-13-234	TXDOT-FORT WORTH	FORT WORTH	IH 20	IH 35W	CAMPUS DRIVE	RELOCATE EXISTING WESTBOUND ENTRANCE RAMP TO REDUCE CIRCUITOUS TRAVEL AND ITS IMPROVEMENTS	2017	E	SW PE	\$40,000	\$0	\$10,000	\$0	\$0	\$50,000	
								<u>2020</u> <u>2021</u>	C	5	\$1,120,000	\$0	\$280,000	\$0	\$0	\$1,400,000	ADVANCE PROJECT TO FY 2020 (PROJECT LET IN FY 2020)

Administrative Changes to the 2021-2024 Transportation Improvement Program

TIP CODE	CSJ	PROJECT SPONSOR	CITY	FACILITY	LIMITS FROM	LIMITS TO	PROJECT DESCRIPTION	TIP FY	PHASE	CATEGORY	FEDERAL	REGIONAL	STATE	LOCAL	LOCAL CONTRIBUTION	TOTAL FUNDING	COMMENTS
13010	0047-09-034	TXDOT-DALLAS	MCKINNEY	SH 5	SOUTH OF FM 1378	SPUR 399	RECONSTRUCT AND WIDEN 2 LANE UNDIVIDED ROADWAY TO 4 LANE DIVIDED URBAN ROADWAY (ULTIMATE 6 LANES)	2021	E	SW PE	\$0	\$0	\$1,500,000	\$0	\$0	\$1,500,000	REGIONAL 10-YEAR PLAN PROJECT
								2021	R	SW ROW	\$2,000,000	\$0	\$250,000	\$250,000	\$0	\$2,500,000	REGIONAL 10-YEAR PLAN PROJECT
								2025 2024	C	2M	\$8,000,000	\$0	\$2,000,000	\$0	\$0	\$10,000,000	REGIONAL 10-YEAR PLAN PROJECT; MOVE CONSTRUCTION TO FY 2025 DUE TO FINANCIAL CONSTRAINTS
13026	0047-05-054	TXDOT-DALLAS	MCKINNEY	SH 5	SPUR 399	SOUTH OF CR 275	RECONSTRUCT AND WIDEN 2/4 LANE UNDIVIDED ROADWAY TO 4/6 LANE DIVIDED URBAN ROADWAY	2021	E	SW PE	\$0	\$0	\$4,300,000	\$0	\$0	\$4,300,000	REGIONAL 10-YEAR PLAN PROJECT
								2021	R	SW ROW	\$11,200,000	\$0	\$1,400,000	\$1,400,000	\$0	\$14,000,000	REGIONAL 10-YEAR PLAN PROJECT
								2025 2024	C	1	\$2,474,103	\$0	\$618,526	\$0	\$0	\$3,092,629	REGIONAL 10-YEAR PLAN PROJECT; MOVE CONSTRUCTION PHASE TO FY 2025 DUE TO FINANCIAL CONSTRAINTS
								2025 2024	C	2M	\$61,852,578	\$0	\$15,463,145	\$0	\$0	\$77,315,723	REGIONAL 10-YEAR PLAN PROJECT; MOVE CONSTRUCTION PHASE TO FY 2025 DUE TO FINANCIAL CONSTRAINTS
13028	1051-01-052	TXDOT-DALLAS	MIDLOTHIAN	FM 664	FM 1387	WESTMORELAND ROAD	RECONSTRUCT AND WIDEN 2 LANE RURAL TO 4 LANE DIVIDED URBAN ROADWAY (ULTIMATE 6 LANE)	2021	E	SW PE	\$0	\$0	\$1,500,000	\$0	\$0	\$1,500,000	REGIONAL 10-YEAR PLAN PROJECT
								2021	R	SW ROW	\$5,200,000	\$0	\$650,000	\$650,000	\$0	\$6,500,000	REGIONAL 10-YEAR PLAN PROJECT
								2024	C	2M	\$0 \$8,000,000	\$0	\$0 \$2,000,000	\$0	\$0	\$0 \$10,000,000	REGIONAL 10-YEAR PLAN PROJECT; COMBINE FY 2024 FUNDING INTO FY 2025 DUE TO FINANCIAL CONSTRAINTS
								2025	C	2M	\$25,716,609 \$17,716,609	\$0	\$6,429,152 \$4,429,152	\$0	\$0	\$32,145,761 \$22,145,761	REGIONAL 10-YEAR PLAN PROJECT; COMBINE FY 2024 FUNDING INTO FY 2025 DUE TO FINANCIAL CONSTRAINTS
40042	0918-24-241	PLANO	PLANO	VA	LEGACY DRIVE/DALLAS PARKWAY PEDESTRIAN/BICYCLE CROSSING	LEGACY DR BRIDGE AT DALLAS NORTH TOLLWAY	CONSTRUCT BICYCLE AND PEDESTRIAN WALKWAY AND IMPROVEMENTS INCLUDING CROSSWALKS, BICYCLE/PEDESTRIAN SIGNALS, AND SIGNAGE	2018	E	3LC	\$0	\$0	\$0	\$0	\$20,215	\$20,215	LOCAL CONTRIBUTION PAID BY CITY OF PLANO
								2020 2021	C	9TA Set Aside	\$339,612	\$0	\$0	\$84,903	\$0	\$424,515	ADVANCE PROJECT TO FY 2020 AS IT OBLIGATED IN FY 2020
								2020 2021	CE	9TA Set Aside	\$16,172	\$0	\$0	\$4,043	\$0	\$20,215	ADVANCE PROJECT TO FY 2020 AS IT OBLIGATED IN FY 2020

Administrative Changes to the 2021-2024 Transportation Improvement Program

TIP CODE	CSJ	PROJECT SPONSOR	CITY	FACILITY	LIMITS FROM	LIMITS TO	PROJECT DESCRIPTION	TIP FY	PHASE	CATEGORY	FEDERAL	REGIONAL	STATE	LOCAL	LOCAL CONTRIBUTION	TOTAL FUNDING	COMMENTS
40046	0918-11-099	TERRELL	TERRELL	VA	DR. BRUCE WOOD ELEMENTARY SCHOOL CONNECTION EXTENSIONS; SAFE ROUTES TO SCHOOL	ALONG ROCKWALL AVE, BAKER ST, PACIFIC AVE, AND GRIFFITH AVE	SAFE ROUTES TO SCHOOL PEDESTRIAN IMPROVEMENTS IN PROXIMITY TO ELEMENTARY SCHOOL INCLUDING CONSTRUCT AND RECONSTRUCT SIDEWALKS, BICYCLE/PEDESTRIAN SIGNALS, SIGNAGE, AND CROSSWALKS	2019	E	3LC	\$0	\$0	\$0	\$0	\$130,699	\$130,699	FUNDING SHARES ARE 70% FEDERAL/30% LOCAL
								2021 2020	C	3LC	\$0	\$0	\$0	\$0	\$95,425	\$95,425	FUNDING SHARES ARE 70% FEDERAL/30% LOCAL; REVISE FISCAL YEAR SO ALL CONSTRUCTION FUNDING IS LISTED IN THE NEW STIP
								2021	C	9TA Set Aside	\$507,662	\$0	\$0	\$126,915	\$0	\$634,577	FUNDING SHARES ARE 70% FEDERAL/30% LOCAL
								2021	CE	9TA Set Aside	\$26,718	\$0	\$0	\$6,680	\$0	\$33,398	FUNDING SHARES ARE 70% FEDERAL/30% LOCAL
13005.1	0008-14-132	TXDOT-FORT WORTH	VARIOUS	IH 820	NAVAHO TRAIL/CAHOBA DRIVE	MARINE CREEK PARKWAY	RELOCATE RAMPS, REALIGN FRONTAGE ROADS, AND ADD BRIDGES	2025 2024	C	2M	\$16,000,000	\$0	\$4,000,000	\$0	\$0	\$20,000,000	REGIONAL 10-YEAR PLAN PROJECT; MOVE TO FY 2025 DUE TO FINANCIAL CONSTRAINTS
13006	0353-03-100	TXDOT-FORT WORTH	VARIOUS	SH 114	FM 1938	DOVE RD	CONSTRUCT 0 TO 2 LANE EB FRONTAGE ROADS FROM FM 1938 TO SOLANA/KIRKWOOD WITH THE ADDITION OF AUX LANES AND CONSTRUCT 0 TO 2 LANE WB AND 0 TO 2 LANE EB FRONTAGE ROADS FROM SOLANA/KIRKWOOD TO DOVE RD WITH THE ADDITION OF AUX LANES AND RAMP MODIFICATIONS	2017	E	SBPE	\$0	\$0	\$2,000,000	\$0	\$0	\$2,000,000	REGIONAL 10-YEAR PLAN PROJECT
								2018 2021	R	SW ROW	\$400,000	\$0	\$100,000	\$0	\$0	\$500,000	REGIONAL 10-YEAR PLAN PROJECT; REVISE FISCAL YEAR
								2019 2021	U	SW ROW	\$1,600,000	\$0	\$400,000	\$0	\$0	\$2,000,000	REGIONAL 10-YEAR PLAN PROJECT; REVISE FISCAL YEAR
								2020 2021	C	2M	\$26,400,000	\$0	\$6,600,000	\$0	\$0	\$33,000,000	REGIONAL 10-YEAR PLAN PROJECT; REVISE FISCAL YEAR (PROJECT LET IN FY 2020)
								2020 2021	C	3LC	\$0	\$0	\$0	\$0	\$3,000,000	\$3,000,000	REGIONAL 10-YEAR PLAN PROJECT; LOCAL CONTRIBUTION PAID BY CITY OF SOUTHLAKE; REVISE FISCAL YEAR (PROJECT LET IN FY 2020)
54068	3559-01-004	TXDOT-FORT WORTH	VARIOUS	SH 170	TARRANT COUNTY LINE	SH 114 INTERCHANGE	RESTRIPE 2 TO 4 MAINLANES AND RAMP MODIFICATIONS	2019	E	SW PE	\$800,000	\$0	\$200,000	\$0	\$0	\$1,000,000	REGIONAL 10-YEAR PLAN PROJECT; REVISE FISCAL YEAR
								2020 2021	C	12	\$800,000	\$0	\$200,000	\$0	\$0	\$1,000,000	REGIONAL 10-YEAR PLAN PROJECT; REVISE FISCAL YEAR (PROJECT LET IN FY 2020)
54119.3	2964-12-001	TXDOT-DALLAS	VARIOUS	SL 9	IH 35E	DALLAS COUNTY LINE	CONSTRUCT 0 TO 2 LANE FRONTAGE ROADS (ULTIMATE 6) INCLUDING TURN LANES	2013	E	SBPE	\$0	\$0	\$500,000	\$0	\$0	\$500,000	10-YR PLAN PROECT
								2018	R	S102	\$3,200,000	\$0	\$400,000	\$400,000	\$0	\$4,000,000	10-YR PLAN PROECT
								2023 2025	C	1	\$1,200,000	\$0	\$300,000	\$0	\$0	\$1,500,000	10-YR PLAN PROECT; REVISE FISCAL YEAR
								2023 2025	C	2M	\$7,016,136	\$0	\$1,754,034	\$0	\$0	\$8,770,170	10-YR PLAN PROECT; REVISE FISCAL YEAR
								2023 2025	C	5	\$587,200	\$0	\$146,800	\$0	\$0	\$734,000	10-YR PLAN PROECT; REVISE FISCAL YEAR
								2023	C	12	\$0	\$0	\$0	\$0	\$0	\$0	10-YR PLAN PROECT

Administrative Changes to the 2021-2024 Transportation Improvement Program

TIP CODE	CSJ	PROJECT SPONSOR	CITY	FACILITY	LIMITS FROM	LIMITS TO	PROJECT DESCRIPTION	TIP FY	PHASE	CATEGORY	FEDERAL	REGIONAL	STATE	LOCAL	LOCAL CONTRIBUTION	TOTAL FUNDING	COMMENTS
54119.4	2964-12-002	TXDOT-DALLAS	VARIOUS	SL 9	DALLAS/ELLIS COUNTY LINE	ELLIS/DALLAS COUNTY LINE	CONSTRUCT 0 TO 2 LANE FRONTAGE ROADS (ULTIMATE 6) INCLUDING TURN LANES	2013	E	SBPE	\$0	\$0	\$1,000,000	\$0	\$0	\$1,000,000	10-YR PLAN PROECT
								2018	R	S102	\$12,400,000	\$0	\$1,550,000	\$1,550,000	\$0	\$15,500,000	10-YR PLAN PROECT
								2023	C	12	\$0	\$0	\$0	\$0	\$0	\$0	10-YR PLAN PROECT
								2024 2025	C	1	\$1,200,000	\$0	\$300,000	\$0	\$0	\$1,500,000	10-YR PLAN PROECT; REVISE FISCAL YEAR
								2024 2025	C	2M	\$8,238,183	\$0	\$2,059,546	\$0	\$0	\$10,297,729	10-YR PLAN PROECT; REVISE FISCAL YEAR
								2024 2025	C	5	\$76,800	\$0	\$19,200	\$0	\$0	\$96,000	10-YR PLAN PROECT; REVISE FISCAL YEAR
55073	0451-03-013	TXDOT-DALLAS	VARIOUS	SH 205	NORTH OF JOHN KING	SH 78	WIDEN 2 LANE RURAL HIGHWAY TO 4 LANE DIVIDED (6 LANE ULTIMATE)	2018	E	SBPE	\$0	\$0	\$1,722,000	\$0	\$0	\$1,722,000	REGIONAL 10-YEAR PLAN PROJECT
								2019	R	S102	\$4,000,000	\$0	\$500,000	\$500,000	\$0	\$5,000,000	REGIONAL 10-YEAR PLAN PROJECT
								2020	U	S102	\$0	\$0	\$0	\$0	\$0	\$0	REGIONAL 10-YEAR PLAN PROJECT
								2022 2021	C	1	\$4,000,000	\$0	\$1,000,000	\$0	\$0	\$5,000,000	REGIONAL 10-YEAR PLAN PROJECT; REVISE FISCAL YEAR
								2022	C	2M	\$9,232,817	\$0	\$2,308,204	\$0	\$0	\$11,541,021	REGIONAL 10-YEAR PLAN PROJECT
								2024	C	2M	\$18,887,183	\$0	\$4,721,796	\$0	\$0	\$23,608,979	REGIONAL 10-YEAR PLAN PROJECT
13054	0314-07-061	TXDOT-FORT WORTH	WEATHERFORD	IH 20	FM 2552	BANKHEAD HIGHWAY	CONSTRUCT 0 TO 4/6 WESTBOUND AND EASTBOUND FRONTAGE ROADS AND U-TURN BRIDGES	2019	E	SBPE	\$1,200,000	\$0	\$300,000	\$0	\$0	\$1,500,000	REGIONAL 10-YEAR PLAN PROJECT
								2020	R	S102	\$0	\$0	\$0	\$0	\$0	\$0	REGIONAL 10-YEAR PLAN PROJECT
								2020	U	SW ROW	\$600,000	\$0	\$150,000	\$0	\$0	\$750,000	REGIONAL 10-YEAR PLAN PROJECT
								2025 2024	C	4	\$18,900,000	\$0	\$2,100,000	\$0	\$0	\$21,000,000	REGIONAL 10-YEAR PLAN PROJECT; MOVE TO FY 2025 DUE TO FINANCIAL CONSTRAINTS
FUNDING AND OTHER CHANGES																	
13004.2	0013-07-083	TXDOT-FORT WORTH	DECATUR	US 81	NORTH OF CR 2195	NORTH OF US 380	CONSTRUCT MAINLANE GRADE SEPARATION AT RELOCATED FM 1810 AND US 81D WITH ADDITION OF RAMPS AND 0 TO 2 LANE FRONTAGE ROADS	2021	E	SW PE	\$840,000	\$0	\$210,000	\$0	\$0	\$1,050,000	REGIONAL 10-YEAR PLAN PROJECT
								2021	R	SW ROW	\$2,000,000	\$0	\$500,000	\$0	\$0	\$2,500,000	REGIONAL 10-YEAR PLAN PROJECT
								2021	U	SW ROW	\$400,000	\$0	\$100,000	\$0	\$0	\$500,000	REGIONAL 10-YEAR PLAN PROJECT
								2025 2024	C	2M	\$13,360,000 \$17,760,000	\$0	\$3,340,000 \$4,440,000	\$0	\$0	\$16,700,000 \$22,200,000	REGIONAL 10-YEAR PLAN PROJECT; REVISE FISCAL YEAR TO 2025 FOR FINANCIAL CONSTRAINT PURPOSES; DECREASE FUNDING TO MATCH 2020 REGIONAL 10-YEAR PLAN

Administrative Changes to the 2021-2024 Transportation Improvement Program

TIP CODE	CSJ	PROJECT SPONSOR	CITY	FACILITY	LIMITS FROM	LIMITS TO	PROJECT DESCRIPTION	TIP FY	PHASE	CATEGORY	FEDERAL	REGIONAL	STATE	LOCAL	LOCAL CONTRIBUTION	TOTAL FUNDING	COMMENTS
11559	0902-48-807	FWTA	FORT WORTH	CS	TRE CROSSING	AT CALLOWAY CEMETERY	UPGRADE TO QUAD GATES AND RESURFACE CROSSING	2011	E	7	\$40,000	\$0	\$0	\$10,000	\$0	\$50,000	MPO MILESTONE POLICY (ROUND 2) PROJECT
								2013	C	7	\$506,400	\$0	\$0	\$126,600	\$0	\$633,000	MPO MILESTONE POLICY (ROUND 2) PROJECT
								2021	I €	7	\$504,186	\$0	\$0	\$126,047	\$0	\$630,233	MPO MILESTONE POLICY (ROUND 2) PROJECT; CLARIFY PHASE AS A TRANSIT TRANSFER
52553	0171-05-081	TXDOT-FORT WORTH	FORT WORTH	SH 199	AT BYPASS CHANNEL (ON HENDERSON)	NEAR FW CBD & TRINITY RIVER	CONSTRUCT 4 LANE BRIDGE AT NEW LOCATION OF PROPOSED BYPASS CHANNEL	2012	R	3LC	\$0	\$0	\$0	\$0	\$5,160,000	\$5,160,000	LOCAL CONTRIBUTION PAID BY TRINITY RIVER VISION AUTHORITY
								2013	E	3LC	\$0	\$0	\$0	\$0	\$3,093,448	\$3,093,448	LOCAL CONTRIBUTION PAID BY TRINITY RIVER VISION AUTHORITY
								2014	C	3RTR121 - TC1	\$0	\$0	\$0	\$0	\$0	\$0	
								2014	C	10_ERMRK	\$14,124,013	\$0	\$1,602,360	\$0	\$0	\$15,726,373	SAFETEA-LU TX298
								2020	C	7	\$0	\$0	\$0	\$0	\$0	\$0	
								2021	C	7	\$22,858,937	\$0	\$5,714,734	\$0	\$0	\$28,573,671 \$28,573,672	CITY OF FORT WORTH AND LOCAL PARTNERS WILL PAY BACK \$5M OF \$20M COST OVERRUN OVER 10 YEARS; CORRECT FUNDING TOTAL
11898.3	0902-90-141	TXDOT-FORT WORTH	HASLET	CS	ON AVONDALE-HASLET FROM INTERMODAL PARKWAY TO WEST OF HASLET COUNTY LINE ROAD;	HASLET PARKWAY/INTERMODAL PARKWAY CONNECTOR FROM IH 35W/SH 170 TO TRANSPORT DRIVE	ON AVONDALE-HASLET: CONST NEW 0 LN TO 4 LN AND RECONST AND WIDEN EXISTING 2 LN TO 4 LN DIVIDED URBAN ROADWAY AND NEW SIDEWALKS; ON HASLET PKWY/INTERMODAL PKWY: CONST 0 TO 4 LN DIVIDED URBAN WITH NEW SIDEWALKS	2021	R	3LC	\$0	\$0	\$0	\$0	\$9,000,000	\$9,000,000	
								2021	U	3LC	\$0	\$0	\$0	\$0	\$3,000,000	\$3,000,000	
								2021	U	7	\$800,000	\$0	\$0	\$200,000	\$0	\$1,000,000	
								2021	C	3LC	\$0	\$0	\$0	\$0	\$3,700,000	\$3,700,000	
								2021	C	5	\$320,000	\$0	\$0	\$80,000	\$0	\$400,000	
								2021	C	7	\$14,160,000	\$0	\$0	\$3,540,000	\$0	\$17,700,000	
								2021	C	3BUILDGRANT	\$20,000,000	\$0	\$0	\$0	\$0	\$20,000,000	
								2021	C	3RTR121 - West Set Aside 2 3RTR121 - West Set Aside 1	\$0	\$500,000	\$0	\$0	\$0	\$500,000	RTR FUNDS ARE CONTINGENCY ONLY TO BE USED IF NEEDED; REVISE RTR FUNDING CATEGORY

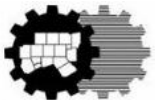
Administrative Changes to the 2021-2024 Transportation Improvement Program

TIP CODE	CSJ	PROJECT SPONSOR	CITY	FACILITY	LIMITS FROM	LIMITS TO	PROJECT DESCRIPTION	TIP FY	PHASE	CATEGORY	FEDERAL	REGIONAL	STATE	LOCAL	LOCAL CONTRIBUTION	TOTAL FUNDING	COMMENTS
25061	0918-47-294	NCTCOG	IRVING	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	2021	E	3TDC (MPO)	\$0	\$80,000	\$0	\$0	\$0	\$80,000	80,000 MPO TDCs USED IN LIEU OF LOCAL MATCH (REGIONAL-IRVING POLICY BUNDLE TDCs)
							2021	E	STBG	\$400,000	\$0	\$0	\$0	\$0	\$400,000		
14013.2	0918-48-003	DART	VARIOUS	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)	2021	T	3TDC (MPO)	\$0	\$30,000	\$0	\$0	\$0	\$30,000	
	2021 2022							T	3TDC (MPO)	\$0	929,785 0	\$0	\$0	\$0	929,785 0	REVISE FISCAL YEAR; SPLIT TDCS FROM FY 2022 ENTRY; REVISE PHASE	
	2021							T	3TDC (MPO)	\$0	1,640,000	\$0	\$0	\$0	\$0	1,640,000	
	2021							T	5	\$150,000	\$0	\$0	\$0	\$0	\$150,000		
	2021							T	5	\$8,200,000	\$0	\$0	\$0	\$0	\$8,200,000		
	2021							T	9TA Set Aside	\$4,648,925	\$0	\$0	\$0	\$0	\$4,648,925		
	2021							T	5	\$8,401,592	\$0	\$0	\$2,100,398	\$0	\$10,501,990		
	2022							T	3TDC (MPO)	\$0	2,943,318 3,873,103	\$0	\$0	\$0	2,943,318 3,873,103	REVISE PHASE; DECREASE TDCS & MOVE TO FY 2021	
	2022							T	3LC	\$0	\$0	\$0	\$0	\$4,860,326	\$4,860,326		
	2022							T	5	\$14,716,590	\$0	\$0	\$0	\$0	\$14,716,590		
	2023							T	9TA Set Aside	\$2,161,569	\$0	\$0	\$540,392	\$0	\$2,701,961		
11679	0918-47-211	NCTCOG	VARIOUS	VA	PLANNING SUPPORT & TECHNICAL EXPERTISE FOR IMPLEMENTATION OF PASSENGER RAIL IN REGIONAL RAIL CORRIDORS		METROPOLITAN PLANNING ORGANIZATION (MPO) PLANNING SUPPORT AND TECHNICAL EXPERTISE WILL BE UTILIZED TO UPDATE, ADVANCE, AND STREAMLINE PROJECT DELIVERY OF REGIONAL PASSENGER RAIL CORRIDORS	2019	I	3RTR121 - DA1	\$0	\$1,100,000 \$1,110,000	\$0	\$0	\$0	\$1,100,000 \$1,110,000	REDUCE FUNDING TO MATCH AGREEMENT
								2019	I	3RTR121 - East Set Aside 2	\$0	\$405,000	\$0	\$0	\$0	\$405,000	
								2022	I	3RTR121 - East Set Aside 2	\$0	\$0	\$0	\$0	\$0	\$0	

TECHNICAL CORRECTIONS/CHANGES TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM LISTINGS

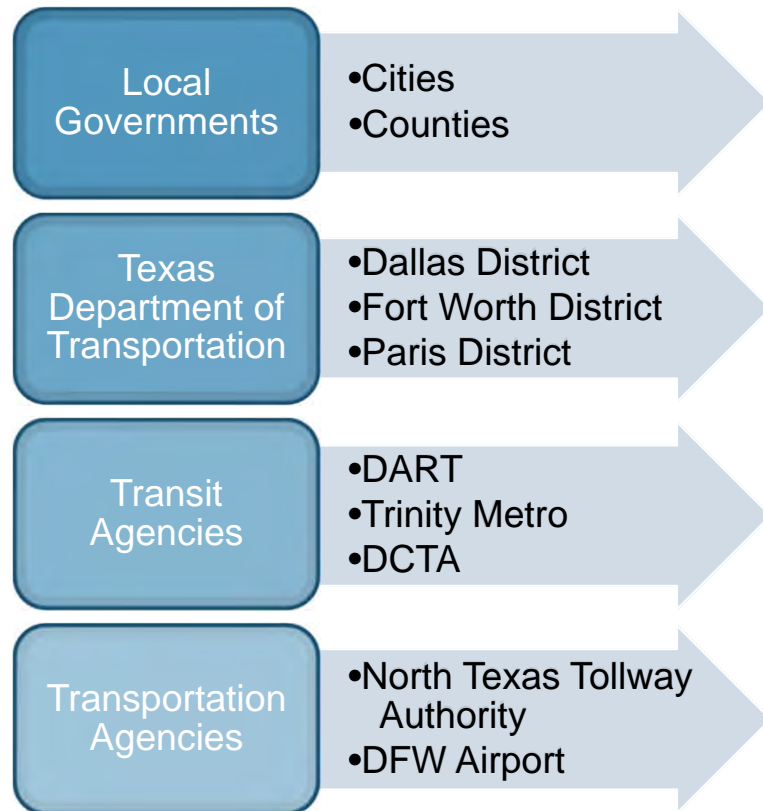
Regional Transportation Council

October 8, 2020



North Central Texas
Council of Governments
Transportation Department

TRANSPORTATION FUNDING AND PROJECT IMPLEMENTATION: A COOPERATIVE EFFORT



**2021-2024
Transportation
Improvement
Program
for North Central Texas**

The collage features three images: a highway interchange with multiple lanes and overpasses, a white and red high-speed train, and a person riding a bicycle on a path. The text '2021-2024 Transportation Improvement Program for North Central Texas' is prominently displayed in the upper right. The logo for the North Central Texas Council of Governments is in the bottom right corner.

DEVELOPMENT PROCESS

- Review existing projects and gather information on additional locally funded projects
- Make needed revisions to existing project schedules, funding, and/or scope
- Develop revised project listings
- Financially constrain project programming based on estimated future revenues
- Conduct Mobility Plan and Air Quality conformity review
- Solicit public and Committee/Council input
- **Finalize project listings and submit to the Texas Department of Transportation (TxDOT) and Federal Highway Administration (FHWA)**

TECHNICAL CORRECTIONS/UPDATES IDENTIFIED

- While reviewing the RTC approved project listings against the final STIP report, certain changes were identified as necessary prior to submission to TxDOT Austin.
- Staff elected to go ahead and make the corrections and seek RTC action afterward in order to avoid project delays or a delay in submitting our STIP listings to the State.
- Changes impact 68 (23 RTC Actions and 45 Administrative Changes) out of 962 projects in the double entry TIP listings the RTC approved in June 2020

TYPES OF CHANGES

- Revisions:
 - Delaying projects more than one fiscal year
 - Changing project limits and/or scopes to ensure consistency with the Metropolitan Transportation Plan
 - Corrections/updates to funding amounts
 - Other changes made due to new or updated information after RTC action
- Administrative changes:
 - CSJ revisions
 - Non-substantive changes to project scopes and/or limits
 - Advancing projects
 - Reflecting FY 2020 funding obligations that occurred late in the fiscal year

REQUESTED ACTION

- RTC approval of:
 - The changes to projects requiring RTC action
 - Amending the Unified Planning Work Program (UPWP) and other planning/administrative documents, as appropriate

DELAYS TO APPROVAL OF THE NEW TIP/STIP

- The approval of the 2021-2024 STIP is currently delayed due to issues balancing project programming to available revenues statewide.
- Until this issue can be resolved, the 2019-2022 TIP/STIP will remain in effect.
- This will primarily impact projects that were newly added or changed substantially in the 2021-2024 TIP, as funding agreements or new federal/State actions for these projects will not be able to be executed until it is approved.

QUESTIONS/COMMENTS

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

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

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

Evan Newton
Transportation Planner
Ph: (817) 695-9260
enewton@nctcog.org

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

How to Read the Project Modification Listings - Roadway Section

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

TIP Code: 11461 **Facility:** SH 289 **Location/Limits From:** AT INTERSECTION OF PLANO PARKWAY **Modification #:** 2017-0004

Implementing Agency: PLANO

County: COLLIN **CSJ:** 0091-05-053

City: PLANO **Desc:** INTERSECTION IMPROVEMENTS TO REMOVE DOUBLE INTERSECTION, INCLUDING ADDING DUAL LEFT TURN LANES AND A RIGHT TURN LANE ON EACH APPROACH; INTERSECTION WILL BE NORMALIZED AND SOUTHERN SIGNAL WILL BE REMOVED

Request: REVISE LIMITS TO SH 289 FROM VENTURA DR TO 500 FEET WEST OF BURNHAM DRIVE AND ON PRESTON ROAD FROM ALLIANCE BLVD TO DEXTER DRIVE; REVISE SCOPE TO INTERSECTION IMPROVEMENTS TO REMOVE DOUBLE INTERSECTION, INCLUDING ADDING DUAL LEFT TURN LANES AND A RIGHT TURN LANE ON EACH APPROACH; RECONSTRUCT ALLIANCE BLVD INTERSECTION; ADD SIDEWALKS; INCREASE ENGINEERING FUNDING IN FY2015 AND DELAY TO FY2017; INCREASE CONSTRUCTION FUNDING IN FY2017

CURRENTLY APPROVED:

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

REVISION REQUESTED:

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

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

PROPOSED NOVEMBER 2020 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 11980.3	Facility: VA	Location/Limits From: VARIOUS LOCATIONS WITHIN THE DCTA SERVICE AREA	Modification #: 2021-0003
Impementing Agency: DCTA			
County: VARIOUS	CSJ: N/A		
City: VARIOUS	Desc:	PURCHASE OF TRANSIT VEHICLES (BUSES) TO EXPAND SERVICE	
	Request:	ADD PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP); CHANGE SCOPE TO COLLIN CREEK DEVELOPMENT CIRCULATOR ELECTRIC BUSES AND CHARGING STATIONS FOR ENHANCED TRANSIT SERVICE; CHANGE IMPLEMENTING AGENCY TO DART	
	Comment:	322,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3- TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL	

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	TRANS	N/A	Cat 3 - TDC (MPO):	\$0	\$0	\$322,000	\$0	\$0	\$0
2015	TRANS	N/A	Cat 5:	\$1,610,000	\$0	\$0	\$0	\$0	\$1,610,000
Phase Subtotal:				\$1,610,000	\$0	\$322,000	\$0	\$0	\$1,610,000
Grand Total:				\$1,610,000	\$0	\$0	\$0	\$0	\$1,610,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	TRANS	N/A	Cat 3 - TDC (MPO):	\$0	\$0	\$322,000	\$0	\$0	\$0
2015	TRANS	N/A	Cat 5:	\$1,610,000	\$0	\$0	\$0	\$0	\$1,610,000
Phase Subtotal:				\$1,610,000	\$0	\$322,000	\$0	\$0	\$1,610,000
Grand Total:				\$1,610,000	\$0	\$0	\$0	\$0	\$1,610,000

Revisions since STTC Meeting: CLARIFIED SCOPE FROM "...CHARGING STATIONS FOR NEW/EXPANDED TRANSIT SERVICE" TO "...CHARGING STATIONS FOR ENHANCED TRANSIT SERVICE"

TIP Code: 11887	Facility: VA	Location/Limits From: ON PLEASANT RUN RD; EAST OF SUNRISE RD	Modification #: 2021-0004
Impementing Agency: TXDOT-DALLAS		Location/Limits To: WEST OF IH 45	
County: DALLAS	CSJ: 0918-45-844		
City: WILMER	Desc:	WIDEN FROM 2 TO 4 LANE DIVIDED ROADWAY (ULTIMATE 6) WITH GRADE SEPARATION AND CONNECTORS AT MILLERS FERRY AND UPRR IN CITY OF WILMER	
	Request:	DECREASE ENGINEERING FUNDING IN FY2010, ROW FUNDING IN FY2010, UTILITY FUNDING IN FY2013; AND CONSTRUCTION FUNDING IN FY2013	

PROPOSED NOVEMBER 2020 TIP MODIFICATIONS FOR RTC MEETING

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2010	ENG	0918-45-844	Cat 10:	\$647,200	\$0	\$0	\$0	\$0	\$647,200
2010	ENG	0918-45-844	Cat 3 - RTC/Local:	\$0	\$0	\$161,800	\$0	\$0	\$161,800
Phase Subtotal:				\$647,200	\$0	\$161,800	\$0	\$0	\$809,000
2010	ROW	0918-45-844	Cat 10:	\$444,000	\$0	\$0	\$0	\$0	\$444,000
2010	ROW	0918-45-844	Cat 3 - RTC/Local:	\$0	\$0	\$111,000	\$0	\$0	\$111,000
Phase Subtotal:				\$444,000	\$0	\$111,000	\$0	\$0	\$555,000
2013	UTIL	0918-45-844	Cat 10:	\$1,204,000	\$0	\$0	\$0	\$0	\$1,204,000
2013	UTIL	0918-45-844	Cat 3 - RTC/Local:	\$0	\$0	\$301,000	\$0	\$0	\$301,000
Phase Subtotal:				\$1,204,000	\$0	\$301,000	\$0	\$0	\$1,505,000
2013	CON	0918-45-844	Cat 10:	\$4,274,776	\$0	\$0	\$0	\$0	\$4,274,776
2013	CON	0918-45-844	Cat 3 - RTC/Local:	\$0	\$0	\$1,528,589	\$0	\$0	\$1,528,589
2013	CON	0918-45-844	Cat 7:	\$3,019,266	\$0	\$0	\$294,921	\$0	\$3,314,187
Phase Subtotal:				\$7,294,042	\$0	\$1,528,589	\$294,921	\$0	\$9,117,552
Grand Total:				<u>\$9,589,242</u>	<u>\$0</u>	<u>\$2,102,389</u>	<u>\$294,921</u>	<u>\$0</u>	<u>\$11,986,552</u>

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2010	ENG	0918-45-844	Cat 10:	\$635,147	\$0	\$0	\$0	\$0	\$635,147
2010	ENG	0918-45-844	Cat 3 - RTC/Local:	\$0	\$0	\$158,787	\$0	\$0	\$158,787
Phase Subtotal:				\$635,147	\$0	\$158,787	\$0	\$0	\$793,934
2010	ROW	0918-45-844	Cat 10:	\$137,145	\$0	\$0	\$0	\$0	\$137,145
2010	ROW	0918-45-844	Cat 3 - RTC/Local:	\$0	\$0	\$34,286	\$0	\$0	\$34,286
Phase Subtotal:				\$137,145	\$0	\$34,286	\$0	\$0	\$171,431
2013	UTIL	0918-45-844	Cat 10:	\$1,043,524	\$0	\$0	\$0	\$0	\$1,043,524
2013	UTIL	0918-45-844	Cat 3 - RTC/Local:	\$0	\$0	\$260,881	\$0	\$0	\$260,881
Phase Subtotal:				\$1,043,524	\$0	\$260,881	\$0	\$0	\$1,304,405
2013	CON	0918-45-844	Cat 10:	\$1,777,098	\$0	\$0	\$0	\$0	\$1,777,098
2013	CON	0918-45-844	Cat 3 - RTC/Local:	\$0	\$0	\$804,412	\$0	\$0	\$804,412
2013	CON	0918-45-844	Cat 7:	\$4,355,123	\$0	\$0	\$728,669	\$0	\$5,083,792
Phase Subtotal:				\$6,132,221	\$0	\$804,412	\$728,669	\$0	\$7,665,302
Grand Total:				<u>\$7,948,037</u>	<u>\$0</u>	<u>\$1,258,366</u>	<u>\$728,669</u>	<u>\$0</u>	<u>\$9,935,072</u>

PROPOSED NOVEMBER 2020 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 14046	Facility: VA	Location/Limits From: UPTOWN MCKINNEY/COLE COUPLET: ON ALLEN ST FROM CARLISLE ST TO MCKINNEY AVE; ON CARLISLE ST FROM COLE AVE TO ALLEN ST;	Modification #: 2021-0006
Impementing Agency: DALLAS		Location/Limits To: ON COLE AVE FROM HARVARD AVE TO CARLISLE ST; ON MCKINNEY AVE FROM HARVARD AVE TO ALLEN ST	
County: DALLAS	CSJ: 0918-47-286		
City: DALLAS	Desc:	ON ALLEN/CARLISLE: CONVERSION OF 4 LN ONE-WAY RDWY TO 4 LN TWO-WAY RDWY; ON COLE: CONVERSION OF 4 LN ONE-WAY RDWY TO TWO-WAY RDWY; ON MCKINNEY: CONVERSION OF 3 LN ONE-WAY RDWY TO TWO-WAY RDWY; INTERSECTION, SIGNAL, AND PEDESTRIAN IMPROVEMENTS	
	Request:	REVISE SCOPE TO CONVERSION OF 3 LN ONE-WAY RDWYS TO TWO-WAY RDWYS; INTERSECTION, SIGNAL, SIGNAGE, PEDESTRIAN, LIGHTING, LANDSCAPING, AND ASSOCIATED IMPROVEMENTS INCLUDING TROLLEY RELOCATION	
	Comment:	LOCAL CONTRIBUTION PAID BY CITY OF DALLAS; DESIGN-BUILD PROJECT; CMAQ FUNDS FOR INTERSECTION, SIGNAL, AND PEDESTRIAN IMPROVEMENTS ONLY; CONTINGENT ON KEEPING HISTORIC STREET CAR OPERATIONAL AT LEAST ON THE WEEKEND; CONTINGENT UPON \$1M FOR STATE OF THE ART SIGNAL TIMING/PEDESTRIAN TIMING	

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2020	ENG	0918-47-286	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$2,010,000	\$2,010,000
2022	CON	0918-47-286	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,340,000	\$1,340,000
2022	CON	0918-47-286	Cat 5:	\$6,700,000	\$0	\$0	\$1,675,000	\$0	\$8,375,000
2022	CON	0918-47-286	STBG:	\$6,700,000	\$0	\$0	\$1,675,000	\$0	\$8,375,000
Phase Subtotal:				\$13,400,000	\$0	\$0	\$3,350,000	\$1,340,000	\$18,090,000
Grand Total:				\$13,400,000	\$0	\$0	\$3,350,000	\$3,350,000	\$20,100,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2020	ENG	0918-47-286	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$2,010,000	\$2,010,000
2022	CON	0918-47-286	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,340,000	\$1,340,000
2022	CON	0918-47-286	Cat 5:	\$6,700,000	\$0	\$0	\$1,675,000	\$0	\$8,375,000
2022	CON	0918-47-286	STBG:	\$6,700,000	\$0	\$0	\$1,675,000	\$0	\$8,375,000
Phase Subtotal:				\$13,400,000	\$0	\$0	\$3,350,000	\$1,340,000	\$18,090,000
Grand Total:				\$13,400,000	\$0	\$0	\$3,350,000	\$3,350,000	\$20,100,000

PROPOSED NOVEMBER 2020 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 25084 **Facility:** VA **Location/Limits From:** LAPTOPS, ACCESSORIES, AND TVS **Modification #:** 2021-0007
Implementing Agency: NCTCOG
County: TARRANT **CSJ:** N/A
City: ARLINGTON **Desc:** PURCHASE OF LAPTOPS FOR NCTCOG TRANSPORTATION STAFF, AND TVS AND ACCESSORIES FOR TRANSPORTATION MEETING ROOMS
Request: ADD PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	IMP	N/A	Cat 3 - RTC/Local:	\$0	\$0	\$37,000	\$0	\$0	\$37,000
Grand Total:				\$0	\$0	\$37,000	\$0	\$0	\$37,000

TIP Code: 11979.9 **Facility:** VA **Location/Limits From:** REGIONAL AIR QUALITY INITIATIVES **Modification #:** 2021-0008
Implementing Agency: NCTCOG **Location/Limits To:** INCLUDES STATE TIME
County: VARIOUS **CSJ:** N/A
City: VARIOUS **Desc:** ADMINISTRATION & IMPLEMENTATION INITIATIVES TO IMPROVE AIR QUALITY THROUGH AIR QUALITY PLANNING, CONTROL STRATEGY DEVELOPMENT, TECHNOLOGY/FUEL EVALUATION, DATA AND FEASIBILITY ANALYSES, POLICY & BEST PRACTICE DEVELOPMENT, DISSEMINATION & STAKEHOLDER COLLABORATION
Request: ADD PROJECT TO THE TRANSPORTATION IMPROVEMENT PROGRAM (TIP); RELATED TO TIP 11979.3

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2020	IMP	N/A	Cat 3 - RTC/Local:	\$0	\$0	\$300,000	\$0	\$0	\$300,000
Grand Total:				\$0	\$0	\$300,000	\$0	\$0	\$300,000

Revisions since STTC Meeting: THE FUNDS WERE NOT NEEDED SINCE THE FY2020 FUNDS OBLIGATED

TIP Code: 25066.1 **Facility:** CS **Location/Limits From:** ON LINFIELD OVER UPRR RAIL YARD **Modification #:** 2021-0010
Implementing Agency: DALLAS
County: DALLAS **CSJ:** 0918-47-309, 0918-47-310
City: DALLAS **Desc:** CONSTRUCT BICYCLE AND PEDESTRIAN BRIDGE ON LINFIELD ROAD OVER THE UPRR RAIL YARD
Request: REVISE LIMITS AS ON LINFIELD RD OVER UPRR RAIL YARD FROM SH 310 TO CARBONDALE ST AND ON CARBONDALE ST FROM LINFIELD RD TO SL 12; REVISE SCOPE TO CONSTRUCT BICYCLE AND PEDESTRIAN BRIDGE ON LINFIELD ROAD OVER THE UPRR RAIL YARD; ADD LANDSCAPING TO THE PROJECT AREA INCLUDING ALONG CARBONDALE STREET; INCREASE FEDERAL FUNDING BY \$500,000; DELAY ROW TO FY2022
Comment: 700,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3-TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; DALLAS POLICY BUNDLE TDCS; JOPPA NEIGHBORHOOD IMPROVEMENT; INCREASE IN CMAQ FUNDING IS A PART OF FUNDING EXCHANGE FOR ON-DEMAND SERVICE IN JOPPA NEIGHBORHOOD

PROPOSED NOVEMBER 2020 TIP MODIFICATIONS FOR RTC MEETING

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0918-47-310	Cat 3 - TDC (MPO):	\$0	\$0	\$180,000	\$0	\$0	\$0
2021	ENG	0918-47-310	Cat 5:	\$900,000	\$0	\$0	\$0	\$0	\$900,000
Phase Subtotal:				\$900,000	\$0	\$180,000	\$0	\$0	\$900,000
2021	ROW	0918-47-310	Cat 3 - TDC (MPO):	\$0	\$0	\$70,000	\$0	\$0	\$0
2021	ROW	0918-47-310	Cat 5:	\$350,000	\$0	\$0	\$0	\$0	\$350,000
Phase Subtotal:				\$350,000	\$0	\$70,000	\$0	\$0	\$350,000
2022	UTIL	0918-47-310	Cat 3 - TDC (MPO):	\$0	\$0	\$10,000	\$0	\$0	\$0
2022	UTIL	0918-47-310	Cat 5:	\$50,000	\$0	\$0	\$0	\$0	\$50,000
Phase Subtotal:				\$50,000	\$0	\$10,000	\$0	\$0	\$50,000
2022	CON	0918-47-309	Cat 5:	\$4,000,000	\$0	\$0	\$1,000,000	\$0	\$5,000,000
2022	CON	0918-47-310	Cat 3 - TDC (MPO):	\$0	\$0	\$340,000	\$0	\$0	\$0
2022	CON	0918-47-310	Cat 5:	\$1,700,000	\$0	\$0	\$0	\$0	\$1,700,000
Phase Subtotal:				\$5,700,000	\$0	\$340,000	\$1,000,000	\$0	\$6,700,000
Grand Total:				\$7,000,000	\$0	\$0	\$1,000,000	\$0	\$8,000,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0918-47-310	Cat 3 - TDC (MPO):	\$0	\$0	\$180,000	\$0	\$0	\$0
2021	ENG	0918-47-310	Cat 5:	\$900,000	\$0	\$0	\$0	\$0	\$900,000
Phase Subtotal:				\$900,000	\$0	\$180,000	\$0	\$0	\$900,000
2022	ROW	0918-47-310	Cat 3 - TDC (MPO):	\$0	\$0	\$70,000	\$0	\$0	\$0
2022	ROW	0918-47-310	Cat 5:	\$350,000	\$0	\$0	\$0	\$0	\$350,000
Phase Subtotal:				\$350,000	\$0	\$70,000	\$0	\$0	\$350,000
2022	UTIL	0918-47-310	Cat 3 - TDC (MPO):	\$0	\$0	\$10,000	\$0	\$0	\$0
2022	UTIL	0918-47-310	Cat 5:	\$50,000	\$0	\$0	\$0	\$0	\$50,000
Phase Subtotal:				\$50,000	\$0	\$10,000	\$0	\$0	\$50,000
2022	CON	0918-47-309	Cat 5:	\$4,000,000	\$0	\$0	\$1,000,000	\$0	\$5,000,000
2022	CON	0918-47-310	Cat 3 - TDC (MPO):	\$0	\$0	\$440,000	\$0	\$0	\$0
2022	CON	0918-47-310	Cat 5:	\$2,200,000	\$0	\$0	\$0	\$0	\$2,200,000
Phase Subtotal:				\$6,200,000	\$0	\$440,000	\$1,000,000	\$0	\$7,200,000
Grand Total:				\$7,500,000	\$0	\$0	\$1,000,000	\$0	\$8,500,000

PROPOSED NOVEMBER 2020 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 25066.3	Facility: NA	Location/Limits From: BOUNDED BY CARBONDALE ST ON THE WEST, LINDALE RD ON THE NORTH,	Modification #: 2021-0011
Impementing Agency: DALLAS	Location/Limits To: TRINITY RIVER ON THE EAST, AND SL 12 ON THE SOUTH		
County: DALLAS	CSJ: N/A		
City: DALLAS	Desc: IMPLEMENT ON DEMAND TRANSPORTATION SERVICE FOR THE JOPPA NEIGHBORHOOD UNTIL THE LINFIELD RD PEDESTRIAN CROSSING IS SUBSTANTIALLY COMPLETE		
	Request: ADD PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)		
	Comment: JOPPA NEIGHBORHOOD IMPROVEMENT; PART OF FUNDING EXCHANGE WITH TIP 25066.1/CSJ 0918-47-309, 0918-47-310 TO IMPLEMENT ON-DEMAND SERVICE WITH NON-FEDERAL FUNDS		

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	IMP	N/A	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$500,000	\$500,000
Grand Total:				\$0	\$0	\$0	\$0	\$500,000	\$500,000

TIP Code: 11258.9	Facility: CS	Location/Limits From: 8 INTERSECTIONS AT KCS RR IN DALLAS AT E DALLAS/KCS RR CROSSINGS - PEAVY RD, GUS THOMASSON RD,	Modification #: 2021-0013
Impementing Agency: DALLAS	Location/Limits To: BARNES BRIDGE RD, CENTERVILLE RD, LAKELAND DR, HIGHLAND DR, SANTA ANNA AVE, & ST FRANCIS AVE AT KCS RR		
County: DALLAS	CSJ: 0918-47-072		
City: DALLAS	Desc: UPGRADE GATES AND INSTALL MEDIANS AT ALL LOCATIONS; INSTALL SIGNAGE AT PEAVY, GUS THOMASSON, LAKELAND, HIGHLAND, & ST FRANCIS; RESURFACE AT LAKELAND & ST FRANCIS		
	Request: REVISE SCOPE TO UPGRADE GATES AND INSTALL MEDIANS, SIGNAGE, PAVEMENT MARKINGS & PEDESTRIAN ACCESS AT ALL NINE LOCATIONS; RESURFACE AT LAKELAND, ST FRANCIS, & MARIPOSA; CHANGE LIMITS TO ADD MARIPOSA TO LIST OF LOCATIONS		
	Comment: MPO MILESTONE POLICY PROJECT, CANNOT BE DELAYED BEYOND DECEMBER 2020; LOCAL CONTRIBUTION PAID BY THE CITY OF DALLAS		

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	ENG	0918-47-072	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$149,654	\$149,654
2021	CON	0918-47-072	STBG:	\$1,828,070	\$0	\$0	\$457,017	\$0	\$2,285,087
Grand Total:				\$1,828,070	\$0	\$0	\$457,017	\$149,654	\$2,434,741

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	ENG	0918-47-072	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$149,654	\$149,654
2021	CON	0918-47-072	STBG:	\$1,828,070	\$0	\$0	\$457,017	\$0	\$2,285,087
Grand Total:				\$1,828,070	\$0	\$0	\$457,017	\$149,654	\$2,434,741

PROPOSED NOVEMBER 2020 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 14068	Facility: SH 34	Location/Limits From: AT KINGS CREEK DRIVE	Modification #: 2021-0024
Impementing Agency: TXDOT-DALLAS			
County: KAUFMAN	CSJ: 0173-04-058		
City: KAUFMAN	Desc: CONSTRUCT LEFT AND RIGHT TURN LANES		
	Request: DECREASE CONSTRUCTION FUNDING IN FY2023; REVISE SCOPE TO CONSTRUCT LEFT TURN		

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0173-04-058	SW PE:	\$0	\$50,000	\$0	\$0	\$0	\$50,000
2021	ROW	0173-04-058	SW ROW:	\$80,000	\$10,000	\$0	\$10,000	\$0	\$100,000
2023	CON	0173-04-058	Cat 5:	\$1,000,000	\$250,000	\$0	\$0	\$0	\$1,250,000
Grand Total:				\$1,080,000	\$310,000	\$0	\$10,000	\$0	\$1,400,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0173-04-058	SW PE:	\$0	\$50,000	\$0	\$0	\$0	\$50,000
2021	ROW	0173-04-058	SW ROW:	\$80,000	\$10,000	\$0	\$10,000	\$0	\$100,000
2023	CON	0173-04-058	Cat 5:	\$720,000	\$180,000	\$0	\$0	\$0	\$900,000
Grand Total:				\$800,000	\$240,000	\$0	\$10,000	\$0	\$1,050,000

PROPOSED NOVEMBER 2020 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 14013	Facility: VA	Location/Limits From: TRAIL CONNECTIONS TO FUTURE CYPRESS WATERS COTTON BELT RAIL STATION; FROM SOUTH OF CYPRESS WATERS COTTON BELT STATION	Modification #: 2021-0028
Impementing Agency: DALLAS CO	Location/Limits To: TO EXISTING TRAIL NORTH OF OLYMPUS BLVD		
County: DALLAS	CSJ: 0918-47-236		
City: VARIOUS	Desc: 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		
	Request: DECREASE ENVIRONMENTAL FUNDING AND DELAY TO FY2019; INCREASE ENGINEERING FUNDING IN FY2019 AND CONSTRUCTION FUNDING IN FY2021		
	Comment: LOCAL CONTRIBUTION PAID BY DALLAS COUNTY		

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	ENV	0918-47-236	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$100,000	\$100,000
2019	ENG	0918-47-236	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$450,000	\$450,000
2021	CON	0918-47-236	Cat 5:	\$1,834,068	\$0	\$0	\$458,517	\$0	\$2,292,585
Grand Total:				<u>\$1,834,068</u>	<u>\$0</u>	<u>\$0</u>	<u>\$458,517</u>	<u>\$550,000</u>	<u>\$2,842,585</u>

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENV	0918-47-236	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$67,375	\$67,375
2019	ENG	0918-47-236	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$499,125	\$499,125
2021	CON	0918-47-236	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$127,449	\$127,449
2021	CON	0918-47-236	Cat 5:	\$1,834,068	\$0	\$0	\$458,517	\$0	\$2,292,585
Phase Subtotal:				<u>\$1,834,068</u>	<u>\$0</u>	<u>\$0</u>	<u>\$458,517</u>	<u>\$127,449</u>	<u>\$2,420,034</u>
Grand Total:				<u>\$1,834,068</u>	<u>\$0</u>	<u>\$0</u>	<u>\$458,517</u>	<u>\$693,949</u>	<u>\$2,986,534</u>

PROPOSED NOVEMBER 2020 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 55273	Facility: FM 1385	Location/Limits From: US 380	Modification #: 2021-0031
Impementing Agency: TXDOT-DALLAS		Location/Limits To: FM 455	
County: DENTON	CSJ: 1315-01-030		
City: VARIOUS	Desc:	WIDEN AND RECONSTRUCT FROM 2 LANE URBAN UNDIVIDED TO 4/6 LANES URBAN DIVIDED (ULTIMATE 6 LANES); REALIGNMENT OF INTERSECTIONS AT MUSTANG ROAD AND GEE ROAD	
	Request:	ADD PROJECT 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)	

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	ENG	1315-01-030	SW PE:	\$0	\$6,500,000	\$0	\$0	\$0	\$6,500,000
2022	ROW	1315-01-030	SW ROW:	\$21,600,000	\$2,700,000	\$0	\$2,700,000	\$0	\$27,000,000
Grand Total:				\$21,600,000	\$9,200,000	\$0	\$2,700,000	\$0	\$33,500,000

Revisions since STTC Meeting: UPDATE SCOPE FROM "WIDEN FROM 2 LANE RURAL UNDIVIDED TO 6 LANE URBAN DIVIDED" TO "WIDEN AND RECONSTRUCT 2 LANE URBAN UNDIVIDED TO 4/6 LANES URBAN DIVIDED (ULTIMATE 6 LANES); REALIGNMENT OF INTERSECTIONS AT MUSTANG ROAD AND GEE ROAD"

TIP Code: 55274	Facility: FM 2931	Location/Limits From: US 380	Modification #: 2021-0032
Impementing Agency: TXDOT-DALLAS		Location/Limits To: FM 428	
County: DENTON	CSJ: 2979-01-011		
City: VARIOUS	Desc:	WIDEN AND RECONSTRUCT FROM 2 LANE RURAL TO 4 LANES URBAN DIVIDED (ULTIMATE 6 LANES)	
	Request:	ADD PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)	

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	ENG	2979-01-011	SW PE:	\$0	\$3,500,000	\$0	\$0	\$0	\$3,500,000
2022	ROW	2979-01-011	SW ROW:	\$11,200,000	\$1,400,000	\$0	\$1,400,000	\$0	\$14,000,000
Grand Total:				\$11,200,000	\$4,900,000	\$0	\$1,400,000	\$0	\$17,500,000

Revisions since STTC Meeting: UPDATE SCOPE FROM "RECONSTRUCT FROM 2 LANE RURAL TO 4/6 LANE URBAN DIVIDED" TO "WIDEN AND RECONSTRUCT FORM 2 LANE RURAL TO 4 LANES URBAN DIVIDED (ULTIMATE 6 LANES)"

PROPOSED NOVEMBER 2020 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 55230	Facility: IH 35W	Location/Limits From: TARRANT COUNTY LINE	Modification #: 2021-0036
Impementing Agency: TXDOT-DALLAS		Location/Limits To: SH 114	
County: DENTON	CSJ: 0081-13-058		
City: VARIOUS	Desc:	RECONSTRUCT AND WIDEN 4 LANE RURAL TO 6 LANE URBAN FREEWAY AND CONSTRUCT 4 TO 4/6 LANE FRONTAGE ROADS	
	Request:	REVISE SCOPE TO RECONSTRUCT AND WIDEN 4 LANE RURAL TO 6 LANE URBAN FREEWAY	
	Comment:	REGIONAL 10 YEAR PLAN PROJECT	

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2045	ENG	0081-13-058	SBPE:	\$0	\$10,000,000	\$0	\$0	\$0	\$10,000,000
2045	ROW	0081-13-058	S102:	\$27,000,000	\$3,000,000	\$0	\$0	\$0	\$30,000,000
Grand Total:				\$27,000,000	\$13,000,000	\$0	\$0	\$0	\$40,000,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	ENG	0081-13-058	SW PE:	\$0	\$10,000,000	\$0	\$0	\$0	\$10,000,000
2022	ROW	0081-13-058	SW ROW:	\$27,000,000	\$3,000,000	\$0	\$0	\$0	\$30,000,000
Grand Total:				\$27,000,000	\$13,000,000	\$0	\$0	\$0	\$40,000,000

TIP Code: 55275	Facility: BUS 121H	Location/Limits From: NORTH OF IH 35E	Modification #: 2021-0037
Impementing Agency: TXDOT-DALLAS		Location/Limits To: NORTH OF NORTHWOOD MOBILE HOME PARK	
County: DENTON	CSJ: 0364-03-101		
City: LEWISVILLE	Desc:	CONSTRUCT INTERSECTION IMPROVEMENTS	
	Request:	ADD PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)	

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	ENG	0364-03-101	SW PE:	\$0	\$300,000	\$0	\$0	\$0	\$300,000
2022	ROW	0364-03-101	SW ROW:	\$10,400,000	\$0	\$0	\$2,600,000	\$0	\$13,000,000
Grand Total:				\$10,400,000	\$300,000	\$0	\$2,600,000	\$0	\$13,300,000

PROPOSED NOVEMBER 2020 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 11721	Facility: US 287	Location/Limits From: BUS US 287	Modification #: 2021-0038
Impementing Agency: TXDOT-DALLAS	Location/Limits To: SH 34		
County: ELLIS	CSJ: 0172-08-050, 0172-08-054		
City: ENNIS	Desc: WIDEN 2-LANE UNDIVIDED HIGHWAY TO 4-LANE DIVIDED HIGHWAY WITH GRADE SEPARATED INTERCHANGES AND CONTROL OF ACCESS		
	Request: ADD RTR 121-ESA1 FUNDING FOR COST OVERRUNS IN FY2009; REMOVE \$6,960 OF RTR 121-EC2 AND REPLACE WITH RTR 121-ESA2 FOR ROW PHASE IN FY2009		

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2009	ROW	0172-08-054	Cat 3 - RTR 121 - EC2:	\$0	\$0	\$3,700,000	\$0	\$0	\$3,700,000
2009	CON	0172-08-050	Cat 10 - Cong Earmark:	\$8,013,934	\$1,382,501	\$0	\$0	\$0	\$9,396,435
2009	CON	0172-08-050	Cat 3 - RTR 121 - EC1:	\$0	\$0	\$24,100,000	\$0	\$0	\$24,100,000
Phase Subtotal:				\$8,013,934	\$1,382,501	\$24,100,000	\$0	\$0	\$33,496,435
Grand Total:				\$8,013,934	\$1,382,501	\$27,800,000	\$0	\$0	\$37,196,435

STTC APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2009	ROW	0172-08-050	Cat 3 - RTR 121 - East Set Aside 2:	\$0	\$0	\$6,960	\$0	\$0	\$6,960
2009	ROW	0172-08-054	Cat 3 - RTR 121 - EC2:	\$0	\$0	\$3,693,040	\$0	\$0	\$3,693,040
Phase Subtotal:				\$0	\$0	\$3,700,000	\$0	\$0	\$3,700,000
2009	CON	0172-08-050	Cat 3 - RTR 121 - East Set Aside 1:	\$0	\$0	\$751,580	\$0	\$0	\$751,580
2009	CON	0172-08-050	Cat 3 - RTR 121 - EC1:	\$0	\$0	\$24,100,000	\$0	\$0	\$24,100,000
2009	CON	0172-08-054	Cat 10 - Cong Earmark:	\$8,013,934	\$1,382,501	\$0	\$0	\$0	\$9,396,435
Phase Subtotal:				\$8,013,934	\$1,382,501	\$24,851,580	\$0	\$0	\$34,248,015
Grand Total:				\$8,013,934	\$1,382,501	\$28,551,580	\$0	\$0	\$37,948,015

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2009	ROW	0172-08-054	Cat 3 - RTR 121 - East Set Aside 2:	\$0	\$0	\$6,960	\$0	\$0	\$6,960
2009	ROW	0172-08-054	Cat 3 - RTR 121 - EC2:	\$0	\$0	\$3,693,040	\$0	\$0	\$3,693,040
Phase Subtotal:				\$0	\$0	\$3,700,000	\$0	\$0	\$3,700,000
2009	CON	0172-08-050	Cat 10 - Cong Earmark:	\$8,013,934	\$1,382,501	\$0	\$0	\$0	\$9,396,435
2009	CON	0172-08-050	Cat 3 - RTR 121 - East Set Aside 1:	\$0	\$0	\$751,580	\$0	\$0	\$751,580
2009	CON	0172-08-050	Cat 3 - RTR 121 - EC1:	\$0	\$0	\$24,100,000	\$0	\$0	\$24,100,000
Phase Subtotal:				\$8,013,934	\$1,382,501	\$24,851,580	\$0	\$0	\$34,248,015
Grand Total:				\$8,013,934	\$1,382,501	\$28,551,580	\$0	\$0	\$37,948,015

Revisions since STTC Meeting: REVISED RTR CSJ FOR ROW PHASE RTR 121 - EAST SET ASIDE 2 FUNDING TO 0172-08-054; REVISED RTR CSJ FOR CONSTRUCTION PHASE CONGRESSIONAL EARMARK FUNDING TO 0172-08-050

PROPOSED NOVEMBER 2020 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 14028	Facility: BUS 287	Location/Limits From: ON BUS 287/ENNIS AVE AT UP RAILROAD	Modification #: 2021-0039
Impementing Agency: TXDOT-DALLAS			
County: ELLIS	CSJ: 0172-12-007		
City: ENNIS	Desc: CONSTRUCT GRADE SEPARATION AT THE INTERSECTION OF BUS 287/ENNIS AVE AND THE UPRR LINE		
	Request: ADD ROW PHASE TO FY2023		
	Comment: LOCAL CONTRIBUTION PAID BY ENNIS AND UNION PACIFIC		

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	0172-12-007	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$4,000,000	\$4,000,000
2024	CON	0172-12-007	Cat 11:	\$2,000,000	\$500,000	\$0	\$0	\$0	\$2,500,000
2024	CON	0172-12-007	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$2,000,000	\$2,000,000
2024	CON	0172-12-007	STBG:	\$10,000,000	\$2,500,000	\$0	\$0	\$0	\$12,500,000
Phase Subtotal:				\$12,000,000	\$3,000,000	\$0	\$0	\$2,000,000	\$17,000,000
Grand Total:				\$12,000,000	\$3,000,000	\$0	\$0	\$6,000,000	\$21,000,000

STTC APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	0172-12-007	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$4,000,000	\$4,000,000
2024	ROW	0172-12-007	SW ROW:	\$1,200,000	\$0	\$0	\$300,000	\$0	\$1,500,000
2024	CON	0172-12-007	Cat 11:	\$2,000,000	\$500,000	\$0	\$0	\$0	\$2,500,000
2024	CON	0172-12-007	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$2,000,000	\$2,000,000
2024	CON	0172-12-007	STBG:	\$10,000,000	\$2,500,000	\$0	\$0	\$0	\$12,500,000
Phase Subtotal:				\$12,000,000	\$3,000,000	\$0	\$0	\$2,000,000	\$17,000,000
Grand Total:				\$13,200,000	\$3,000,000	\$0	\$300,000	\$6,000,000	\$22,500,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	ENG	0172-12-007	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$4,000,000	\$4,000,000
2023	ROW	0172-12-007	SW ROW:	\$1,200,000	\$0	\$0	\$300,000	\$0	\$1,500,000
2024	CON	0172-12-007	Cat 11:	\$2,000,000	\$500,000	\$0	\$0	\$0	\$2,500,000
2024	CON	0172-12-007	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$2,000,000	\$2,000,000
2024	CON	0172-12-007	STBG:	\$10,000,000	\$2,500,000	\$0	\$0	\$0	\$12,500,000
Phase Subtotal:				\$12,000,000	\$3,000,000	\$0	\$0	\$2,000,000	\$17,000,000
Grand Total:				\$13,200,000	\$3,000,000	\$0	\$300,000	\$6,000,000	\$22,500,000

Revisions since STTC Meeting: ADVANCED ROW PHASE FROM FY2024 TO FY2023

PROPOSED NOVEMBER 2020 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 55268	Facility: FM 1173	Location/Limits From: MASCH BRANCH ROAD	Modification #: 2021-0041
Impementing Agency: TXDOT-DALLAS		Location/Limits To: IH 35	
County: DENTON	CSJ: 1059-02-002		
City: VARIOUS	Desc:	RECONSTRUCT AND WIDEN FROM 2 LANE RURAL UNDIVIDED TO 6 LANE URBAN DIVIDED ROADWAY	
	Request:	REVISE SCOPE TO REALIGN FROM 2 LANE RURAL UNDIVIDED TO 6 LANE URBAN DIVIDED ROADWAY	

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	1059-02-002	SW PE:	\$0	\$1,500,000	\$0	\$0	\$0	\$1,500,000
2022	ROW	1059-02-002	SW ROW:	\$4,000,000	\$500,000	\$0	\$500,000	\$0	\$5,000,000
Grand Total:				\$4,000,000	\$2,000,000	\$0	\$500,000	\$0	\$6,500,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	1059-02-002	SW PE:	\$0	\$1,500,000	\$0	\$0	\$0	\$1,500,000
2022	ROW	1059-02-002	SW ROW:	\$4,000,000	\$500,000	\$0	\$500,000	\$0	\$5,000,000
Grand Total:				\$4,000,000	\$2,000,000	\$0	\$500,000	\$0	\$6,500,000

TIP Code: 55267	Facility: FM 1173	Location/Limits From: FM 156	Modification #: 2021-0042
Impementing Agency: TXDOT-DALLAS		Location/Limits To: MASCH BRANCH ROAD	
County: DENTON	CSJ: 1059-01-047		
City: KRUM	Desc:	WIDEN AND RECONSTRUCT FROM 2 LANE RURAL TO 4/6 LANE URBAN DIVIDED ROADWAY	
	Request:	INCREASE ROW FUNDING IN FY2022	

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	1059-01-047	SW PE:	\$0	\$2,500,000	\$0	\$0	\$0	\$2,500,000
2022	ROW	1059-01-047	SW ROW:	\$8,000,000	\$1,000,000	\$0	\$1,000,000	\$0	\$10,000,000
Grand Total:				\$8,000,000	\$3,500,000	\$0	\$1,000,000	\$0	\$12,500,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	1059-01-047	SW PE:	\$0	\$2,500,000	\$0	\$0	\$0	\$2,500,000
2022	ROW	1059-01-047	SW ROW:	\$32,000,000	\$4,000,000	\$0	\$4,000,000	\$0	\$40,000,000
Grand Total:				\$32,000,000	\$6,500,000	\$0	\$4,000,000	\$0	\$42,500,000

PROPOSED NOVEMBER 2020 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 55229	Facility: US 377	Location/Limits From: US 380	Modification #: 2021-0043
Impementing Agency: TXDOT-DALLAS	Location/Limits To: NORTH OF BUS 377E		
County: DENTON	CSJ: 0081-06-040		
City: VARIOUS	Desc: RECONSTRUCT AND WIDEN 2 LANE UNDIVIDED ROADWAY TO 4 LANE DIVIDED FACILITY (ULTIMATE SIX LANE)		
	Request: INCREASE ROW FUNDING IN FY2022		

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	ENG	0081-06-040	SW PE:	\$0	\$10,000,000	\$0	\$0	\$0	\$10,000,000
2022	ROW	0081-06-040	SW ROW:	\$24,000,000	\$3,000,000	\$0	\$3,000,000	\$0	\$30,000,000
Grand Total:				\$24,000,000	\$13,000,000	\$0	\$3,000,000	\$0	\$40,000,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2022	ENG	0081-06-040	SW PE:	\$0	\$10,000,000	\$0	\$0	\$0	\$10,000,000
2022	ROW	0081-06-040	SW ROW:	\$41,600,000	\$5,200,000	\$0	\$5,200,000	\$0	\$52,000,000
Grand Total:				\$41,600,000	\$15,200,000	\$0	\$5,200,000	\$0	\$62,000,000

TIP Code: 55265	Facility: FM 548	Location/Limits From: US 80	Modification #: 2021-0044
Impementing Agency: TXDOT-DALLAS	Location/Limits To: FM 1641		
County: KAUFMAN	CSJ: 2588-01-020		
City: FORNEY	Desc: WIDEN AND RECONSTRUCT 2 LANE TO 4 LANE URBAN DIVIDED		
	Request: INCREASE ROW FUNDING IN FY2021		

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	2588-01-020	SW PE:	\$0	\$70,000	\$0	\$0	\$0	\$70,000
2021	ROW	2588-01-020	SW ROW:	\$400,000	\$50,000	\$0	\$50,000	\$0	\$500,000
Grand Total:				\$400,000	\$120,000	\$0	\$50,000	\$0	\$570,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	2588-01-020	SW PE:	\$0	\$70,000	\$0	\$0	\$0	\$70,000
2021	ROW	2588-01-020	SW ROW:	\$8,800,000	\$1,100,000	\$0	\$1,100,000	\$0	\$11,000,000
Grand Total:				\$8,800,000	\$1,170,000	\$0	\$1,100,000	\$0	\$11,070,000

PROPOSED NOVEMBER 2020 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 55072	Facility: SH 205	Location/Limits From: SOUTH OF FM 548	Modification #: 2021-0047
Impementing Agency: TXDOT-DALLAS		Location/Limits To: US 80	
County: KAUFMAN	CSJ: 0451-02-028		
City: TERRELL	Desc:	WIDEN 2 LANE RURAL HIGHWAY TO 4 LANE DIVIDED (6 LANE ULTIMATE)	
	Request:	REVISE SCOPE TO WIDEN 2 LANE RURAL HIGHWAY TO 4 LANE DIVIDED WITH RAISED MEDIAN AND CONTINUOUS LEFT TURN LANE (6 LANE ULTIMATE)	

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2045	ENG	0451-02-028	SBPE:	\$0	\$2,000,000	\$0	\$0	\$0	\$2,000,000
2045	ROW	0451-02-028	SW ROW:	\$11,200,000	\$1,400,000	\$0	\$1,400,000	\$0	\$14,000,000
Grand Total:				\$11,200,000	\$3,400,000	\$0	\$1,400,000	\$0	\$16,000,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2045	ENG	0451-02-028	SBPE:	\$0	\$2,000,000	\$0	\$0	\$0	\$2,000,000
2045	ROW	0451-02-028	SW ROW:	\$11,200,000	\$1,400,000	\$0	\$1,400,000	\$0	\$14,000,000
Grand Total:				\$11,200,000	\$3,400,000	\$0	\$1,400,000	\$0	\$16,000,000

PROPOSED NOVEMBER 2020 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 20198	Facility: US 75	Location/Limits From: NORTH OF MELISSA ROAD	Modification #: 2021-0049
Impementing Agency: TXDOT-DALLAS		Location/Limits To: SOUTH OF FM 455 INTERCHANGE	
County: COLLIN	CSJ: 0047-14-069, 0047-14-072		
City: MELISSA	Desc: RECONSTRUCT AND WIDEN 4 TO 6 GENERAL PURPOSE LANES AND CONVERT TWO-WAY FRONTAGE ROADS TO ONE-WAY FRONTAGE ROADS WITH TWO LANES IN EACH DIRECTION		
	Request: ADD CONSTRUCTION FUNDING TO FY2021 FOR CURRENT AND ANTICIPATED CHANGE ORDERS		

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2010	ENG	0047-14-069	Cat 3 - RTR 121 - CC2:	\$0	\$0	\$572,362	\$0	\$0	\$572,362
2010	ENG	0047-14-069	SBPE:	\$0	\$2,000,000	\$0	\$0	\$0	\$2,000,000
Phase Subtotal:				\$0	\$2,000,000	\$572,362	\$0	\$0	\$2,572,362
2015	ROW	0047-14-072	S102:	\$12,420,000	\$1,380,000	\$0	\$0	\$0	\$13,800,000
2015	UTIL	0047-14-069	S102:	\$180,000	\$20,000	\$0	\$0	\$0	\$200,000
2016	CON	0047-14-069	Cat 2M - Prop 1:	\$0	\$38,144,196	\$0	\$0	\$0	\$38,144,196
2016	CON	0047-14-069	Cat 4 - Prop 1:	\$0	\$11,589,149	\$0	\$0	\$0	\$11,589,149
Phase Subtotal:				\$0	\$49,733,345	\$0	\$0	\$0	\$49,733,345
Grand Total:				\$12,600,000	\$53,133,345	\$572,362	\$0	\$0	\$66,305,707

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2010	ENG	0047-14-069	Cat 3 - RTR 121 - CC2:	\$0	\$0	\$572,362	\$0	\$0	\$572,362
2010	ENG	0047-14-069	SBPE:	\$0	\$2,000,000	\$0	\$0	\$0	\$2,000,000
Phase Subtotal:				\$0	\$2,000,000	\$572,362	\$0	\$0	\$2,572,362
2015	ROW	0047-14-072	S102:	\$12,420,000	\$1,380,000	\$0	\$0	\$0	\$13,800,000
2015	UTIL	0047-14-069	S102:	\$180,000	\$20,000	\$0	\$0	\$0	\$200,000
2016	CON	0047-14-069	Cat 1 - Prop 1:	\$0	\$2,663,460	\$0	\$0	\$0	\$2,663,460
2016	CON	0047-14-069	Cat 2M - Prop 1:	\$0	\$38,068,171	\$0	\$0	\$0	\$38,068,171
2016	CON	0047-14-069	Cat 2M:	\$400,000	\$100,000	\$0	\$0	\$0	\$500,000
2016	CON	0047-14-069	Cat 4 - Prop 1:	\$0	\$11,589,149	\$0	\$0	\$0	\$11,589,149
Phase Subtotal:				\$400,000	\$52,420,780	\$0	\$0	\$0	\$52,820,780
2021	CON	0047-14-069	Cat 2M:	\$2,200,000	\$550,000	\$0	\$0	\$0	\$2,750,000
Grand Total:				\$15,200,000	\$56,370,780	\$572,362	\$0	\$0	\$72,143,142

PROPOSED NOVEMBER 2020 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 25083	Facility: VA	Location/Limits From:	NORTH TEXAS CENTER FOR MOBILITY TECHNOLOGIES REGION-WIDE	Modification #: 2021-0053
Impementing Agency:	NCTCOG	Location/Limits To:	COORDINATE RESEARCH, TESTING, & DEPLOYMENT OF TRANSPORTATION INNOVATIONS THROUGH RESEARCH & DEVELOPMENT,	
County: VARIOUS	CSJ: N/A			
City: VARIOUS	Desc:	& PURSUING GRANT OPPORTUNITIES, AT UNIVERSITIES & OTHER EDUCATIONAL INSTITUTIONS IN DALLAS-FORT WORTH IN PARTNERSHIP WITH PRIVATE INDUSTRY, CHAMBERS OF COMMERCE, & OTHER PERTINENT PARTIES; INCLUDES NCTCOG STAFF ACTIVITIES		
	Request:	ADD PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)		

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	IMP	N/A	Cat 3 - RTC/Local:	\$0	\$0	\$2,500,000	\$0	\$0	\$2,500,000
Grand Total:				\$0	\$0	\$2,500,000	\$0	\$0	\$2,500,000

TIP Code: 20131	Facility: CS	Location/Limits From:	ON CORPORATE DRIVE FROM ELM FORK TRINITY RIVER BRIDGE	Modification #: 2021-0057
Impementing Agency:	LEWISVILLE	Location/Limits To:	DGNO RR	
County: DENTON	CSJ: 0918-46-236			
City: LEWISVILLE	Desc:	CONSTRUCT FOUR LANE DIVIDED ROADWAY; SEGMENT 2		
	Request:	INCREASE RTR FUNDING AND ADD LOCAL CONTRIBUTION TO CONSTRUCTION PHASE IN FY2021 DUE TO COST OVERRUNS		
	Comment:	RTC MILESTONE PROJECT ROUND 2; LOCAL CONTRIBUTION PAID BY CITY OF LEWISVILLE		

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	ENG	0918-46-236	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$410,143	\$102,536	\$0	\$512,679
2022	CON	0918-46-236	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$4,969,199	\$1,242,300	\$0	\$6,211,499
Grand Total:				\$0	\$0	\$5,379,342	\$1,344,836	\$0	\$6,724,178

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	ENG	0918-46-236	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$410,143	\$102,536	\$0	\$512,679
2019	CON	0918-46-236	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$4,969,199	\$1,242,300	\$0	\$6,211,499
2021	CON	0918-46-236	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$2,588,501	\$2,588,501
2021	CON	0918-46-236	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$2,000,000	\$500,000	\$0	\$2,500,000
Phase Subtotal:				\$0	\$0	\$2,000,000	\$500,000	\$2,588,501	\$5,088,501
Grand Total:				\$0	\$0	\$7,379,342	\$1,844,836	\$2,588,501	\$11,812,679

PROPOSED NOVEMBER 2020 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 20152	Facility: CS	Location/Limits From: ON CORPORATE DRIVE	Modification #: 2021-0058
Impementing Agency: LEWISVILLE		Location/Limits To: AT ELM FORK TRINITY RIVER BRIDGE	
County: DENTON	CSJ: 0918-46-237		
City: LEWISVILLE	Desc: CONSTRUCT FOUR LANE DIVIDED ROADWAY SEGMENT 3		
	Request: ADD RTR FUNDING AND LOCAL CONTRIBUTION TO CONSTRUCTION PHASE TO FY2021 DUE TO COST OVERRUNS; ADD ROW PHASE AND FUNDING TO FY2019		
	Comment: LOCAL MATCH TO REGIONAL RTR FUNDS WILL BE FULFILLED THROUGH RELATED PROJECT TIP 20110/CSJ 0918-46-241; MPO MILESTONE POLICY PROJECT (ROUND 2); LOCAL CONTRIBUTION PAID BY THE CITY OF LEWISVILLE		

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	ENG	0918-46-237	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$530,071	\$132,518	\$0	\$662,589
2021	CON	0918-46-237	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$4,202,093	\$2,080,142	\$0	\$6,282,235
Grand Total:				\$0	\$0	\$4,732,164	\$2,212,660	\$0	\$6,944,824

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	ENG	0918-46-237	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$530,071	\$132,518	\$0	\$662,589
2019	ROW	0918-46-237	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$459,394	\$114,848	\$0	\$574,242
2021	CON	0918-46-237	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$10,355,268	\$10,355,268
2021	CON	0918-46-237	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$8,202,093	\$2,050,523	\$0	\$10,252,616
Phase Subtotal:				\$0	\$0	\$8,202,093	\$2,050,523	\$10,355,268	\$20,607,884
Grand Total:				\$0	\$0	\$9,191,558	\$2,297,889	\$10,355,268	\$21,844,715

PROPOSED NOVEMBER 2020 TIP MODIFICATIONS FOR RTC MEETING

TIP Code:	20108	Facility:	CS	Location/Limits From:	ON CORPORATE DRIVE FROM HOLFORD'S PRAIRIE RD	Modification #:	2021-0059
Impementing Agency:	LEWISVILLE	Location/Limits To:	ELM FORK TRINITY RIVER BRIDGE				
County:	DENTON	CSJ:	0918-46-238				
City:	LEWISVILLE	Desc:	CONSTRUCT FOUR LANE DIVIDED ROADWAY; SEGMENT 4				
		Request:	ADD RTR AND LOCAL CONTRIBUTION FUNDING TO CONSTRUCTION PHASE IN FY2021				
		Comment:	MPO MILESTONE POLICY ROUND 2 PROJECT; LOCAL CONTRIBUTION PAID BY CITY OF LEWISVILLE				

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	ENG	0918-46-238	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$513,111	\$128,278	\$0	\$641,389
2019	ROW	0918-46-238	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$1,024,976	\$256,244	\$0	\$1,281,220
2021	CON	0918-46-238	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$6,627,951	\$1,656,988	\$0	\$8,284,939
Grand Total:				\$0	\$0	\$8,166,038	\$2,041,510	\$0	\$10,207,548

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	ENG	0918-46-238	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$513,111	\$128,278	\$0	\$641,389
2019	ROW	0918-46-238	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$1,024,976	\$256,244	\$0	\$1,281,220
2021	CON	0918-46-238	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$2,895,061	\$2,895,061
2021	CON	0918-46-238	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$8,547,951	\$2,136,988	\$0	\$10,684,939
Phase Subtotal:				\$0	\$0	\$8,547,951	\$2,136,988	\$2,895,061	\$13,580,000
Grand Total:				\$0	\$0	\$10,086,038	\$2,521,510	\$2,895,061	\$15,502,609

PROPOSED NOVEMBER 2020 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 20111	Facility: CS	Location/Limits From: ON CORPORATE DRIVE FROM HOLFORD'S PRAIRIE RD	Modification #: 2021-0060
Impementing Agency: LEWISVILLE		Location/Limits To: FM 2281	
County: DENTON	CSJ: 0918-46-239		
City: LEWISVILLE	Desc: CONSTRUCT FOUR LANE DIVIDED ROADWAY SEGMENT 5		
	Request: INCREASE CONSTRUCTION FUNDING IN FY2021; INCREASE PARTIALLY OFFSET BY A DECREASE ON TIP 20113/CSJ 0918-46-240		
	Comment: MPO MILESTONE POLICY ROUND 2; LOCAL CONTRIBUTION PAID BY CITY OF LEWISVILLE		

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	ENG	0918-46-239	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$275,159	\$68,790	\$0	\$343,949
2021	CON	0918-46-239	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$194,203	\$194,203
2021	CON	0918-46-239	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$3,444,615	\$861,154	\$0	\$4,305,769
Phase Subtotal:				\$0	\$0	\$3,444,615	\$861,154	\$194,203	\$4,499,972
Grand Total:				\$0	\$0	\$3,719,774	\$929,944	\$194,203	\$4,843,921

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2015	ENG	0918-46-239	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$275,159	\$68,790	\$0	\$343,949
2021	CON	0918-46-239	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$194,203	\$194,203
2021	CON	0918-46-239	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$5,044,615	\$1,261,154	\$0	\$6,305,769
Phase Subtotal:				\$0	\$0	\$5,044,615	\$1,261,154	\$194,203	\$6,499,972
Grand Total:				\$0	\$0	\$5,319,774	\$1,329,944	\$194,203	\$6,843,921

PROPOSED NOVEMBER 2020 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 20113	Facility: CS	Location/Limits From: ON CORPORATE DRIVE FROM FM 544	Modification #: 2021-0061
Impementing Agency: LEWISVILLE		Location/Limits To: JOSEY LANE	
County: DENTON	CSJ: 0918-46-240		
City: LEWISVILLE	Desc: CONSTRUCT FOUR LANE DIVIDED ROADWAY SEGMENT 6		
	Request: DECREASE CONSTRUCTION FUNDING IN FY2018; OFFSETS AN INCREASE ON TIP 20111/CSJ 0918-46-239		
	Comment: LOCAL MATCH TO REGIONAL RTR FUNDS WILL BE FULFILLED THROUGH RELATED TIP 20110/ CSJ 0918-46-270; MPO MILESTONE POLICY PROJECT (ROUND 2)		

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2014	ENG	0918-46-240	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$855,762	\$213,940	\$0	\$1,069,702
2015	ROW	0918-46-240	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$100,000	\$0	\$0	\$100,000
2016	UTIL	0918-46-240	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$1,900,000	\$0	\$0	\$1,900,000
2021	CON	0918-46-240	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$14,475,798	\$3,352,778	\$0	\$17,828,576
Grand Total:				\$0	\$0	\$17,331,560	\$3,566,718	\$0	\$20,898,278

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2014	ENG	0918-46-240	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$855,762	\$213,940	\$0	\$1,069,702
2015	ROW	0918-46-240	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$100,000	\$0	\$0	\$100,000
2016	UTIL	0918-46-240	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$1,900,000	\$0	\$0	\$1,900,000
2021	CON	0918-46-240	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$12,875,798	\$3,218,949	\$0	\$16,094,747
Grand Total:				\$0	\$0	\$15,731,560	\$3,432,889	\$0	\$19,164,449

PROPOSED NOVEMBER 2020 TIP MODIFICATIONS FOR RTC MEETING

TIP Code:	40046	Facility:	VA	Location/Limits From:	DR. BRUCE WOOD ELEMENTARY SCHOOL CONNECTION EXTENSIONS; SAFE ROUTES TO SCHOOL	Modification #:	2021-0063
Impementing Agency:	TERRELL	Location/Limits To:	ALONG ROCKWALL AVE, BAKER ST, PACIFIC AVE, AND GRIFFITH AVE				
County:	KAUFMAN	CSJ:	0918-11-099				
City:	TERRELL	Desc:	SAFE ROUTES TO SCHOOL PEDESTRIAN IMPROVEMENTS IN PROXIMITY TO ELEMENTARY SCHOOL INCLUDING CONSTRUCT AND RECONSTRUCT SIDEWALKS, BICYCLE/PEDESTRIAN SIGNALS, SIGNAGE, AND CROSSWALKS				
		Request:	CLARIFY LIMITS AS DR. BRUCE WOOD ELEMENTARY SCHOOL CONNECTION EXTENSIONS; SAFE ROUTES TO SCHOOL; ALONG ROCKWALL AVENUE TO SOUTH OF KENNEDY, AND ALONG DRAINAGE EASEMENT NORTH OF BAKER FROM ROCKWALL TO FRANCES; ADVANCE CONSTRUCTION AND CONSTRUCTION ENGINEERING TO FY2020				
		Comment:	LOCAL CONTRIBUTION PAID BY THE CITY OF TERRELL; FUNDING SHARES ARE 70% FEDERAL/30% LOCAL				

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0918-11-099	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$130,699	\$130,699
2020	CON	0918-11-099	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$95,425	\$95,425
2021	CON	0918-11-099	Cat 9 TA Set Aside:	\$507,662	\$0	\$0	\$126,915	\$0	\$634,577
2021	CONENG	0918-11-099	Cat 9 TA Set Aside:	\$26,718	\$0	\$0	\$6,680	\$0	\$33,398
Grand Total:				\$534,380	\$0	\$0	\$133,595	\$226,124	\$894,099

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0918-11-099	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$130,699	\$130,699
2020	CON	0918-11-099	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$95,425	\$95,425
2020	CON	0918-11-099	Cat 9 TA Set Aside:	\$507,662	\$0	\$0	\$126,915	\$0	\$634,577
Phase Subtotal:				\$507,662	\$0	\$0	\$126,915	\$95,425	\$730,002
2020	CONENG	0918-11-099	Cat 9 TA Set Aside:	\$26,718	\$0	\$0	\$6,680	\$0	\$33,398
Grand Total:				\$534,380	\$0	\$0	\$133,595	\$226,124	\$894,099

PROPOSED NOVEMBER 2020 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 53075	Facility: SL 288	Location/Limits From: US 380 WEST OF DENTON	Modification #: 2021-0064
Impementing Agency: TXDOT-DALLAS		Location/Limits To: IH 35W SOUTH OF DENTON	
County: DENTON	CSJ: 2250-02-014		
City: DENTON	Desc: CONSTRUCT 0 TO 2 LANE FRONTAGE ROADS (ULTIMATE 4 LANES)		
	Request: INCREASE ROW FUNDING IN FY2021		
	Comment: REGIONAL 10 YEAR PLAN PROJECT; LOCAL CONTRIBUTION PAID BY THE CITY OF DENTON		

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2006	ENG	2250-02-014	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,532,590	\$1,532,590
2021	ENG	2250-02-014	SW PE:	\$0	\$614,906	\$0	\$0	\$0	\$614,906
2021	ROW	2250-02-014	SW ROW:	\$800,000	\$100,000	\$0	\$100,000	\$0	\$1,000,000
2027	CON	2250-02-014	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$3,000,000	\$3,000,000
Grand Total:				\$800,000	\$714,906	\$0	\$100,000	\$4,532,590	\$6,147,496

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2006	ENG	2250-02-014	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,532,590	\$1,532,590
2021	ENG	2250-02-014	SW PE:	\$0	\$614,906	\$0	\$0	\$0	\$614,906
2021	ROW	2250-02-014	SW ROW:	\$69,600,000	\$8,700,000	\$0	\$8,700,000	\$0	\$87,000,000
2027	CON	2250-02-014	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$3,000,000	\$3,000,000
Grand Total:				\$69,600,000	\$9,314,906	\$0	\$8,700,000	\$4,532,590	\$92,147,496

PROPOSED NOVEMBER 2020 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 55166.2	Facility: IH 35E	Location/Limits From: SOUTH OF MARSALIS AVENUE, OVER IH 35	Modification #: 2021-0066
Implementing Agency: TXDOT-DALLAS		Location/Limits To: NORTH OF EWING AVENUE	
County: DALLAS	CSJ: 0442-02-165		
City: DALLAS	Desc: CONSTRUCT LOCAL ENHANCEMENTS		
	Request: ADD PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) TO COVER CHANGE ORDER ON SOUTHERN GATEWAY DECK PLAZA		
	Comment: 2,597,561 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3-TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; REGIONAL TDCS		

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	CON	0442-02-165	Cat 3 - TDC (MPO):	\$0	\$0	\$2,597,561	\$0	\$0	\$0
2021	CON	0442-02-165	STBG:	\$12,987,805	\$0	\$0	\$0	\$0	\$12,987,805
Phase Subtotal:				\$12,987,805	\$0	\$2,597,561	\$0	\$0	\$12,987,805
Grand Total:				\$12,987,805	\$0	\$0	\$0	\$0	\$12,987,805

PROPOSED NOVEMBER 2020 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 14075	Facility: VARIOUS	Location/Limits From: ON CARDINAL LN FRM TEXRAIL STATION TO FM 1938 & ON CENTER ST FRM MAIN TO RR TRACKS & ON SNIDER ST FRM MAIN TO RR TRACKS	Modification #: 2021-0071
Impementing Agency: NORTH RICHLAND HILLS	Location/Limits To: CONSTRUCT 2 LN ROADWAY W/ON-STREET PARKING AND SIDEWALKS; ON MAIN ST FRM SMITHFIELD TO FM 1938; RECONST FRM 2 TO 2 LNS		
County: TARRANT	CSJ: 0902-90-154		
City: NORTH RICHLAND HILLS	Desc: W/ON-ST PARKING & SIDEWALKS; FM 1938 AT NORTHEAST PKWY: INSTALL TRAFFIC SIGNAL; ON FM 1938 FROM MAIN TO ODELL & ALONG DART ROW: CONSTRUCT SIDEWALK ON WEST SIDE OF DAVIS BLVD; ON SMITHFIELD RD FROM RR TRACKS TO ARTHUR: CONSTRUCT 0 TO 3 LANE ROADWAY		
	Request: CHANGE SCOPE TO REMOVE CONSTRUCTION OF NEW ROADWAYS ON SMITHFIELD ROAD AND ON CARDINAL LANE FROM THE PROJECT DUE TO LOCAL BUDGET REDUCTION; DECREASE CONSTRUCTION FUNDING IN FY2022		

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0902-90-154	Cat 3 - RTR 121 - TC2:	\$0	\$0	\$311,852	\$77,963	\$0	\$389,815
2021	ROW	0902-90-154	Cat 3 - RTR 121 - TC2:	\$0	\$0	\$374,222	\$93,555	\$0	\$467,777
2022	CON	0902-90-154	Cat 3 - RTR 121 - TC2:	\$0	\$0	\$3,118,516	\$779,629	\$0	\$3,898,145
Grand Total:				\$0	\$0	\$3,804,590	\$951,147	\$0	\$4,755,737

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0902-90-154	Cat 3 - RTR 121 - TC2:	\$0	\$0	\$308,877	\$77,219	\$0	\$386,096
2021	ROW	0902-90-154	Cat 3 - RTR 121 - TC2:	\$0	\$0	\$129,837	\$32,459	\$0	\$162,296
2022	CON	0902-90-154	Cat 3 - RTR 121 - TC2:	\$0	\$0	\$1,784,386	\$446,096	\$0	\$2,230,482
Grand Total:				\$0	\$0	\$2,223,100	\$555,774	\$0	\$2,778,874

PROPOSED NOVEMBER 2020 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 21011	Facility: CS	Location/Limits From: ON BELT LINE ROAD FROM FERRIS RD	Modification #: 2021-0074
Impementing Agency: DALLAS CO		Location/Limits To: SUNRISE RD	
County: DALLAS	CSJ: 0000-08-121		
City: LANCASTER, WILMER	Desc: RECONSTRUCT AND WIDEN EXISTING 2 LANE ASPHALT SECTION INTO 4 LANE DIVIDED ROADWAY SECTION AND REALIGN OFFSET INTERSECTION AT SUNRISE		
	Request: ADD PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)		
	Comment: LOCAL CONTRIBUTION PAID BY DALLAS COUNTY		

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENV	0000-08-121	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$300,000	\$300,000
2021	ENG	0000-08-121	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,500,000	\$1,500,000
2022	ROW	0000-08-121	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$420,000	\$420,000
2023	UTIL	0000-08-121	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$80,000	\$80,000
Grand Total:				\$0	\$0	\$0	\$0	\$2,300,000	\$2,300,000

TIP Code: 20213	Facility: CS	Location/Limits From: WILDLIFE PARKWAY FROM SH 161	Modification #: 2021-0075
Impementing Agency: DALLAS CO		Location/Limits To: BELT LINE RD	
County: DALLAS	CSJ: 0918-47-051		
City: GRAND PRAIRIE	Desc: CONSTRUCT 0/2 LANE RURAL TO 2/4 LANE DIVIDED INCLUDING BRIDGE OVER TRINITY RIVER		
	Request: INCREASE CONSTRUCTION FUNDING IN FY2021		
	Comment: LOCAL CONTRIBUTION BY GRAND PRAIRIE/DALLAS COUNTY; MPO MILESTONE POLICY (ROUND 2) PROJECT		

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2012	ENG	0918-47-051	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,015,000	\$1,015,000
2012	ENG	0918-47-051	Cat 3 - RTR 121 - DA1:	\$0	\$0	\$2,000,000	\$500,000	\$0	\$2,500,000
Phase Subtotal:				\$0	\$0	\$2,000,000	\$500,000	\$1,015,000	\$3,515,000
2013	ENV	0918-47-051	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$156,000	\$156,000
2016	ROW	0918-47-051	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,750,000	\$1,750,000
2021	CON	0918-47-051	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$11,700,000	\$11,700,000
2021	CON	0918-47-051	Cat 3 - RTR 121 - DA1:	\$0	\$0	\$18,000,000	\$0	\$0	\$18,000,000
Phase Subtotal:				\$0	\$0	\$18,000,000	\$0	\$11,700,000	\$29,700,000
Grand Total:				\$0	\$0	\$20,000,000	\$500,000	\$14,621,000	\$35,121,000

PROPOSED NOVEMBER 2020 TIP MODIFICATIONS FOR RTC MEETING

STTC APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2012	ENG	0918-47-051	Cat 3 - RTR 121 - DA1:	\$0	\$0	\$2,000,000	\$500,000	\$0	\$2,500,000
2021	CON	0918-47-051	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$9,750,000	\$9,750,000
2021	CON	0918-47-051	Cat 3 - RTR 121 - DA1:	\$0	\$0	\$23,000,000	\$5,750,000	\$0	\$28,750,000
Phase Subtotal:				\$0	\$0	\$23,000,000	\$5,750,000	\$9,750,000	\$38,500,000
Grand Total:				\$0	\$0	\$25,000,000	\$6,250,000	\$9,750,000	\$41,000,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2012	ENG	0918-47-051	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,015,000	\$1,015,000
2012	ENG	0918-47-051	Cat 3 - RTR 121 - DA1:	\$0	\$0	\$2,000,000	\$500,000	\$0	\$2,500,000
Phase Subtotal:				\$0	\$0	\$2,000,000	\$500,000	\$1,015,000	\$3,515,000
2013	ENV	0918-47-051	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$156,000	\$156,000
2016	ROW	0918-47-051	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,750,000	\$1,750,000
2021	CON	0918-47-051	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$10,339,339	\$10,339,339
2021	CON	0918-47-051	Cat 3 - RTR 121 - DA1:	\$0	\$0	\$23,000,000	\$5,750,000	\$0	\$28,750,000
Phase Subtotal:				\$0	\$0	\$23,000,000	\$5,750,000	\$10,339,339	\$39,089,339
Grand Total:				\$0	\$0	\$25,000,000	\$6,250,000	\$13,260,339	\$44,510,339

Revisions since STTC Meeting: **INCREASED LOCAL CONTRIBUTION FOR CONSTRUCTION IN FY2021; RE-ADDED ENVIRONMENTAL PHASE IN FY2013 AND ROW PHASE IN FY2016**

TIP Code: 20006	Facility: IH 35E	Location/Limits From: AT BELT LINE ROAD	Modification #: 2021-0080
Implementing Agency: TXDOT-DALLAS			
County: DALLAS	CSJ: 0196-03-240		
City: CARROLLTON	Desc:	GRADE SEPARATION OF BELT LINE ROAD, FRONTAGE ROADS AND RAIL LINES (PART OF THE PHASED IMPLEMENTATION OF THE IH 35E CORRIDOR)	
	Request:	INCREASE RTR FUNDING IN CONSTRUCTION PHASE IN FY2013 TO MATCH ACTUAL EXPENDITURES	
	Comment:	CAT 12 FUNDS FROM TXDOT \$2B FUNDING INITIATIVE, IH 30 PTF REPAYMENT FUND, AND TTC CONNECTIVITY FUNDS; LOCAL CONTRIBUTION PAID BY THE CITY OF CARROLLTON AND DALLAS COUNTY	

PROPOSED NOVEMBER 2020 TIP MODIFICATIONS FOR RTC MEETING

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2013	ROW	0196-03-240	Cat 3 - RTR 121 - DA1:	\$0	\$0	\$646,340	\$0	\$0	\$646,340
2013	CON	0196-03-240	Cat 10 - Cong Earmark:	\$5,608,260	\$1,402,065	\$0	\$0	\$0	\$7,010,325
2013	CON	0196-03-240	Cat 12:	\$5,546,672	\$0	\$0	\$0	\$0	\$5,546,672
2013	CON	0196-03-240	Cat 12:	\$22,962,272	\$0	\$0	\$0	\$0	\$22,962,272
2013	CON	0196-03-240	Cat 12:	\$24,488,000	\$6,122,000	\$0	\$0	\$0	\$30,610,000
2013	CON	0196-03-240	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$9,500,000	\$9,500,000
2013	CON	0196-03-240	Cat 3 - Prop 12 V1:	\$0	\$3,000,000	\$0	\$0	\$0	\$3,000,000
2013	CON	0196-03-240	Cat 3 - Prop 12 V2:	\$0	\$4,369,816	\$0	\$0	\$0	\$4,369,816
2013	CON	0196-03-240	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$3,239,515	\$0	\$0	\$3,239,515
2013	CON	0196-03-240	Cat 5:	\$3,820,720	\$955,180	\$0	\$0	\$0	\$4,775,900
Phase Subtotal:				\$62,425,924	\$15,849,061	\$3,239,515	\$0	\$9,500,000	\$91,014,500
Grand Total:				\$62,425,924	\$15,849,061	\$3,885,855	\$0	\$9,500,000	\$91,660,840

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2013	ROW	0196-03-240	Cat 3 - RTR 121 - DA1:	\$0	\$0	\$646,340	\$0	\$0	\$646,340
2013	CON	0196-03-240	Cat 10 - Cong Earmark:	\$5,608,260	\$1,402,065	\$0	\$0	\$0	\$7,010,325
2013	CON	0196-03-240	Cat 12:	\$5,546,672	\$0	\$0	\$0	\$0	\$5,546,672
2013	CON	0196-03-240	Cat 12:	\$22,962,272	\$0	\$0	\$0	\$0	\$22,962,272
2013	CON	0196-03-240	Cat 12:	\$24,488,000	\$6,122,000	\$0	\$0	\$0	\$30,610,000
2013	CON	0196-03-240	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$9,500,000	\$9,500,000
2013	CON	0196-03-240	Cat 3 - Prop 12 V1:	\$0	\$3,000,000	\$0	\$0	\$0	\$3,000,000
2013	CON	0196-03-240	Cat 3 - Prop 12 V2:	\$0	\$4,369,816	\$0	\$0	\$0	\$4,369,816
2013	CON	0196-03-240	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$4,157,127	\$0	\$0	\$4,157,127
2013	CON	0196-03-240	Cat 5:	\$3,820,720	\$955,180	\$0	\$0	\$0	\$4,775,900
Phase Subtotal:				\$62,425,924	\$15,849,061	\$4,157,127	\$0	\$9,500,000	\$91,932,112
Grand Total:				\$62,425,924	\$15,849,061	\$4,803,467	\$0	\$9,500,000	\$92,578,452

PROPOSED NOVEMBER 2020 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 53104	Facility: SH 121	Location/Limits From: IH 820 IN HURST, E.	Modification #: 2021-0082
Impementing Agency: TXDOT-FORT WORTH		Location/Limits To: SH 183 IN BEDFORD	
County: TARRANT	CSJ: 0364-01-054		
City: HURST	Desc:	RECONSTRUCT FREEWAY 6 TO 6 MAIN LANES WITH AUXILIARY LANES, 0 TO 4 CONCURRENT HOV/MANAGED LANES, 2/6 TO 4/8 FRONTAGE ROADS (SEGMENT 1/2W)	
	Request:	REVISE SCOPE TO RECONSTRUCT FREEWAY 6 TO 6 MAIN LANES WITH MORE LANES, 4 TO 6 CONCURRENT HOV/MANAGED LANES, 4/8 TO 4/8 FRONTAGE ROADS (SEGMENT 1/2W); ADD NEW ENGINEERING PHASE TO FY2021 AND NEW CONSTRUCTION PHASE TO FY2023	
	Comment:	LOCAL CONTRIBUTION PAID BY CDA PARTNER	

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2009	ENG	0364-01-054	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$37,341,115	\$37,341,115
2009	CON	0364-01-054	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$762,063,570	\$762,063,570
Grand Total:				\$0	\$0	\$0	\$0	\$799,404,685	\$799,404,685

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2009	ENG	0364-01-054	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$37,341,115	\$37,341,115
2009	CON	0364-01-054	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$762,063,570	\$762,063,570
2021	ENG	0364-01-054	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$2,000,000	\$2,000,000
2023	CON	0364-01-054	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$81,000,000	\$81,000,000
Grand Total:				\$0	\$0	\$0	\$0	\$882,404,685	\$882,404,685

Revisions since STTC Meeting: REVISED EXISTING NUMBER OF FRONTAGE LANE ROADS FROM 2/6 TO 2/8 IN THE REQUEST TO BE CONSISTENT WITH MOBILITY 2045

TIP Code: 55279	Facility: FM 3325	Location/Limits From: FM 1886	Modification #: 2021-0083
Impementing Agency: TXDOT-FORT WORTH		Location/Limits To: IH 20	
County: PARKER	CSJ: 3516-01-017		
City: WILLOW PARK	Desc:	WIDEN 2 LANE RURAL TO 4/6 LANE URBAN DIVIDED	
	Request:	ADD PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)	

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2020	ENG	3516-01-017	SW PE:	\$800,000	\$200,000	\$0	\$0	\$0	\$1,000,000
2023	ROW	3516-01-017	SW ROW:	\$8,000,000	\$2,000,000	\$0	\$0	\$0	\$10,000,000
Grand Total:				\$8,800,000	\$2,200,000	\$0	\$0	\$0	\$11,000,000

PROPOSED NOVEMBER 2020 TIP MODIFICATIONS FOR RTC MEETING

TIP Code:	13060.2	Facility:	US 287	Location/Limits From:	LONE STAR RD.	Modification #:	2021-0096
Implementing Agency:	TXDOT-FORT WORTH	Location/Limits To:	US 287 ENTRANCE RAMP				
County:	JOHNSON	CSJ:	0171-10-017				
City:	MANSFIELD	Desc:	CONSTRUCT NEW 0 TO 4 LANE SOUTHBOUND FRONTAGE ROADS				
		Request:	ADD NEW PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)				

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2020	ENG	0171-10-017	SW PE:	\$120,000	\$30,000	\$0	\$0	\$0	\$150,000
2021	CON	0171-10-017	STBG:	\$1,200,000	\$300,000	\$0	\$0	\$0	\$1,500,000
Grand Total:				\$1,320,000	\$330,000	\$0	\$0	\$0	\$1,650,000

TIP Code:	55247	Facility:	FM 1886	Location/Limits From:	FM 3325	Modification #:	2021-0097
Implementing Agency:	TXDOT-FORT WORTH	Location/Limits To:	TARRANT COUNTY LINE				
County:	PARKER	CSJ:	1605-01-015				
City:	AZLE	Desc:	WIDEN 2 LANE RURAL TO 4 LANE URBAN DIVIDED (ULTIMATE 6 LANES)				
		Request:	REVISE LIMITS FROM FM 1886 TO FM 730 TO TARRANT COUNTY LINE; INCREASE FUNDING				

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	1605-01-015	SW PE:	\$0	\$3,100,000	\$0	\$0	\$0	\$3,100,000
2021	ROW	1605-01-015	SW ROW:	\$0	\$1,500,000	\$0	\$0	\$0	\$1,500,000
2021	UTIL	1605-01-015	SW ROW:	\$40,000	\$10,000	\$0	\$0	\$0	\$50,000
Grand Total:				\$40,000	\$4,610,000	\$0	\$0	\$0	\$4,650,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	1605-01-015	SW PE:	\$0	\$5,000,000	\$0	\$0	\$0	\$5,000,000
2021	ROW	1605-01-015	SW ROW:	\$0	\$3,000,000	\$0	\$0	\$0	\$3,000,000
2021	UTIL	1605-01-015	SW ROW:	\$80,000	\$20,000	\$0	\$0	\$0	\$100,000
Grand Total:				\$80,000	\$8,020,000	\$0	\$0	\$0	\$8,100,000

PROPOSED NOVEMBER 2020 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 84161	Facility: CS	Location/Limits From: ON SUNRISE/FERRIS RD FROM LOOP 9 INTERCHANGE	Modification #: 2021-0099
Impementing Agency: DALLAS CO		Location/Limits To: SOUTH OF BELT LINE RD	
County: DALLAS	CSJ: 0000-08-122		
City: LANCASTER, WILMER, FERRIS	Desc: RECONSTRUCT AND WIDEN 2 LANE TO 4 LANE DIVIDED CONCRETE SECTION WITH DRAINAGE AND REPLACE BRIDGE OVER TEN MILE CREEK		
	Request: ADD PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)		
	Comment: LOCAL CONTRIBUTION PAID BY DALLAS COUNTY		

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENV	0000-08-122	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$500,000	\$500,000
2021	ENG	0000-08-122	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$2,200,000	\$2,200,000
Grand Total:				\$0	\$0	\$0	\$0	\$2,700,000	\$2,700,000

TIP Code: 11630.6	Facility: SH 180	Location/Limits From: EAST OF HENSLEY	Modification #: 2021-0101
Impementing Agency: GRAND PRAIRIE		Location/Limits To: GREAT SOUTH WEST PKWY	
County: VARIOUS	CSJ: 0008-08-077, 0018-08-069		
City: GRAND PRAIRIE	Desc: INSTALLATION OF 4 NEW CCTV CAMERAS AND 5 NEW CAMS 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		
	Request: REVISE FUNDING		

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0008-08-077	Cat 5:	\$40,000	\$10,000	\$0	\$0	\$0	\$50,000
2021	CON	0008-08-077	Cat 5:	\$400,000	\$100,000	\$0	\$0	\$0	\$500,000
Grand Total:				\$440,000	\$110,000	\$0	\$0	\$0	\$550,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0008-08-077	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$25,000	\$25,000
2021	ENG	0008-08-077	Cat 5:	\$38,400	\$9,600	\$0	\$0	\$0	\$48,000
Phase Subtotal:				\$38,400	\$9,600	\$0	\$0	\$25,000	\$73,000
2021	CON	0008-08-077	Cat 5:	\$388,000	\$97,000	\$0	\$0	\$0	\$485,000
Grand Total:				\$426,400	\$106,600	\$0	\$0	\$25,000	\$558,000

Revisions since STTC Meeting: MODIFICATION HAS BEEN WITHDRAWN DUE TO FUNDING DECREASE NOT BEING NECESSARY

How to Read the Project Modification Listings – Transit Section

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

Implementing Agency: NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

Apportionment Year: FY2015 PROGRAM OF PROJECTS

Modification #: 2015-0695

Request: REFINE FY2015 PROGRAM OF PROJECTS

UZA: DALLAS-FORT WORTH-ARLINGTON

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

Funding Source: TRANSIT SECTION 5310 FUNDS

Currently Approved:

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

Revision Requested:

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

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

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

PROPOSED NOVEMBER 2020 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: COMMUNITY TRANSIT SERVICES

Apportionment Year FY2018 PROGRAM OF PROJECTS

Modification #: 2021-0104

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

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: 12,382 TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5307 FUNDS

Revision Requested:				FUNDING TABLE:						REVISION REQUESTED
TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL	BY PROJECT
12786.18	PREVENTIVE MAINTENANCE	2021	CAPITAL	\$36,000	\$0	\$0	\$0	7,200	\$36,000	ADD PROJECT (MPO TDCs)
12827.18	OPERATING ASSISTANCE	2021	OPERATING	\$37,180	\$37,180	\$0	\$0	0	\$74,360	DELAY TO FY2021 AND ADD TO TIP/STIP
12861.18	MOBILITY MANAGEMENT	2021	CAPITAL	\$25,909	\$0	\$0	\$0	5,182	\$25,909	DECREASE FUNDING
TOTAL:				\$99,089	\$37,180	\$0	\$0	12,382	\$136,269	

Implementing Agency: CITY OF ARLINGTON

Apportionment Year FY2020 PROGRAM OF PROJECTS

Modification #: 2021-0105

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

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: 133,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 6 - TDC) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5307 FUNDS

Revision Requested:				FUNDING TABLE:						REVISION REQUESTED
TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL	BY PROJECT
12037.20	OPERATING ASSISTANCE	2021	OPERATING	\$1,087,777	\$0	\$0	\$1,087,777	0	\$2,175,554	ADD PROJECT
12904.20	CAPITAL COST OF CONTRACTING-VIA	2021	CAPITAL	\$2,000,000	\$0	\$0	\$500,000	0	\$2,500,000	ADD PROJECT
12906.20	CAPITAL COST OF CONTRACTING-HANDITRAN	2021	CAPITAL	\$480,000	\$0	\$0	\$0	96,000	\$480,000	ADD PROJECT (MPO TDCs)
12907.20	PREVENTIVE MAINTENANCE	2021	CAPITAL	\$185,000	\$0	\$0	\$0	37,000	\$185,000	ADD PROJECT (MPO TDCs)
TOTAL:				\$3,752,777	\$0	\$0	\$1,587,777	133,000	\$5,340,554	

Implementing Agency: DALLAS AREA RAPID TRANSIT

Apportionment Year FY2020 PROGRAM OF PROJECTS

Modification #: 2021-0106

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

UZA: DALLAS-FORT WORTH-ARLINGTON

Funding Source: TRANSIT SECTION 5307 FUNDS

Revision Requested:				FUNDING TABLE:						REVISION REQUESTED
TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL	BY PROJECT
12028.20	SYSTEM PREVENTIVE MAINTENANCE	2021	CAPITAL	\$50,782,285	\$0	\$0	\$12,695,572	0	\$63,477,857	INCREASE FUNDING
12515.20	ACQUISITION OF SECURITY EQUIPMENT	2021	CAPITAL	\$592,774	\$0	\$0	\$148,194	0	\$740,968	DELAY TO FY2021 AND ADD TO TIP/STIP
TOTAL:				\$51,375,059	\$0	\$0	\$12,843,766	0	\$64,218,825	

PROPOSED NOVEMBER 2020 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: FORT WORTH TRANSPORTATION AUTHORITY

Apportionment Year FY2018 PROGRAM OF PROJECTS

Modification #: 2021-0109

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

UZA: DALLAS-FORT WORTH-ARLINGTON

Funding Source: TRANSIT SECTION 5307 FUNDS

Revision Requested:			FUNDING TABLE:							REVISION REQUESTED	
TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL	BY PROJECT	
12038.18	SYSTEM PREVENTIVE MAINTENANCE	2021	CAPITAL	\$10,270,644	\$0	\$0	\$2,567,662	0	\$12,838,306	DECREASE FUNDING AND ADD TO TIP/STIP	
12390.18	PURCHASE REPLACEMENT VEHICLES	2021	CAPITAL	\$3,000,000	\$0	\$0	\$529,412	0	\$3,529,412	ADD PROJECT	
12549.18	ADA PARATRANSIT SERVICE	2021	CAPITAL	\$1,200,000	\$0	\$0	\$300,000	0	\$1,500,000	DELAY TO FY2021 AND ADD TO TIP/STIP	
12732.18	ACQUISITION OF SURVEILLANCE/SECURITY EQUIPMENT	2021	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT	
12869.18	ASSOCIATED TRANSIT IMPROVEMENTS	2021	CAPITAL	\$182,935	\$0	\$0	\$45,734	0	\$228,669	DELAY TO FY2021 AND ADD TO TIP/STIP	
TOTAL:				\$14,653,579	\$0	\$0	\$3,442,808	0	\$18,096,387		

Implementing Agency: FORT WORTH TRANSPORTATION AUTHORITY

Apportionment Year FY2020 PROGRAM OF PROJECTS

Modification #: 2021-0110

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

UZA: DALLAS-FORT WORTH-ARLINGTON

Funding Source: TRANSIT SECTION 5307 FUNDS

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

PROPOSED NOVEMBER 2020 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: CITY OF GRAND PRAIRIE

Apportionment Year FY2020 PROGRAM OF PROJECTS

Modification #: 2021-0111

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

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: 85,750 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5307 FUNDS

Revision Requested:				FUNDING TABLE:						REVISION REQUESTED
TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL	BY PROJECT
12003.20	PURCHASE REPLACEMENT VEHICLES	2021	CAPITAL	\$245,000	\$0	\$0	\$0	36,750	\$245,000	ADD PROJECT (MPO TDCs)
12006.20	PREVENTIVE MAINTENANCE	2021	CAPITAL	\$245,000	\$0	\$0	\$0	49,000	\$245,000	ADD PROJECT (MPO TDCs)
TOTAL:				\$490,000	\$0	\$0	\$0	85,750	\$490,000	

Implementing Agency: CITY OF MESQUITE

Apportionment Year FY2020 PROGRAM OF PROJECTS

Modification #: 2021-0112

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

UZA: DALLAS-FORT WORTH-ARLINGTON

Funding Source: TRANSIT SECTION 5307 FUNDS

Revision Requested:				FUNDING TABLE:						REVISION REQUESTED
TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL	BY PROJECT
12013.20	OPERATING ASSISTANCE - JARC	2021	OPERATING	\$300,000	\$0	\$0	\$300,000	0	\$600,000	ADD PROJECT
TOTAL:				\$300,000	\$0	\$0	\$300,000	0	\$600,000	

Implementing Agency: NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

Apportionment Year FY2020 PROGRAM OF PROJECTS

Modification #: 2021-0113

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

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: 185,006 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5307 FUNDS

Revision Requested:				FUNDING TABLE:						REVISION REQUESTED
TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL	BY PROJECT
12206.20	PROJECT ADMINISTRATION	2021	CAPITAL	\$412,511	\$0	\$0	\$0	82,503	\$412,511	ADD PROJECT (MPO TDCs)
12813.20	GENERAL PLANNING	2021	PLANNING	\$100,000	\$0	\$0	\$0	20,000	\$100,000	ADD PROJECT (MPO TDCs)
12870.20	MOBILITY MANAGEMENT	2021	CAPITAL	\$412,511	\$0	\$0	\$0	82,503	\$412,511	ADD PROJECT (MPO TDCs)
12900.20	TRANSIT MAINTENANCE, VEHICLES, AND OTHER CAPITAL PROJECTS	2021	CAPITAL	\$1,650,047	\$0	\$0	\$412,512	0	\$2,062,559	DECREASE FUNDING
TOTAL:				\$2,575,069	\$0	\$0	\$412,512	185,006	\$2,987,581	

PROPOSED NOVEMBER 2020 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

Apportionment Year FY2020 PROGRAM OF PROJECTS

Modification #: 2021-0114

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

UZA: DENTON-LEWISVILLE

Funding Source: TRANSIT SECTION 5307 FUNDS

Revision Requested:

FUNDING TABLE:										REVISION REQUESTED
TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL	BY PROJECT
12916.20	SUPPORT URBANIZED AREA TRANSIT SERVICE	2021	CAPITAL	\$126,366	\$0	\$0	\$31,592	0	\$157,958	ADD PROJECT
TOTAL:				\$126,366	\$0	\$0	\$31,592	0	\$157,958	

Implementing Agency: NORTHEAST TRANSPORTATION SERVICES

Apportionment Year FY2020 PROGRAM OF PROJECTS

Modification #: 2021-0115

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

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: 64,000 TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5307 FUNDS

Revision Requested:

FUNDING TABLE:										REVISION REQUESTED
TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL	BY PROJECT
12600.20	CAPITAL COST OF CONTRACTING	2021	CAPITAL	\$320,000	\$0	\$0	\$0	64,000	\$320,000	ADD PROJECT (MPO TDCs)
TOTAL:				\$320,000	\$0	\$0	\$0	64,000	\$320,000	

Implementing Agency: PUBLIC TRANSIT SERVICES

Apportionment Year FY2020 PROGRAM OF PROJECTS

Modification #: 2021-0116

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

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: 16,894 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5307 FUNDS

Revision Requested:

FUNDING TABLE:										REVISION REQUESTED
TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL	BY PROJECT
12246.20	OPERATING ASSISTANCE	2021	OPERATING	\$75,224	\$0	\$0	\$75,224	0	\$150,448	ADD PROJECT
12666.20	MOBILITY MANAGEMENT	2021	CAPITAL	\$63,468	\$0	\$0	\$0	12,694	\$63,468	ADD PROJECT (MPO TDCs)
12932.20	PROJECT ADMINISTRATION	2021	CAPITAL	\$21,000	\$0	\$0	\$0	4,200	\$21,000	ADD PROJECT (MPO TDCs)
TOTAL:				\$159,692	\$0	\$0	\$75,224	16,894	\$234,916	

PROPOSED NOVEMBER 2020 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: SPAN, INC.

Apportionment Year FY2020 PROGRAM OF PROJECTS

Modification #: 2021-0117

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

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: 41,712 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5307 FUNDS

Revision Requested:				FUNDING TABLE:						REVISION REQUESTED
TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL	BY PROJECT
12150.20	OPERATING ASSISTANCE	2021	OPERATING	\$241,821	\$0	\$0	\$241,821	0	\$483,642	ADD PROJECT
12711.20	MOBILITY MANAGEMENT	2021	CAPITAL	\$53,056	\$0	\$0	\$0	10,612	\$53,056	ADD PROJECT (MPO TDCs)
12713.20	PREVENTIVE MAINTENANCE	2021	CAPITAL	\$155,497	\$0	\$0	\$0	31,100	\$155,497	ADD PROJECT (MPO TDCs)
TOTAL:				\$450,374	\$0	\$0	\$241,821	41,712	\$692,195	

Implementing Agency: STAR TRANSIT

Apportionment Year FY2020 PROGRAM OF PROJECTS

Modification #: 2021-0118

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

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: 111,800 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5307 FUNDS

Revision Requested:				FUNDING TABLE:						REVISION REQUESTED
TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL	BY PROJECT
12151.20	OPERATING ASSISTANCE	2021	OPERATING	\$1,144,100	\$0	\$0	\$1,144,100	0	\$2,288,200	ADD PROJECT
12627.20	PREVENTIVE MAINTENANCE	2021	CAPITAL	\$116,000	\$0	\$0	\$0	23,200	\$116,000	ADD PROJECT (MPO TDC)
12717.20	MOBILITY MANAGEMENT	2021	CAPITAL	\$443,000	\$0	\$0	\$0	88,600	\$443,000	ADD PROJECT (MPO TDCs)
TOTAL:				\$1,703,100	\$0	\$0	\$1,144,100	111,800	\$2,847,200	

Implementing Agency: FORT WORTH TRANSPORTATION AUTHORITY

Apportionment Year FY2020 PROGRAM OF PROJECTS

Modification #: 2021-0119

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

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: 40,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5310 FUNDS

Revision Requested:				FUNDING TABLE:						REVISION REQUESTED
TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL	BY PROJECT
12649.20	PURCHASE OF SERVICE	2021	CAPITAL	\$200,000	\$0	\$0	\$0	40,000	\$200,000	ADD PROJECT (MPO TDCs)
TOTAL:				\$200,000	\$0	\$0	\$0	40,000	\$200,000	

PROPOSED NOVEMBER 2020 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: CITY OF GRAND PRAIRIE

Apportionment Year FY2020 PROGRAM OF PROJECTS

Modification #: 2021-0120

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

UZA: DALLAS-FORT WORTH-ARLINGTON

Funding Source: TRANSIT SECTION 5310 FUNDS

Revision Requested:

			FUNDING TABLE:							REVISION REQUESTED
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
12650.20	OPERATING ASSISTANCE	2021	OPERATING	\$262,000	\$170,584	\$0	\$91,416	0	\$524,000	ADD PROJECT
			TOTAL:	\$262,000	\$170,584	\$0	\$91,416	0	\$524,000	

Implementing Agency: NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

Apportionment Year FY2020 PROGRAM OF PROJECTS

Modification #: 2021-0122

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

UZA: DALLAS-FORT WORTH-ARLINGTON

Funding Source: TRANSIT SECTION 5310 FUNDS

Revision Requested:

			FUNDING TABLE:							REVISION REQUESTED
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
12678.20	PROGRAM ADMINISTRATION	2021	CAPITAL	\$381,093	\$0	\$0	\$0	0	\$389,093	ADD PROJECT
			TOTAL:	\$381,093	\$0	\$0	\$0	0	\$389,093	

Implementing Agency: NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

Apportionment Year FY2020 PROGRAM OF PROJECTS

Modification #: 2021-0123

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

UZA: DENTON-LEWISVILLE

Funding Source: TRANSIT SECTION 5310 FUNDS

Revision Requested:

			FUNDING TABLE:							REVISION REQUESTED
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
12677.20	PROGRAM ADMINISTRATION	2021	CAPITAL	\$24,170	\$0	\$0	\$0	0	\$24,170	ADD PROJECT
			TOTAL:	\$24,170	\$0	\$0	\$0	0	\$24,170	

Implementing Agency: NORTHEAST TRANSPORTATION SERVICES

Apportionment Year FY2020 PROGRAM OF PROJECTS

Modification #: 2021-0124

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

UZA: DALLAS-FORT WORTH-ARLINGTON

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

Funding Source: TRANSIT SECTION 5310 FUNDS

Revision Requested:

			FUNDING TABLE:							REVISION REQUESTED
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
12653.20	PURCHASE OF SERVICE	2021	CAPITAL	\$416,000	\$0	\$0	\$0	83,200	\$416,000	ADD PROJECT (MPO TDCs)
			TOTAL:	\$416,000	\$0	\$0	\$0	83,200	\$416,000	

PROPOSED NOVEMBER 2020 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: SPAN, INC.

Apportionment Year FY2017 PROGRAM OF PROJECTS

Modification #: 2021-0125

Request: ADD PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); FUNDING IS OFFSETS A DECREASE ON TIP 12752.17

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: 135,400 TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5310 FUNDS

Revision Requested:

FUNDING TABLE:

REVISION REQUESTED

<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
12929.17	PURCHASE OF SERVICE	2021	CAPITAL	\$677,000	\$0	\$0	\$0	135,400	\$677,000	ADD PROJECT (TDC MPO); FROM TIP CODE 12752.17
TOTAL:				\$677,000	\$0	\$0	\$0	135,400	\$677,000	

Implementing Agency: SPAN, INC.

Apportionment Year FY2020 PROGRAM OF PROJECTS

Modification #: 2021-0126

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

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: 13,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5310 FUNDS

Revision Requested:

FUNDING TABLE:

REVISION REQUESTED

<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
12919.20	PURCHASE OF SERVICE - THE COLONY	2021	CAPITAL	\$30,000	\$0	\$0	\$0	6,000	\$30,000	ADD PROJECT (MPO TDCs)
12920.20	PURCHASE OF SERVICE - LITTLE ELM	2021	CAPITAL	\$35,000	\$0	\$0	\$0	7,000	\$35,000	ADD PROJECT (MPO TDCs)
TOTAL:				\$65,000	\$0	\$0	\$0	13,000	\$65,000	

Implementing Agency: STAR TRANSIT

Apportionment Year FY2020 PROGRAM OF PROJECTS

Modification #: 2021-0127

Request: ADD PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); FUNDING IS OFFSETS A DECREASE ON TIP 12752.17

UZA: DALLAS-FORT WORTH-ARLINGTON

Funding Source: TRANSIT SECTION 5310 FUNDS

Revision Requested:

FUNDING TABLE:

REVISION REQUESTED

<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
12704.20	PURCHASE OF SERVICE	2021	CAPITAL	\$485,072	\$0	\$0	\$121,268	0	\$606,340	ADD PROJECT
TOTAL:				\$485,072	\$0	\$0	\$121,268	0	\$606,340	

PROPOSED NOVEMBER 2020 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: DALLAS AREA RAPID TRANSIT

Apportionment Year FY2019 PROGRAM OF PROJECTS

Modification #: 2021-0128

Request: ADD PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); FUNDING IS OFFSETS A DECREASE ON TIP 12752.17

UZA: DALLAS-FORT WORTH-ARLINGTON

Funding Source: TRANSIT SECTION 5312 FUNDS

Revision Requested:

			FUNDING TABLE:							REVISION REQUESTED
TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL	BY PROJECT
12937.19	HUMAN TRAFFICKING AWARENESS PROGRAM	2021	CAPITAL	\$49,600	\$0	\$0	\$12,400	0	\$62,000	ADD PROJECT
TOTAL:				\$49,600	\$0	\$0	\$12,400	0	\$62,000	

Implementing Agency: DALLAS AREA RAPID TRANSIT

Apportionment Year FY2020 PROGRAM OF PROJECTS

Modification #: 2021-0129

Request: INCREASE FUNDING BY \$1,565,928 SECTION 5339 (\$1,252,742 FEDERAL AND \$313,186 LOCAL) FOR A REVISED FUNDING AMOUNT OF \$5,940,928 SECTION 5339 (\$4,752,742 FEDERAL AND \$1,188,186 LOCAL) IN FY2021

UZA: DALLAS-FORT WORTH-ARLINGTON

Funding Source: TRANSIT SECTION 5339 FUNDS

Revision Requested:

			FUNDING TABLE:							REVISION REQUESTED
TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL	BY PROJECT
12928.20	COMPREHENSIVE PAYMENT SYSTEM	2021	CAPITAL	\$4,752,742	\$0	\$0	\$1,188,186	0	\$5,940,928	INCREASE FUNDING
TOTAL:				\$4,752,742	\$0	\$0	\$1,188,186	0	\$5,940,928	

Implementing Agency: DENTON COUNTY TRANSPORTATION AUTHORITY

Apportionment Year FY2020 PROGRAM OF PROJECTS

Modification #: 2021-0130

Request: ADD PROJECT TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); FUNDING IS OFFSETS A DECREASE ON TIP 12752.17

UZA: DENTON-LEWISVILLE

Funding Source: TRANSIT SECTION 5339 FUNDS

Revision Requested:

			FUNDING TABLE:							REVISION REQUESTED
TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL	BY PROJECT
12726.20	PURCHASE REPLACEMENT VEHICLES	2021	CAPITAL	\$538,298	\$0	\$0	\$94,994	0	\$633,292	ADD PROJECT
TOTAL:				\$538,298	\$0	\$0	\$94,994	0	\$633,292	

Implementing Agency: FORT WORTH TRANSPORTATION AUTHORITY

Apportionment Year FY2020 PROGRAM OF PROJECTS

Modification #: 2021-0131

Request: FUNDING INCREASED BY \$1,545,730 SECTION 5339 (\$1,236,584 FEDERAL AND \$309,146 LOCAL) FOR A REVISED FUNDING AMOUNT OF \$2,795,730 SECTION 5339 (\$2,236,584 FEDERAL AND \$559,146 LOCAL)

UZA: DALLAS-FORT WORTH-ARLINGTON

Funding Source: TRANSIT SECTION 5339 FUNDS

Revision Requested:

			FUNDING TABLE:							REVISION REQUESTED
TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL	BY PROJECT
12728.20	PURCHASE REPLACEMENT VEHICLES	2021	CAPITAL	\$2,236,584	\$0	\$0	\$559,146	0	\$2,795,730	INCREASE FUNDING
TOTAL:				\$2,236,584	\$0	\$0	\$559,146	0	\$2,795,730	

PROPOSED NOVEMBER 2020 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: CITY OF MCKINNEY

Apportionment Year FY2018 PROGRAM OF PROJECTS

Modification #: 2021-0132

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

UZA: MCKINNEY

Comment: 11,125 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5339 FUNDS

Revision Requested:

FUNDING TABLE:

REVISION REQUESTED

<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
12938.18	PURCHASE EXPANSION VEHICLES	2021	CAPITAL	\$55,610	\$0	\$0	\$0	11,125	\$55,610	ADD PROJECT; TDCs AWARDED BY TXDOT
TOTAL:				\$55,610	\$0	\$0	\$0	11,125	\$55,610	

Implementing Agency: CITY OF MCKINNEY

Apportionment Year FY2020 PROGRAM OF PROJECTS

Modification #: 2021-0133

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

UZA: MCKINNEY

Comment: 9,503 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5339 FUNDS

Revision Requested:

FUNDING TABLE:

REVISION REQUESTED

<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
12938.20	PURCHASE EXPANSION VEHICLES	2021	CAPITAL	\$47,511	\$0	\$0	\$0	9,503	\$47,511	ADD PROJECT (MPO TDC)
TOTAL:				\$47,511	\$0	\$0	\$0	9,503	\$47,511	

Implementing Agency: NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

Apportionment Year FY2020 PROGRAM OF PROJECTS

Modification #: 2021-0134

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

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: 135,404 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 1 - TDC) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

Funding Source: TRANSIT SECTION 5339 FUNDS

Revision Requested:

FUNDING TABLE:

REVISION REQUESTED

<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
12736.20	PURCHASE REPLACEMENT VEHICLES	2021	CAPITAL	\$600,355	\$0	\$0	\$0	120,071	\$600,355	ADD PROJECT (MPO TDCs)
12793.20	PROJECT ADMINISTRATION	2021	CAPITAL	\$76,663	\$0	\$0	\$0	15,333	\$76,663	ADD PROJECT (MPO TDCs)
TOTAL:				\$677,018	\$0	\$0	\$0	135,404	\$677,018	

PROPOSED NOVEMBER 2020 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: FORT WORTH TRANSPORTATION AUTHORITY

Apportionment Year FY2020 PROGRAM OF PROJECTS

Modification #: 2021-0135

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

UZA: DALLAS-FORT WORTH-ARLINGTON

Funding Source: TRANSIT SECTION CARES ACT 5307 FUNDS

Revision Requested:			FUNDING TABLE:							REVISION REQUESTED	
TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL	BY PROJECT	
12939.20	OPERATING ASSISTANCE	2021	OPERATING	\$53,671,126	\$0	\$0	\$0	0	\$53,671,726	ADD PROJECT	
12940.20	PURCHASE EXPANSION VEHICLES	2021	CAPITAL	\$1,489,308	\$0	\$0	\$0	0	\$1,489,308	ADD PROJECT	
TOTAL:				\$55,160,434	\$0	\$0	\$0	0	\$55,161,034		

Implementing Agency: CITY OF ARLINGTON

Apportionment Year FY2020 PROGRAM OF PROJECTS

Modification #: 2021-0136

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

UZA: DALLAS-FORT WORTH-ARLINGTON

Funding Source: TRANSIT SECTION CARES ACT 5307 FUNDS

Revision Requested:			FUNDING TABLE:							REVISION REQUESTED	
TIP Code	DESCRIPTION	FY	PROJECT TYPE	FEDERAL	STATE	REGIONAL	LOCAL	TDC	TOTAL	BY PROJECT	
12941.20	OPERATING ASSISTANCE - VIA EXPANSION	2021	OPERATING	\$3,460,818	\$0	\$0	\$0	0	\$3,460,818	ADD PROJECT	
12942.20	OPERATING ASSISTANCE - VIA	2021	OPERATING	\$3,460,818	\$0	\$0	\$0	0	\$3,460,818	ADD PROJECT	
12943.20	OPERATING ASSISTANCE - HANDITRAN	2021	OPERATING	\$3,652,929	\$0	\$0	\$0	0	\$3,652,929	ADD PROJECT	
12944.20	PREVENTIVE MAINTENANCE - HANDITRAN	2021	CAPITAL	\$155,015	\$0	\$0	\$0	0	\$155,015	ADD PROJECT	
12945.20	PURCHASE REPLACEMENT VEHICLES - HANDITRAN	2021	CAPITAL	\$226,114	\$0	\$0	\$0	0	\$226,114	ADD PROJECT	
TOTAL:				\$10,955,694	\$0	\$0	\$0	0	\$10,955,694		

PROPOSED NOVEMBER 2020 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

Implementing Agency: NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

Apportionment Year FY2020 PROGRAM OF PROJECTS

Modification #: 2021-0137

Request: CHANGE PROJECT LISTING TO ALL RTC LOCAL; REMOVE LOCAL CONTRIBUTION FROM PROJECT LISTING

UZA: DALLAS-FORT WORTH-ARLINGTON

Comment: FEDERAL PORTION WAS AWARDED THROUGH FTA COMPETITIVE GRANT (LOCAL CONTRIBUTION IS IN-KIND FROM COMMUNITY COUNCIL OF GREATER DALLAS)

Funding Source: TRANSIT SECTION OTHER FTA FUNDS

Revision Requested:

FUNDING TABLE:

REVISION REQUESTED

<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
12921.20	FTA ACCESS AND MOBILITY GRANT: VARIOUS LOCATIONS IN 16-COUNTY REGION; REGIONAL MOBILITY MANAGEMENT PROGRAM TO IMPROVE COORDINATION OF TRANSPORTATION SERVICES AND MEDICAL SERVICES ACROSS THE REGION	2021	PLANNING	\$511,106	\$0	\$127,777	\$0	0	\$638,883	REVISE PROJECT LISTING TO ALL RTC LOCAL; REMOVE LOCAL CONTRIBUTION FROM PROJECT LISTING
TOTAL:				\$511,106	\$0	\$127,777	\$0	0	\$638,883	

COMPUTER EQUIPMENT AND HARDWARE

Action: Request Regional Transportation Council Local Funds due to Federal Buy America Requirements

Computer Turnover, Software, & New Employees*	\$390,000	(Budgeted as TPF)
COVID-19 Hybrid Office**	\$260,000	(New + \$390,000)
Total:	\$650,000	RTC Local Funds

***Funds will be reprogrammed to other activities.**

****Equipment and Hardware will be cycled into regular use as COVID-19 restrictions are relieved, reducing future purchases. This is an approximate number that is currently being refined.**

NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS' STRATEGIC TRAFFIC SIGNAL PROGRAM

Regional Transportation Council

Natalie Bettger

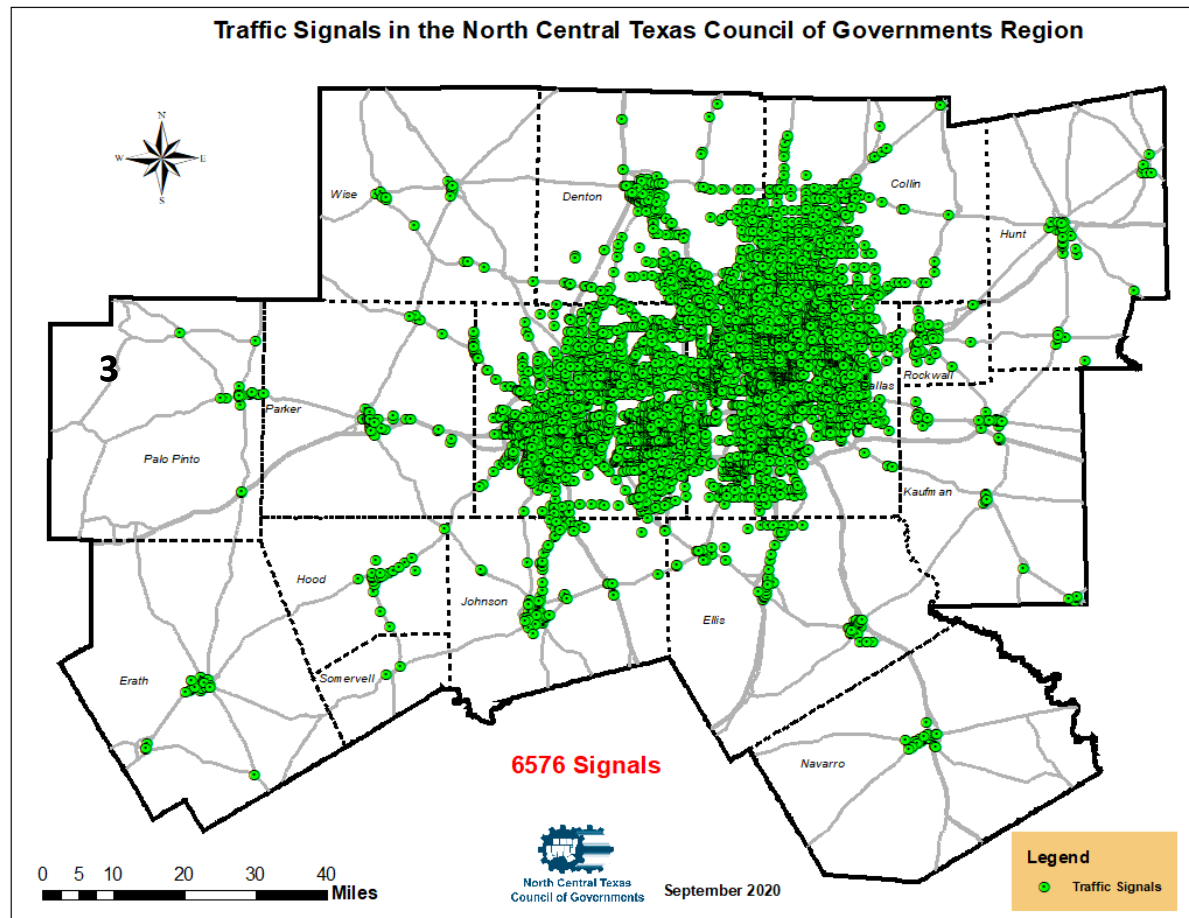
October 8, 2020



Current Traffic Signal Retiming Program

- Call for Projects
- Selection based on volume, environmental justice, communication, multi-modal, multi-jurisdictional, data cloud, number of locations, etc.
- Data collection – before and after conditions
- Utilize contractors to develop traffic signal timing plans
- Offered separate program for equipment upgrades
- Track traffic signal layers in GIS

Traffic Signal Map



Proposed Approach



Establish Regional
Minimum Standards,
Policies, and/or Goals



Traffic Signal
Assessment by Signal



Traffic Signal
Performance
Evaluation



Identify Traffic Signals
that Need
Improvements



Continue Monitoring
and Maintenance



Fund Improvements

Regional Standards, Policies, and/or Goals

Phase 1

- Traffic Signal Equipment Minimum Standards
- Minimum Maintenance Standards

Future Phase:

- Communications
- Data Sharing
- Cycle Lengths
- Clearance Times
- Joint Operations
- Eliminate Left Turns / Michigan Left
- Flashing Yellow Arrow
- Others

Traffic Signal Assessment by Signal

1. Assets at Each Signal Intersection
2. Based on Minimum Equipment Standards
3. Develop Survey
4. Develop Live Web Interface with Log-In
5. City Staff or Consultant Assistance
6. Allows for Continuous Updates

Traffic Signal Performance Measures

Region-Wide Data - Pilot to Test Platforms and Evaluate

1) Safety

- Crashes

2) Performance

- Intersection Delay
- Ratio of Arrival on Red/Green
- Travel Times
- Origin/Destination
- Multiple Jurisdictional Pass Thru Traffic
- Others

Fund Improvements

Traffic Signal Equipment + Traffic Signal Performance = Identify Need

1. Signal Retiming
2. Signal Equipment
3. Signal Software
4. Capacity Improvement
5. Others

Funds to Continue to Operate and Maintain

Traffic Signal Data and Monitoring

- Integrate System to Share Data
- Monitor Assets
- Monitor Performance
- Set Triggers
 - Maintenance
 - Operations
 - Capacity
 - Jurisdictional Incompatibility

Existing Funding – Staff / Existing Consultant

Develop Traffic Signal Minimum Equipment Standards

Develop Survey Questions

Develop Online Interface

Timeframe: Fall 2020 – Spring 2021

Future Funding (FY 2021 and 2023)

Evaluate Performance Monitoring Platforms – Pilot

Set Thresholds

Apply to Survey and Performance Monitoring

Select and Fund Improvements

Continue to Monitor and Maintain

Timeframe: Summer 2021 and Beyond

Complementary Pilot Projects

Emergency Vehicle Pre-emption

- Impact of Emergency Vehicle Pre-emption on Traffic Signal Operations

- Submitted TxDOT Research Statement

- If Not Accepted, Identify Other Funding

Optimized Freight Movement Project

- Freight Hubs Linked to Expressway Through Improved Traffic Signal Operations

- \$5 Million to Review and Implement

- Findings Feed Into Regional Traffic Signal Program

Questions, Feedback, Other Ideas

Natalie Bettger

Senior Program Manager

nbettger@nctcog.org

817-695-9280

Gregory Masota

Transportation Planner

gmasota@nctcog.org

817-695-9264

Marian Thompson, P.E.

Transportation System

Operations Supervisor

mthompson@nctcog.org

817-608-2336



North Central Texas Council Of Governments

TO: Regional Transportation Council
(Primary and Alternate Members)
Mayors, City Managers
Surface Transportation Technical Committee
County Sheriffs, Police Chiefs, Fire Chiefs
Medical Examiners and Transportation Providers

DATE: September 28, 2020

FROM: Michael Morris, P.E.
Director of Transportation

SUBJECT: Announcement for the November 2020 "Virtual" Traffic Incident Management
Executive Level Course

As the Metropolitan Planning Organization for the Dallas-Fort Worth area, the North Central Texas Council of Governments (NCTCOG) developed Traffic Incident Management (TIM) Training courses to initiate a common, coordinated response to traffic incidents that will build partnerships, enhance safety for emergency personnel, reduce upstream traffic accidents, improve the efficiency of the transportation system, and improve air quality in the Dallas-Fort Worth region. In 2019, the 16-county Dallas-Fort Worth region experienced 130,342 total reportable crashes, of which 44,554 were injury crashes, and 679 were fatal crashes. These statistics prove that training for agencies responsible for managing and clearing traffic incidents is extremely important and have demonstrated the ability to improve responder and motorist safety and to significantly reduce the length and size of roadway closures.

Since February 2003, 116 classes have been offered at the first responder level to 3,240 students in the areas of police, fire, department of public safety, towing, EMS, Mobility Assistance Patrol, transportation agencies, and media representatives. Additionally, since February 2005, 29 classes have been offered at the executive level to 1,027 decision and policy makers. It is important to note that the NCTCOG TIM Training Course is equivalent to the course offered by Federal Highway Administration (FHWA); however, the NCTCOG course content is specific to the North Central Texas region. NCTCOG TIM Training Course participants can also earn continuing education credit for Texas Commission on Law Enforcement (TCOLE), Track Type II Fire, and Texas Department of State Health Services for EMS. For your reference, summaries of the regional attendance levels for the NCTCOG's First Responder and Manager Course and the Executive Level Course can be found on NCTCOG's Traffic Incident Management Training web page www.nctcog.org/TIM.

Although the NCTCOG TIM training has been very successful, it can be even more successful with the assistance and continual involvement of decision makers such as you. In order to have compliance at the first responder level, it is of vital importance that agency decision makers have an understanding of what is required of all responders during an incident; this includes police officers, fire fighters, tow truck operators, roadway construction crews, and mobility assistance crews, etc. Understanding the importance of incident management training, the Texas Commission on Fire Protection passed Rule 435.29 in July 2015, which requires completion of a minimum four-hour FHWA Traffic Incident Management program for all certified

September 28, 2020

firefighters before December 1, 2020. Additionally, TCOLE incorporated a four-hour TIM training component into the Basic Peace Officer Course curriculum for new cadets/recruits as of April 1, 2020.

The Executive Level Course provides you with an overview of the two-day First Responder and Manager Course. Additionally, the Executive Level Course also includes a preview of the updated ANSI vest standards. Those agencies that have participated in the training prior to 2013 are strongly encouraged to attend again, as major course updates have occurred since then, as well as updates to legislation and best practices.

Due to concerns and restrictions related to COVID-19, we are hosting the TIM ELC "virtually". You are invited to attend the free virtual Traffic Incident Management Executive Level Course scheduled for Thursday, November 5, from 10 am to 12 pm. A link to the meeting information is included at www.nctcog.org/TIMTraining.

To RSVP for this virtual course, please contact Barbara Walsh of NCTCOG at 817/695-9245 or bwalsh@nctcog.org. We look forward to your participation on November 5, 2020.


Michael Morris, P.E.

CF:bw

cc: Natalie Bettger, Senior Program Manager, NCTCOG
Assistant Fire Chief John Glover, Town of Flower Mound Fire Department
Lieutenant Daniel Plumer, Dallas County Sheriff's Department



High-Occupancy Vehicle Quarterly Report

Regional Transportation Council

October 8, 2020

Berrien Barks



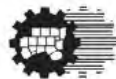
Near Term Managed Lane System Openings



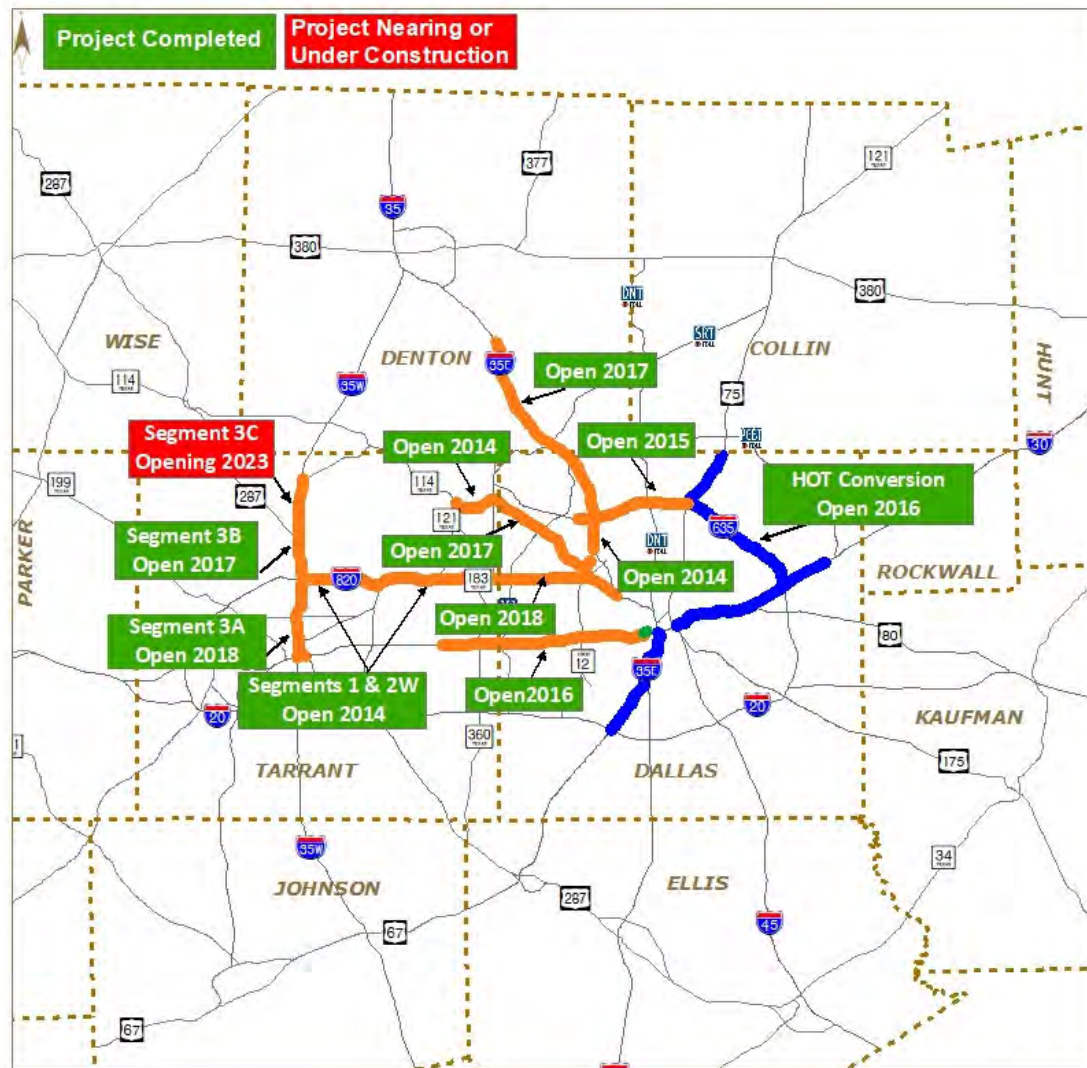
Fort Worth CBD



Dallas CBD



North Central Texas
Council of Governments



February 7, 2019

Toll Managed Lane Data Monitoring

Cumulative December 2013 – July 2020

How much HOV 2+ Subsidy has the RTC been responsible for?

\$ 5,878,122 as of July 2020

How much of the Vanpool Toll reimbursement has the RTC been responsible for?

\$ 12,407 from October 2014 – July 2020

How long can the RTC keep the HOV policy at 2+?

For now, it remains 2+ and it will continue to be monitored quarterly

Have there been any additional NTTA customer service needs?

No, minimal impact

Have the speeds on the Toll Managed Lane facilities dropped below 35 mph?

No

Toll Managed Lane Data Monitoring

Cumulative December 2013 – July 2020

Facility	HOV 2+ Subsidy Costs	NTTA Customer Service (Additional Needs)	Project Performance Events (Speeds < 35 mph)
North Tarrant Express <ul style="list-style-type: none"> • <i>SH 183/121 from IH 35W to SH 121</i> • <i>IH 35W from IH 30 to US 287</i> 	\$2,706,903	Negligible	0
LBJ Express <ul style="list-style-type: none"> • <i>IH 635 from Preston Road to Greenville Avenue</i> • <i>IH 35E from Loop 12 to IH 635</i> 	\$3,171,219	Negligible	0
DFW Connector <i>SH 114 from Kimball Avenue to Freeport Parkway</i>	N/A	Negligible	0
IH 30 Managed Lanes <i>IH 30 from SH 161 to Westmoreland Road</i>	N/A	Negligible	0
IH 35E Managed Lanes <i>IH 35E from FM 2181 (Teasley) to LBJ</i>	N/A	Negligible	0



Update

Automated Vehicle Occupancy Verification

Through Monday, August 31, 2020



HOV Users

January 24 – August 31, 2020

Users: 33,533

Vehicles: 35,543

Occupant Passes: 6,238



HOV Discount Data Monitoring

January 24 – August 31, 2020

Total Transactions – 677,454

LBJ/NTE Partners – 395,537

TxDOT – 281,914

Total HOV Transactions – 316,694 (~47%)

LBJ/NTE Partners – 175,214

TxDOT – 141,480

Unique Transactions – 22,045



Future Data Items

- Total and HOV Transactions by Corridor
- Average Speed on Managed Lane by Corridor
- Average Speed on General Purpose Lanes by Corridor
- Others?

Questions/Contacts

Natalie Bettger

Senior Program Manager

nbettger@nctcog.org

817-695-9280

Dan Lamers

Senior Program Manager

dlamers@nctcog.org

817-695-9263

Amanda Wilson

Program Manager

awilson@nctcog.org

817-695-9284

Berrien Barks

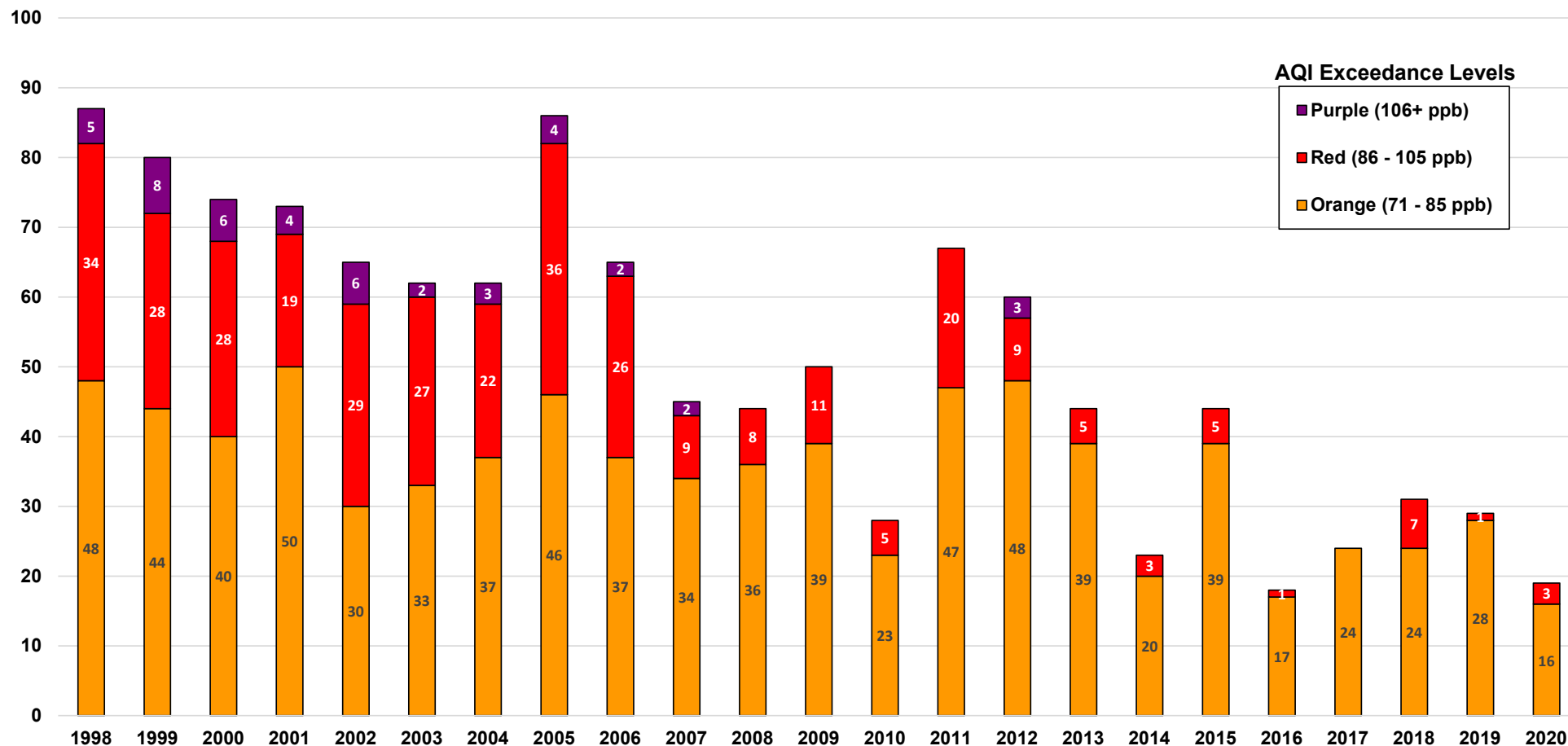
Program Manager

bbarks@nctcog.org

817-695-9282

8-HOUR OZONE NAAQS HISTORICAL TRENDS

Based on ≤ 70 ppb (As of September 28, 2020)

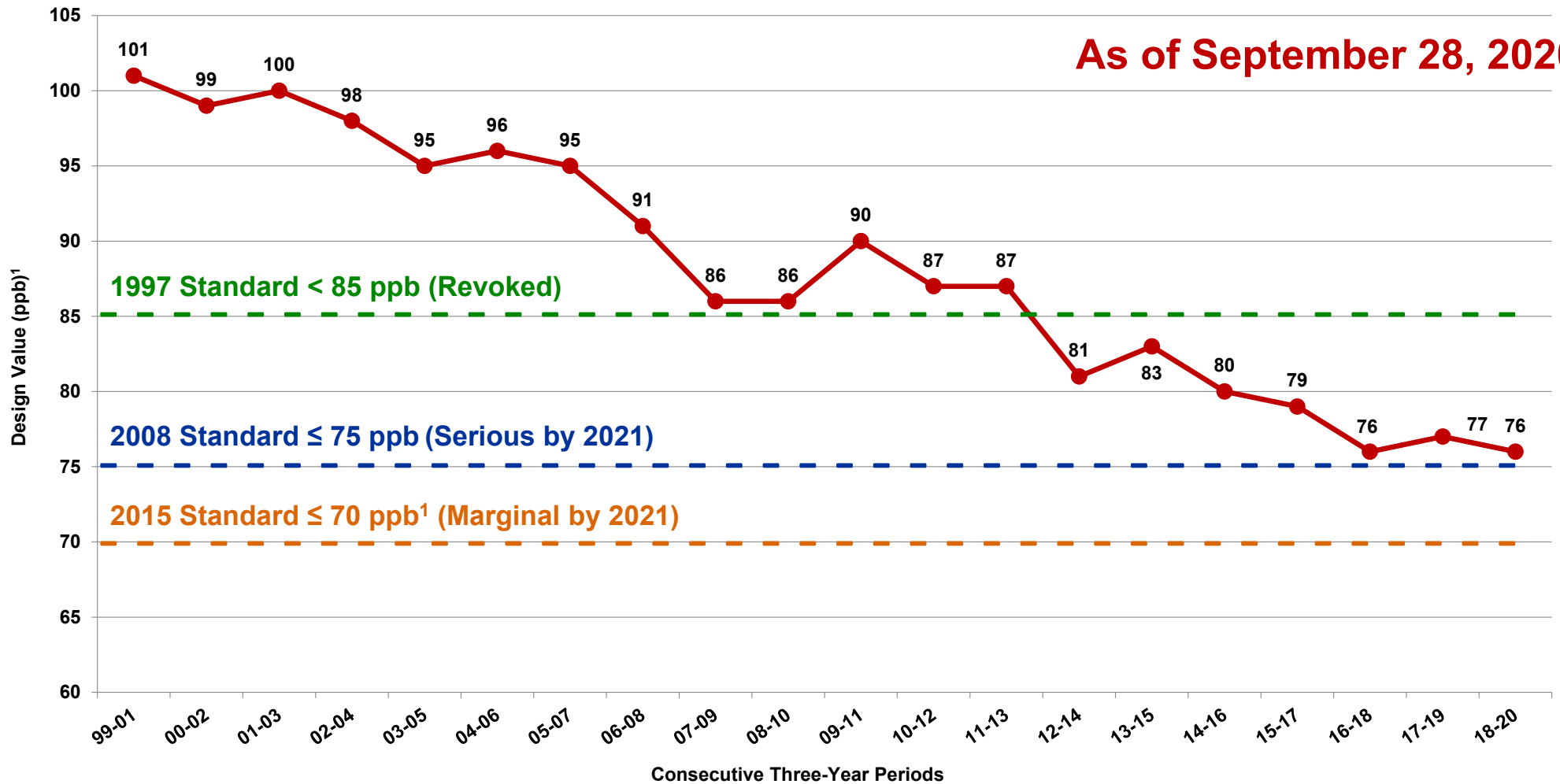


Exceedance Level indicates daily maximum eight-hour average ozone concentration.
Exceedance Levels are based on Air Quality Index (AQI) thresholds established by the EPA for the revised ozone standard of 70 ppb.

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

8-HOUR OZONE NAAQS HISTORICAL TRENDS

As of September 28, 2020



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

FOR MORE INFORMATION

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

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

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

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

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

August 31, 2020

Ms. Carl: Baylor
Communications Specialist
North Central Texas Council of
Governments
Transportation Department
PO Box 5888
Arlington, TX 76005-5888

Dear Carl:

Enclosed are my questions & comments
on your latest updates. You asked
that they be submitted by Sept 9.

Thank You

Sincerely,
Phyllis Silver



Phyllis H Silver
15720 Artist Way Apt 4912
Addison, TX 75001

Enclosure

RECEIVED

SEP - 4 2020

TRANSPORTATION

Comments + Questions TO Submit

By 9/9/2020

Handout: Interstate Highway 45 Zero-Emission Vehicle
Corridor Plan Update

Comment: I am pleased that there is a continuing
effort to improve our air quality.

Handout: Draft 2020 Transportation Alternatives
Question Program Call for Projects (FY21-22-23)
Page 3 - Dallas TxDOT District #15 Town of Addison
Trail Gap Closure -
Question: Where in Addison is this (cross streets)?

Handout: Transportation Alternatives
2020 Call for Projects Recommendations
for the North Central Texas Region

Question - pg 2 - What are Road Diets?

Comment: I recommend safer pedestrian access
to travel to hospitals? ^{when taking public transportation.} For example, in the
City of Dallas, when taking a bus eastbound
along Forest Lane and going to Medical City
Dallas, there is not a safe way to get

across the street ^(Forest Lane) to the hospital. The Medical
City Shuttle from the Forest Lane Train Station
only runs during certain times of the day,
so this is not a good alternative.

Handout: Changing Mobility

Data Insights, and Delivery Innovative
Projects During COVID Recovery

Comment: I commend you for quantifying the
changes in various measures between last
year and this year to study the impact
of COVID-19.

Phyllis Silver

8/31/2020

MINUTES**REGIONAL TRANSPORTATION COUNCIL ONLINE INPUT OPPORTUNITY****Fiscal Year 2020 Public Transportation Funding: Program of Projects****Heavy-Duty Vehicle Emissions Impact Study****Electric Vehicle Infrastructure Funding & Other Clean Vehicle Incentives****Optimizing Freight Movement Project****Proposed Modifications to the List of Funded Projects****Online Public Input Opportunity Dates**

Tuesday, September 8, 2020 - Wednesday, October 7, 2020 – The North Central Texas Council of Governments (NCTCOG) posted information at www.nctcog.org/input for public review and comment.

Purpose and Topics

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

1. Fiscal Year 2020 Public Transportation Funding: Program of Projects
2. Heavy-Duty Vehicle Emissions Impact Study
3. Electric Vehicle Infrastructure Funding & Other Clean Vehicle Incentives
4. Optimizing Freight Movement Project
5. Proposed Modifications to the List of Funded Projects

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

Summary of Presentations***Fiscal Year 2020 Public Transportation Funding: Program of Projects presentation:***

<https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2020/09/POPs-Pres.pdf>

Handout:

<https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2020/09/POPs-Handout.pdf>

Public transportation is part of a comprehensive transportation system and includes various types of services, such as fixed route, commuter, demand response and rail. Investing in these

modes has a positive economic impact within communities, provides access for people with mobility impairments, reduces roadway congestion and improves air quality.

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

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

The Dallas-Fort Worth region received approximately \$133.2 million in Federal Transit Administration (FTA) formula funds through the Fiscal Year 2020 award cycle. NCTCOG utilizes two different processes to award these funds. Two percent of the funding is set aside for a competitive Call for Projects as well as strategic partnerships. Ninety-eight percent of the funding is available annually through the Programs of Projects process.

Approximately \$118.78 million of the Programs of Projects funding for Fiscal Year 2020 was utilized by transit authorities. Of this \$118.78 million, 64 percent was utilized by Dallas Area Rapid Transit (DART), 21 percent by Trinity Metro and 7 percent by the Denton County Transit Authority (DCTA). The remaining 8 percent of funding was utilized by all other transit providers.

Heavy-Duty Vehicle Emissions Impact Study presentation:

<https://www.nctcog.org/nctcog/media/Transportation/DocsMaps/Involve/InputMeetings/2020/09/HDV-Emissions-Impact-Study.pdf>

In coordination with NCTCOG, an oversize/overweight (OS/OW) heavy-duty vehicles study was conducted by Texas A&M Transportation Institute. The main goal of the study was to characterize and estimate emissions impacts of OS/OW vehicles on air quality in the Dallas-Fort Worth nonattainment area.

This presentation highlights the overweight heavy-duty vehicles tested during the study. More information on the oversize heavy-duty vehicles can be found in the final study document that's available online for review.

The study tested heavy-duty diesel truck models from 2005, 2009 and 2014. The trucks were driven at high and low speeds and with different weight loads in order to capture emissions coming out of each vehicle's tailpipe.

Key results from the study include the following:

- The 2005 and 2009 model vehicles, which were not equipped with Selective Catalytic Reduction (SCR) technology for emissions control, had higher nitrogen oxide (NOx) emissions as their size and weight increased
- Due to deterioration, older vehicles have higher emission rates
- The 2014 model vehicle had the following findings:
 - When driven at a lower speed and acceleration, NOx emissions increase as weight increases.

- When driven at a higher speed and acceleration, NOx emissions decrease as weight increases.

For more information on the study, visit <https://www.nctcog.org/trans/quality/air/for-everyone/hevp/osow-heavy-duty-vehicle-emission-impact-study>

Electric Vehicle Infrastructure Funding & Other Clean Vehicle Incentives presentation:
<https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2020/09/EV-Infrastructure.pdf>

This presentation provides information related to funding for electric vehicle (EV) infrastructure as well as other clean vehicle incentives.

The State of Texas will receive approximately \$209 million from the Texas Volkswagen Environmental Mitigation Program (TxVEMP). The Volkswagen Settlement Texas Mitigation Plan: Zero Emissions Vehicle Infrastructure grant will be opening soon, and \$10.4 million in funding will be awarded on a first-come, first-serve basis. The awards may not exceed the following percentages of eligible costs:

- 70 percent for publicly available EV chargers
- 60 percent for EV chargers at a workplace or multi-unit dwelling

Additionally, members of the public can take the following steps to help obtain EV infrastructure in their jurisdiction:

- Utilize the Department of Energy Alternative Fuel Station Locator tool to locate existing stations to determine gaps
- Examine EV registration trends and tools to determine the number of EVs in their area
- Identify new EV station locations and partners to fill in charging gaps and apply for installation funding
- Coordinate with their workplace to request on-site infrastructure as well as share funding opportunities

Other clean vehicle incentives available include the Texas light duty motor vehicle purchase or lease incentive program, the GreenSense EV incentive program offered through Denton Municipal Electric and the Texas natural gas vehicle grant program.

To sign up for email alerts and for a full list of funding opportunities, visit [nctcog.org/aqfunding](https://www.nctcog.org/aqfunding).

Optimizing Freight Movement Project presentation:
<https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2020/09/Freight-Movement.pdf>

On Thursday, September 10, 2020, the Regional Transportation Council (RTC) approved \$5 million for the Optimized Freight Movement project. This initiative will focus on utilizing technology to improve freight movement on local streets and expressways in the Dallas-Fort Worth region. Project elements will include a benefit-cost analysis to identify where technology will do the most good, coordination with local agencies and the freight industry, and evaluation of the technology's effectiveness.

Proposed Modifications to the List of Funded Projects (no audio presentation; handouts posted online for review and comment):

<https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2020/09/TIP-Mod.pdf>

Handout:

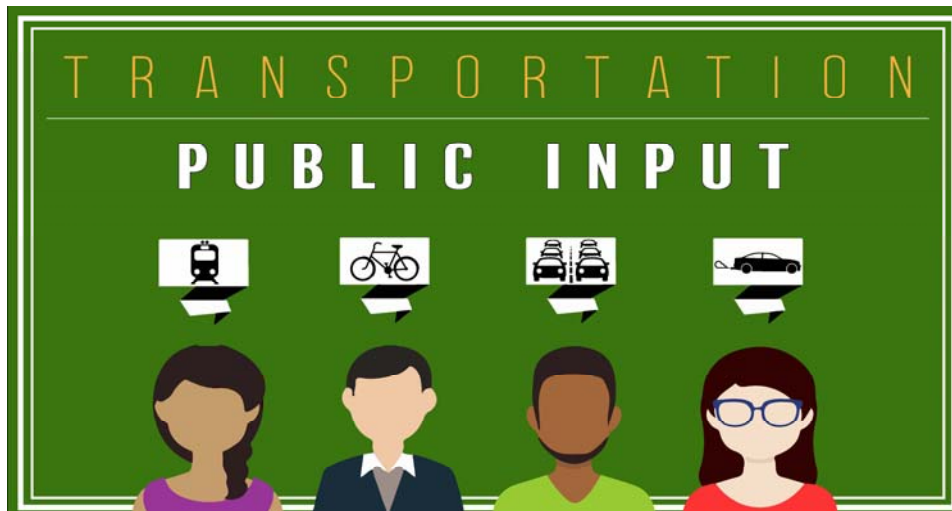
<https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2020/09/2021-2024-TIP-August-Cycle-Changes.pdf>

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

The current modification cycle includes project updates and adjustments for transportation initiatives in Dallas, Lewisville, North Richland Hills, Terrell and Weatherford. Additionally, financial adjustments related to services managed by public transportation agencies, including STAR Transit, SPAN, Inc., Denton County Transportation Authority (DCTA), Trinity Metro and Dallas Area Rapid Transit (DART), are also included.

COMMENTS SUBMITTED BY WEBSITE, MAIL, EMAIL and SOCIAL MEDIA

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



WHAT DO YOU THINK? TELL US.

Information will be posted online at www.nctcog.org/input for public review and comment **October 12 - November 10, 2020**. To request printed copies of the information, call 817-608-2365 or email cbaylor@nctcog.org.

Cotton Belt Trail Design Funding

In coordination with the DART Silver Line rail project, a 26-mile regional trail corridor is being designed and will be constructed in various phases. The corridor will run parallel to the Silver Line and connect seven cities across three counties from DFW Airport to Plano. Additional funding is needed in order to complete the design phase of this project. More information will be posted online for review.

Work Program Modifications

The Unified Planning Work Program (UPWP) for regional transportation planning provides a summary of the transportation and related air quality planning tasks to be conducted by the metropolitan planning organization. Proposed modifications to the FY2020 and FY2021 UPWP will be posted for review and comment.

RESOURCES AND INFORMATION

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

WWW.NCTCOG.ORG/INPUT

REGIONAL TRANSPORTATION ONLINE INPUT OPPORTUNITY

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

Submit comments and questions to NCTCOG:

Email: transinfo@nctcog.org
 Website: www.nctcog.org/input
 Fax: 817-640-3028
 Phone: 817-695-9240
 Mail: P.O. Box 5888
 Arlington, TX 76005-5888

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

Reasonable accommodations will be made.

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

cbaylor@nctcog.org.

Se harán las adaptaciones razonables.



NCTCOGtrans



North Central Texas
Council of Governments

PUBLIC COMMENTS REPORT

WRITTEN COMMENTS SUBMITTED BY WEBSITE, EMAIL & SOCIAL MEDIA

Purpose

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

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

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

In addition, comments were accepted through a new, online map tool. Users can drop a pin on a location in the region and leave a detailed comment. The tool was in test mode and was open to the public through August 2020. This month, there was 1 Bicycle and Pedestrian comment and 2 Transit comments. To read them, visit:

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

Aviation

Facebook –

1. Ernest Huffman of the NCTCOG Transportation Department Aviation Program shares advice for government agencies looking to start a drone program

Ernest also leads up the North Texas UAS Safety and Integration Task Force, which is comprised of 260+ stakeholders and 130+ companies in the Dallas Fort-Worth area, encompassing 16 counties. The Task Force focuses on integrating drone technology into the DFW Metroplex.

#Drones #UAV #UAS #NCTCOG #DronePodcast #UAVs

<https://www.youtube.com/watch?v=kYePqyNm3Zw> – InterDrone

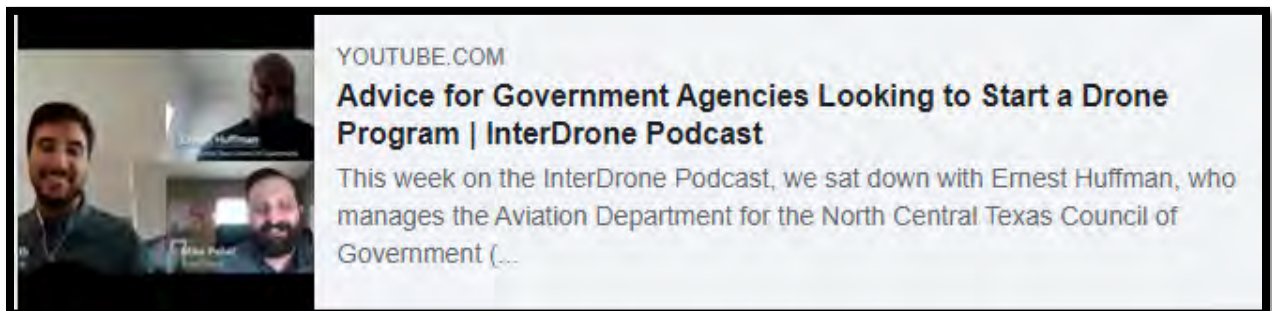


2. Droneresponders announces the 5 C's; Principles of Responsible Drone and UAS use in public safety.

Podcast Guest: Ernest Huffman, NCTCOG Transportation Department

#Drones #UAV #UAS #UAVs #Drone #dronesforgood #publicsafety

<https://www.youtube.com/watch?v=VAu7KUGqtRA> – InterDrone



3. Check out the full Drone TechTalk and Launch of our Drone Interest Group
 #droneinterestgroup #drones #uavs #womenanddrones #dronephotography Thanks to Tom S Lee, Valqari, Women and Drones, Lewis University, NCTCOG Transportation Department, Alpita Shah – Hub88



Bicycle & Pedestrian

Email –

1. Kristin Turner

Hello! I have been trying to get my town to submit for a grant to put a sidewalk by our elementary for the safety of the community. Unfortunately, the town is unwilling to use CCPD funds or put forth funds to later be reimbursed. My concern is simply safety because it is an accident waiting to happen, numerous kids have nearly been hit just in the year that I have lived here. Can anyone please tell me, are there grants that provide funding upfront? Or, I am versed in legislative language and have read the statute on how CCPD funds may be used, is there anyone that could help me explain to my mayor and city council that the funds are there for this purpose? Thank you!

Response by NCTCOG Staff

Thank you for contacting the NCTCOG Transportation Department.

NCTCOG recently completed a call for projects under the Transportation Alternatives Program, which included opportunities for local communities to request funding to implement construction of Safe Routes to School (SRTS) projects that improve walking and bicycle safety to/from K-8 schools. The 2020 Call for Projects is now closed and funding has been awarded for fiscal years 2021, 2022, and 2023. We anticipate it will be a couple years before the next call for projects will occur in our region since the available funding has been programmed through 2023.

More information about the call for projects can be found here:
<https://www.nctcog.org/trans/plan/bikeped/active-transportation-funding-opportunities/2020tacfp>

Additional information about SRTS planning can be found here:
<https://www.nctcog.org/trans/plan/bikeped/saferoutestoschool>

Should you have any additional questions, please contact our principal planner, Shawn Conrad, at sconrad@nctcog.org.

2. Jacob

We need protected bicycle lanes that allow for cycling to transition from the popular leisure activity it already is, into a safe, healthy, inexpensive, environmentally friendly transportation option in North Texas.

3. Mark Solow

Has there been any progress to get the section of trail built that will connect Lewisville to Carrollton? i.e. South of FM 3040 (DCTA) Station.

I know that there are two additional hurdles: Flood Plane, City of Carrollton

Response by NCTCOG Staff

Thank you for contacting the NCTCOG Transportation Department.

We partnered with the Cities of Lewisville, Carrollton, Coppell and Dallas, as well as Denton County, Dallas County, Denton County Transportation Authority (DCTA) and Dallas Area Rapid Transit (DART), to prepare preliminary design and opinion of probable construction costs for the Regional Veloweb alignment.

A map of the study area/preliminary engineering is posted on this page:
<https://www.nctcog.org/trans/plan/bikeped/veloweb/denton-to-dallas-regional-trail> (also see this Veloweb Trail Map).

The consultant team is currently completing final documents, and the next step is for the cities to identify funding to complete final design and construction.

If you would like to discuss anticipated timeframes to identify funding and initiate construction, we would be happy to provide contact information for city representatives.

Should you have any additional questions, please contact our program manager, Kevin Kokes, at kkokes@nctcog.org.

4. Erica Moss

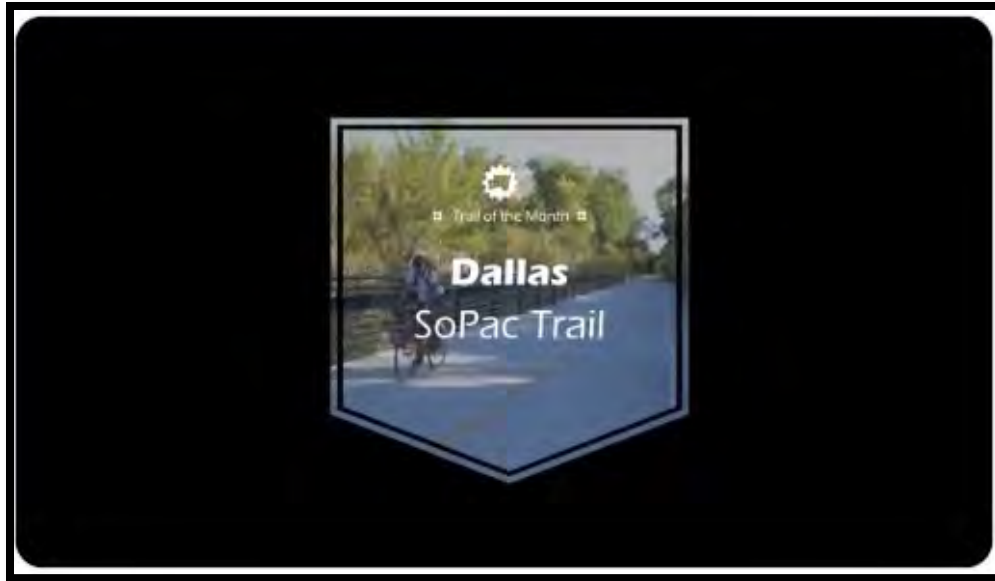
Hello,

First and foremost I would like to say I am not an appointed representative of any nature of "Bird" company listed within this email. I am reaching out solely based on the recent actions taken by the city, which currently interrupt the ongoing contracted services of my very own company Diverse Mobility.

My name is Erica, I am currently a divorced single mother whom was given the opportunity by Bird to actually get ahead and create a viable life for me and my four children. I'd like to see when a community meeting will be held regarding the future of bird scooters in the Dallas metroplex. I know most people think this is just another big corporation, but this is my business. I have put a lot of time energy and money into this wonderful opportunity. Bird is doing it differently than other scooter companies. They are giving otherwise low income families a real chance at pursuing their dreams! I've always had a passion for serving those with mental health problems. I'm now in a position thanks to bird to move forward with my non profit organization that will provide information and resources to people and certain communities in Dallas area whom never really taken mental health seriously. I'll keep it short and sweet Councilman Medrano. This was an opportunity of a life time for me and my family and essentially my passion. Please I'm begging you to take into consideration there are at least 29 others in a similar position now that this has happened. Please consider us when making your final decisions. Thank you for your time. I look forward to possibly meeting with you and hearing from you the recent series of unfortunate events revolving around the future of dock less mobility in Dallas.

Twitter –

1. The recently constructed Southern Pacific "SoPac" trail is a shared-use path in east Dallas, which spans a total distance of 4.7 miles, but is a key connector for so much more. Thanks for riding along with us on this trail journey! Happy trails to you! @CityOfDallas @BikeDFW – NCTCOGTransportation (@NCTCOGtrans)



Connected is the key word here. Connected trails are what we need more of. – Jeff Mizener (@mizesoundguy)

2. In discussion of Amendment 49 from CM @AdamBazaldua Department of Transportation was asked by @caraathome to talk about additional sources of funding for bike lanes. – BikeDFW (@BikeDFW)

Per the department, they have secured \$500k from the @NCTCOGtrans. They are also applying for other grants, and programmed street rehab will include bike lanes, and estimate this will add an additional \$2.5-3M. Director Rogers confirmed that the \$1M budgeted last year was used. – BikeDFW (@BikeDFW)

Is that \$2.5-3M budget a 1-year timeframe?

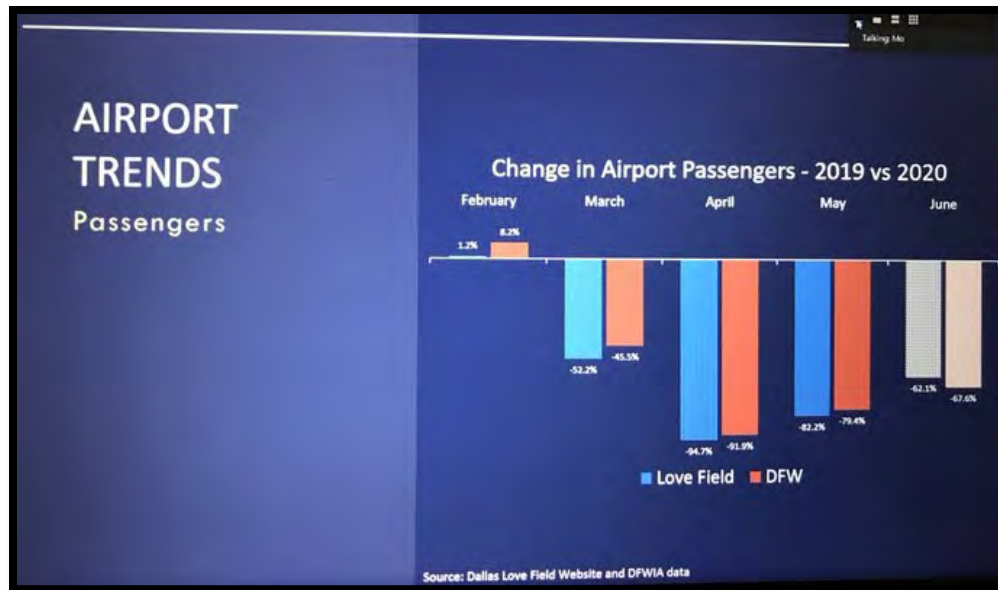
For comparison, OKC has a sales tax revenue that dedicates \$14M to bike lanes and \$20M to trails over a 4 or 5 year period. Some of that may go to matching federal and state funds for an extra boost. Plus a bit more from MuniBonds. – Car-lite Carfangs (@carlitecarfangs)

3. Just wrapped up with the final amendment of the night, #86 was from @AdamMcGoughD10 ensuring that the \$500k grant from @NCTCOGtrans is allocated to bike lanes. It is a wrap folks. Someone owes me a beer. – BikeDFW (@BikeDFW)

Committees

Twitter –

1. .@NCTCOGtrans' Michael Morris presented to our Surface Transportation Committee this morning. – North Dallas Chamber (@NDCC)



High-Speed Transportation

Email –

1. Billy Hanson

No high speed rail.

Twitter –

1. Leave a comment and tell them to get rid of I-30 and replace it with this. Ignore the Hyperloop stuff though... #Dallas #FortWorth – Andrew Wallace (@agwallace92)



Innovative Vehicles & Technology

Twitter –

1. Don't miss our #Webinar Wednesday series: #Transportation Electrification for Utilities, featuring EV & utility experts offering tips & advice on implementing a successful #electrification program! #EVs #electricvehicles #utilities #cleanfuels #CleanCities

https://louisianacleanfuels.org/blog/EV_Utility_Webinars – LA Clean Fuels (@LAcleanfuels)

CLEAN CITIES WEBINARS: Transportation Electrification for Utilities



Join this Clean Cities webinar series to hear from EV expert utilities on how to implement a successful electrification program! This three-part webinar series will provide the latest information on recent developments and obstacles on defining required resources for informed planners of heavy-duty electric vehicle charging infrastructure

**September 9th
September 16th
September 23rd**

REGISTER NOW


LCF Webinar Wednesdays

CLEAN CITIES PARTNERS:



Thanks to our #CleanCities partners, Dallas-Fort Worth Clean Cities (@NCTCOGtrans), Land of Enchantment Clean Cities, and Arkansas Clean Cities (@ArkansasDEQ)! – LA Clean Fuels (@LAcleanfuels)

2. Could Dallas become a future hub for autonomous transportation? Experts from @ericsson, Kodiak, and @NCTCOGtrans think so. @DalStartupWeek – Dallas Innovates (@DallasInnovates)



Dallas Startup Week Panelists: How Dallas Is Becoming A Hub for Autonomous Tr...
The virtual panel of leaders from Ericsson and Kodiak discussed Dallas' growth and how startups can seek funding and partnerships from large corporations.
dallasinnovates.com

Why not? – Ryan Key (@iamryankey)

Facebook –

1. UPDATE: Due to Hurricane Laura response, Part 1 of this webinar series has been rescheduled for September 30th.

Don't miss our next Webinar Wednesday series: Transportation Electrification for Utilities! This series will feature EV and utility experts offering tips and advice on how to implement a successful electrification program! Join for our first webinar in this series on September 9th!

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

Learn more: https://louisianacleanfuels.org/blog/EV_Utility_Webinars – Louisiana Clean Fuels

CLEAN CITIES WEBINARS: Transportation Electrification for Utilities



Join this Clean Cities webinar series to hear from EV expert utilities on how to implement a successful electrification program! This three-part webinar series will provide the latest information on recent developments and obstacles on defining required resources for informed planners of heavy-duty electric vehicle charging infrastructure



September 9th
September 16th
September 23rd



REGISTER NOW

LCF Webinar Wednesdays



Dallas-Fort Worth
CLEAN CITIES

CLEAN CITIES PARTNERS:





ARKANSAS
CLEAN CITIES
COALITION

2. UPDATE: Due to Hurricane Laura response, this webinar has been rescheduled for September 30th from 10-11:30 AM CDT.

Register for Part 1 of our Transportation Electrification for Utilities series on September 9th to hear from the Louisiana Department of Natural Resources along with EV experts from Entergy and American Electric Power - AEP as they share their best practices, lessons learned, and

forecast in order to help utilities that are just getting started with developing their own proactive programs for EVs and infrastructure.

Thanks to our #CleanCities partners, Dallas-Fort Worth Clean Cities (NCTCOG Transportation Department), Land of Enchantment Clean Cities, and Arkansas Clean Cities (Arkansas Department of Energy and Environment)!

Register: <https://us02web.zoom.us/j/81254612345>

#utilities #electricvehicles #EVs #evinfrastructure #charging #renewables #cleanfuels #cleanair #altfuels #alternativefuels #webinar #webinarseries – Louisiana Clean Fuels

CLEAN CITIES WEBINAR: Transportation Electrification for Utilities
Part 1: Preparing Utilities for EVs



Hear from EV expert utilities on how to implement a successful electrification program!

Join this free webinar to hear best practices and lessons learned for utilities that are getting started with developing their own programs for EVs and infrastructure.



Wednesday, September 9th
10 AM CDT / 11 AM EST



REGISTER NOW

LCF Webinar Wednesdays

Meet our Speakers:



Edward O'Brien
Senior Economist, Louisiana
Department of Natural
Resources



Scott Barrios
Senior Account Manager,
Entergy eTech



Jeffrey Lehman
Electric Transportation
Manager, AEP

CLEAN CITIES PARTNERS:



3. Join us for our Transportation Electrification for Utilities Webinar Wednesday series starting on September 16th! Hear from EV and utility experts on how to implement a successful electrification program!

Thanks to our #CleanCities partners for their support: Dallas-Fort Worth Clean Cities (NCTCOG Transportation Department), Land of Enchantment Clean Cities, and Arkansas Clean Cities!

#electrification #EVs #utilities #electricvehicles #cleanfuels #cleanair #altfuels #alternativefuels #CleanCities #webinars – Louisiana Clean Fuels



CLEAN CITIES WEBINARS: Transportation Electrification for Utilities

Join this Clean Cities webinar series to hear from EV expert utilities on how to implement a successful electrification program! This three-part webinar series will provide the latest information on recent developments and obstacles on defining required resources for informed planners of heavy-duty electric vehicle charging infrastructure

**September 16th
September 23rd
September 30th**

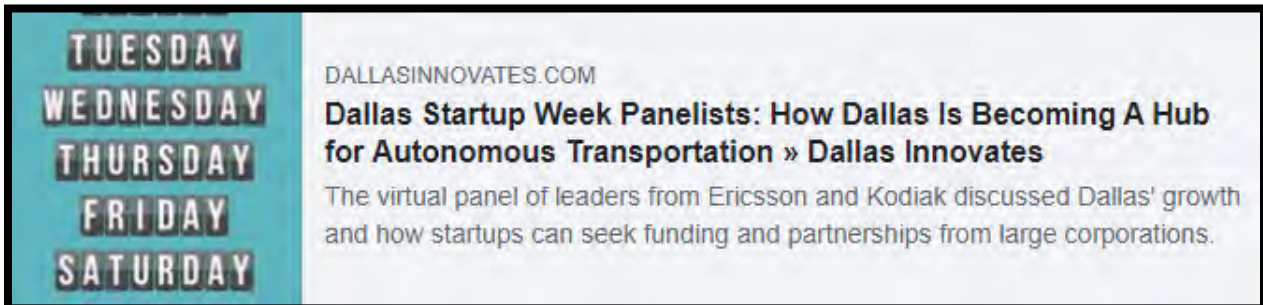
REGISTER NOW

LCF Webinar Wednesdays

CLEAN CITIES PARTNERS:

Dallas-Fort Worth CLEAN CITIES, LAND OF ENCHANTMENT Clean Cities, ARKANSAS CLEAN CITIES COALITION

4. Could Dallas become a future hub for autonomous transportation? Experts from Ericsson Kodiak, and NCTCOG Transportation Department think so. #DSW20 – Dallas Innovates



**TUESDAY
WEDNESDAY
THURSDAY
FRIDAY
SATURDAY**

DALLASINNOVATES.COM

Dallas Startup Week Panelists: How Dallas Is Becoming A Hub for Autonomous Transportation » Dallas Innovates

The virtual panel of leaders from Ericsson and Kodiak discussed Dallas' growth and how startups can seek funding and partnerships from large corporations.

Project Planning

Email –

1. Debra McGuire

Most of the highways are so jam-packed that it is impossible to travel anywhere in a safe or timely manner. This hurts businesses, reduces interest in going Downtown, and adds to poor air quality with so many vehicles idling because of the stop-and-go manner of trying to get somewhere on highways that are more like parking lots. The Greater Dallas area needs more travel options AND more highways to move people more efficiently. Growth will be stunted without better infrastructure.

2. Steven Monserrate

When considering transportation projects for North Texas, I would like the regional transportation authority to consider the rural to urban transect models promoted by the Congress for New Urbanism. For example, giving pedestrian and bicycle modes priority over private automobiles in dense urban areas, investing in mass public transit between the urban areas and less dense suburban developments, and encouraging redevelopment in suburban areas to allow for walkable commercial community services in areas zoned strictly residential.

3. Vinny Minchillo

I have two concerns as we move forward with transportation. 1) Keeping a lid on toll costs and toll roads. Tolls have become a real issue for commuters and travelers. Number 2 is safety on public transportation. People need to feel safe on public transportation. Thanks!

Twitter –

1. A Panther Island bridge in downtown Fort Worth may be done sooner than expected: <https://star-telegram.com/article244079607.html>. – NCTCOGTransportation (@NCTCOGtrans)



🎵 Multiple musical notes Like a bridge over troubled water 🎵
Except... Where's the water? – Loren S. (@txbornviking)

That's the "troubled" part. 😊 – Jeffrey A. Stvan (@DioramaSky)

2. I expected it to be done three years ago though – Kyler Tesch (@Kyler_Tesch)



Safety

Twitter –

1. Similarly, @NCTCOGtrans expresses support for ending traffic deaths, but the elected officials of the region have only voted to continue the perverse targets of increasing traffic deaths (just not increasing quite as much as they imagine could happen).

https://nctcog.org/nctcg/media/Transportation/DocsMaps/Quality/Safety/PerfMeasures_2019.pdf
– Vision Zero Texas (@VisionZeroTexas)

Transit

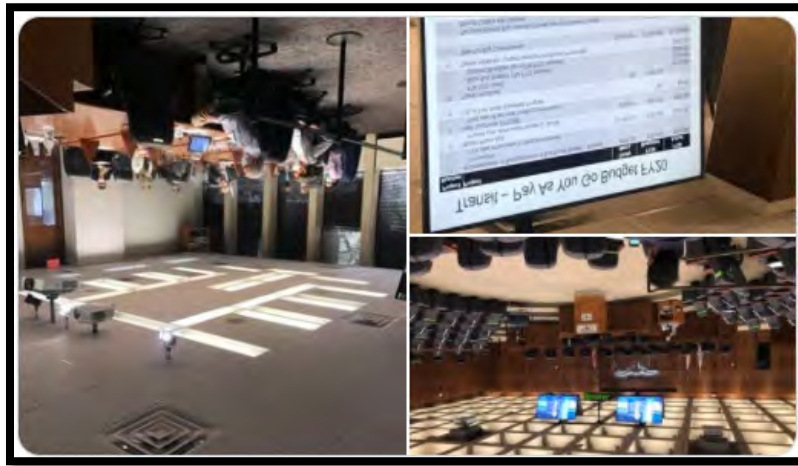
Email –

1. Angele Ortiz

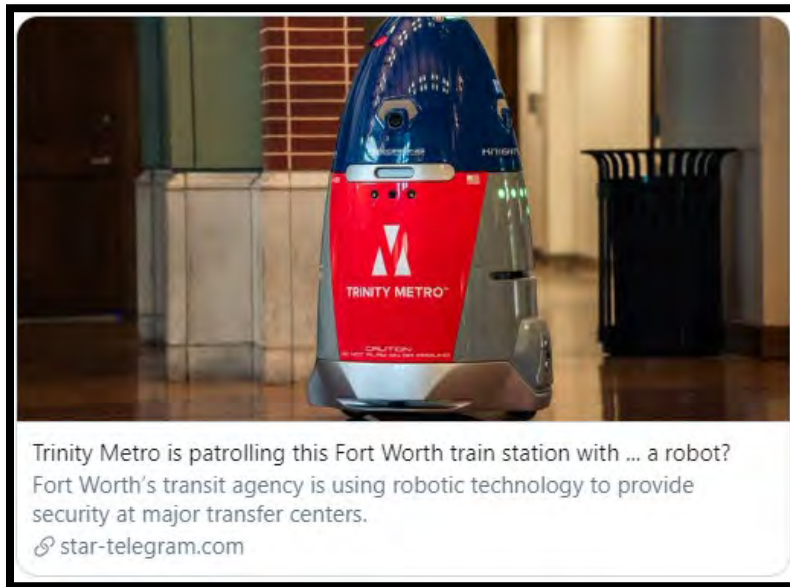
I live in the Oak Hollow subdivision off of Great Southwest, and commute to Uptown Dallas five days a week. It would save me so much money and time if I could take the train into work instead of driving. I have driven into Dallas before to the Westmoreland train station, but that is almost all the way to downtown, and doesn't save me much money in the long run. We need stations here in Grand Prairie.

Twitter –

1. Time for a presentation on transit funding as part of the Fort Worth City Council Budget Workshop. @TrinityMetro @CityofFortWorth @TarrantCountyTX @TarrantTransit @NCTCOGtrans – Salvador Espino Michel (@SAL_FW)



2. Trinity Metro is patrolling this Fort Worth train station with ... a robot? <https://star-telegram.com/news/local/fort-worth/article245100105.html> @TrinityMetro @CityofFortWorth @DTFortWorth @TarrantCountyTX @TarrantTransit @NCTCOGtrans – Salvador Espino Michel (@SAL_FW)

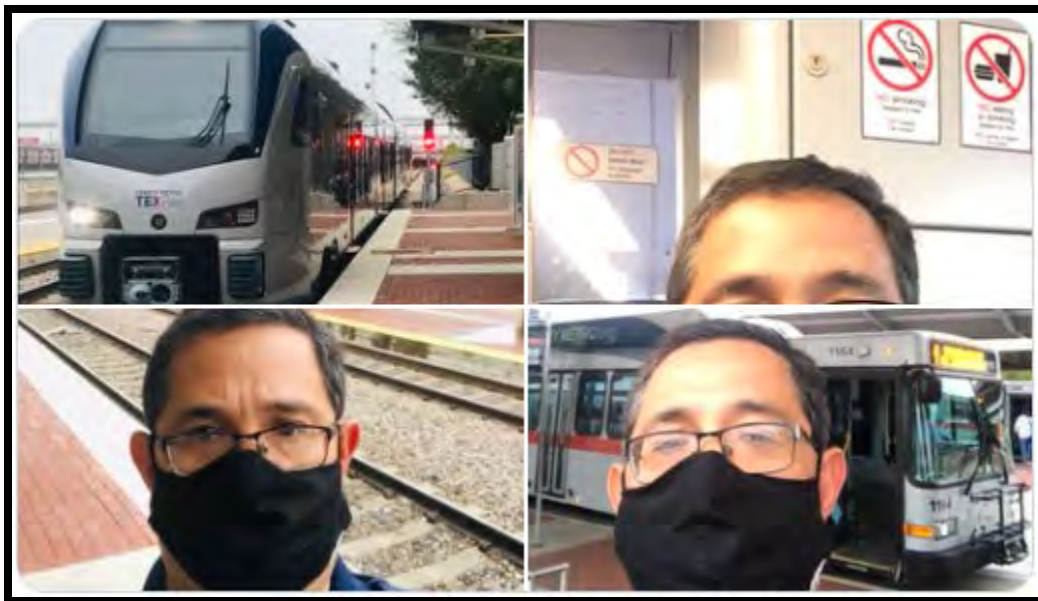


3. @TrinityMetro Today, Wednesday, August 26th at 12 noon is our last online public meeting about "A Better Connection", don't miss out! Join us to learn more about this initiative and provide your feedback. Right pointing backhand index <http://facebook.com/events/3165340...> @CityofFortWorth @TarrantCountyTX @NCTCOGtrans – Salvador Espino Michel (@SAL_FW)

4. From @TrinityMetro The latest edition of our bi-weekly newsletter is live on our blog. Click here to read it 📄 <https://tinyurl.com/yyyow25f>. @CityofFortWorth @TarrantCountyTX @NCTCOGtrans @TarrantTransit – Salvador Espino Michel (@SAL_FW)



5. All aboard #TEXRail at Fort Worth Central Station to head home after good, productive day at work! @TrinityMetro @CityofFortWorth @TarrantCountyTX @TarrantTransit @DTFortWorth @NCTCOGtrans – Salvador Espino Michel (@SAL_FW)



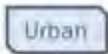
6. From @TrinityMetro: See something? Say something! You can now use the new See Say Now app to report any safety concerns. For more information, please visit <http://RideTrinityMetro.org/SAFETY> @CityofFortWorth @TarrantCountyTX @NCTCOGtrans - Salvador Espino Michel (@SAL_FW)



7. The Trinity Railway Express corridor has received \$25 million in BUILD Grants for various improvements, including double tracking and new infrastructure that will reduce travel times and increase reliability. @NCTCOGtrans @TarrantTransit – Fort Worth Urban (@UrbanFortWorth)

BUILD Grants

Better Utilizing Investments to Leverage Development Transportation Discretionary Grants Program



PROJECT NAME: North Texas Multimodal Operations, Velocity, Efficiency, and Safety (NT MOVES) Program

APPLICANT/SPONSOR: North Central Texas Council of Governments

BUILD GRANT AWARD: \$25,000,000

TOTAL PROJECT COST: \$55,000,000

PROJECT LOCATION: Fort Worth and Dallas, Texas

PROJECT DESCRIPTION:

This project makes commuter and freight rail capacity improvements between Fort Worth and Dallas including: (1) approximately 1.2 miles of double track from Medical Market Center to Stemmons Freeway; (2) approximately 2.4 miles of second track from Handley Ederville Road to Precinct Line Road; and (3) implementing Clear Path technology to exchange information on train movement in the terminal complex.



PROJECT HIGHLIGHTS AND BENEFITS:

By replacing or upgrading bridges and double-tracking portions of Dallas Area Rapid Transit's (DART) Trinity Railway Express corridor that also accommodates Amtrak and freight movement, the project will increase reliability and decrease travel time of commuter and freight train movements. The project rehabilitates or replaces aging bridges whose current condition results in speed restrictions. The project installs Clear Path technology for agencies and users to exchange timely and accurate information on train movements to improve rail throughput, safety, and on-time performance in congested, urban rail corridors.



U.S. Department
of Transportation

www.transportation.gov/buildgrants

8. @TrinityMetro recently presented @CityofFortWorth Councilmember @GynaB w/new Trinity Metro Bus Stop Sign. We deeply appreciate her dedicated public service & advocacy for transit! @TarrantCountyTX @TarrantTransit @NCTCOGtrans @FTWChamber @FWMBCC @fwhcc @Bob10481548 – Salvador Espino Michel (@SAL_FW)



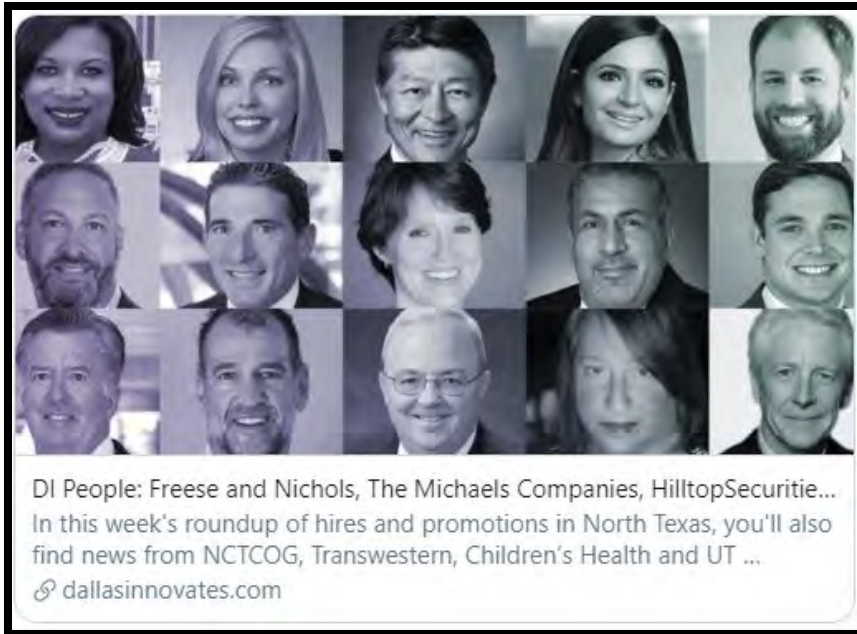
Other

Twitter –

1. Don't be baffled by CRF. Join this free webinar to learn how cities and counties can make the most of the relief fund. @TexasCounties @TML_Texas @NTxCommission @NCTCOGtrans – Cathy Altman (@CathyAltman)



2. In this week's roundup of hires and promotions in North Texas: @FreeseNichols, The Michaels Companies, HilltopSecurities, @NCTCOGtrans, @Transwestern, @SMU, & more – Dallas Innovates (@DallasInnovates)



Facebook –

1. In this week's roundup of hires and promotions in North Texas: Freese and Nichols, Inc., The Michaels Companies, HilltopSecurities, NCTCOG Transportation Department, Transwestern, SMU, & more – Dallas Innovates

DALLASINNOVATES.COM

DI People: Freese and Nichols, The Michaels Companies, HilltopSecurities Make Moves » Dallas Innovates

In this week's roundup of hires and promotions in North Texas, you'll also find news from NCTCOG,...

Sept 22, 2020

Dear Judge Harman, Chair Regional Transportation Council

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

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

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

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

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

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

Sincerely,



John Nolan

2313 Garden Lane

Arlington, Texas 76015

Jnolan212@sbcglobal.net

RECEIVED

CC Theresa Daniel Vice Chair

SEP 24 2020

TRANSPORTATION



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

September 15, 2020

The Honorable Terry Canales
Texas House of Representatives
PO Box 2910
Austin, TX 78768

Dear Chair Canales:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth (DFW) area, I would like to extend our thanks for your valuable service in the Texas Legislature on transportation issues. The RTC would like to respond to the House Committee on Transportation's notice of formal request for information on interim charges.

House Transportation Interim Charge 1B: SB 282 and SB 962, which relate to the funding for the State Highway Fund. Study the current mix of user fee-based funding for the state highway system, including registration fees, tolls, and fuel tax, and determine if current funding generated is sufficient to maintain cost demands. Examine whether current legislative appropriations, including projections for Proposition 1 (severance tax) and Proposition 7 (sales tax) funds, are keeping pace with Texas' highway funding needs to accommodate population and economic development growth. Make recommendations for additional methods of funding or innovative tools that the state could utilize to deliver road infrastructure projects.

Funding Needs

Identifying additional transportation revenue is key to reducing congestion across Texas large urban regions like the DFW area. Significant population growth, increased construction costs and continued improvements in vehicle fuel efficiency have all contributed to a transportation funding shortfall.

As you know, the Comptroller's revised 2020-2021 Certification Revenue Estimate projects a Fiscal Year 2021 ending deficit of \$4.58 billion, down from a previously projected surplus of \$2.89 billion. While the future remains uncertain, severance tax collections in FY21 are expected to decrease from FY20 totals, resulting in smaller FY22 transfers to the State Highway Fund and Rainy Day Fund. Proposition 1 and Proposition 7 allocations are not guaranteed amounts and will fluctuate each year, so it is important to identify additional reliable, long-term funding solutions.

Methods of Funding

Due to these fluctuations in certain transportation revenue sources, such as Propositions 1 and 7, it is imperative to ensure other transportation funds are appropriately allocated. The RTC is requesting the Legislature ensure the fair-share allocation of funds to metropolitan regions. Texas Transportation Code Chapter 201.9991 states that the Transportation Commission may

make discretionary funding decisions. This has led to different interpretations, and clarification of current code is needed to ensure proper allocations of Category 12 Strategic Priority Funds. Historically, you have requested TxDOT to fund other Categories of funds, with Category 12 to be used for emergency purposes.

Additionally, traditional funding sources in their current condition are not meeting the needs of the State and other methods of funding must be explored. In recent legislative sessions, there have been numerous proposals to increase funding for transportation but have not achieved final passage. Some of these proposals include indexing the motor fuels tax to fuel efficiency, allowing counties in a region the ability to adopt a \$10 optional vehicle registration fee, or implementing a temporary, voter approved local transportation revenue source that could be used for both highway and transit projects. Transportation reinvestment zones and a vehicle miles traveled pilot project are other options. The RTC encourages the Legislature to consider all options during the upcoming legislative session.

It is important to note that much has changed since the motor vehicle fuels tax was last increased nearly three decades ago. Vehicles are more fuel efficient, and alternative fuel, hybrid, and electric vehicles have proliferated. Last session, Senate Bill 604 (86R) authorized a study to be completed by December 2020 on the effect alternative fuel vehicles have on transportation revenue. Once published, study recommendations that provide additional revenue should be investigated. Delays in implementation will make legislation more difficult.

Innovative Tools

Utilizing innovative tools to expedite projects during times of recession, which we now face, are critical. The RTC supports the ability to utilize tolled managed lanes and public-private partnerships to help expedite projects when traditional funding sources are scarce. We understand that some believe the current environment does not support tolling, this is not the view of our region and this may be an opportunity for a partnership between MPOs, TxDOT, the Texas Transportation Commission, and the Texas Legislature to work together to allow tolled managed lanes with restrictions. This may include only tolling in urban districts or in only part of a region that experiences extensive traffic congestion. As the DFW region continues to grow, so does the need to accommodate rising travel demand, provide choices, and balance transportation investments.

The RTC appreciates the opportunity to provide these comments and looks forward to discussing our ideas with you further. If you have any questions, please contact me or Michael Morris, P.E., Director of Transportation, at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,



Roger Harmon, Chair
Regional Transportation Council
Johnson County Judge

RH:kw

cc: Members of the House Committee on Transportation
Michael Morris, P.E., Director of Transportation, NCTCOG



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

September 15, 2020

The Honorable Terry Canales
Texas House of Representatives
PO Box 2910
Austin, TX 78768

Dear Chair Canales:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth (DFW) area, I would like to extend our thanks for your valuable service in the Texas Legislature on transportation issues. The RTC would like to respond to the House Committee on Transportation's notice of formal request for information.

House Transportation Interim Charge 2:

Study the state's transportation and road safety efforts in support of the Texas Transportation Commission's goal of ending traffic deaths in the state by 2050. Identify the most dangerous roads and transportation corridors in the state and determine opportunities to reduce high rates of traffic accidents and fatalities in these areas. Make recommendations to improve policies, funding strategies, program development, and agency coordination to ensure continuous improvements to road safety.

We applaud the Committee for seeking information on the important topic of road safety. The RTC believes that greater attention needs to be placed on safety and the four E's – Engineering, Enforcement, Education and Emergency Response. Four specific areas that require attention are increasing seatbelt compliance, decreasing impaired drivers, decreasing aggressive drivers, and eliminating wrong way drivers. Less traffic on roadways due to COVID-19 has increased vehicle speeds and fatalities.

The RTC appreciates the opportunity to provide these comments and can provide greater detail upon request. If you have any questions, please contact me or Michael Morris, P.E., Director of Transportation, at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,

A handwritten signature in black ink, reading "Roger Harmon", enclosed within a rectangular box.

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

RH:kw

cc: Members of the House Committee on Transportation
Michael Morris, P.E., Director of Transportation, NCTCOG



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

September 15, 2020

The Honorable Terry Canales
Texas House of Representatives
PO Box 2910
Austin, TX 78768

Dear Chair Canales:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth (DFW) area, I would like to extend our thanks for your valuable service in the Texas Legislature on transportation issues. The RTC would like to respond to the House Committee on Transportation's notice of formal request for information on interim charges.

House Transportation Interim Charge 3:

Study the technology and safety aspects of autonomous and semi-autonomous vehicles, including predictive capabilities and the potential for dedicated freeway and surface lanes for public transportation, autonomous vehicles, and semi-autonomous vehicles. Make recommendations for optimizing state policy to prepare for varying vehicle technologies to ensure safety and traffic reliability on Texas roadways.

We applaud the Committee for studying the technology and safety aspects of automated vehicles (AVs). The RTC recommends the use of managed express lanes as an interim use of dedicated lanes for automated vehicle testing. The Committee should consider the potential for using these express lanes in urban regions for autonomous cars and trucks and create AV test corridors. One example from the DFW area is the use of Interstate Highway 30 between Dallas and Fort Worth as a test corridor for transportation technology. The State should also work on improved maintenance for AVs. The initial AV vehicle use cases are likely to be long-distance freight trucks that need well-maintained roads and notice of closed roads, traffic backups, and work zones. In addition to studying AVs, the State should also expand its investment in connected vehicle technologies.

The RTC appreciates the opportunity to provide these comments and can provide greater detail upon request. If you have any questions, please contact me or Michael Morris, P.E., Director of Transportation, at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,

A handwritten signature in black ink, appearing to read "Roger Harmon". The signature is fluid and cursive, with the first name "Roger" and last name "Harmon" clearly distinguishable.

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

RH:kw

cc: Members of the House Committee on Transportation
Michael Morris, P.E., Director of Transportation, NCTCOG



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

September 15, 2020

The Honorable Terry Canales
Texas House of Representatives
PO Box 2910
Austin, TX 78768

Dear Chair Canales:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization for the Dallas-Fort Worth (DFW) area, I would like to extend our thanks for your valuable service in the Texas Legislature on transportation issues. The RTC would like to respond to the House Committee on Transportation's notice of formal request for information related to the COVID-19 pandemic:

Inquiry 1: How has the COVID-19 pandemic affected state agencies, interested parties, and the public as it relates to transportation matters?

Inquiry 2: What transportation issues are anticipated to arise in the future as a result of the COVID-19 pandemic?

Inquiry 3: How has the COVID-19 pandemic impacted the ability of the transportation state agencies to accomplish their mission and to serve the public in an effective and efficient manner?

The North Central Texas Council of Governments (NCTCOG) Transportation Department, staff to the RTC, has developed four performance metrics to help understand the impacts of COVID-19 to the transportation system. Performance metrics have been tracked each month since March 2020 and include, 1) travel behavior response to COVID-19, 2) financial implications to traditional revenue sources, 3) benefits of travel behavior responses to areas of RTC responsibility, and 4) prioritization of infrastructure improvements that offset unemployment increases. These performance metrics show changes to the transportation system and the resulting financial implications.

Metric 1) Travel Behavior Response To COVID-19

Travel behavior response to COVID-19 in the DFW area varies among transportation mode. Other than bicycle/pedestrian travel, all other modes experienced decreases in travel. Bicycle/pedestrian travel increased significantly during the first months of the pandemic, but since reaching a peak in April, continues to decrease each month. Freeway volumes greatly decreased in March and April but continue to climb back to almost pre-COVID levels due to employees returning to work and residents substituting driving for airline travel. Additionally, toll transactions have decreased substantially, transit ridership has been cut in half, and airline travel is down 65 percent, and the trend is increasing in recent months for these measures.

Metric 2) Financial Implications to Traditional Revenue Sources

Traditional revenue sources, such as sales tax and motor fuel tax, initially decreased but have now increased to near pre-COVID levels. However, Proposition 1 transfers to the State Highway Fund are projected to be impacted in 2022. Managed lanes and toll transactions decreased greatly initially and have improved. This metric will continue to be closely monitored as the legislative session approaches, especially considering the reluctance on toll projects and debt financing in combination with potentially lower revenues will make it very difficult to continue to plan and fund critical transportation improvements. In particular, mega projects such as IH 35 through Austin should be considered for tolled managed lanes. Not only will this provide much-needed revenue for ongoing maintenance and operations of the corridor, but will also allow other projects to move ahead across the State and for long-standing statewide allocations to be honored, rather than funding taken from other metro regions in the state to complete the project.

Metric 3) Benefits of Travel Behavior Responses to Areas of RTC Responsibility

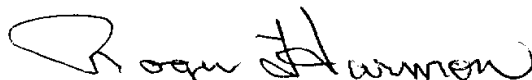
When travel came nearly to a halt during the early days of the pandemic, transportation and air quality planners and policymakers began to see some positive benefits. There are opportunities as we gradually return to normal to not go back to "business as usual" but to take the positive benefits and make them lasting changes. An example is improvement to air quality. Since March, there have been significantly fewer unhealthy ozone exposure days, although the number of exceedance days has been rising with hot weather and increased travel. In addition, many employees and businesses are seeing a benefit from telecommuting – increased productivity, reduces stress from commutes, and more time with family. Continued telecommuting by a portion of employees could significantly contribute to improved air quality and reduced traffic congestion. The RTC will look to policies, programs, and projects that can continue these benefits into the recovery phase of the pandemic.

Metric 4) Prioritization of Infrastructure Improvements that Offset Unemployment Increases

Infrastructure improvements will help offset unemployment, not only in DFW, but throughout the State. There is a need for near-term and long-term transportation investment for maximum benefit. Every \$1 billion in transportation investment produces approximately 12,000 to 15,000 jobs. The RTC encourages the Texas Legislature to identify additional transportation funding or reinstate innovative financing options to advance projects that can bring needed employment to the State.

For detailed information on each of these performance metrics, please see the September 10 presentation to the RTC at www.nctcog.org/rtc. We appreciate the opportunity to provide these comments. If you have any questions, please contact me or Michael Morris, P.E., Director of Transportation, at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,



Roger Harmon, Chair
Regional Transportation Council
Johnson County Judge

RH:kw

cc: Members of the House Committee on Transportation
Michael Morris, P.E., Director of Transportation, NCTCOG

DFW Loses Bid for Hyperloop Transit System Testing Center

The hyperloop certification center sought out by local officials will not be located in the DFW area, Virgin Hyperloop announced.

KIM ROBERTS 37 SECONDS AGO

The futuristic high-speed transport system known as Virgin Hyperloop will not be building its certification center in the Dallas-Fort Worth region, as the technology company informed the North Central Texas Council of Governments (NCTCOG) of its decision last month. The DFW region was one of ten areas in the country seeking the project.

The hyperloop technology, which seems to be taken off the set of a sci-fi flick, is an autonomous transportation system that could move people or freight by propelling magnetic-levitating vehicle pods through low-pressure tubes at speeds approaching 700 mph. It claims to be safe, fast, and energy-efficient.

According to Virgin Hyperloop's website, "A formal U.S. certification center will help hyperloop achieve key technological milestones, like faster speeds and turning, and political ones, like creating a national framework for safety certification."

The proposed location would have been a six-mile track along State Highway 360 near DFW International Airport.

"[W]e have determined that the Texas proposal, while incorporating a number of beneficial elements, nonetheless presents several notable risks that we feel may be difficult to mitigate effectively within the time frame of our [hyperloop certification center] project development process," the letter to NCTCOG stated.

"We worked hard to get through phase one and phase two, but neither Virgin Hyperloop nor we [NCTCOG] could get support from the state," Michael Morris, Director of Transportation for NCTCOG told the Regional Transportation Council (RTC) at its August meeting.

NCTCOG's second phase proposal included between \$190 million and \$300 million in public funding for the hyperloop project.

“It’s not the last time you’ll hear about hyperloop,” as Morris added that NCTCOG continues to have a great relationship with Virgin Hyperloop. He said that the RTC authored a letter to the Texas Department of Transportation requesting that hyperloop technology be considered for a leg between Fort Worth and Laredo as part of an overall plan for high-speed transportation in the state.

Virgin Hyperloop seems interested in pursuing that route, as well, stating in its letter to NCTCOG that “we would like to simultaneously advance the potential Fort Worth to Laredo hyperloop corridor planning program, recognizing the long lead time necessary for implementation of any new transportation system.”

The technology has been in the works since 2014 and has a test facility in Nevada. However, the privately-held company is now seeking to build a six-mile certification track to further test the safety and efficiency of the technology and to satisfy government regulations.

The United States Department of Transportation [released guidance](#) in July on a clear regulatory framework for hyperloop technology in the United States.

‘They seem to be up to no good’: Late-night joyriders led to electric scooters’ suspension in Dallas, officials say

The city will meet with community leaders and possibly limit the number of scooter operators as many are being used for recreation instead of transportation.

By Kevin Krause and Cassandra Jaramillo, Dallas Morning News

When electric scooters first arrived in Dallas two years ago, they were heralded as a way to boost urban mobility and help commuters get around more easily.

But the two-wheeled vehicles are becoming a nuisance because scooter companies have not been disabling them late at night when their use is banned, city officials said Tuesday. That has led to a recent explosion of complaints about groups of people joyriding late at night and menacing downtown businesses owners and residents.

Another problem? Riders discarding scooters in heaps on the pavement.

The coronavirus pandemic that has closed many downtown businesses has exacerbated the problem. City officials said that before the pandemic, scooters were used mostly for commuting but that peak use now is between 8 p.m. and midnight — mostly for entertainment purposes.

It’s why the city’s transportation department decided Monday to halt the scooter program temporarily so it can work on tightening its rules. Scooter operators must remove the rides by Friday. About 5,000 are currently out on the streets.

Mobility advocates say they’re not happy with the suspension. But city officials said the scooters are not being used as intended and need to be more tightly regulated.

“A lot of people are still riding these scooters, and they seem to be up to no good,” said Michael Rogers, Dallas’ transportation director.

Downtown businesses, as well as those in Uptown and Deep Ellum, report that most scooter users are not riding them to frequent bars and restaurants, Rogers said. “They’re folks who are just riding around at night,” he said, adding that business owners and residents have complained that groups of riders have been “threatening” to them.

Mayor Eric Johnson said in a tweet that he was surprised by the temporary ban.

“I don’t understand how the city can essentially suspend an ordinance without City Council action,” he wrote. “We should discuss it ASAP. We may reach the same conclusion, but we voted in March to keep scooters.”

Mayor Pro Tem Adam Medrano, who represents Deep Ellum, said Rogers has the authority to pause the scooter program for emergencies such as public safety concerns without council action. He said Rogers had done so before — during the downtown social justice protests and at the height of the coronavirus crisis.

The city’s ordinance, tweaked in March, allows scooters to operate until 9 p.m. in Deep Ellum and until midnight everywhere else. Other regulations include a 20-mph speed limit. The council lifted a ban on motorized scooters in June 2018 to encourage alternative transportation.

Todd Maron, chief legal officer at Wheels, one of the five permitted scooter operators in Dallas, said in a statement that his company complies with the city's curfew.

"Wheels was disappointed by yesterday's decision, which came without warning or an opportunity to first address any issues that may exist," he said in a statement. "This is not the time to take away a safe, affordable, and socially distanced form of sustainable transportation like Wheels."

Rogers said parking enforcement teams that were sent out the past two weekends encountered numerous scooters in use during forbidden hours.

Police report that criminals sometimes use them after hours as a quick getaway, while large groups of young people are motoring around the city to get better views of illegal street races late at night.

"What I saw was younger people on scooters going from intersection to intersection pre-positioning and waiting for the street racers to show up," said council member David Blewett, whose district includes the Central Business District and the Deep Ellum outskirts. "We view the spectators as part of the street-racing problem."

Blewett said he witnessed the misuse of scooters while out on patrol with police. They are no longer being used mostly for transportation to the bus station or a bar as intended, he said, but have become a form of entertainment. The coronavirus pandemic that has shut down a lot of businesses has made matters worse, Blewett said.

"From a mobility standpoint, scooters are great," he said. "From a public safety standpoint, they became a problem."

Deputy Police Chief Thomas Castro said Tuesday that large gatherings, people on scooters and shootings are becoming public safety concerns in the Deep Ellum area.

Castro said the scooters come with the risk of injury and have also been used in connection with crimes such as purse snatchings. He's hopeful removing the scooters will help minimize the behavior.

"Deep Ellum is historically a night scene: night clubs with a few restaurants — prior to COVID," Castro said. "So, there's really nothing for these kids who are underage ... so they come, and they get on these scooters and they're just hanging out."

Blewett said he supports the temporary ban to give the city a "second chance" to do a better job of regulating scooters. He said his inbox has been flooded with messages from concerned and outraged residents and business owners downtown. The city should be sensitive to their concerns, he said.

"If we can fix some of the issues, then we have a chance to bring them back," he said. Five companies have permits to operate scooters in Dallas: Lime, Wheels, Gotcha, Bird and OjO.

Gotcha spokeswoman Caroline Passe said the company was "committed to keeping the Dallas community safe" and was working with the city to determine when scooters should be back on the roads.

Bird spokeswoman Jasmine Wallsmith said her company was continuing discussions with the city and hoped to “provide our service again in the near future.”

Nico Probst, a Lime spokesman, said his company hoped the pause in service would be brief.

“We’re seeing that COVID-19 is causing people to rethink how they get around, and that scooters are a socially distant, open-air alternative to transit and driving,” he said in a statement. Rogers said that when the city told the scooter companies about the late-night violations about two weeks ago, they vowed to fix it. That did not happen, he said.

But the city has not fined the companies, he said. The staff is trying to work with the operators as much as possible, Rogers said, by removing the offending scooters after hours.

In some cases, up to 40 scooters have been discarded in streets and on sidewalks, he said. A similar situation doomed the city’s bike-share program, which preceded the scooters but fizzled out two years ago. At the program’s peak, as many as 20,000 bicycles once rolled through the city.

“I don’t want this program to go the way of the bicycles,” Rogers said. “Throwing them everywhere was a part of the reason why that program didn’t survive.”

City officials will meet with the scooter vendors and community leaders and come up with recommendations to make the scooters as safe as possible to all, he said. That includes adding corrals where people can leave the scooters, he said.

Rogers said one possible solution is to seek bids and select only two scooter companies, to find out “who the good actors are.”

Contracts, as opposed to just permits, he said, would make the operators more accountable.

Krista Nightengale, managing director of Better Block Foundation, a Dallas nonprofit dedicated to improving neighborhoods, said the group believes there are ways to address safety concerns without banning scooters.

“We hope to work with the city to address some of the infrastructure needs to better support micro-mobility and create spaces that allow for both commuting and joy, no matter what form of transportation people choose,” she said in a statement.

Stephanie Keller Hudiburg, executive director of the Deep Ellum Foundation, said her organization had been in talks with the city about scooters for two years because Deep Ellum is a prime area for the rides. In a letter she sent last October to the assistant city manager, Keller Hudiburg wrote that more than 80% of those surveyed felt scooters were not being operated safely. And locals have reported seeing scooter riders “running into pedestrians and cars, falling over our uneven curbs and even getting scalped by street infrastructure,” her letter said. City officials did not have recent data on scooter-related injuries.

A Parkland Memorial Hospital spokeswoman said 68 people were treated in the ER over the past year for scooter injuries. But she said it was unclear whether all of those occurred with permitted scooters under the city’s program.

Dallas Startup Week Panelists: How Dallas Is Becoming A Hub for Autonomous Transportation

The virtual panel of leaders from Ericsson and Kodiak discussed Dallas' growth and how startups can seek funding and partnerships from large corporations.

By Chantal Canales, Dallas Innovates

As day one of Dallas Startup Week 2020 came to a close, panelists shared their take on the growing transportation industry and how Dallas is establishing itself in the future of the industry during one of the day's final panels titled "Why Dallas For Autonomous Transportation."

Panelists included Clint Hill, Transportation Planner for North Central Texas Council of Governments; Dr. Brenda Conner, Director of IoT Portfolio Application for Ericsson; and Don Lepard of Texas Operations at Kodiak.ai.

The discussion was led by three questions for startups and entrepreneurs to take away to use in their companies' development. Here's what the panelists had to say.

"DFW is a huge logistics hub"

Hill began the conversation by talking about the incredible growth of the region in the realm of automated vehicles with North Central Texas Council of Governments and the region's Metropolitan Planning Organization (MPO). Serving as part of the MPO for the 16-county DFW region, Hill helps plan all of the roadways in the region with four or more lanes, allocating around \$136 billion worth of funds to the plans for the DFW region.

"I refer to the 16-county DFW region, so about 9.5 million people, expected to be about 12 million here in the next 15 to 25 years," Hill said during the panel. "We are the region's metropolitan planning organization, and we have a lot of responsibility when it comes to the region.

Hill also discussed the growth of autonomous transportation in the region and how the growth is making DFW a "huge logistics hub."

"We've had two major developments in 'robotaxis' where vehicles pull up on demand and take people somewhere—both of those were hosted by drive.ai. We've had two people mover projects in the region, one in Arlington out in the stadium area running between each stadium and one out at the airport. We've had at least two sidewalk delivery robot developments, one right now is active at the University of Texas at Dallas," Hill said. "DFW is a huge logistics hub, so it makes a lot of sense to get that kind of deployment up and running here."

Available investment and funding opportunities

Lepard spoke about Kodiak.ai's opportunities and noted that as an organization, they are focused on partnerships with entrepreneurs.

"We're really focused on partnerships; it's really starting to grow some of that logistics DNA because there is a lot of tech and logistics. A lot of people think that if you think about freight movement, you think it's just truckers moving stuff and it's not.

There's a vast amount of logistics that falls into that so we're really working on those kinds of partnerships as far as that's concerned when it comes to in this space," Lepard said.

Dr. Conner also talked about Ericsson's focus on working with innovative companies or startups.

"We actually try to be easy to work with and we put everything on our websites," Dr. Conner said during the panel. "One area that's important for startups is the whole funding area of investment and some people don't know that we have an Ericsson Ventures Group, where Ericsson invests in some startups. We look to foster an ecosystem because we do what we do well, but we don't try and do everything. That ecosystem needs help."

For more information about partnerships with [Kodiak.ai](#) and [Ericsson](#), visit their websites.

Granger Praises DOT Grants for DFW Airports

By Fort Worth Business Press Staff

The Department of Transportation has announced approval of grants for Fort Worth commercial and general aviation airports totaling \$14,239,411 for infrastructure improvements and noise mitigation measures.

“Here in our Fort Worth metroplex – one of the fastest-growing regions in the country – we’ve seen firsthand how airports have connected our community to the world, and opened doors for America’s leading companies to participate in our local economy,” U.S. Rep. Kay Granger, R-Fort Worth, said in a statement.

“I’m pleased that the Department of Transportation also sees the need for our metroplex to have infrastructure keeping pace with our rapid development. These DOT grants include \$5.5 million to extend the Fort Worth Alliance Airport taxiway, and \$8 million for noise mitigation so that our community can enjoy faster, on-demand travel without inconvenient noise impact,” Granger said.

DFW International Airport will also be receiving almost \$740,000 in zero- and low-emissions infrastructure investment, allowing the airport to continue driving national and international commerce, while saving fuel and improving air quality through reduced emissions, she said, Below is a breakdown of the DOT grants awarded to Fort Worth airports:

Fort Worth Alliance, Discretionary Grant for Noise Mitigation Measures, \$8,000,000

Fort Worth Alliance, Discretionary Grant to Extend Taxiway, \$5,500,000

Dallas-Fort Worth International, Discretionary Grant for Voluntary Airport Low Emissions (VALE) Infrastructure, \$468,718

Dallas-Fort Worth International, Discretionary Grant for Zero Emissions Vehicles and Infrastructure, \$270,693.

Natural gas drilling in Fort Worth area cities is back in a big way. Why now?

By Haley Samsel, Fort Worth Star-Telegram

It's been more than a decade since the peak of the Barnett Shale boom in the Fort Worth area, prompting global interest in the North Texas natural gas drilling market and outrage from activists concerned about the impact of hydraulic fracturing, or fracking, [on air and water quality](#).

The boom's legacy looms large in the minds of residents and industry analysts as French energy giant Total plans to expand its fracking operations in Tarrant County.

Over the course of the summer, Total's Fort Worth branch, TEP Barnett, received approval from the Railroad Commission of Texas to drill 26 new wells in Fort Worth, Arlington, White Settlement and North Richland Hills.

Why now? Total appears to be taking advantage of the lower costs associated with drilling during the COVID-19 pandemic, said Bruce Bullock, the director of the Maguire Energy Institute at Southern Methodist University. Natural gas prices were depressed before the coronavirus crisis and have recovered at a faster rate than oil prices, driving more interest in fracking where companies already own mineral rights, Bullock said.

"You can drill and complete a well so much cheaper than you could have a year ago that the economics work right now for them to be able to do it," Bullock said. "The legal cost is already sunk since they already own the lease holds. Given that and the fact that the forward price is so high, they can drill so deep and it doesn't take very long to drill a well anymore, it's relatively attractive to them right now."

Fort Worth and North Richland Hills officials said they have not received permit requests from TEP Barnett, which will require city approval before the company can move forward. White Settlement did not respond to requests for comment, nor did a spokesperson for TEP Barnett.

Cecilia Leyba, a gas well inspector for the city of Fort Worth, said she suspects that the renewed interest in drilling could stem from natural gas companies needing to meet the terms of their lease agreements with the original mineral rights holders.

The company has hit some roadblocks in its quest to expand drilling in Tarrant County. In June, the Arlington City Council [rejected TEP Barnett's request to drill new wells](#) at an existing site near a neighborhood and day care center, citing concerns about residents' respiratory health.

However, with its next permit request in Arlington, TEP Barnett did not go through a council hearing process and received administrative approval to [drill seven new wells](#) at its Rocking Horse drilling site, located next to a preschool and medical offices.

Ranjana Bhandari, the director of environmental group Livable Arlington, and fellow activists often highlight [the potential detrimental effects of fracking](#), including the contamination of groundwater aquifers, the use of toxic chemicals and the impact of inhaling vapors stemming from drill sites.

She criticized TEP Barnett for drilling within 300 feet of the school without going through a public hearing process that would have notified more people living and working in the vicinity of the drill site.

"It all seems very problematic and very new to all of us, because this has been going on for over 12 years but it always happens following the procedure, which is to notify the neighborhood, then planning and zoning has to approve it and then the city council has to approve it," Bhandari said. "We've never seen that before."

HISTORY REPEATING ITSELF? NOT EXACTLY, EXPERTS SAY

The heightened anxiety over TEP Barnett's drilling push recalls the history of the Barnett Shale boom in North Texas, which largely spanned Tarrant, Johnson, Wise and Denton counties.

Within six months of reaching its peak in summer 2008, the boom went bust in terms of companies fighting for new leases thanks to a surplus of natural gas and the tanking of stock prices, according to Diana Hinton, a historian at the University of Texas-Permian Basin who published a 2018 book titled "Shale Boom: The Barnett Shale Play and Fort Worth."

As natural gas companies flocked to the area in the early and mid-2000s, Fort Worth and surrounding communities struggled to develop regulations around urban drilling, which was essentially unexplored territory in the history of the Texas petroleum industry, Hinton said.

"Most city governments were torn, and this is particularly true of Fort Worth, which definitely liked the idea of all this wonderful economic development," Hinton said. "But most of the time, development and production is out in the country and there just wasn't an easy kind of rule book to fall back on and refer to as 'this is what we need to do.' It had to be figured out on a day by day basis because there was no model."

Sharon Wilson, who worked in Fort Worth's oil and gas industry for 12 years before buying property in rural Wise County in 1996, was on the front lines of fracking's arrival in North Texas.

Through her documentation of the natural gas drilling industry on her blog, Wilson emerged as a leading voice against fracking and now works as a senior field advocate for the environmental advocacy group Earthworks.

"It tore apart our community because the landmen came in and started offering people money to lease their minerals, but they were told they had to keep it totally secret," Wilson said. "It pit neighbor against neighbor. ... Eventually, my air turned brown and my water turned black and I didn't feel like I could stay there any longer because I had a young son, so I moved to Denton."

Denton [became a lightning rod](#) for the fracking debate when voters banned fracking within city limits in 2014, prompting a lengthy legal battle and a state law limiting cities' local control on drilling. Now based in Dallas, Wilson said most Americans are still unaware of the invisible pollution generated by oil and gas production, [usually in the form of methane releases that contribute to climate change](#).

"As the industry continues to expand, as Total is trying to do in Fort Worth and Arlington, our atmospheric methane will just go higher and higher and higher," Wilson said. "The only way that we're going to be able to stop the methane from oil and gas is to stop the expansion and then

deal with the existing facilities and try to heavily regulate those while we transition to renewable energy.”

NATURAL GAS RESURGENCE PART OF LARGER STRATEGY

While a natural gas boom may not be returning to the Fort Worth area, Bullock said, major companies like Total, Exxon Mobil and Chevron have planned to be more focused on natural gas rather than oil and coal production. It’s hard to say whether the shift is beginning to occur or if this is a “false start,” he said.

“We’ll have to wait and see, but most of the major companies have been preparing for this,” Bullock said.

North Texas cities, which are legally obligated to respect the mineral rights of companies, are also better prepared for the influx of drilling, Hinton said. After facing complaints of intrusive drilling in neighborhoods, many communities, including Fort Worth, Arlington and North Richland Hills, updated their gas production ordinances.

Now, companies must install noise barriers and follow setback limits that require gas wells to be a certain distance from protected buildings, including schools, Hinton said.

But advocates like Wilson and Bhandari say that petroleum companies are adept at avoiding enforcement of those regulations. Wilson worries that cities have lost their ability to regulate natural gas drilling and Fort Worth-area residents refuse to believe that natural gas drilling could return in full force to their communities.

“The Texas Legislature has set up a situation to make it almost impossible for cities to fight back,” Wilson said, referring to a 2015 law that stopped municipalities from regulating drilling.

“The buck stops with the lawmakers. They are the ones who are letting the industry get away with this, and somebody somewhere has got to stand up to the industry and say, ‘The public is more important.’”

A Panther Island bridge in downtown Fort Worth may be done sooner than expected

By Luke Ranker, Fort Worth Star-Telegram

Fort Worth drivers sick of the detour on North Main between downtown and the Stockyards may feel some relief by this time next year.

Work on the North Main Street bridge, one of three needed for the Panther Island project, may be done by the middle of 2021, Doug Rademaker, a senior project manager for the city, told the project's board of directors Wednesday. Rademaker wouldn't put a firm end date on the bridge construction but said based on the work already finished it appears to be significantly ahead of its projected December 2021 completion date.

The bridge for Henderson Street will likely be done shortly after, he said.

[A bridge for White Settlement Road](#), the only road without a detour [and the cause of much anxiety for businesses in the area](#), is still on track to be done by the end of this year.

Traffic may be allowed on the bridges before they're completely finished.

Once scheduled to open in 2017, the bridges were delayed by design issues, and officials have pushed the completion date back several times.

The three bridges are needed for a \$1.17 billion project that would create Panther Island by cutting a bypass between the two forks of the Trinity River as a means to control river flooding.

The U.S. Army Corps of Engineers would dig the channel, but the project has not received significant federal funding in at least three years. Annually the local Corps office requests between \$35 million and \$40 million. This year, [the federal government provided \\$1.5 million for a feasibility study](#).

Mark Mazzanti, the former Army Corps executive hired last year as a consultant for the local effort, last month [advised the board not to accept the federal money for the study](#). He argued the Corps has already authorized the project and such a study would delay Panther Island by possibly another three years. Another \$1.5 million would also be needed from the Tarrant Regional Water District to pay for the \$3 million study, and the water district has maintained such a study unnecessary.

On Wednesday, the board directed Mazzanti to place that recommendation in writing so the board can formally approve it.

Corsicana awarded \$1.2M for rail spur to serve Industrial Park

By Fort Worth Business Press Staff

U.S. Secretary of Commerce Wilbur Ross on Sept. 2 announced that the Department's Economic Development Administration (EDA) is awarding a \$1.2 million grant to the city of Corsicana, to construct an industrial rail spur to serve the Highway 31 Industrial Park. The EDA grant, to be located in a Tax Cuts and Jobs Act **Opportunity Zone**, will be matched with \$833,333 in local funds and is expected to create 100 jobs and generate \$60 million in private investment.

"Providing the infrastructure businesses need to be successful is a top priority for President Trump," said Secretary of Commerce Wilbur Ross. "This new rail spur will provide Corsicana with the necessary infrastructure to accelerate business growth and expansion at the Highway 31 Industrial Park, and the project's location in an Opportunity Zone further incentivizes investment in the community."

"The new 2,500 foot rail spur to be built to serve the Highway 31 Industrial Park will directly support new economic development opportunities in North Central Texas," said Dana Gartzke, Performing the Delegated Duties of the Assistant Secretary of Commerce for Economic Development. "In addition, the project's location in an Opportunity Zone will build upon the park's success in attracting new manufacturing companies and additional private investment to the region."

"This additional rail spur in Corsicana is essential to keeping business operations in the region moving swiftly and efficiently," said Gov. Greg Abbott. "The EDA's investment will create more jobs for hardworking Texans and bring even greater economic opportunities to the region."

I thank our federal partners at the EDA as well as Secretary Ross for investing in the Lone Star State, and I look forward to the prosperity this project will bring."

"As the coronavirus outbreak destabilizes our way of life, it is critical that we take active measures to ensure that struggling Texas businesses can weather the storm," said Sen. John Cornyn. "I'll continue to do everything I can to help small businesses in Corsicana bounce back amid this deadly pandemic."

This project was initiated by the regional planning efforts led by the North Central Texas Council of Governments, which EDA funds to help bring together the public and private sectors to create an economic development roadmap to strengthen the regional economy, support private capital investment, and create jobs.

The funding announced today goes to one of Texas' 628 Opportunity Zones.

Denton County OPEN grants total \$35.1 million

By Hugh Coleman

The Denton County Commissioners Court announced that 1,215 businesses across Denton County would receive grants totaling \$32 million for a grand total of \$35.1 million in federal funds earmarked in two phases to support the local economy.

In Phase II of Denton County OPEN, for-profit businesses headquartered and located in Denton County with 100 or fewer employees were eligible to apply. The amount each business received was based on the documented negative financial impact of COVID-19 between March 1 and June 20.

Of the 1,215 recipients in Phase II, 47% employ between one and four people, while 21% employ five to nine people. A total of 12 grants were awarded for companies with 50 to 99 employees. In Denton County, around 95.6% of all businesses employ fewer than 50 employees.

The Phase II grants reached across Denton County with 22.62% in Precinct 1, 17.05% in Precinct 2, 30.72% in Precinct 3 and 29.62% in Precinct 4.

In Phase I, Denton County awarded \$3.09 million to 451 businesses, averaging an estimated \$6,872. Around 23.5% of the first phase of grants was awarded to businesses in Precinct 1, 16.85% in Precinct 2, 29.27% in Precinct 3 and 30.38% in Precinct 4.

The total of \$35.1 million for both Phase I and Phase II of the Denton County OPEN business grants is a portion of the stimulus money Denton County received from the U.S. Department of the Treasury under the Coronavirus Aid, Relief and Economic Security Act, also known as the CARES Act.

Through the two phases, Denton County will have reinvested an average of \$25,357 into 1,385 businesses. An estimated 10,401 jobs are expected to be supported through the grants.

In comparison, Tarrant County earmarked \$30 million for business grants, and Dallas County earmarked \$5 million. Travis County set aside \$9 million for business grants, while Bexar County awarded \$11.75 million for businesses.

Work to begin soon to elevate Shady Shores Road

County commissioners approved a professional services agreement with Halff Associates for engineering services for the Shady Shores Road project from Swisher Road to West Shady Shores Road.

The \$698,330 contract will include preliminary engineering services for schematic design, environmental studies, surveying and coordination with stakeholders and the U.S. Army Corps of Engineers for the 2-mile stretch that runs north and south on the western edge of Lewisville Lake.

The road will be designed as a two-lane roadway with conceptual designs configured to raise Shady Shores Road at three low points. The road is owned in portions by three entities: Denton County, the town of Shady Shores and the city of Lake Dallas.

Last year, Shady Shores and Lake Dallas officials agreed to cover \$1.4 million of the cost for engineering the project in Denton County Precincts 1 and 3. Denton County will fund \$4 million, with \$10 million anticipated through the North Central Texas Council of Governments, to pay for approximately \$14.4 million in construction costs. A kickoff meeting between the entities and the engineer will be scheduled soon.

This project is necessary to ensure that flooding of the road does not continue each time we have heavy rains. The Commissioners Court believes that raising the road to a higher level will reduce the potential for flooding on that section of Shady Shores Road.

Globe Life Field will be the site of the 2020 World Series, Gov. Abbott says

Abbott tweeted late Wednesday night that the 2020 World Series will be held at Globe Life Field in Arlington.

By Jake Harris, WFAA

The World Series is coming to Arlington, according to Gov. Greg Abbott.

[Abbott tweeted late Wednesday night](#) that the 2020 World Series will be held at Globe Life Field in Arlington.

His tweet included a link to [a Bloomberg article published Wednesday](#) that outlined the playoff plans for the MLB. According to the Bloomberg article, four National League teams will head to Houston and Arlington for the playoffs. American League squads will go to Los Angeles and San Diego.

The newly-constructed Globe Life Field will also be the home of the [2020 Wrangler National Finals Rodeo in December](#), rodeo and local officials said Wednesday.

Since the COVID-19 pandemic began, it has hosted numerous school graduations as well.

On the Agenda: Budget breakdowns, COVID cuts into mobility

By Bill Hethcock, Dallas Business Journal

Dallas County to vote on budget

Dallas County commissioners will vote Sept. 15 on a \$678.4 million general fund [budget for fiscal year 2020-2021](#) that's \$19.5 million higher than this fiscal year's.

The budget will raise \$1.43 million less compared to this fiscal year from taxes on property now on the county tax rolls. The property tax revenue to be raised from new property added to the tax roll this year is \$15.9 million.

The total amount of general fund revenue made up of property taxes for fiscal 2021 is \$438.4 million.

Some of the other major revenue categories for the general fund and the amounts they are projected to bring in next fiscal year include: license, permits and registration, \$18.8 million; judiciary fees, \$20.5 million; charges for sheriff/constable services, \$11.6 million; reimbursement for public safety, \$14.4 million; fines and forfeitures, \$361,000.

The fiscal 2021 budget calls for continuing a 90-day rolling hiring freeze put in place to offset some of the negative financial ramifications after the COVID-19 pandemic hit.

Some of those negatives included a 5.3 percent unemployment rate increase in the Dallas-Fort Worth area, from 3.1 percent in October 2019 to 8.4 percent in June 2020; a 34.9 percent decline in home sale activity from May 2019 to May 2020; and a 12 percent decline in monthly sales tax from July 2019 to July 2020.

In addition to continuing the 90-day rolling hiring freeze, other cost-cutting steps that will continue into next year include regular budget updates, departmental reorganizations to increase efficiency and limiting discretionary travel.

County maintains high bond rating

The cost-cutting steps helped the county maintain its AAA bond rating throughout what was difficult year, [Darryl Martin](#), county administrator, wrote in a letter to County Judge [Clay Jenkins](#) and county commissioners.

"This is especially noteworthy, as the county is not considered a typical AAA local government due to the below-average median income of its residents and below-average median home values," Martin said. "Standard and Poor's and Moody's Investor Services attributed the county's top rating to its large corporate tax base, strong financial management policies, formal investment and reserve policies and healthy reserves in the General Fund and General Debt Service Fund."

Maintaining the high rating has resulted in significant savings of interest costs for debt issued by the county, Martin said.

Study: COVID-19 slams brakes on mobility, fuel taxes

Freeway volumes in North Texas fell 6 percent, toll road transactions declined 41 percent, transit ridership fell 54 percent and airport passengers dropped 80 percent in recent months compared to year-ago numbers, according to a snapshot of [how COVID-19 is changing mobility](#) in the region.

Fuel tax collections were down 2.6 percent in March, 11.9 percent in April, 29.9 percent in May and 23.8 percent in June, compared to the same months a year ago, according to the analysis presented in the August meeting of the North Central Texas Council of Governments.

Trail usage by bicyclists and pedestrians measured in Dallas, Fort Worth, Denton and Plano increased by 34 percent in March, 32 percent in April, 32 percent in May and 22 percent in June, according to the study.

U.S. Space Command needs a home. Why Fort Worth thinks it should land here

By Luke Ranker, Fort Worth Star-Telegram

Fort Worth wants to land on the short list for another major relocation, but this time it isn't Amazon or another big tech firm — [it's the U.S. Space Command](#).

Cowtown has been among the cities the Air Force is considering for the headquarters of the new military command, which was established by the Defense Department in 2019 [to protect the United States' interests in space](#).

Gov. Greg Abbott nominated Fort Worth, Houston and San Antonio in August. Sens. Ted Cruz and Jon Cornyn penned letters to the Secretary of the Air Force voicing support for Texas cities.

A working group submitted its proposal for Fort Worth in late August, according to Fort Worth Mayor Pro Tem Jungus Jordan. He said he couldn't speak in detail about the proposal, but said he thought Fort Worth offered a obvious option for the Air Force to consider.

"I think we're extremely competitive, mostly because we're a great place to live," Jordan said. Space Command would bring 1,400 military and civilian personnel plus a wide range of contractors and support industries, Jordan said.

The presence of Lockheed Martin and Bell in Fort Worth would be major talking points for city promoters.

Chris Strayer, executive vice president of the Greater Fort Worth Chamber of Commerce, said he couldn't discuss the pitch for Space Command, but said aerospace and the connected industries have long been among top employers in the area.

[Lockheed Martin had 16,400 employees at the aeronautics plant in Fort Worth](#) and another 3,500 at the Missiles and Fire Control plant in Grand Prairie, the Star-Telegram reported in March 2019. Of those, about 10,000 workers are in high-tech fields such as engineering, company officials said.

"Aerospace and aviation are core industries for Fort Worth," Strayer said.

Jordan said the pitch had to go beyond the city's connection to aeronautics and include the city's central location and historic connection to the military. Fort Worth has a burgeoning tech scene and the aeronautics firms already in the area attract engineers and other science-based graduates.

[Criteria for the location was released in May](#), according to Defense News. It included cities that are:

- In the top 150 largest metropolitan areas. Fort Worth is the 13th largest city in the country.
- Within 25 miles of a military base. Naval Air Station Joint Reserve Base Fort Worth is about five miles from downtown.

- A livability index score of at least 50 out of 100, based on the AARP's Public Policy Institute. Fort Worth ranks 53, above Houston and San Antonio's 50.

While there are other joint bases in the U.S., Jordan pointed out that Naval Air Station Joint Reserve Base Fort Worth, originally Carswell Air Force Base, was the first Joint Reserve Base.

Since Space Command will take on elements of other branches, he said the joint command would be key to its mission.

Fort Worth as a community has long had a good relationship with the military and the air base, Jordan said. He estimated that the area was home to 200,000 military retirees and veterans, arguing North Texas was more friendly to ex-military personnel than other areas. Jordan was born at Carswell Air Force Base and had a long career in the Air Force that included a position at the Pentagon before he retired.

City of Dallas seeks contractor to clean up Shingle Mountain

Bids are due in two weeks, and the job is expected to cost a little more than \$2 million. City officials say they will try to recoup costs from those who are responsible for dumping the debris.

By Kevin Krause and Carrington Tatum, Dallas Morning News

With pressure building from a court order, a lawsuit and a cacophony of protests, Dallas officials are taking the first steps to clean up a toxic dumping ground known as Shingle Mountain.

The city on Thursday [released a bid proposal](#) that calls for loading and hauling away about “175,000 yards of shingles and related debris” from the dump site at 9522 S. Central Expressway in southeastern Dallas. The materials would be moved to McCommas Bluff Landfill on Youngblood Road, about a quarter mile away.

Council member Omar Narvaez said the job is expected to cost the city a little over \$2 million. The heap of discarded shingles lies behind the home of Marsha Jackson, 62, who continues to cough up black gunk more than a year after a judge ordered the mess removed.

Jackson [told The Dallas Morning News last month](#) that she sees a pulmonologist and has to wear long sleeves to avoid rashes on her skin.

Jackson, who has lived on Choate Street in southeastern Dallas for 25 years, has sued the company that dumped the shingles, as well as the landowner and the city.

“I can’t get excited about anything until it happens,” she said on Thursday after learning about the latest cleanup efforts.

Experts and activists have said that the mountain is a monument to environmental [racism](#). Shingle Mountain sits in the 75241 ZIP code, where 78% of residents are Black and 2% are white, according to the U.S. census.

Southern Sector Rising, a coalition of southern Dallas activists and environmentalists led by Jackson, gave the city an Oct. 1 deadline to begin removing the mountainous heap east of I-45 near Simpson Stuart Road. After that date, the group said the city would face “a more forceful, determined, and calculated response.”

Jim Schermbeck, founder of Downwinders at Risk, one of the groups that make up the coalition, said the bid is a positive step but has not changed their plans for more [demonstrations](#) if cleanup doesn’t begin next month.

“Until the trucks start arriving and carrying that stuff out, I don’t believe a word the city says,” Schermbeck said. “We remain very skeptical that this is going to happen anytime soon.”

Narvaez, chairman of the city’s Environment and Sustainability Committee, said in a written statement that [ongoing lawsuits](#) limit what he and other city officials can say about the matter.

He called Shingle Mountain “an issue of major focus for our committee” and said the city will try to recover as much of the cleanup cost as possible from “the responsible parties in the pending litigation.”

The city has sued Blue Star Recycling, the company that built Shingle Mountain, and CCR Equity Holdings One, which owns the land.

The city has already contracted with an environmental consultant to “provide technical oversight, air monitoring, and stormwater protections,” Narvaez said in a statement.

Companies must submit bids by Sept. 24, and whoever wins the contract will work with the city’s environmental consultant to make sure the removal is done properly to prevent the spread of dust and water contamination, Narvaez said.

Jackson and her neighbors are at risk of breathing, heart, skin and brain health problems, according to her doctor and environmental health researchers.

She said on Thursday she is hopeful the city makes good on its plans.

“I’m praying they really do it this time,” Jackson said. “I hope they follow through.”

Rockwall County Judge David Sweet elected Secretary/Treasurer of NCTCOG Executive Board

By Dawn Redig, Blue Ribbon News.

ROCKWALL, TX (September 10, 2020) The North Central Texas Council of Governments (NCTCOG) Executive Board recently welcomed four newly elected officers and 13 directors during the NCTCOG's 54th annual General Assembly, which was held virtually.

Rockwall County Judge David Sweet was elected Secretary/Treasurer of the 17-member NCTCOG Executive Board – the policy-making body of the Council of Governments which serves the 16 North Central Texas counties of Collin, Dallas, Denton, Ellis, Erath, Hood, Hunt, Johnson, Kaufman, Navarro, Palo Pinto, Parker, Rockwall, Somervell, Tarrant and Wise.

"The programs and services provided thru the North Central Texas Council of a Governments impact all citizens throughout North Texas. I'm honored to represent Rockwall County as the elected Secretary/Treasurer, and I look forward to working with officials throughout the entire region in planning for the future," said Sweet.

Sweet has served as Rockwall County Judge since November 2014. Prior to that, he served four years as Mayor of the City of Rockwall, after being a member of City Council for two terms.

He was employed as a Sales Manager for 20 years with Coca Cola and Bimbo Bakeries.

Sweet has also served on the Board of Directors for the Rockwall Rotary Club and the Rockwall Area Chamber of Commerce. In addition to being a member of the Rowlett and Royse City Chambers of Commerce, he is a former board member of Meals on Wheels Senior Services of Rockwall County, Boys & Girls Club, and the JER Chilton YMCA at Rockwall. He is also part of the broadcast team responsible for broadcasting Rockwall ISD sporting events. His two sons attend Rockwall schools.

Prosper Mayor Ray Smith was elected president of NCTCOG's Executive Board and will lead the board for the next 12 months. Smith assumes leadership of NCTCOG from Wise County Judge J.D. Clark, who will continue to serve on the NCTCOG Board as past president. DeSoto Mayor Curtistene McCowan was elected vice president.

The 13 directors who were elected include: Dallas County Judge Clay Jenkins; Tarrant County Judge Glen Whitley; Collin County Judge Chris Hill; Denton County Commissioner Bobbie Mitchell; Dallas Councilmember Lee Kleinman; Fort Worth Councilmember Kelly Allen-Gray; Arlington Councilmember Andrew Piel; Allen Councilmember Gary Caplinger; Corinth Mayor Bill Heidemann; Plano Councilmember Kayci Prince; Erath County Judge Alfonso Campos; Burleson Mayor, Ken Shetter; and Rowlett Mayor Tammy Dana-Bashian. The Honorable State Representative Yvonne Davis, District 111 is the NCTCOG Ex Officio member.

Fort Worth: North Texans Invited To Comment On Transportation Funding Programs

NCTCOG staff will provide information related to fiscal year 2020 proposed transit projects funded by the Federal Transit Administration.

By Press Release Desk, Patch

The North Central Texas Council of Governments is conducting an online input opportunity to give residents the chance to comment on a series of transportation initiatives in the Dallas-Fort Worth area.

North Texans are encouraged to [provide their input](#) through Oct. 7.

NCTCOG staff will provide information related to fiscal year 2020 proposed transit projects funded by the Federal Transit Administration. Programs of projects will be presented from the cities of Arlington, Grand Prairie, McKinney and Mesquite, as well as Dallas Area Rapid Transit, Denton County Transportation Authority, NCTCOG, Trinity Metro, Northeast Transportation Service, Public Transit Services, Span Inc. and STAR Transit.

Funding programs include Urbanized Area Formula, Enhanced Mobility of Seniors and Individuals with Disabilities, State of Good Repair, and Bus and Bus Facilities.

NCTCOG staff will also present findings from the Heavy-Duty Vehicle Emissions Impact Study. The study was conducted by Texas A&M Transportation Institute in coordination with NCTCOG. The study characterized and estimated emission impacts of oversize/overweight vehicles on air quality in the Dallas-Fort Worth nonattainment area.

Additionally, staff will present details and opportunities related to electric vehicle infrastructure funding and other clean vehicle incentives. Rebate funding will soon be available for the installation of electric vehicle charging stations across Texas through the Texas Volkswagen Environmental Mitigation Program. Staff will present key details on how to take advantage of this funding as well as provide other opportunities available for North Texans or fleets to acquire cleaner vehicles.

Staff will also present details of the \$5 million Optimizing Freight Movement Project proposal designed to improve the flow of truck traffic between freight hubs and expressways. The project will identify where improving the flow of trucks can do the most good and select one or more technologies to enhance truck travel.

In addition to the presentations, proposed modifications to the list of funded projects will be posted for review and comment.

Finally, information on the Regional Smoking Vehicle Program and vehicle incentive opportunities will be available.

To request printed copies of the information, call 817-608-2365 or [email NCTCOG](#).

Innovative approaches to stabilizing bridges

By Jeremy Agor, Mirage News

A civil engineering professor at The University of Texas at Arlington has received a two-year, \$987,140 contract from the Texas Department of Transportation (TxDOT) to investigate the use of recycled plastic pins to repair deep-seated failures on embankments and the areas around highway bridges.

The pins are about 8-10 feet long and are driven into the slopes to provide stabilization, reducing costs by more than 50% when compared to conventional methods. In addition, the project, led by Sahadat Hossain, who also is director of the Solid Waste Institute for Sustainability, will test the feasibility of stabilizing slopes using just a moisture barrier and no other mechanical support.

Hossain has used recycled plastic pins extensively to repair shallow slopes in TxDOT's Dallas district. Several other states, including Ohio, Maryland, Georgia, Iowa, North Carolina, South Carolina, Louisiana, Mississippi and Alabama, are considering doing the same in their highway slope repair following UTA's successful implementation in Texas.

Some highways, however, experience slope failures deeper below the surface than the pins can reach. To repair these, Hossain is implementing a new technique where crews remove the soil about halfway to the location of the failure, insert rows of pins, then cover the area and insert more rows of pins to provide stabilization all the way to the surface.

Hossain is also testing whether a moisture barrier alone could effectively stabilize slopes. He currently includes a moisture barrier along with the pins to successfully prevent water erosion. TxDOT engineers want to know whether he can achieve the same results with only modified moisture barriers.

"We've had great success in using recycled plastic pins to shore up highway embankments in North Texas, and several other states are exploring the option now because we've proven that it works," Hossain said. "As TxDOT has used our method more extensively, they've found that failures that are deep in the soil are harder, more expensive and time-consuming to repair. We've developed a different design and construction method to address that issue."

Hossain's research into using recycled materials for road construction and repairs includes a recent project to determine if recycled plastic can be incorporated into asphalt used in highway construction. These innovative approaches have established him as a leader in the field, says Ali Abolmaali, chair of UTA's Civil Engineering Department.

"Dr. Hossain's interest in using recycled materials is helping TxDOT and other departments of transportation across the U.S. to save money and be environmentally conscious," Abolmaali said. "His innovative use of recycled plastic is making infrastructure sustainable."

Fort Worth suburb aims to transform vacant land into ‘destination’ spot for families

By Elizabeth Campbell, Fort Worth Star-Telegram

Bedford officials are taking a bold step forward with plans to turn the city’s largest piece of vacant land into a “destination” with townhomes, outdoor areas and restaurants.

“Bedford Commons is our last remaining tract of land,” said mayor Michael Boyter.

“The city owns and controls all of it. This is our last opportunity for a unique development,” he said.

During the summer, the city council hired the firm [David Pettit Economic Development](#), which helped to shape and develop many projects throughout the Dallas/Fort Worth area including [Mule Alley in the Stockyards](#), [South Point in Mansfield](#), and [Glade Parks and Founders Parc in Euless](#).

Pettit said there isn’t anything like what is being proposed for the Bedford Commons area in northeast Tarrant County.

The concept plan for the land, which is approximately 36 acres, includes 190 town homes where the front yards overlook open green space while parking is behind the buildings, Pettit said.

The plan also shows lots of open space for families to gather outdoors with a children’s play area, pavilions and a splash pad.

The concept plan also shows an amphitheater with a permanent movie wall and space for restaurants and food trucks.

Pettit used the Press Café, which is located at The Trailhead at Clearfork, to show an example of a unique community gathering place with the pop-up farmers market. It is also next to Mellow Johnny’s bike shop.

Previously, plans for Bedford Commons included building luxury apartments and the possibility of a new city hall, but the city council and many residents opposed having more apartments, saying Bedford has enough multifamily housing.

Pettit said the city is also looking at plans to create a Tax Increment Financing District or TIF in the Bedford Commons area to fund improvements to the land so that developers can begin projects there.

The council will likely approve the TIF before the end of the year. Pettit estimated that construction could start in the fourth quarter of 2021.

Boyter previously told the Star-Telegram that Bedford was the place to be when he was growing up and said it is time for the city to make a comeback.

“We could not have gotten to the place we are at right now without bringing in a third party,” he said. “We control this land. That makes this project more doable,” he said.

Latest hotel proposal near Fort Worth's museums would reshape part of Camp Bowie

By Luke Ranker, Fort Worth Star-Telegram

A high-end hotel promises to remake a vacant stretch of Camp Bowie on the edge of Fort Worth's Cultural District, if the city council moves forward with the plan.

The council will also consider chef Tim Love's plan for shipping containers at Gemelle.

Plans for Bowie House Hotel call for a four-story, 120-room hotel at [3710-3736 Camp Bowie Blvd.](#) The site, to the west of the the CVS in North Hi Mount, was previously home to a church [and The Ginger Man bar.](#) Both have been bulldozed. Renderings show a long building that mirrors the brick of Camp Bowie in color. The rear features a rooftop infinity pool on the second floor that cascades down the side of the building to a garden courtyard.

The Fort Worth City Council will consider necessary zoning changes Tuesday, and the zoning commission recommended approval last week. Opposition from nearby residents focuses on increased traffic and worries parking will spill out into the neighborhood.

Jo Ellard owns the property as well as a single-family home nearby. The Dallas resident told the zoning commission she is heavily involved with the National Cutting Horse and has spent a third of the year in Fort Worth since the mid-1980s. Though she lives in Dallas, she said Fort Worth has her heart and she's kept a keen eye on the city's growth.

"As Fort Worth grows and expands and evolves over the years, there is a need for a product like this, a luxury hotel," she said.

Ellard told the Star-Telegram she would discuss plans for the hotel in greater detail after the council vote Tuesday, saying she didn't want to jinx the project before it was approved. This is her first commercial development.

Plans call for a restaurant, bar and meeting space in the roughly 35,600-square-foot building. Parking will be valet-only in an underground garage that has about 180 spaces. The entrance is at a median crossing on Camp Bowie, basically where the Ginger Man's driveway was, to limit the impact on traffic.

The development is not just a hotel.

Eleven townhomes will buffer the hotel from the North Hi Mount neighborhood to the west and north, with four facing Dorothy Lane and seven facing Clarke Avenue. Each will have a two-car garage and should be no higher than the typical residential home.

[Wade Chappell, president of the Camp Bowie District,](#) a nonprofit that promotes business along the boulevard, voiced support for the project. The district held several meetings with the developer, who Wade said appeared "to go to great lengths to be a good neighbor."

"This is a tasteful project that brings the kind of clients we want to Camp Bowie," he said.

A city staff report indicated the North Hi-Mount neighborhood's board approved a letter in support of the project, though not everyone was in favor.

Miranda Benton told the zoning commission she believed the developer had not communicated fully with nearby residents.

She worried the project would hamper traffic along Camp Bowie as well as Dorothy Lane, which is used frequently by traffic headed to North Hi Mount Elementary. Though the city's stormwater management department approved the project, which is required to account for additional rainwater runoff, Benton said she worried the buildings would increase street flooding on Camp Bowie and into nearby Arlington Heights.

Benton said she thought there was more opposition to the project than what had been indicated by the neighborhood association and developer.

"I have personally received hundreds of calls, texts, private messages and emails from people who have expressed their anger and frustration about the process," she said.

TIM LOVE HOTEL

The City Council will also consider chef Tim Love's plan to place nine shipping container cabins at Gemelle, [his Italian restaurant off White Settlement Road by the West Fork of the Trinity River](#).

[Love presented the plan to the zoning commission last month](#) and paid extra to have the process expedited so the council would hear the plan the next week, but the commission told him to go back and meet with more neighborhoods, including the River District.

Zoning commissioners approved the plan, saying it was a unique concept that showed Fort Worth's entrepreneurial spirit. But speakers during the virtual meeting Sept. 9 worried Love had not properly accounted for parking and wondered why he would place the cabins in a known flood way for the Trinity River.

Love said in August he was working with an engineer to assess whether they would be at risk. An alternative concept would raise the containers about 4 feet. They are assembled off site and trucked in, Love said, so there would be minimal construction.

The 160-square-foot cabins fit a queen-size bed, custom tile walk-in shower and refrigerator.

Each unit has a full glass door and a rooftop deck that offers views of the river. They'll be styled similar to the Gemelle building, according to Love's presentation. Guests can rent kayaks and bikes to use along the river.

The cabins will rent for about \$200 a night.

New North Texas Air Monitoring System Goes Live Today

Be glad you don't live in California.

By Tim Rogers, D Magazine

This is really cool. The [SharedAirDFW Network](#) launches today. According to the press release, "It becomes the first and only regional hyperlocal air-monitoring network in Texas and one of the only ones being built by any U.S. city." You can thank UTD, Paul Quinn College, Downwinders at Risk, the city of Plano, Dallas County, and Dallas College. Full release after the jump.

(Dallas) — A three-year high-tech collaboration between the University of Texas at Dallas, Downwinders at Risk, the City of Plano, Dallas County, Dallas College, and Paul Quinn College came to fruition today with the official debut of the SharedAirDFW Network – online, and with an outpost in one of the most polluted neighborhoods in North Texas.

It becomes the first and only regional hyperlocal air monitoring network in Texas and one of the only ones being built by any US city.

"This network is the purest, most dramatic expression of our 26-year old goal to provide citizens with the tools government won't," said Downwinders Director Jim Schermbeck, who's helped shepherd the Network since it was a National Science Foundation grant runner-up in 2017. "We see SharedAirDFW's debut as the public health equivalent of turning on electric streetlights for the first time at the turn of the 20th Century. We're building a utility – the full impact of which won't be realized for years."

Debuting with eight Particulate Matter (PM) air pollution monitors located from Richardson to Southern Dallas and Mesquite to Fort Worth, the network is scheduled to install over 100 more in the next 12-24 months, including blanketing Dallas neighborhoods whose residents say they're already breathing bad air but have no way to prove it.

In the last decade published research on the human health effects of exposure to Particulate Matter air pollution has linked it to a variety of illnesses and diseases, including developmental impacts such as Autism, Parkinson's, Dementia, and IQ loss. These effects have been documented at exposure levels well below U.S. EPA regulatory limits.

All the monitors in the network were built at the Physics Laboratory at the University of Texas at Dallas campus in Richardson, using an original design by Dr. David Lary, the technical guru who's guided the development of the Network. "We're using the same machine learning technology to calibrate our monitors that NASA uses for its satellites. We can take accurate measurements every few seconds and stream the data in real-time to capture the of air quality at a specific place over time."

PM air pollution data collected from Network monitors, along with information from EPA and DFW Purple Air monitors, are displayed in real time on a digital map accessible to anyone online at www.sharedairdfw.com. For the first time, a single website displays all the online monitors networks collecting PM air pollution data in North Texas on the same map. Besides UTD, Downwinders at Risk, Dallas College, and Dallas County will be displaying the SharedairDFW map on their own websites.

Only Particulate Matter air pollution levels are shown by the SharedAirDFW map now, but larger monitors will also be capturing Ozone, or Smog levels. At some point in the near future, that data will also begin to be displayed on the Network map.

Also, on display are the locations of the major air polluters in the City of Dallas, along with their self-reported pollution volumes – a first-ever inventory of Big D's air polluters that no level of government currently provides.

SharedAirDFW has other advantages over existing government air monitoring in DFW.

Many More Monitors in Many More Places. Currently there are only six EPA monitors for Particulate Matter Air pollution in all of North Texas, and only 12 Purple Air monitors online.

With the ability to saturate neighborhoods with almost a dozen monitors apiece, SharedAirDFW allows residents, researchers, and policymakers to better pinpoint pollution plumes and health risks.

Real Time Data. For the first time there's a way for DFW residents get air quality information in real time instead of waiting for up to two or three hours at government monitor sites. The SharedAirDFW monitors display their readings every 30 seconds, 24 hours a day.

An Emphasis on Environmental Justice. For the first time there's year-round, calibrated air quality data being collected in Dallas' most polluted neighborhood – the Joppa community in Southern Dallas along the Trinity River. The "Joppa Zion Mothership" – named for the adjacent Church – began transmitting on Monday August 31st. It's linked to two additional "satellite" monitors that began transmitting this last weekend.

By January they'll be 11 monitors in Joppa, making it the most densely monitored neighborhood not just in Dallas, but all of Texas.

Joppa's monitors are the first of 33 air monitors Downwinders at Risk is deploying in so-called "fence line" locations. After installation in Joppa is completed, another 11 will be installed in West Dallas, and then in and around Midlothian as well. In the two weeks since the first Joppa monitor was installed, it's consistently recorded higher levels of PM pollution than other monitors in the SharedAirDFW network as well as local EPA and Purple Air monitors.

Schermbeck said those results vindicate the decision to locate monitors in predominantly Black and Brown neighborhoods disproportionately burdened by their proximity to industrial polluters. "Our monitors are going where people are most harmed by air pollution, but least able to do something about it."

Plano offering grants for ‘sustainability’ projects that protect the environment, conserve resources and more

A showcase of past project that made a positive impact on the city is set for Wednesday.

By Teri Webster, Dallas Morning News

Plano’s first virtual “sustainability showcase” will recognize individuals and groups whose projects have made a positive environmental impact on Plano.

The event, set for Wednesday at 6:30 p.m., will highlight resource conservation and environmental protection as well as economic, social and resilience aspects, according to the city. [Registration](#) is required to attend.

Plano is also offering Sustainability Community Grants ranging from \$500 to \$2,000 to help fund new environmentally friendly projects. The city will award up to \$6,000 in grant funding.

All projects must be conducted within Plano. Individuals and community, volunteer and neighborhood groups are eligible to apply, as are homeowner associations, nonprofit organizations, faith-based organizations and schools.

The city says it is interested in projects that do the following:

- Improve the environment.
- Increase equity in the community.
- Enhance the quality of life.
- Increase cultural vibrancy.
- Expand ecological resilience.
- Conserve natural resources.
- Beautify the community.
- Educate others about protecting the environment.

Applications will be accepted until Nov. 16. Winners will be selected in mid-December, and funding is expected to be distributed by late January 2021.

For projects that are granted funds, progress reports are due on March 15 and June 14. The final report and completed projects are due by Aug. 16, 2021.

Applicants who receive grants are not eligible to receive funding in the following year.

Additional information may be found at [**plano.gov/SCgrants**](http://plano.gov/SCgrants)

This California aerospace leader is looking at Fort Worth for its headquarters

By Luke Ranker, Fort Worth Star-Telegram

Fort Worth hopes to lure another California company — this time with more than 500 high-paying, white-collar jobs — [to the former FAA headquarters](#).

[Wesco Aircraft plans to relocate its headquarters](#) from Valencia, California, to Fort Worth in two phases starting next year thanks to a \$1 million incentive package the city's economic development department pitched Tuesday. The company will bring 539 corporate jobs with an average salary of \$75,000.

The relocation represents a win for the city, said Robert Sturns, economic development director, as Wesco checks many of the criteria established in the city's long-term development strategy: A corporate relocation with high-paying office jobs in aerospace, one of the city's targeted industries. Wesco recently merged with Pattonair and will be [doing business as Incora](#).

The combined company is a leader in supply chain and distribution within the aerospace industry and has more than 7,000 customers and 4,000 employees worldwide. It's also a sign Fort Worth is poised to recover strongly from the recession spurred by COVID-19.

"I think you will continue to see companies that are reassessing their operations, looking at different environments where they can locate and trying to capitalize on, you know, what options to redesign and rethink how they operate," Sturns said. "Fort Worth is positioned very well to take advantage of some of those opportunities."

The company will begin relocating 239 jobs to about 53,000 square feet in the former FAA headquarters at [2601 Meacham Blvd.](#) next year. In 2022, 300 more jobs will occupy an additional 40,000 square feet. In each phase the company will commit to \$4 million in investment in the building. The minimum salary is \$44,000.

"Our new, larger office space in Fort Worth will allow us to bring our teams together to increase efficiency, encourage collaboration and support the future growth of our business," Incora CEO Todd Renahan said in a statement. "This centrally located site also will offer more accessibility and availability to our customers and colleagues across the U.S. and in Europe."

No tax dollars are used in the incentive package offered by the city.

When the city sold the Pinnacle Bank property at 250 W. Lancaster Ave., about \$4.5 million was set aside in a special fund to target specific development projects. This is the first time the city has dipped into the fund to entice a company to expand or relocate, Sturns said.

The city will dole out a cash grant up to \$490,000 after the first phase and a second grant of up to \$510,000 in 2026, after the second phase of relocation. The total allocations will be determined by the number of new jobs earning at least \$58,522.

Sturns said he anticipates \$767,464 in net benefits to the city. Because the city isn't using a tax break, it will continue to receive revenue from the building, about \$1 million over 10 years.

The deal is pending a City Council vote Sept. 22

During City Council work session Tuesday, council members had little comment about the relocation, though Mayor Betsy Price called it “exciting.”

“Incora’s new location not only will bring more jobs to Fort Worth, but it also positions the company for continued success and future growth,” said Price said in a prepared statement sent through the Greater Fort Worth Chamber of Commerce.

Gov. Greg Abbott, in a statement, celebrated the relocation, saying he was proud to welcome the company to Texas.

“Texas has cultivated a strong economic climate with low taxes, reasonable regulations, and a high-caliber workforce, which allows companies like Wesco to innovate and prosper,” Abbott said in the statement. “As a thriving aviation and aerospace hub, Fort Worth is the ideal location for Wesco to continue to grow its operations and serve its customers.”

Sturns said his department has been working with Wesco for roughly a year. The company had looked at several sites around town, including downtown, before choosing the Mercantile Center location. Part of the city’s economic development plan calls for increased density and office jobs in downtown, but Sturns said Wesco wasn’t able to find a space there that fit its needs.

This is the second California company Fort Worth has wooed to locate here.

[Western apparel maker Ariat International](#) will move the company’s western distribution hub and regional headquarters to Alliance. The company will add 75 corporate jobs to an 800,000-square-foot site at state highway 156 north of the BNSF intermodal facility and ramp up to about 450 total jobs in the distribution center by 2024. [The City Council approved \\$2 million in incentives](#) for the project.

If approved by the council, the Wesco move helps solidify Fort Worth in the aerospace industry beyond the traditional big names of Lockheed Martin and Bell. Sturns said relocations like Wesco’s signal to other companies Fort Worth has a highly skilled work force and a strong quality of life.

“Other companies will say, ‘OK, I think I can move my operations here because Fort Worth has obviously shown it has the talent,’” he said. “I think that’s the big selling point.”

World Series to be played at Rangers' Globe Life Field as part of MLB's modified bubble plan

The World Series will start in Arlington on Oct. 20, and fans may be allowed to attend.

By Evan Grant, Dallas Morning News

ARLINGTON — A decade ago, the Rangers envisioned a future in which Ron Washington, Yu Darvish and Jurickson Profar competed late into October in dramatic postseason games in Arlington.

Turns out they could be half right.

All of them could end up in Arlington this fall; just none with the Rangers. Major League Baseball made official Tuesday a plan to move the postseason into a modified bubble format in which much of the National League Playoffs and all of the World Series will be played at brand new Globe Life Field in Arlington.

The World Series will run from Oct. 20 to as late as Oct. 28. MLB is pursuing plans to allow a limited number of fans into the stadium for the NL Championship Series and the World Series.

After the wild card best-of-3 rounds, all at the homes of the higher seeds, the playoffs will move into a hub format with Arlington and Houston's Minute Maid Park playing host to the NL playoffs, while Southern California hosts the AL.

The NL Division Series in Arlington, which begins Oct. 6, will feature the winner of the No. 1 vs. No. 8 seed against the winner of the No. 4 vs. No. 5 matchup. The Los Angeles Dodgers and San Diego, currently engaged in a battle for the NL West, are likely to end up splitting the No. 1 and 4 seeds. The NL Championship Series begins Oct. 12.

And some fans might be able to attend. Commissioner Rob Manfred said Monday night in an online forum hosted by Hofstra University that he would like to see limited fans at both the League Championship Series and the World Series. Now that the sites have been finalized, MLB will dig deeper into the feasibility of fans.

"We've gotten really great support from the local government and from the state of Texas and Governor Abbott just encouraging us to come in and host our event there," MLB Chief Operations and Strategy Officer Chris Marinak said Tuesday. "When we're looking for all the different places that we can to hold an event like this, having the local municipality on board and encouraging us to put the event together there is a big factor in helping drive it together."

The Rangers have hosted crowds of up to 5,000 for high school graduations since May. The stadium seats 40,000 fans. So, the possibility for increasing capacity while maintaining social distancing does exist. Rangers and MLB officials on Tuesday declined to discuss a target figure for capacity.

Rangers officials have met with their Cowboys counterparts about the NFL team's plan for Sunday's home opener at AT&T Stadium. The Cowboys are allowing a limited number of fans but have not publicly divulged the number.

"Hopefully we'll land on a consensus here soon that will allow us to bring fans in for at least some rounds of the postseason," said Rob Matwick, the Rangers Executive Vice President for

Business Operations. "On the local level, we have had great cooperation. We felt like we were pretty much in line with what the thinking was at AT&T Stadium, which I think is beneficial to all of us. We'll see how it goes this weekend for the Cowboys game. We'll learn from that and move forward."

Over the three weeks of playoffs, the new retractable roof stadium could play host to the Atlanta Braves, featuring former Rangers manager Washington coaching third, the Chicago Cubs, featuring pitcher Darvish, and the Padres, featuring the game's hottest star, Fernando Tatis Jr., and Profar. Washington managed the Rangers to back-to-back World Series appearances in 2010-11. The club added Darvish and top prospect Profar for 2012.

The team has not won a playoff series since. Washington resigned near the end of the 2014 season and has since taken a coaching job with Atlanta. Darvish was traded to the Los Angeles Dodgers at the trade deadline in 2017 and then signed a six-year, \$126 million deal with Cubs. He is a leading candidate for the NL Cy Young Award. Profar was traded after the 2018 season.

In addition, the playoffs could feature the Dodgers' twin North Texas pitching titans: Highland Park's Clayton Kershaw and Justin Northwest's Dustin May.

The Rangers? They will be gracious hosts.

The playoffs do not come with a financial windfall. Tickets for the postseason are controlled by MLB and gate revenues are added to the playoff pool split between owners and players.

Instead, the Rangers may receive some parking and concession revenues. They also will be able to bring back some seasonal employees. MLB will reimburse the Rangers for any costs the team incurs, but that's about it.

The benefits may be more long range. The Rangers would like to host some of baseball's jewel events such as the All-Star Game and the World Baseball Classic.

"This is a good dry run for a lot of other opportunities really at the MLB level as mentioned," said Marinak, the MLB official. "I think this gives them a chance to get to demonstrate and showcase what the facility can do. And my guess [is] everything we've seen from this, this ballpark is that it's just, it's really an amazing facility."

And this fall some people might even get to see some old friends inside of it.

YTexas CEO weighs in on DFW economic attributes, high-speed rail

By Bill Hethcock, Dallas Business Journal

As founder and CEO of YTexas, [Ed Curtis](#) tries to keep his finger on the pulse of an array of projects and issues that affect economic development in the Lone Star State.

In this discussion, Curtis talks about an economic transformation he sees happening in Fort Worth, and about Texas Central's highly controversial proposed high-speed rail line between Dallas and Houston.

You have said that all the regions in Texas have their own personalities. Compare and contrast Dallas and Fort Worth's economic personalities.

While without a doubt Houston is the most global city in Texas, I feel that Dallas-Fort Worth is the true, big economic engine for the state. If you look at any trend that's out there, Dallas-Fort Worth is usually leading the pack. It has more technology jobs than Austin. It's definitely the big metropolis that most people want to be around.

I think Fort Worth is really transforming itself from Cowtown, if you want to call it that, with everything that is happening out at Alliance Texas and their investment in logistics and technology and energy. When you see what Hillwood and Bell (and others) are doing with their mobility innovation zone, I think it's going to be a major player.

I'm looking at it as much more of an engineering and advanced manufacturing town, not necessarily the blue-collar manufacturing town that you and I might compare it to. But because of Alliance, it's going to be a huge distribution hub for a lot of the commerce going in and out of the state. It's probably where Dallas was 10 or 15 years ago. It's kind of that new, interesting city that's getting a lot of attention.

How long do you think it will take for DFW to get back to the low levels of unemployment we were experiencing before the pandemic?

I don't think I can answer your question as to when. I do think it's going to be industry by industry. I also think we're going to exceed anyone else because of our focus on technology, because we've got a diverse economy with so many industry sectors, and because we've got a strong talent pool.

What is the future of high-speed rail between Dallas and Houston? Do you think this project is going to happen?

That's a great question. I think in this state, the future of mobility is definitely a big topic. It's a big state. All of our major regions are within a three or three-and-a-half drive from each other.

That's coming to the forefront. I think the high-speed rail is going to be a big part of getting people between Dallas and Houston quickly. I think the majority of the business community wants to see it happen. I just think exploring multiple ways of getting around this state are all on the table. I think COVID is putting it in a situation where it is undetermined at this point.

How has COVID-19 changed the game for high-speed rail?

I think every company is having to reassess their revenue models, and because it was privately funded, the investors are probably trying to recast how it's going to pay for itself and finance itself. They had passed a lot of legislative hurdles and I think are very close to getting some positive feedback on the legislative side, but I just think it's unfortunate for everyone.

Everyone is having to try to re-project and re-analyze what their best business model is going forward, and without anyone flying or commuting right now, I'm sure they are going back to the table and figuring out how that is going to play out.

Critics Question Financial Dealings of Bullet Train Developer

Texas Central says it has been open

By Brian Curtis, NBC DFW News

There's new information about the plan to build a high-speed train between Dallas and Houston – and where some of the money for the project is coming from.

The Japanese-designed bullet train would shuttle travelers between the two cities in just 90 minutes at nearly 200 miles an hour. There would be one stop in Grimes County.

The project has been under development for years by Texas Central, which has its headquarters in Dallas.

Texas Central has already purchased much of the land it needs for the 240-mile rail line. Now the group 'Texans Against High-Speed Rail' has released public documents showing that Texas Central has used some of that land as collateral for a loan of up to \$300 million from Japan Texas High-Speed Railway Cayman LP, which is based in the Cayman Islands.

That entity was created by a bank owned by the Japanese government.

Critics say the loan arrangement is proof that the train is not a Texas project, which supporters often tout. Texans Against High-Speed Rail also warns that if Texas Central fails, large swaths of land in central Texas could end up being owned by the Japanese. The group is calling on Governor Abbott to take action against what it calls deceptive practices in dealing with landowners.

Carlos Aguilar, President & CEO of Texas Central, released the following statement in response to the accusations:

"Despite unfounded rumors to the contrary, Texas Central Railroad, a Texas-based company, owns the property purchased for the state-of-the-art high-speed train project and continues to honor all of the commitments made to the landowners who have participated in the Land Option Purchase Program. Texas Central provided a security interest on its acquired property to its lender which is customary practice in real property transactions.

As momentum builds toward physical construction, Texas Central continues to engage in personalized, open and collaborative discussions with landowners, outlining the project's benefits, listening to their concerns and answering their questions."

Texas Central furloughed dozens of workers back in March, citing financial problems linked to the COVID-19 pandemic. Despite that, the company says it hopes to break ground early next year. Construction would take approximately six years.

<https://www.nbcdfw.com/news/local/critics-question-financial-dealings-of-bullet-train-developer/2445220/>

Federal grants awarded to improve freight rail and multimodal traffic flows

Funding part of \$1 billion for range of projects

By Joanna Marsh, Freight Waves

Expanding local freight rail networks and facilitating multimodal access were among the goals of several projects that have been awarded competitive federal grants from the [U.S. Department of Transportation](#) (DOT).

The DOT awarded \$1 billion overall to 77 projects in 44 states under the [Better Utilizing Investments to Leverage Development \(BUILD\) transportation discretionary grants program](#).

“This administration is making significant investments in infrastructure, and this \$1 billion in BUILD grants will repair, rebuild and revitalize transportation systems across America,” said Transportation Secretary Elaine L. Chao.

Six projects sought to improve the project area’s freight rail network through traffic flow improvements.

DOT also granted awards to a number of projects that plan to build infrastructure around highway-grade crossings or relocate or eliminate grade crossings. Project locations include Monticello, Arkansas; Castle Rock, Colorado; Polk County, Iowa; Hattiesburg, Mississippi; and Erie, Pennsylvania.

The Class I railroads privately invest in their networks, but localities and states can be eligible for federal funding for freight rail-related projects if their projects help to improve overall traffic flow. Many projects also have improving freight rail traffic flows as a component of the project.

These are the projects that addressed freight rail movements:

- 1. North Texas Multimodal Operations, Velocity, Efficiency, and Safety (NT MOVES) Program (Dallas and Fort Worth, Texas); \$25 million awarded to the North Central Texas Council of Governments**

This project sought to expand commuter and freight rail capacity between Fort Worth and Dallas via the following: constructing 1.2 miles of double track from the Medical Market Center to Stemmons Freeway; building 2.4 miles of second track from Handley Ederville Road to Precinct Line Road; and implementing Clear Path technology to exchange information on train movement in the terminal complex.

The project aims to increase reliability and decrease the travel time of commuter and freight train movements as a result of replacing or rehabilitating bridges and double-tracking portions of Dallas Area Rapid Transit’s Trinity Railway Express corridor.

- 2. St. Louis Bi-State Regional Ports Improvement Project (St. Louis, Illinois and Missouri); \$20.84 million to America’s Central Port District**

The project consists of multiple parts. The project at America’s Central Port in Granite City, Illinois, aims to build up the region’s multimodal infrastructure. This project entails the

construction of 2,050 linear feet of new railroad track, a new terminal access roadway, a new belt system and barge loading system replacement.

The project at the St. Louis Port Authority, Missouri, seeks to build 7,300 linear feet of new railroad track, barge loading equipment modernization, conveyor replacement, loading shed updates and flood mitigation work.

The project at Southwest Regional Port District, Illinois, aims to conduct loading shed and electrical system updates, hoist system and barge loading upgrades and flood mitigation work.

These improvements — new grain storage, conveyor equipment and additional track — will make the port district more competitive, according to DOT. The project also seeks to modernize existing assets, which will expand the capacity of the facilities, reduce wait times and provide an attractive alternative for grain shippers.

The project will also increase resiliency and environmental sustainability, as it would allow the facilities to remain open in the event of Mississippi River flooding, which has caused extended closure in recent years, DOT said.

3. Stockton Diamond Grade Separation (Stockton, California); \$20 million awarded to the California Department of Transportation

The project will construct grade separations for Union Pacific (NYSE: UNP) and BNSF's (NYSE: BRK) mainlines running through Stockton. The project also seeks to make local roadway improvements along the rail lines, including some rail-roadway grade separations. These improvements will help prevent fatalities, injuries and property damage, and they will enable an uninterrupted flow of rail traffic through the crossing.

4. U.S. 79 Bridge Replacement (Russellville, Kentucky); \$13.5 million awarded to the Kentucky Transportation Cabinet

This project will replace and widen four existing bridges on U.S. 79 between Guthrie and Russellville, Kentucky, one of which passes over CSX (NASDAQ: CSX). The bridge over the CSX track will have a higher clearance and will meet CSX's current railroad design policies.

5. Port of Cates Landing Rail Extension Project (Lake County, Tennessee); \$7 million to the Tennessee Department of Economic and Community Development

This project will construct 5.5 miles of rail to connect the Port of Cates Landing and the adjoining Select Tennessee certified industrial site to the TennKen short-line railroad, DOT said.

Doing so will provide a rail alternative for the region and reduce truck vehicle miles traveled.

The Northwest Tennessee Regional Port Authority has partnered with TennKen Rail and the Lake County Industrial Park to develop, implement and maintain the project

6. San Juan Four Corners Freight Rail Project (San Juan, New Mexico); \$2 million awarded to San Juan County

The project will complete the planning phase for the realignment of NM 371 corridor rail, according to DOT. The proposed rail line will connect the Farmington, New Mexico, area to the BNSF, Interstate 40 and Thoreau, New Mexico, across San Juan and McKinley counties.

The project will reduce the area's freight traffic on the highways and local roads, and it will improve the efficiency of the area's freight network through the upgraded connection with BNSF.

Related to the project, San Juan County and Navajo Nation officials signed a memorandum of understanding to plan and construct a railroad spur and a petrochemical industrial complex in San Juan County.

Fort Worth: Webinar to Examine Air Quality Strides During the Pandemic

The webinar will be presented by the North Texas Commission and the North Central Texas Council of Governments.

By Press Release Desk, News Partner

Join a free webinar at **2 p.m. Sept. 23** to learn about how the lockdown during the spring resulted in cleaner air, and how North Texas can continue these improvements.

The COVID-19 pandemic has had unprecedented impacts on daily lives. While many of these impacts are points of stress for us, some positive outcomes have been seen in regard to the transportation system.

Pamela Burns, communications manager at the North Central Texas Council of Governments, will discuss transportation data and trends seen during the current pandemic and discuss how employers can assist the region with sustaining positive travel behaviors in the months and years ahead.

The webinar will be presented by the North Texas Commission and the North Central Texas Council of Governments. Register for the Zoom webinar.

STEEL RAIN FOR DART SILVER LINE PROJECT ARRIVE

By Richardson Today

RICHARDSON – Another set of steel rails for the Dallas Area Rapid Transit (DART) Silver Line project was delivered today by special train from Columbia City, IN.

The shipment consists of 50 rail segments, each spanning about 1,600 feet long which is longer than five football fields. More deliveries of rail are expected in the coming months.

“DART and all of our service area cities have been looking forward to the Silver Line.

We are working very closely with the neighborhoods that are adjacent to our railway, making sure that they know when construction is going to happen,” said Gordon Shattles, External Relations for DART. “They will get notices on their doors and we will work very closely with the cities to make sure they are educated and knowledgeable about safety procedures and when new construction will be happening.”

DART's 26-mile corridor will extend between Plano and DFW Airport with stops in seven cities including Richardson. Service is scheduled to begin March 2023.

<https://vimeo.com/458322819>

The National Drive Electric Week Event

By Heather Sherrill, North Lake Campus Newspaper

DALLAS MAYOR ERIC JOHNSON JOINS NORTH TEXANS TO CELEBRATE ELECTRIC VEHICLES FOR A VIRTUAL EVENT “BASED’ IN DALLAS-FORT WORTH

The National Drive Electric Week Event, in the Form of a Webinar, Will Explore the Growing EV Scene in Texas

DALLAS-FORT WORTH, Sept. 14, 2020—A video message from Dallas Mayor Eric Johnson and videos of an electric vehicle road rally and Dallas-Fort Worth electric bus service will highlight a National Drive Electric Week (NDEW) event focusing on North Texas.

Although virtual due to the Coronavirus—a webinar—the event is part of a national celebration of electric vehicles and is “based” in Dallas-Fort Worth. It will also include a first-ever reunion of the cast and director of “Who Killed the Electric Car?” for a look back by EV pioneers at the birth of EV advocacy and a look ahead at where the field must go now.

The videos and the live pioneers panel are part of a [NDEW webinar](#) premiering **Sat., Sept. 26 at 1 p.m. CDT/11 a.m. PDT/2 p.m. EDT**. It is one of dozens of in-person and pandemic-safe virtual [NDEW](#) events, coast-to-coast, designed to accelerate EV adoption.

The Second Annual North Texas EV Road Rally for the Oncor Trophy will take place in various Texas cities. [Here](#) is a video preview. Trinity Metro will provide a webinar video of its Dallas-Fort Worth Dash electric bus.

Other webinar highlights:

- EV driver-made testimonial video
- A live EV 101 panel
- A video about the newest Chevy Bolt EVs made exclusively for the event
- An artistic re-imagining of the Tesla Cybertruck made out of recycled plastic
- A video by race car driver/EV advocate Leilani Munter

More information is available and viewers may register for the webinar [here](#). It will be recorded and remain online indefinitely.

Texas is working to accelerate EV adoption with Tesla completing its new Gigafactory in Austin, and, in the Dallas-Fort Worth area, Chinese automaker Kandi opening a manufacturing facility and Linear Labs opening a research and production center. North Texas is boosting its EV deployment, with light-duty registration growing at a rate of over 35% per year and multiple heavy-duty EV deployment projects in place, according to the North Central Texas Council of Governments (NCTCOG).

“National Drive Electric Week is an opportunity to educate Texans about the benefits of electric vehicles, including the important role they play in improving our region’s air quality,” said Lori Clark, program manager at NCTCOG. “We’re delighted to take part to help build support in North Texas for these clean, efficient, enjoyable vehicles.”

NDEW Dallas-Fort Worth is one of some 135 registered NDEW events to date. Last year, the celebration encompassed more than 300 such gatherings, heavy on test-drives and other activities across every state and eight countries.

Texas event sponsor [CarbonLITE Recycling](#), the world's largest recycler of plastic beverage containers, recently expanded capacity at its 220,000 square-foot [Dallas plant](#). It donated 800 plastic water bottles and recycled sheet plastic from its PinnPACK Packaging subsidiary for an imaginative interpretation of the Tesla Cybertruck by California-based artist Anne Marie D'Agostino.

Speakers on the pioneers' panel will include Chris Paine, the 2006 "Who Killed" documentary's director, Chelsea Sexton, its key figure. Panelist Shelley Francis, managing partner of EVNoire, will be among those contributing information about equity and diversity among EV consumers. The lively discussion will be moderated by Dan Neil, also in the film and the Wall Street Journal's Pulitzer Prize-winning auto columnist.

The webinar will be emceed by EV pioneers Alexandra Paul, also known for her work as an original "Baywatch" actress, and Marvin Campbell. Part One, starting at 1 p.m. CDT/ 11 a.m. PDT/2 p.m. EDT, will include the EV 101 panel, a video of the Cybertruck re-imagining and the road rally. Part Two, starting at about 2:30 CDT/12:30 p.m. PDT/ 3:30 EDT, will include the "Who Killed the Electric Car?" reunion and pioneers' panel.

Other event sponsors and collaborators: Forth Mobility, Adopt a Charger, Current EV, the North Central Texas Council of Governments, EarthX, PinnPACK Packaging and North Texas Tesla Owners Group. Celebrating its 10th year, NDEW is presented by national organizers Plug in America, the Sierra Club and the Electric Auto Association.

Trinity River trash buildup was already a huge challenge. COVID-19 hasn't helped.

By Haley Samsel, Fort Worth Star Telegram

With their entertainment options limited by the COVID-19 pandemic, Fort Worth residents flocked to city parks and the Trinity Trails this summer in the hopes of safely enjoying some sunshine and scenic nature views. At times, the influx of visitors led to overflowing trash cans and overworked maintenance staff trying to keep up with demand.

Laurie Stelljes, who has participated in Fort Worth nature cleanups for the past decade, walks the trails regularly and saw the increased traffic to outdoor areas in real time. What stood out to her, though, was an issue that has concerned water district officials, city leaders and residents for years: the visible buildup of trash in the Trinity River, and the litter along city streets and sidewalks that causes it.

With more people enjoying nature, the eyesore and environmental consequences of water bottles, Styrofoam and single-use plastic bags in the Trinity is even more pronounced, Stelljes said. She is especially concerned about [animals ingesting plastics](#) and [the impact of plastic pollution](#) on water quality.

"There's got to be something that can be done to instill a little pride in our area," Stelljes, an executive committee member of the Greater Fort Worth Sierra Club, said. "You want tourists to come and enjoy our river because it's beautiful. You don't want them to go home thinking, 'God, I liked Fort Worth but there was so much trash.'"

The trash pollution issue did not start with the uptick in people using outdoor facilities during the COVID-19 crisis, nor will it end when the pandemic subsides, according to Tarrant Regional Water District officials and residents who regularly volunteer to clean the river.

But the pandemic did lead the Tarrant Regional Water District to cancel its spring Trash Bash and prevented smaller groups from gathering to clean up their adopted parts of the river, which led to additional trash accumulation.

"Obviously we would have liked to have that because it does make a difference, but this trash is an ongoing problem," said Chad Lorange, a spokesperson for the Tarrant Regional Water District. "Those are great events because they help create awareness of the trash problem, but really just through the year, there's a lot of trash that we collect as well."

In addition to delivering raw water to municipal treatment plants, the water district is responsible for maintaining and cleaning 27 miles of the Trinity River floodway, which encompasses the Fort Worth portion of the river as well as seven lakes. Now, as Tarrant Regional Water prepares for [its larger fall Trash Bash](#) on Sept. 19-20, district officials are urging residents to reconsider when throwing trash out a car window or leaving litter on a trail path.

"We're reaching a point, because of the popularity of the trails, where we need to start instilling a sense of responsibility to people who are out there," said Valerie Jay, a recreational consultant who is organizing the Trash Bash for the water district. "There needs to be understanding that if there isn't a trash can, that just means you need to carry it until you find a trash can, or don't plan to have trash with you."

Overflowing garbage bins and litter were common issues during the heights of the pandemic lockdown, when more families were visiting parks and the Trinity Trails, said Jim Oliver, the general manager of the water district. Since Fort Worth ISD [kicked off online classes this month](#), Oliver suspects that the amount of traffic to the area will die down and not require Tarrant Regional Water to place more trash cans along the trail.

At the same time, Fort Worth park and water district officials want to encourage residents to take their trash with them when they finish eating or drinking, especially if nearby trash cans are full, said Sandra Youngblood, the city's assistant parks director.

"We have somewhat discussed this: What would happen if we removed trash cans?" Youngblood said. "Because people are like: We need more trash cans. But if you embrace the concept of, 'If I pack it in, I need to pack my own out,' how would that change the mindset?"

There are currently 40 bins maintained by the water district along the 27 miles of the Trinity Trails, Lorange said. While Stelljes and Sierra Club members would like to see more cans and the addition of recycling bins, Lorange said the issue is almost beside the point because up to 95 percent of garbage in the river comes from city streets and the drainage system.

"There are probably certain locations along the river that the trash cans are being very well used, but most of the trash that you see in and around the river came from the city streets, being blown over and washed down the drain during storm events," Lorange said.

Trash buildup is particularly pronounced right after heavy rains, Jay said, and this is especially true at Pedestrian Bridge behind the Old South Pancake House on University Drive. The water district has a device in place to catch floating trash before it flows downstream, which can make the buildup "momentarily unsightly" before cleanup crews collect the garbage, Jay said.

Earlier this month, Tim Kaastad joined a group of Sierra Club members at the bridge to discuss their concerns. He has followed litter from Lake Como Park to where it meets the Trinity, near the intersection of Chisholm Trail Parkway and Hulen Street. If city parks were maintained with river pollution in mind, Kaastad said, the water district might face fewer challenges with cleaning up the litter later.

"There's some trash piles in Como that are 10 years old," Kaastad said, noting the need for Fort Worth officials to enforce compliance with city codes. "The city has to treat Como Park with dignity and respect."

ACTIVISTS SEEK SOLUTIONS BEYOND 'REVERSE LITTER'

Tarrant Regional Water District runs a [number of initiatives](#) to encourage groups and individuals to clean areas around the Trinity, including the Adopt-a-River and Adopt-a-Drain programs.

Fort Worth runs similar programs for businesses and other groups to clean their adopted parks and medians, Youngblood said.

In addition, the water district partnered with city governments in Denton, Dallas and Fort Worth on a public education effort launched in 2012. The campaign has encouraged residents to take the Ten on Tuesday pledge to pick up 10 pieces of trash per week.

"We're constantly messaging how important it is to pick up our trash and to not let it get to our river because it is such a great asset we have in Fort Worth," Lorange said.

In the eyes of John MacFarlane, that messaging is not as effective as legislative action like [plastic bag bans](#), which he believes would help reduce the amount of plastic in the Trinity.

MacFarlane, the chairman of the Greater Fort Worth Sierra Club, pointed to [a 2018 Texas Supreme Court decision](#) finding that Laredo's ban on single-use plastic bags violated state law, effectively stopping Texas cities from implementing their own bans.

"I just don't think the city or the Tarrant Regional Water District can do enough to make people cognizant of their trash," MacFarlane said. "The Texas legislature can enact a law that allows a plastic bag to not be [considered] a container so cities can then enact ordinances to regulate single-use plastic bags. At the same time, they can also include Styrofoam as well."

Kathryn Hansen, who [created a Facebook group](#) in April focused on eco-friendly eating and shopping in Fort Worth, said that local restaurants could also be part of the solution by providing biodegradable takeout containers rather than the typical Styrofoam or plastic.

Kaastad called for more collaboration with neighborhood leaders to find out what is driving trash buildup in their communities and who is best equipped to resolve it.

What it comes down to, Stelljes said, is finding solutions to preserve the Trinity and the city's nature areas for generations to come.

"[The trash buildup] says we don't really care about our generation, the next generation, the next generation, because we think everything is disposable, and that makes me very sad," Stelljes said. "It needs to be turned around so that we see nature for the beauty that it is."

Assent Aeronautics to auction \$20M worth of aircraft out of Love Field

By Evan Hoopfer – Staff Writer, Dallas Business Journal

Sep 17, 2020, 6:36pm

Assent Aeronautics will host another virtual aircraft auction at 1 p.m. on Sept. 24. A dozen aircraft, with a total value of around \$20 million, will go across the block.

The auction will be live streamed from Dallas Love Field on the company's website, as well as Facebook Live and YouTube Live. To see the aircraft that will be put up for auction, click through the gallery above.

Fort Worth-based Assent Aeronautics has hosted other aircraft auctions in the last year, and said it achieved a selling rate of more than 50 percent for aircraft valued at \$1 million or greater.

The company traditionally operates in different sectors of private aviation such as aircraft brokerage, aircraft transaction advisory consulting, aircraft management and aircraft maintenance. In December, the company hosted its first aircraft auction to start up a new revenue stream.

Aircraft auctions are rare because buying a plane or helicopter is usually a months-long process. However, Assent Aeronautics has garnered interest from across the world, as 20 percent of sales are to international buyers, and sees the alternate revenue stream continuing to succeed.

"The model is working," said Jake Banglesdorf, vice president at Assent Aeronautics. "We're hiring, and we're growing. It's very exciting. As long as we can continue to sell birds on the block, or attract the buyers to get them off the block, then we'll keep this train going."

At the Sept. 24 auction, 10 helicopters are among the aircraft up for bid. Excluding a Bell 430 designed for VIP travel, most of the helicopters are targeted toward operators such as log transporters, search and rescue and firefighters.

"These are workhorses," Banglesdorf said of the helicopters. "The people getting in the hangars aren't wearing suits; they're wearing safety vests and helmets."

Banglesdorf added that people are still interested in flying private and purchasing their own aircraft, but prices have remained stagnant throughout the pandemic.

Dallas delays its next step in picking new Love Field entry. Is this a fight we even need to have?

As Park Board passes a resolution expressing concerns about whether this process is fair to Bachman Lake area, Aviation decides to wait on COG congestion study.

By Sharon Grigsby, Dallas Morning News

As the Aviation Department's push for an alternate entry to Dallas Love Field settled into an unexpected holding pattern in recent days, my question is whether this plan -- almost certain to infringe on Bachman Lake Park -- needed to take off in the first place.

The delay comes amid growing pushback from residents and the Dallas Park Board, which Thursday unanimously approved a resolution that asks the City Council's Transportation Committee to defer the entire mess until a more inclusive process is put in place.

Among the Park Board's many complaints after it was finally briefed in late August by Aviation: lack of transparency, insufficient community involvement and questions about whether a good-faith effort was made to equally vet all options.

The core of the Park Board's consternation: Why were we shut out until after you narrowed 11 entry options to five, three of which land squarely on Bachman Lake Park?

Parks has no veto power over Aviation's recommendations -- the most egregious of which would put an airport-connecting vehicular bridge across Bachman Lake from Northwest Highway. But as its chair, Calvert Collins-Bratton, said, "I'm going to make it hard for them to ignore us."

Good on the Park Board for making this stand. Yet it's something entirely different -- a lucky break of sorts -- that led Aviation director Mark Duebner to hit pause: A newly announced \$1 million traffic congestion and mobility study of the area by the North Central Texas Council of Governments.

The COG study, mentioned in the Park Board resolution, won't necessarily address an alternate Love Field entrance. But Duebner told me he now needs a solid sense of where COG is headed before Aviation takes its airport entry options to the Transportation Committee and City Council.

Duebner originally had hoped to get Council's reaction to the short list by year's end so that his team could move into its next round of analysis, which will include rough price tags.

Any alternate entry into Love Field is a long, long way from happening. But given how the pandemic has shut down so many lines of communication -- and Love Field's often-tense dealings with its neighbors -- it's little wonder that folks are up in arms.

Love Field is the city's biggest financial success story, a huge job creator and an ultra-convenient transportation hub that we residents are lucky to have. Duebner is frank that his job is to keep it that way; his top priority is the 1,300-acre campus, its airlines and its customers.

A northern airport entry has been discussed on and off ever since flight restrictions were lifted at Love in 2014 and passenger traffic more than doubled.

After one of several briefings on an alternate entry late last year, the City Council asked Duebner to take another look at all possible options, especially ones that wouldn't tamper with Bachman Lake and the surrounding area, which is in the middle of a bond vote-funded \$18 million facelift.

The Aviation Department expanded its effort, which resulted in the 11 options -- 12 if you count doing nothing.

It's that Option 12 that I keep coming back to. Is this a fight worth having right now at an airport that is capped at 20 gates and already runs at peak efficiency?

Here's Duebner's case, which he ticked off at the Park Board's Aug. 20 meeting:

- The Mockingbird Lane-Herb Kelleher Way intersection serves more than 80,000 vehicles a day and falls into Level F (failure) during peak periods. That means drivers must wait through several cycles of the stop light before proceeding.

- Neighbors on the airport's southern end report that traffic seeking cut-throughs disrupts side streets.

- If a traffic accident closes the road into the airport, first responders can't get into the airport in an emergency.

No doubt side streets see more cut-through drivers than residents would like -- and certainly we want emergency vehicles to have timely access to the airport -- but Duebner's presentation of those two points didn't include supporting data.

As for the traffic itself, neither I nor the more than two dozen people I've asked since beginning work on this column -- many of whom use the airport regularly -- find getting into the airport to be an issue.

What major intersections don't have backups during peak periods? Don't Love Field customers and employees have an obligation to plan accordingly during the airport's busiest times?

The more questions asked by Park Board members, the more Duebner stressed, "We have a transportation problem at the airport. It's a demonstrable fact. Our customers cannot get to the airport."

Duebner is charged with making sure Aviation plans for the future. Traffic will increase, he says, because Southwest Airlines plans to eventually fly bigger planes and development will continue around the airport.

He also emphasized the importance of community meetings and a city survey in gathering info to take back to Council.

While residents and representatives to Love Field's north are currently unhappy with the short list, "I have neighbors to consider everywhere I go and people will be affected by whatever direction we take," Duebner told the Park Board.

Neither board members or public commenters were swayed.

Park Board member Daniel Wood called it “insulting and embarrassing that the city would be considering slicing that park in half with a transportation bridge.”

Residents expressed a fierce loyalty for Bachman Lake Park and the many ways they and their families use the greenspace. Among their pleas: “Don’t push things like this down our throat.” “We are surprised we weren’t part of the discussion.” “These proposals were put forth with the idea of creating one result -- a bridge.”

Another 50 or so wrote to the Park Board; all but one opposed the alternate entry options.

Park Board member Tim Dickey, who represents the Bachman Lake-area District 6, didn’t think much of Aviation’s community outreach. “I’ve attended every meeting on the alternate entrance and these are mostly one-sided, stacked-up deals,” Dickey said. “There’s no way to challenge assertions or ask follow-up questions.”

As for the online survey -- which I completed -- it’s targeted at the customers of Love Field, not the residents who will live with whatever alternate entry might be built.

A few evenings ago, I spent a lovely few hours on the crape myrtle-framed trail at Bachman Lake and -- for that time -- felt 40 years younger. My first Dallas apartment was a couple of blocks east on Northwest Highway, and Bachman was my neighborhood lake for several years.

The park has changed a lot, entirely for the better, with enthusiastic users from all walks of life.

Rowers and kayakers, both clubs and folks just out for fun, skimmed across the water.

I eavesdropped as two fishermen exchanged stories about the day’s catch. Skaters, bikers and runners dodged families with broods of preschoolers heading to the swings.

Even on this hot and humid afternoon, it was hard to find a parking spot.

The Friends of Bachman Lake advocacy group points out that in this largely Hispanic part of our city -- the area of Dallas with the largest number of children under 5 -- this park is the only greenspace that many residents have.

It’s just awful that at the same time that equity discussions about quality of life percolate everywhere that a new airport entrance could wind up here. The park, created in 1930, already deals not just with jet noise but eyesores of airport equipment on its property. Enough is enough.

Duebner’s presentation makes the case that of the 11 options, more than half simply won’t work for a variety of reasons: The analysis shows many don’t reduce traffic, vehicle miles traveled or air pollution.

The options that did make the short list include not just the bridge plan but several that involve Shorecrest Road, which runs in the narrow strip between the park’s southern boundary and the airport.

Among the slides that most riled folks up were one that shows the zip codes of North Texans who use the airport. Many are Dallas residents who live north of Mockingbird, but the map fairly explodes with locations in Collin and Denton counties.

Nobody was exceedingly jazzed to have urban parkland exploited for the convenience of Frisco, Lewisville and Plano citizens.

Collins-Bratton, who also represents Bachman Lake's District 13 neighbors, is hardly unilaterally opposed to enhancements to Love Field, but she's determined to fight any effort that pinches the parkland or impacts quality of life.

"Why is the lake potentially getting punished for improvements at the airport?" she asked. "With all due respect, this board is never going to support any of those options."

I suspect neither will many of the rest of us.

To learn more

The next virtual public meeting concerning the Aviation Department's alternate entry analysis is from 6-7:30 p.m. Tuesday. Registration is [here](#).

The alternate entry survey is available in English [here](#) and in Spanish [here](#).

Texas Highway Funding Advocates Push for More Toll Roads

As the Texas House Committee on Transportation convenes in the interim, toll roads are at the forefront of the discussion.

By Kim Roberts, The Texan

With the Texas House Committee on Transportation currently studying the funding of highways in Texas, advocates of toll roads and other funding methods are making their voices heard.

As part of the interim charge by Speaker Dennis Bonnen, the committee was tasked with investigating whether “the current mix of use fee-based funding for the state highway system, including registration fees, tolls, and fuel taxes, and [determining] if current funding generated is sufficient to maintain cost demands” — making recommendations for additional methods for funding road infrastructure projects.

Ordinarily, the committee would hold meetings and receive testimony from relevant state agencies and interested citizens and groups regarding transportation funding.

However, this year, only written testimony will be received, which must be submitted by September 18.

Recently, the Texas Association of Business (TAB) launched “[Keep Texas Moving](#)” as a coalition to encourage private funding of roads. The website says, “Texas should welcome and harness private investment and managed toll lanes,” as a way to help with highway congestion.

The group is hosting meetings around the state with many local chambers of commerce to promote its ideas.

In Lubbock recently, Aaron Cox, senior vice president of TAB, said, “...it’s time that Texas again look to the private sector, public-private partnerships and solutions like optional toll lanes to address the serious funding shortfall facing our state’s transportation system.”

He pointed to the anticipated [\\$5 billion budget shortfall](#) recently announced by Texas Comptroller Glenn Hegar adding that “[a]llowing private investment for major highway development would offset state revenue losses...”

The Texas Department of Transportation (TxDOT) is not currently authorized to use private financing. In his [State of the State address](#) in 2015, Governor Greg Abbott recognized the congestion on Texas highways but proposed a budget “without raising taxes, fees, tolls or debt.”

In its [legislative appropriations request](#) for the upcoming biennium, the Texas Department of Transportation is asking for \$32.68 billion, most of which “supports only highway projects.”

Texans United for Reform and Freedom (TURF), however, opposes public-private partnerships and says they are not needed to provide for highway funding as claimed by others.

TURF founder, Terri Hall, sees the economic downturn as an opportunity for those who support toll roads to push their agenda, but she believes taxpayers strongly oppose this.

“Texans have consistently and loudly rejected...any corporate takeover of our public infrastructure for good reason. The reality is [comprehensive development agreements] are the most expensive way to fund roads at a time when taxpayers can least afford it.”

Hall points out that ballot measures passed in recent years made available more state money to construct and maintain public highways on a pay-as-you-go schedule and demonstrate that voters don't support construction of more toll roads.

Voters approved a constitutional amendment in 2014 which dedicated part of the oil and gas production taxes, also known as severance taxes, to the State Highway Fund (SHF). According to the Texas Department of Transportation, between 2015 and 2019, over \$7 billion was deposited in the SHF due to this constitutional amendment.

The next year, another constitutional amendment passed that allows part of the sales and use tax revenue to be dedicated to highway funding, resulting in another \$7.5 billion of additional funding for the State Highway Fund.

“It's time to tighten your belt,” Hall submitted to the committee in her written testimony. “That may mean projects are delayed or phased differently,” adding that taxpayers expect their government to exercise “fiscal restraint and proper project management and prioritization.”

The North Central Texas Council of Governments Regional Transportation Council put out a fact sheet this summer encouraging local governments to consider ways they might raise additional transportation revenue.

Suggestions included adopting a \$10 optional vehicle registration fee or enacting regional transportation reinvestment zones. These zones, established by local governments, dedicate incremental increases in property tax revenue within the zone to finance transportation projects.

It also suggested a user fee for electric vehicles to “offset the lost fuel taxes.” Texas taxes gasoline at 20 cents per gallon currently, while the federal government imposes an 18.4 cents per gallon tax.

Arlington is getting another driverless vehicle program. The mission? Building trust.

By: Kailey Broussard, Fort Worth Star Telegram

Driverless transportation will return to Arlington in March as the city continues testing best uses for the burgeoning technology.

As city staff and council members hash out details of a possible citywide expansion of the on-demand rideshare service Via, planners are gathering data and public opinion for Arlington's latest autonomous vehicle pilot program, RAPID. The program is funded through a \$1.7 million grant through the Federal Transportation Administration, and the city has partnered with Via, UT Arlington and autonomous vehicle startup May Mobility to launch the program in March.

This spring, people in downtown and around UT Arlington who utilize Via may have the option of taking a driverless vehicle to their destination. Riders whose trips fall within downtown may be asked if they would like to utilize RAPID. The fleet will include a wheelchair-accessible vehicle and free rides for university students.

"We're hoping that it feels easy and natural to the riders and to help build acceptance of autonomous vehicle technologies," said Ann Foss, the city's principal planner.

That acceptance, she said, will help residents adapt as localities increasingly embrace technological advancements.

"It's likely there will be more and more autonomous technology being deployed in the future," she said. "We want to help our residents understand how that works and feel more comfortable about that technology."

Arlington's trust-building efforts started in 2017 when the city launched Milo, an off-street shuttle that bused people to entertainment district venues from parking areas. From late 2018 to May 2019, the city offered Drive.ai, an on-road van service that transported some 1,400 travelers around the entertainment district on 760 trips, according to city numbers.

Each program has yielded ridership data and feedback on user experience, Foss said, that helps the city find the best use for driverless vehicles. The next step in the city's experiment, she said, is to integrate services with its existing rideshare program. Via currently covers 41% of the city, including downtown, but the Arlington City Council will vote later this year to expand coverage to the entire city starting in mid-January.

"We're hopeful that this pilot will be really useful in seeing how the technology integrates," Foss said.

Jorge Cruz-Aedo, president of the Texas Transit Association and Corpus Christi Transportation Authority CEO, said cities must seek innovative transportation needs — especially helping people get beyond bus or train stops to their final destinations.

"Transportation as we know it today ... is a changing world," he said. "The demand for public transportation is beyond just going down that main arterial in your hometown."

Discussions about driverless vehicles have intensified in recent years across Texas. Cities such as Austin, San Antonio and Houston have sought information on or pursued autonomous

vehicle programs of their own. Before Drive.ai launched in Arlington, the city of Frisco fielded the company during its one-year pilot program.

Cruz-Aedo's south Texas city launched Surge, an off-street shuttle that transports people around the in-town Texas A&M University-Corpus Christi. The transit authority shares the data the pilot program collects with the university, as well as analysts in Malaysia, to understand the program's uses.

"It's kind of a global test so to speak because it involves other parties that use the data to help us manage the system," he said.

The conversation isn't limited to public transportation, either: Cities throughout Dallas-Fort Worth have adopted numerous programs utilizing automation for package delivery, freight transportation and traffic light moderation.

"It's not just the vehicles. It's the whole spectrum of things from data to communications to autonomous vehicles and new business models," said Thomas Bamonte, senior program manager for North Central Texas Council of Governments.

Arlington, Bamonte said, is regional, state and national leader in connected and autonomous vehicle technology, whether transporting people or items.

"They're very carefully and systematically exploring various kinds of technology, and how they're building on the success of Via and integrating Via with autonomous vehicle technology is a very creative approach," he said.

<https://www.star-telegram.com/article245777885.html>

Fort Worth: Virtual Meeting To Discuss Proposed Improvements Along East Lancaster

A virtual kickoff meeting for East Lancaster Avenue Corridor planning is scheduled for 3:30-5 p.m. Sept. 24 via Webex.

By Press Release Desk, Patch

Join East Lancaster Avenue property owners and stakeholders to discuss potential improvements in land use, new development and transportation along the East Lancaster Avenue corridor.

A virtual kickoff meeting for East Lancaster Avenue Corridor planning is scheduled for **3:30-5 p.m. Sept. 24** via [Webex](#).

Staff from the City of Fort Worth and Trinity Metro will present information – and seek residents' ideas – about challenges and opportunities along the corridor, potential for new development and options for transportation improvements, including a planned bus rapid transit system in the East Lancaster Avenue corridor.

These discussions will inform near-term improvements and guide planning for future transit-oriented development along the corridor that could occur with bus rapid transit.

To learn more, contact Patrina Newton [by email](#) or at 817-392-8068.

<https://patch.com/texas/dallas-ftworth/fort-worth-virtual-meeting-discuss-proposed-improvements-along-east-lancaster>

The autonomous truck stop? DFW emerging as hub as yet another firm looks to step up

By Brian Womack, The Business Journals

The Dallas area is getting the attention of the driverless trucking industry – and yet another company is looking to expand in the region.

More key players in the market are investing in the region as they see opportunities to try out their technology in North Texas. That often means setting up operations and hiring local folks for the autonomous vehicles, or AVs, as travel on nearby roads.

Waymo – part of Google parent Alphabet and a pioneer in driverless -- is setting up a hub in the Dallas area for its trucking effort, a spokesperson said last month. In July, [Aurora](#), an Amazon-backed firm, that said it would set up an operation in North Texas, first with minivans and then larger semi-trucks.

And yet another company is eyeing more for the region. Embark – which has [raised](#) more than \$100 million – sees opportunities ahead for North Texas, according to Monika Darwish, policy counsel for the company. It previously tested on the state's roads, though it's been keeping that closer to a hub in California of late.

“The Dallas-Fort Worth region is ripe for the nation's first deployment of automated commercial motor vehicles given the sheer volume of freight it sees, it's location along major freight corridors, and the willingness of Texas lawmakers to engage in meaningful discussions on safety and education,” Darwish said. “The region is a high priority on our roadmap, and we look forward to building out facilities there soon to add to our transfer hubs in California and Arizona.”

And there are more. Kodiak Robotics announced last year it be supporting its growing testing and freight operations from a facility in Lancaster. Then there's [TuSimple](#), which in July said it will open a new shipping terminal in North Texas after operating autonomously on seven different routes between cities that include Dallas.

“I think it would be hard to argue that Dallas isn't the clear operations hub at this point,” said Daniel Goff, head of policy for Kodiak.

The Dallas areas is benefitting from its traditional role a key trucking area while providing policy at the state level that's friendlier to driverless technology than some areas. The reputation for a business-friendly environment doesn't hurt either.

It puts North Texas in the mix for what could be a key – and more quickly embraced – part of driverless tech. The trend is a good one for North Texas, helping to expand the shipping sector for the future, Thomas Bamonte, senior program manager, Automated Vehicles North Central Texas Council of Governments.

“Automated trucking is part of a larger effort to automate warehouses, freight yards, last-mile freight delivery, etc.,” Bamonte said. “DFW has to be at the forefront of technology innovation in the freight sector.”

With Waymo, the new investment comes after the company earlier this year said it would be testing the technology in Texas and New Mexico.

“Waymo has clearly put a stake in the ground by saying that DFW and Texas are critical to them,” Goff said. “Given we made South Dallas our home for testing and development, we see it as a great validator for our approach.”

Kodiak is backed by some big names as well, including Battery Ventures, CRV and Lightspeed, and is working to bolster the opportunity by using the driverless technology on the more predictable and less dynamic highways. It's focusing on AVs that are used between a drop-off or pick-up sites that can include more technical challenges.

Aurora is a company with more than \$690 million in funding – and it's led by an executive whose name, Chris Urmson, is familiar to the self-driving industry as a longtime player. He led the self-driving car effort at Google before co-founding his new company in 2017.

Like all new technologies nothing is certain. An early player in the Dallas region was Starsky, which quietly opened up a shop here in 2018. Yet earlier this year, the CEO, Stefan Seltz-Axmacher, [announced the company was shutting down](#), citing issues such as a lack of investor interest and challenges in the trucking industry.

A key for Texas – and a help for Dallas – has been legislation passed in 2017, giving strong policy coverage for the industry, Bamonte said. Also, The Regional Transportation Council recently approved a program to optimize the movement of freight vehicles between freight hubs and expressways – another signal to the industry that DFW is supportive of AVs and related transportation technologies.

“DFW's status as a major and growing freight hub is attractive for AV developers, who are looking to transition from technology testing to building viable freight businesses,” Bamonte said.

Autonomous trucking could driver greater adoption of driverless technology than its cousins with passenger vehicles, according to Antti Lindstrom, an analyst with IHS Markit.

“They are in neighborhoods where there's not a lot of residential traffic,” Lindstrom said. “The whole operating patterns are easier to predict with the commercial vehicles.”

Highways are relatively simple to drive, given they normally don't have pedestrians and bicyclists, Kara Kockelman, a professor at the University of Texas at Austin, said. At the same time, semi trucks also just see a lot more time on roads. There is a lot of “value to be gained from automation,” Kockelman said.

Today's drivers are limited by rules that keep them away from the wheel for safety reasons a certain number of hours in a given day. With driverless, the person could be doing administrative tasks or even sleeping during the long stretches – and then engage on local streets, Kockelman said.

Whatever emerges with the technology's future, North Texas can have a role.

“This very positive development indicates the strength of DFW's freight sector and the willingness of the public and private sectors in DFW to work together to support technology innovation that will help DFW compete successfully in the global economy,” Bamonte said.

<https://www.bizjournals.com/dallas/inno/stories/news/2020/09/21/autonomous-truck-stop.html>

This new air quality map will show you how much harmful pollution is in North Texas

By: Haley Samsel, Fort Worth Star Telegram

The Dallas-Fort Worth region is no stranger to disputes over air pollution stemming from industrial plants. In just the past two years, groups in [south Dallas](#), [Midlothian](#) and [Mansfield](#) have fought the expansion of the cement and concrete industries, citing negative health consequences such as increased asthma symptoms and higher incidences of cancer.

During these debates, activists across DFW have shared a common complaint: the lack of air quality monitoring data in the areas where companies produce the most particulate matter pollution, or microscopic solid or liquid matter suspended in the air, such as dust, soot and smoke.

If particles are small enough, they can reach the lungs, heart or brain and [cause serious health problems](#), according to the Environmental Protection Agency. The EPA maintains six monitors in North Texas, which environmentalists argue is not enough to measure how air quality differs within communities.

[SharedAirDFW](#), a regional air monitoring network led by the University of Texas-Dallas and North Texas environmental activism group [Downwinders at Risk](#), hopes to address the scarcity of information by deploying more than 100 air pollution monitors across the region in the next two years.

“We’re providing a better alternative to the status quo that the state is providing right now,” said Jim Schermbeck, the director of Downwinders at Risk. “This site does more and is more helpful to regular folks than anything out there right now ... It’s a citizen empowerment tool.”

An interactive map, launched this week by UTD physics professor David Lary and his students, displays real-time air monitoring results from monitors deployed by both SharedAir volunteers and the EPA. Residents can also view data from [PurpleAir monitors](#) that are available for purchase online and use WiFi networks to report particulate matter pollution.

“We’re using the same machine learning technology to calibrate our monitors that NASA uses for its satellites,” Lary said in a statement. “We can take accurate measurements every few seconds and stream the data in real-time to capture the air quality at a specific place over time.”

The network, which originated with an unsuccessful grant application to the National Science Foundation, has the support of government partners like the city of Plano and Dallas County as well as the Dallas County college system and Paul Quinn College, where former instructor Evelyn Mayo [published research](#) showing that the majority of industrial facilities in Dallas are located south of I-30 and the Trinity River.

Each partner in the network has their own motivations for participating in the project, Schermbeck said. With their 44 monitors, Plano officials will focus on figuring out stoplight sequences that will reduce pollution from vehicles. The Dallas County college system wants to use the air quality data in its science curriculum.

Activists like Schermbeck seek more information to back up their assertions that the pollution burden is too heavy on neighborhoods like those in south and west Dallas, which are home to large communities of color.

“We start out, at least on our side with Downwinders, by putting the monitors in places that are determined by public health, not by public funding of transportation,” Schermbeck said, referring to smog limits that [states must meet](#) to receive federal highway funding. “Our interest is environmental justice.”

Right now, only one SharedAirDFW monitor has been deployed in Tarrant County, near the Charles H. Haws Athletic Center on Henderson Street in Fort Worth. The remaining seven monitors that have been deployed are split between Plano, Mesquite, Richardson and the south Dallas community of Joppa, where residents have [clashed with city officials](#) over the [removal and cleanup](#) of a toxic waste dump of roof shingles known as Shingle Mountain.

As part of the activist coalition Southern Sector Rising, Schermbeck has been heavily involved in the efforts to pressure Dallas to clean up Shingle Mountain. By January, 11 more monitors will be deployed in Joppa, with another 11 set to be installed in west Dallas sometime next year, he said.

From there, Downwinders at Risk hopes to place monitors in and around Midlothian near the end of 2021. Laura Hunt, a Midlothian pediatrician who has [fought cement company Holcim's bid](#) to increase the amount of carbon monoxide it can release into the air, has often been frustrated with the lack of air monitors near the three major cement plants in town.

Hunt said the activism group she co-founded, Midlothian Breathe, would prefer for the monitors to be installed sooner but will not hold their breath waiting for them.

“We will be very grateful if/when they materialize for us,” Hunt said. “In the meantime, we will definitely try to get more PurpleAir monitors in place.”

The launch of the network has been an “arduous process,” Schermbeck said, and it would have been sped up significantly by the National Science Foundation grant. Still, the SharedAirDFW partners [were able to cobble together](#) enough grant money to provide what Schermbeck believes is a public utility that will become routine in the future.

“It empowers you on a personal level, and I think it can also be a big difference in how we shape policy from here on out,” Schermbeck said. “To ignore the data is folly. From this point forward, you kind of have to take this into account if you’re serious about air quality and environmental justice in Dallas-Fort Worth.”

<https://www.star-telegram.com/news/local/article245791980.html>

High-speed train between Dallas and Houston gets federal approval

The railroad plans to connect Texas' two biggest cities within 90 minutes. Construction could begin in the first half of next year.

By Juan Pablo Garnham, Texas Tribune

The company has already secured over 600 plots of land, as well as areas for the stations in Dallas, Houston and the Brazos Valley. Credit: Brandon Formby/The Texas Tribune

The high-speed train that promises to transport passengers between Dallas and Houston in 90 minutes has been approved by the Federal Railroad Administration, according to Texas Central Railroad, the company in charge of the project.

The U.S. Department of Transportation's Federal Railroad Administration issued [the two key rulings](#), which provide the regulatory framework and the environmental review for the high-speed train, that Texas officials were waiting on to move forward with the project, according to the company. The announcement was first reported by the [Houston Chronicle](#).

Texas Central expects to start construction in the first half of 2021. The federal Surface Transportation Board still must approve the project before construction can begin.

The rulings announced Monday brought cheers from leaders in Dallas and Houston, but criticism from project opponents along the path the train could take to connect the cities.

Although the company [had to layoff 28 workers due to the coronavirus-related financial crisis in March](#), Texas Central Railroad had described the project as "shovel ready" and waiting for the federal government's approval.

"This is the moment we have been working towards," said Carlos Aguilar, CEO of Texas Central Railroad in a statement. "The release of the final (approvals) by the Federal Railroad Administration represents years of work by countless individuals, affirming a very thorough and careful federal regulatory process that will make the Texas Central Railroad the first high-speed rail system to be implemented in the United States."

The company estimates that the construction for the project will take up to six years, with a total cost of around \$20 billion. The train will use the same technology as the Shinkansen bullet trains in Japan, which can reach speeds of more than 200 mph.

The project has seen resistance from property owners in rural areas of Central Texas, where the railroad would travel through. According to Texas Central Railroad, they already have control of over 600 parcels of land needed for the project, as well as sites for stations in Dallas, Houston and the Brazos Valley. In May, [Texas courts ruled in favor of the project](#) and against landowners trying to stop the eminent domain process. As of September, the company hasn't needed to use eminent domain and has not applied to federal grants or subsidies.

"The proposed Dallas to Houston route would threaten the property rights of Texas landowners whose farms, ranches, and homesteads sit along the route – land that has at times been in families for generations," said U.S. Rep. Kevin Brady, who represents part of the areas affected by the project, [in a press release](#) earlier this summer. "Plus, the project's cost has already increased by nearly 300 percent and serious economic and safety questions have gone unanswered."

Several local groups oppose the project. Kyle Workman, president of Texans Against High-Speed Rail, [said in a press release](#) that the project will cost more than what is projected.

"Texas Central will likely trumpet this decision as major progress for its project, but they are simply arranging deckchairs on the Titanic," Workman said.

The organization ReRoute The Route, which has called the proposed path "the most dangerous and cheapest option," criticized the federal government for the decision.

"The Federal Railroad Administration is neglecting its regulatory duty to protect Americans from life-threatening projects like the proposed high-speed rail project in Texas," organization spokesperson Taylor Ward said via email. "This project has been flawed from the beginning and the FRA has ignored calls from concerned property owners, safety professionals, and even other rail companies."

But leaders in Dallas and Houston have defended the high-speed railroad and worked with the company to secure areas to build stations and lines.

"Today's announcement from Texas Central means that this landmark project is closer than ever to breaking ground. The construction of high-speed rail will have a generational impact, creating thousands of jobs right here in Houston and injecting billions of dollars into our local businesses," said Houston Mayor Sylvester Turner in a statement. "Once operational, the system will create connections and opportunities never thought possible."

At the other end of the line in Dallas, Mayor Eric Johnson repeated his support for the project.

"High-speed rail will be a major part of the future of transportation in Texas, and it will be transformative for the city of Dallas," Johnson said in a statement. "I am thrilled by the announcement of Texas Central's latest historic milestones, and I am proud to advocate for this project, which will create thousands of jobs in Dallas, attract new businesses, and strengthen our economy for years to come."

<https://www.texastribune.org/2020/09/21/dallas-houston-high-speed-train/>

Texas' high-speed rail project gets federal approval, but will it really be built?

By Gordon Dickson, Fort Worth Star-Telegram

A proposed high-speed rail line from Dallas to Houston has received federal approval to begin construction, but more legal challenges may remain.

The Federal Railroad Administration on Monday issued a record of decision, as well as a rule of particular applicability — documents that complete the six-year-old environmental review process and provide safety standards for construction to proceed.

Company officials said Monday they had received word of the decisions, although the documents had not yet been published in the federal register.

The proposed rail line would be built on above-ground tracks used exclusively by the bullet trains. Supporters pledge that passengers would be able to travel from downtown Dallas to Houston in about 90 minutes, with one stop in the Brazos Valley near College Station.

The cost of a ticket would be competitive with air fares between Texas' two largest cities.

"This is the moment we have been working towards," Carlos Aguilar, chief executive officer of Texas Central Railroad, said in a press release. Texas Central Railroad is the brand name of the company building the project.

Aguilar said the federal decisions represent "years of work by countless individuals, affirming a very thorough and careful federal regulatory process that will make the Texas Central Railroad the first high-speed rail system to be implemented in the United States."

The federal documents provide a regulatory framework for governing signal and train set control, track, rolling stock, operating rules and practices, system qualifications and maintenance, company officials said.

Texas Central Railroad proposes to build a system with the same technology used on Japan's Tokaido Shinkansen high-speed rail system.

In May, a federal appeals court issued a ruling that Texas Central could be considered a railroad under Texas law, providing the company with essential powers to buy — or possibly condemn — private land to build its tracks.

Construction on the project, which is expected to take six years, could begin as soon as next year, Aguilar said in an interview. Aguilar also said the estimated cost of the project was roughly \$20 billion, and Texas Central had received letters of interest from prospective investors amounting to roughly half that amount.

Company officials say they already have control of more than 600 parcels of land needed for the project. They also say the rail line will create more than 17,000 direct jobs, and 20,000 supply chain jobs.

But groups opposed to the high-speed rail line have pledged to continue their fight.

Officials at one such group, [Texans Against High-Speed Rail](#), said the federal government's decisions are not the "green light" to begin construction that Texas Central says they are.

“Texas Central will likely trumpet this decision as major progress for its project, but they are simply arranging deckchairs on the Titanic,” Kyle Workman, Texans Against HSR president, wrote on the organization’s Facebook page.

“Texans and federal taxpayers need to know this Record of Decision doesn’t change the fact that Texas Central has put up Texas land as collateral to the Japanese government when the project fails, while at the same time asking for billions in federal dollars to prop up its so-called ‘private project’ that is already failing in its ‘conceptual design’ stage,” Workman wrote.

Workman’s organization also has alleged that Texas Central has deeded property from Texas landowners to the Japanese government, through an offshore entity set up in the Cayman Islands.

Some of Texas Central’s partners in the project include:

- Webuild — Italian industrial group Salini Impregilo and Lane Construction Corp. formed this entity to supply the civil infrastructure work for the project.
- Bechtel — A Virginia-based rail program manager.
- Central Japan Railway — Will provide the technology used in the Central Japan Railway.
- Renfe — A Spanish firm that will operate the system.
- Team Shinkansen United — Provides high-speed rail technology on Tokaido Shinkansen. The firm includes Hitachi, Mitsubishi Heavy Industries, Toshiba, NEC, and JRC.
- Kiewit — Nebraska-based firm will provide train operations along with Mass Electric Construction Co. based in Massachusetts.
- Matthews Southwest, a Texas real estate developer, and Suffolk Construction of Massachusetts will develop and build train stations.

<https://www.star-telegram.com/news/business/growth/article245893370.html>

Intense peak season on tap, three top transportation executives say

Peak to be 'bigger, faster, come quicker and stay longer,' XPO's Ritter says at CSCMP EDGE 2020

By Mark Solomon, FreightWaves

Three top transportation executives said Monday that they expect a high-intensity peak shipping season marked by the ongoing shortage of qualified commercial truck drivers and a pandemic that won't disappear any time soon.

The peak will be "bigger, faster, will come quicker and stay longer," said Greg Ritter, chief customer officer of transport and logistics giant XPO Logistics Inc. (NYSE:XPO). Appearing on a panel at the Council of Supply Chain Management Professionals' EDGE 2020 virtual conference, Ritter said that while Greenwich, Connecticut-based XPO is close to peak readiness, many of its customers are already there.

Derek Leathers, vice chairman, president and CEO of Omaha, Nebraska-based truckload and logistics company Werner Enterprises Inc., (NASDAQ:WERN) said that peak capacity will be tight this year. Another issue, Leathers said, is that some of Werner's customers are having a tougher time than usual securing products because the pandemic has disrupted many of their traditional channels of supply.

The pandemic has accelerated the long-running problem of driver availability, said Eric Fuller, president and CEO of truckload carrier U.S. Xpress Enterprises Inc. (NYSE:USX). Fuller warned that supply tightness will extend well beyond peak season. "The driver situation is getting worse," he said. "It will be a lot more difficult and it won't get much better" for the foreseeable future.

Two driver-related regulations confronting truckers are the Federal Motor Carrier Safety Administration's revised hours-of-service (HOS) rules that, barring a successful legal challenge, will go into effect September 29, and the agency's proposal mandating the testing of hair follicle samples to determine possible substance abuse by drivers.

Leathers said he supports the revised HOS rules because they will give drivers more flexibility in their workday without unfairly penalizing them or compromising highway safety. The panelists endorsed the hair follicle testing proposal as a strong safety measure because hair testing detects marijuana use further back in time than a urine sample. However, one of the proposal's unintended consequences is that it might disqualify driver applicants who otherwise may have passed a urinalysis because of the relatively short amount of time that illegal substances remain in a human's system before it gets passed as urine.

The three executives spoke highly of leading-edge technologies such as autonomous vehicles but emphasized that automation will never be a substitute for the skills of a qualified commercial driver.

None of the executives expect a return to normalcy until a COVID vaccine is developed, approved and widely distributed. Fuller said that certain parts of the trucker's business will never return to the pre-COVID-19 days. For example, U.S. Xpress is exploring how many employees currently working from home have jobs that will allow them to stay at home permanently. Before the pandemic, no one at the Chattanooga, Tennessee-based carrier regularly worked from home, he said.

Ritter of XPO said the company's customer relationships have been strengthened because the pandemic has fostered more collaboration and understanding of the shared sacrifices that everyone has made. XPO's customer alliances are "deeper" than they were six months ago, he said.

<https://www.freightwaves.com/news/intense-peak-season-on-tap-three-top-transportation-executives-say>

TxDOT Launches 'Be Safe. Drive Smart' Campaign as Texas Children Return to School

The campaign encourages drivers to be careful in school zones, especially when traffic patterns are unpredictable due to the COVID-19 pandemic

Published by *NBC 5 News*

The Texas Department of Transportation is urging motorists and parents to use extra caution around school zones and bus stops as Texas children return to school this month.

TxDOT's "Be Safe. Drive Smart" campaign encourages drivers to be careful in school zones, especially when traffic patterns are unpredictable due to the COVID-19 pandemic, TxDOT said.

According to TxDOT, 784 traffic crashes occurred in Texas school zones last year, resulting in one death and 12 serious injuries.

The most common causes of these crashes were driver inattention, failure to control speed, and failure to yield the right of way at a stop sign or when turning left, the department said.

Similarly, TxDOT said five people were killed and 76 were seriously injured last year in the 2,453 traffic crashes involving school buses in Texas. Speed and driver inattention were the top contributing factors in those crashes as well.

In light of the previous crashes involving school ones and school buses, TxDOT is launching its "Be Safe. Drive Smart" back-to-school campaign this week.

The campaign offers tips to help motorists share the road with school buses and drive more safely in school zones, as well as safety tips for children walking or biking to school.

<https://www.nbcdfw.com/news/traffic/txdot-launches-be-safe-drive-smart-campaign-as-texas-children-return-to-school/2448212/>

TxDOT presents details of FM 1387 project

By Bill Spinks, Midlothian Mirror

The narrow, sometimes-curved extent of present-day Farm-to-Market 1387 is slated to become a major four-lane thoroughfare providing another connection between Midlothian and the rest of Ellis County.

The Texas Department of Transportation recently held a virtual public meeting to discuss the project. TxDOT changed the meeting to a virtual format in response to the COVID-19 outbreak.

The purpose of the project is to improve 5.7 miles of FM 1387 from North Midlothian Parkway to FM 664, which includes two alternative alignments. The project is intended to reduce traffic congestion, improve connectivity and enhance safety.

The project is currently unfunded and will not be let until funding is identified, TxDOT said. Right-of-way acquisition would not begin until the fall of 2021 and the anticipated ready-to-let date won't be until the fall of 2024, according to TxDOT's timeline.

TxDOT will develop a schematic based on public feedback this fall, and a public hearing is anticipated to take place in the summer of 2021.

The design schematics and project information will be available for viewing at www.KeepItMovingDallas.com and at www.txdot.gov. Comments will be accepted through Sept. 25 by email to project director Nelson Underwood at nelson.underwood@txdot.gov, by clicking the provided link on the website, or by leaving a voicemail at (817) 381-2473.

Improvements would involve the expansion of the current two-lane rural roadway to an urban interim four-lane roadway to provide additional capacity and improve safety.

The existing FM 1387 mostly consists of 12-foot lanes, no paved shoulders and a right-of-way that varies between 80 and 100 feet in width. A number of major roads intersect FM 1387, including Walnut Grove and Longbranch roads.

The proposed improvements along the main segment of improvement, between Midlothian Parkway and Longbranch Road, will generally follow the existing corridor. Those improvements will include one 12-foot-wide travel lane and one 14-foot-wide outside shared-use lane in each direction, five-foot sidewalks in each direction, a variable-width raised median to accommodate an additional future lane in each direction, and turning lanes, where applicable, at side streets and intersections along the corridor. The right-of-way will vary from 125 to 140 feet in width.

From Longbranch Road to FM 664, a north and south alternative alignment are under consideration. The north alignment is 1.2 miles long and will generally follow the existing FM 1387, while the south alignment is 1.7 miles long and will be new terrain construction.

Each alignment will end at FM 664 and will feature the same improvements as the main section. Each alignment also would require the acquisition of right-of-way and would potentially displace 10 to 11 residences, with additional properties potentially affected close to the proposed right-of-way.

<https://www.midlothianmirror.com/news/20200921/txdot-presents-details-of-fm-1387-project?template=ampart>

Your package has arrived: UT Dallas researcher talks about the future of drone delivery networks

By Kevin Cummings, NTX Inno Staff Writer

It is no longer uncommon to see drones at events or to imagine a world where they are used to deliver packages directly to the doorstep. And during the pandemic, which has raised concerns about global supply chains while increasing the demand for contactless, on-demand delivery, their use in last-mile logistics is likely to accelerate, according to a group of UT Dallas researchers.

But what does a city look like when drone deliveries zipping overhead are as common as on-demand service vehicles are now? And what does that mean for retailers and the customers they serve?

In a recently published article called "[Retail Deliveries by Drones: How Will Logistics Networks Change](#)" published in Production and Operations Management, UT Dallas researchers Milind Dawande, Ganesh Janakiraman and Vijay Mookerjee offer an idea of what the future of drone delivery will look like.

"I'm thinking about this current time and by that, I mean the current pandemic. I think customers are putting, for valid reasons, a lot of value on delivery safety during these times, in addition to delivery speed," Dawande, a professor of operations management at UT Dallas' Naveen Jindal School of Management, told NTX Inno. "Hands-free, doorstep delivery that drones offer I think is of great value during the current time and therefore I feel that to some extent we might see strong pilots being conducted... in metro areas as early as this holiday season."

Some of the most recent news in drone delivery systems came with the FAA's [approval](#) to allow Amazon to operate as a drone airline, delivering packages to customers with the technology. As the company and other like it continue to advance drones capabilities and integrate them into last mile supply chain networks, which Dawande said is often the most expensive leg for retailers, one of the most noticeable impact for consumers will be the decreased delivery times.

He said for retailers this would like lead to an expansion in the impulse buying market, as customers can receive their packages in what Dawande said could be between five to 30 minutes. Dawande notes that increasingly competition in the retail space has shifted from prices to delivery times. And since it is something that consumers are coming to expect, profit margins have been driven down, as the cost to maintain inventory and speed for quick deliveries increases.

"Drone technology can really lead to demand expansion. They buy will increase; there will be more demand created by customers because of drone deliveries. That demand is not being exploited right now," Dawande said.

The way Dawande and the other researchers see shaping the way retailers operate is by moving to a more decentralized network for delivery, with drones at the core. Recently, Amazon and other e-commerce retailers have been [snagging up](#) warehouse space around North Texas, hiring thousands across the state. It's a trend Dawande said he sees increasing, with companies managing many small facilities that can reach customers more quickly with delivery drones than having one large distribution center.

In order to manage these drone networks, Dawande said companies would likely partition delivery time zones around their distribution sites, allowing them to create guaranteed and customizable delivery time offerings.

“With a limited number of zones, the retailer should be able to capture most of the profits it would from perfect customization,” Dawande said.

As large companies build out their drone capabilities and delivery networks, smaller businesses operating in the space could fall behind technology. However, Dawande said he doesn’t see that meaning small business losing more customers. He said the larger businesses like Amazon that are capable of rapidly building and scaling their capabilities will likely start offering drone services in a similar way it offers cloud services through AWS.

“They will figure it out first, they will solve all the technical and other problems and they will become experts on drone travel, but then they might offer drone-as-a-service,” Dawande said.

There are still issues to be worked out with drone delivery systems, the researchers note. In dense urban areas, where leasing or developing new distribution space is unavailable or cost prohibitive, it could be difficult to create the decentralized network of facilities needed.

However, Dawande said this is something that could be overcome by some retailers who operate physical store space that could eventually act as distribution hubs as technology advances. He said in some areas, a network of human freight shipping and drones could also help overcome the hurdle.

That also solves another issue that comes up with many emerging technologies – their effect on jobs in the industry. Dawande said that while certain positions are likely to be affected, like drivers, as they are replaced by drones, other positions will be created around maintaining and monitoring the drones. He added that with more, smaller distribution sites, additional packagers might be needed to keep up with demand.

“Like any automation technology, there will be some erosion of conventional jobs, but new jobs will also be created, and those probably will be higher paying jobs,” Dawande said.

One of the other issues that surround drone use in logistics and beyond is privacy.

More drones moving quickly overhead to deliver a package to a specific doorstep will require video and other tracking technology to help navigate buildings, trees and powerlines. And that technology will inevitably record video data of private property.

The issue is being [worked on](#) by the North Central Texas Council of Governments and other state and federal organizations, as they look to help bolster unmanned flying technology development in the region. Dawande said there will likely need to be a tradeoff for the loss of some privacy, potentially in the form of some public service provided by the companies like free health care related deliveries. He added that data collected during delivery shouldn’t be stored and saved by the companies operating the networks.

“If drone deliveries are done right, I think that consumers will become even more loyal to the companies that they order from,” Dawande said.

DART board considers more options for bus network redesign

By Liesbeth Powers, Community Impacts

A new option for the Dallas Area Rapid Transit 13-bus DART zoom network has been added to the four existing variations that committee members have deliberated in recent months.

This hybrid option was created after committee members expressed interest in a middle ground in ridership.

About 55% of DART's bus service currently focuses on high ridership routes, while the rest is used to provide coverage to a broader area, according to Mark Nelson, director of transportation for the city of Richardson. If the transit agency focused its redesign around ridership, that share would shift to 85% ridership, 15% coverage, as [previously reported](#) by *Community Impact Newspaper*.

This 85/15 variation would expand the GoLink on-demand curb-to-curb service in ridership coverage gaps, but in a way would not be cost-effective, according to a Sept. 22 presentation to the DART Board of Directors.

The hybrid option would fill some of the larger ridership network gaps where expanded GoLink service does not make sense and would have a 70%-75% focus on ridership and a 25%-30% focus on coverage, the presentation showed.

At \$12 million per year, 11 routes would fill a portion of network gaps and about 25-30% of the routes would operate every 20 minutes on weekdays at midday. There would be small areas left uncovered in cities like Plano and Richardson, but a majority of those gaps generate few riders in the current system or are relatively undeveloped, according to the presentation.

The hybrid option would also place about 65-70% of residents within .5 miles of service and would expand the use of GoLink in areas where it is most useful. This lands the hybrid option near the center of the four previous options.

Board members requested more information on the effects of the hybrid option on residents and working riders before recommending any option. A recommendation will be necessary in early October for the drafting and review of a bus network plan at the beginning of 2021.

<https://communityimpact.com/dallas-fort-worth/plano/transportation/2020/09/24/dart-board-considers-more-options-for-bus-network-redesign/>

It May Be a While Before Dallas Sees Rental Scooters Again

The talks between scooter vendors and the city don't seem to be going well.

Published by Jacob Vaughn, Dallas Observer

It's been about 20 days since [electric scooters got the boot in Dallas](#). Citing public safety concerns and compliance issues, council members Adam Medrano and David Blewett and transportation director Michael Rogers banded together to implement a temporary ban of the scooters. But scooterless Dallas might not be so temporary after all.

A source at one of the city's scooter vendors said the earliest they might see a relaunch is in November, a time when ridership is usually down. The low ridership could be exacerbated by the pandemic as well, the source said. If vendors have to wait until November, many will have to reconsider whether continuing operations in Dallas makes sense.

The source said the last few weeks of talks with the city have been frustrating. The scooter vendors offered solutions for what the city sees as problems: scooters operating after hours in areas they don't belong and being used as recreation for teens. Largely, the talks didn't go anywhere until Jessica Scott, the transportation office's alternative transportation coordinator, got involved.

Now that Scott is taking the lead on reintroducing the scooters into Dallas, the vendors have a timeline for when they can resume operations. But the timeline and a potential requirement that the companies provide bids for the services, are going to make it hard for vendors to continue, the source said.

Scott did not respond for comment.

New problems wouldn't necessarily arise from requiring bids, but scooter vendors spent a good portion of early 2020 [negotiating a new ordinance](#) that largely has not been administered, the source said. "Now they want to do a [bid] pretending that will fix issues when all they need to do is actually administer the program they passed in March," the source said.

This wouldn't be the first time a rental scooter vendor pulled out of Dallas. Lyft, the San Francisco-based rideshare company, retired its Dallas scooter operations in November last year, according to [The Dallas Morning News](#). The company simultaneously rode out of several other big cities — San Antonio, Atlanta; Columbus, Ohio; Nashville; and Phoenix — saying it wanted to shift resources away from "smaller markets."

Medrano, Blewett and Rogers went out field trips with staff from different departments to assess the problems posed by the scooters and found operations continued even after their shutdown times in Deep Ellum and downtown and that they were used for non-transportation purposes. These trips into the community and a meeting with the scooter vendors prompted the temporary ban.

Councilmembers Medrano and Blewett did not respond for comment.

"I love micro-mobility and we want to have as many options as possible, but it's a balance." — Michael Rogers, Dallas transportation director Rogers said the transportation office is still in talks with groups like the Deep Ellum Foundation and Downtown Dallas Inc. about their concerns and is working on a presentation for the city's transportation and infrastructure committee about how to move forward with scooter operations.

"I love micro-mobility and we want to have as many options as possible, but it's a balance," Rogers said.

DPD Deputy Chief Thomas Castro said during community meetings that some residents and businesses complained about the scooters. Thomas said most of the complaints involved riders getting hurt.

"They're zipping in and out of traffic, riding on the sidewalks, not obeying traffic laws," Thomas said. "That really was the focus from public safety, that someone is going to get seriously injured or killed.

The announcement of the temporary ban seemed to take some by surprise. While the transportation director had the authority to institute a ban, neither Mayor Eric Johnson nor council member Lee Kleinman, chair of the transportation and infrastructure committee, were involved in the decision.

Lime, one of the city's scooter vendors, conducted a survey of its riders shortly after the ban took effect and gave them an opportunity to reach out to their councilmembers about why they want to see scooters back on the streets. The survey collected 143 responses.

According to the survey, 95% of Dallas riders think the scooters are safe, and 94% want them to return to the city.

One of the responses gathered and sent to Blewett was from a young woman named Courtney who recently moved to Dallas. She said, "scooters are my guarantee that I will make it home safely from work, the doctor's office or dinner. Without a car, I am not unable to safely travel the city."

<https://www.dallasobserver.com/news/rental-scooters-might-be-slow-to-return-to-dallas-11945445>

North Texas-Based Provider Of Software To Local Governments, Schools Suffers Data Breach

Published by CBSDFW.COM

Plano, Texas – A major provider of software services to local governments and schools across the United States, Tyler Technologies, told customers Wednesday an unknown intruder broke into its phone and information technology systems.

It could not immediately be determined whether ransomware may have been involved.

The Plano, Texas-based company, whose website was offline, said in an email sent to customers that it discovered the breach Wednesday morning, contacted law enforcement and enlisted outside cybersecurity help.

Tyler software provides service for jail and court management systems to taxing, bill collection and land records. Its customers include Des Moines, Hartford and St. Louis, County, according to a 2019 copy of its website on the Internet Archive.

The archived website said its company software is “the perfect fit” for everything from small towns to counties serving more than 2 million people.

Tyler did not immediately respond to phone calls and emails Wednesday. On Twitter, it said “a network issue” was affecting its phone and web site and that “we’re working to resolve as quickly as possible.” The company’s home page said it was temporarily unavailable but provided no additional information.

“At this time and based on the evidence available to us to-date, all indications are that the impact of this incident is limited to our internal network and phone systems,” said the email sent to customers and obtained by The Associated Press. “We currently have no reason to believe that any client data, client servers or hosted systems are affected.”

An FBI spokeswoman in Dallas could not immediately say whether the agency is involved in any way. The Texas Department of Information Resources did not immediately respond to a request for comment.

A cybersecurity expert assisting municipalities that are customers of Tyler’s Munis software suite, Mike Hamilton of CI Security, said he was particularly concerned that hackers may have obtained access to the passwords of customers stored on its network and could penetrate their systems.

Hamilton, a former Seattle chief information security officer, said Tyler should be notifying customers to immediately reset all their passwords as a precaution.

“It’s completely possible that bad guys have been in there for a good amount of time,” he said.

Munis manages core business functions for government agencies and schools, from payroll to human resources and revenue management.

In ransomware attacks, criminals are increasingly breaking into company and government networks and siphoning out data before scrambling them with encrypted programs and demanding payouts. They threaten to make the stolen data public if the victim doesn’t pay up.

Texas has seen a series of these attacks over the last two years.

The victims have included parts of the state court system and the state transportation department this year, and more than 20 local governments last summer.

Brett Callow, an analyst with the cybersecurity firm Emsisoft, said Tyler may have been breached with the same ransomware that attacked the Texas Department of Transportation, based on an encrypted file uploaded to the Google-owned malware identification service VirusTotal in June that included 'tylertech' in the file name.

Data breaches often are not discovered until months after the fact.

<https://dfw.cbslocal.com/2020/09/23/texas-company-software-local-governments-schools-data-breach/>

Nuclear waste could travel through Dallas-Fort Worth if West Texas plan is approved

Published by Haley Samsel, Fort Worth Star Telegram

John Ward, operations project task manager at Waste Control Specialists' facility near Andrews, Texas, is pictured in 2017 inspecting concrete canisters that will house drums of nuclear waste. DAVID BOWSER *FOR THE TEXAS TRIBUNE*

If approved by federal regulators, at least 5,000 tons of high-level nuclear waste from across the U.S. could travel through the Metroplex on its way to a West Texas storage facility that already stores low-level radioactive materials.

High-level nuclear waste refers to spent, or used, reactor fuel and waste materials that exist after the used fuel is reprocessed for disposal. The radioactive waste poses potentially harmful effects to humans and [only decreases in radioactivity through decay](#), which can take hundreds of thousands of years, according to the Nuclear Regulatory Commission, the federal agency that regulates nuclear power plants and the storage and disposal of waste.

Activists who oppose the West Texas plan say the impact will not be limited to residents of Andrews County, where the toxic waste site owned by Waste Control Specialists already sits near the Texas-New Mexico border. The commission [is considering a similar plan](#) for a high-level waste storage facility in southeastern New Mexico, brought forward by the nuclear company Holtec.

Transporting the waste to the New Mexico and West Texas facilities by rail car and through major cities, including those in the Dallas-Fort Worth region, could be a Pandora's Box of problems for North Texans, said Lon Burnam, a former state representative and the chair of the Tarrant Coalition for Environmental Awareness.

"We've created all this waste, there's no good way to handle it, and the question is: What is the least objectionable way to handle it?" Burnam said. "But carting it all through Dallas-Fort Worth, from my perspective, is one of the worst ways to handle it. Why should we be the community that 90% of this stuff goes through on its way to either West Texas or the New Mexico side?"

For years, the U.S. Department of Energy has struggled to find a long-term storage solution for the country's growing stockpile of radioactive waste. With no permanent destination for safe disposal, [more than 80,000 metric tons](#) of highly radioactive nuclear waste sit at the country's commercial nuclear plants, according to the U.S. Government Accountability Office.

Interim Storage Partners, comprised of Dallas-based Waste Control Specialists and global nuclear power company Orano, [revived its application efforts in August 2018](#) with the goal of providing a centralized storage facility for the waste until it can be moved to a permanent repository, which does not currently exist. The license would last for at least 40 years, and the amount of high-level waste stored in Andrews County could swell to 40,000 metric tons, according to Nuclear Regulatory Commission documents.

The site was selected due to its geological features, including its low seismic risk and lack of surface water in the vicinity, as well as the facility's ability to provide "economic diversification" for the West Texas community, said Jeff Isakson, the president and CEO of Interim Storage Partners.

In May, commission staff members [recommended the approval](#) of the license in [their draft environmental impact report](#), which also found that the plan would cause small or moderate impacts on public health and air quality, among other issues.

Texans have until Nov. 3 to [submit online public comments](#) on the report, which may be the last chance that the public has to voice opposition or support for the application.

Karen Hadden, the director of the Austin-based Sustainable Energy & Economic Development Coalition, said the lack of a national nuclear repository has made it difficult for the industry to move forward with responsible waste disposal. The high-level waste brought to Andrews might never be moved to a repository and stay in Texas permanently, she added.

“They’re trying this Band-Aid approach with consolidated interim storage, and the only thing it does is create more dump sites,” Hadden said. “You move it across the country at huge risk to everyone in major cities across the country. It could go right through downtown areas, right by hospitals and schools and stadiums and industries.”

Official routes for the Andrews facility will not be approved by the commission or the U.S. Department of Transportation until at least 2022, but the SEED Coalition is using finalized maps from the [failed Yucca Mountain nuclear waste repository proposal](#) in Nevada, which included commercial rail lines, as a guide.

Isakson, the Interim Storage Partners CEO, said his company does not expect the transfer of nuclear materials to have any effect on people who live, work and drive along the routes to the Andrews facility. Used nuclear fuel pellets are contained inside metal rods sealed inside a welded-shut steel canister, which is then sealed inside a thick, shielded transport cask, he said.

The Nuclear Regulatory Commission also states that the spent fuel transport packages [must withstand accident conditions](#) and pass impact, puncture, fire and water immersion tests in sequence. The tests include a 30-foot drop and surviving a fire for 30 minutes.

“As decades of experience with thousands of transports and thorough analyses have shown, there is very little risk to people or communities from transporting the solid used fuel inside these shielded casks,” Isakson said by email. “All aspects of the transport process must meet strict NRC and U.S. Department of Transportation regulations and oversight.”

The [existing transfer of nuclear materials around the U.S.](#), including to the Pantex plant near Amarillo and the Comanche Peak nuclear energy facility in Glen Rose, is also encouraging to Isakson. In more than 50 years of transporting used nuclear fuel in the U.S., there has not been a “single accident that resulted in harmful exposure to either people or the environment,” Isakson said.

Those reassurances ring hollow to Hadden and Burnam, who contend that the scale of Interim Storage Partners’ plans to transfer high-level nuclear waste from across 44 states is unprecedented. Hadden worries about accidents that could take place along the railway system, nuclear waste convoys being targeted for terrorist attacks and delays that could keep radioactive materials in one spot for more than a day.

“We’re talking over 10,000 shipments,” Hadden said. “This is massive and it’s never been done before. The nuclear industry always says: ‘We move this stuff around all the time.’ Not on this scale, never like this.”

Burnam also noted the unique set of allies and interest groups opposed to the Andrews facility's plans, which includes some Permian Basin oil and gas company leaders who fear that radiation leaks could halt oil production. The unlikely collaborators also worry about who would be left to pay for cleanup costs if a radiation spill were to occur: taxpayers or the companies themselves, Burnam said.

In a 2019 letter to the Department of Energy and the Nuclear Regulatory Commission, Gov. Greg Abbott [also stated his opposition](#) to "any increase in the amount or concentration of radioactivity authorized for disposal" at the Interim Storage Partners facility.

Still, many residents and county leaders in West Texas say that the increased amount of nuclear waste coming to Andrews could help the local economy. Andrews County and the state receive 5% of gross revenue from waste disposal activity, and [the nuclear companies themselves have donated millions to a local food pantry, new ambulances and more](#), according to Marfa Public Radio.

The next step will come when the commission releases its final environmental impact statement in May 2021, along with a safety evaluation report on Interim Storage Partners' application. Burnam is not optimistic that their activism efforts will prevent the license from being granted to the Andrews facility, but there are many more steps before the company moves forward with accepting high-level waste, he said.

In the meantime, Susybelle Gosslee, a Dallas-based activist who has worked with Burnam and Hadden in her role as the issue chair for hazardous materials and nuclear waste with the League of Women Voters of Texas, remains steadfast in her opposition to the Andrews facility expansion. One horrible accident — a radiation leak, an earthquake or some other malfunction — could lead to disastrous consequences, she said.

"I hesitate to use alarmist types of language but, actually, this is an alarming issue," Gosslee said. "The public needs to be informed, not only about the financial but also the health and environmental issues because we don't need to have another emergency like has happened in other areas of the world. We need to protect our citizens, and our citizens can't protect themselves if they're not even informed."

<https://www.star-telegram.com/news/state/texas/article245941215.html>

CM/GC helps DART implement platform extension efficiently

Thanks to this project delivery method, DART has been able to continue service, find cost savings and expedite construction mobilization, among other benefits.

Published by Sofia Ojeda, Mass Transit Mag

In a region known for its reliance on automobiles, Dallas Area Rapid Transit (DART) has implemented one of the largest and fastest-growing public transit systems in the country. Combining vision and prudence, the agency has built a network of bus, light rail and commuter rail services encompassing 13 cities during the past four decades. With Dallas-Fort Worth growing exponentially, DART leaders identified a series of capital projects to improve the agency's ability to move more trains and people – especially in downtown Dallas where all four light-rail lines converge.

One of the capital projects is the extension and modification of the platforms at DART's Red and Blue Line stations. Currently, the Red and Blue lines are limited to two-car trains due to platform lengths at 21 of 28 existing stations. These stops were built prior to 2004. All other stops were either built with three-car trains in mind or have already been updated. By expanding the platforms at these stations, three-car trains can be operated system-wide.

At the seven remaining stations, which were originally constructed to accommodate the additional car, a third special use raised platform area will be built per American with Disability Act (ADA) standards. The existing special use raised platform areas will be relocated to allow for level boarding. Construction of the \$128-million project, which is funded through a combination of federal grants, state grants and local transit sales taxes, began in summer 2019. DART estimates that when the project is completed in 2022, capacity on the light-rail system will increase by 33 percent.

"As our regular DART riders know, the platforms and trains on our Red and Blue light-rail lines can fill up very quickly, especially during peak travel times," said John Rhone, DART vice president of capital design and construction. "Through our platform extension project, we can provide our riders with greater capacity and comfort, ensuring all North Texas residents have access to the mobility opportunities they need to get to jobs, school and health care."

CM/GC delivery

Given the scale and complexity of the project, DART wanted to reduce passenger inconvenience, impacts to current operations, project costs and delivery time. To accomplish these objectives, the agency chose the Construction Manager/General Contractor (CM/GC) procurement method. The project was programmed into five groups for design and construction. Each group was responsible for a line section and comprised its own Final Engineering Consultant (FEC) design team for the design phase and a CM/GC team for the construction phase.

[Lockwood, Andrews & Newnam, Inc. \(LAN\)](#) is providing project management services and L.H.F., Inc. is providing scheduling services. By using the CM/GC delivery method, DART has reaped numerous benefits to-date.

Continuation of Service

With so many stations under construction at the same time, one of DART's priorities was to continue passenger service with minimum impacts. To this end, the agency retained a third-

party consultant to model the system and determine the operational impacts of the project on revenue operations and train schedules. The existing computer model of the DART system was updated with the planned improvements and analyzed. The model was run with a various number of stations under construction to generate baseline delays. The results indicated that no more than six stations should be constructed simultaneously. Based on this model, DART presented the construction sequence to the CM/GC groups. This helped the groups to be aware of their own schedules, as well as those of the other groups. DART also gave the CM/GC teams the leeway to determine a different sequence within their group if it did not negatively impact other groups' schedules or overall operational service.

The project teams were also nimble to react to unforeseen circumstances. A case in point: Due to the government shutdown between December 2018 and January 2019, the review of the project's [Full Funding Grant Agreement](#) was delayed. As a result, DART submitted a Letter of No Prejudice to begin construction activities on the Red Line North section. In February 2019, the Letter of No Prejudice was granted with [construction to begin in March 2019](#). A full re-sequence of all stations was performed while maintaining the original finish date of the project.

During construction, the CM/GC teams also used a phased construction approach to ensure continuous service and maintain normal operations. For example, in Groups D and E, DART and Philips May Corporation used a five-phased approach for most stations. The extensions were installed first before the existing platform elevations were reworked. The extension areas served as additional platform length where the trains could operate a single car on the weekends and the contractor could rework the adjacent platform in a continuous 52-hour period of work. This facilitated the proper berthing of the standard two-car train first thing on Monday morning.

Cost Savings

During the preconstruction phase of the project, the CM/GC teams provided constructability reviews to determine more efficient ways to build the project. Originally, at the 30 percent conceptual design phase, the stations were extended by the full length of a new car or 120 feet. Due to impacts on existing train system elements, the initial pricing was significantly over budget according to Federal Transit Administration and DART standards. Subsequently, DART, the design teams and the CM/GC teams performed a value engineering analysis to refine the project scope and identify cost savings.

This collaboration resulted in a solution that modified the existing layout of the station platforms and extended each station approximately 60 feet on average. The reduced extension lengths helped avoid modifications to expensive communication and signal system elements. Following the analysis, DART also decided to self-perform some of the work, thereby avoiding unnecessary contractor costs. This preconstruction approach and collaborative efforts amongst all parties helped bring the project within budget.

"Preconstruction efforts should not be minimized," said Jered Brookshear, project manager at Philips May Corporation. "It is probably the most important part of the CM/GC delivery method. The money spent during preconstruction can be recuperated, if not exceeded, due to savings from value engineering. Doing research, planning, scheduling, phasing, procurement, subcontract agreements and submittals during preconstruction helps mitigate risks and ensures that quality construction work is performed safely, on time, and within budget."

Better Collaboration

The CM/GC method facilitated improved collaboration between various parties by engaging them early on, all working toward the same goal. Officing out of DART's facilities, the design and CM/GC teams collaborated within their group and among the other four groups. Meetings between the prime contractor and lead design teams were conducted by the prime contractor's project managers. This approach helped the project managers to offer their ideas for the design teams to consider. The prime contractor was also able to instantly hear feedback from the design teams. DART also provided input and guidance along the way. As a result of this collaboration, which lasted nine months, the project teams came up with creative cost and time-saving solutions.

For example, the typical DART station is constructed with a grade beam under the front faces of the stations. Since DART required the stations to remain open during construction, the prime contractors provided input on achievable excavation depths and the necessary horizontal distance away from active rails so that structural foundations could be properly designed with constructability in mind. The solution was to use cantilevered precast panels on most stations. These cantilevered precast panels provided the necessary station profile, while eliminating the need to excavate so close to the active transit rails.

While the overall approach was to provide global solutions wherever possible, each station was also looked at individually. For instance, one side of White Rock Station on the Blue Line has a tall Mechanically Stabilized Earth (MSE) wall with straps a couple of feet within the station extension footprint. The prime contractor and designer evaluated the deep MSE wall rock infill and determined that a slab on grade would suffice due to lack of sub-grade soil swelling in the vertical direction. By eliminating the need to remove the MSE wall, the project team removed a major traffic impact to the city.

Expedited Construction Mobilization

The CM/GC delivery method allowed the contractors to start planning their work early. Typically, in a traditional design-bid-build, the contractor doesn't see the plans until the bidding stage and must come up with a construction plan in a short time frame. In this project, because the contractors were involved in the design stage, they were able to have early discussions with suppliers, subcontractors, subconsultants and the entire project team to mobilize resources more efficiently. It also helped ensure proper outreach to Disadvantaged Business Enterprises to achieve participation goals.

At Morrell Station on the Blue Line, DART negotiated a temporary construction easement with Oncor Electric Delivery Company before construction commenced. The contractor provided input to DART on how large the temporary easement needed to be to construct the northbound platform extension. Similarly, the VA Medical Center Station lacked DART property that could be used as a viable construction laydown area during construction. The CM/GC delivery method allowed the prime contractor to select a preferred area adjacent to the platform extension and establish an agreement between the city of Dallas and DART before construction started.

Also, station amenities typically have long lead times. The prime contractors worked with the designers and suppliers to ensure that DART received the closest Buy America match and confirm lead times earlier in the project. Likewise, Glass Fiber Reinforced Concrete (GFRC) warning strips are critical to this project. There is only one certified company in the country that

manufactures warning strips matching the existing ones. To avoid potential delays that could result from backlogs, Philips May Corporation placed the order for 1000 GFRC warning panels 10 months in advance.

Project Now on Track and Under Budget

Thanks to these creative solutions that resulted from the CM/GC delivery method, the project is on track to be completed on schedule and under budget. Construction will be completed in August 2021. Testing will commence in September 2021 and three car revenue service is anticipated to begin in February 2022.

<https://www.masstransitmag.com/rail/infrastructure/article/21154591/cm-gc-helps-dart-implement-platform-extension-efficiently>

Sickness, poverty in 76104 diminish all of Fort Worth. Here are some solutions

By the Fort Worth Star-Telegram Editorial Board

When a 2019 report identified Fort Worth's 76104 as the [ZIP code with the lowest life expectancy](#) in Texas, it drew attention and lamentation, but it didn't spark much action.

That needs to change. In this era of focus on discrimination and disparities, it's time to get to work on behalf of neighborhoods with a rich history that are now being left behind.

An investigation by Star-Telegram reporter Nichole Manna details the [human consequences of the health and economic neglect](#) of 76104. The stories show how deliberate policy choices and sweeping generational change have led to wide gaps that shorten lives, typically by 12 years off the national average.

Several factors drive the disparity in the mostly Black and Hispanic neighborhoods in the area, but the most glaring and frustrating is in healthcare. The area includes the city's hospital district, so residents with the most acute needs in the city are in the shadows of the city's premier institutions. But they often can't access the care, thanks to cost and transportation issues. In the Historic Southside, Hillside and Morningside neighborhoods, where many residents do not have cars, there are zero medical clinics or pharmacies.

The Historic Southside, Hillside and Morningside neighborhoods in the 76104 ZIP code have the lowest life expectancy in Texas, according to a study by UT Southwestern. 76104 also includes the Fort Worth's Hospital District that is separated from the neighborhoods by South Freeway.

The proximity to hospitals has prevented them from opening clinics in the neighborhood. While that makes sense at one level, leaders of the county's JPS Health Network should step in and put one there. That step alone would save lives lost to chronic conditions.

Many of the area's residents would qualify for JPS' low-cost services, but residents told Manna they are often unaware of the options. A better marketing campaign is in order; one idea would be to partner with neighborhood churches to spread the word.

The area needs pharmacies and primary-care doctors, too. The city and state must step up with economic incentives to encourage such business development. Federal student-loan assistance aims to [draw doctors into rural areas](#); why couldn't a similar program urge doctors to practice in these impoverished neighborhoods?

Longer term, the area also needs a sustained focus on nutrition. The [nearest grocery stores](#) are a long trek via public transportation, and it's difficult for residents to sustain healthy eating habits amid block after block of convenience stores, fast-food restaurants and dollar stores.

<https://www.star-telegram.com/opinion/editorials/article245959810.html>

‘Scheme to Defraud’ Lawsuit Could Delay Frisco’s \$2B Wade Park Development Even Further

FRISCO (CBSDFW.COM) – It was supposed to be a \$2 billion, 175-acre mixed-use real estate development at Lebanon Road and Dallas North Tollway in Frisco.

Now a new lawsuit filed by the original developer could further delay the once highly celebrated development.

Notable Atlanta developer Stan Thomas filed a lawsuit in bankruptcy court claiming he was defrauded out of the project by his lender, Gamma Real Estate.

Construction on the high-profile project stopped in the summer of 2017 and this latest lawsuit could tie the property up in court for years.

The Wade Park project broke ground in 2014 with plans to build one of the largest mixed-use developments in North Texas with high-rise office buildings, condos, hotels, and retail space – including a Whole Foods Market.

Today, all that sits on the prime real estate is rusted shells of two half-started buildings and a massive concrete hole that was the beginnings of a five story deep underground parking structure.

Nearby residents complain about rainwater sitting stagnant in the concrete hole for days.

“It is a cesspool,” said Frisco resident Kathy Hill. “I’ve been here for over two years and the only thing that has changed is the hole is only getting deeper and smellier and the weeds are back. We were supposed to have this great development and I thought the value of my home would skyrocket. But, instead, it’s an eyesore.”

According to the lawsuit, when funding became tight Thomas’ company took out a \$83 million bridge loan with Gamma.

When it came time to pay off the loan, Thomas’ company defaulted and Gamma took over the property, according to court records.

However, according to lawsuit, Thomas claims “from the very beginning” this was a “scheme to defraud” him.

The lawsuit says Gamma “did not intend to be passive lenders. Rather, they intended to take Wade Park.”

According to the petition, Gamma is accused of doing this by changing the terms of the loan and then interfering with Thomas’s effort to get financing to pay it off.

In a response to lawsuit, Gamma filed its own court documents saying Thomas’s claims are “meritless” – writing Gamma simply “enforced a legitimate contract”.

Thomas and his attorneys did not return calls or emails from the CBS 11 I-Team, while attorneys for Gamma declined to comment on the case.

"Anytime there's a bankruptcy lawsuit that's going to put everything on ice and that's what you are seeing with Wade Park," said Kyle Waldrep, founder and CEO of Dottid, a commercial real estate technology platform.

Waldrep has no involvement in the case. He looked over the lawsuit at the request for the CBS 11 News I-Team.

"Accusing the lender of a scheme, where it is premeditated, that's unusual but it is definitely the case here with this lawsuit," explained Waldrep. "Real estate is risky. People have to take changes and sometimes those turn into negatives and sometime even worse."

Frisco Mayor Jeff Cheney said he remains optimistic about the future of Wade Park but added the city is prepared to be patient.

"We want it to develop when the time is right," said Cheney. "This whole region is continuing to develop quickly, and I think we'll look up and see Wade Park ten years from now moving forward as a successful project."

The city of Frisco approved \$122 million in economic incentives for the project five years ago. The incentives have since been taken off the table.

According to bankruptcy filings, Thomas's companies owe the city of Frisco more than \$3.5 million in unpaid fees.

<https://dfw.cbslocal.com/2020/09/28/scheme-to-defraud-lawsuit-could-delay-friscos-2b-wade-park-development-even-further/>

Industry Expanding Presence in Texas

By Mandy Mayfield, National Defense

Army contractors and academic institutions are increasing their footprint in the Lone Star State, setting up sites across Texas to support Army modernization initiatives.

Facility development efforts being spearheaded by Bell Textron, Texas A&M University and BAE Systems will support a number of high-priority Army projects.

In August, Bell Textron unveiled its new 140,000-square-foot manufacturing technology center in Fort Worth, intended to support the future vertical lift programs. FVL is envisioned as a family of new helicopters that will replace the service's aging platforms.

"We view it as kind of a proving ground," Glenn Isbell, vice president of rapid prototyping and manufacturing innovation at Bell, said of the new facility.

The company will use the center to test and refine technologies while demonstrating its ability to successfully build and support future vertical lift aircraft, Isbell said in an interview.

In the spring, the Army picked Bell to move forward in the competition for two key FVL efforts — the future attack reconnaissance aircraft and the future long-range assault aircraft.

"This is our place where we can take some risks, ... see if things will work, and then refine the things that do work," Isbell said. "Our whole goal is to reduce cycle time, costs [and] increase quality."

Meanwhile, the Texas A&M University System is building a hypersonics and directed energy systems testing facility in collaboration with Army Futures Command, which is based in Austin.

The university's board of regents voted in August to appropriate \$22.5 million for the testing range known as the Ballistic, Aero-Optics, and Materials, or BAM.

Construction for the site will begin in January 2021 at the George H.W. Bush Combat Development Center, or BCDC, which is located on the system's RELLIS Campus — an innovation ecosystem built to foster advanced research, technology development, testing and evaluation, higher education and hands-on career training, according to the university.

The effort is slated to be finished in October 2022.

The projects at BCDC — which is located in Bryan, Texas — will be used to conduct research and test prototypes as the Army works to accelerate high-tech development for next-generation battlefield readiness, the university said in a press release.

Meanwhile, approximately 100 miles west of the hypersonics effort, BAE Systems is expanding its operations in Austin, with a new campus development in Parmer Austin Business Park.

The new campus will have the capacity for 1,400 employees and feature engineering, manufacturing, laboratory and office space that will serve primarily to support the Defense Department, the company said in a press release.

Construction of the 390,000-square-foot-site will begin later this year and is expected to be completed in 2022.

The company's plan includes the transition of its current operations to the new facility, which is located near Army Futures Command.

It's time to cut off the head of zombie Woodrow stadium plan for East Dallas park

Why is Winters Park, and by extension the Dallas Park and Recreation Department, being asked to solve a DISD problem?

By Sharon Grigsby, Dallas Morning News

The zombie football stadium for Woodrow Wilson High School, an idea that has lurched along for a decade or more, has again risen from the dead in my East Dallas neighborhood.

Local Facebook pages have exploded with debate since the posting earlier this month of yet another plan — backed by anonymous donors — to build a 4,000-seat “game field” in Willis Winters Park, just across the street from Woodrow.

No formal proposal has gone to the city or to Dallas ISD. For now, the stadium boosters are gauging potential blowback to the facility, which would replace the park's by-reservation-only soccer field.

“Cut off its head” is the opposition's point of view.

Count me with those who say you can love Woodrow but not support the plan to plop down a stadium in a park already heavy with sports facilities.

Ross Williams, a Santa Fe Avenue resident and the public face of this project, wants us to keep an open mind. He also points to work his group is willing to do within the green space to sweeten the deal.

But his plan fails a simple eyeball test for many who live in the dense adjacent neighborhoods, navigate the area's narrow roads or play in the ever-improving Winters Park.

Residents and park advocates have fired back with concerns about the lights, noise, traffic and parking problems that a new stadium is likely to bring.

My question is this: Winters is a city park, not a DISD park. It's purpose is to serve the community, not cater to one high school. Why is Winters Park — and by extension the Dallas Park and Recreation Department — being asked to solve a DISD problem?

I appreciate that boosters of Woodrow and its adjacent J.L. Long Middle School want a stadium for their kids. The Wildcats — hardly the only DISD school without their own game facility — play their “home” games seven miles north at Franklin Field, adjacent to Hillcrest High School.

But when DISD puts a \$3.7 billion bond proposal — the largest in state history — in front of voters in November, not a dime of it will be designated for a Woodrow stadium.

The desire for the Woodrow football and soccer teams to have their own stadium isn't rooted in any kind of districtwide equity issue but rather in this campus having deep-pocket donors looking to grant a wish. Just because Winters Park already hosts many Woodrow and Long practices and games in its existing facilities doesn't mean it should be further co-opted.

Last week, amid the passion, competing data points and misinformation flying around, Juliette Fowler Communities brought together more than a dozen stakeholders to try to clear the air.

Fowler's large retirement community sits across the street from the proposed stadium, and residents have peppered Fowler CEO Nicole Gann with questions and concerns about the proposed stadium.

Moderated by Gann and packed to the 100-person Zoom limit, the meeting was a much-needed dose of balanced and complete discussion. Williams made the case for the stadium; Tom Methvin, who lives on the park's perimeter, argued for the opposition. Each came armed with data-laden PowerPoint presentations and support from other speakers.

(Details of the stadium proposal — and opposing points of view — are available on the [Randall/Willis Winters Improvement Project News](#) page on Facebook.)

The Woodrow athletic director and booster club president beseeched neighbors to see that they would be making a small sacrifice to “do what's right for the kids.”

Representatives of the surrounding neighborhoods and green space advocacy groups were, at best, skeptical of Williams' arguments. Most problematic is his refusal to divulge who would bankroll the funding.

The handful of elected and appointed leaders on hand said they were still gathering information — and noted yet again that no official proposal has come before them.

Calvert Collins-Bratton, president of the Dallas Park Board, left no question about her team's role: “We are appointed as stewards of park land. We serve the best short- and long-term interests of our parks and to the public who uses them.”

Gann told me Friday that Fowler residents are about to release a statement with their point of view. Based on an earlier survey, I expect the Fowler retirees will give the plan the same thumbs-down voiced by Mount Auburn and Junius Heights neighbors who spoke at the forum.

Among those in Tuesday's virtual audience was the namesake of the park, retired Dallas park director Willis Winters. He led the joint Dallas-DISD effort to overhaul this East Dallas space, formerly known as Randall Park, and worked out the details of the 2004 interlocal agreement between the city and school district.

Under that deal, DISD gets first choice on reserving dates for the boys' baseball field, the girls' softball field and the soccer field, which doubles as a football practice space. Once Woodrow and Long make their picks, all the facilities are available to the many community leagues and teams.

Nothing in the 2004 agreement gives DISD or Woodrow any special say in further development of the park. Winters recalled that when stadium supporters first contacted him about eight years ago, his reaction was the same as it is now: “A project of this magnitude must have the support of the immediate surrounding area.”

Winters is enormously concerned about the potential negative impact from the proposed plan. “Mitigating those issues — lights, noise and traffic — will be essential for the project to ever be acceptable to the neighborhood. If neighbors aren't on board, you are in trouble.”

He ticked off a number of other details that trouble him: The funding sounds squishy. The proponents' idea for off-site parking with shuttle service is no cure-all. Space for the now-

existing adult soccer field may not be available in the stadium footprint once space is allocated for bleachers.

Woodrow alums and parents, especially those who don't live around the school, likely don't realize what a special place Winters Park has become.

A decade ago, it was defined by vandalism, graffiti and trash; its only real asset was the top-notch ball fields. But under the leadership of Friends of Randall Park (now [Friends of Willis Winters Park](#)), neighbors have transformed it into a place that residents and rec sports families and fans cherish.

The Friends group worked with the city to bring down penitentiary-style fencing and gates. They organized regular cleanup campaigns, added trash cans and better picnic tables. This month they are hard at work on a pollinator garden that park visitors and Juliette Fowler residents can enjoy.

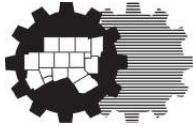
With gyms closed during the pandemic, residents have organized socially distanced yoga, impromptu weight workouts and baseball bleacher runs at Winters.

This past Saturday, soccer tots swarmed the corner of the park that the stadium backers have their eyes on. Men of all ages hustled in a fierce-but-good-natured game of basketball.

Two teen-age girls sat on a blanket in the green space where the Woodrow band practices many mornings. A mother watched over her three little ones on the playground while a dad jogged alongside a boy wobbling along on his tiny bike.

Assuming that Williams and his donors continue to move forward, trying to persuade Dallas City Hall to drop a football stadium onto this park will be a long, long process.

My message to the stadium funders — whoever you are — is to quit trying to dump this mess into the lap of the Dallas Park Department and instead take your case to DISD. Leave Willis Winters Park alone.



North Central Texas
Council of Governments

PRESS RELEASE
Contact: Brian Wilson
(817) 704-2511
bwilson@nctcog.org

North Texans Invited to Comment on Transportation Funding Programs Beginning Sept. 8

Public input on transit, freight, other initiatives accepted online

September 8, 2020 (Arlington, Texas) — The North Central Texas Council of Governments is conducting an online input opportunity to give residents the chance to comment on a series of transportation initiatives in the Dallas-Fort Worth area.

NCTCOG staff will provide information related to Fiscal Year 2020 proposed transit projects funded by the Federal Transit Administration. Programs of projects will be presented from the cities of Arlington, Grand Prairie, McKinney and Mesquite, as well as Dallas Area Rapid Transit, Denton County Transportation Authority, NCTCOG, Trinity Metro, Northeast Transportation Service (NETS), Public Transit Services (PTS), Span Inc. and STAR Transit.

Funding programs include Urbanized Area Formula, Enhanced Mobility of Seniors and Individuals with Disabilities, State of Good Repair, and Bus and Bus Facilities.

NCTCOG staff will also present findings from the Heavy-Duty Vehicle Emissions Impact Study. The study was conducted by Texas A&M Transportation Institute in coordination with NCTCOG. The study characterized and estimated emission impacts of oversize/overweight vehicles on air quality in the Dallas-Fort Worth nonattainment area.

Additionally, staff will present details and opportunities related to electric vehicle infrastructure funding and other clean vehicle incentives. Rebate funding will soon be available for the installation of electric vehicle charging stations across Texas through the Texas Volkswagen Environmental Mitigation Program. Staff will present key details on how to take advantage of this funding as well as provide other opportunities available for North Texans or fleets to acquire cleaner vehicles.

Staff will also present details of the \$5 million Optimizing Freight Movement Project proposal designed to improve the flow of truck traffic between freight hubs and expressways. The project will identify where improving the flow of trucks can do the most good and select one or more technologies to enhance truck travel.

In addition to the presentations, proposed modifications to the list of funded projects will be posted for review and comment.

Finally, information on the Regional Smoking Vehicle Program and vehicle incentive opportunities will also be available.

North Texans are encouraged to provide their input at www.nctcog.org/input beginning Sept. 8 and continuing through Oct. 7. To request printed copies of the information, call 817-608-2365 or email cbaylor@nctcog.org.

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North Central Texas
Council of Governments

PRESS RELEASE
Contact: Brian Wilson
(817) 704-2511
bwilson@nctcog.org



NCTCOG to Discuss High-Speed Transportation Study Virtually

Residents encouraged to participate in discussion of potential new regional transportation options

Sept. 11, 2020 (Arlington, Texas) — Transportation planners are considering more than the traditional ways to move people as Dallas-Fort Worth grows. A reliable system requires creative thinking.

North Texans who want to learn more about efforts to link the center of the region through a new transportation technology will be able to review and comment on the Dallas-Fort Worth High-Speed Transportation Connections Study in September.

The North Central Texas Council of Governments has scheduled virtual public meetings for noon Sept. 23 and 6 p.m. Sept. 24 to give residents a chance to learn more about the study and provide input to planners examining potential technologies and alignments.

The study is evaluating high-speed alternatives to modernize and enhance mobility between Dallas, Arlington and Fort Worth. Planners will consider and analyze conventional passenger rail, high-speed rail, magnetic levitation and hyperloop technologies. The study area includes Dallas and Tarrant counties as well as the cities of Dallas, Irving, Cockrell Hill, Grand Prairie, Arlington, Pantego, Dalworthington Gardens, Hurst, Euless, Bedford, Richland Hills, North Richland Hills, Haltom City and Fort Worth.

The study is being conducted in two phases. The first, which is expected to last 12 months, includes the development and evaluation of potential technology and alignments. The goal is to identify the technology to be used and potential alignments for the technology by the end of Phase I. Phase II will last 24 months and include preliminary engineering and environmental work. Public involvement will play a significant role in both phases, including the selection of a technology and route.

The resulting high-speed service, between Dallas and Fort Worth, will connect to a high-speed rail system soon to be under development between Dallas and Houston and a future high-speed option from Fort Worth to South Texas.

Residents can watch the presentation and participate live at www.nctcog.org/dfw-hstcs or by calling 855-756-7520 (toll free). Participants should use ext. 65720# for the Sept. 23 meeting and ext. 65721# Sept. 24. Participants will be able to give input during the meetings by phone or on the website. Comments and questions can also be submitted before or after the public meetings at hst_dfw@nctcog.org or on the project webpage.

Presentations will be the same for both meetings and be posted Sept. 18 on the project webpage. For printed copies, email hst_dfw@nctcog.org.

High-Speed Transportation Virtual Public Meetings

Time	Date	Online	Call-in option
Noon	Sept. 23	www.nctcog.org/dfw-hstcs	855-756-7520, ext. 65720#
6 p.m.	Sept. 24	www.nctcog.org/dfw-hstcs	855-756-7520, ext. 65721#

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North Central Texas
Council of Governments

PRESS RELEASE

Contact: Brian Wilson
(817) 704-2511

bwilson@nctcog.org

or

Kevin Kokes
(817) 695-9275

kkokes@nctcog.org

Dallas-Fort Worth Bicycle-Pedestrian Projects Awarded \$23.5 million

Enhancements will improve safety and access to schools, major employment centers

Oct. 1, 2020 (Arlington, Texas) – The Regional Transportation Council recently approved \$23.5 million in federal funding for construction of 12 active transportation projects in Collin, Dallas and Tarrant counties. The entities awarded funding will contribute \$3.5 million in local match, bringing the total investment in the region's bicycle and pedestrian facilities to \$27 million as part of the 2020 Transportation Alternatives Call for Projects.

The projects will provide connections to schools and major hubs of employment in the Dallas-Fort Worth area for residents bicycling and walking, while increasing safety. Data shows that during the coronavirus pandemic, as people have shifted from the office to working from home, trails across the Dallas-Fort Worth area have seen a significant increase in usage. With school underway across the region and in-person instruction an option many families have chosen, the increased emphasis on bicycling and walking could also extend to students.

The RTC awarded approximately \$7 million in federal Transportation Alternatives Program funding to six Safe Routes to School projects in September that will improve the safety of children walking and bicycling to and from school.

In Dallas, three Safe Routes to School projects will improve access to the following schools:

- Burleson Elementary School and Comstock Middle School
- Rosemont Primary School and Rosemont Elementary School
- Zaragoza Elementary School

Projects near the following Arlington schools were also awarded funding:

- Crow Leadership Academy
- Thornton Elementary School
- Webb Elementary School

The Safe Routes to School projects could lead to the reduction of local traffic congestion and improved air quality by reducing the number of vehicle trips necessary to transport children to and from school.

An additional \$16.5 million in federal funding was awarded for the construction of other regionally significant projects consisting of trails and separated on-street bikeways in Dallas,

Fort Worth, Garland, Plano and Richardson. The projects will implement significant sections of the Regional Veloweb network, providing commuting access to transit and major destinations, and improving safety and comfort for people making bicycle trips.

Among the six active transportation projects is a \$6 million (\$4.2 million in federal funds) initiative to provide bicycle and pedestrian improvements along Rowlett Road/Duck Creek Drive in Garland.

A \$2.3 million project in Fort Worth would involve construction of separated bike lanes and the addition of bicycle traffic signals and bike-pedestrian counters along East Fourth Street/East First Street.

Funding Details

List of Projects	Map of Projects
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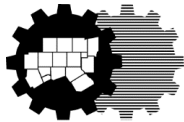
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Enhancing Freight and Passenger Rail Coordination: Clear Path™ Technology

Regional Transportation Council
October 8, 2020



Jeff Hathcock, Program Manager
NCTCOG Transportation Department



REGIONAL BENEFITS

Clear Path™ Technology would:

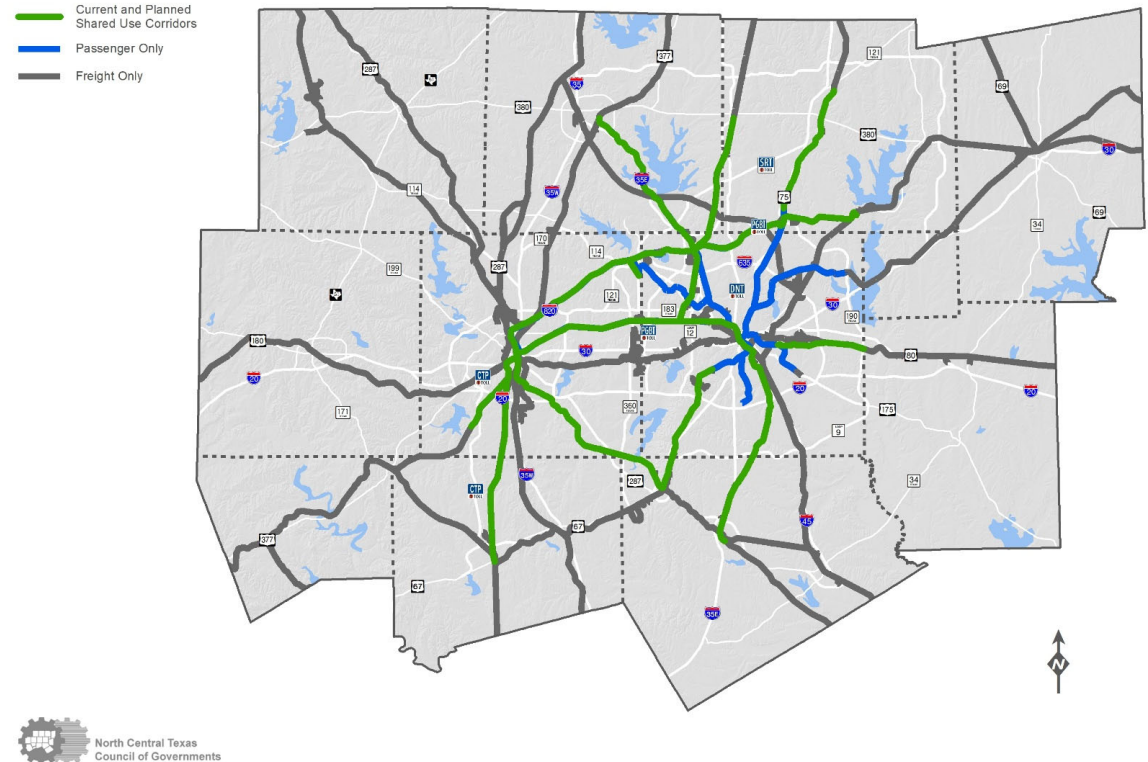
Assist with Freight and Passenger Train Interactions

Increase Planned Freight and Passenger Rail Growth

Identify Rail Bottlenecks

Enhance Long-Term Mobility Plan Projects – Road and Rail interactions

Importance of Clear Path™ In Shared Corridors



FUNDING TOTALS

Clear Path™ Technology	RTC Local	RTC (Federal)	BUILD Grant Federal	Regional Rail Agencies*	Total
Implementation, Operation & Maintenance	\$400,000	\$7,100,000	\$2,500,000	\$3,100,000	\$13,100,000
Total Requested for RTC Approval	\$7,500,000**				

*Cost Share to be determined by Potential Participating Regional Rail Agencies (BNSF Railway, Union Pacific Railroad, DART, Trinity Metro, Fort Worth and Western Railroad, Dallas Garland Northeastern Railroad, Denton County Transit Authority, Kansas City Southern)

**Amount subject to change based on continuing coordination with regional rail agencies

ACTION

Requested Action

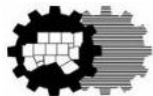
Recommend approval of funding outlined on slide 3 to implement the Clear Path™ Technology system

Direct staff to administratively amend the Transportation Improvement Program (TIP), the Statewide TIP, and other planning/administrative documents

2021 UNIFIED TRANSPORTATION PROGRAM (UTP) AND REGIONAL 10-YEAR PLAN UPDATE

Regional Transportation Council

October 8, 2020



North Central Texas
Council of Governments
Transportation Department

BACKGROUND

- The updated Regional 10-Year Plan project listing was approved by the Regional Transportation Council (RTC) on June 11, 2020.
- Approved changes included addressing cost overruns on existing projects with Category 2 and/or 4 funds and requesting Category 12 funds from the Texas Transportation Commission (TTC).
- The TTC approved the 2021 UTP at its August meeting.
- In the 2021 UTP, all Category 2 and 4 requests were funded, but only \$112M of new Category 12 funding was awarded to the region for the IH 30 Canyon project (From IH 35E to IH 45).

FUNDING CHANGES MADE SINCE RTC APPROVAL

- **New Projects**

- FM 545 from FM 2933 to BS-78D (Collin County) – Project funded with \$22,859,947 of Category 4 in the UTP

- **Category 2 Funding Changes**

- US 380 from SH 5 to FM 75 (Collin County) – Funding decreased from \$320,000,000 to \$278,000,000
- FM 2642 from FM 35 to SH 66 (Hunt County) – Funding increased from \$5,500,000 to \$7,314,160
- FM 157 from 8th Street to South of CR 109 (Johnson County) – Funding increased from \$3,227,157 to \$4,500,000
- FM 157 from US 67 to 8th Street (Johnson County) – Funding increased from \$4,124,338 to \$6,800,000

FUNDING CHANGES MADE SINCE RTC APPROVAL (CONT'D)

- **Funding Changes**

- IH 20 from FM 1187/FM 3325 to Tarrant/Parker County Line (Parker County) – Category 4 funding increased from \$7,200,000 to \$29,000,000
- SH 199 from West Fork of Trinity River to IH 820 (Tarrant County) – Funding increased from \$68,661,515 to \$100,000,000 (will be reduced next UTP cycle due to lower than anticipated construction cost)
- BU81-D from North of CR 1160 to North of CR 2090 (Wise County) – Funding increased from \$3,000,000 to \$3,600,000

- **Projects with Funding Category Changes**

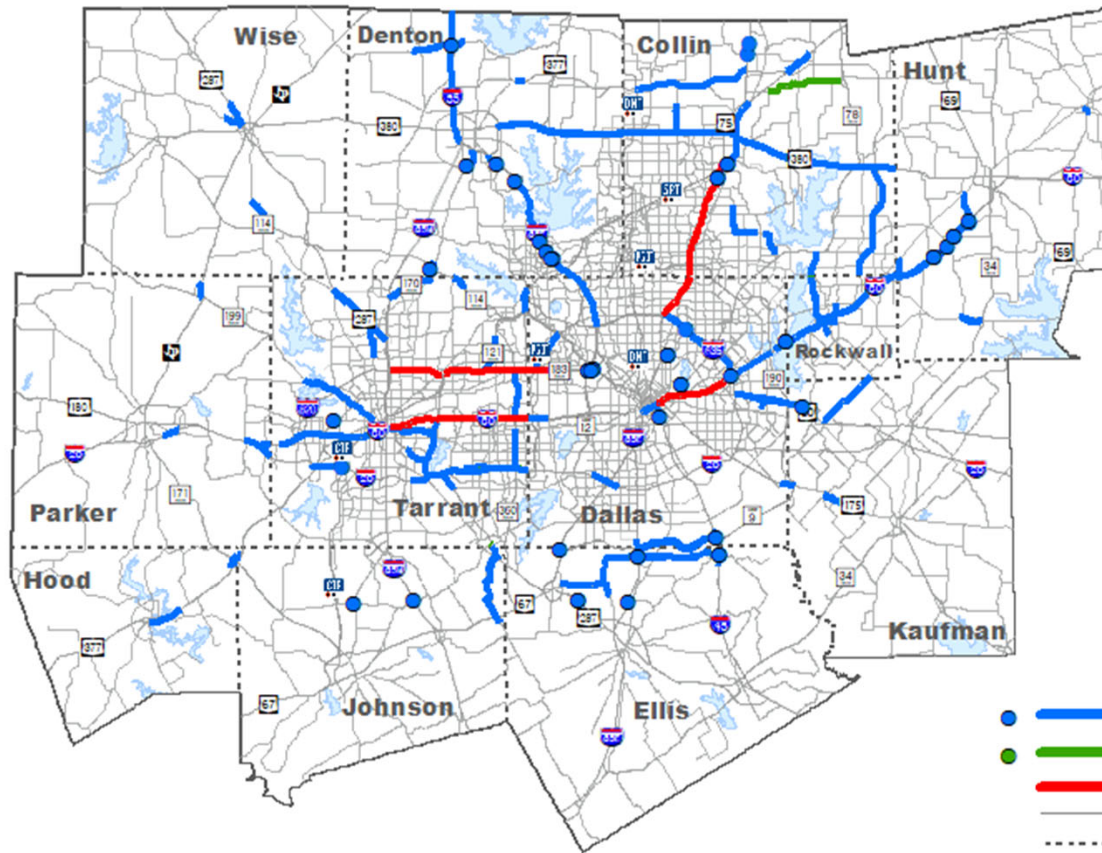
- US 80 from Lawson Road to FM 460 (Kaufman County) – Category 12 request funded with Category 11 funding instead

FUNDING IN COLLIN COUNTY ON US 380 AND NORTH-SOUTH ROADWAYS (\$ in Millions)

	2016 10 Year Plan	2017 10 Year Plan	2018 10 Year Plan	2019 10 Year Plan	2020 10 Year Plan
RTC Approved Amount	\$452	\$452	\$600	\$632.5	\$784.6
Amount Approved in the UTP	\$0	\$0	\$0	\$32.5	\$560.6

Dallas-Fort Worth Regional 10 Year Plan Projects

FY 2017 - FY 2030



Legend

- Approved 10 Year Plan Projects
- Approved New Category 4 Projects
- Proposed Tolled Projects
- Mobility 2045 Roadways
- County Boundary
- Lakes

0 10 20 40 Miles



North Central Texas
Council of Governments

Date: 9/16/2020

NEXT STEPS

- TxDOT recently initiated discussions regarding development of the next UTP for FY 2022
- NCTCOG will continue to coordinate with TxDOT on the next round of 10-Year Plan changes, including continuing efforts to re-fund projects that had funding removed in previous 10-Year Plans
 - Anticipate very few new projects
 - Funding targets will likely not be available until after a draft project list is due to TxDOT Austin

PROPOSED 2022 UTP SCHEDULE

MEETING/TASK	DATE
TxDOT Funding Analysis	Oct. 2020-Feb. 2021
Initial Draft List Due to TxDOT	January 2021
Anticipated Receipt of Funding Targets	February 2021
NCTCOG Public Meeting	April-May 2021
STTC Action	April-May 2021
RTC Action	May-June 2021
TxDOT Public Meetings for 2022 UTP	June-August 2021
Anticipated TTC Approval of 2022 UTP	August 2021

REQUESTED ACTION

- RTC approval of:
 - The updated 2020 Regional 10-Year Plan project listing
 - Administratively amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and amending other planning/administrative documents to incorporate these changes.

CONTACT/QUESTIONS?

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

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

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

10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District)
FY 2017 - FY 2030

County	TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Approved Funding (Cat. 2, 4, 12)	FY 2017 - FY 2030								MPO Project Score
												Cat 2 DAL RTC Approved	Cat 2 DAL TTC Approved	Cat 4 DAL RTC Approved	Cat 4 DAL TTC Approved	Cat 12 Clear Lanes DAL RTC Approved	Cat 12 Clear Lanes DAL TTC Approved	Cat 12 Strategic Priority DAL RTC Approved	Cat 12 Strategic Priority DAL TTC Approved	
												\$2,619,914,466	\$2,619,914,466	\$1,223,659,249	\$1,223,659,249	\$5,747,625,106	\$1,622,094,151	\$1,019,239,279	\$1,131,239,279	
Collin	54005	2351-01-017	FM 2478	FM 1461 to US 380	Widen 2 lane rural highway to 4 lane divided; Realign intersection at FM 1461; 6 lane ultimate	September 2017 (Actual)	September 2020	2021	Project also has \$97,983 of local funding	\$34,891,277 \$34,793,244	\$34,793,244	\$34,793,244	\$34,793,244							89.25
Collin	54005.1	2351-02-014	FM 2478	FM 1461 to North of FM 1461	Widen 2 lane rural highway to 4 lane divided; 6 lane ultimate; Realign intersection of FM 1461	September 2017 (Actual)	September 2020	2021	Project split out from TIP 54005/CSJ 2351-01-017	\$3,985,550	\$3,985,550	\$3,985,550	\$3,985,550							89.82
Collin	20083	2679-02-008	FM 2514	FM 2551 to West of FM 1378	Widen 2 lane rural to 4 lane (Ultimate 6 lane) urban roadway including new pedestrian improvements and left/right turn lanes	May 2014 (Actual)	May 2018 (Actual)	2018	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Remainder of construction funded with \$2,000,000 <u>\$3,415,689</u> RTR and \$1,202,000 CMAQ; \$16,867,792 low bid	\$16,867,792	\$13,600,000	\$13,600,000	\$13,600,000							N/A
Collin	55037	2679-03-016	FM 2514	North of Drain Drive to Brown Street	Widen facility from 2 lane to 4/6 lane urban divided	February 2019 (Actual)	January 2022	2022	Project also has \$2,500,000 of Category 1 funding for potential cost overruns	\$20,179,763	\$20,179,763	\$20,179,763	\$20,179,763							85.74
Collin	55038	2679-03-015	FM 2514	East of Lavon Parkway to North of Drain Drive	Widen facility from 2 lane to 4 lane urban divided (ultimate 6 lane divided)	February 2019 (Actual)	January 2022	2022		\$11,167,795	\$11,167,795	\$11,167,795	\$11,167,795							84.96
Collin	83209	2056-01-042	FM 2551	FM 2514 to FM 2170	Reconstruct and widen 2 lane rural to 6 lane urban divided	November 2010 (Actual)	July 2022	2022	Project also has \$4,500,000 of Category 1 funding for potential cost overruns	\$44,570,571	\$44,570,571	\$44,570,571	\$44,570,571							84.79
Collin	35004	0816-04-101	FM 455	US 75 to CR 286	Reconstruct and widen 2 lane rural to 4 lane divided	November 2017 (Actual)	December 2015 (Actual)	2016	Funds are Proposition 1 - Category 4	\$2,746,785	\$2,746,785			\$2,746,785	\$2,746,785					81.78
Collin	TBD	1012-02-030	FM 545	FM 2933 to BS-78D	Realign existing roadway to improve horizontal and vertical alignment and add shoulders	June 2019 (Actual)	August 2022	2022	Project funded in UTP	\$22,859,947	\$22,859,947			\$0	\$22,859,947					81.22
Collin	TBD	TBD	North/ South Roadways	West and East of Lake Lavon			August 2025	2025	Feasibility study being done by NCTCOG; Moved \$100,000,000 of Category 12 funds to the US 380 corridor; Moved \$15,000,000 of Category 2 to TIP 13036/CSJ 0009-12-219 and \$35,000,000 of Category 2 to TIP 55221/CSJ 0009-12-215; Reduction in Category 2 funding offset by increase in Category 12 funding; Funding moved to breakout project CSJ 0135-04-036	TBD	\$0	\$0	\$0		\$0	\$0				70.56
Collin	TBD	TBD	Regional Outer Loop	DNT to SH 121					Working on local environmental document; Collin County desires that local funds be used on Regional Outer Loop, so federal funds were moved to North/South Roadways and US 380 projects; Collin County to contribute \$111,249,684 in bond funds over next 5 years	TBD	\$0	\$0	\$0							70.00
Collin	TBD	TBD	Regional Outer Loop	US 380 to Rockwall County Line; North/South Arterial					Collin County desires that local funds be used on Regional Outer Loop, so federal funds moved to US 380 project; Collin County to contribute \$32,400,000 in bond funds over next 5 years	TBD	\$0	\$0	\$0							70.00
Collin	13015	0549-03-024	SH 121	Collin County Outer Loop to North of FM 455	Reconstruct and widen from 2 lane to 4 lane rural divided; Construct 0 to 4 lane discontinuous access road and FM 455 interchange	January 2018 (Actual)	June October 2020	2021 2020		\$54,174,694	\$54,174,694			\$54,174,694	\$54,174,694					84.75
Collin	55073	0451-03-013	SH 205	North of John King to SH 78	Widen 2 lane rural highway to 4 lane divided (6 lane ultimate)	April 2018 (Actual)	December 2020	2021	Project also has \$5,000,000 of Category 1 funding for potential cost overruns	\$35,150,000	\$35,150,000	\$35,150,000	\$35,150,000							87.89
Collin	13010	0047-09-034	SH 5	South of FM 1378 to Spur 399	Reconstruct and widen 2 lane undivided roadway to 4 lane divided urban roadway (ultimate 6 lanes)	July 2020 (Actual)	February 2023	2025 2023		\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000							72.39
Collin	13026	0047-05-054	SH 5	Spur 399 to South of CR 275	Reconstruct and widen 2/4 lane undivided roadway to 4/6 lane divided urban roadway	July 2020 (Actual)	December 2022	2025 2023	Project also has \$3,092,629 of Category 1 funding	\$80,408,352	\$77,315,723	\$77,315,723	\$77,315,723							78.69
Collin	55156	0364-04-049	Spur 399	At SH 5	Construct interchange	April July 2020 (Actual)	March 2023	2025 2023	Project added to the 10-Year Plan via 2020 UTP; Project also has \$4,000,000 of Category 1 funding for potential cost overruns	\$19,273,554	\$19,273,554	\$19,273,554	\$19,273,554							80.91
Collin	55233	0135-03-046	US 380	Airport Drive to 4th Street	Widen 4 lane roadway to 6 lanes divided	January 2020 (Actual)	January 2023	2023	Project added to the 10-Year Plan via 2020 UTP	\$41,097,161	\$41,097,161	\$41,097,161	\$41,097,161							81.70
Collin	55234	0135-04-033	US 380	4th Street to CR 458	Widen 4 lane roadway to 6 lanes divided	January 2020 (Actual)	January 2023	2023	Project added to the 10-Year Plan via 2020 UTP	\$4,521,469	\$4,521,469	\$4,521,469	\$4,521,469							76.46

Amounts only include Category 2/4/12 funding.
Red text and strikethroughs indicate changes since June 2020 RTC meeting
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10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District)
FY 2017 - FY 2030

County	TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Approved Funding (Cat. 2, 4, 12)	FY 2017 - FY 2030								MPO Project Score
												Cat 2 DAL RTC Approved	Cat 2 DAL TTC Approved	Cat 4 DAL RTC Approved	Cat 4 DAL TTC Approved	Cat 12 Clear Lanes DAL RTC Approved	Cat 12 Clear Lanes DAL TTC Approved	Cat 12 Strategic Priority DAL RTC Approved	Cat 12 Strategic Priority DAL TTC Approved	
												\$2,619,914,466	\$2,619,914,466	\$1,223,659,249	\$1,223,659,249	\$5,747,625,106	\$1,622,094,151	\$1,019,239,279	\$1,131,239,279	
Collin	TBD	TBD	US 380	Denton County Line to Hunt County Line		December 2021	August 2026	2026	Collin County to contribute \$316,053,616 in bond funds over next 5 years; Funding moved to breakout project (CSJ 0135-03-053)	\$450,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0			72.91
Collin	TBD	0135-03-053	US 380	SH 5 to FM 75	Reconstruct 6 lane arterial to 6 lane freeway and add 4 lane frontage roads	October 2022	July 2026	2026	US 380 breakout project; Project was not awarded Category 12 funding; Category 2 funding was approved at a lesser amount due to limited available revenues	\$538,000,000 \$602,000,000	\$428,000,000 \$602,000,000	\$320,000,000	\$278,000,000	\$150,000,000	\$150,000,000	\$132,000,000	\$0			95.51
Collin	TBD	0135-04-036	US 380	FM 75 to East of SH 78	Reconstruct 6 lane arterial to 6 lane freeway and add 4 lane frontage roads	December 2022	January 2025	2025	US 380 breakout project; Staff placed Collin County North/South roadway placeholder funding on this section of US 380 as it includes a N/S roadway bridge at the lake; Project was not awarded Category 12 funding	\$565,000,000	\$87,000,000 \$137,000,000	\$87,000,000	\$87,000,000			\$50,000,000	\$0			87.62
Collin	13025	0047-14-084	US 75	North of FM 455 to CR 370	Construct interchange	June 2012 (Actual)	June 2018 (Actual)	2018	Low bid amount of \$19,863,387; Project completed	\$19,863,387	\$19,863,387	\$19,863,387	\$19,863,387							N/A
Collin	13044	0047-06-161	US 75	At Ridgeview Drive	Reconstruct interchange	June 2019 (Actual)	December 2021	2025 2022	Project also has \$2,500,000 of Category 1 funding	\$28,655,102	\$26,155,102	\$26,155,102	\$26,155,102							79.42
Collin	30006	0047-06-158	US 75	Dallas County Line to Bethany Drive	Remove HOV lanes and add peak hour travel lanes	June 2020	August 2022	2022	Funded with \$15,000,000 of STBG funding; Project included on list in order to get TTC concurrence to proceed	\$15,000,000	\$0									94.24
Collin	30007	0047-06-163	US 75	Bethany Drive to SH 121	Add peak hour travel lanes	June 2020	August 2022	2022	Funded with \$10,000,000 of STBG funding; Project included on list in order to get TTC concurrence to proceed	\$10,000,000	\$0									91.62
Collin	20084	0047-14-053	US 75	North of CR 370 to CR 375 (Grayson CL)	Reconstruct and widen 4 to 6 lane freeway; Reconstruct 4 to 4/6 frontage roads	June 2012 (Actual)	September 2023	2024	Project was not awarded Category 12 funding	\$107,000,000	\$0 \$107,000,000					\$107,000,000	\$0			91.35
Total Funding - Collin County																				\$956,454,745
Dallas	55240	2374-04-085	IH 20	West of Cockrell Hill Road to Hampton Road	Construct 0 to 4 lane frontage road	July 2019 (Actual)	December 2021	2022	Commitment to Red Bird Mall area	\$71,368,576	\$71,368,576	\$71,368,576	\$71,368,576							75.69
Dallas	13000	1068-04-170	IH 30	Dallas County Line to SH 161	Reconstruct and widen from 6 to 8 general purpose lanes with 2 reversible express lanes and construct 0 to 4 lane continuous frontage roads; Modifications to SH 161 connections	December 2021 August 2020	April 2023	2025 2023	Project being implemented by the Fort Worth District, but using Dallas District Category 4 funding	\$11,000,000	\$11,000,000			\$11,000,000	\$11,000,000					88.54
Dallas	13018	0581-02-146	IH 30	at SL 12	Construct direct connectors (Phase 1)	December 2020	August 2024	2024	Project was not awarded Category 12 funding	\$250,000,000	\$0 \$250,000,000					\$250,000,000	\$0			76.19
Dallas	13030	0009-11-254	IH 30	IH 35E to IH 45	Reconstruct and widen 6 to 12 mainlanes and 0/6 lane discontinuous to 2/8 lane discontinuous frontage roads	June 2020	August 2022	2022	Project was awarded \$213,000,000 of Category 12 Strategic Priority funding and \$62,000,000 of S111 funding; The RTC funded an effort that would look at design elements needed to accommodate automated and electric vehicles along this corridor (first in the country); Design would be funded with \$2,000,000 STBG and \$2,000,000 of TTC funding for the entire IH 30 corridor; Strategic Priority funding increased and Clear Lanes funding decreased in UTP; Project also funded with \$15,989,529 of Category 3 funding	\$365,989,529	\$350,000,000					\$137,000,000	\$25,000,000	\$213,000,000	\$325,000,000	81.67
Dallas	13043	0009-11-129	IH 30	IH 635 to Bass Pro Drive	Reconstruct and widen 8 to 10 general purpose lanes and reconstruct 4/6/8 lane discontinuous to 4/6 lane continuous frontage roads	June 2020	August 2029	2029	Funding moved to breakout project (CSJ 0009-11-252); The RTC funded an effort that would look at design elements needed to accommodate automated and electric vehicles along this corridor (first in the country); Design would be funded with \$2,000,000 STBG and \$2,000,000 of TTC funding for the entire IH 30 corridor; Reduce limits and break out TIP 13043.1 from this project	\$250,000,000	\$0									80.71

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10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District)
FY 2017 - FY 2030

County	TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Approved Funding (Cat. 2, 4, 12)	FY 2017 - FY 2030								MPO Project Score
												Cat 2 DAL RTC Approved	Cat 2 DAL TTC Approved	Cat 4 DAL RTC Approved	Cat 4 DAL TTC Approved	Cat 12 Clear Lanes DAL RTC Approved	Cat 12 Clear Lanes DAL TTC Approved	Cat 12 Strategic Priority DAL RTC Approved	Cat 12 Strategic Priority DAL TTC Approved	
												\$2,619,914,466	\$2,619,914,466	\$1,223,659,249	\$1,223,659,249	\$5,747,625,106	\$1,622,094,151	\$1,019,239,279	\$1,131,239,279	
Dallas	52527	1068-04-119	IH 30	SH 161 to NW 7th Street	Construct 0 to 4 lane frontage roads	December 2016 (Actual)	June 2018 (Actual)	2018	Low bid amount of \$24,549,664; Category 1 funds to be used for change orders	\$24,549,664	\$24,549,664			\$24,549,664	\$24,549,664					N/A
Dallas	54033	1068-04-149	IH 30	NW 7th Street to Belt Line Road	Construct 0 to 2/3 lane westbound frontage road and ramp modifications	December 2016 (Actual)	June 2018 (Actual)	2018	Low bid amount of \$13,291,213; Category 11 funds used to fund the remainder of the project	\$13,291,213	\$11,000,000			\$11,000,000	\$11,000,000					N/A
Dallas	55169	0009-11-241	IH 30	Bass Pro Drive to Dalrock Road	Construct 0 to 6 lane frontage roads, Bayside bridge, and ramp modifications; Reconstruct Dalrock interchange	September 2018 (Actual)	March 2021	2021	Project was awarded Category 4 funds via the 2019 UTP; Project also has \$15,000,000 of Category 1 funding for potential cost overruns	\$120,574,879	\$120,574,879			\$120,574,879	\$120,574,879					86.81
Dallas	55179	0009-11-238	IH 30	Bass Pro Drive in Garland to Dalrock Road	Widen to add shoulder	March 2019 (Actual)	March 2021	2021	Project was awarded Category 12 Clear Lanes funding via the 2020 UTP; Project also has \$3,500,000 of Category 1 funding for potential cost overruns	\$30,182,264	\$30,182,264	\$7,827,157	\$7,827,157			\$22,355,107	\$22,355,107			85.20
Dallas	13043.1	0009-11-252	IH 30	IH 45 to IH 635	Reconstruct and widen from 6/8 to 10 general purpose lanes and reconstruct 4/6/8 discontinuous to 4/6 continuous discontinuous frontage roads	April 2023	September 2023	2024	Project was awarded Category 12 Clear Lanes funding via the 2020 UTP, but was not fully funded; The RTC funded an effort that would look at design elements needed to accommodate automated and electric vehicles along this corridor (first in the country); Design would be funded with \$2,000,000 STBG and \$2,000,000 of TTC funding for the entire IH 30 corridor; Category 12 funding amount remains at \$25,000,000 in the UTP	\$1,108,449,456	\$25,000,000 \$940,549,456					\$940,549,456	\$25,000,000			77.40
Dallas	13012.2	0196-03-274	IH 35E	IH 635 to Denton County Line	Reconstruct and widen 6 to 6/8 general purpose lanes and reconstruct existing 2/8 discontinuous frontage roads to 2/8 discontinuous frontage roads	March 2013 (Actual)	August 2021	2021	Design-build project; Project was awarded \$229,655,586 of Category 12 Clear Lanes funding and \$105,220,000 \$182,098,750 of \$111 Design-Build funds by the TTC	\$614,317,018 \$537,438,268	\$432,218,268	\$202,562,682	\$202,562,682			\$229,655,586	\$229,655,586			77.05
Dallas	13012.3	0196-03-282	IH 35E	IH 635 to Denton County Line	Reconstruct existing 2 managed lanes to 2 managed lanes	March 2013 (Actual)	August 2021	2021	Project split out from TIP 13012.2/CSJ 0196-03-274; Category 2 funds are offset by a reduction in funding on TIP 13012.2/CSJ 0196-03-274; Project was awarded \$14,470,000 of \$111 Design-Build funds for the remainder of the project	\$93,951,732	\$79,481,732	\$79,481,732	\$79,481,732							77.05
Dallas	54119.5	0442-02-162	IH 35E	Ellis County Line to Bear Creek Road	Construct interchange at SL 9 and IH 35E	November 2017 (Actual)	June 2022	2022 2021	Project also has \$583,000 of STBG funds	\$13,245,644	\$12,662,644	\$12,662,644	\$12,662,644							89.30
Dallas	55061	0196-03-199	IH 35E	IH 30 to North of Oak Lawn Avenue	Reconstruct 10 to 10 general purpose lanes, and reconstruct 0/2/6 discontinuous to 2/6 lane discontinuous frontage roads	July 2005 (Actual)	August 2027	2027	Project was not awarded Category 12 funding	\$428,320,000	\$0 \$364,000,000					\$364,000,000	\$0			72.81
Dallas	55062	0196-03-266	IH 35E	North of Oak Lawn Avenue to SH 183	Reconstruct 10 to 10 general purpose lanes, and reconstruct 4/6 to 4/6 lane frontage roads	August 2021	August 2027	2027	Project was not awarded Category 12 funding	\$636,480,000	\$0 \$540,000,000					\$540,000,000	\$0			68.59
Dallas	55094	0442-02-159	IH 35E	US 67 to Laureland Drive	Construct 0 to 1 reversible express lane		August 2027	2027	Funding was previously removed from this project	\$0	\$0									74.33
Dallas	55163	2374-01-192	IH 635	SL 354 (Denton Drive) to BNSF RR	Construction of IH 35E/IH 635 interchange, including 4 concurrent managed lanes, 10 general purpose lanes, and 4 discontinuous frontage roads	January 2023	January 2025	2025	Project was not awarded Category 12 funding	\$400,000,000	\$0 \$400,000,000					\$400,000,000	\$0			77.58
Dallas	55164	2374-07-075	IH 635	West of Luna Road to BNSF RR	Construction of IH 35E/IH 635 interchange, including 0 to 4 concurrent managed lanes, 10 to 10 general purpose lanes, and 4 to 4/6 continuous frontage roads	January 2023	January 2025	2025	Project was not awarded Category 12 funding	\$80,000,000	\$0 \$80,000,000					\$80,000,000	\$0			78.18
Dallas	55067	0092-14-088	IH 45	Lenway St. to Good Latimer	Reconstruct IH 45 and SM Wright Interchange (Phase 2B)	April 2017 (Actual)	December 2019 (Actual)	2020		\$30,136,042	\$30,136,042	\$30,136,042	\$30,136,042							93.22
Dallas	55249	0092-02-130	IH 45	At SL 9	Reconstruct existing 2 to 2 lane southbound frontage road and ramp modifications	November 2017 (Actual)	September 2022	2023	Project added to the 10-Year Plan via 2020 UTP; Funding offset by reduction in funding on TIP 55094/CSJ 0442-02-159	\$3,667,581	\$3,667,581			\$3,667,581	\$3,667,581					83.30
Dallas	54111	2374-01-171	IH 635	At Skillman/Audelia	Interchange improvements	June 2015 (Actual)	August 2019 (Actual)	2019	Project has Category 12 funds from the MPO Revolver Swap; \$7,202,000 of Design-Build funding to offset reduction in Category 2 funding	\$57,972,000	\$50,770,000	\$46,393,000	\$46,393,000					\$4,377,000	\$4,377,000	93.14

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FY 2017 - FY 2030

County	TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Approved Funding (Cat. 2, 4, 12)	FY 2017 - FY 2030								MPO Project Score
												Cat 2 DAL RTC Approved	Cat 2 DAL TTC Approved	Cat 4 DAL RTC Approved	Cat 4 DAL TTC Approved	Cat 12 Clear Lanes DAL RTC Approved	Cat 12 Clear Lanes DAL TTC Approved	Cat 12 Strategic Priority DAL RTC Approved	Cat 12 Strategic Priority DAL TTC Approved	
												\$2,619,914,466	\$2,619,914,466	\$1,223,659,249	\$1,223,659,249	\$5,747,625,106	\$1,622,094,151	\$1,019,239,279	\$1,131,239,279	
Dallas	55060.1	2374-01-137	IH 635 (E)	Miller Road to West of the KCS RR (West of SH 78)	Widen 8 to 10 general purpose lanes and reconstruct 4/6 lane discontinuous to 4/6 lane continuous frontage roads	April 2017 (Actual)	August 2019 (Actual)	2019	Project also has \$63,193,281 of Design-build funding	\$246,941,214 \$216,441,214	\$183,747,933 \$153,247,933	\$0	\$30,500,000	\$132,848,147	\$132,848,147	\$20,399,786	\$20,399,786			90.44
Dallas	55060.2	2374-01-191	IH 635 (E)	Miller Road to West of the KCS RR (West of SH 78)	Reconstruct existing 2 HOV/express to 2 HOV/express lanes	April 2017 (Actual)	August 2019 (Actual)	2019	Project split out from TIP 55060.1/CSJ 2374-01-137; Project also has \$6,513,375 of Design-build funding	\$49,935,875	\$43,422,500	\$43,422,500	\$43,422,500							83.25
Dallas	55075.1	2374-02-053	IH 635 (E)	West of the KCS RR (West of SH 78) to IH 30	Widen 8 to 10 general purpose lanes and reconstruct 4/6 lane discontinuous to 4/8 lane continuous frontage roads	April 2017 (Actual)	August 2019 (Actual)	2019	Construction also funded with \$25,000,000 CMAQ, \$92,752,017 STBG, and \$7,014,863 Category 11; Project also has \$122,653, 801 \$408,845,661 of Design-Build funding	\$161,425,000	\$8,430,000	\$8,430,000	\$8,430,000	\$42,151,853	\$42,151,853	\$110,843,147	\$110,843,147			87.35
Dallas	55075.2	2374-02-152	IH 635 (E)	West of the KCS RR (West of SH 78) to IH 30	Reconstruct existing 2 HOV/express to 2 HOV/express lanes	April 2017 (Actual)	August 2019 (Actual)	2019	Construction also funded with \$7,142,858 STBG; Project split out from TIP 55075.1/CSJ 2374-02-053; Project also has \$26,139,846 of Design-build funding	\$200,405,486	\$167,122,782	\$167,122,782	\$167,122,782							81.07
Dallas	55075.3	2374-02-153	IH 635 (E)	At IH 30	Reconstruct interchange	April 2017 (Actual)	August 2019 (Actual)	2019	Construction also funded with \$25,000,000 STBG; Project split out from TIP 55075.1/CSJ 2374-02-053; Project also has \$83,400,711 of Design-build funding	\$303,694,615	\$195,293,904	\$195,293,904	\$195,293,904							85.92
Dallas	55165.1	2374-01-183	IH 635 (E)	East of US 75 to Miller Road	Widen 8 to 10 general purpose lanes and reconstruct existing 4/8 lane discontinuous to 4/6 lane continuous frontage roads	April 2017 (Actual)	August 2019 (Actual)	2019	Project also has \$125,710, 231 of Design-build funds	\$432,206,098	\$306,495,867					\$306,495,867	\$306,495,867			90.08
Dallas	55165.2	2374-01-190	IH 635 (E)	East of US 75 to Miller Road	Reconstruct existing 2 to 2 managed lanes	April 2017 (Actual)	August 2019 (Actual)	2019	Project split out from TIP 55165.1/CSJ 2374-01-183; Project also has \$8,509,875 of Design-build funding	\$65,242,375	\$56,732,500	\$56,732,500	\$56,732,500							82.89
Dallas	54069	2964-01-048	SH 161	South of SH 183 to North of Belt Line Road	Widen and reconstruct 4 (6 lanes during peak period) to 8 general purpose lanes	January 2018 (Actual)	June 2018 (Actual)	2018	Project let in June 2018 for \$20,927,948; Category 1 funds to be used for any change orders	\$20,927,948	\$20,927,948			\$20,927,948	\$20,927,948					N/A
Dallas	53198	0094-07-044	SH 183	1 mile East of Loop 12 to West end of Elm Fork Trinity River Bridge	Reconstruct existing 8 general purpose lanes, 2 to 6 concurrent Managed Lanes, and 4/6 discontinuous to 6/8 lane continuous frontage roads (Ultimate)		August 2045	2045	Funding previously moved to TIP 11527	\$0	\$0	\$0	\$0							71.09
Dallas	54072	0094-07-045	SH 183	West End of Elm Fork Trinity River Bridge to West of IH 35E	Reconstruct and widen 6/8 to 6/8 general purpose lanes, 2 to 2/6 Managed Lanes and reconstruct 4/6 lane discontinuous to 4/8 lane continuous frontage roads (Ultimate)		August 2045	2045	Funding previously moved to TIP 11527	\$0	\$0	\$0	\$0							68.99
Dallas	TBD	TBD	SH 183	SH 161 to Story Road	Construct 6 to 8 general purpose lanes and 2 to 6 concurrent managed lanes	TBD	TBD	TBD	Project to be funded by the private sector	\$270,000,000	\$0	\$0	\$0							72.81
Dallas	TBD	TBD	SH 183	PGBT Western Extension (SH 161) to SL 12					Funding previously moved to TIP 53003 and 11527	\$0	\$0	\$0	\$0							65.95
Dallas	TBD	TBD	SH 183	SL 12 to SH 114					Funding previously moved to TIP 11527	\$0	\$0	\$0	\$0							65.95
Dallas	55065	0092-01-059	SH 310/ SM Wright Interchange	Pennsylvania Avenue to North of Al Lipscomb Way	Reconstruct IH 45 and SM Wright Interchange (Phase 2B)	April 2017 (Actual)	December 2019 (Actual)	2020	Related to TIP 55067/CSJ 0092-14-088 and TIP 20062/CSJ 0092-01-052	\$11,916,518	\$11,916,518	\$11,916,518	\$11,916,518							96.67
Dallas	35000	0430-01-057	SH 352	North of Kearney Street to US 80 EB Frontage Road	Reconstruct 4 lane undivided rural to 4 lane divided urban roadway with intersection and sidewalk improvements	December 2016 (Actual)	March 2020 (Actual)	2020	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Remainder of construction funded with \$701,700 CMAQ and \$400,000 Category 11; Category 12 funds are part of MPO Revolver Swap; Category 1 or 11 funding to cover cost overruns	\$11,687,425	\$9,915,000	\$7,900,000	\$7,900,000					\$2,015,000	\$2,015,000	85.16
Dallas	13032	0009-02-067	SH 78	At Gaston Ave	Reconfigure intersection with sidewalk improvements	December 2018 (Actual)	November 2020	2021	August 2017 RTC Proposition 1 Adjustment; Remainder of project funded with \$4,500,000 of CMAQ funds	\$5,500,000	\$1,000,000	\$1,000,000	\$1,000,000							84.62
Dallas	11527	0581-02-124	SL 12	At SH 183	Reconstruct interchange (Phase 2)	April 2014 (Actual)	May 2020 (Actual)	2020	Project was awarded Category 12 Clear Lanes funding via the 2019 UTP; Project also has \$2,000,000 of Category 1 funding for potential cost overruns	\$210,000,000	\$210,000,000					\$210,000,000	\$210,000,000			83.94
Dallas	55112	0353-05-120	SL 12	At Skillman	Reconstruct grade separation	March 2025	September 2027	2028	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Discussions underway between City of Dallas, TxDOT and NCTCOG regarding project scope; Project also has \$1,116,185 of Category 1 funding	\$17,200,000	\$17,200,000			\$17,200,000	\$17,200,000					78.89

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10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District)
FY 2017 - FY 2030

County	TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Approved Funding (Cat. 2, 4, 12)	FY 2017 - FY 2030								MPO Project Score
												Cat 2 DAL RTC Approved	Cat 2 DAL TTC Approved	Cat 4 DAL RTC Approved	Cat 4 DAL TTC Approved	Cat 12 Clear Lanes DAL RTC Approved	Cat 12 Clear Lanes DAL TTC Approved	Cat 12 Strategic Priority DAL RTC Approved	Cat 12 Strategic Priority DAL TTC Approved	
												\$2,619,914,466	\$2,619,914,466	\$1,223,659,249	\$1,223,659,249	\$5,747,625,106	\$1,622,094,151	\$1,019,239,279	\$1,131,239,279	
Dallas	54119.1	2964-10-008	SL 9	IH 35E to Dallas/Ellis County Line	Construct 0 to 2 lane frontage roads (ultimate 6) including ITS and turn lanes	November 2017 (Actual)	March 2021	2021	Project split out from TIP 54119/CSJ 2964-10-005; Project also has \$432,000 of CMAQ funding, \$3,788,000 of RTR funding, and \$3,589,488 of STBG funding	\$43,045,357	\$35,235,869	\$35,235,869	\$35,235,869							79.83
Dallas	54119.2	2964-10-009	SL 9	Ellis/Dallas County Line to IH 45	Construct 0 to 2 lane frontage roads (ultimate 6) including ITS and turn lanes	November 2017 (Actual)	March 2021	2021	Project split out from TIP 54119/CSJ 2964-10-005; Project also has \$408,000 of CMAQ funding and \$13,722,970 of STBG funding	\$67,236,678	\$53,105,708	\$53,105,708	\$53,105,708							77.62
Dallas	53003	0094-03-060	SS 482	At SH 114 and SH 183	Reconstruct interchange (Phase 2)	April 2014 (Actual)	September-May 2020 (Actual)	2020 2021	Project was awarded Category 12 Clear Lanes funding via the 2019 UTP	\$210,000,000	\$210,000,000					\$210,000,000	\$210,000,000			83.89
Dallas	30005	0047-07-232	US 75	IH 635 to Collin County Line	Remove HOV lanes and add peak hour travel lanes	June 2020	August 2022	2022	Funded with \$15,000,000 of STBG funding; Project included on list in order to get TTC concurrence to proceed	\$15,000,000	\$0									92.85
Dallas	53109	0095-02-107	US 80	East of Town East Blvd. to Belt Line Road	Reconstruct and widen 4 to 6/8 mainlanes and 2/4/6 to 4/6 lane continuous frontage roads and reconstruct IH 635 interchange	April 2020 (Actual)	September 2023	2025	TxDOT and City of Mesquite discussing specific early action "breakout" projects to utilize this funding; Project was not awarded Category 12 funding	\$305,005,199	\$105,000,000 \$305,005,199			\$105,000,000	\$105,000,000	\$200,005,199	\$0			82.45
Dallas	53110	0095-02-096	US 80	Belt Line Road to Lawson Road	Reconstruct and widen 4 to 6 mainlanes and 2/4 to 4/6 lane continuous frontage roads	April 2020 (Actual)	September 2023	2025	Project split out from TIP 53109; TxDOT and City of Mesquite discussing specific early action "breakout" projects to utilize this funding; Project was not awarded Category 12 funding	\$192,096,816	\$100,000,000 \$192,096,816			\$100,000,000	\$100,000,000	\$92,096,816	\$0			79.95
Dallas	53108	0095-10-033	US 80	IH 30 to East of Town East Blvd	Reconstruct and widen 4 to 6 mainlanes and 2/6 to 4/6 lane frontage roads	April 2020 (Actual)	September 2023	2025	Project was not awarded Category 12 funding	\$58,015,042	\$0 \$58,015,042					\$58,015,042	\$0			75.63
Dallas	55120	0197-02-124	US 175	East of East Malloy Bridge Rd. to Kaufman County Line	Ramp modifications, mill and inlay existing frontage roads	July 2020 (Actual)	October 2020	2021	Project also has \$1,000,000 of Category 1 funding for potential cost overruns	\$2,163,200	\$2,163,200	\$2,163,200	\$2,163,200							79.24
Total Funding - Dallas County																				\$3,143,316,379
Denton	83255	0816-02-072	FM 455	West of FM 2450 to East of Marion Road	Reconstruct and widen 2 lane rural highway to 4 lane divided urban	February 2018 (Actual)	January 2022	2022	Project also has \$5,000,000 of Category 1 funding for potential cost overruns	\$42,817,890	\$42,817,890	\$42,817,890	\$42,817,890							91.11
Denton	TBD	0081-05-049	Greenbelt/ Regional Outer Loop	At FM 428	TBD	TBD	TBD	TBD	Category 2 funding previously moved to TIP 13036/CSJ 0009-12-219; Project will be funded in a future 10-Year Plan update	\$50,000,000	\$0	\$0	\$0							59.61
Denton	13033.3	0195-03-090	IH 35	IH 35W to US 380	Reconstruct interchange and 4 to 4/8 lane frontage roads	December 2020	January 2023	2023	Project awarded Category 12 Strategic Priority funding via the 2020 UTP	\$139,625,558	\$139,625,558							\$139,625,558	\$139,625,558	82.76
Denton	55197	0195-02-074	IH 35	US 77 North of Denton to Cooke County Line	Reconstruct and widen 4 to 6 lane rural freeway with ramp modifications and reconstruct 4 to 4/6 lane frontage roads	November 2019 (Actual)	September 2022	2023	New project awarded Category 12 Strategic Priority funding via the 2020 UTP; Project also has \$29,050,000 of Category 11 funding	\$602,790,000 \$573,740,000	\$573,740,000			\$54,090,000	\$54,090,000			\$519,650,000	\$519,650,000	90.11
Denton	55198	0195-03-087	IH 35	US 380 to US 77 North of Denton	Reconstruct and widen 4 to 6 lane rural freeway with ramp modifications and 4 to 4/6 lane frontage roads	November 2019 (Actual)	September 2022	2023	Project awarded \$79,709,425 of Category 12 Strategic Priority and \$100,000,000 of Category 12 Clear Lanes funding via the 2020 UTP	\$196,070,000	\$196,070,000			\$16,360,575	\$16,360,575	\$100,000,000	\$100,000,000	\$79,709,425	\$79,709,425	79.11
Denton	55250	0195-02-076	IH 35	At FM 455	Reconstruct and widen 4 to 6 mainlanes and reconstruct existing 4 to 4 lane frontage roads	October 2019 (Actual)	August 2022	2022	Project awarded Category 12 Strategic Priority funding via the 2020 UTP	\$27,231,547	\$27,231,547			\$369,251	\$369,251			\$26,862,296	\$26,862,296	87.58
Denton	13033	0196-02-124	IH 35E	FM 407 to Dallas County Line	Reconstruct and convert 2 reversible to 4 concurrent managed lanes; Reconstruct 6 to 6/8 collector-distributor lanes (Dallas C/L to SH 121); Reconstruct 8 to 8 general purpose lanes (SH 121 to FM 407); Reconstruct 2/6 to 2/8 continuous frontage (FM 407 to SRT/SH 121); and reconstruct 4/6 to 2/6 continuous frontage from (SRT/SH 121 to Dallas C/L)		August 2026	2026	Some funding previously moved to TIP 13033.2/CSJ 0196-02-127 and TIP 13033.4/CSJ 0196-02-126; Reduce Category 2 funding on placeholder project and move to IH 35E at Lake Sharon/Dobbs/Corinth project	\$745,933,304	\$0	\$0	\$0							78.82
Denton	13033.1	0196-02-128	IH 35E	At FM 1171/Main Street	Reconstruct grade separation and existing 4 to 4 lane frontage roads	March 2013 (Actual)	January 2023	2025 2023	Project added to the 10-Year Plan via 2020 UTP; Increased Category 2 funding offset by reduction on TIP 25033.2/CSJ 0196-02-125	\$43,805,797	\$43,805,797	\$43,805,797	\$43,805,797							78.08
Denton	13033.2	0196-02-127	IH 35E	At Business 121	Reconstruct grade separation and existing 4 to 4 lane frontage roads	March 2013 (Actual)	January 2023	2025 2023	Project added to the 10-Year Plan via 2020 UTP; Increased Category 2 funding offset by reduction on TIP 25033.2/CSJ 0196-02-125	\$82,179,822	\$82,179,822	\$82,179,822	\$82,179,822							82.90

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10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District)
FY 2017 - FY 2030

County	TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Approved Funding (Cat. 2, 4, 12)	FY 2017 - FY 2030								MPO Project Score
												Cat 2 DAL RTC Approved	Cat 2 DAL TTC Approved	Cat 4 DAL RTC Approved	Cat 4 DAL TTC Approved	Cat 12 Clear Lanes DAL RTC Approved	Cat 12 Clear Lanes DAL TTC Approved	Cat 12 Strategic Priority DAL RTC Approved	Cat 12 Strategic Priority DAL TTC Approved	
												\$2,619,914,466	\$2,619,914,466	\$1,223,659,249	\$1,223,659,249	\$5,747,625,106	\$1,622,094,151	\$1,019,239,279	\$1,131,239,279	
Denton	13033.4	0196-02-126	IH 35E	At Corporate Drive	Reconstruct grade separation and existing 4 to 4 lane frontage roads	March 2013 (Actual)	January 2023	2025 2023	Project added to the 10-Year Plan via 2020 UTP; Increased Category 2 funding offset by reduction on TIP 25033.2/CSJ 0196-02-125	\$72,883,443	\$72,883,443	\$72,883,443	\$72,883,443							81.45
Denton	25033.2	0196-02-125	IH 35E	Turbeville Road to FM 407	Reconstruct existing 4 general purpose lanes (NB only); Widen and convert 2 lane reversible to 4 lane concurrent managed lanes; Widen 4/6 lane continuous to 4/8 lane continuous frontage roads		May 2028	2028	Funding previously moved to TIP 13033.4/CSJ 0196-02-126 and TIP 13033.1/CSJ 0196-02-128; Reduce Category 2 funding on placeholder project and move to TIP 13033.1/CSJ 0196-02-128, TIP 13033.2/CSJ 0196-02-127, TIP 13033.4/CSJ 0196-02-126, TIP 23033.3/CSJ 0196-01-109, and IH 35E at Lake Sharon/Dobbs/Corinth projects	\$671,000,928	\$0	\$0	\$0							76.34
Denton	25033.3	0196-01-109	IH 35E	South of Mayhill Road to South of SL 288	Reconstruct grade separation and existing 4 to 4 lane frontage roads	March 2013 (Actual)	April 2022	2022	Split from TIP 25033.2/CSJ 0196-02-125; Increased Category 2 funding offset by reduction on TIP 25033.2/CSJ 0196-02-125	\$62,176,453	\$62,176,453	\$62,176,453	\$62,176,453							89.53
Denton	TBD	0196-01-113	IH 35E	at Lake Sharon Drive/Dobbs Road/Corinth	Construct interchange	March 2013 (Actual)	January 2026	2026	Denton Priority Project #6; Category 2 funding offset by reduction on TIP 25033.2/CSJ 0196-02-125 and TIP 13033/CSJ 0196-02-124	\$45,000,000	\$34,014,485	\$34,014,485	\$34,014,485							68.29
Denton	55230	0081-13-058	IH 35W	Tarrant County Line to SH 114	Reconstruct and widen 4 lane rural to 6 lane urban freeway and construct 4 to 4/6 lane frontage roads	October 2020	July 2021	2021	Project was not awarded Category 12 funding	\$90,000,000	\$0 \$90,000,000					\$90,000,000	\$0			91.84
Denton	55242	0081-13-050	IH 35W	SH 114 to IH 35W/IH 35E Interchange	Widen and reconstruct 4 lane rural to 6 lane urban freeway and reconstruct 2/4 to 4/6 lane frontage roads	October 2020	July 2021	2021	Project was not awarded Category 12 funding	\$338,580,457	\$0 \$338,580,457					\$338,580,457	\$0			86.73
Denton	55259	0081-13-065	IH 35W	Dale Earnhardt Way to South of IH 35E/IH 35W Interchange	Reconstruct 2 to 4/6 lane discontinuous frontage roads	July 2020 (Actual)	January 2024	2024	Project was not awarded Category 12 funding	\$310,692,449	\$0 \$310,692,449					\$310,692,449	\$0			86.76
Denton	55177	0353-09-002	SH 114	West of US 377 to East of US 377	Construct 0 to 6 lane grade separation over US 377	November 2018 (Actual)	June 2021 September 2020	2021		\$52,218,505	\$52,218,505	\$26,109,253	\$26,109,253	\$26,109,253	\$26,109,253					100.00
Denton	55235	0353-02-037	SH 114	East of IH 35W to BUS 114K	Construct 0 to 6 main lanes; Reconstruct and widen 4 to 4/6 lane frontage roads	September-August 2020 (Actual)	March 2022	2022	Project was not awarded Category 12 funding	\$62,964,313	\$0 \$62,964,313					\$62,964,313	\$0			93.14
Denton	55260	0353-09-003	SH 114	BUS 114K to West of US 377	Construct 0 to 6 main lanes; Reconstruct and widen 4 to 4/6 frontage roads	September-August 2020 (Actual)	March 2022	2022	Project was not awarded Category 12 funding	\$15,605,530	\$0 \$15,605,530					\$15,605,530	\$0			93.17
Denton	51060	0353-02-053	BS 114K	At UP RR Underpass in Roanoke DOT No 795 342V	Replace railroad underpass and improve BS 114-K drainage	August 2015 (Actual)	November 2019 (Actual)	2020	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project also has \$3,000,000 of bridge funds and \$552,921 of CMAQ	\$10,123,776	\$7,500,000	\$7,500,000	\$7,500,000							89.06
Denton	20118	0081-04-025	US 377	IH 35E to South of FM 1830	Widen 2 lane to 6 lane urban divided section with sidewalk improvements	January 2018 (Actual)	July 2018 (Actual)	2018	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project also has \$12,156,936 \$9,237,129 2MP1, \$10,471,047 \$12,465,854 4P1, & \$2,901,189 CMAQ	\$24,604,172 \$26,627,983	\$1,098,811	\$1,098,811	\$1,098,811							N/A
Denton	20120	0081-03-048	US 377	Henrietta Creek Rd. to North of BS 114K	Reconstruct and widen 2/4 to 4 lane divided urban	August 2015 (Actual)	November 2019 (Actual)	2020	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project also has \$863,844 \$2,847,689 of Category 1 & \$1,922,275 of CMAQ	\$18,214,077 \$16,230,232	\$13,444,113	\$13,444,113	\$13,444,113							93.81
Denton	20215	0081-04-035	US 377	At UP RR Overpass (0.4 miles South of IH 35E)	Replace with 6 lane overpass (2 to 6 Lanes)	January 2018 (Actual)	July 2018 (Actual)	2018	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project also has \$2,269,248 2MP1, \$4,019,642 of 4P1, and \$2,418,313 of Category 1 funds	\$7,788,890	\$1,500,000	\$1,500,000	\$1,500,000							N/A
Denton	55104	0135-10-057	US 377/380	SL 288 to US 377/US 380 Intersection	Add raised median with left turn lanes, add right turn lanes and re-stripe for shared use	June 2018 (Actual)	June 2020 (Actual)	2020	Also has \$95,000 local and \$665,000 CMAQ; Local funding is the money required to pay for additional bicycle/ pedestrian scope items that TxDOT will not fund	\$18,599,014 \$18,448,040	\$17,839,014	\$17,839,014	\$17,839,014							91.90
Denton	20096	0135-10-050	US 380	US 377 to West of CR 26 (Collin County Line)	Widen 4 to 6 lanes divided urban with new grade separations at FM 423, FM 720, Navo Rd., Teel Pkwy, and Legacy Drive with sidewalk improvements	June 2018 (Actual)	May 2021	2021	Construction also funded with \$56,200,000 CMAQ and \$22,277,120 STBG	\$140,844,543	\$62,367,423	\$62,367,423	\$62,367,423							87.93
Total Funding - Denton County																				\$1,430,512,862

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FY 2017 - FY 2030

County	TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Approved Funding (Cat. 2, 4, 12)	FY 2017 - FY 2030								MPO Project Score
												Cat 2 DAL RTC Approved	Cat 2 DAL TTC Approved	Cat 4 DAL RTC Approved	Cat 4 DAL TTC Approved	Cat 12 Clear Lanes DAL RTC Approved	Cat 12 Clear Lanes DAL TTC Approved	Cat 12 Strategic Priority DAL RTC Approved	Cat 12 Strategic Priority DAL TTC Approved	
												\$2,619,914,466	\$2,619,914,466	\$1,223,659,249	\$1,223,659,249	\$5,747,625,106	\$1,622,094,151	\$1,019,239,279	\$1,131,239,279	
Ellis	13020	1394-02-027	FM 1387	Midlothian Parkway to FM 664	Reconstruct and widen from 2 lane undivided rural to 4 lane urban divided (6 lane ultimate)	November 2021 September 2020	September 2025	2026		\$50,718,644	\$25,000,000	\$25,000,000	\$25,000,000							70.00
Ellis	11751	1051-01-037	FM 664	(On Ovilla Road) from Westmoreland Road to IH 35E	Widen 2 lanes to 6 lanes urban divided including intersection improvements along Ovilla Road/FM 664 with sidewalk improvements	June 2015 (Actual)	May 2018 (Actual)	2018	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project also has \$3,433,608 CMAQ & \$15,713,331 STBG; Low bid in 5/2018 was \$28,247,127, leaving funds in for change orders	\$30,000,000	\$17,100,000	\$17,100,000	\$17,100,000							N/A
Ellis	13028	1051-01-052	FM 664	FM 1387 to Westmoreland Road	Reconstruct and widen 2 lane rural to 4 lane divided urban roadway (Ultimate 6 lane)	August-September 2020 (Actual)	July 2023	2023		\$39,017,716	\$32,145,761	\$32,145,761	\$32,145,761							82.22
Ellis	13035.1	1051-01-051	FM 664	IH 35E to West of Ferris Road	Reconstruct and widen 2/4 lane rural roadway to 6 lane divided urban	January 2020 (Actual)	September 2023	2025		\$93,073,891	\$25,000,000	\$25,000,000	\$25,000,000							81.42
Ellis	13035.2	1051-03-001	FM 664	West of Ferris Road to IH 45	Realign existing 2 lane rural undivided roadway to 6 lane urban roadway	January 2020 (Actual)	September 2023	2025	Breakout of TIP 13035.1/CSJ 1051-01-051	\$39,673,559	\$10,000,000	\$10,000,000	\$10,000,000							71.72
Ellis	13034	0442-03-042	IH 35E	At FM 664	Reconstruct interchange	January 2020 (Actual)	June-September 2022	2022 2023		\$41,970,617	\$41,970,617			\$41,970,617	\$41,970,617					78.12
Ellis	13042	0048-04-094	IH 35E	At FM 387 (Butcher Road)	Reconstruct interchange; Reconstruct and widen 4 to 4/6 lane frontage roads	June 2019 (Actual)	August 2022	2022	Funding from TIP 55092/CSJ 0048-04-090	\$42,000,000	\$42,000,000			\$42,000,000	\$42,000,000					90.84
Ellis	54119.6	0442-03-044	IH 35E	Reese Drive to Dallas County Line	Construct interchange at Loop 9 and IH 35E	November 2017 (Actual)	June 2022	2022	Breakout of SL 9 project originally listed in Dallas County (TIP 54119/CSJ 2964-10-005); Project also has \$6,650,000 of STBG funding	\$15,684,914	\$9,034,914	\$9,034,914	\$9,034,914							80.46
Ellis	13029	0092-03-053	IH 45	At FM 664	Construct interchange	January 2020 (Actual)	August 2022	2022	Project was awarded Category 12 Strategic Priority funding via the 2019 UTP; Project also has \$4,486,132 of Category 1 funding	\$44,709,469 \$40,223,337	\$40,223,337	\$6,223,337	\$6,223,337					\$34,000,000	\$34,000,000	76.70
Ellis	54119.3	2964-12-001	SL 9	From IH 35E to Dallas County Line	Construct 0 to 2 lane frontage roads (Ultimate 6) including ITS and turn lanes	November 2017 (Actual)	March 2021	2021	Breakout of SL 9 project originally listed in Dallas County (TIP 54119/CSJ 2964-10-005); Project also has \$734,000 of CMAQ funding and \$1,500,000 of Category 1 funding	\$11,004,170 \$9,513,170	\$8,770,170	\$8,770,170	\$8,770,170							83.87
Ellis	54119.4	2964-12-002	SL 9	Dallas/Ellis County Line to Ellis/Dallas County Line	Construct 0 to 2 lane frontage roads (Ultimate 6) including ITS and turn lanes	November 2017 (Actual)	March 2021	2021	Breakout of SL 9 project originally listed in Dallas County (TIP 54119/CSJ 2964-10-005); Project also has \$96,000 of CMAQ funding and \$1,500,000 of Category 1 funding	\$11,893,729 \$10,393,729	\$10,297,729	\$10,297,729	\$10,297,729							77.58
Ellis	35001	0172-05-115	US 287	At Walnut Grove Road	Construct interchange	April 2017 (Actual)	April 2019 (Actual)	2019	Project also has \$976,621 of Category 11 funding	\$27,676,261 \$26,700,000	\$26,700,000			\$26,700,000	\$26,700,000					86.84
Ellis	55014	0261-01-041	US 67	At Lake Ridge Parkway	Construct interchange <u>grade separation (Phase 1)</u>	February 2021	October 2023	2024	Project added to the 10-Year Plan via 2020 UTP; <u>\$10,000,000 of Category 1 funding added to UTP</u>	\$45,115,258	\$35,115,258	\$35,115,258	\$35,115,258							64.93
Total Funding - Ellis County																				\$323,357,786
Kaufman	TBD	0095-03-085	FM 460	at US 80	Replace bridge and approaches	March April 2020 (Actual)	June 2022	2022	Project awarded INFRA grant funding; Category 4 funding was committed as well as part of grant application; <u>Project also has \$1,003,816 of Category 1 funding and \$1,882,263 of Category 6 funding</u>	\$9,239,667 \$6,443,588	\$6,443,588			\$6,443,588	\$6,443,588					87.33
Kaufman	55111	2588-01-017	FM 548	Windmill Farms Blvd to South of SH 205 (Rockwall County Line)	Widen and reconstruct 2 lane rural to 4 lane urban divided (6 lane ultimate)	July 2019 (Actual)	March 2023	2023		\$27,221,220 \$8,448,796	\$8,448,796	\$8,448,796	\$8,448,796							80.78
Kaufman	55111.2	2588-01-022	FM 548	North of US 80 to Windmill Farms Blvd	Widen and reconstruct 2 lane rural to 6 lane urban divided	July 2019 (Actual)	March 2023	2025 2023	Project split out from TIP 55111/CSJ 2588-01-017	\$49,551,204	\$49,551,204	\$49,551,204	\$49,551,204							80.78
Kaufman	51460	0197-03-054	US 175	FM 148 to CR 4106 in Crandall	Construct new 2 lane frontage roads; Convert existing frontage road from 2 lane, 2-way to 2 lane, 1-way frontage road and ramp modifications	February 2019 (Actual)	August-October 2020	2021 2020		\$12,925,618	\$12,925,618	\$12,925,618	\$12,925,618							79.23
Kaufman	55134	0197-03-074	US 175	Dallas County Line to West of FM 1389	Ramp modifications, mill and inlay existing frontage roads	July 2020 (Actual)	October 2020	2021	Project also has \$1,000,000 of Category 1 funding for potential cost overruns	\$3,163,200 \$2,163,200	\$2,163,200	\$2,163,200	\$2,163,200							78.16
Kaufman	53086	0095-03-080	US 80	Lawson Rd. (Dallas/Kaufman C/L) to FM 460	Reconstruct and widen 4 to 6 mainlanes and reconstruct and widen 2/4 lane discontinuous frontage roads to 4/6 lane continuous frontage roads	March April 2020 (Actual)	June 2022	2022	<u>Funding shortfall made up with Category 11 instead of Category 12</u>	\$140,021,693	\$133,000,000 \$140,021,693			\$133,000,000	\$133,000,000	\$7,021,693	\$0			87.15
Total Funding - Kaufman County																				\$212,532,406

Amounts only include Category 2/4/12 funding.
Red text and strikethroughs indicate changes since June 2020 RTC meeting
Carryover funds from previous years are not accounted for

10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District)
FY 2017 - FY 2030

County	TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Approved Funding (Cat. 2, 4, 12)	FY 2017 - FY 2030								MPO Project Score
												Cat 2 DAL RTC Approved	Cat 2 DAL TTC Approved	Cat 4 DAL RTC Approved	Cat 4 DAL TTC Approved	Cat 12 Clear Lanes DAL RTC Approved	Cat 12 Clear Lanes DAL TTC Approved	Cat 12 Strategic Priority DAL RTC Approved	Cat 12 Strategic Priority DAL TTC Approved	
												\$2,619,914,466	\$2,619,914,466	\$1,223,659,249	\$1,223,659,249	\$5,747,625,106	\$1,622,094,151	\$1,019,239,279	\$1,131,239,279	
Rockwall	83222	1015-01-023	FM 3549	IH 30 to North of SH 66	Widen from 2 lane rural to 4 lane urban divided section with sidewalk improvements	March 2016 (Actual)	May 2018 (Actual)	2018	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project let 4/18; Project also has \$859,000 of CMAQ & \$733,798 Category 11	\$9,917,861 \$9,250,063	\$8,325,063	\$8,325,063	\$8,325,063							N/A
Rockwall	13017	2588-02-008	FM 548	S of SH 205 (Kaufman County Line) to SH 205	Widen and reconstruct 2 lane rural to 4 lane divided urban roadway (Ultimate 6)	July 2019 (Actual)	March 2023	2023		\$6,200,000	\$6,200,000	\$6,200,000	\$6,200,000							78.71
Rockwall	13036	0009-12-219	IH 30	SH 205 to West of FM 2642 (Hunt County Line)	Reconstruct & widen 4 to 6 main lanes; Reconstruct & widen 4 to 4/6 lane frontage roads; Construct new & reconstruct existing interchanges; Ramp modifications; Pedestrian improvements	March 2019 (Actual)	September 2022	2023	Project awarded Category 12 Clear Lanes funding via the 2020 UTP; Project also has \$50,000,000 of CMAQ funds	\$260,984,096	\$210,984,096	\$68,764,518	\$68,764,518		\$142,219,578	\$142,219,578				80.07
Rockwall	55195	0009-12-220	IH 30	Dalrock Road to East of Horizon Road	Construct 0/4 to 4/6 lane frontage roads; Reconstruct Horizon Road interchange and ramp modifications	March 2019 (Actual)	September 2022	2023	Split from TIP 13036/CSJ 0009-12-219; Project awarded Category 12 Clear Lanes funding via the 2020 UTP	\$214,025,080	\$214,025,080			\$32,000,000	\$32,000,000	\$182,025,080	\$182,025,080			81.35
Rockwall	55221	0009-12-215	IH 30	Dalrock Road to SH 205 (Horizon Rd.)	Add shoulder; Reconstruct and widen 6 to 8 mainlanes; Reconstruct 4/6 lane discontinuous to 4/6 lane continuous frontage roads across Lake Ray Hubbard; Ramp modifications	March 2019 (Actual)	September 2022	2023	Project awarded Category 12 Clear Lanes funding via the 2020 UTP	\$107,211,136	\$107,211,136	\$69,111,136	\$69,111,136		\$38,100,000	\$38,100,000				83.74
Rockwall	55222	0009-12-221	IH 30	Dalrock Road (Rockwall County Line) to East of Dalrock Road	Transition from Dalrock Interchange including reconstruction of existing 4 to 4 lane frontage roads and ramps	September 2018 (Actual)	March 2021	2021	Project split out from TIP 55169/CSJ 0009-11-241; Project was awarded Category 4 funds via the 2019 UTP; <u>Project also has \$1,000,000 of Category 1 funding for potential cost overruns</u>	\$8,000,000 \$7,000,000	\$7,000,000			\$7,000,000	\$7,000,000					96.33
Rockwall	13038	0451-05-001	SH 205	JCT SH 205/John King (South Goliad Street) to JCT SH 205/John King (North Goliad Street)	Widen 4 to 6 lane divided urban roadway	January 2020 (Actual)	February 2023	2025 2023	Project split out from TIP 55074	\$61,219,472	\$24,032,505	\$24,032,505	\$24,032,505							83.19
Rockwall	55074	0451-04-021	SH 205	JCT SH 205/John King (North Goliad Street) to North of John King (Collin County Line)	Widen 2 lane rural highway to 4 lane divided (6 lane ultimate)	January 2020 (Actual)	April 2023	2023		\$5,525,459	\$5,525,459	\$5,525,459	\$5,525,459							88.75
Rockwall	2998	1290-02-017	SH 276	SH 205 to FM 549	Reconstruct and widen 2 lane rural to 4 lane divided urban (Ultimate 6)	February 2016 (Actual)	April 2018 (Actual)	2018	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project let 4/18; Project also has \$1,658,000 of CMAQ and \$399,142- \$699,442 of Category 1	\$17,257,442 \$16,957,142	\$14,900,000	\$14,900,000	\$14,900,000							N/A
Rockwall	55096	1290-03-027	SH 276	FM 549 to East of FM 549	Reconstruct and widen 2 lane rural to 4 lane divided urban (Ultimate 6)	February 2016 (Actual)	April 2018 (Actual)	2018	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Category 1 funds will be used to cover overruns	\$719,165	\$719,165	\$719,165	\$719,165							N/A
											Total Funding - Rockwall County								\$598,922,504	
			Total Category 2, 4, and 12 Funding								\$6,665,096,682	\$2,718,518,470	\$2,707,018,470	\$1,181,884,835	\$1,204,744,782	\$5,747,625,106	\$1,622,094,151	\$1,019,239,279	\$1,131,239,279	
			Total Amount Remaining for Programming								(\$68,189,537)	(\$98,604,004)	(\$87,104,004)	\$41,774,414	\$18,914,467	\$0	\$0	\$0	\$0	
			Total Allocation/Authorizations								\$6,596,907,145									

Project Lettings (Includes Approved Funding for FY 2021-FY 2029)			
	Category 2	Category 4	Category 12
2016	\$0	\$2,746,785	\$0
2018	\$77,106,426	\$56,477,612	\$0
2019	\$547,894,686	\$201,700,000	\$442,115,800
2020	\$88,735,687	\$0	\$422,015,000
2021-2029	\$1,993,281,671	\$943,820,385	\$1,889,202,630
Total	\$2,707,018,470	\$1,204,744,782	\$2,753,333,430

Amounts only include Category 2/4/12 funding.
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10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District)
FY 2017 - FY 2030

County	TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Approved Funding (Cat. 2, 4, 12)	FY 2017 - FY 2030								MPO Project Score
												Cat 2 FTW RTC Approved	Cat 2 FTW TTC Approved	Cat 4 FTW RTC Approved	Cat 4 FTW TTC Approved	Cat 12 Clear Lanes FTW RTC Approved	Cat 12 Clear Lanes FTW TTC Approved	Cat 12 Strategic Priority FTW RTC Approved	Cat 12 Strategic Priority FTW TTC Approved	
												\$1,088,239,717	\$1,088,239,717	\$542,843,326	\$542,843,326	\$799,602,000	\$799,602,000	\$423,330,000	\$208,330,000	
Denton	54068	3559-01-004	SH 170	Denton County Line to SH 114 Interchange	Restripe 2 to 4 mainlanes and ramp modifications	May 2020 (Actual)	June 2020 (Actual)	2020	Project is a breakout of TIP 54088/CSJ 3559-02-007; Implemented by TxDOT Fort Worth District	\$1,000,000	\$1,000,000							\$1,000,000	\$1,000,000	63.12
Total Funding - Denton County																			\$1,000,000	
Hood	54114	0080-11-001	US 377	Johnson/Hood County Line to South of SH 171	Construct 0 to 4 lane divided roadway with interchange at US 377 and BU 377; Grade separation at FWWR and SH 171	September 2017 (Actual)	August 2018 (Actual)	2018	Category 2 funds for this project have been swapped for Category 7 due to increased cash flow capacity at the federal level; Project also has \$11,800,000 in local funding from Hood County	\$41,000,000	\$0	\$0	\$0							N/A
Hood	54019	0080-03-049 0080-04-081	US 377	East of Old Acton Highway to Brazos River Bridge	Widen 4 lane continuous two-way left turn lane to 6 lane divided with interchange at BU 377H	September 2022	April 2026	2026		\$35,000,000	\$25,000,000	\$25,000,000	\$25,000,000							72.76
Total Funding - Hood County																			\$25,000,000	
Johnson	13040	0747-05-043	FM 157	8th Street to South of CR 109	Realign roadway 2 lane rural to 2 lane urban with sidewalks and turn lanes	December 2021 September 2020	August 2023	2023	Project split out from TIP 13041/CSJ 0747-05-042	\$4,500,000 \$3,227,157	\$4,500,000 \$3,227,157	\$3,227,157	\$4,500,000							78.10
Johnson	13041	0747-05-042	FM 157	US 67 to 8th Street	Reconstruct from 2 lane rural to 2 lane urban with sidewalks and turn lanes	December 2021 September 2020	August 2023	2023		\$6,800,000 \$4,124,338	\$6,800,000 \$4,124,338	\$4,124,338	\$6,800,000							87.39
Johnson	54053	0747-05-035	FM 157	BU 287P to US 67	Realign and widen roadway and widen 2 to 4 lanes rural divided	October 2021	August 2026	2026		\$78,000,000	\$78,000,000	\$78,000,000	\$78,000,000							72.84
Johnson	11955.1	1181-02-033	FM 917	Eddy Avenue to South Main Street	Construct railroad grade separation and realign FM 917	December 2021	February 2023	2023		\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000							77.01
Johnson	11955.2	1181-03-036	FM 917	South Main Street to SH 174	Construct railroad grade separation and realign FM 917	December 2021	February 2023	2023	Project split out from TIP 11955/CSJ 1181-02-033	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000							86.06
Johnson	13046	0014-03-088	IH 35W	At FM 917	Reconstruct interchange	April 2022 June 2020	January 2023	2023		\$15,000,000	\$15,000,000			\$15,000,000	\$15,000,000					84.42
Johnson	13060	0172-10-013	US 287	Tarrant County Line to Lone Star Road/FM 157	Construct 0 to 4 lane frontage roads and intersection improvements at US 287 and Lone Star Road/FM 157	October 2020	June 2021	2021	Project added to the 10-Year Plan via 2020 UTP	\$22,800,000	\$22,800,000	\$22,800,000	\$22,800,000							78.96
Johnson	54125	0080-12-001	US 377	North of SH 171 to Johnson/Hood County Line	Construct 0 to 4 lane divided roadway with an interchange at US 377 and BU 377	September 2017 (Actual)	August 2018 (Actual)	2018	Project split out from TIP 54114/CSJ 0080-11-001 in Hood County; Project also has \$10,750,000 of Category 12 (425) funds	\$14,700,000	\$3,950,000	\$3,950,000	\$3,950,000							N/A
Total Funding - Johnson County																			\$144,050,000	
Parker	14012	0313-02-057	FM 51	North of Cottondale Road to Texas Drive	Widen 2 lane roadway to 3 lanes urban; intersection improvements including turn lanes and new signal improvements	March 2019 (Actual)	May 2019 (Actual)	2019	Flooding issue; Project also has \$3,650,000 of Category 5 and \$900,000 of Category 7 funds	\$16,550,000 \$16,354,000	\$12,000,000	\$12,000,000	\$12,000,000							85.32
Parker	13054	0314-07-061	IH 20	FM 2552 to Bankhead Highway	Construct 0 to 4/6 westbound and eastbound frontage roads and U-turn bridges	August 2023	October 2023	2025 2024	\$11,000,000 of Category 1 funded in UTP	\$32,000,000 \$21,000,000	\$21,000,000			\$21,000,000	\$21,000,000					75.83
Parker	13061	0008-03-094	IH 20	FM 1187/3325 to Tarrant/Parker County Line	Construct interchange at Walsh Ranch Parkway and eastbound entrance ramp, westbound exit ramp, and U-turn at FM 1187	September 2020 2022	January 2025 July 2021	2025 2021	Project split out from CSJ 1068-05-014	\$30,000,000	\$29,000,000 \$7,200,000			\$7,200,000	\$29,000,000					79.21
Parker	13062	1068-05-014	IH 30	IH 20 to Tarrant/Parker County Line	Construct westbound ramps to FM 1187, construct eastbound ramps to IH 30 and IH 20	September 2020 2022	January 2025 July 2021	2025 2021	Grouped project	\$10,000,000	\$6,000,000			\$6,000,000	\$6,000,000					78.99
Parker	14012.1	0171-03-070	SH 199	North of Ash Street to North of Old Springtown Road	Reconstruct roadway and intersection improvements	March 2019 (Actual)	May 2019 (Actual)	2019	Project split out from TIP 14012/CSJ 0313-02-057; Grouped project; Fully funded with Category 1 funds, so remove Category 2 funds	\$0	\$0	\$0								76.15
Total Funding - Parker County																			\$68,000,000	
Tarrant	11244.1	0718-02-045	FM 156	US 81/287 to Watauga Rd. (McElroy)	Reconstruct and widen 2 lane to 4 lane divided	July 2018 (Actual)	August 2018 (Actual)	2018	Category 2 funds for this project were swapped for Category 7 due to increased cash flow capacity at the federal level; Project already had \$13,109,245 of Category 7 before this change; Low bid of \$48.6M; TxDOT wants to keep remainder for potential change orders	\$53,109,245 \$53,000,000	\$0	\$0							N/A	

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10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District)
FY 2017 - FY 2030

County	TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Approved Funding (Cat. 2, 4, 12)	FY 2017 - FY 2030								MPO Project Score
												Cat 2 FTW RTC Approved	Cat 2 FTW TTC Approved	Cat 4 FTW RTC Approved	Cat 4 FTW TTC Approved	Cat 12 Clear Lanes FTW RTC Approved	Cat 12 Clear Lanes FTW TTC Approved	Cat 12 Strategic Priority FTW RTC Approved	Cat 12 Strategic Priority FTW TTC Approved	
												\$1,088,239,717	\$1,088,239,717	\$542,843,326	\$542,843,326	\$799,602,000	\$799,602,000	\$423,330,000	\$208,330,000	
Tarrant	13019	0008-16-043	IH 20	At Chisholm Trail Parkway	Add northbound and southbound direct connect ramps	January 2025	September 2027	2028		\$31,085,095	\$31,085,095	\$31,085,095	\$31,085,095							63.16
Tarrant	13027.1	2374-05-084	IH 20	Park Springs Blvd. to Dallas County Line	Reconstruct freeway from 8 to 10 lanes and 4/6/8 lane to 4/6/8 lane continuous frontage roads	June 2023	January 2024	2024	Split from IH 20 from US 287 to Park Springs Blvd; Funding moved to TIP 13027.2/CSJ 2374-05-093	\$300,000,000	\$0	\$0	\$0							76.01
Tarrant	13027.2	2374-05-093	IH 20	Park Springs Blvd. to Dallas County Line	Operational improvements	June 2023	January 2024	2025 2024	Category 2 funding offset by a reduction on TIP 13027.1/CSJ 2374-05-084; Project was not awarded Category 12 funding	\$300,000,000	\$50,000,000 \$125,000,000	\$50,000,000	\$50,000,000					\$75,000,000	\$0	76.01
Tarrant	55043	2374-05-066	IH 20	IH 820 to Park Springs	Reconstruct & widen 8/10 to 10 general purpose lanes, 4/6 discontinuous frontage road lanes to 4/8 discontinuous frontage road lanes, & 0 to 8 CD lanes (from IH 820 to US 287) and add shared-use path and sidewalks	June September 2020 (Actual)	June 2021	2021	Split from IH 20 from US 287 to Park Springs Blvd; Project is part of the Southeast Connector project	\$536,545,645	\$536,545,645	\$330,215,646	\$330,215,646	\$153,000,000	\$153,000,000			\$53,330,000	\$53,330,000	82.70
Tarrant	55045	0008-13-206	IH 20	IH 20/IH 820 Interchange to Forest Hill Drive	Reconstruct and widen 8 to 12 mainlanes and 4/6 discontinuous frontage road lanes to 4/8 continuous frontage road lanes and add shared-use path and sidewalks	June September 2020 (Actual)	June 2021	2021	Project is part of the Southeast Connector	\$115,402,715	\$115,402,715	\$115,402,715	\$115,402,715							85.40
Tarrant	55182	0008-16-042	IH 20	Bryant Irvin Road to Winscott Road	Construct 1 auxiliary lane in each direction and ramp modification	April 2019 (Actual)	April 2020 (Actual)	2020		\$23,000,000	\$23,000,000			\$23,000,000	\$23,000,000					77.27
Tarrant	13002	1068-01-230	IH 30	IH 820 to Chisholm Trail Parkway	Reconstruct from 6 to 8 mainlanes; Reconstruct 2/8 lane to 2/8 lane discontinuous frontage roads and convert 2 way frontage road sections to one way eastbound and westbound (1 lane to 2 lane discontinuous)	April 2022	March 2025	2025	Category 2 funding moved to TIP 55045/CSJ 0008-13-206; Project will be re-funded in a future 10-Year Plan update	\$637,144,167	\$0	\$0	\$0							73.24
Tarrant	13003	1068-01-214	IH 30	SS 580 (East of Linkcrest Drive) to IH 820	Reconstruct 4 to 6 main lanes; Reconstruct 4 lane discontinuous frontage to 4/6 lane continuous frontage roads; Reconstruct SS 580 interchange	October 2020	March 2023	2025 2023		\$90,000,000	\$90,000,000			\$90,000,000	\$90,000,000					79.63
Tarrant	TBD	1068-02-072	IH 30	US 287 to Cooper Street	Widen 6 to 8/10 general purpose lanes	January 2025	August 2027	2027		\$500,000,000	\$10,000,000	\$10,000,000	\$10,000,000							60.78
Tarrant	13001	1068-02-147	IH 30	West of Cooper Street to Dallas County Line	Reconstruct and widen 6 to 8 general purpose lanes, convert 2 concurrent express lanes to 2/3 concurrent express lanes, and reconstruct existing 4/6 to 4/6 discontinuous frontage road lanes	December 2021 September 2020	April 2023	2025 2023	TxDOT to build safety barriers into managed lane design	\$103,820,000	\$103,820,000			\$103,820,000	\$103,820,000					80.82
Tarrant	TBD	0014-02-055	IH 35W	North of IH 20 to South of SH 174	IH 20 Interchange operational improvements	November 2022	August 2027	2027	Project was not awarded Category 12 funding	\$75,000,000	\$0 \$75,000,000							\$75,000,000	\$0	83.01
Tarrant	55041	0008-13-125	IH 820 (SE)	IH 20 to Brentwood Stair Road	Reconstruct and widen freeway from 4/8 to 8/14 main lanes and 4/6 discontinuous frontage road lanes to 4/8 continuous frontage road lanes and remove 4 to 0 CD lanes; Add shared-use path and sidewalks	June September 2020 (Actual)	June 2021	2021	Project is part of the Southeast Connector; Design-build project; Project awarded \$340,202,000 of Category 12 Clear Lanes funding via the 2019 UTP and an additional \$89,400,000 via the 2020 UTP; Project also awarded \$350,000,000 of \$111 Design-Build funding	\$819,422,670	\$469,422,670	\$39,820,670	\$39,820,670			\$429,602,000	\$429,602,000			81.89
Tarrant	13005.1	0008-14-132	IH 820	Navajo Trail/Cahoba Drive to Marine Creek Parkway	Relocate ramps, realign frontage roads, add bridges	June 2021	February 2024	2025 2024	Project is a breakout of TIP 13005/CSJ 0171-05-068	\$20,000,000	\$20,000,000	\$20,000,000	\$20,000,000							86.84
Tarrant	13056	0008-05-029	Lancaster Avenue/SH 180	IH 35W to Tierney Road	Reconstruct roadway 6 to 6 lanes with pedestrian improvements	January 2023	August September 2025	2026 2025	Project has a \$5,000,000 commitment from City of Fort Worth	\$42,500,000	\$37,500,000	\$37,500,000	\$37,500,000							80.42
Tarrant	13057	0008-06-052	Lancaster Avenue/SH 180	Tierney Road to IH 820	Reconstruct roadway 6 to 6 lanes with pedestrian improvements	January 2023	August September 2025	2026 2025	Split from TIP 13056; Project has a \$5,000,000 commitment from City of Fort Worth	\$17,500,000	\$12,500,000	\$12,500,000	\$12,500,000							79.36

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10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District)
FY 2017 - FY 2030

County	TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Approved Funding (Cat. 2, 4, 12)	FY 2017 - FY 2030								MPO Project Score
												Cat 2 FTW RTC Approved	Cat 2 FTW TTC Approved	Cat 4 FTW RTC Approved	Cat 4 FTW TTC Approved	Cat 12 Clear Lanes FTW RTC Approved	Cat 12 Clear Lanes FTW TTC Approved	Cat 12 Strategic Priority FTW RTC Approved	Cat 12 Strategic Priority FTW TTC Approved	
												\$1,088,239,717	\$1,088,239,717	\$542,843,326	\$542,843,326	\$799,602,000	\$799,602,000	\$423,330,000	\$208,330,000	
Tarrant	13006	0353-03-100	SH 114	FM 1938 to Dove Road	Construct 0 to 2 lane eastbound frontage road from FM 1938 to Solana/Kirkwood with the addition of auxiliary lanes & construct 0 to 2 lane westbound & 0 to 2 lane eastbound frontage roads from Solana/ Kirkwood to Dove with the addition of auxiliary lanes & ramp modifications	June 2020 (Actual)	July 2020 (Actual)	2020	Local contribution of \$3,000,000 by the City of Southlake	\$36,000,000	\$33,000,000	\$33,000,000	\$33,000,000							80.68
Tarrant	13007	0364-01-147	SH 121	Stars and Stripes Blvd to South of IH 635	Construct IH 635 and FM 2499 deferred connections	April 2009 (Actual)	March 2018 (Actual)	2018	Design-build; Project also has \$1,600,000 of Category 1 funding	\$371,600,000	\$370,000,000					\$370,000,000	\$370,000,000			N/A
Tarrant	13049	0364-01-148	SH 121	Glade Road to SH 183	Interim operational bottleneck improvement, ITS, and illumination	August 2018 (Actual)	September 2018 (Actual)	2019	Also has \$1.6M of STBG funds & \$1.8M of Category 1 funds; Cat 2 funds replaced with \$25,000,000 of Cat 7 funds	\$28,400,000 \$0	\$0	\$0	\$0							N/A
Tarrant	54088	3559-02-007	SH 170	IH 35W to Denton County Line	Construct 0 to 4 mainlanes for the following segments only (IH 35W to Westport Parkway; Park Vista Blvd. to Independence Parkway; UPRR to Denton County Line)	May 2020 (Actual)	June 2020 (Actual)	2020	Project awarded \$154,000,000 of Category 12 Strategic Priority funding in the 2020 UTP	\$154,000,000	\$154,000,000							\$154,000,000	\$154,000,000	63.12
Tarrant	13064	0094-05-070	SH 183	At Pumphrey	Construct intersection improvements including turn lanes and new traffic signal	TBD	January 2022 TBD	2025 TBD		\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000							61.51
Tarrant	TBD	0008-14-059 0364-01-054	SH 183/IH 820	SH 183 from East of IH 820/SH 121 Interchange to Reliance Parkway and IH 820 from East of IH 35W to West of IH 820/SH 121 Interchange	SH 183: Widen from 4 to 6 managed lanes; IH 820: Widen from 4 to 6 general purpose lanes	April 2023 TBD	August 2023 TBD	2023 TBD	Project to be funded by the private sector as part of the North Tarrant Express CDA; NTE Segments 1 and 2	\$162,000,000	\$0									72.81
Tarrant	TBD	0094-02-136 0364-05-039	SH 183	Reliance Parkway to SH 161	Construct 6/8 to 8 general purpose lanes and 2/3 to 6 managed lanes	April 2023 TBD	August 2023 TBD	2023 TBD	Project to be funded by the private sector as part of the North Tarrant Express CDA	\$862,000,000	\$0									72.81
Tarrant	13005	0171-05-068	SH 199	Azle Avenue to IH 820	Construct 0 to 6 main lanes and interchange at IH 820	June 2021	February 2024	2024	\$20,000,000 of Category 2 funds previously moved to CSJ 0008-14-132 (part of the SH 199 improvements)	\$180,000,000	\$180,000,000	\$180,000,000	\$180,000,000							86.64
Tarrant	13037	0171-05-094	SH 199	West Fork of Trinity River to IH 820	Reconstruct and widen 4/6 to 4/6 lane divided urban	June 2021	August 2023	2025 2023	Funding being increased to match the 2021 UTP, but will be amended in the next 10-Year Plan/UTP to reflect updated cost estimate	\$68,661,515	\$100,000,000 \$68,661,515	\$68,661,515	\$100,000,000							78.28
Tarrant	55173	0171-05-097	SH 199	South end of Lake Worth Bridge to Azle Avenue	Construct 0 to 6 lane freeway, construct bridges over SH 199	April 2020 (Actual)	June 2020 (Actual)	2020		\$22,000,000	\$22,000,000			\$22,000,000	\$22,000,000					90.50
Tarrant	55176	0171-04-050	SH 199	North of FM 1886 to South end of Lake Worth Bridge	Reconstruct & widen 4 lane arterial to 6 lane freeway; Reconstruct & widen 4 lane to 4 lane frontage roads; Construct bridges over Lake Worth & traffic management system	April 2020 (Actual)	June 2020 (Actual)	2020		\$113,999,400	\$113,999,400	\$45,006,400	\$45,006,400	\$68,993,000	\$68,993,000					89.09
Tarrant	13008	2266-02-148	SH 360	North of E. Randol Mill Rd. to South of E. Randol Mill Rd.	Reconstruct 6 to 8 main lanes and railroad underpass and 4/8 lane to 4/8 lane continuous frontage roads	November 2017 (Actual)	October 2022	2025 2023	Project is split out from TIP 51346	\$55,000,000	\$55,000,000	\$55,000,000	\$55,000,000							94.82
Tarrant	13058	2266-02-150	SH 360	SH 183 to IH 30	Operational improvements	June 2024	August 2024	2024		\$22,718,955	\$20,000,000	\$20,000,000	\$20,000,000							77.49
Tarrant	51346	2266-02-086	SH 360	North of E. Abram Street to IH 20 Interchange	Reconstruct and widen from 6 to 8 lanes	November 2017 (Actual)	February 2018 (Actual)	2018		\$62,000,000	\$62,000,000	\$62,000,000	\$62,000,000							N/A
Tarrant	13059	0172-09-037	US 287	Heritage Parkway to Johnson County Line	Construct 0/4 to 4 lane frontage roads	October 2020	June 2021	2021	Project added to the 10-Year Plan via 2020 UTP	\$11,250,000	\$11,250,000	\$11,250,000	\$11,250,000							76.90

Amounts only include Category 2/4/12 funding.
Red text and strikethroughs indicate changes since June 2020 RTC meeting
Carryover funds from previous years are not accounted for.

10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District)																									
FY 2017 - FY 2030																									
County	TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Approved Funding (Cat. 2, 4, 12)	FY 2017 - FY 2030								MPO Project Score					
												Cat 2 FTW RTC Approved	Cat 2 FTW TTC Approved	Cat 4 FTW RTC Approved	Cat 4 FTW TTC Approved	Cat 12 Clear Lanes FTW RTC Approved	Cat 12 Clear Lanes FTW TTC Approved	Cat 12 Strategic Priority FTW RTC Approved	Cat 12 Strategic Priority FTW TTC Approved						
												\$1,088,239,717	\$1,088,239,717	\$542,843,326	\$542,843,326	\$799,602,000	\$799,602,000	\$423,330,000	\$208,330,000						
Tarrant	55042	0172-09-028	US 287	IH 20 Interchange to Sublett Road	Reconstruct and widen 4 to 6 general purpose lanes and 4/6 discontinuous frontage road lanes to 4/6 discontinuous frontage road lanes, and add shared-use path and sidewalks	June <u>September</u> 2020 (Actual)	June 2021	2021	Project is part of the Southeast Connector; Design-build project	\$30,000,000	\$30,000,000				\$30,000,000	\$30,000,000				80.36					
Tarrant	55044	0172-06-080	US 287	IH 820 to Berry Street	Reconstruct 6 to 6 mainlanes plus 0 to 2 auxiliary lanes with 4 discontinuous frontage road lanes to 4/6 discontinuous frontage road lanes; Add shared-use path and sidewalks	June <u>September</u> 2020 (Actual)	June 2021	2021	Project is part of the Southeast Connector; Design-build project	\$89,874,140	\$89,874,140	\$49,874,140	\$49,874,140	\$40,000,000	\$40,000,000					80.20					
Tarrant	13063	0014-15-078	US 81/US 287	IH 35W to Avondale Haslet Road	Construct frontage roads and intersection improvements	January 2021	August 2023	2023	Project added to the 10-Year Plan via 2020 UTP; <u>Project was not awarded Category 12 funding</u>	\$70,000,000	\$5,000,000 \$70,000,000	\$5,000,000	\$5,000,000					\$65,000,000	\$0	81.86					
Total Funding - Tarrant County																			\$2,755,399,666						
Wise	13004.3	0013-09-012	BU 81-D	North of CR 1160 to North of CR 2090	Realignment of BU 81-D at realigned intersection of US 81/287 and FM 1810/BU 81-D	July 2021	January 2024	2025 2024	Split from TIP 13004/CSJ 2418-01-013	\$3,600,000 \$3,000,000	\$3,600,000 \$3,000,000	\$3,000,000	\$3,600,000							67.70					
Wise	13004.1	2418-01-013	FM 1810	West of CR 1170 to intersection of US 81/287 at FM 1810	Realignment of FM 1810 and grade separation & retaining walls at realigned intersection at US 81/287 & BU 81D	July 2021	January 2024	2025 2024		\$13,300,000	\$13,300,000	\$13,300,000	\$13,300,000							67.70					
Wise	53141	0312-04-022	FM 730	Approximately 3 miles north of SH 114 to SH 114	Widen and reconstruct from 2 lane to 2 lane urban for shoulders and safety, add turn lanes	N/A	February 2022	2022	Original Prop 1 project; Project not eligible for Category 4 funding, so changed to Category 2	\$14,000,000	\$14,000,000	\$14,000,000	\$14,000,000							72.48					
Wise	13004.2	0013-07-083	US 81	North of CR 2195 to North of US 380	Construct mainlane grade separation at relocated FM 1810 and US 81D, with addition of ramps and 0 to 2 lane frontage roads	July 2021	January 2024	2025 2024	Split from TIP 13004/CSJ 2418-01-013; <u>Project also has \$8,000,000 of Category 1 funding</u>	\$24,700,000 \$16,700,000	\$16,700,000	\$16,700,000	\$16,700,000							68.44					
Total Funding - Wise County																			\$47,600,000						
			Total Category 2, 4, and 12 Funding								\$3,041,049,666	\$1,395,417,676	\$1,431,304,666	\$580,013,000	\$601,813,000	\$799,602,000	\$799,602,000	\$423,330,000	\$208,330,000						
			Total Amount Remaining for Programming								(\$402,034,623)	(\$307,177,959)	(\$343,064,949)	(\$37,169,674)	(\$58,969,674)	\$0	\$0	\$0	\$0						
			Total Allocation/Authorizations								\$2,639,015,043														
												Project Lettings (Includes Approved Funding for FY 2021-FY 2030)													
												Category 2		Category 4		Category 12									
												\$0		\$0		\$0									
												\$65,950,000		\$0		\$370,000,000									
												\$12,000,000		\$0		\$0									
												\$78,006,400		\$113,993,000		\$155,000,000									
												\$1,275,348,266		\$487,820,000		\$482,932,000									
												Total		\$1,431,304,666		\$601,813,000		\$1,007,932,000							

Amounts only include Category 2/4/12 funding.
Red text and strikethroughs indicate changes since June 2020 RTC meeting
Carryover funds from previous years are not accounted for.

10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Paris District)
FY 2017 - FY 2030

County	TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Approved Funding (Cat. 2, 4, 12)	FY 2017 - FY 2030				MPO Project Score
												Cat 2 Hunt RTC Approved	Cat 2 Hunt TTC Approved	Cat 12 Hunt RTC Approved	Cat 12 Hunt TTC Approved	
												\$57,350,000	\$57,350,000	\$182,650,000	\$142,000,000	
Hunt	13052	2659-01-010	FM 1570	IH 30 to SH 66	Construct 2 lane to 4 lane divided with shoulders (HMAC pavement and RR crossing) North project	January 2021	May 2024	2025	Hunt County is doing environmental clearance	\$15,000,000	\$15,000,000	\$15,000,000	\$15,000,000			82.54
Hunt	13051	0692-01-020	FM 1570	SH 34 to IH 30	Widen 2 to 4 lane divided with curbed median with shoulders roadway (South Project)	January 2021	May 2024	2025	Project was not awarded Category 12 funding	\$22,000,000	\$0 \$22,000,000			\$22,000,000	\$0	90.27
Hunt	13039	2658-01-013	FM 2642	FM 35 to SH 66	Widen 2 lane to 4 lane divided urban with sidewalks	June 2020 (Actual)	September 2022	2025	Project also has \$11,485,840 of Category 7 funds	\$17,035,840 \$18,800,000	\$5,500,000 \$7,314,160	\$5,500,000	\$7,314,160			82.30
Hunt	13050	0009-13-167	IH 30	At FM 1570	Construct interchange	June 2020	August 2022	2022 2023	Project was awarded Category 12 funds via the 2018 UTP; Project also has \$8,000,000 of Category 7 funds	\$30,000,000	\$22,000,000			\$22,000,000	\$22,000,000	75.78
Hunt	55223	0009-13-173	IH 30	West of FM 1903 to East of FM 1903	Reconstruct overpass and approaches	June 2020	September 2024	2025	Project also has \$6,450,000 \$7,607,226 of Category 7 funds; Project was not awarded Category 12 funding	\$30,000,000	\$30,000,000 \$15,550,000	\$15,550,000	\$15,550,000	\$14,450,000	\$0	76.27
Hunt	55224	0009-13-168	IH 30	South of FM 36 to North of FM 36	Reconstruct overpass	June 2020	May 2023	2023	Project was awarded Category 12 funds via the 2018 UTP	\$25,000,000	\$25,000,000			\$25,000,000	\$25,000,000	77.26
Hunt	55225	0009-13-169	IH 30	South of FM 1565 to North of FM 1565	Reconstruct overpass	June 2020	May 2023	2023	Project was awarded Category 12 funds via the 2018 UTP	\$25,000,000	\$25,000,000			\$25,000,000	\$25,000,000	76.40
Hunt	55226	0009-13-170	IH 30	South of CR 2509 to North of CR 2509	Construct new interchange	June 2020	May 2023	2023	Project was awarded Category 12 funds via the 2018 UTP	\$30,000,000	\$30,000,000			\$30,000,000	\$30,000,000	82.02
Hunt	13065	0009-13-174	IH 30	FM 2642 to FM 1570	Widen 4 to 6 lane freeway	August 2025	August 2026	2026	Project was awarded Category 12 funds via the 2020 UTP	\$40,000,000	\$40,000,000			\$40,000,000	\$40,000,000	62.27
Hunt	TBD	0009-13-175	IH 30	0.5 miles SW of Monty Stratton to 0.5 miles NE of Monty Stratton	Reconstruct overpass	June 2023	June 2024	2025	Project was not awarded Category 12 funding	\$4,200,000	\$0 \$4,200,000			\$4,200,000	\$0	64.92
Hunt	13053	0768-01-057	SH 24/SH 11	Culver Street to Live Oak Street and SH 11 from SH 24 to Monroe Street	Construct pedestrian safety and traffic calming improvements	September 2019 (Actual)	September 2024	2025		\$4,900,000	\$4,900,000	\$4,900,000	\$4,900,000			65.49
Hunt	55152	1290-07-001	SH 276	West of FM 36 to SH 34	Construct 4 lane facility on new location (Quinlan Bypass) with a continuous left turn lane	November 2018 (Actual)	August October 2020	2021 2020		\$16,400,000	\$16,400,000	\$16,400,000	\$16,400,000			80.86
												Total Funding - Hunt County				\$201,164,160
										Total Category 2 and 12 Funding		\$201,164,160	\$57,350,000	\$59,164,160	\$182,650,000	\$142,000,000
										Total Amount Remaining for Programming		(\$1,814,160)	\$0	(\$1,814,160)	\$0	\$0
										Total Allocation/Authorizations		\$199,350,000				

Project Lettings (Includes Approved Funding for FY 2021-FY 2030)			
	Category 2	Category 4	Category 12
2017	\$0	\$0	\$0
2018	\$0	\$0	\$0
2019	\$0	\$0	\$0
2020	\$0	\$0	\$0
2021-2030	\$59,164,160	\$0	\$142,000,000
Total	\$59,164,160	\$0	\$142,000,000

Amounts only include Category 2 and 12 funding.
Red text and strikethroughs indicate changes since June 2020 RTC meeting
Carryover funds from previous years are not accounted for.

**10-Year Plan Cost/Revenue Matrix for the Dallas-Fort Worth Region
Corridor Preservation Program**

County	TIP Code	TxDOT CSJ	Facility	Limits	Description	Estimated Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Proposed Funding (STBG)
Collin	20085	0047-04-022	SH 5	SH 121 to CR 375	Reconstruct and widen 2 lane rural highway to 4 lane urban	September 2018 (Actual)	April 2023	2023		\$67,954,081	\$500,000
Collin	13026.2	0047-04-030	SH 5	South of CR 275 to South of SH 121	Reconstruct, widen, and realign 2 lane undivided roadway to 4 lane divided urban roadway (Ultimate 6); Realign SH 121/SH 5 intersection	December 2022 April 2020	September 2023	2024		\$21,201,649	\$500,000
Collin	55257	0549-03-031	SH 121	at SH 5	Reconstruct interchange	December 2022 April 2020	September 2023	2024		\$26,548,591	\$500,000
Collin	54023	0091-03-022	SH 289	N. Bus 289C (North of Celina) to N of CR 60/CR 107 (Grayson County Line)	Reconstruct and widen 2 lane rural highway to 4 lane divided urban (Ultimate 6)	December 2018 (Actual)	July 2023	2023		\$14,055,246	\$500,000
Collin	55236	1392-03-012	FM 1461	West of County Road 166 to CR 123	Widen and reconstruct 2 lane rural to 4 lane urban (Ultimate 6)	November October 2019 (Actual)	January 2024	2024		\$7,795,805	\$500,000
Collin	55237	1973-01-015	FM 1461	SH 289 to West of County Road 166	Widen and reconstruct 2 lane rural to 4 lane urban (Ultimate 6)	November October 2019 (Actual)	January 2024	2024		\$45,190,870	\$500,000
Collin	55238	2845-01-020	FM 455	SH 5 to East of Wildwood Trail	Reconstruct and widen 2 to 4 lane urban divided (Ultimate 6)	October May 2019 (Actual)	December 2025	2026		\$8,990,001	\$500,000
Collin	TBD	1012-02-030	FM 545	FM 2933 to BS-78D	Realign existing roadway to improve horizontal and vertical alignment and add shoulders	June 2019 (Actual)	August 2022	2022	Funded with Category 4 in the UTP	\$21,851,272	\$500,000
Dallas	55232	0095-13-038	IH 20	Lawson Road to Kaufman County Line	Add 0 to 4 lane continuous frontage roads	April 2020 (Actual)	August 2027	2027		\$72,990,000	\$500,000
Dallas	11930	0581-02-077	SL 12	Spur 408 to South of SH 183	Construct 0 to 2 reversible HOV/Managed lanes; SH 183 to SH 356: Widen 6 to 8 general purpose lanes and 4/6 discontinuous to 6/8 continuous frontage roads; SH 356 to Spur 408: Widen 4 discontinuous to 4/8 continuous frontage roads		August 2029	2029		\$672,000,000	\$500,000
Dallas	11950	0353-06-063	SH 114	Spur 348 to East of Rochelle Blvd	Widen 4 to 8 general purpose lanes, 2 to 4 concurrent HOV/Managed Lanes, and reconstruct 4/6 lane to 4/8 lane continuous frontage roads (Ultimate)		August 2029	2029		\$155,000,000	\$500,000
Dallas	11951	0353-04-111	SH 114	East of International Parkway to Spur 348	East of International Pkwy to SH 161: Reconstruct and widen 7 to 8 general purpose lanes, 1 westbound to 4 concurrent HOV/Managed lanes and 4 lane to 4/8 lane discontinuous frontage roads; From SH 161 to Spur 348: Widen 6 to 8 general purpose lanes, 2 to 4 concurrent HOV/Managed Lanes, and reconstruct 4/8 lane to 4/8 lane continuous frontage roads (Ultimate)		August 2029	2029		\$528,000,000	\$500,000
Dallas	52569	0353-06-064	SH 114	SL 12 to SH 183	Widen 4/8 to 6/8 general purpose lanes and reconstruct 4/8 to 4/6/8 continuous frontage roads (ultimate)		August 2029	2029			\$500,000
Dallas	53108	0095-10-033	US 80	IH 30 to East Town East Blvd	Reconstruct and widen 4 to 6 mainlanes and 2/6 to 4/6 lane frontage roads	February 2019 (Actual)	September 2022	2023		\$136,301,942	\$500,000
Denton	55239	1951-01-011	FM 1515	Masch Branch Road in City of Denton to Bonnie Brae Street	Widen and reconstruct 2 lane rural to 4/6 lane urban	September 2020	August 2028	2028		\$36,775,382	\$500,000
Denton	55259	0081-13-065	IH 35W	Dale Earnhardt Way to South of IH 35E/IH 35W Interchange	Reconstruct 2 to 4/6 lane discontinuous frontage roads	July 2020 (Actual)	January 2024	2024		\$310,692,449	\$500,000
Denton	20175	2250-02-013	SL 288	US 380 West of Denton to IH 35 at LP 288	Construct 2 lane rural roadway on new location with interchange at IH 35; NW quadrant & interchange	September 2020 (Actual) April 2020	September 2026	2027		\$18,200,869	\$500,000
Denton	53075	2250-02-014	SL 288	US 380 West of Denton to IH 35W South of Denton	Construct 0 to 2 lane frontage roads (Ultimate 4 lanes)	September 2020 (Actual) April 2020	September 2026	2027		\$40,052,869	\$500,000
Denton	55229	0081-06-040	US 377	US 380 to North of BUS 377E	Reconstruct and widen 2 lane undivided roadway to 4 lane divided facility (Ultimate 6 lane)	October 2020	August 2028	2028		\$127,615,463	\$500,000

Red text and strikethroughs indicate changes since June 2020 RTC meeting

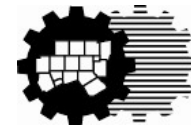
10-Year Plan Cost/Revenue Matrix for the Dallas-Fort Worth Region
Corridor Preservation Program

County	TIP Code	TxDOT CSJ	Facility	Limits	Description	Estimated Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Proposed Funding (STBG)
Ellis	83223	1051-01-038	FM 664	US 287 in Waxahachie to FM 1387	Reconstruct and widen 2 lane rural to 4 lane divided urban roadway (Ultimate 6)	September 2020 <u>(Actual) August 2020</u>	September 2025	2026		\$48,559,701	\$500,000
Ellis	55227	0048-04-092	IH 35E	At FM 1446	Reconstruct interchange at FM 1446 including 4 to 4/6 lane frontage roads and ramp modifications	June 2020 <u>June 2019</u> <u>(Actual)</u>	November 2022	2023		\$30,000,000	\$500,000
Ellis	55228	0048-04-093	IH 35E	At FM 66	Reconstruct interchange at FM 66 including 4/6 lane frontage roads and ramp modifications	June 2020 <u>June 2019</u> <u>(Actual)</u>	November 2022	2023		\$30,000,000	\$500,000
Kaufman	TBD	2588-01-020	FM 548	US 80 to FM 1641	Widen and reconstruct 2 lane to 4 lane urban divided	August 2020 <u>(Actual)</u>	April 2028	2028		\$1,295,925	\$500,000
Kaufman	55256	1217-01-019	FM 1641	FM 548 to FM 148	Widen and reconstruct 2 lane to 4 lane urban divided	August 2020 <u>(Actual)</u>	April 2028	2028		\$43,573,208	\$500,000
Kaufman	55219	0095-14-027	IH 20	Dallas County Line to SP 557	Add 0 to 4 lane continuous frontage roads	April 2020 <u>(Actual)</u>	April 2027	2027		\$373,040,000	\$500,000
Kaufman	55220	0495-01-071	IH 20	SP 557 to East of CR 138 (Wilson Road)	Add 0 to 4 lane continuous frontage roads	April 2020 <u>(Actual)</u>	April 2027	2027		\$143,730,000	\$500,000
Kaufman	55072	0451-02-028	SH 205	US 80 in Terrell to South of FM 548	Widen 2 lane rural highway to 4 lane divided (Ultimate 6)	April 2019 <u>(Actual)</u>	February 2023	2023		\$67,147,628	\$500,000
Rockwall	51255	1290-03-016	SH 276	FM 549 to FM 551	Reconstruct and widen 2 lane rural to 4 lane divided urban (ultimate 6)	February 2020 <u>August 2019</u> <u>(Actual)</u>	March 2023	2023		\$25,455,639	\$500,000
Rockwall	52524	1290-03-020	SH 276	FM 551 to FM 548	Reconstruct and widen 2 lane rural to 4 lane divided urban (ultimate 6)	February 2020 <u>August 2019</u> <u>(Actual)</u>	March 2023	2023		\$16,278,334	\$500,000
Rockwall	54035	1290-04-011	SH 276	FM 548 to Hunt County Line	Reconstruct and widen 2 lane rural to 4 lane divided urban (ultimate 6)	February 2020 <u>August 2019</u> <u>(Actual)</u>	March 2023	2023		\$21,105,442	\$500,000
Rockwall	55006	1017-01-015	FM 552	SH 205 to SH 66	Widen from 2 lane rural to 4 lane urban section	August 2019 <u>(Actual)</u>	March 2023	2023		\$45,544,229	\$500,000
Rockwall	55071	0451-01-053	SH 205	South of FM 548 to Jct SH 205/John King (S. Goliad St.)	Widen 2 lane rural highway to 4 lane divided (6 lane ultimate)	April 2019 <u>(Actual)</u>	February 2023	2023		\$67,862,132	\$500,000
Rockwall	83221	1015-01-024	FM 549	SH 205 to SH 276	Widen from 2 lane rural to 4 lane urban section	May 2019 <u>(Actual)</u>	August 2026	2026		\$15,838,439	\$500,000

Calls for Projects to Reduce Diesel Emissions

**Regional Transportation Council Meeting
October 8, 2020**

**Chris Klaus
Senior Program Manager**



**North Central Texas
Council of Governments**

Air Quality Emphasis Areas

High-Emitting Vehicles/Equipment	✓
Low Speeds	
Idling	✓
Vehicle Miles of Travel	
Energy and Fuel Use	✓
Cold Starts	
Hard Accelerations	

Available Funding

Funding Source: Environmental Protection Agency (EPA) National Clean Diesel Funding Assistance Program

Calls for Projects	Project Types	Available Funding
Clean Fleets North Texas (CFNT) 2020	Replace Heavy-Duty Diesel Vehicles and Equipment	\$659,820*
North Texas Emissions Reduction Project (NTERP) 2020	Replace High-Use Diesel Vehicles/Equipment, Rail/Switch Yard Idle Reduction Technologies	\$2,350,000
North Texas Freight Terminal Electrification (NTFTE) 2020	Installation of Transport Refrigerated Unit Electrified Parking Spaces, Connection Kits, Power Monitoring	\$960,225

* Available from a prior EPA award. Some funding was previously awarded through CFNT 2018 and CFNT 2019 Calls for Projects.

Applicant Eligibility

	Clean Fleets North Texas 2020	North Texas Emissions Reduction Project 2020	North Texas Freight Terminal Electrification 2020
Applicants	Local Governments; Private Companies who Contract with Local Governments	Private Fleets and Companies	Freight Terminals and Distribution Centers
Clean Fleet Policy	Must Adopt RTC Clean Fleet Policy or Similar		
Geographic Area	10-County Nonattainment Area	12 Counties (10-County Nonattainment + Hood & Navarro)	10-County Nonattainment Area

Eligibility and Selection

	Clean Fleets North Texas 2020	North Texas Emissions Reduction Project 2020	North Texas Freight Terminal Electrification 2020
Eligibility	Operate in Required Geographic Area		
	Clean Fleet Policy Adoption Purpose: Reserve Funding for Fleets that are Engaged Beyond Grant Opportunities; Consistent with RTC Adoption of Clean Fleet Policy		
Scoring Criteria	Cost Per Ton NO _x Emissions Reduced 75% Purpose: Maximize Emissions Reductions		
	Subrecipient Oversight Criteria 25% Purpose: Balance Project Benefits with Administrative Burden		Location and Oversight Criteria 25% Purpose: Balance Project Benefits with Administrative Burden

Schedule

Milestone	Estimated Timeframe
STTC Action to Recommend Opening CFPs	September 25, 2020
RTC Approval of Recommended Opening of CFPs	October 8, 2020
CFPs Open	October 9, 2020
Application Deadline (Rolling 90-Day Application Deadline Until Fully Awarded)	January 8, 2021
Staff Funding Recommendations Finalized	January-February 2021
STTC Action	March 2021
RTC Action	April 2021
Executive Board Authorization	April 2021
Project Implementation Deadline	March 31, 2022

Action Requested

Request RTC Approval Of:

Call for Projects Details
Eligibility Screens
Selection Criteria

Schedule

Calls for Projects Estimated Open: October 9, 2020
Rolling 90-Day Application Deadline to Fully Award Funds

Clean Fleets North Texas 2020 Call for Projects

North Texas Emissions Reduction Project 2020 Call for Projects

North Texas Freight Terminal Electrification 2020 Call for Projects

For More Information

Amy Hodges

Senior Air Quality Planner

817-704-2508

AHodges@nctcog.org

Jason Brown

Principal Air Quality Planner

817-704-2514

JBrown@nctcog.org

Lori Clark

Program Manager

DFW Clean Cities Coordinator

817-695-9232

LClark@nctcog.org

Chris Klaus

Senior Program Manager

817-695-9286

CKlaus@nctcog.org

Website

www.nctcog.org/aqfunding

CHANGING MOBILITY

DATA, INSIGHTS, AND DELIVERING
INNOVATIVE PROJECTS DURING COVID
RECOVERY

Regional Transportation Council
October 2020

Michael Morris, PE
Director of Transportation



POLICY METRICS: CHANGING MOBILITY

METRIC 1: Travel behavior response to COVID-19

METRIC 2: Financial implications to traditional revenue sources

METRIC 3: Benefits of travel behavior responses to areas of RTC responsibility

METRIC 4: Prioritization of infrastructure improvements that offset unemployment increases

Metric 1:

TRAVEL BEHAVIOR RESPONSE TO COVID-19

TRAVEL BEHAVIOR BY MODE



Bicycle/Pedestrian (+40%, August)

0

Freeway Volumes (-9%, August)

Toll Road (-26%, July)

Airport Passengers (-56%, August)

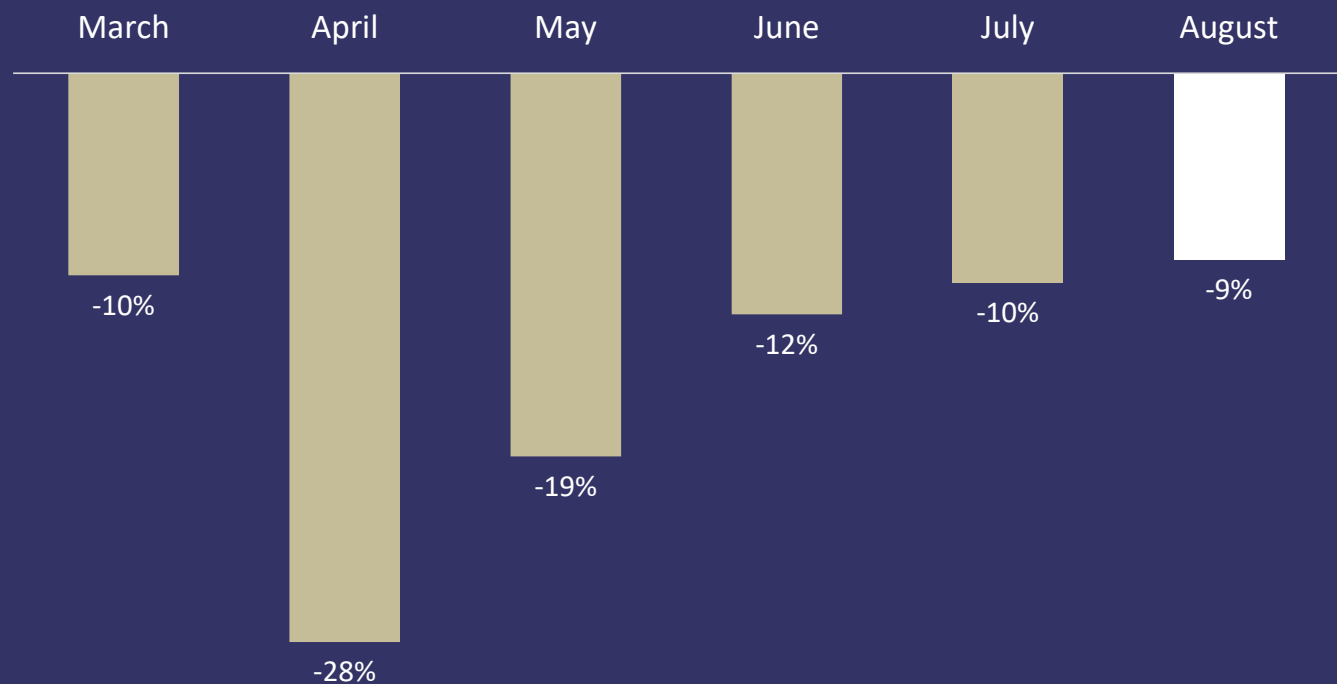
Transit Ridership (-57%, August)



ROADWAY TRENDS

Average Weekday
Freeway Volumes

Traffic Decrease vs 2019

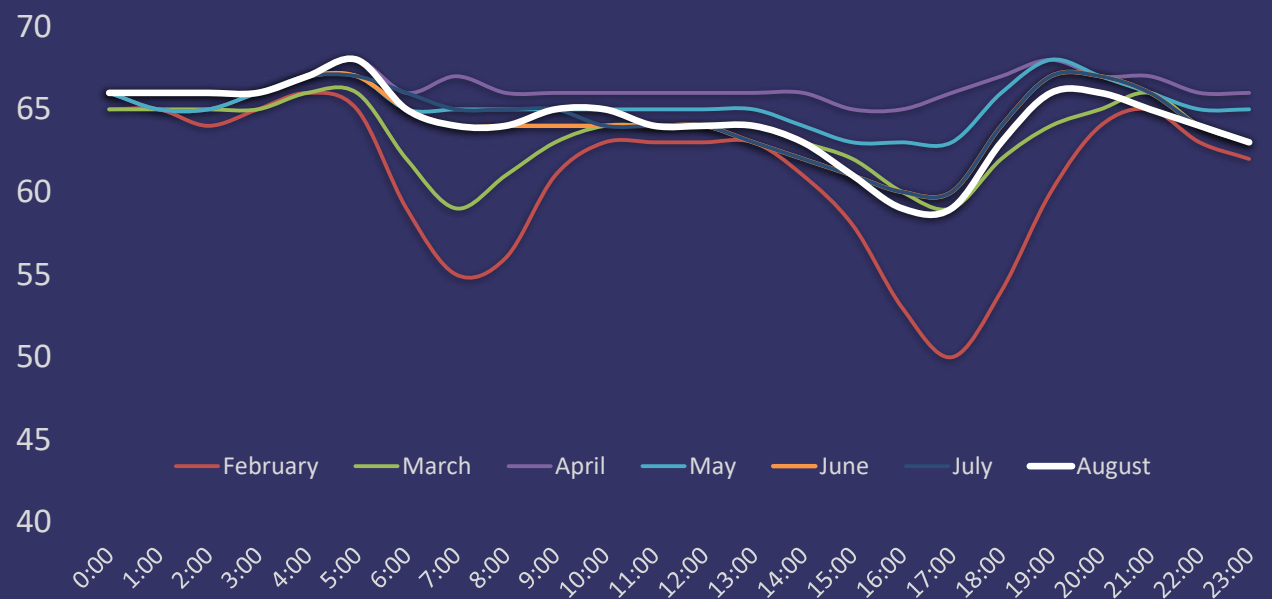


Source: TxDOT Dallas/TxDOT Fort Worth Radar Traffic Counters

ROADWAY TRENDS

Regional Average
Freeway Speeds

Average Weekday Speeds, Weighted by Traffic Volumes

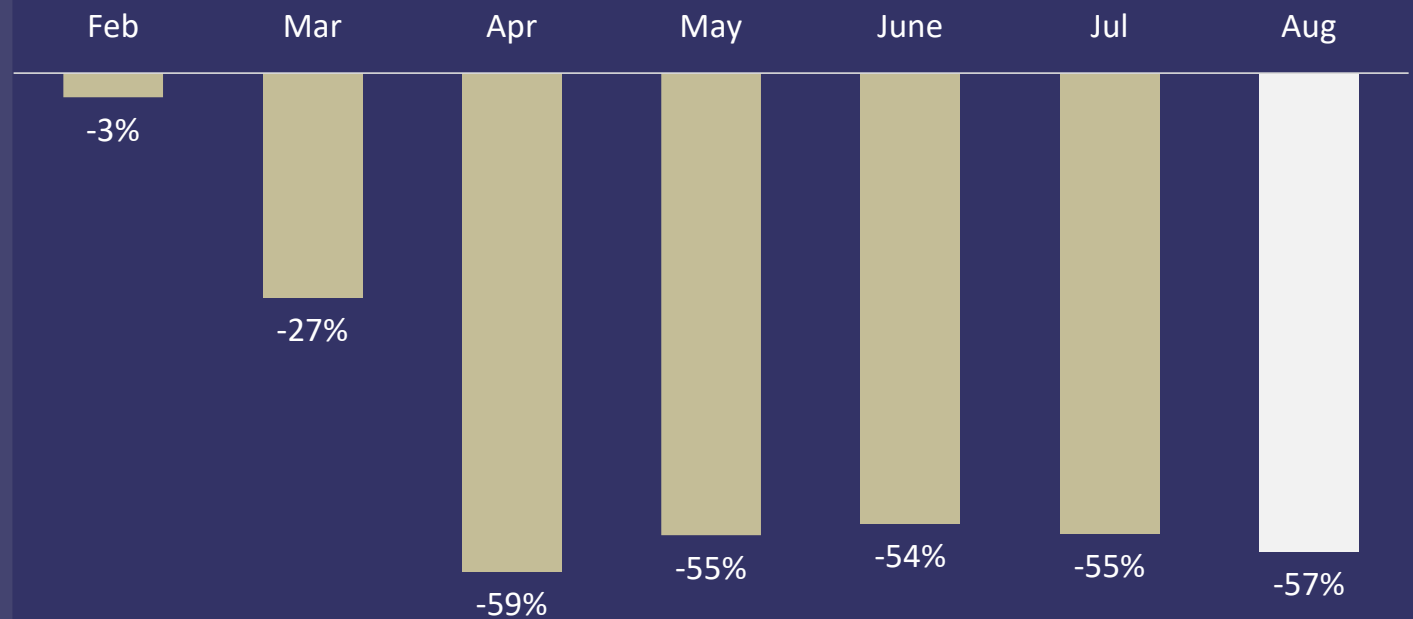


Source: TxDOT Sidefire Devices

TRANSIT IMPACTS

Weekday
Ridership

Passenger Decrease : 2019 vs 2020

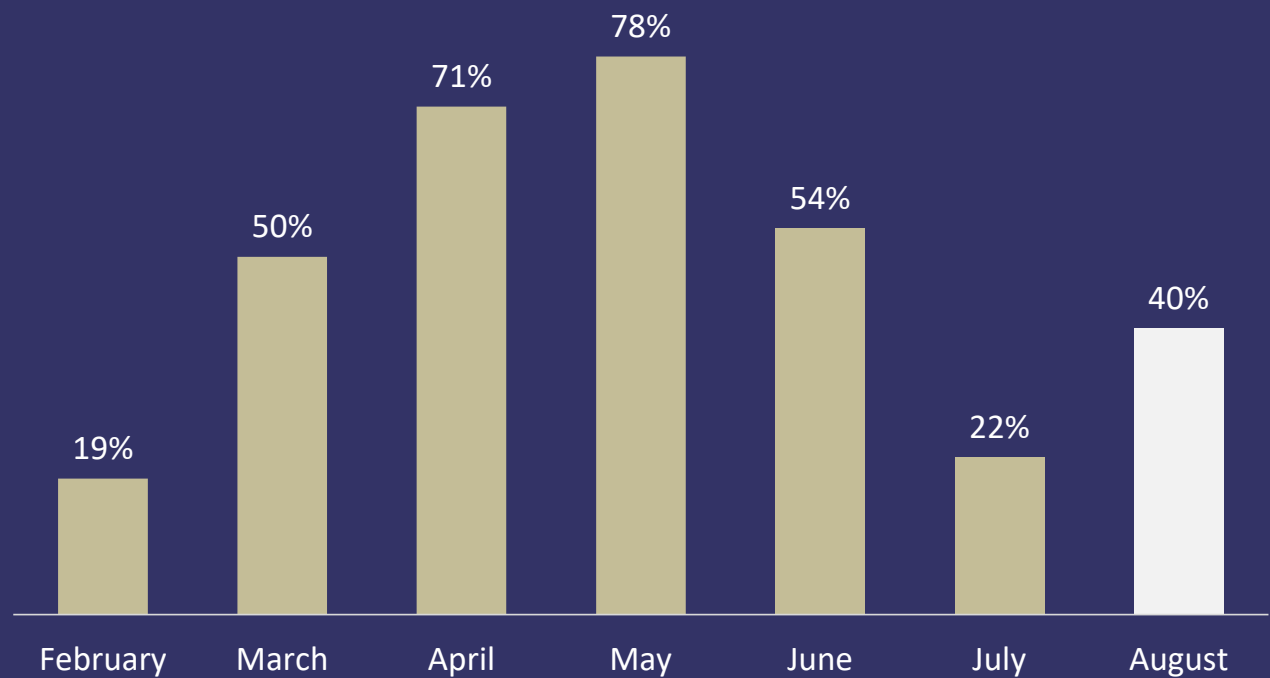


Source: DART, DCTA, and Trinity Metro

BICYCLE AND PEDESTRIAN IMPACTS

Trail Counts

Increase in Full Week Trail Usage : 2019 vs 2020



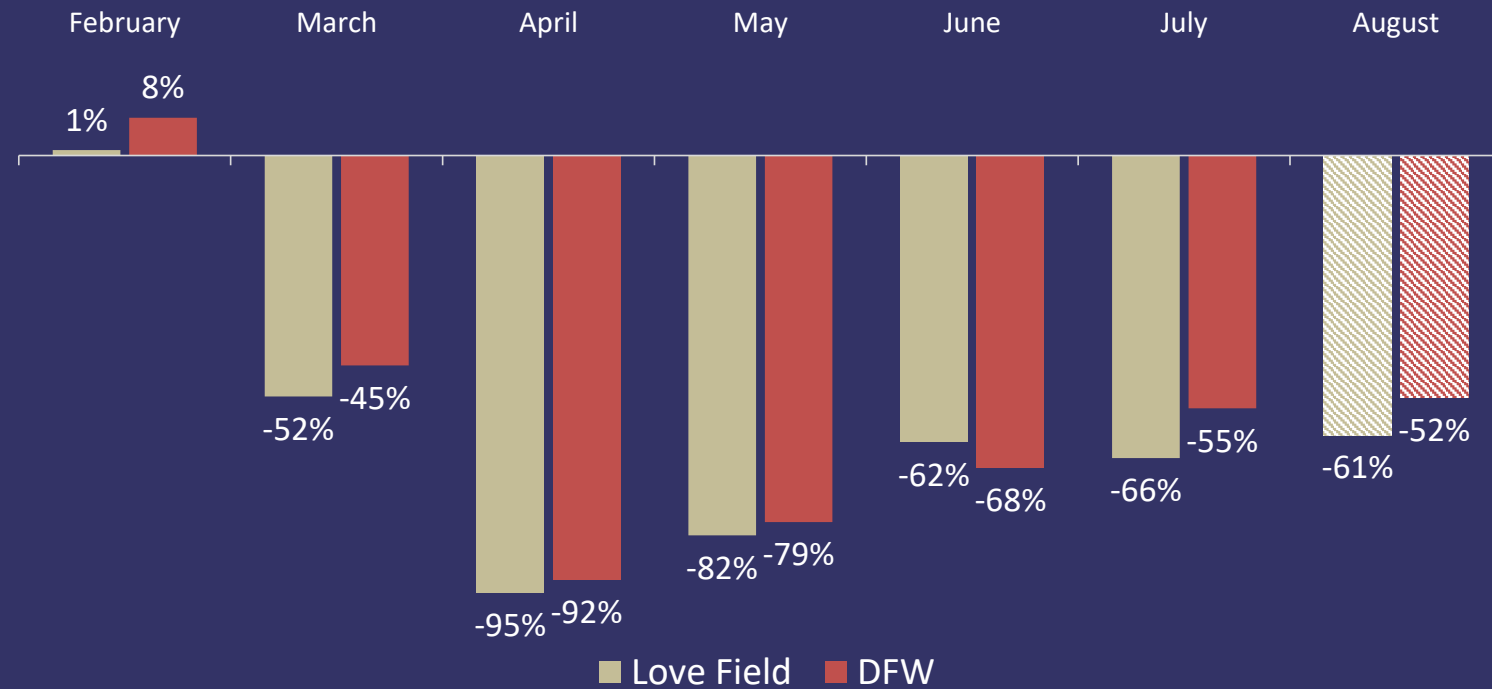
Source: NCTCOG - collected at 8 sites located in Plano, North Richland Hills, Denton, Dallas, Fort Worth, and Allen.

Note: No adjustments for weather were applied.

AIRPORT TRENDS

Passengers

Change in Airport Passengers - 2019 vs 2020



Source: Dallas Love Field and DFWIA Websites

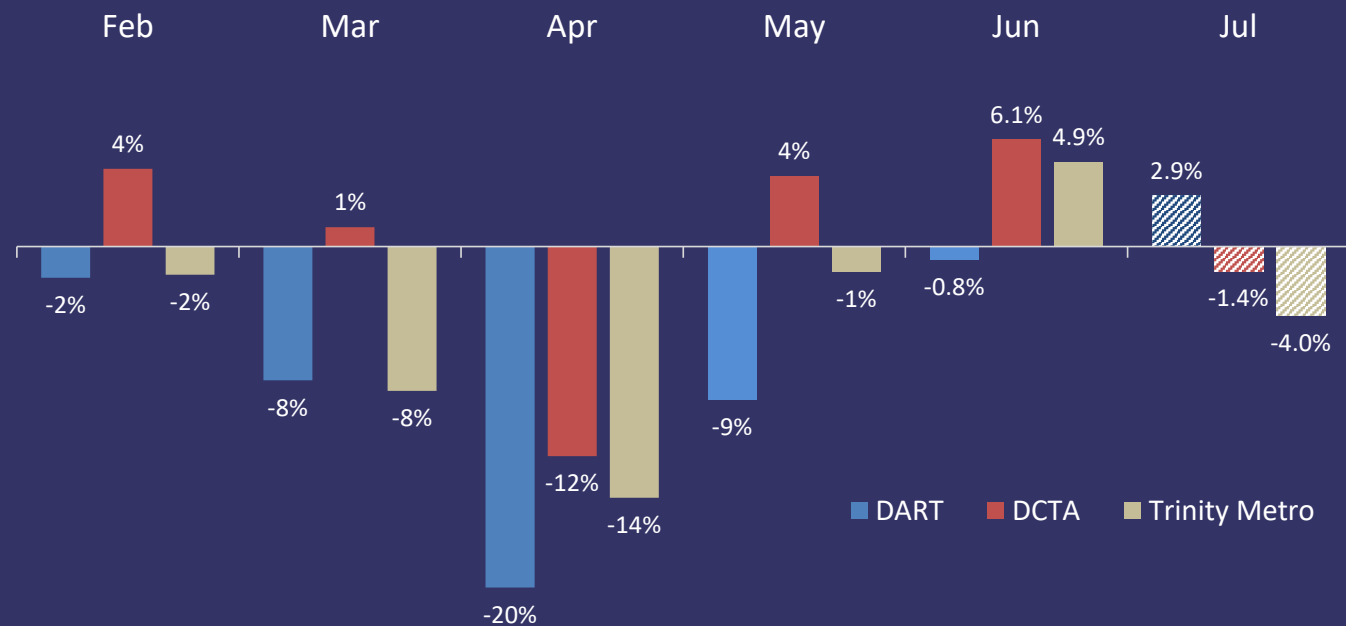
Metric 2:

FINANCIAL IMPLICATIONS TO TRADITIONAL TRANSPORTATION REVENUE

FUNDING IMPACT

Transit - Sales Tax Allocations

Sales Taxes Allocated For Transit: 2019 vs 2020

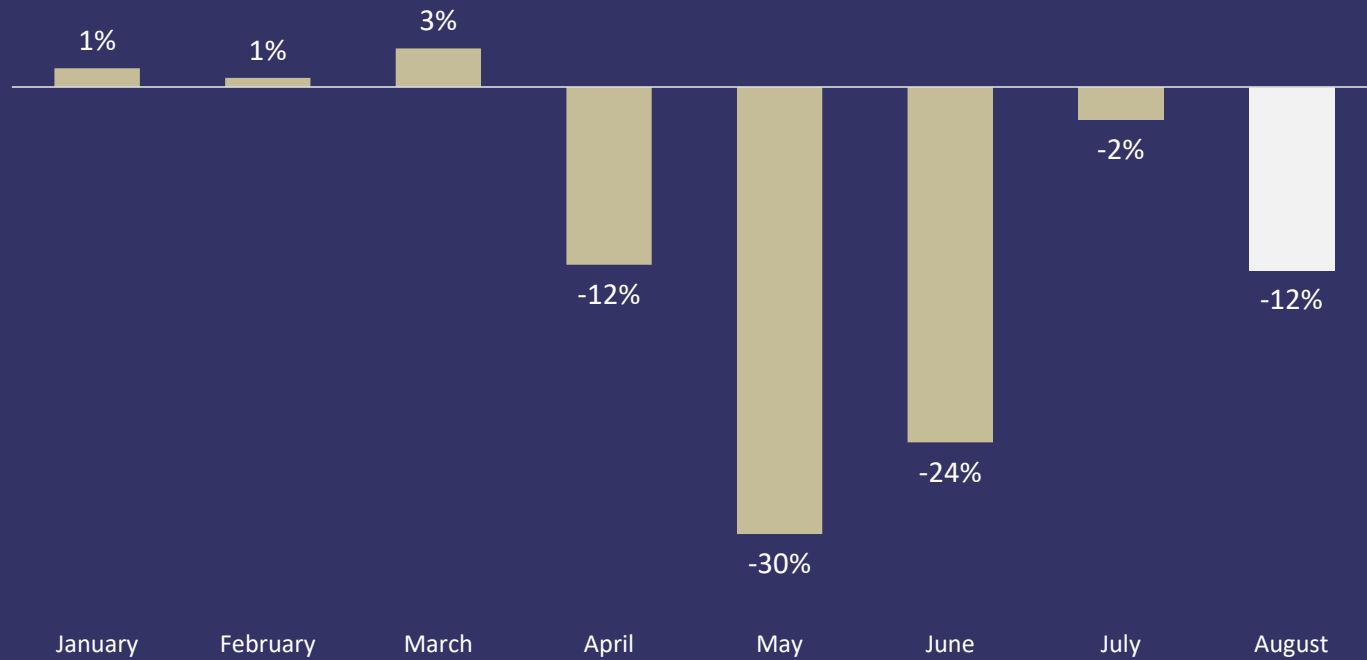


Source: DART, DCTA, and Trinity Metro

FUNDING IMPACT

Motor Fuel Tax
Decrease

Change in Motor Fuel Tax: 2020 vs 2019

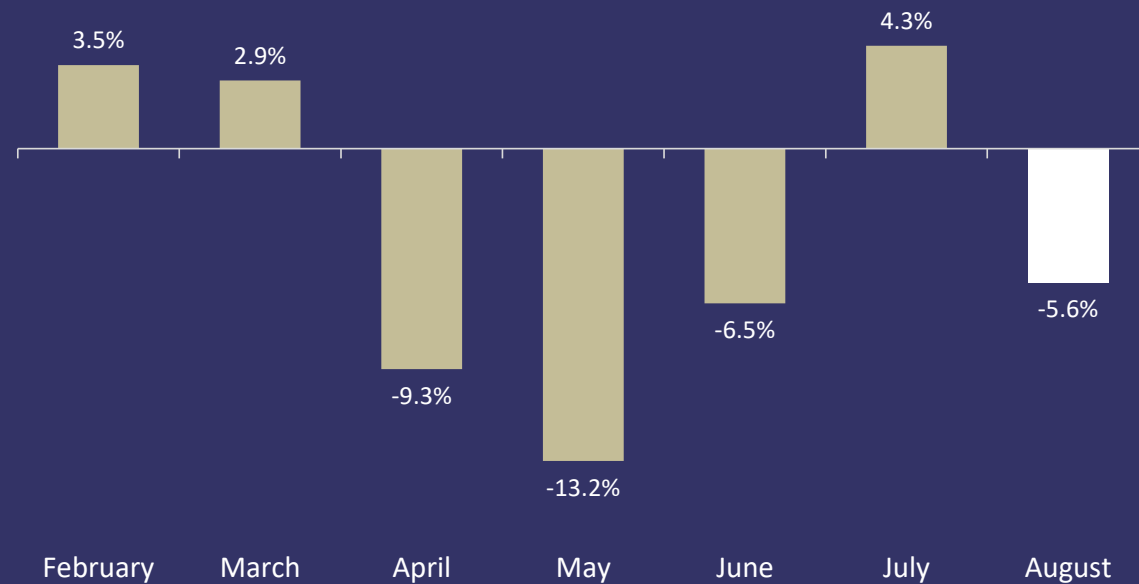


Source: Texas Comptroller of Public Accounts
Month reflects reporting data, not collection date

FUNDING IMPACT

Sales Tax
(Component of
Proposition 7¹)

Change in Fuel Tax: 2019 vs 2020



Source: Texas Comptroller of Public Accounts

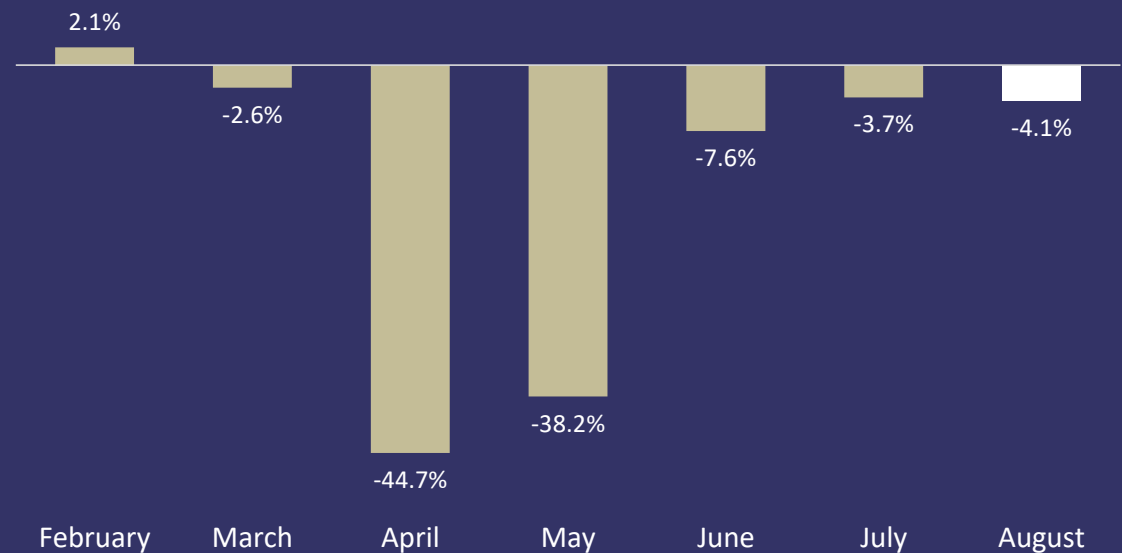
¹ Proposition 7 includes General State Sales Tax and Motor Vehicle Sales Tax

Month reflects reporting date, not collection date

FUNDING IMPACT

Motor Vehicle Sales
and Rental Tax
(Component of
Proposition 7¹)

Motor Vehicle Sales and Rental Tax
Change: 2020 vs 2019



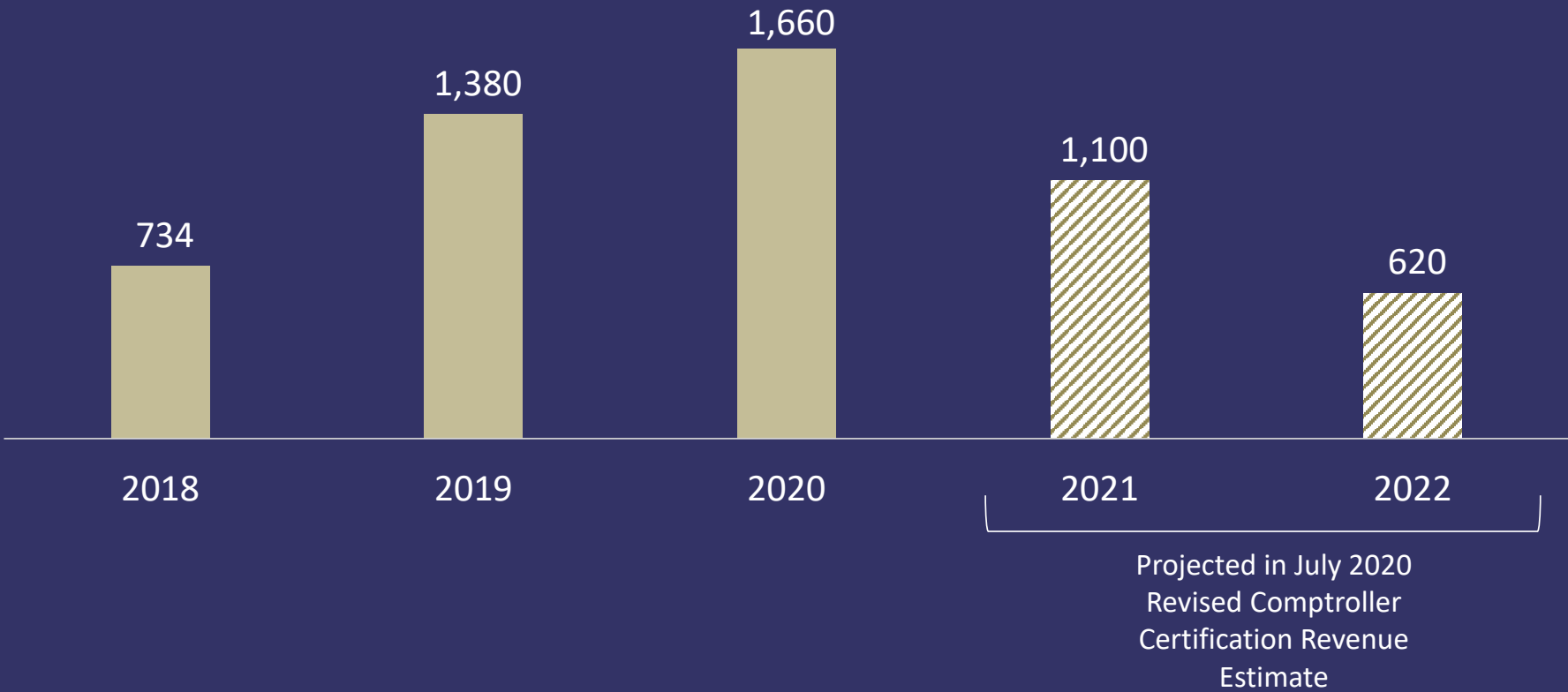
Source: Texas Comptroller of Public Accounts

¹ Proposition 7 includes General State Sales Tax and Motor Vehicle Sales Tax

Month reflects reporting date, not collection date

Proposition 1 (Oil & Gas Severance Tax)

Transfers to the State Highway Fund, Millions

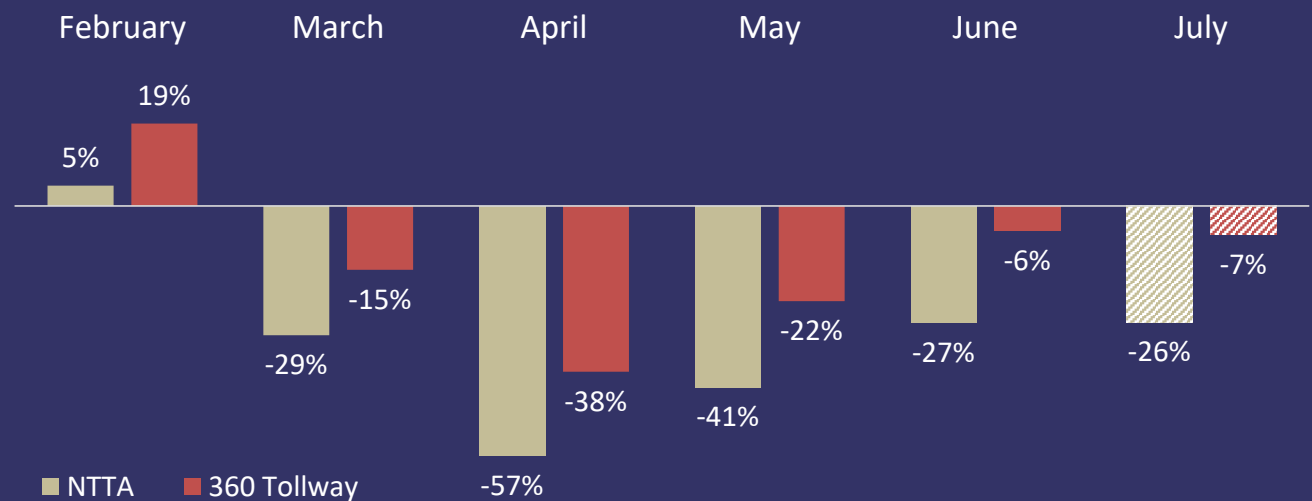


Source: Texas Comptroller of Public Accounts

FUNDING IMPACT

NTTA Transactions,
Including SH 360

Change in Tollway Transactions: 2019 vs 2020



Source: NTTA

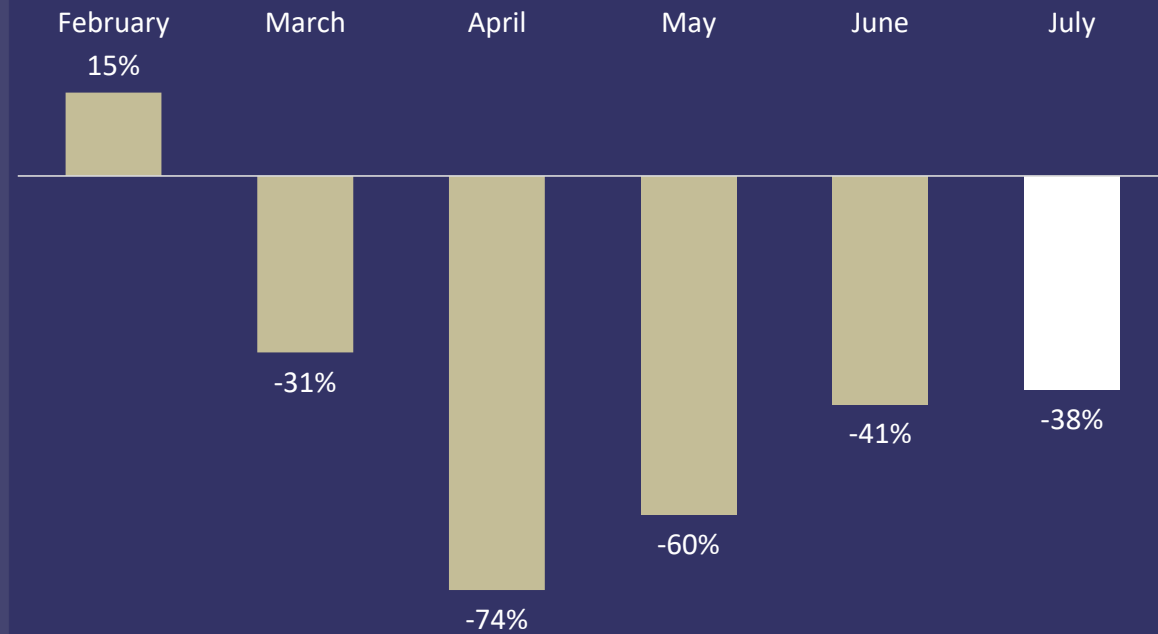
Note: Change for NTTA includes 360 Tollway

Additional Note: Despite decline in transactions, the revenues are sufficient to meet debt service for SH 360. No current impact to RTC backstop expected.

FUNDING IMPACT

I-35E TEXpress Lane Transactions

Change in Transactions: 2019 vs 2020



Source: TxDOT

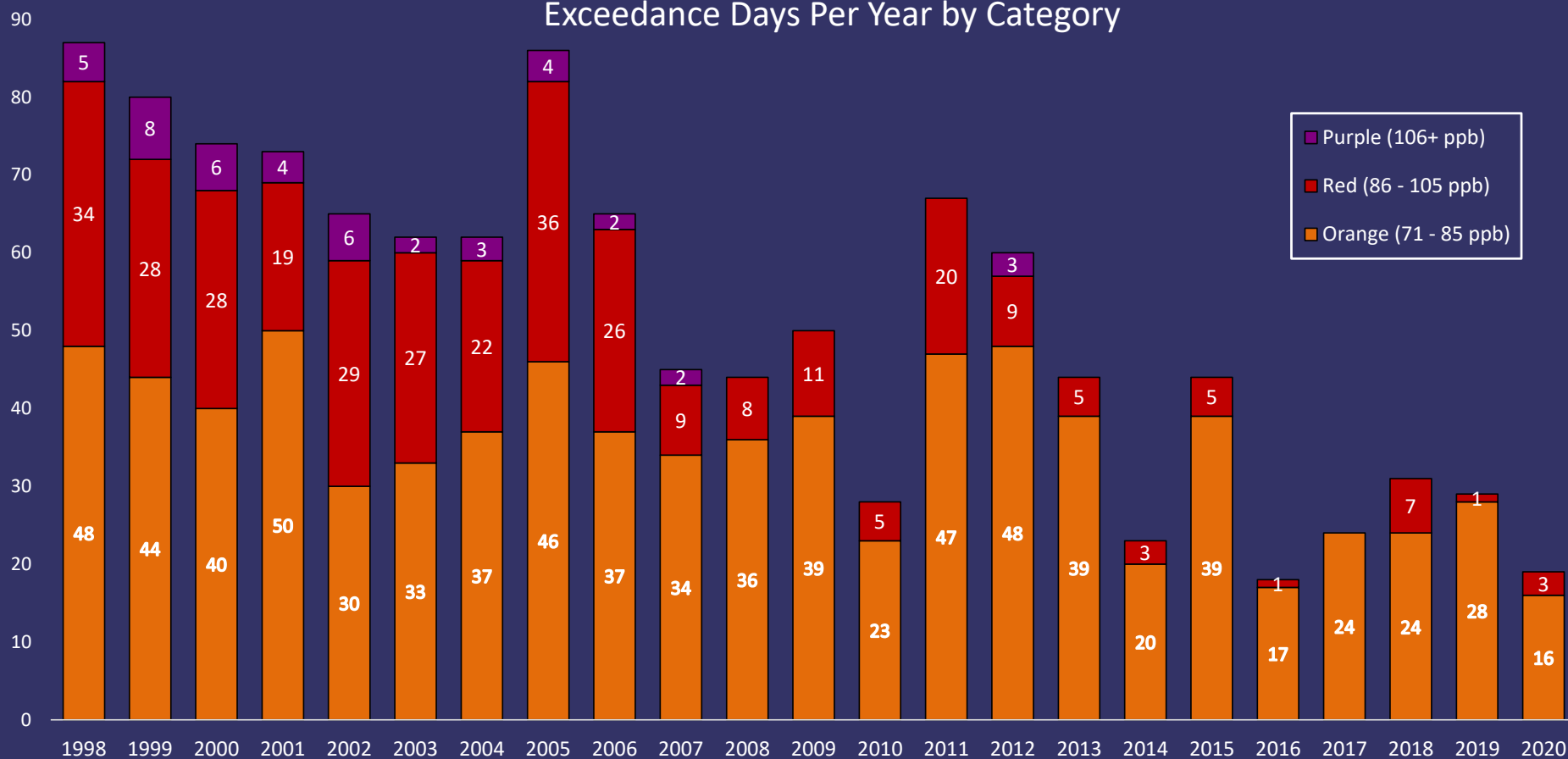
Note: TIFIA loan not impacted at this time as interest only payment period does not begin until May 2022

Metric 3:

Benefits of Travel Behavior Responses to Areas of RTC Responsibility

8-HOUR OZONE NAAQS HISTORICAL TRENDS

Exceedance Days Per Year by Category



Source: Texas Commission on Environmental Quality

Exceedance Level indicates daily maximum eight-hour average ozone concentration as of August 18, 2020.

Exceedance Levels are based on Air Quality Index (AQI) thresholds established by the EPA for the revised ozone standard of 70 ppb.

Metric 4:

Prioritization of
infrastructure improvements
that offset unemployment
increases

\$1 billion in transportation investment = 12,000-15,000 jobs

No conclusive evidence of different types of construction projects generating more/fewer jobs

For a long-term unemployment event, need near-term and long-term transportation investment for maximum benefit

Transportation impact on the economy

Sources: Federal Highway Administration, McKinsey & Company



CANDIDATE PROJECTS

High Speed Rail: Dallas to Houston

High Speed Rail: Dallas to Fort Worth

Autonomous Transit (Tarrant, Midtown)

Technology (Freeway Induction Loops)

State Highway 183 (Section 2E+)

Y Connector (IH820/IH20)

COVID-19 #00X Program



North Texas Center for Mobility Technologies:

Research Project Funding Standards

Thomas Bamonte, Senior Program Manager
Automated Vehicles Program

Regional Transportation Council
October 8, 2020



Background

February 2020: RTC approves \$2.5M in seed funding for university research projects in mobility technologies

- Goal: Provide R&D network for mobility-related companies (e.g., Hyperloop)
- North Texas universities have deep and wide-ranging research capabilities

North Texas Center for Mobility Technologies (NTCMT) formed

- Comprised of DFW major research universities (UTA, UNT, UTD, SMU)
- Organized by Texas Research Alliance
- NCTCOG will sit on NTCMT advisory committees
- NTCMT will recommend research projects for NCTCOG funding
- Goal is for NTCMT to become self-sustaining initiative



Proposed Evaluation/Reporting Process

1. NTCMT submits research project proposal to NCTCOG for funding consideration, following NTCMT advisory board evaluation
2. NCTCOG staff subject matter expert(s) evaluate proposal
3. Funded research projects described in Director's Report (STTC and RTC)
4. Description includes NCTCOG contribution amount and how project meets selection criteria



Proposed Selection Criteria for Research Projects Advanced by NTCMT

Project must be:

1. Sponsored by an outside party (e.g., industry);
2. Related to mobility technology;
3. Supported by contributions from industry sponsor and university; and
4. Advance a regional goal:
 - Improved access to jobs and other destinations
 - Environmental protection/resiliency
 - Economic development
 - Equity
 - Technology innovation leadership



Questions | Contact Information

Thomas Bamonte, NCTCOG

Senior Program Manager, Automated Vehicles

tbamonte@nctcog.org

[@TomBamonte](#)

**DRAFT TOPICS FOR THE REGIONAL TRANSPORTATION COUNCIL LEGISLATIVE PROGRAM
87TH TEXAS LEGISLATURE**

Adequately Fund Transportation and Utilize Tools

- Ensure fair-share allocation of funds to metropolitan regions
- Identify additional revenue for transportation
- Support full appropriation of funding initiatives previously approved by the Legislature
- Allow for the ability to utilize tolling, managed lanes, debt financing and public-private partnerships in large metropolitan regions through a local decision-making process
- Authorize the use of a Comprehensive Development Agreement for specific needed projects
- Work with MPOs to allow tolled managed lanes with restrictions

Improve Air Quality

- Modernize and increase flexibility in the Local Initiative Projects (LIP) through a restricted program focused on transportation and air quality improvements; appropriate LIRAP's residual balance of previously collected funds back to counties
- Appropriate and protect TERP revenue balance; ensure funds are utilized for projects that meet the intent of the program and provide equity among fuel types
- Support system reliability, congestion relief, and encourage trip reduction strategies
- Support legislation that improves air quality

Pursue Innovation, Technology, and Safety

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

Expand Transportation Options

- Plan, fund, and support the implementation of all modes of transportation, including transit
- Support legislation regarding excess rail liability that would allow North Texas transit agencies to operate on additional rail corridors as part of the regional transportation system.
- 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 Transportation Planning and Land Use

- Provide tools that would promote compatible development around military installations and training areas
- Support efforts to utilize performance-based planning to select high-quality transportation projects that are suitable for each region
- Support the use of State right-of-way for appropriate transportation projects

Regional Transportation Council Attendance Roster
October 2019 -Septmeber 2020

RTC MEMBER	Entity	10/10/19	11/14/19	12/12/19	1/9/20	2/27/20	3/12/20	4/9/20	5/14/20	6/11/20	7/9/20	8/13/20	9/10/20
Tennell Atkins (09/17)	Dallas	A	P	E	E(R)	P	E	P	A	P	P	P	P
Richard E. Aubin (06/18)	Garland	P	P	P	P	E	P	P	P	P	P	P	P
Mohamed Bur (06/18)	TxDOT, Dallas	P	E(R)	P	P	P	P	P	P	E(R)	P	E(R)	P
Dianne Costa (10/19)	DCTA	P	P	P	E(R)	E	P	P	P	P	P	P	P
Theresa Daniel (11/18)	Dallas Cnty	P	P	P	P	P	P	P	P	P	P	P	P
Jeff Davis (11/19)	Trinity Metro	--	P	P	E(R)	E(R)	A	P	P	P	P	A	P
Pat Deen (08/19)	Parker County	P	P	P	P	P	P	A	P	P	P	P	P
Rudy Durham (7/07)	Lewisville	P	P	P	P	P	E	P	P	P	P	P	P
Andy Eads (1/09)	Denton Cnty	P	P	P	P	P	P	P	P	P	P	P	P
Kevin Falconer (07/17)	Carrollton	A	P	P	E(R)	A	A	P	P	P	P	P	P
Gary Fickes (12/10)	Tarrant Cnty	E	P	P	E(R)	P	P	P	E	P	P	P	P
George Fuller (07/17)	McKinney	P	P	E	A	P	P	P	P	P	P	P	P
Rick Grady (09/18)	Plano	E(R)	P	P	P	P	P	P	P	P	P	P	P
Lane Grayson (01/19)	Ellis Cnty	P	P	P	P	P	P	P	P	P	P	P	P
Mojoy Haddad (10/14)	NTTA	A	P	A	A	P	E	P	P	E	P	P	P
Roger Harmon (1/02)	Johnson Cnty	E	P	P	P	P	P	P	P	P	P	P	P
Ivan Hughes (09/19)	Addison	P	P	P	P	P	P	P	P	P	P	P	P
Clay Lewis Jenkins (04/11)	Dallas Cnty	P	A	E(R)	P	P	E	E(R)	E(R)	P	P	P	P
Ron Jensen (06/13)	Grand Prairie	A	P	P	P	E(R)	E(R)	P	P	P	P	P	P
Carl L. Johnson (09/22)	TxDOT, FW	--	--	--	--	--	--	--	--	--	--	--	P
Jungus Jordan (4/07)	Fort Worth	P	P	P	P	P	P	P	P	P	P	P	P
John Keating (12/19)	Frisco	--	--	P	P	E(R)	E(R)	P	P	E(R)	E(R)	P	P
Mike Leyman (09/19)	Mansfield	P	P	P	P	P	P	P	P	P	P	P	P
David Magness (06/13)	Rockwall Cnty	E	P	P	P	P	P	P	P	P	P	E(R)	A
Curtistene McCowan (06/19)	DeSoto	E	P	P	P	P	P	P	P	P	P	P	P
B. Adam McGough (07/20)	Dallas	--	--	--	--	--	--	--	--	--	P	P	P
William Meadows (02/17)	DFW Airport	A	P	E	P	P	E(R)	A	A	P	P	A	A
Cara Mendelsohn (07/20)	Dalals	--	--	--	--	--	--	--	--	--	P	P	P
Robert Miklos (12/19)	Mesquite	--	--	P	P	E	P	P	P	P	P	P	P
Cary Moon (06/15)	Fort Worth	P	P	E(R)	P	P	P	P	P	P	P	P	P
Barbara Odom-Wesley (07/19)	Arlington	A	P	P	P	P	E(R)	P	P	P	P	P	P
Philip J. Ritter (07/20)	Dallas	--	--	--	--	--	--	--	--	--	P	P	P
John Ryan (05/18)	Denton	P	P	P	P	P	E	P	P	P	P	P	P
Chris Schulmeister (07/20)	Allen	--	--	--	--	--	--	--	--	--	P	P	P
Casey Thomas II (07/20)	Dallas	--	--	--	--	--	--	--	--	--	A	P	E(R)
Jeremy Tompkins (10/19)	Euless	P	P	E(R)	P	P	P	P	P	P	P	P	P
T. Oscar Trevino Jr. (6/02)	Nrth Rch Hills	A	P	P	P	P	P	P	P	P	P	P	P

P= Present

A= Absent

R=Represented by Alternate

--= Not yet appointed

E= Excused Absence (personal illness, family emergency,
jury duty, business necessity, or fulfillment
of obligation arising out of elected service)

Regional Transportation Council Attendance Roster
October 2019 -Septmeber 2020

RTC MEMBER	Entity	10/10/19	11/14/19	12/12/19	1/9/20	2/27/20	3/12/20	4/9/20	5/14/20	6/11/20	7/9/20	8/13/20	9/10/20
William Tsao (3/17)	Dallas	P	P	P	P	P	P	P	P	P	P	P	P
Paul Wageman (10/19)	DART	P	P	P	P	P	P	P	P	P	P	P	P
Dennis Webb (8/18)	Irving	A	E	P	P	P	P	P	P	P	P	P	P
Duncan Webb (6/11)	Collin Cnty	P	P	P	P	P	P	P	P	P	P	P	P
B. Glen Whitley (2/97)	Tarrant Cnty	E(R)	E(R)	E(R)	E	P	P	P	P	P	P	P	P
W. Jeff Williams (10/15)	Arlington	P	E(R)	P	P	E	P	P	P	P	P	P	P
Ann Zadeh (06/17)	Fort Worth	A	P	P	P	P	P	P	P	P	P	P	P

Note: Date in parenthesis indicates when member was 1st eligible to attend RTC meetings

P= Present
A= Absent
R=Represented by Alternate
--= Not yet appointed

E= Excused Absence (personal illness, family emergency,
jury duty, business necessity, or fulfillment
of obligation arising out of elected service)

Surface Transportation Technical Committee Attendance Roster

June 2019 - August 2020

STTC MEMBERS	Entity	6/28/19	8/23/19	10/4/19	10/25/19	12/6/19	1/24/20	2/28/20	3/27/20	4/24/20	5/22/20	6/26/20	7/24/20	8/28/20
Onyinye Akujuo	Trinity Metro	--	--	--	--	P	P	A	*	*	*	*	*	*
Joe Atwood	Hood County	P	P	P	P	A	P	P	*	*	*	*	*	*
Melissa Baker	Irving	P	P	P	P	P	P	E	*	*	*	*	*	*
Micah Baker	Dallas County	P	P	P	P	P	P	A	*	*	*	*	*	*
Bryan Beck	Grapevine	P	P	P	P	P	P	P	*	*	*	*	*	*
Katherine Beck	Fort Worth	P	P	P	P	P	P	P	*	*	*	*	*	*
Marc Bentley	Farmers Branch	A	A	A	A	A	A	A	*	*	*	*	*	*
David Boski	Mansfield	P	P	P	P	P	P	P	*	*	*	*	*	*
Keith Brooks	Arlington	A	A	P	A	A	A	A	*	*	*	*	*	*
Shon Brooks	Waxahachie	P	P	A	P	P	P	A	*	*	*	*	*	*
Tanya Brooks	Fort Worth	A	P	P	P	P	P	E	*	*	*	*	*	*
Ceason Clemens	TxDOT Dallas	A	A	P	P	P	P	P	*	*	*	*	*	*
Robert Cohen	Southlake	A	A	A	A	A	A	A	*	*	*	*	*	*
Kent Collins	Coppell	A	A	P	A	P	A	A	*	*	*	*	*	*
John Cordary, Jr.	TxDOT FW	A	P	A	P	P	P	P	*	*	*	*	*	*
Rick Cortez	Mesquite	--	--	--	P	P	P	P	*	*	*	*	*	*
Hal Cranor	Euless	A	A	P	P	P	A(R)	P	*	*	*	*	*	*
Clarence Daugherty	Collin County	P	P	P	A(R)	P	P	A(R)	*	*	*	*	*	*
Chad Davis	Wise County	A	P	A	A	A	P	A	*	*	*	*	*	*
Inga Dedow	NTTA	--	--	--	--	--	--	--	--	--	--	*	*	*
Arturo Del Castillo	Dallas	A(R)	A(R)	P	P	A(R)	P	P	*	*	*	*	*	*
Caryl DeVries	Grand Prairie	--	--	--	--	--	--	--	--	--	--	*	*	*
Greg Dickens	Hurst	A(R)	P	A(R)	A(R)	A(R)	A(R)	A(R)	*	*	*	*	*	*
David Disheroon	Johnson County	P	A	P	P	A	P	A	*	*	*	*	*	*
Phil Dupler	FWTA	P	P	P	A(R)	P	A(R)	P	*	*	*	*	*	*
Chad Edwards	Fort Worth	P	A	P	E	P	P	P	*	*	*	*	*	*
Claud Elsom	Rockwall County	P	P	P	P	P	P	A	*	*	*	*	*	*
Eric Fladager	Fort Worth	A(R)	A(R)	A(R)	A	P	A	P	*	*	*	*	*	*
Chris Flanigan	Allen	P	P	P	P	P	P	A	*	*	*	*	*	*
Ann Foss	Arlington	P	P	A	P	A(R)	P	P	*	*	*	*	*	*
Mike Galizio	Tarrant County	--	--	P	P	P	P	P	*	*	*	*	*	*
Ricardo Gonzalez	TxDOT FW	P	P	P	P	P	P	P	*	*	*	*	*	*
Gary Graham	McKinney	P	A(R)	A(R)	E(R)	A(R)	P	P	*	*	*	*	*	*
Tom Hammons	Carrollton	A(R)	P	P	A	P	A	P	*	*	*	*	*	*
Ron Hartline	The Colony	A	A(R)	A(R)	A(R)	P	P	A(R)	*	*	*	*	*	*
Matthew Hotelling	Flower Mound	P	P	P	P	P	P	P	*	*	*	*	*	*
John Hudspeth	TxDOT Dallas	--	--	--	--	--	--	P	*	*	*	*	*	*
Terry Hughes	Weatherford	P	P	A	P	P	P	P	*	*	*	*	*	*
Jeremy Hutt	Cleburne	--	--	--	--	--	--	--	--	--	--	--	*	*
Thuan Huynh	McKinney	--	--	--	--	--	--	--	--	*	*	*	*	*
Tony Irvin	DeSoto	A	P	A	P	A	A	A	*	*	*	*	*	*
Brian Jahn	Denton	--	--	--	--	--	--	--	--	--	--	--	--	*
Kelly Johnson	NTTA	A	A	A	A	A	A	A	*	*	*	*	*	*

P=Present A=Absent R=Represented E=Excused (personal illness, family emergency, jury duty, business necessity)

-- =Not yet eligible to attend *Meeting held by WebEx/Audio Conference. Individual attendance not taken.

Surface Transportation Technical Committee Attendance Roster

June 2019 - August 2020

STTC MEMBERS	Entity	6/28/19	8/23/19	10/4/19	10/25/19	12/6/19	1/24/20	2/28/20	3/27/20	4/24/20	5/22/20	6/26/20	7/24/20	8/28/20
Gus Khankarli	Dallas	P	P	P	E(R)	P	P	P	*	*	*	*	*	*
Paul Knippel	Frisco	A	A	A	A	A	A	A	*	*	*	*	*	*
Chiamin Korngiebel	Dallas	P	P	A	P	P	P	A	*	*	*	*	*	*
Alonzo Liñán	Keller	A	P	P	P	A	A(R)	E(R)	*	*	*	*	*	*
Eron Linn	DART	--	--	P	P	A	P	A	*	*	*	*	*	*
Clay Lipscomb	Plano	A	P	A(R)	A	P	P	P	*	*	*	*	*	*
Paul Luedtke	Garland	P	P	P	A(R)	P	A	P	*	*	*	*	*	*
Stanford Lynch	Hunt County	P	P	A	P	A(R)	P	P	*	*	*	*	*	*
Alberto Mares	Ellis County	P	P	P	P	A	P	P	*	*	*	*	*	*
Wes McClure	Mesquite	P	P	P	P	P	P	P	*	*	*	*	*	*
Brian Moen	Frisco	A	P	A	P	P	P	P	*	*	*	*	*	*
Mark Nelson	Richardson	P	P	P	P	P	P	E(R)	*	*	*	*	*	*
Jim O'Connor	Irving	P	P	P	P	P	P	P	*	*	*	*	*	*
Kenneth Overstreet	Bedford	A	A	A	A	A	A	A	*	*	*	*	*	*
Kevin Overton	Dallas	P	E(R)	P	P	A	A	P	*	*	*	*	*	*
Tim Palermo	DCTA	--	P	P	P	P	P	P	*	*	*	*	*	*
Dipak Patel	Lancaster	P	P	P	P	P	P	P	*	*	*	*	*	*
Todd Plesko	DART	P	P	P	P	P	A	P	*	*	*	*	*	*
Shawn Poe	Richardson	P	E(R)	P	P	P	P	P	*	*	*	*	*	*
John Polster	Denton County	P	P	P	P	P	P	P	*	*	*	*	*	*
Tim Porter	Wylie	P	P	A(R)	P	P	P	P	*	*	*	*	*	*
Bryan G. Ramey II	Duncanville	P	P	P	P	A	A	A(R)	*	*	*	*	*	*
Greg Royster	DFW Int. Airport	P	P	E	P	P	A	P	*	*	*	*	*	*
Kathryn Rush	Dallas	--	--	--	--	--	--	--	--	*	*	*	*	*
Moosa Saghian	Kaufman County	A	A	P	A	P	P	P	*	*	*	*	*	*
David Salmon	Lewisville	P	A	P	P	P	A(R)	P	*	*	*	*	*	*
Brian Shewski	Plano	P	A(R)	A(R)	P	P	P	P	*	*	*	*	*	*
Walter Shumac, III	Grand Prairie	P	A	P	P	P	P	P	*	*	*	*	*	*
Ray Silva-Reyes	Colleyville	P	P	A	P	P	A	P	*	*	*	*	*	*
Randy Skinner	Tarrant County	P	P	P	P	P	P	A	*	*	*	*	*	*
Caleb Thornhill	Plano	A	A	A	P	P	A	A	*	*	*	*	*	*
Dave Timbrell	Garland	A	A	A	A	A	A	A	*	*	*	*	*	*
Press Tompkins	Greenville	--	--	--	--	--	P	P	*	*	*	*	*	*
Gregory Van Nieuwenhuize	Haltom City	P	A	A(R)	P	P	P	P	*	*	*	*	*	*
Daniel Vedral	Irving	P	P	P	P	P	P	A	*	*	*	*	*	*
Caroline Waggoner	North Richland Hills	P	P	P	P	P	P	P	*	*	*	*	*	*
Robert Woodbury	Cedar Hill	P	P	P	P	P	P	A	*	*	*	*	*	*
Jamie Zech	TCEQ	A	A	A	A	A	A	A	*	*	*	*	*	*

P=Present A=Absent R=Represented E=Excused (personal illness, family emergency, jury duty, business necessity)

-- =Not yet eligible to attend *Meeting held by WebEx/Audio Conference. Individual attendance not taken.

MINUTES

SURFACE TRANSPORTATION TECHNICAL COMMITTEE August 28, 2020

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, August 28, 2020, at 1:30 pm, by videoconference. The Regional Transportation Council Bylaws establish that the Technical Committee approved membership in attendance at a meeting shall constitute a quorum for action to be taken, therefore individual attendance was not taken for committee members or other participants.

1. **Approval of July 24, 2020, Minutes:** The minutes of the July 24, 2020, meeting were approved as submitted in Electronic Item 1. Stanford Lynch (M); Wes McClure (S). The motion passed unanimously.
2. **Consent Agenda:** The following item was included on the Consent Agenda.
 - 2.1. **Endorsement of Regional Transportation Council Approval of State of Good Repair Grant Application Submitted on behalf of Dallas Area Rapid Transit, Trinity Railway Express, and Trinity Metro:** Endorsement of Regional Transportation Council (RTC) approval for the grant application to the Federal Railroad Administration for the Federal-State Partnership for the State of Good Repair (SOGR) Program submitted on behalf of Trinity Railway Express, Dallas Area Rapid Transit (DART) and Trinity Metro was requested. The total grant budget requests approximately \$58 million (\$28 million in federal SOGR funds, \$2 million in federal funds from the RTC, and \$28 million in local match) with Burlington Northern Santa Fe Railway, DART, and Trinity Metro providing the required local match. Additional information was provided in Electronic Item 2.1.
 - 2.2. **Endorsement of Regional Transportation Council Approval of Application for Advanced Transportation and Congestion Management Technologies Deployment Initiative Grant Program:** Endorsement of Regional Transportation Council (RTC) approval to support and provide funding for the City of Dallas application for the 2020 Advanced Transportation and Congestion Management Technologies Deployment Initiative Grant Program was requested. Additional information regarding the \$60 million grant program for Fiscal Year 2020, as well as the City of Dallas' application, was provided in Electronic Item 2.2.

A motion was made to approve the items on the Consent Agenda. Greg Dickens (M); Jim O'Connor (S). The motion passed unanimously.
3. **Federal Highway Administration Measure Target Reaffirmation or Revisions:** James McLane presented a recommendation for proposed adjustments to 2022 regional targets for Federally required performance measures. As the Metropolitan Planning Organization (MPO) for the region, the North Central Texas Council of Governments (NCTCOG) is required to track and adopt targets for these performance measures, but NCTCOG engages in a variety of additional performance measure activities including recent collection/presentation of COVID-19 data trends and the annual state of the region report, Progress North Texas. Federally required performance measures include Safety (PM1); Transit Asset Management (TAM); Transit Safety (PTASP); Pavement and Bridge (PM2); and System Performance, Freight, and CMAQ (PM3). PM3 contains a series of seven measures related to various aspects of the transportation system: reliability, congestion,

mode choice, and emissions. On November 8, 2018, the Regional Transportation Council (RTC) adopted 2020 and 2022 regional targets for all seven measures as part of a four-year performance period. 2020 marks the mid-point of this performance period and rulemaking allows 2022 targets to be revisited at this time. Updated PM3 targets are due to the Federal Highway Administration (FHWA) via the Texas Department of Transportation (TxDOT) on October 1, 2020. The seven measures, desired trend, current targets, and updated forecast/trend for each measure was detailed in Electronic Item 3. For interstate reliability, non-interstate reliability, peak hour excessive delay, and non-single occupancy vehicle travel targets, staff recommended that the current 2022 targets be reaffirmed. Truck travel time reliability is an index representing the reliability of travel for freight movement in the transportation system. Decreasing trends indicate better reliability and more predictable travel times. According to updated forecasts and trends for 2020 and 2022, this measure is worsening, and staff proposed that the 2022 target be revised upward from 1.66 to 1.90 to meet the updated 2022 trend but with an aspirational goal to hold the 2020 observed value steady at 1.83 through 2022. This aspirational target is in response to feedback received last month from the Committee. Staff also recommended revision of targets for the emission reductions for nitrogen oxides and volatile organic compounds. The increase of reductions is the desired trend. 2020 and 2022 trends are significantly increased over original targets, and staff proposed that 2022 targets for nitrogen oxides be revised to 7,402.95 and for volatile organic compounds to 1,814.02. Mr. McLane noted that staff will be actively addressing worsening freight reliability with programs, policies, and projects to support freight movement on the transportation system. Examples of existing efforts include incident detection and response through the staging of tow trucks and techniques encouraging truck travel during off-peak periods. Efforts will also include support of alternative transportation options. In addition, staff will continue to assess COVID-19 impacts on the performance measures and address the measures as part of the planning process through the Congestion Management Process update, upcoming mobility plans, the Unified Transportation Program/Regional 10-Year Plan, and the 2021-2024 Transportation Improvement Program. The schedule for this effort was reviewed. He noted action on PM2 targets was expected in late 2020/early 2021 and on PM1, TAM, PTASP targets in early 2021. Chad Edwards asked what unit of measurement is used for NOx and VOC and how the emissions compare to the conformity analysis for the Metropolitan Transportation Plan. Mr. McLane noted that the measurement is kilograms of emissions reductions per day. Chris Klaus added that the annual Congestion Mitigation and Air Quality Improvement Program (CMAQ) report requires that all reductions associated with projects included in the mobility plan and funded with CMAQ be inventoried, which goes into the conformity analysis. Mr. Edwards asked if this was measured differently. Mr. Klaus noted that the projects in conformity are measured by tons per day versus the kilograms per day of reduction identified in this target. Committee Chair Brian Moen asked why the peak hour of excessive delay has improved but truck travel reliability has worsened. Mr. McLane noted peak hour excessive delay is a measure of the recurring congestion due to the demand on the system and that truck travel time reliability is a measure of the variability of congestion and how reliable or predictable it is. In addition, truck travel looks only at freight movement which is denser in some areas than others throughout the region and the measurement could be highlighting reliability issues in the denser areas of freight movement. A motion was made to recommend Regional Transportation Council reaffirmation of existing 2022 regional targets for Interstate Reliability, Non-Interstate Reliability, Peak Hour Excessive Delay, and Non-SOV Travel (detailed in Electronic Item 3) and to adopt new 2020 regional targets for Truck Travel Time Reliability (1.90 with an aspirational goal of 1.83), Emissions Reductions of NOx-7,403.95 and Emissions Reductions of VOC-1,814.02. John Polster (M); Chad Edwards (S). The motion passed unanimously.

4. **Metropolitan Transportation Plan Policy Bundle Round Four:** Amy Johnson presented results from the fourth round of the Metropolitan Transportation Plan Policy Bundle survey, including the plan to distribute available Transportation Development Credits (TDCs). The MTP Policy Bundle is a list of 20 policies from Mobility 2045. Entities that adopt a minimum of 50 percent of the policies may receive TDCs to offset local funds for federal transportation projects. The application submittal and review process were highlighted. Policies are focused on quality of life goals in the Mobility Plan and include sustainable development items, access to schools, idling restrictions, freight policies and others. In Round 4, four new agencies applied, and 21 total agencies participated. Details of the successful applicants, including the proposed TDCs recommended for each was provided in Electronic Item 4. Through the fourth round of the MTP Policy Bundle, staff proposed approximately 33 million TDCs be awarded to the qualifying agencies. The schedule for this effort was reviewed. Successful applicants are expected to receive formal notification pending RTC approval at its September 10, 2020, meeting. Committee Chair Brian Moen asked for clarification of the difference in this round of the MTP Policy Bundle. Ms. Johnson noted that the MTP Policy Bundle program is a two-year program for Round 4 and TDCs have been increased to be commensurate with the longer period. A motion was made to recommend Regional Transportation Council approval of the recommended Transportation Development Credit distribution for successful policy bundle participants as outlined in Electronic Item 4. Mark Nelson (M); Daniel Vedral (S). The motion passed unanimously.
5. **Optimized Freight Movement Project:** Thomas Bamonte presented a recommendation for Regional Transportation Council (RTC) approval of a project to improve goods movement from freight hubs in the region and related technologies by optimizing truck traffic through intersections. The DFW region is rich with freight hubs and facilities and there are two elements of the transportation system concerning freight: 1) expressways for long-distance travel and 2) local road linkages between freight hubs and expressways. The proposed project focuses on the local links/connections and the opportunity to optimize the flow of freight vehicles from hubs to expressways, which supports the truck travel time reliability performance measure. The Texas Department of Transportation (TxDOT) is focused on optimizing the operation of the expressways primarily through its Connected Freight Corridors project. North Central Texas Council of Governments (NCTCOG) staff have been working closely with TxDOT and have secured the inclusion of IH 30 between Dallas and Fort Worth in this effort. TxDOT has enlisted the assistance of multiple private-sector freight companies in this connected corridor project. TxDOT's industry surveys identified optimization of travel from hubs to expressways as one of its top priorities. While TxDOT is focused on the Tier 1 priorities, it is not focused on the hub to expressway component that is a priority of the industry. The intent of the proposed project is to fill the gap. Optimization is important to the industry because one minute of delay costs over \$1. There is an opportunity to find solutions to cut into the delay, even in relatively small increments, in intersections where there is significant truck traffic. The proposed Optimized Freight Movement Project will find, ultimately through a procurement process, a technology to optimize the flow of trucks from hubs to expressways. A benefit-cost analysis will be performed to identify the type of investment and technology that will do the most good and will include truck travel time savings, improved traffic flow, public health, any adverse impacts such as cross-traffic delay. Coordination with local agencies and the freight industry will be important to identify locations where the preferred technology will best be utilized. This project is a multidisciplinary effort of the Transportation Department and will include the expertise of freight, ITS, and air quality staffs. The project will include ongoing monitoring of the technology in the field to identify potential incremental improvements to maximize the value of the investment. Michael Morris noted that this project was originally part of the Advanced Transportation and Congestion Management Technologies Deployment Initiative Grant

Program application for which TxDOT decided not to compete. Mr. Bamonte added TxDOT is supportive of the project but was not able to take it on as a primary responsibility. Committee Chair Brian Moen asked what type of federal funds will be used for the project. Mr. Morris noted that the federal funds will likely be Congestion Mitigation and Air Quality Improvement Program funds, or possibly Surface Transportation Block Grant Program funds. Chair Moen also noted the presentation mentioned a process to bring on partners and asked if it would be like a transportation system integrator. Mr. Bamonte noted NCTCOG staff anticipates working with a group from the Committee to review and vet technology solutions that make the best sense. Based on that assessment, NCTCOG would go to the market for an integrator, technology supplier, or both. Staff does not have a specific technology in mind. Mr. Morris noted part of the homework assignment will be where in the region to use this project and are leaning towards intermodal hubs but it could be major warehouse areas. Staff will reach out to areas of the region that be most apt for these applications and situations. Depending on the locations, members will be asked to be part of the team that will evaluate these advances. Stanford Lynch asked if there was interest with respect to the private sector and how that group would fit into the effort. Mr. Bamonte noted that the private sector is interested both locally and the industry has identified this as a top priority. Staff would explore interest to provide funding through this effort directly and through local partners. A motion was made to recommend Regional Transportation Council approval of \$5 million for the Optimized Freight Movement Project (including \$200,000 RTC Local, with the remainder in federal funds and RTC Transportation Development Credits). Action also included a recommendation of approval for staff to administratively amend the Transportation Improvement Program/Statewide Transportation Improvement Program and other planning documents as required to effectuate the project. Stanford Lunch (M); Jim O'Connor (S). The motion passed unanimously.

6. **Transportation Alternatives Program Call for Projects Project Selection:** Daniel Snyder presented information on the applications received and projects proposed for funding through the Transportation Alternatives Program Call for Projects, which opened on March 2 and closed May 15, 2020. Since May, North Central Texas Council of Government staff have completed the review and evaluation of projects. Eligible projects included those dedicated to improving bicycling and walking and included trails, bike lanes, sidewalks, and other safety-related traffic measures. The call was focused on construction, with a requirement that engineering and environmental must be funded 100 percent locally. All projects required a minimum of 20 percent local match for construction and eligible agencies could request the use of Transportation Development Credits (TDCs) in lieu of a local match. Funding available for this program include fiscal years 2021, 2022, and 2023 with a total of over \$19.8 million in federal funding available. Mr. Snyder reminded members that in the 2019 Transportation Alternatives Call for Projects, there were a large number of high-scoring projects in the east subregion and as a result, the Regional Transportation Council (RTC) approved approximately \$3.9 million of the FY2021 funds to be awarded to projects in the east subregion which has been deducted from the total available funds for this current call. This leaves approximately \$11.7 million in funding for the east subregion and \$8 million for the west subregion. In addition, he noted that no projects were received for Hunt County so all projects in the east subregion are located within the Texas Department of Transportation Dallas District. There were two application project categories consisting of active transportation or Safe Routes to School projects that will substantially improve safety and provide opportunities to walk and bicycle. Each category had a unique scoring criterion that furthered the goals outlined in Mobility 2045. The active transportation category emphasized regional connectivity, access to transit, safety, equity, among several others. Due to federal legislation requirement that Transportation Alternatives funding be obligated within three years, project readiness was a significant factor during the review process. The

Safe Routes to School category emphasized addressing known barriers to children being able to safely walk and bike to school. Strong projects in this category included those that have completed planning to document those safety issues and have identified those targeted improvements such as sidewalks, crosswalks, and pedestrian signals. A total of 38 applications were received requesting nearly \$68 million in federal funding. The requested funding exceeded the funding available by more than \$48 million. The 26 applications in the eastern subregion account for nearly three fourths of the total funding requested for nearly \$49 million. Mr. Snyder reviewed the funding recommendations for each subregion and noted Electronic Item 6.2 contains the scoring and ranking of all projects based on the evaluation criteria. In the western subregion, four projects were recommended for a funding total of over \$6.2 million in federal funds. Recommendations included three Safe Routes to School projects in the City of Arlington and one protected bike lane and safety improvement project in the City of Fort Worth. All entities in the western subregion requested use of TDCs in lieu of local match. Eight projects were recommended for funding in the eastern subregion totaling over \$17.2 million. Recommendations included three Safe Routes to School improvement projects in the City of Dallas, a shared use path project in the City of Dallas, a trail bridge project for the Cotton Belt Trail in Plano by Dallas Area Rapid Transit, two projects led by Dallas County for a trail extension in Dallas and multimodal bike and pedestrian project in Garland, and a multimodal bicycle/pedestrian improvement project in the City of Richardson. The Cities of Dallas and Richardson requested the use of TDCs in lieu of local match. Details were provided in Electronic Item 6.1. Recommended funding from all sources were highlighted for both the eastern and western subregions. Approximately \$23.5 million in federal funds is recommended and local projects sponsors would match the federal funds with nearly \$3.6 million and utilize approximately 2.9 million in TDCs. Mr. Snyder noted the recommended \$17.2 million in federal funding for the eastern subregion exceeds the amount available. In addition, the \$6.2 million recommended in the western subregion is approximately \$1.8 million less than the amount of federal funding available for that subregion. Since the eastern subregion had a high number of strong applications that far exceeded available funding, and the western subregion had fewer project applications than the funding recommended the \$1.8 million difference was recommended for award to projects in the east since TA funds are subject to congressional rescissions and must be programmed and obligated in a timely manner. As a result, an equal amount of Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Surface Transportation Block Program (STBG) funds will be made available to other transportation projects in the western subregion to offset the balance transfer to the eastern subregion. This adjustment will be reflected in the quarterly East/West Equity tracking report. In addition to the balance transfer from the west, staff also recommended approximately \$3.6 million additional funds available in the eastern subregion to be awarded to this call for projects from the estimated FY2024 allocation. The timeline for this Call for Projects was reviewed and it was noted that no public comments have been received to date. Pending Committee and RTC action, project sponsors that are awarded funds can submit modifications to the TIP for the October 23, 2020, deadline. Chad Edwards asked if the \$3.6 million in FY2024 eastern subregion funds comes out of the share for the FY2024 eastern subregion, meaning it will have less available in the future. Mr. Snyder noted that is correct. A motion was made to recommend Regional Transportation Council approval of the list of projects to fund through the 2020 Transportation Alternatives Call for Projects as provided in Electronic Item 6.2 and to also recommend approval for staff to administratively amend the Transportation Improvement Program/Statewide Transportation Improvement Program and other planning/administrative documents to incorporate the changes. Also included in the action, per program rules, the project sponsor 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, and

cost overruns are the sole responsibility of the Project Sponsor. In addition, action included a request for approval to transfer \$1.8 million from the western subregion allocation of Transportation Alternative funding to the eastern subregion, with the same amount of CMAQ or STBG funds to be transferred back to the western subregion. East/West Equity tracking reports will reflect adjustments for funding in the western subregion to offset the balance transfer to the eastern subregion with this call for projects. Chad Edwards (M); Mark Nelson (S). The motion passed unanimously.

7. **Regional Cotton Belt Veloweb Trail: Action Plan:** Karla Weaver presented a funding request for the Cotton Belt Regional Veloweb Trail. In 2018, the Regional Transportation Council (RTC) approved funding for the design and construction of Cotton Belt trail “critical” sections. The proposed trail design and construction costs as part of the Silver Line rail design/build process provided by the rail contractor are higher than anticipated and sufficient funding for the full design of the trail and construction of the “critical” sections is not available. North Central Texas Council of Governments (NCTCOG) staff have met with local governments on a potentially phased approach and since that time Dallas Area Rapid Transit (DART) has proposed a new approach to minimize the current high costs and proposed to expedite the construction with two contractors. NCTCOG staff proposed to increase the RTC funding for the project in order to complete 100 percent of the design, which will minimize risk by allowing one designer for all parts of the rail and trail. Staff also proposed to proceed with construction of strategic critical sections with the current DART contractor (Archer Western Herzog) for the crossing of the Dallas North Tollway since there will be impacts to the retaining walls and structural framework of the roadway. Additional construction of strategic critical sections will be made using a second contractor. The second contractor will have experience as a trail contractor which will provide cost savings and allow public funding to go further. DART will procure the second contractor within 6-9 months. The contractor will build in various constrained locations before the trains are operable. A map of the Cotton Belt Regional Veloweb Trail from the Dallas Fort Worth International Airport to Plano was highlighted. In addition to the increase in funding for design, construction funding is needed to be added to the existing rail project to ensure adequate safety walls in the rail corridor near Fairhill School and Ivy Montessori School. Mark Nelson thanked NCTCOG and DART staffs for their efforts to advance the important piece of infrastructure for the communities. He expressed concern that due to funding shortfalls, grade-separated crossings may be redesigned as at-grade crossings. Michael Morris noted that the design includes all grade separations, which will not be changed. He added staff could include a statement in the presentation to make it clear that 100 percent of the original design will be implemented. Mr. Morris also complimented DART for recognizing that the rail contractor may not be the best option for construction of bicycle/pedestrian facilities and is willing to be a partner to find a solution. Todd Plesko added DART believes the competition will provide for lower costs and the information in the bid will have no options for at-grade crossings. Shawn Poe asked if there were contractual provisions with Archer Western to allow for two contractors. Ms. Weaver noted that NCTCOG staff have met with Gary Thomas and Tim McKay who proposed the solution and discussed the contractual elements that allow for this to occur. Gus Khankarli also thanked staff for its leadership and diligent work to move the project forward. Committee Chair Brian Moen asked if the entire project will be constructed or just the critical sections. Ms. Weaver noted that at a minimum, the strategic critical sections will be built. NCTCOG staff believes it may be possible to build additional sections and noted an inventory of locations will be assembled to help determine additional sections to be built. In addition, some communities may have Transportation Alternative Program funds that could be used. A motion was made to recommend Regional Transportation Council approval of an increase of the RTC award by \$6.7 million (from \$8.2 million to \$14.9 million) to design 100 percent of the trail and an increase of regional

Transportation Development Credits to 3 million in lieu of local match. Construction of strategic critical trail sections will be done with two Dallas Area Rapid Transit contractors. Also included in the action was a recommendation for approval of \$245,000 in Surface Transportation Block Grant Program funds for additional safety walls near school locations with regional Transportation Development Credits used for match. An inventory of locations for the second DART contractor will be development in partnership with local governments. Also included was a recommendation for approval of staff to administratively amend the Transportation Improvement Program/Statewide Transportation Improvement Program and other planning/administrative documents to incorporate the changes. Bryan Beck (M); Tanya Brooks (S). The motion passed unanimously.

8. **Director of Transportation Report Items and Overview of Changing Mobility: Data, Insights, and Delivering Innovative Projects During COVID Recovery:** Michael Morris provided an overview of current transportation items. He noted the Denton County Transportation Authority has withdrawn its request for assistance to conduct a transit survey. He also noted that the North Central Texas Council of Governments has not been selected to compete in the third round of the competition for the hyperloop certification center. Also discussed was the Regional Transportation Council's (RTC) interest for the North Texas Tollway Authority (NTTA) to proceed with the SH 360/SH 161 Connector project. Staff has engaged with NTTA who has indicated that if the NTTA proceeds with SH 360 it should also advance the George Bush Extension South of IH 30. Elizabeth Mow will ask the NTTA Board if it is interested in borrowing funds to advance the engineering of the projects, to be repaid to the RTC. He noted a recent presentation to the United States Soccer Federation regarding the 2026 World Cup application and the potential use of electric vehicles. He also congratulated Natalie Bettger and Dan Lamers for their work on the GoCarma technology. The International Bridge, Tunnel and Turnpike Association recently awarded a Certificate of Merit to NCTCOG for the Automated Occupancy Detection and Verification Project. Mr. Morris also provided an update on performance metrics to help understand the impacts of COVID-19 to the transportation system. Four performance metrics have been developed that will be tracked through the COVID-19 pandemic and recovery process: 1) travel behavior response to COVID-19, 2) financial implications to traditional revenue sources, 3) benefits of travel behavior responses to areas of RTC responsibility, and 4) prioritization of infrastructure improvements that offset unemployment increases. Related to travel behavior response, freeway volumes have rebounded, and activity is only 10 percent lower than before COVID-19 restrictions. Average freeway speeds were also highlighted through July, as well as crash and fatality trends. Fatalities have once again increased, and staff will review data to determine options to intervene. GoCarma transactions continue to remain low and staff has postponed all marketing initiatives until the current environment improves. Transit ridership remains at an over 50 percent decrease in comparison to June 2019 and suggested that a roundtable meeting with transit agencies be held to brainstorm on ideas to grow ridership. Bicycle/pedestrian activity remains 22 percent higher than pre COVID-19, but activity is decreasing. Like transit ridership, airport passenger trends remain decreased as of May, but improvements are expected in the June/July timeframe. Data related to financial implications, the second metric, was highlighted. Sales tax allocated for transit are increasing. Other funding has also recovered such as the motor fuel tax and others related to Proposition 7. Also highlighted was the oil and gas severance tax related to Proposition 1 which continues to be negatively impacted. Toll transactions are 27 percent lower as of June, and the North Texas Tollway Authority will continue to monitor revenue as it plans for future projects. Impacts to IH 35E TEXpress Lane transactions were also highlighted and improvements are expected for the July timeframe. Policy metric three is the benefits of travel behavior responses. Staff continues to determine appropriate efforts to take advantage of behaviors that have had positive impacts in the region. Improvements have

been seen regarding the number of exceedances for the 2020 ozone season, but the region has experienced more exceedances than expected despite the significant decrease in freeway volumes. Staff will continue to review air quality data and provide a report to the RTC in the future. Mr. Morris also recognized transportation authorities for their efforts to provide essentials supplies and meals those in need during the COVID-19 crisis. The final metric is how the RTC can use innovation to advance projects and create needed employment opportunities. Every \$1 billion in transportation investment produces approximately 12,000-15,000 jobs. Staff continues to advance projects within the region to have a positive impact on the economy. Efforts include high-speed rail and autonomous transit, freeway induction loops, SH 183, the IH 820/IH 20 Y Connector, as well as additional projects included in the COVID-19 #00X Program. Members were encouraged to use the data provided in presentations by their respective entities.

9. **Fast Facts:** Staff presentations were not given. Information was provided to members electronically for the following items.
 1. Environmental Matchmaking Tools: Identify Your Best Stewardship Options and Mitigation Locations (Electronic Item 9.1)
 2. 2020 TxDOT Highway Safety Improvement Program Call for Projects – Submittal Deadline for Applications Due to District Offices October 1, 2020 (<https://www.nctcog.org/trans/quality/safety/transportation-safety/statewide-safety-initiatives>)
 3. Electric Vehicle Infrastructure Funding from Volkswagen Settlement (Electronic Item 9.2)
 4. Air Quality Funding Opportunities for Vehicles (<https://www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle>)
 5. Dallas-Fort Worth Clean Cities Upcoming Events (<https://www.dfwcleancities.org/dfw-clean-cities-meetings>)
 6. Status Report on Ozone (Electronic Item 9.3)
 7. September Online Input Opportunity Notice (Electronic Item 9.4)
 8. Air North Texas Clean Air Action Day Results (Electronic Item 9.5)
 9. Public Comments Report (Electronic Item 9.6)
 10. Written Progress Reports:
 - Local Motion (Electronic Item 9.7)
 - Partner Progress Reports (Electronic Item 9.8)
10. **Other Business (Old and New):** There was no discussion on this item.
11. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on September 25, 2020.

The meeting adjourned at 3:00 pm.



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

October 2020

INSIDE

NCTCOG awarded BUILD grant

NCTCOG has been awarded a \$25 million grant from the federal government to improve commuter rail efficiency in the region. The North Texas Multimodal Operations, Velocity, Efficiency and Safety Program, also known as North Texas MOVES, calls for double tracking of approximately 3.6 miles of the Trinity Railway Express corridor and technology improvements that will help the efficiency of passenger and freight rail. See more on page 2.

RTC approves \$23.5 million for bike-ped projects

The Regional Transportation Council approved \$23.5 million in federal funding in September for construction of active transportation projects in three North Texas counties.

In all, 12 projects spanning six communities in Collin, Dallas and Tarrant counties received a total of \$27 million through the Transportation Alternatives Call for Projects, with the addition of \$3.5 million in local funding.

Approximately \$16.5 million in federal funding was awarded for the construction of regionally significant projects consisting of trails and separated on-street bikeways in Dallas, Fort Worth, Garland, Plano, and Richardson.

The projects will implement significant sections of the Regional Veloweb network, providing commuting access to transit and major destinations. The funded projects will also improve safety at major highway or roadway crossings and increase comfort for people making bicycle trips.

An additional \$7 million in federal Transportation Alternatives program funding was approved for six Safe Routes to School projects that will improve the safety of children walking and bicycling to and from school in Arlington and Dallas.

In encouraging more students to walk and ride their bicycles to school through a mixture of improvements to infrastructure near campuses, the Safe Routes to School projects are expected to lead to the lessening of local traffic congestion and improved air quality by reducing the number of vehicle trips necessary to transport children to and from school.

A full list of projects and the funding awarded is available [here](#).



North Central Texas
Council of Governments

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

North Texas MOVES awarded BUILD grant for track, technology improvements

The North Central Texas Council of Governments has been awarded a \$25 million grant from the federal government for a project intended to improve commuter rail efficiency in the region. The North Texas Multimodal Operations, Velocity, Efficiency and Safety Program, also known as North Texas MOVES, calls for double tracking of approximately 3.6 miles of the Trinity Railway Express corridor and technology improvements that will help the efficiency of passenger and freight rail in the region.

The following improvements will be made to the TRE commuter rail corridor as part of the project:

- Constructing approximately 1.2 miles of double track from Medical Market Center to Stemmons Freeway, including rehabilitating the existing bridge over Inwood Road and adding adjacent bridges at Inwood Road, Knights Branch and Noble Branch for second track.
- Constructing approximately 2.4 miles of second track from Handley Ederville Road to Precinct Line Road and replacing bridges at Walkers and Mesquite Creeks.
- Implementing Clear Path technology to exchange information on train movement in the region. This system will increase capacity of the region's rail network by facilitating inter-carrier operations and enhancing the flow of passenger and freight trains.

The \$55 million North Texas MOVES projects were awarded the maximum amount for a single application through the Better Utilizing Investments to Leverage Development (BUILD) Discretionary Grant Program in September. The remainder of the cost of each improvement will be paid for through a combination of public and private funding.

NCTCOG undertakes transit studies to identify region's needs

NCTCOG staff is partnering with HDR Engineering to conduct two 12-month transit studies in the Dallas-Fort Worth region. The Collin County Transit study is focused on assessing transit needs throughout the county and will address local and regional connections, funding availability, near-term implementation and private-sector involvement.

The project team, composed of city, county and transit agency staff, is reviewing existing transit providers and services offered in the county. Next steps include mapping transit areas where public transportation services are viable and scenario and strategy development.

Additionally, staff is conducting a passenger rail study from Irving to Frisco, with a possible extension into downtown Celina. This study is being undertaken in conjunction with the Collin County Transit Study and will focus on analysis of land adjacent to potential stations and ridership estimates for regional rail technology in the corridor.

The project team, which includes BNSF Railway, city, county and transit agency staff, is reviewing potential station locations and developing criteria to determine preferred station layout along the corridor. Next steps include performing a more detailed land-use analysis at the potential station locations.

More information on both studies can be viewed at the following project website:

www.nctcog.org/trans/plan/transit/transit-planning/collin-county-study-area.

ELECTRIC VEHICLES

Grants available for Level 2 EV charging equipment

Electric vehicles continue to grow in popularity across North Texas. There were more than 13,000 on the region's roads in January, up from around 200 in 2011. There could soon be more places around Dallas-Fort Worth to charge these vehicles.

The Texas Volkswagen Environmental Mitigation Program is now accepting applications for the purchase and installation of Level 2 charging equipment for light-duty zero emission vehicles in Texas.

Public- and private-sector employers and individuals are eligible for reimbursement of up to \$2,500 toward the cost of these EV chargers and related equipment.

Up to \$10.4 million is available across Texas toward the installation of chargers in a public place, workplace or multi-unit dwelling that does not have existing EV chargers or wishes to expand the number of vehicles that can be charged.

The grants will pay up to 70% of the cost of chargers available to the public and as much as 60% of those installed at a workplace or multi-unit dwelling.

For more on the Texas Volkswagen Environmental Mitigation Program, visit the following website:

www.tceq.texas.gov/agency/trust.

REGIONALNews

Virtual meetings offer glimpse at high-speed plans



DALLAS - FORT WORTH

NCTCOG held its first virtual public meetings for the Dallas-Fort Worth High-Speed Connections Study in September. The study is evaluating high-speed transportation alternatives between Dallas, Arlington, and Fort Worth to link the center of the region.

The meetings, which were held September 23 and September 24, gave North Texans a chance to hear first-hand about the study overview and provide input to planners examining potential technologies and routes. Residents were able to comment or ask questions about anticipated stops between Dallas and Fort Worth, travel time between Dallas and Fort Worth and the development of restaurant, retail and housing options near the high-speed transportation corridor.

Public input will continue to be sought throughout the study. Phase I of the study, which will take 12 months, aims to gather public opinion and develop and evaluate both a potential technology and alignments/corridor alignments. Phase II will last 24 months and include preliminary engineering and environmental work. Another round of public meetings are slated for December 2020.

The initial public meetings were held after the Federal Railroad Administration issued a Record of Decision for Texas Central Railway's Dallas-to-Houston high-speed rail line, allowing the project to move forward.

The technology selected for the Dallas-Fort Worth high-speed transportation corridor would ultimately connect to the high-speed rail line, allowing North Texans to travel to Houston in about 90 minutes.

Comments and questions about the study can be submitted by email at HST_DFW@nctcog.org. Comments received by October 16 will be included as part of the public meeting record. Comments received after this deadline will be considered but will not be part of the official record.

Meeting materials are available in English and Spanish at www.nctcog.org/dfw-hstcs.

Transportation Resources

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Publications

NCTCOG.org/trans/outreach/publications.asp

Partners

Dallas Area Rapid Transit
DART.org

**Denton County
Transportation Authority**
DCTA.net

North Texas Tollway Authority
NTTA.org

**Texas Department
of Transportation**
TxDOT.gov

Trinity Metro
RideTrinityMetro.org

By the Numbers

\$23.5 million

Federal funding awarded by the RTC to bike-pedestrian improvements as part of the Transportation Alternatives Call for Projects.

PUBLIC *Involvement*

Cotton Belt Trail funding to be presented online



Dallas-Fort Worth residents will have an opportunity to review and comment on transportation initiatives and planning efforts across the region beginning Monday,

October 12.

NCTCOG staff will post a presentation on Cotton Belt Trail design, funding and planning efforts for review at www.nctcog.org/input.

The 26-mile Cotton Belt bicycle-pedestrian trail will be constructed in phases and run parallel to the Silver Line, Dallas Area Rapid Transit's planned commuter line through suburbs north of Dallas.

Additional funding was requested for the engineering and construction of critical portions of the bicycle-pedestrian trail, as well as sound walls near schools. The Regional Transportation Council in September approved the necessary funds.

The Silver Line will start at Dallas Fort Worth International Airport and continue northeast to Plano, providing direct rail access to one of the world's busiest airports for residents of Grapevine, Coppell, Dallas, Carrollton, Addison, Richardson and Plano. The line will connect to Trinity Metro's TEXRail at the airport.

In addition to reviewing Cotton Belt trail funding, residents can also provide feedback on Fiscal Year 2020 and FY 2021 Unified Planning Work Program (UPWP) modifications.

The UPWP is a two-year statement of work identifying transportation and air quality planning tasks to be carried out within the 12-county metropolitan planning area.

Finally, information on the Regional Smoking Vehicle Program and vehicle incentive opportunities will also be available.

For information and to review the presentations, visit www.nctcog.org/input. Comments will be accepted through November 10.

To request printed copies of the information, call 817-608-2365 or email cbaylor@nctcog.org.

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