

## AGENDA

### **SURFACE TRANSPORTATION TECHNICAL COMMITTEE**

**Friday, October 28, 2022**

**North Central Texas Council of Governments**

**1:30 pm Full STTC Business Agenda**  
**(NCTCOG Guest Secured Wireless Connection Password: rangers!)**

- 1:30 – 1:35**      1. **Approval of September 23, 2022, Minutes**  
                         ☒ Action                      ☐ Possible Action      ☐ Information                      Minutes:      5  
                         Presenter:      Ceason G. Clemens, STTC Chair  
                         Item Summary: Approval of the September 23, 2022, meeting minutes  
                         contained in [Electronic Item 1](#) will be requested.  
                         Background:      N/A

- 1:35 – 1:40**      2. **Consent Agenda**  
                         ☒ Action                      ☐ Possible Action      ☐ Information                      Minutes:      5
- 2.1. **Modifications to the FY2022 and FY2023 Unified Planning Work Program**  
                         Presenter:      Vickie Alexander, NCTCOG  
                         Item Summary: A recommendation for Regional Transportation Council (RTC) approval of modifications to the FY2022 and FY2023 Unified Planning Work Program (UPWP) will be requested. Direction for staff to also administratively amend the Transportation Improvement Program and other administrative/planning documents, as appropriate, to reflect the approved modifications will also be sought.  
                         Background:      The Unified Planning Work Program is required by federal and State transportation planning regulations and provides a summary of the transportation and related air quality planning tasks to be conducted by Metropolitan Planning Organization staff. The FY2022 and FY2023 UPWP was approved by the Regional Transportation Council and NCTCOG Executive Board in July 2021 and identifies the activities to be carried out between October 1, 2021, and September 30, 2023. Amendments to this document are being proposed to reflect new initiatives, project updates, funding adjustments, and updated Federal Transit Administration and Federal Highway Administration Planning Emphasis Areas. The proposed amendments have been posted on the NCTCOG website for public review and comment as part of the October public outreach opportunity and are also included as [Electronic Item 2.1.1](#). Additional information is provided in [Electronic Item 2.1.2](#). Comments received as a result of the public outreach process, if any, will be provided.

Performance Measure(s) Addressed: Administrative

## 2.2. Endorsement of Texas and Gulf Coast Hydrogen Hub

Presenter: Lori Clark, NCTCOG

Item Summary: Staff will request endorsement of the Regional Transportation Council's (RTC) approval for the North Central Texas Council of Governments (NCTCOG) to participate in the Texas and Gulf Coast Hydrogen Consortium. This Consortium will establish a regional clean hydrogen hub centered in the Houston area.

Background: The Bipartisan Infrastructure Law (BIL) authorizes the Department of Energy to invest \$8 billion to establish at least four regional clean hydrogen hubs nationwide. Hubs are to reflect diversity in geographic location, the feedstock from which hydrogen is produced, and the end use of the hydrogen produced. At least one hub should demonstrate end-use of hydrogen in the transportation sector. The Center for Houston's Future has coordinated stakeholder engagement on the topic of regional hydrogen hub development since the BIL was passed. Information is available at: <https://www.centerforhoustonfuture.org/energy>. In conjunction with development of the Interstate 45 Corridor Zero-Emission Vehicle Infrastructure Plan, NCTCOG staff has taken part in these regional hydrogen hub conversations and developed a network of connections related to this industry. NCTCOG has been invited to participate in a Texas and Gulf Coast Hydrogen Consortium, which would be led by GTI Energy. [Electronic Item 2.2](#) provides additional details.

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

## 2.3. Argonne National Lab Cooperation Approval

Presenter: Arash Mirzaei, NCTCOG

Item Summary: A recommendation for Regional Transportation Council (RTC) approval to sign an agreement with Argonne National Lab of the Department of Energy will be requested. The goal of the agreement is to prepare a simulation-based travel model for planning purposes in the Metropolitan Planning Area (MPA). In this 3-year cooperation, North Central Texas Council of Governments (NCTCOG) provides data and practical planning expertise to Argonne researchers as in-kind match. The Department of Energy will provide \$1.5 million in funding for Argonne.

Background: NCTCOG's main tool for transportation planning is the regional travel model. The model is continuously updated with the latest technology and data. This project is an effort toward improvement of planning analytical

tools within the regional travel model using Argonne National Lab research products.

Performance Measure(s) Addressed: Administrative

1:40 – 1:50

3. **Resolution Supporting a Regional Model for Complete Streets (Context Sensitive Design)**

☒ Action      ☐ Possible Action      ☐ Information      Minutes: 10

Presenter: Kevin Kokes, NCTCOG

Item Summary: Staff will introduce a draft resolution and request action supporting a regional model for complete streets (context sensitive design) which outlines the importance of planning and constructing complete streets and is intended to serve as the framework for encouraging local policies and projects across the region.

Background: The National Complete Streets Coalition defines 'Complete Streets' as an approach to planning, designing, building, operating, and maintaining streets that enable safe access for all people who need to use them including pedestrians, bicyclists, motorists, and transit users of all ages and abilities. The needs of roadway users are different in rural, suburban, and urban communities, and thus streets should be designed to fit the distinct context, circumstances, and local characteristics. The proposed resolution will: 1) direct staff to collaborate with local governments and transportation providers to develop a checklist and/or guide for projects with complete streets/context sensitive design elements to be used for regional transportation planning and project implementation; 2) encourage the adoption and implementation of local government policies/resolutions related to complete streets/context sensitive design; 3) encourage consideration of complete streets (context sensitive design) elements in future updates to local plans, manuals, ordinances, codes, and associated rules and regulations; 4) encourage local collaboration with the Texas Department of Transportation to implement transportation projects that apply context sensitive solutions consistent with local community characteristics; and 5) direct staff to provide technical support for the development of local policies, resolutions, and methodologies/applications for performance management. The draft resolution is provided in [Electronic Item 3.1](#) and additional information is provided in [Electronic Item 3.2](#).

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

1:50 – 2:00

4. **Advanced Transportation Technology and Innovation Program**

☒ Action      ☐ Possible Action      ☐ Information      Minutes: 10

Presenter: Natalie Bettger, NCTCOG

Item Summary: Staff will request a recommendation for Regional Transportation Council (RTC) approval of the regional

application for the 2022 Advanced Transportation Technology and Innovative (ATTAIN) Program.

Background: In September 2022, the United States Department of Transportation (USDOT) issued an announcement for the ATTAIN program proposals that deploy, install, and operate advanced transportation technologies to improve safety, mobility, efficiency, system performance, intermodal connectivity, and infrastructure return on investment. During this first year of the five-year program, USDOT will provide funding of up to \$12 million per grant. A 20 percent local match is required. [Electronic Item 4.1](#) is a copy of the Notice of Funding Opportunity that details the \$60 million grant program for Fiscal Year 2022, as well as the application requirements. Applications are due to USDOT by November 18, 2022. [Electronic Item 4.2](#) includes staff's summary and an overview of the proposed Transportation System Management and Operations Data Engine: Foundation for Success, the regional implementation project by the North Central Texas Council of Governments to advance mobility, the environment and quality of life through integrated data use for regional operations.

Performance Measure(s) Addressed: Roadway, Safety

2:00 – 2:10

5. **Strengthening Mobility and Revolutionizing Transportation Grant Program: Approval of North Central Texas Council of Governments Applications**

☒ Action      ☐ Possible Action      ☐ Information      Minutes: 10

Presenter: Thomas Bamonte, NCTCOG

Item Summary: Staff will request a recommendation for Regional Transportation Council approval of NCTCOG's submission of Strengthening Mobility and Revolutionizing Transportation Grant Program applications.

Background: At last month's meeting, staff briefed the Committee on the Notice of Funding Opportunity under the Strengthening Mobility and Revolutionizing Transportation (SMART) Program (<https://www.transportation.gov/grants/SMART>). [Electronic Item 5.1](#) contains USDOT's SMART program fact sheet. [Electronic Item 5.2](#) contains additional information. The grants in the first year of the SMART Program are planning grants up to \$2 million. SMART grants in later years will fund implementation of projects developed by planning grant awardees. Planning grant applications are due on November 18, 2022. No local match is required. Staff is preparing three SMART planning grant applications:

- Advanced Aerial Mobility: Optimization of low altitude weather detection and reporting to support safe deployment of advanced aerial vehicles such as last mile drone delivery services and Electric Vertical Takeoff and Landing (eVTOL) vehicles.



- Flooded Roads Information: Use of advanced sensor and big data tools to improve the prediction, identification, and reporting out of flooded roadways.
- Traffic Signal Upgrades: Leverage tools made available by Texas Department of Transportation (TxDOT) and information generated from NCTCOG's recent survey of traffic signal equipment to identify, research, and leverage technologies and data to optimize traffic signals in the region.

Performance Measure(s) Addressed: Roadway, Safety

**2:10 – 2:20**

**6. Draft Updated Rules for Public Comments at Regional Transportation Council Meetings**

☒ Action      ☐ Possible Action      ☐ Information      Minutes: 10

Presenter: Ken Kirkpatrick, NCTCOG

Item Summary: Staff will request a recommendation for approval by the Regional Transportation Council of Rules for Public Comments at RTC meetings.

Background: Since 2019, public comments have been accepted at Regional Transportation Council meetings per HB 2840 (86<sup>th</sup> Texas Legislature). In March 2020, the RTC approved Rules for Public Comments at RTC meetings. The rules are part of the Public Participation Plan as an appendix. Several updates are being proposed at this time to the original rules, including general audience and speaker decorum standards, overall time limit for a public comment period and a clarification of when public comments would be accepted in-person or virtually at RTC meetings. A draft of the updated rules have been developed for the Regional Transportation Council and contained in [Electronic Item 6.1](#), that will be presented at this meeting. Once approved, the rules will be updated in the Appendix to the Public Participation Plan. [Electronic Item 6.2](#) is a presentation that provides more information.

Performance Measure(s) Addressed: Administrative

**2:20 – 2:35**

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

☐ Action      ☐ Possible Action      ☒ Information      Minutes: 15

Presenter: Michael Morris, NCTCOG

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

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

1. Dallas Area Rapid Transit (DART) assistance on \$214 million distribution
2. Scenario Planning Outside of Transportation ([Electronic Item 7.1](#))
3. Preston Road and Intersections Study – Dallas Through to Plano

4. East/West Equity Update ([Electronic Item 7.2](#))

Performance Measure(s) Addressed: Administrative, Transit

2:35 – 2:45

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

☐ Action ☐ Possible Action ☒ Information Minutes: 10

Presenter: Clint Hail, NCTCOG

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

Background: In October 2018, the Regional Transportation Council approved the three-part Automated Vehicles Program 2.0, which includes the AV2.1 project. AV2.1 is a planning exercise designed to help the region prepare for higher levels of automation in the transportation sector—e.g., automated vehicles. In 2021, through a procurement, a team headed by, Kittelson & Associates, was selected to assist staff in the planning process. At that time, Committee members were invited to participate as part of the Project Advisory Committee. In September 2022, the contract completed its 18-month term. [Electronic Item 8.1](#) contains additional information. [Electronic Item 8.2](#) provides an executive summary and key takeaways.

Performance Measure(s) Addressed: Roadway

2:45 – 2:50

9. **Fiscal Year 2022 Project Tracking Wrap-Up/Fiscal Year 2023 Kickoff**

☐ Action ☐ Possible Action ☒ Information Minutes: 5

Presenter: Cody Derrick, NCTCOG

Item Summary: Staff will provide the Committee with a final report on the FY2022 Project Tracking Initiative created to reduce the region's carryover funding balances and introduce the FY2023 Project Tracking Initiative.

Background: Almost every year Regional Transportation Council (RTC)-selected projects being implemented by local governments experience delays. While a one-year delay is of less consequence, projects tend to be delayed year after year, until it has been 3-4 years since the originally committed start date. These repeated delays led to the need to implement a project tracking initiative which highlights project schedule commitments to the Committee and the RTC on a regular basis and reports local agency progress toward the committed project development schedules. A list of projects that were scheduled to begin in FY2022 and their current status can be found in [Electronic Item 9.1](#). A list of projects that are scheduled to begin in FY2023 and their current status can be

found in [Electronic Item 9.2](#). Additional details can be found in [Electronic Item 9.3](#).

Performance Measure(s) Addressed: Air Quality, Roadway

2:50 – 3:05

10. **Fast Facts**

☐ Action      ☐ Possible Action      ☒ Information      Minutes: 15

Item Summary: Staff presentations will be made. Please reference the material provided for each of the following topics.

1. *Charles Marsh* – Transportation Improvement Program Modifications deadline for February 2023 Cycle
  2. *Martin Bate* – Certification of Emerging and Reliable Transportation Technology Program Update ([Electronic Item 10.1](#))
  3. *Cody Derrick* - Local Government Texas Department of Transportation Training ([Electronic Item 10.2](#))
  4. *Nicholas Allen* – Draft Regional Transportation Council Legislative Program ([Electronic Item 10.3](#))
  5. *Camille Fountain* - Fall 2022 Traffic Incident Management (Off-site) Executive Level Course Announcement ([Electronic Item 10.4](#))
  6. *Camille Fountain* - 2022 Texas Department of Transportation Highway System Safety Improvement (HSIP) Call for Projects
  7. *Jesse Brown* – High-Occupancy Vehicle Quarterly Report ([Electronic Item 10.5](#))
  8. *Jared Wright* - Air Quality Funding Opportunities for Vehicles ([www.nctcog.org/aqfunding](http://www.nctcog.org/aqfunding))
  9. *Savana Nance* - Dallas-Fort Worth Clean Cities Events: (<https://www.dfwcleancities.org/events>)
  10. *Lori Clark* - National Drive Electric Week Success ([www.driveelectricdfw.org](http://www.driveelectricdfw.org))
  11. *Jared Wright* - Local Clean Air Project Spotlight ([Electronic Item 10.6](#))
  12. *Jenny Narvaez* – Greenhouse Gas (GHG) Performance Measure Proposed Rule Comments ([Electronic Item 10.7](#))
  13. *Jenny Narvaez* – Dallas-Fort Worth Ozone Nonattainment Reclassifications Published in Federal Register
  14. *Jackie Castillo* - September Public Meeting Minutes ([Electronic Item 10.8](#))
  15. *Jackie Castillo* - November Public Meeting Notice ([Electronic Item 10.9](#))
  16. *Taylor Benjamin* - Public Comments Report ([Electronic Item 10.10](#))
  17. Written Progress Reports:
    - Partner Progress Reports ([Electronic Item 10.11](#))
11. **Other Business (Old or New):** This item provides an opportunity for members to bring items of interest before the group.
12. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for **1:30 pm on December 2, 2022.**

**MINUTES****SURFACE TRANSPORTATION TECHNICAL COMMITTEE  
September 23, 2022**

The Surface Transportation Technical Committee (STTC) met on Friday, September 23, 2022, at 1:30 pm, in the Transportation Council Room of the North Central Texas Council of Governments (NCTCOG). The following STTC members or representatives were present: Melissa Baker, Bryan Beck, Shon Brooks, Tanya Brooks, Ceason Clemons, John Cordary, Jr., Clarence Daugherty, Arturo Del Castillo, Caryl DeVries, Rebecca Diviney, Phil Dupler, Chad Edwards, Claud Elsom, Chris Flanigan, Mike Galizio, Eric Gallt, Ricardo Gonzales, Gary Graham, Tom Hammons, Matthew Hotelling, John D. Hudspeth, Jeremy Hutt, Joel James, Kelly Johnson, Gus Khankarli, Chad Marbut, Wes McClure, Brian Moen, Mark Nelson, Jim O'Connor, Kevin Overton, Dipak Patel, Matt Phillips, John Polster, Kelly Porter, Tim Porter, Greg Royster, Brian Shewski, Randy Skinner, Caleb Thornhill, Gregory Van Nieuwenhuize, Daniel Vedral, and Robert Woodbury.

Others present at the meeting were: Vickie Alexander, Nick Allen, Thomas Bamonte, Natalie Bettger, Angie Carson, Lori Clark, Charles Covert, Cody Derrick, Rebecca Divi, Brittany Fan, Lynell Harris, Jeff Hathcock, Duane Hengst, Chris Hoff, Andrew Hooker, Amy Johnson, Dan Kessler, Ken Kirkpatrick, Michael Kirsch, Chris Klaus, Dan Lamers, John MacLean, Alonda Massey, Michael Morris, Jenny Narvaez, Jeff Neal, Gary Salazar, Toni Stehling, Shannon Stevenson, Brendon Wheeler, and Amanda Wilson.

1. **Approval of August 26, 2022, Minutes:** The minutes of the August 26, 2022, meeting were approved as submitted in Electronic Item 1. Kelly Porter (M); Daniel Vedral (S). The motion passed unanimously.
2. **Consent Agenda:** The following items were included on the Consent Agenda.
  - 2.1. **Transportation Improvement Program Modifications:** Staff requested a recommendation for Regional Transportation Council (RTC) approval of revisions to the 2023-2026 Transportation Improvement Program (TIP) will be requested, along with the ability to amend the Unified Planning Work Program (UPWP) and other planning documents with TIP-related changes. November 2022 Revisions to the 2023-2026 TIP were provided as Electronic Item 2.1 for the Committee's consideration. The modifications were reviewed for consistency with the Mobility Plan, the Air Quality Conformity Determination, and financial constraint of the TIP. Modifications for projects on US 75 to convert existing high occupancy vehicle (HOV) lanes to technology lanes were included in this modification cycle in order to facilitate Federal Highway Administration approval.

A motion was made to approve the modifications to the 2023-2026 Transportation Improvement Program with the ability for staff to amend the Unified Planning Work Program and other planning documents with the TIP-related changes. Jim O' Connor (M); Kelly Porter (S). The motion passed unanimously.
3. **Access North Texas:** Gypsy Gavia provided an overview of developed regional goals and requested a recommendation for Regional Transportation Council approval of the 2022 update of Access North Texas, including a brief overview of outreach efforts and a summary of developed regional goals. Access North Texas is the regional public transportation

coordination plan that aims to identify the public transportation needs of older adults, individuals with disabilities, low-income individuals and others with transportation challenges. It lists specific strategies to address needs and current challenges, eliminate gaps in service, avoid duplication of transit services, and meet federal and state requirements for transit coordination in the 16 counties. The plan is required to be updated every 4-5 years; since the region is in a nonattainment area, it is on a 4-year cycle. For this update, some key differences include conducting virtual outreach due to the COVID-19 pandemic, introducing a coding key to analyze the qualitative responses and comments, and outlining regional goals and then prioritizing strategies per county. Overall, the information identified through this plan can guide planning and funding decisions for transit over the course of the next several years. Access North Texas was last updated in 2018. Since then, regional partners have implemented various strategies from that plan. Although there are more than these three, the listed projects demonstrate the breadth of initiatives that have been implemented by partners. These projects include City of Arlington, Via Rideshare Service, DART, GoPass expansion and discount program, and My Ride North Texas 2.0. With all of the successful projects since 2018, we know there are still challenges. One large component to help us gauge the public transportation needs of individuals throughout the region is the public outreach. It started in April 2021 and the different methods are listed in Electronic Item 3. These efforts continued throughout the summer of 2021 and over 2,900 individuals and agencies were contacted for virtual meetings. Staff conducted 28 county-specific virtual meetings with 84 attendees, various one-on-one meetings, emails, and conversations. A public transportation survey in English and Spanish was offered and received over 1,500 responses from individuals and agencies. Staff supplemented outreach activities with data collection and analysis. Efforts included updating the Transit Accessibility Improvement Tool (TAIT), which is used to map potentially transportation disadvantaged populations and compare areas region-wide, staff collected and analyzed demographic information about population growth, limited English Proficiency status, and zero-car households for each county in the region, and it was identified the existing transportation providers in each county and shared information online via the regional Get-A-Ride Guide. All information was synthesized to develop goals to address needs across the entire region, as well as specific strategies for each county. The five overarching regional goals help guide efforts over the next four years to improve public transportation for seniors, individuals with disabilities, and low-income populations across the 16-county region. These goals are 1) Plan and develop transportation options by assessing community needs and challenges.; 2) Implement services by enhancing transportation options and expanding where service gaps exist.; 3) Coordinate with transportation providers, public agencies, and stakeholders to increase efficiencies; 4) Support public transportation recovery and growth.; and 5) Promote access and information about available transit. Gypsy emphasized goal number 4 since it is a new focus area as a result of the COVID-19 pandemic. As part of the public comment period, the draft was posted online in early August and presented as part of NCTCOG's public involvement process in August and September meeting month and included as part of September's public meeting. In addition to the public meetings, comments were encouraged via email or through conversations with staff. The draft document was also shared with stakeholder groups and promoted through social media. The goals and strategies saw no changes, but minor revisions were made to the Tarrant County chapter. The next steps are outlined as follows: Access North Texas will be taken to the Regional Transportation Council and NCTCOG Executive Board for action in October, and then provided to the Texas Department of Transportation. Upon approval, staff and regional partners will begin to implement strategies identified in the plan, and projects that seek funds through the Transit Strategic Partnership Program should address these updated goals and strategies that is

required for those that seek funding under the Federal Transit Administration's Enhanced Mobility of Seniors and Individuals with Disabilities Program. Staff will monitor progress and propose amendments if changes are needed before the next plan update in 2026. The plan is available at [www.AccessNorthTexas.org](http://www.AccessNorthTexas.org).

A motion was made to recommend Regional Transportation Council approval of Access North Texas 2022 Update, the region's locally developed, coordinated public transit-human services transportation plan. John Polster (M); Daniel Vedral (S). The motion passed unanimously.

4. **Management, Operations, Air Quality, and Safety Program:** Cody Derrick requested a recommendation for the Regional Transportation Council (RTC) approval of the latest efforts to extend existing and fund new Management, Operations, and Safety programs and projects every few years. Many are legacy projects that the RTC has funded for several years (Vanpool program, Mobility Assistance Patrol, etc.). The last review occurred in 2018-2019 and projects were funded through Fiscal Year (FY) 2022. In January 2022, the RTC approved funding for projects/programs that did not have sufficient existing revenues to continue without interruption through FY2023. Now, staff is requesting funding for FY2024-2026 projects and programs. The purpose of the program is to provide funding in addition to Transportation Planning Funds (TPF) to conduct operations, planning, and implementation activities. Assigns resources for RTC priorities and air quality initiatives. Ensures existing programs and projects can be continued without interruption in FY2024-2026. Surface Transportation Block Grant (STBG), Congestion Mitigation and Air Quality Improvement Program (CMAQ), and regional funds will be proposed for the FY2024-2026 program. Ensures CMAQ and STBG funding is obligated in a timely manner. The Regional Safety Program supports the RTC's policy that not even a single death on the transportation system is acceptable. \$50 million of RTC-selected funds are proposed to be set aside for a regional safety program, and funding will cover FY2024-2026. The following safety categories are proposed: Freeway Operations Engineering and Intercity Connections (\$25 million), Bicycle/Pedestrian Engineering (\$10 million), Bicycle/Pedestrian Education (\$2 million), Speed Enforcement (\$7 million), Speed Education (\$2 million), and other (\$4 million). The importance of regional air quality and M&O projects was also emphasized. Management and Operation summary for the funding category; Planning Activities, Data Collection, and Engineering Activities with the RTC share of \$25.24 million, Air Quality Initiatives with the RTC share of \$11.65 million, Implementation/Operations Activities (e.g., Auto Occupancy, Special Events, Mobility Assistance Patrol) with the RTC share of \$51.74 million, Travel Demand Management/Transit with the RTC share of \$6.75 million, and Innovative Technologies with the RTC share of \$10.40 million that brings a total additional funds being requested to \$105.78 million. Additional details on proposed funding are a portion of the requested funding to be used by North Central Texas Council of Governments (NCTCOG) staff to implement regional projects and programs. The balance will be passed through to other agencies in the region (for projects like the Vanpool Program, Mobility Assistance Patrol, etc.), and 66 percent of funding will be pass-through to transportation entities. Categories of expenditures: NCTCOG-Implemented (staff time) with M&O funding amount of \$48.06 million and Safety funding amount of \$4.67 million; Pass-Through to Local Transportation Agencies with M&O funding amount of \$57.72 million and Safety funding amount of \$45.33 million with a total of \$105.78 million of M&O funding amount and a total of \$50.00 million of Safety funding amount. Approval timeline; Surface Transportation Technical Committee's (STTC) Director's Report on August 26, 2022, an information item at the RTC meeting on September 8, 2022, Public meeting September 2022, STTC action on September 23, 2022, and RTC action on October 13, 2022.

A motion was made to approve the recommendation for Regional Transportation Council approval the FY2024-2026 Management, Operations, Air Quality, and Safety program. Administratively amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and amending other planning/administrative documents to incorporate these changes. G. "Gus" Khankarli (M); Kelly Porter (S). The motion passed unanimously.

5. **Fiscal Year 2022 Railroad Crossing Elimination Program:** Jeff Neal provided the Committee information on the Fiscal Year 2022 (FY22) Railroad Crossing Elimination Program (RCEP) and requested endorsement to apply for a candidate project. Applications were previously due to US DOT by October 4, 2022, but has been extended to October 11, 2022, with a three-application limit. The funding categories are split up into different categories: Planning/NEPA/Design (\$18 million), Rural/Tribal – Construction (\$114.7 million), and Urban – Construction (\$440.6 million). The category for Urban funding is the largest. Project eligibility includes at-grade closure or safety/mobility solutions (technology, education, etc.); grade separation (via bridge, tunnel, embankment or combination thereof); track relocation; add/improve devices, signals, signs, or other safety measures (with #2/#3 above); group of above-related projects, and planning/NEPA/Design (above projects). The purpose of the program is to fund highway-rail or pathway-rail grade crossing improvement projects to focus on enhancing the safety and mobility of people and goods preference for grade separations, closure of at-grade crossings through track relocation, and corridor-wide grade crossing improvements. An overview of RCEP Notice of Funding Opportunity (NOFO) details was provided, including the evaluation criteria: 1) technical merit (quality of work statement(s) and application materials; readiness/completion of prerequisites; applicant past performance, technical capacity, and funding; private-sector participation; qualifications and experience of key personnel/organizations; consistency with local, regional, and State planning documents [including freight]); 2) Project benefits (improved highway-rail/pathway-rail safety; proposals to grade-separate, eliminate, or close one or more highway-rail/pathway-rail grade crossings; mobility improvements for both people and goods; environmental protection, emission reductions, and community benefits; access improvements for communities, emergency services, and economic opportunities; and optimizing contracting incentives to employ local labor). The RCEP Grant is similar to some other new USDOT grant opportunities where candidates for project selection may be impacted by eligible applicants, submittal limits, project readiness, and various merit criteria, and particularly in early rounds an east-west subregion imbalance may be observed. However, increased coordination, strategic project slotting, and a comprehensive effort among regional partners to get more projects through preliminary engineering and environmental clearance will greatly remove that imbalance. Evaluation and status of specific candidate road/rail grade separation projects were listed in Electronic Item 5. The grade separation proposed as NCTCOG's RCEP submittal is located in Dallas, the Prairie Creek Road/Union Pacific Railroad (UPRR) Grade Separation Project. The project will construct the Prairie Creek Road grade separation at the 4-track UPRR corridor just west of Mesquite Intermodal Facility, with non-federal funds of \$9,450,590 from the City of Dallas, \$3,241,000 from Dallas County, and \$1,500,000 from UPRR. Federal funds will consist of \$1,602,360 from a Congressional earmark, \$5,322,653 in Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds, and \$15,138,299 in requested RCEP Grant funds, with a total project cost of \$36,254,902. The RCEP schedule is as follows, RCEP Notice of Funding Opportunity (NOFO) was requested on July 6, 2022, and RTC action on September 8, 2022. NCTCOG Executive Board action is scheduled for September 22, 2022, and the Surface Transportation Technical Committee will be requested to endorse the



candidate project on September 23, 2022. The RCEP submittal deadline (Grants.gov) was due October 4, 2022, but has been extended to October 11, 2022.

A motion was made to request STTC approve (endorsement) of submittal of Prairie Creek Road/Union Pacific Railroad Grade Separation Project for funding consideration through the FY2022 Railroad Crossing Elimination Program (RCEP). Administratively amending North Central Texas Council of Governments (NCTCOG) and State Transportation Improvement Programs (TIP/STIP), as well as other planning and administrative documents, to include the proposed project if selected for a FY2022 RCEP Grant award. G. "Gus" Khankarli (M); Kelly Porter (S). The motion passed unanimously.

6. **Fiscal Year 2022 Reconnecting Communities Pilot Program:** Michael Morris provided an overview on the Fiscal Year 2022 (FY22) Reconnecting Communities Pilot Program (RCP) and requested action to apply for a candidate project. In June 2022, the United States Department of Transportation (US DOT) announced a Notice of Funding Opportunity (NOFO) to solicit applications for FY22 RCP funding. The \$195 million program includes certain funding amounts set-a-side for the following purposes: 1) Planning Grants - \$50 Million, and 2) Capital Construction Grants - \$145 Million nationwide. Applications for each funding category are due to the US DOT by October 13, 2022, and eligible entities are limited to a maximum of three applications per solicitation. Funds will be awarded on a competitive basis for a project that removes, retrofits, or mitigates transportation facilities which create mobility, accessibility, and/or economic development barriers to community connectivity and vitality. The FY22 Reconnecting Communities Pilot (RCP) NOFO describes the application requirements, selection and evaluation criteria, applicable program and federal requirements, and available technical assistance during the grant solicitation period that is available at [https://www.transportation.gov/sites/dot.gov/files/2022-06/RCP\\_NOFO\\_FY22.pdf](https://www.transportation.gov/sites/dot.gov/files/2022-06/RCP_NOFO_FY22.pdf). The candidate projects were: 1) Klyde Warren Park, Phase 2, with a RTC submittal, existing funding plus \$23.6 million RCP Grant plus \$9 million private sector. 2) Southern Gateway Deck Park Phase 2, City of Dallas. 3) IH 30 City Park/Farmers Market, engineering for future decks near Dallas Farmers Market with existing Surface Transportation Block Grants (STBG) Funds of \$2 million to expedite design that will facilitate IH 30 "Canyon" integration without let date delay.

A motion was made to recommend Surface Technical Transportation Council approval of submittal of Klyde Warren Park – Phase 2.0 for funding consideration through the FY22 Reconnecting Communities Pilot (RCP) Program of \$33.8 Million and administratively amend North Central Texas Council of Governments and State Transportation Improvement Programs (TIP/STIP), as well as other planning and administrative documents, to include the proposed project if selected for an FY22 RCP Grant award \$2 Million. G. "Gus" Khankarli (M); Tanya Brooks (S). The motion passed unanimously.

7. **Director of Transportation Report on Selected Items:** Michael Morris announced Paul Cristina as the new Executive Director for Denton County Transit Authority. He proceeded to provide an update on items on the Director's Report by highlighting that the Department of Energy is moving ahead with four hydrogen hubs, that Ken is overseeing the project as well. Michael was excited to mention that he got to attend the Scenario Outreach with Chris Cassidy and Emmitt Smith. He also mentioned we are getting responses from the High-Speed Rail and encourages everyone to take this back to their respective communities, so we don't lose High Speed Rail. Michael congratulated North Central Texas Council of Governments Staff on the approval of DART Board's distribution of \$214 million unallocated funds to service 13 area cities. Michael also congratulated the new district engineers for

Texas Department of Transportation, Ceason Clemons, P.E., for the Dallas District and David Salazar, P.E., for the Fort Worth district. He briefly mentioned the Traffic Signal Program, that they are working on a new timing program. Natalie Bettger will bring more information back in October. Michael went over how to get through the process quicker. Michael notified the Committee of the cancellation of Weatherford Downtown Bypass Loop Project of \$21 Million. He briefly went over we are seeking a Second Financial Revolver on the BUILD Grant and Trinity Railway Express (TRE), we had a \$10 million revolver five years ago. He updated the Surface Transportation Technical Committee that Fast Facts will be presented going forward.

8. **Strengthening Mobility and Revolutionizing Transportation Grant Briefing and Need for Local Match:** Thomas Bamonte provided a briefing on the Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Program. The purpose is to demonstrate projects focused on advanced smart city or community technologies and systems in a variety of communities to improve transportation efficiency and safety. The United States Department of Transportation (USDOT) is emphasizing technology interventions to solve real-world challenges and build data and technology capacity and expertise in the public sector with funding provided for \$500 million over five years (\$100 million per year). The first year will consist of 30 to 50 planning grants with a \$2 million maximum grant and no local match for planning grants. In the later years, there will be implementation grants up to \$15 million, limited to planning grant recipients. The Notice of Funding Opportunity (NOFO) was issued on September 19, 2022, with the application deadline of November 18, 2022. Eligible applicants include State, political subdivision of State, tribe, transit agency, public toll authority, metropolitan planning organizations (MPO), and groups of eligible entities. Funding is split as follows: large communities (>400k) is 40 percent; midsized communities at 30 percent; and rural/regional partnerships are at 30 percent. Planning project recipients should build internal buy-in and partnerships with stakeholders to refine and prototype their concepts and report on results. At the conclusion, recipients should have the information to either create a fully realized implementation plan with robust performance metrics or to make an informed decision not to proceed with the concept. Eligible projects include coordinated automation, connected vehicles, intelligent sensor-based infrastructure, systems integration, commerce delivery and logistics, innovative aviation technology, smart grid for electric vehicles, and smart technology for traffic signals. USDOT seeks project benefits of safety, reliability, resiliency, equity, access, climate, partnerships, and integration. Funding priorities for USDOT are fit, scale, and adoption; data sharing, cybersecurity, and privacy; workforce development; and measurement and validation. Staff outreach efforts began on June 21, 2022, with a North Central Texas Council of Governments (NCTCOG) staff briefing and was followed up with a briefing for Surface Transportation Technical Committee members and regional partners on June 28, 2022.– On August 2, 2022, staff distributed notice of a USDOT webinar on the SMART program.–The NOFO and various brainstorming sessions were distributed on September 20, 2022..Local partners filing SMART grant applications should request NCTCOG letters of support requests by November 4, 2022. The Advanced Transportation Technology and Innovation (ATTAIN) program is a continuation of the Advanced Transportation and Congestion Management Technologies Deployment program with \$60 million a year, five to ten awards up to \$12 million apiece, and 20 percent local match required. ATTAIN projects should: Reduce fatalities, injuries, traffic congestion, emissions; improve travel time reliability; optimize multimodal system performance; improve access to transportation alternatives; integrate payment systems; integrate multimodal transportation information; or result in transportation-related cost savings. The USDOT ATTAIN priorities are climate, resiliency, environmental justice, equity, removing barriers to opportunity, and job creation.

9. **Environmental Protection Agency Reclassification Dallas-Fort Worth Nonattainment**

**Area:** Nicholas Van Haasen provided an update on the ozone standard reclassifications for the Dallas-Fort Worth (DFW) nonattainment area. Based on monitored ozone data between 2018 – 2020, the region failed to reach attainment for both the 2008 and 2015 ozone National Ambient Air Quality Standards by the 2021 deadline. As a result, the Environmental Protection Agency (EPA) proposed to reclassify the area for each of these standards. North Central Texas Council of Governments staff will continue to coordinate with staff from the Texas Commission on Environmental Quality (TCEQ) and the EPA with the impacts this action will have on the region and reaching attainment of both ozone standards. NCTCOG's Nonattainment region was required to attain the 2008 ozone standard by July 20, 2021, and the 2015 ozone standard by August 3, 2021. The EPA's Final Determination was issued on September 15, 2022, reclassifying the region from Serious to Severe for the 2008 ozone standard and from Marginal to Moderate for the 2015 ozone standard. The reclassification becomes effective 30 days after that action is published into the Federal Register. The new attainment deadlines for the 2008 Ozone standard reclassify the region from serious to severe, with attainment required no later than July 20, 2027, based on 2024-2026 Ozone Monitor Data. Air Quality Plan – State Implementation Plans (SIP) revisions by TCEQ are due 18 months after effective date modeling, based on analysis year 2026 for the 2008 standard. The new attainment deadlines for the 2015 NAAQS Attainment Date reclassify the region from marginal to moderate and require the region to reach attainment no later than August 3, 2024, based on 2021-2023 Ozone Monitor Data. Air Quality Plan (SIPs) revisions by TCEQ due January 1, 2023, modeling based on analysis year 2023, for the 2015 standard. SIP revisions to be updated by the Texas Commission on Environmental Quality (TCEQ) as a result of reclassifications. Statewide Implementation Plans include emissions from multiple sectors such as on-road vehicles, non-road engines, off-road engines, area sources, point sources, oil and gas, and biogenic sources. The two types of SIPs are: 1) Reasonable Further Progress SIP – to ensure at least 3 percent reduction of ozone precursor emissions (Oxides of Nitrogen (NOX)) and Volatile Organic Compounds (VOC) per year and 2) Attainment Demonstration SIP – forecasts compliance to ozone NAAQS. NCTCOG staff's ongoing efforts include the Management and Operations and Air Quality and Safety Program, Federal Performance Measures (PM3) CMAQ Targets, Appendix H: Weight of Evidence (Voluntary Measures), Emission Reductions Control Strategy Catalog, RTC's Legislative Agenda for Air Quality Programs such as the TERP – Diesel Retrofit Program and Fraudulent Paper Registration Tags, national review of transportation control strategies, and continued collaboration with TCEQ and EPA on regional impacts of reclassification and engaging in a concerted effort to attainment.

10. **Fast Facts:** Staff presentations were not given. Information was provided to members electronically for the following items.

1. East/West Equity Update (Electronic Item 10.1)
2. North Texas Center for Mobility Technologies Project Tracking (Electronic Item 10.2)
3. Air Quality Funding Opportunities for Vehicles  
([www.nctcog.org/aqfunding](http://www.nctcog.org/aqfunding))
4. Dallas-Fort Worth Clean Cities Events  
(<https://www.dfwcleancities.org/events>)
5. 2022 Ozone Season Update (Electronic Item 10.3)
6. National Drive Electric Week (Electronic Item 10.4)
7. Local Clean Air Project Spotlight (Electronic Item 10.5)

8. Car Care Awareness Community Partnerships (Electronic Item 10.6)
9. August Public Meeting Notice (Electronic Item 10.7)
10. October Public Meeting Notice (Electronic Item 10.8)
11. Public Comments Report (Electronic Item 10.9)
12. Written Progress Reports:
  - Partner Progress Reports (Electronic Item 10.10)

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

12. **Next Meeting**: The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on October 28, 2022.

Adjourned at 2:38 PM.



North Central Texas Council of Governments

TO: Surface Transportation Technical Committee

DATE: October 21, 2022

FROM: Vickie Alexander  
Program Manager

SUBJECT: Modifications to the FY2022 and FY2023 Unified Planning Work Program for Regional Transportation Planning

The Unified Planning Work Program for Regional Transportation Planning (UPWP) is required by federal and State transportation planning regulations and provides a summary of the transportation and related air quality planning tasks to be conducted by Metropolitan Planning Organization (MPO) staff. The FY2022 and FY2023 UPWP was approved by the Regional Transportation Council and NCTCOG Executive Board in July 2021 and identifies the activities to be carried out between October 1, 2021, and September 30, 2023.

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

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

- 2.01 Travel Forecasting Support – Preston Road/Beltline Road Intersections Analysis (add initiative and \$50,000 Transportation Planning Funds [TPF] to support the analysis of select intersections along Preston Road/Beltline Road)
- 2.01 Travel Forecasting Support – Identification of Employment-Housing Imbalances in the Region (add initiative and \$100,000 TPF for data analysis and technical support for the development of tools that can be used to identify employment-housing imbalances as part of the transportation planning process in relevant corridors and planning areas)
- 5.03 Land-use/Transportation Initiatives – Increasing Safe and Accessible Transportation Options (add dedicated initiative to support and track planning activities related to Complete Streets and Context Sensitive Design in response to the Infrastructure Investment and Jobs Act; existing TPF will be utilized)

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

FY2023 Budget Adjustments:

A reallocation of resources across various UPWP Subtasks, are noted in the tables below, resulting from NCTCOG's FY2023 budget development. The changes are highlighted by funding source – Transportation Planning Funds and non-Transportation Planning Funds (Congestion Mitigation and Air Quality Improvement Program [CMAQ], Department of Energy [DOE], Federal Transit Administration [FTA], Local, Regional Toll Revenue [RTR], and Surface Transportation Block Grant Program [STBG]).

**FY2022 and FY2023 Allocation of Transportation Planning Funds**

Subtask	Subtask Title	2-Year Totals		
		Current	Proposed	Variance
1.01	Community Outreach	\$4,372,900	\$4,393,900	\$21,000
1.02	Program and Policy Administration	\$819,100	\$770,550	(\$48,550)
1.03	Fiscal Management and Information Systems	\$0	\$0	\$0
1.04	Computer System Applications and Data Management	\$765,200	\$767,200	\$2,000
	<b>Subtask 1 - Administration and Management</b>	<b>\$5,957,200</b>	<b>\$5,931,650</b>	<b>(\$25,550)</b>
2.01	Travel Forecasting Support	\$1,922,800	\$1,907,300	(\$15,500)
2.02	Transportation Data Development	\$463,400	\$464,100	\$700
2.03	Demographic Data and Forecasts	\$1,244,900	\$1,257,700	\$12,800
	<b>Subtask 2 - Transportation Data Development and Maintenance</b>	<b>\$3,631,100</b>	<b>\$3,629,100</b>	<b>(\$2,000)</b>
3.01	Transportation Project Programming	\$2,899,200	\$2,906,700	\$7,500
3.02	Regional Air Quality Planning	\$1,078,700	\$1,297,200	\$218,500
3.03	Air Quality Management and Operations	\$0	\$0	\$0
3.04	Public Transportation Planning	\$1,705,900	\$1,704,900	(\$1,000)
3.05	Transit Management and Operations	\$0	\$0	\$0
	<b>Subtask 3 - Short-Range Planning and Programming, and Air Quality and Transit Operations</b>	<b>\$5,683,800</b>	<b>\$5,908,800</b>	<b>\$225,000</b>

**FY2022 and FY2023 Allocation of Transportation Planning Funds (Continued)**

Subtask	Subtask Title	2-Year Totals		
		Current	Proposed	Variance
4.01	Metropolitan Transportation Planning	\$2,490,000	\$2,477,900	(\$12,100)
4.02	Coordination of Transportation and Environmental Planning Processes	\$527,200	\$511,600	(\$15,600)
4.03	Ensuring Equity, Nondiscrimination, and Environmental Justice in MPO Planning/Program Activities	\$413,900	\$453,900	\$40,000
4.04	Performance-Based Planning and Coordination	\$336,800	\$339,400	\$2,600
4.05	Understanding Public Return on Investment for Transportation Funding	\$98,200	\$98,200	\$0
4.06	Regional Passenger Rail Planning and Evaluation Process Development	\$100,000	\$105,800	\$5,800
	<b>Subtask 4 – Metropolitan Transportation Plan</b>	<b>\$3,966,100</b>	<b>\$3,986,800</b>	<b>\$20,700</b>
5.01	Regional Transportation Studies	\$1,376,400	\$1,366,400	(\$10,000)
5.02	Subarea Studies and Local Government Assistance	\$1,319,600	\$1,314,600	(\$5,000)
5.03	Land-Use/Transportation Initiatives	\$973,700	\$904,200	(\$69,500)
5.04	Transportation Asset Management	\$194,700	\$203,700	\$9,000
5.05	Congestion Management Planning and Operations	\$1,296,200	\$1,317,800	\$21,600
5.06	Regional Freight Planning	\$0	\$0	\$0
5.07	Transportation System Security and Emergency Preparedness	\$63,500	\$65,000	\$1,500
5.08	Roadway and Railroad Safety	\$633,900	\$642,800	\$8,900
5.09	Regional Aviation Planning and Education	\$125,900	\$260,600	\$134,700
5.10	Regional Military and Community Coordination	\$193,000	\$193,000	\$0
5.11	Transportation Technology and Innovation Program	\$688,400	\$606,400	(\$82,000)
5.12	Red River Navigation System Feasibility Study	\$0	\$0	\$0
5.13	North Texas Center for Mobility Technologies	\$0	\$0	\$0
	<b>Subtask 5 – Special Studies</b>	<b>\$6,865,300</b>	<b>\$6,874,500</b>	<b>\$9,200</b>
	<b>Funding Totals</b>	<b>\$26,103,500</b>	<b>\$26,330,850</b>	<b>\$227,350</b>



**Non-TPF FY2023 Budget Adjustments**

<b>Funding Source</b>	<b>Amount</b>	<b>UPWP Subtasks</b>
CMAQ	\$66,000	1.01 Community Outreach – Increase \$66,000
DOE	\$104,000	3.03 Air Quality Management and Operations – Increase \$104,000
FTA	\$67,000	5.03 Land-use/Transportation Initiatives – Increase \$67,000
Local	\$208,000	5.03 Land-use/Transportation Initiatives – Increase \$17,000 5.12 Red River Navigation System Feasibility Study – Increase \$191,000
RTR	\$50,000	5.05 Congestion Management Planning and Operations – Increase \$50,000
STBG	\$173,000	3.01 Transportation Project Programming – Increase \$58,000 5.04 Transportation Asset Management – Increase \$71,000 5.05 Congestion Management Planning and Operations – Increase \$44,000

**Specific Projects:**

- I. Introduction – E. Planning Issues and Emphasis (update text, including Exhibit I-7, Planning Emphasis Areas, to reflect new Federal Highway Administration and Federal Transit Administration Planning Emphasis Areas and how NCTCOG is addressing or plans to address each of these areas)
- 1.04 Computer System Applications and Data Management – Database and Geographic Information System Management (program additional \$404,400 TPF to support ongoing activities related to the management of numerous and various data and Geographic Information System technologies for transportation projects and programs.
- 1.04 Computer System Applications and Data Management – Regional Digital Aerial Imagery (program additional \$606,200 Surface Transportation Block Grant [STBG] Program funds and \$151,600 Texas Department of Transportation [TxDOT] funds to support ongoing activities related to the collection of digital imagery and update text to reflect additional work activities)
- 2.01 Travel Forecasting Support – Transportation Analytical Forecasting Tool (update text to reflect collaboration with the Argonne National Laboratory to improve the usability of NCTCOG's future travel model as part of Argonne's Department of Energy grant award that will extend Metropolitan Planning Organization modeling capabilities)

- 3.03 Air Quality Management and Operations – On-road Vehicle Emissions Project (delete project and remove \$2,475,000 STBG funds, matched with Transportation Development Credits [TDCs], as a result of the determination by the Federal Highway Administration that the project is not eligible for STBG funding)
- 3.03 Air Quality Management and Operations – Air Quality Initiatives: Fleets, Consumers, and Communities (program additional \$1,737,000 STBG funds, matched with TDCs, to support ongoing activities to reduce emissions from the transportation sector and update text to reflect consideration of the Justice40 initiative)
- 3.03 Air Quality Management and Operations – Clean Fleet Technologies Program (update text to reflect administration of a Call for Projects to fund EV charging stations, which will consider the Justice40 initiative in project selection)
- 3.03 Air Quality Management and Operations – Dallas-Fort Worth Clean Cities (update text to reflect consideration of the Justice40 initiative)
- 3.04 Public Transportation Planning – Regional Public Transportation Coordination (update text to reflect consideration of the Justice40 initiative)
- 3.05 Transit Management and Operations – Sustainability and Innovative Solutions for Transit (program additional \$523,000 Regional Toll Revenue [RTR] funds to support ongoing activities related to the coordination and implementation of sustainable transit initiatives and innovative solutions, and update text to reflect consideration of the Justice40 initiative)
- 3.05 Transit Management and Operations – Strategic Partnership Program (update text to reflect consideration of the Justice40 initiative)
- 4.03 Ensuring Equity, Nondiscrimination, and Environmental Justice in MPO Planning/Program Activities (update text to reflect consideration of the Justice40 initiative)
- 4.03 Ensuring Equity, Nondiscrimination, and Environmental Justice in MPO Planning/Program Activities – Planning to Address Transit Needs in Fort Worth's 76104 Zip Code (update text to reflect that the grant award was received in Fiscal Year [FY] 2022 and work will begin in FY2023 rather than FY2022 as initially anticipated)
- 5.01 Regional Transportation Studies – Corridor Studies/Environmental Studies Support (update text to add Spur 394 to the list of anticipated corridors for study using Texas Department of Transportation funds)
- 5.01 Regional Transportation Studies – High-Speed Passenger Technology (update text to reflect analysis of corridor-adjacent land use and infrastructure modifications and needs associated with high-speed rail station locations)

- 5.02 Subarea Studies and Local Government Assistance – Comprehensive Transportation Planning Studies and Technical Support (update text to add Love Field Surface Transportation Planning Study as a Category 1 roadway project)
- 5.03 Land-use/Transportation Initiatives – Regional Pedestrian Safety and Bicycle Safety Plans (update text to reflect the monitoring of safety strategies and countermeasures included in local safety action plans)
- 5.03 Land-use/Transportation Initiatives – Sustainable Development Initiatives (rename element and update text to remove language associated with school sitings and parking, and add language pertaining to housing and transportation analysis, transportation and sustainable stormwater projects and practices, and coordination with NCTCOG's Environment and Development Department)
- 5.05 Congestion Management Planning and Operations – Auto Occupancy Detection Program (program additional \$495,700 STBG funds and \$99,600 TxDOT funds to support ongoing activities to use technology to verify auto occupancy on the transportation system)
- 5.05 Congestion Management Planning and Operations – Regional Vanpool Program (program additional \$512,000 STBG funds, matched with TDCs, to support ongoing activities related to implementation of the regional vanpool program to reduce single-occupancy commuter trips)
- 5.05 Congestion Management Planning and Operations – Regional Trip Reduction Program (program additional \$443,000 STBG funds, matched with TDCs, to support ongoing activities aimed at educating private- and public-sector employers in the region about available Travel Demand Management programs and strategies that reduce single-occupancy vehicle trips for work purposes)
- 5.06 Regional Freight Planning – Regional Goods Movement (update text to change funding source from United States Department of Transportation [USDOT] Better Utilizing Investments to Leverage Development [BUILD] Grant funds to Federal Transit Administration funds for potential pass-through administrative costs for the North Texas Multimodal Operations Velocity Efficiency and Safety Program [NT MOVES])
- 5.06 Regional Freight Planning – Regional Goods Movement (add initiative and \$387,800 TPF, for planning activities in FY2023 related to the movement of freight within and through the Dallas-Fort Worth region such as support for rail and freight committees, public outreach, environmental justice considerations, the Freight Mobility Plan, and freight land-use related planning documents)

- 5.06 Regional Freight Planning – Regional Goods Movement (program additional \$177,000 STBG funds, matched with TDCs, to support ongoing activities related to truck traffic, rail freight, and other freight movement issues within and through the Dallas-Fort Worth region; update text to add a Truck Routing Analysis as an anticipated product; and remove language related to committee support and the Freight Mobility Plan, as these activities will be funded with Transportation Planning Funds in FY2023 rather than STBG funds)
- 5.08 Roadway and Railroad Safety – Transportation Safety Planning (program additional \$580,000 STBG funds, matched with TDCs, to support ongoing activities related to the development and implementation of safety programs and tools to improve safety on the roadway system; and update text to include the inventorying and monitoring of safety strategies and countermeasures included in local safety action plans)
- 5.10 Regional Military and Community Coordination – Naval Air Station Joint Reserve Base Fort Worth Land Use and Community Outreach Implementation (add \$60,000 Regional Transportation Council [RTC] Local funds to support continued activities of the Regional Coordination Committee relative to development around the Base)
- 5.10 Regional Military and Community Coordination – Surface Access to Critical Infrastructure (update text to reflect the inclusion of planning activities related to the Strategic Highway Network [STRAHNET] and connections between the STRAHNET and military installations)
- 5.11 Transportation Technology and Innovation Program – Dallas-Fort Worth Freight Optimization Corridors (program an additional \$4,579,000 STBG funds, matched with TDCs, to support ongoing staff activities aimed at optimizing the flow of trucks between freight hubs and expressways in the region and to support consultant activities in FY2023)
- VIII. Overview of Work Program Funding (update Exhibit VIII-1, FY2022 and FY2023 TPF Programming Summary, to reflect a decrease of \$167,509 in NCTCOG's FY2022 allocation of Federal Transit Administration 5303 Transportation Planning Funds, an increase of \$1,197,480 in NCTCOG's FY2022 allocation of Federal Highway Administration PL 112 Transportation Planning Funds, and a decrease of \$55,267 in carry-over Transportation Planning Funds from FY2021)
- VIII. Overview of Work Program Funding (update Exhibit VIII-3, Anticipated Equipment/Software Purchases/Leases, to reflect an increase of \$2,000 TPF for video equipment in Subtask 1.04 and addition of \$15,000 TPF for traffic simulation modeling software in Subtask 2.01)

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

- 5.03 Land-use/Transportation Initiatives – South Dallas Improved Bicycle/Pedestrian Routes to Rail and Transit Technology Upgrades (add initiative and \$78,375 USDOT funds, \$19,708 Congestion Mitigation and Air Quality Improvement Program funds, \$19,708 RTR funds, and \$19,709 local funds for FY2023 to reflect receipt of FY2022 Rebuilding American Infrastructure with Sustainability and Equity [RAISE] grant award)

Please contact Vercie Pruitt-Jenkins at (817) 608-2325 or [VPruitt-Jenkins@nctcog.org](mailto:VPruitt-Jenkins@nctcog.org) or me at (817) 695-9242 or [valexander@nctcog.org](mailto:valexander@nctcog.org) if you have any questions or comments regarding these proposed modifications to the FY2022 and FY2023 UPWP prior to the Surface Transportation Technical Committee meeting. A recommendation will be requested at the meeting for Regional Transportation Council approval of the proposed modifications, as well as direction for staff to administratively amend the Transportation Improvement Program and other administrative/planning documents, as appropriate, to reflect the approved modifications.

vpj  
Attachment

## AMENDMENT #4 TO THE FY2022 AND FY2023 UNIFIED PLANNING WORK PROGRAM

### I. Introduction

#### E. Planning Issues and Emphasis

In 2014, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have jointly issued Planning Emphasis Areas to be addressed in the Unified Planning Work Program (UPWP). These three emphasis areas are identified in Exhibit I-7A and include: 1) Transition to Performance-Based Planning and Programming; 2) Regional Models of Cooperation – Ensure a Regional Approach to Transportation Planning by Promoting Cooperation and Coordination Across Transit Agency, Metropolitan Planning Organization, and State Boundaries; and 3) Ladders of Opportunity – Access to Essential Services. In 2021, FHWA and FTA jointly issued new Planning Emphasis Areas. These eight new areas are identified in Exhibit I-7B and include: 1) Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future, 2) Equity and Justice<sup>40</sup> in Transportation Planning, 3) Complete Streets, 4) Public Involvement, 5) Strategic Highway Network (STRAHNET)/US Department of Defense Coordination, 6) Federal Land Management Agency (FLMA) Coordination, 7) Planning and Environment Linkages (PEL), and 8) Data in Transportation Planning. Included in this these exhibits are examples of how the North Central Texas Council of Governments (NCTCOG) is addressing or plans to address each of these areas.

**EXHIBIT I-7B**  
**2021 Planning Emphasis Areas**

Emphasis Area	Work Program Subtasks Addressing Emphasis Area	Funding Source
<p><b>Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future</b></p> <p>Federal Highway Administration (FHWA) divisions and Federal Transit Administration (FTA) regional offices should work with State Departments of Transportation (State DOT), Metropolitan Planning Organizations (MPO), and providers of public transportation to ensure that our transportation plans and infrastructure investments help achieve the national greenhouse gas reduction goals of 50 to 52 percent below 2005 levels by 2030, and net-zero emissions by 2050, and increase resilience to extreme weather events and other disasters resulting from the increasing effects of climate change. Field offices should encourage State DOTs and MPOs to use the transportation planning process to accelerate the transition toward electric and other alternative fueled vehicles, plan for a sustainable infrastructure system that works for all users and undertake actions to prepare for and adapt to the impacts of climate change. Appropriate Unified Planning Work Program work tasks could include identifying the barriers to, and opportunities for, deployment of fueling and charging infrastructure; evaluating opportunities to reduce greenhouse gas emissions by reducing single-occupancy vehicle trips and increasing access to public transportation; shifting to lower emission modes of transportation; and identifying transportation system vulnerabilities to climate change impacts and evaluating potential solutions. We encourage you to visit FHWA's <a href="#">Sustainable Transportation</a> or FTA's <a href="#">Transit and Sustainability</a> webpages for more information.</p> <p><i>(See <a href="#">EO 14008</a> on “Tackling the Climate Crisis at Home and Abroad,” <a href="#">EO 13990</a> on “Protecting Public Health and the Environment and Restoring Science to Tackle the Climate Crisis.” <a href="#">EO 14030</a> on “Climate-Related Financial Risk,” See also <a href="#">FHWA Order 5520</a> “Transportation System Preparedness and Resilience to Extreme Weather Events,” FTA’s “<a href="#">Hazard Mitigation Cost Effectiveness Tool</a>,” FTA’s “<a href="#">Emergency Relief Manual</a>,” and “<a href="#">TCRP Document 70: Improving the Resilience of Transit Systems Threatened by Natural Disasters</a>”)</i></p>	<p><b>1.04 Computer System Applications and Data Management:</b> Various datasets related to the impact of the transportation system on the climate crisis are compiled, analyzed, and distributed to support performance-based planning and other transportation planning activities.</p> <p><b>2.01 Travel Forecasting Support:</b> Work on the Transportation Analytical Forecasting Tool includes maintenance and enhancement of the regional travel model that enables the estimation of greenhouse gas and other air quality pollutants for various demographic and transportation infrastructure scenarios. The Regional Dynamic Traffic Assignment Model and the Regional Travel Model Application Support projects also provide capabilities in measuring resilience for natural disasters and simulation tools for development of response plans.</p> <p><b>3.01 Transportation Project Programming:</b> The transportation programming process considers the reduction of air quality emissions and resiliency within the transportation system in the project selection process.</p> <p><b>3.02 Regional Air Quality Planning:</b> NCTCOG staff participates in conducting greenhouse gas emissions inventories to evaluate ambient pollutant levels to benchmark and facilitate emission reduction strategy prioritization such as the production of a greenhouse gas emission reduction strategy toolkit for North Texas. The inventories and benchmarks aid in proper impact assessments of reduction strategies and performance measure implementation.</p> <p><b>3.03 Air Quality Management and Operations:</b> NCTCOG serves as the host agency for Dallas-Fort Worth Clean Cities, which works to advance adoption of alternative fuels and other energy conservation technologies (e.g., idle reduction). Substantial work is underway related to transportation electrification across both public and private fleets, planning for infrastructure to support zero-emission vehicles, and advancing consumer awareness of electric vehicles.</p>	<p>TPF</p> <p>TPF, STBG</p> <p>TPF for staff efforts, generally CMAQ for air quality projects, will use CRP funds in the future</p> <p>TPF</p> <p>CMAQ, STBG, DOE, EPA, FHWA, Local, TCEQ</p>



Emphasis Area	Work Program Subtasks Addressing Emphasis Area	Funding Source
	<p><b>3.05 Transit Management and Operations:</b> As a designated recipient of FTA grant funds for the urbanized areas, general responsibilities include program administration, implementation, and oversight of subgrantees and increased access to public transportation through the Transit Strategic Partnership Program. Also, the Enhancing Mobility within Southern Dallas Inland Port project will increase access to on-demand services and electric vehicles will be procured to deliver public transportation services.</p> <p><b>4.01 Metropolitan Transportation Planning:</b> The long-range transportation plan for the region includes extensive plans for a multimodal approach to reduce single-occupancy vehicle trips, as well as increase the reach of public transportation in a fast-growing region.</p> <p><b>4.02 Coordination of Transportation and Environmental Planning Processes:</b></p> <p><u>Planning and Environmental Linkages (PEL)</u> – In developing a framework for early planning stage consideration of environmental, community, and economic goals, and then advancing those goals into all subsequent project development stages to affect construction and mitigation, approaches to address climate change adaptation and resiliency are integrated into the transportation decision-making process.</p> <p><u>Environmental Stewardship Program</u> – Mitigation-based planning and engineering studies directed toward constructed wetlands and increasing tree canopy coverage address transportation system vulnerabilities to climate change impacts by alleviating flood risks, minimizing urban heat island effects, and sequestering greenhouse gas emissions.</p> <p><u>Denton Greenbelt Project</u> – Optimizing sustainability considerations for a planned roadway expansion across the Denton Greenbelt ensures long-term viability and adaptability of a critical riverine and greenspace habitat against future climate change impacts.</p>	<p>FTA</p> <p>TPF</p> <p>TPF</p> <p>RTR</p> <p>RTC Local</p>

Emphasis Area	Work Program Subtasks Addressing Emphasis Area	Funding Source
	<p><u>Blue-Green-Grey Silo-Busting Initiatives</u> – Multidisciplinary collaboration and integrated solutions between environmental stewardship and transportation infrastructure projects encourage greater replication of climate change resiliency measures, including use of green infrastructure and biofiltration.</p> <p><u>Integrated Planning for Regional Transportation, Urban Development, and Stormwater Management</u> – With rapid demographic growth and urbanization projected throughout the Upper Trinity River Watershed upstream of the Dallas-Fort Worth core, the combined effects of climate change, loss of natural ground cover, and increased impervious surfaces exacerbate flood risks for people, infrastructure, and community resources both in existing and newly developed areas. This comprehensive planning effort will assess current/future infrastructure and land-use vulnerabilities to flooding, analyze potential lifecycle-based flood prevention and adaptation measures, and determine applicable and replicative public/private-sector delivery and maintenance strategies aimed to equitably reduce flood risk, enhance quality of life, and improve operational capabilities.</p> <p><u>Everman Integrated Stormwater/Flooding Management Study</u> – As a result of increased upstream development, antiquated and/or deficient infrastructure, and effects from climate change, this project will establish a new citywide stormwater baseline to assess flooding risk, integrate new stormwater management practices, and identify transportation needs.</p> <p><u>Forest Hill Drive Planning Study</u> – Upon establishment of a new stormwater baseline out of climate change considerations analyzed from the <i>Everman Integrated Stormwater/Flooding Management Study</i>, a thoroughfare plan review will be conducted to facilitate the future reconstruction/widening of Forest Hill Drive.</p>	<p>RTC Local</p> <p>STBG, RTC Local</p> <p>RTC Local</p> <p>STBG</p>

Emphasis Area	Work Program Subtasks Addressing Emphasis Area	Funding Source
	<p><b>4.04 Performance-Based Planning and Coordination:</b> Understanding the performance of the region's transportation system is critical to understanding its contribution to climate issues. Tracking and establishing targets for performance measures related to non-single-occupant vehicle travel and CMAQ emissions reductions are a key part of this effort. Upcoming performance measures related to greenhouse gas emissions will address this area even more directly.</p> <p><b>5.01 Regional Transportation Studies:</b></p> <p><u>Corridor Studies/Environmental Studies Support</u> – This project provides support in the development and refinement of major regional corridor studies. For corridors identified for improvement in the financially constrained Metropolitan Transportation Plan (MTP), as well as other potential facilities being considered for inclusion in future MTPs, a comprehensive, detailed, and environmentally focused planning study is performed at the corridor level.</p> <p><u>Strategic Corridor Initiatives</u> – This project focuses on advancing critical regional projects through development, approval, and implementation, utilizing demonstration of compliance with merit criteria associated with climate change resiliency and reduced greenhouse gas emissions.</p> <p><u>High-Speed Passenger Technology</u> – Staff efforts are ongoing to support low-emission high-speed travel modes like high-speed rail, maglev, and hyperloop in the region.</p> <p><u>High-Speed Passenger Technology: Dallas-Fort Worth High-Speed Transportation Connections Study</u> – This project identifies opportunities for high-speed transportation connections between Dallas, Arlington, and Fort Worth to eventually connect to a statewide high-speed transportation system serving inter-city passenger movement on a low-emission mode (high-speed rail or hyperloop), removing those trips from the higher-emission roadway and aviation transportation systems.</p>	<p>TPF</p> <p>TPF</p> <p>STBG, RTR, RTC Local</p> <p>RTR, RTC Local</p> <p>STBG</p>

Emphasis Area	Work Program Subtasks Addressing Emphasis Area	Funding Source
	<p><u>Regional Automated Transportation System (ATS) Initiative</u> – This initiative Identifies “last mile” urban connections that may benefit from a grade-separated automated transportation system with electric vehicles removing single-occupant vehicle trips from the congested roadway system, reducing greenhouse gas emissions.</p> <p><u>Regional Passenger Rail Innovative Finance Initiative</u> – This initiative studies feasibility and identifies funding and governance opportunities for regional passenger rail, removing long-distance single-occupant vehicle trips from the congested roadway network.</p> <p><b>5.02 Subarea Studies and Local Government Assistance:</b> Work activities provide an evaluation of multimodal transportation needs within a specific geographic area or along an arterial corridor. Subarea studies are designed to study a specific issue and allow for a comprehensive assessment of general transportation needs within an area prior to examining system alternatives, with assistance to local governments in the development of their thoroughfare plans to reduce congestion and support public transportation options.</p> <p><b>5.03 Land-Use/Transportation Initiatives:</b></p> <p><u>Community Schools and Transportation</u> – The Sustainable Development Safe Routes to School (SRTS) Program is focused on encouraging and enabling more children to safely walk and bicycle to school, reducing reliance on SOVs to transport students to school, and improving student health, traffic congestion, safety, and air quality around schools. The Program will focus on continuing to develop educational opportunities and outreach, technical assistance to cities to support SRTS projects, promotion of SRTS encouragement such as Walk to School Day, and development and promotion of a Safe Routes to School Regional Action Plan.</p>	<p>STBG</p> <p>RTR</p> <p>TPF</p> <p>STBG</p>

Emphasis Area	Work Program Subtasks Addressing Emphasis Area	Funding Source
	<p><u>Dallas Opportunity Zone 1: North Oak Cliff Planning and Conceptual Engineering Study</u> – The future configuration and functionality of thoroughfare streets and viaducts between Downtown Dallas and North Oak Cliff is impacted by infrastructure age, changes to the Dallas levee flood control system, economic development opportunities, and context-sensitive design. Effectiveness of future planning and concept engineering associated with these issues will account for the assessment and mitigation of vulnerabilities associated with climate change impacts.</p> <p><u>Silver Line Transit-Oriented Development Corridor Planning</u> – Through a grant award in FY2022 under the Federal Transit Administration’s Pilot Program for Transit-Oriented Development (TOD) Planning, the Dallas Area Rapid Transit (DART) Silver Line TOD Plan will coordinate with several cities, Dallas Fort Worth International Airport, University of Texas at Dallas, DART, and private-sector partners along the under-construction Silver Line passenger rail corridor to advance equitable and connected TOD opportunities at nine future regional rail stations. The plan will analyze pedestrian and bicycle access to stations, collect parking data, and evaluate opportunities for land-use policy to support increased access to workforce housing and jobs.</p> <p><u>Smart Transit Corridors and Walkable Places</u> – This Program reviews opportunities for transportation choice through coordinated land use and transportation policy together with effectively developing or redeveloping multimodal corridors and achieving improved transportation outcomes. The program focuses on multimodal strategies to increase non-single-occupancy transportation options in the region through coordinated land use and transportation planning in priority transit corridors and walkable neighborhoods.</p> <p>The priority locations will be identified based on regional data and coordination with partner agency staff. Planning work for applicable corridors and locations may include existing conditions analysis and mapping, visioning, data collection, stakeholder engagement, investigations on best practices, pilot implementation, and development of regional, corridor, or area plans.</p>	<p>STBG</p> <p>FTA, RTC Local</p> <p>STBG</p>

Emphasis Area	Work Program Subtasks Addressing Emphasis Area	Funding Source
	<p><b>5.04 Transportation Asset Management:</b></p> <p><u>National Highway System Infrastructure Performance Measures and Transportation Asset Management Plan Coordination and Reporting</u> – State Departments of Transportation (DOTs) are required under Section 11105 of the Bipartisan Infrastructure Law to consider extreme weather and resilience as part of the lifecycle planning and risk management analyses supporting State Transportation Asset Management Plans (TAMPs). Because TAMPs result from investment strategies on National Highway System (NHS) facilities according to pavement and bridge performance targets coordinated between State DOTs and Metropolitan Planning Organizations, NCTCOG coordinates with TxDOT on TAMP implementation and aids with target progress reporting and gap analyses. Identification and integration of resiliency-based asset management principles and best practices, particularly in conjunction with off-system NHS owners, is critical to optimize lifecycle costs and functionality of the overall roadway system.</p> <p><u>Asset Condition-Based Roadway Planning</u> – This project will utilize resilience-based recommendations from University Partnership Program (UPP) studies, the <i>Integrated Planning Study for Regional Transportation, Urban Development, and Stormwater Management</i>, and other initiatives to inform both project- and system-level asset planning studies. Incorporating climate change impact and greenhouse gas emission factors, this work will aid in systemwide multimodal criticality and vulnerability assessments, identifying customized durability enhancements for transportation infrastructure, and improved decision-making and economic justification for increased development and prioritization of projects targeted for resiliency.</p>	<p>STBG</p> <p>TPF</p>

Emphasis Area	Work Program Subtasks Addressing Emphasis Area	Funding Source
	<p><b>5.05 Congestion Management Planning and Operations:</b> NCTCOG's Congestion Management Process, in place since 1994, relies heavily on various performance measures as the primary mechanisms for assessing levels of congestion and recommended strategies for alleviating congestion. Both observed and planning performance measures are utilized to score and rank corridors for inclusion in the Congestion Management Process. The evaluation is based on four categories, including alternative roadway infrastructure, modal options, system demand, and system reliability.</p> <p>NCTCOG staff prepares an annual report for Travel Demand Management programs based on observed data collected by NCTCOG and partner agencies; this includes the Vanpool Program and the Regional Trip Reduction Program. Observed data is also collected and utilized to report performance measures for the Regional Traffic Signal Program.</p> <p><b>5.06 Regional Freight Planning:</b> The implementation of <i>Freight North Texas</i> follow-up studies, including the Freight Land Use Analysis and the Freight and Environmental Justice Analysis, as well as the implementation of the new Regional Freight Plan address goods movement strategies related to technology that assist in the transition to clean energy.</p> <p><b>5.10 Regional Military and Community Coordination:</b> Through a grant from the Department of Defense, recommendations from a recent Joint Land Use Study are being implemented under the Regional Military Compatible Use Implementation project. Resilience is very important to the military and several recommendations from the study around Naval Air Station Joint Reserve Base Fort Worth are related to this topic. Work is being done to encourage travel demand reduction strategies for daily commuters as well as reservists to the base. In addition, flooding has been identified as impacting the base as well as surrounding communities (including the transportation system) and efforts are underway to identify the most vulnerable areas and plan mitigation strategies.</p>	<p>TPF</p> <p>TPF, STBG, CMAQ, TxDOT, RTC Local, Local</p> <p>STBG</p> <p>DOD, RTC Local</p>



[illegible]

Emphasis Area	Work Program Subtasks Addressing Emphasis Area	Funding Source
<p>communities that have been denied such treatment, such as Black, Latino, and Indigenous and Native American persons, Asian Americans and Pacific Islanders and other persons of color; members of religious minorities; lesbian, gay, bisexual, transgender, and queer (LGBTQ+) persons; persons with disabilities; persons who live in rural areas; and persons otherwise adversely affected by persistent poverty or inequality. The term “underserved communities” refers to populations sharing a particular characteristic, as well as geographic communities, that have been systematically denied a full opportunity to participate in aspects of economic, social, and civic life, as exemplified by the list in the preceding definition of “equity.” In addition, <a href="#">Executive Order 14008</a> and <a href="#">M-21-28</a> provides a whole-of-government approach to advancing environmental justice by stating that 40 percent of federal investments flow to disadvantaged communities. FHWA division and FTA regional offices should work with State DOTs, MPOs, and providers of public transportation to review current and new metropolitan transportation plans to advance federal investments to disadvantaged communities.</p> <p>To accomplish both initiatives, our joint planning processes should support State and MPO goals for economic opportunity in disadvantaged communities that have been historically marginalized and overburdened by pollution and underinvestment in housing, transportation, water and wastewater infrastructure, recreation, and health care.</p>	<p><b>2.01 Travel Forecasting Support:</b> The Transportation Analytical Forecasting Tool project includes maintenance and enhancement of the regional travel model to be inclusive of variables used in the evaluation of environmental justice such as income and worker status. This project also includes the enhancement of the analytical tools to include transit on-demand service modeling. The Transit Travel Survey encompasses social and environmental justice questions for transit riders. The Limited Access Facility User Survey is designed to understand users of the priced facilities in the region. The Development and Non-Motorized Trips Model is directly related to walk and bike trip data and simulation.</p> <p><b>3.01 Transportation Project Programming:</b> NCTCOG has considered equity and held special consideration of/for environmental justice communities in project selection for many years. For example, project selection criteria often include implementing projects in traditionally underserved communities, increasing public transportation and filling in other service gaps in underserved areas, and improving infrastructure that benefits historically underserved populations.</p> <p><b>3.02 Regional Air Quality Planning:</b> NCTCOG holds quarterly meetings to analyze and coordinate among regional partners to understand the impacts poor air quality has on public health. Equity is one of the main components of the Air Quality Health Task Force, as air pollution has no boundaries, and the disadvantaged communities suffer the most impacts.</p> <p><b>3.03 Air Quality Management and Operations:</b> When implementing emissions-reducing activities such as awarding funding for emissions-reducing vehicle projects, staff reviews project locations in relation to environmental justice and Justice40 communities and considers this when scoring and selecting projects. Staff is incorporating Justice40 into efforts to map areas for new charging infrastructure and development of project scopes around zero-emission vehicle projects, especially in the freight sector.</p>	<p>TPF, STBG</p> <p>TPF for staff efforts, variety of federal funds placed on individual projects</p> <p>TPF</p> <p>CMAQ, STBG, DOE, EPA, FHWA, Local, TCEQ</p>

Emphasis Area	Work Program Subtasks Addressing Emphasis Area	Funding Source
	<p><b>3.04 Public Transportation Planning:</b> Access North Texas, the Regional Public Transportation Plan, includes goals, policies, and strategies to develop transit options for the transportation needs of the disadvantaged, including low-income populations, seniors, and individuals with disabilities, to increase opportunities and access to public transportation.</p> <p><b>3.05 Transit Management and Operations:</b> The Transit Strategic Partnership Program develops projects in collaboration with local partners to introduce or enhance transit services across the region, specifically aimed towards areas with limited or no access to public transportation. Also, the equitable transit fare program develops projects with transit partners to reduce public transportation fares for low-income populations accessing employment opportunities.</p> <p><b>4.01 Metropolitan Transportation Plan:</b> The long-range transportation plan for the region includes extensive plans for a multimodal approach to reduce single-occupancy vehicle trips, as well as increase the reach of public transportation in a fast-growing region. A comprehensive nondiscrimination analysis is performed on the recommendations of the Metropolitan Transportation Plan each time the Plan is updated.</p> <p><b>4.02 Coordination of Transportation and Environmental Planning Processes:</b></p> <p><u>Planning and Environmental Linkages (PEL)</u> – In developing a framework for early planning stage consideration of environmental, community, and economic goals, and then advancing those goals into all subsequent project development stages to affect construction and mitigation, approaches to address equity and environmental justice issues are integrated into the transportation decision-making process.</p>	<p>TPF</p> <p>FTA, RTR</p> <p>TPF</p> <p>TPF</p>

Emphasis Area	Work Program Subtasks Addressing Emphasis Area	Funding Source
	<p><u>Integrated Planning for Regional Transportation, Urban Development, and Stormwater Management</u> – With rapid demographic growth and urbanization projected throughout the Upper Trinity River Watershed upstream of the Dallas-Fort Worth core, the combined effects of climate change, loss of natural ground cover, and increased impervious surfaces exacerbate flood risks for people, infrastructure, and community resources, particularly in historically disadvantaged communities and areas of persistent poverty.</p>	STBG, RTC Local
	<p>This comprehensive planning effort will assess current/future infrastructure and land-use vulnerabilities to flooding, analyze potential lifecycle-based flood prevention and adaptation measures, and determine applicable and replicative public/private-sector delivery and maintenance strategies aimed to equitably reduce flood risk, enhance quality of life, and improve operational capabilities.</p>	
	<p><b>4.03 Ensuring Nondiscrimination and Environmental Justice in MPO Planning/Program Activities:</b> Work includes investigating and integrating public engagement efforts to ensure protected populations are involved in the transportation planning process. Staff holds meetings with NCTCOG Transportation Department program area environmental justice liaisons and reviews staff activities to advise appropriate ways to incorporate Title VI and environmental justice into their program areas. Staff also continues to serve as a Title VI/environmental justice resource for transportation committee members, local government members, and subrecipients.</p>	TPF
	<p>This subtask also includes a planning study of transit needs in Fort Worth's 76104 Zip Code, which includes Census tracts identified as Areas of Persistent Poverty, to identify innovative transit solutions.</p> <p><b>4.04 Performance-Based Planning and Coordination:</b> NCTCOG assesses the performance of the region's current and planned transportation system to ensure that negative impacts are not disproportionately placed on communities of environmental justice concern.</p>	FTA  TPF

Emphasis Area	Work Program Subtasks Addressing Emphasis Area	Funding Source
	<p><b>5.01 Regional Transportation Studies:</b></p> <p><u>Corridor Studies/Environmental Studies Support:</u> This study process presents the opportunity to promote a balanced and multimodal transportation network to improve system interoperability and efficiency, and support the goals of the Metropolitan Transportation Plan, along with sustainability, livability, and community land-use objectives.</p> <p><u>Strategic Corridor Initiatives</u> – This project focuses on advancing critical regional projects through development, approval, and implementation, utilizing demonstration of compliance with merit criteria associated with equity and provisions from the Justice40 Initiative.</p> <p><u>Regional Passenger Rail Innovative Finance Initiative</u> – This initiative studies feasibility and identifies funding and governance opportunities for regional passenger rail removing long-distance single-occupant vehicle trips from the congested roadway network. These passenger rail corridors connect suburban communities with each other and with the urban core and typically parallel high-volume roadway corridors.</p> <p><u>IH 30/Fair Park Street Grid Planning Study: Foundation for CBD/Fair Park Link</u> – This study will develop plans for multimodal reconnections between underserved neighborhoods north and south of IH 30 and advance the concept for the Central Business District/Fair Park Link.</p> <p><b>5.02 Subarea Studies and Local Government Assistance:</b> Work activities provide an evaluation of multimodal transportation needs within a specific geographic area or along an arterial corridor. Subarea studies are designed to study a specific issue and allow for a comprehensive assessment of general transportation needs within an area prior to examining system alternatives, with assistance to local governments in the development of their thoroughfare plans to address underserved population needs and access opportunities.</p>	<p>TPF</p> <p>STBG, RTR, RTC Local</p> <p>RTR</p> <p>STBG, RTC Local</p> <p>TPF</p>

Emphasis Area	Work Program Subtasks Addressing Emphasis Area	Funding Source
	<p><b>5.03 Land-Use/Transportation Initiatives:</b> A comprehensive plan to identify transportation and rehabilitation improvements in the South Boulevard – Park Row Historic District in the city of Dallas will be initiated. This study is intended to help promote revitalization in environmental justice communities and will inventory the quality of the pedestrian, bicycle, street surface, and traffic signal conditions. An inventory of the quality of residential structures will also be assessed. The planning effort will be conducted as an initial assessment on how best to preserve the quality of neighborhood assets and make recommendations to the modernization of the transportation elements.</p> <p><u>Grand Avenue Study (3G: Garland/Gaston/Grand to IH 30)</u> – This planning and engineering study will identify needed improvements to Grand Avenue between Garland Road/Gaston Avenue and IH 30 and will include coordination with adjacent underserved East Dallas neighborhoods. The study will explore context sensitive design options and include a recommendation on a typical cross section including roadway pedestrian and bicycle network connections.</p> <p><u>South Dallas Improved Bicycle/Pedestrian Routes to Rail and Transit Technology Upgrades</u> – This initiative will implement walking and bicycling connections to several rail stations in southern Dallas environmental justice communities, improving connectivity to transit.</p> <p><b>5.04 Transportation Asset Management:</b> Staff will utilize resilience-based recommendations from University Partnership Program (UPP) studies, the <i>Integrated Planning Study for Regional Transportation, Urban Development, and Stormwater Management</i>, and other initiatives to inform both project- and system-level asset planning studies, particularly in historically disadvantaged communities and areas of persistent poverty with disproportionately high quantities of poor condition pavements and bridges. This work will aid in systemwide multimodal criticality and vulnerability assessments, identifying customized durability enhancements for transportation infrastructure, and improved decision-making and economic justification for increased development and prioritization of projects targeted to address both resiliency and equity.</p>	<p>STBG, TDC</p> <p>STBG</p> <p>USDOT, CMAQ, RTR, Local</p> <p>TPF</p>

Emphasis Area	Work Program Subtasks Addressing Emphasis Area	Funding Source
	<p><b>5.05 Congestion Management Planning and Operations:</b> NCTCOG's Congestion Management Process, in place since 1994, relies heavily on various performance measures as the primary mechanisms for assessing levels of congestion and recommended strategies for alleviating congestion. Both observed and planning performance measures are utilized to score and rank corridors for inclusion in the Congestion Management Process. The evaluation is based on four categories, including alternative roadway infrastructure, modal options, system demand, and system reliability.</p> <p>NCTCOG staff prepares an annual report for Travel Demand Management programs based on observed data collected by NCTCOG and partner agencies; this includes the Vanpool Program and the Regional Trip Reduction Program. Observed data is also collected and utilized to report performance measures for the Regional Traffic Signal Program.</p> <p><b>5.06 Regional Freight Planning:</b> The implementation of <i>Freight North Texas</i> follow-up studies, including the Freight Land Use Analysis and the Freight and Environmental Justice Analysis, as well as the new Regional Freight Plan focus on the impact and interactions of freight transportation on underserved communities.</p> <p><b>5.08 Roadway and Railroad Safety:</b> As a component of Transportation Safety Planning, an annual report of roadway observed safety data, including crash data, Traffic Incident Management Program data, and Mobility Assistance Patrol Program data for the Dallas-Fort Worth region is developed.</p> <p><b>5.10 Regional Military and Community Coordination:</b> Transportation to, from, and within communities that surround the Naval Air Station Joint Reserve Base Fort Worth is critical to maintaining the base as an economic asset in the region. Many of the surrounding communities are underserved and disadvantaged communities. Work to improve such corridors as State Highway (SH) 183 and SH 199 fall within such communities. Efforts to bring bicycle/pedestrian improvements to provide transportation options are also included. Work is coordinated with activities in Subtask 5.01.</p>	<p>TPF</p> <p>TPF, STBG, CMAQ, TxDOT, RTC Local, Local</p> <p>STBG</p> <p>TPF</p> <p>TPF</p>

Emphasis Area	Work Program Subtasks Addressing Emphasis Area	Funding Source
	<b>5.11 Transportation Technology and Innovation Program:</b> Staff is implementing projects through the AV2.0 Program that seek to address transportation challenges in underserved communities through 1) workforce development programs (transportation technology, trucking transportation, and goods delivery); 2) sidewalk delivery robot deployments, 3) automated shuttle systems, and 4) expanding broadband access in communities where access is needed but lacking.	STBG, RTC Local
<p><b>Complete Streets</b></p> <p>FHWA division and FTA regional offices should work with State DOTs, MPOs, and providers of public transportation to review current policies, rules, and procedures to determine their impact on safety for all road users. This effort should work to include provisions for safety in future transportation infrastructure, particularly those outside automobiles.</p> <p>A Complete Street is safe, and feels safe, for everyone using the street. FHWA and FTA seek to help federal aid recipients plan, develop, and operate streets and networks that prioritize safety, comfort, and access to destinations for people who use the street network, including pedestrians, bicyclists, transit riders, micro-mobility users, freight delivery services, and motorists. The goal is to provide an equitable and safe transportation network for travelers of all ages and abilities, including those from marginalized communities facing historic disinvestment. This vision is not achieved through a one-size-fits-all solution – each Complete Street is unique and developed to best serve its community context and its primary role in the network.</p> <p>Per the National Highway Traffic Safety Administration's 2019 data, 62 percent of the motor vehicle crashes that resulted in pedestrian fatalities took place on arterials. Arterials tend to be designed for vehicle movement rather than mobility for nonmotorized users and often lack convenient and safe crossing opportunities. They can function as barriers to a safe travel network for road users outside of vehicles.</p>	<p><b>1.04 Computer System Applications and Data Management:</b> Understanding the completeness of existing and planned streets involves incorporating data from numerous sources together into an integrated data product that can be used to holistically assess these transportation facilities. Work is underway to build data management systems that make relating these disparate datasets easier.</p> <p><b>2.01 Travel Forecasting Support:</b> Work on the Transportation Analytical Forecasting Tool, Regional Travel Model Application Support, Regional Dynamic Traffic Assignment Model, Transit Travel Survey, and Non-Motorized Trips Model provide data and analytical tools related to this emphases area.</p> <p><b>3.01 Transportation Project Programming:</b> A significant focus of project selection efforts in the Dallas-Fort Worth region is on Complete Streets type projects that improve multimodal connections for more than just automobiles.</p> <p><b>4.01 Metropolitan Transportation Plan:</b> The long-range transportation plan for the region includes extensive plans for a multimodal approach, including specific recommendations for context-sensitive Complete Streets throughout the region.</p> <p><b>5.01 Regional Transportation Studies:</b> Where transportation-ended investments are contemplated, reasonable alternative strategies for addressing the transportation demands and congestion at a corridor or subarea level of the Metropolitan Planning area are identified and evaluated.</p>	<p>TPF</p> <p>TPF, STBG</p> <p>STBG, CMAQ, TA-set-aside funds</p> <p>TPF</p> <p>TPF</p>



Emphasis Area	Work Program Subtasks Addressing Emphasis Area	Funding Source
<p>To be considered complete, these roads should include safe pedestrian facilities, safe transit stops (if present), and safe crossing opportunities on an interval necessary for accessing destinations. A safe and complete network for bicycles can also be achieved through a safe and comfortable bicycle facility located on the roadway, adjacent to the road, or on a nearby parallel corridor. Jurisdictions will be encouraged to prioritize safety improvements and speed management on arterials that are essential to creating complete travel networks for those without access to single-occupancy vehicles.</p>	<p><u>High-Speed Rail/Cedars Planning Study</u> – This study will include the review of transportation thoroughfare systems over IH 30, including transportation planning in the Cedars neighborhood of Dallas. Multimodal transportation improvement recommendations for the Cedars neighborhood, as well as recommendations for crossing the Trinity River, connecting Oak Farms to the Cedars neighborhood will be identified.</p>	STBG
	<p><b>5.02 Subarea Studies and Local Government Assistance:</b> These studies provide an evaluation of multimodal transportation needs within a specific geographic area or along an arterial corridor. Subarea studies are designed to study a specific issue and allow for a comprehensive assessment of general transportation needs within an area prior to examining system alternatives, with assistance to local governments in the development of their thoroughfare plans in an effort to provide appropriate balance of modal options in the area.</p>	TPF
	<p><b>5.03 Land-Use/Transportation Initiatives:</b> A regional Complete Streets (context sensitive) policy for adoption by the Regional Transportation Council is being prepared to support the development and implementation of local government policies. Staff will be developing a checklist and/or guide for projects with complete/context-sensitive design elements, and a process for considering complete/context-sensitive elements with projects across the jurisdiction being funded by RTC requests/federal funds. In addition, staff provides technical support to local governments for development of local Complete Streets policies, resolutions, and methodologies/applications for performance management.</p>	TPF
	<p><u>Grand Avenue Study (3G: Garland/Gaston/Grand to IH 30)</u> – This planning and engineering study will identify needed improvements to Grand Avenue between Garland Road/Gaston Avenue and IH 30 and will include coordination with adjacent underserved East Dallas neighborhoods. The study will explore context sensitive design options and include a recommendation on a typical cross section including roadway pedestrian and bicycle network connections.</p>	STBG

Emphasis Area	Work Program Subtasks Addressing Emphasis Area	Funding Source
	<p><b>5.08 Roadway and Railroad Safety:</b> As a component of Transportation Safety Planning, an annual report of roadway observed safety data, including crash data, Traffic Incident Management Program data, and Mobility Assistance Patrol Program data for the Dallas-Fort Worth region is developed.</p> <p><b>5.10 Regional Military and Community Coordination:</b> Several projects near Naval Air Station Joint Reserve Base Fort Worth improve access to the base, but also improve mobility for those traveling in the communities. Many of these projects will be complete streets and will consider bicycle/pedestrian accommodations as well as other corridor uses. These projects are specifically SH 183, Meandering Road, and SH 199. Work is coordinated with activities in Subtask 5.01.</p>	<p>TPF</p> <p>TPF</p>
<p><b>Public Involvement</b></p> <p>Early, effective, and continuous public involvement brings diverse viewpoints into the decision-making process. FHWA division and FTA regional offices should encourage MPOs, State DOTs, and providers of public transportation to increase meaningful public involvement in transportation planning by integrating Virtual Public Involvement (VPI) tools into the overall public involvement approach while ensuring continued public participation by individuals without access to computers and mobile devices. The use of VPI broadens the reach of information to the public and makes participation more convenient and affordable to greater numbers of people. Virtual tools provide increased transparency and access to transportation planning activities and decision-making processes. Many virtual tools also provide information in visual and interactive formats that enhance public and stakeholder understanding of proposed plans, programs, and projects. Increasing participation earlier in the process can reduce project delays and lower staff time and costs. More information on VPI is available <a href="#">here</a>.</p>	<p><b>1.01 Community Outreach:</b> Two Virtual Public Involvement opportunities are utilized. Public meetings are now hybrid – offering in-person, virtual, and telephone participation. Meeting materials are mailed to individuals without internet access who request copies. The telephone option does not require an internet connection or travel to the meeting. The second VPI opportunity is the Map Your Experience tool, which allows users to place a virtual pin at a location and document a transportation need or concern. Individuals can comment or “like” others’ comments in the tool and a dashboard makes the comments received available in a transparent manner.</p> <p><b>1.02 Program and Policy Administration:</b> Public review and comment opportunities are offered for the development and modification of the Unified Planning Work Program, following the NCTCOG Transportation Department’s Public Participation Plan and procedures.</p>	<p>TPF</p> <p>Allocation</p>

Emphasis Area	Work Program Subtasks Addressing Emphasis Area	Funding Source
	<p><b>1.04 Computer System Applications and Data Management:</b> Virtual public involvement requires the establishment and maintenance of backend data systems to enable their key functions. Technical development work, ongoing support, and data analysis related to tools like Map Your Experience and others have been essential to bringing these efforts to fruition.</p> <p><b>3.01 Transportation Project Programming:</b> Public involvement is a part of developing and modifying the Transportation Improvement Program and in the project selection process. Virtual public involvement has been increasingly utilized in the last two years.</p> <p><b>3.02 Regional Air Quality Planning:</b> The development of Transportation Conformity and emissions inventories are provided to the public, both with public meetings and through the NCTCOG website.</p> <p><b>3.03 Air Quality Management and Operations:</b> As programs, projects, and policies are developed to impact vehicle emission levels, feedback is solicited through discussions with stakeholders, impacted jurisdictions, elected officials, and most importantly, through engagement with the general public.</p> <p><b>3.04 Public Transportation Planning:</b> Access North Texas, the Regional Public Transportation Plan, includes efforts to increase meaningful public involvement throughout the region to identify strategies to address service gaps, specifically among disadvantaged populations. Efforts include utilizing various virtual tools to gather and incorporate public feedback. Additionally, ongoing transit studies integrate various opportunities for stakeholder input such as virtual and in-person meetings.</p>	<p>TPF</p> <p>TPF</p> <p>TPF</p> <p>CMAQ, STBG, DOE, EPA, FHWA, Local, TCEQ</p> <p>TPF</p>

Emphasis Area	Work Program Subtasks Addressing Emphasis Area	Funding Source
	<p><b>4.01 Metropolitan Transportation Planning:</b> The long-range transportation plan integrates the custom Virtual Public Involvement mapping tool called <a href="#">Map Your Experience</a> into the public participation process. The tool is online anytime, broadening the reach and availability of information sharing between NCTCOG and members of the public. Map Your Experience enhances early and continuous public involvement and provides more meaningful input on residents' needs sooner in the process, which may then inform the suite of policies, programs, and projects recommended in the plan.</p>	TPF
	<p><b>4.03 Ensuring Equity, Nondiscrimination, and Environmental Justice in MPO Planning/Program Activities:</b> Work includes investigating and integrating public engagement efforts to ensure protected populations are involved in the transportation planning process. Staff holds meetings with NCTCOG Transportation Department program area environmental justice liaisons and reviews staff activities to advise appropriate ways to incorporate Title VI and environmental justice into their program areas. Staff will also continue to serve as a Title VI/environmental justice resource for transportation committee members, local government members, and subrecipients.</p>	TPF
	<p><b>4.04 Performance-Based Planning and Coordination:</b> Federal performance measures and other performance-based planning activities are incorporated into public meetings and other avenues of public involvement as required.</p>	TPF
	<p><b>5.01 Regional Transportation Studies:</b> The corridor study process provides information to elected officials, technical staff, the business community, nearby property owners, and the general public on the costs, benefits, and impacts of these alternatives so that an informed decision can be made for a corridor improvement strategy.</p>	TPF
	<p><b>5.02 Subarea Studies and Local Government Assistance:</b> NCTCOG coordinates and communicates with planning partners consistent with NCTCOG's outreach procedures and those of NCTCOG's planning partners. Often these outreach efforts provide opportunities for public input via virtual platforms such as MS Teams and Zoom.</p>	TPF

Emphasis Area	Work Program Subtasks Addressing Emphasis Area	Funding Source
	<b>5.06 Regional Freight Planning:</b> Education on the importance of goods movement is achieved through public outreach Consistent with NCTCOG's outreach procedures. Coordination between private-sector stakeholders and public-sector staff will be initiated through multiple initiatives and meetings. As part of this, Regional Freight Advisory Committee meetings are held, as well as Regional Transportation Council Intermodal/Multimodal/High-Speed Rail/Freight Subcommittee meetings, as needed.	TPF/STBG
<b>Strategic Highway Network (STRAHNET)/US Department of Defense (DOD) Coordination</b>  FHWA division and FTA regional offices should encourage MPOs and State DOTs to coordinate with representatives from DOD in the transportation planning and project programming process on infrastructure and connectivity needs for STRAHNET routes and other public roads that connect to DOD facilities. According to the Declaration of Policy in 23 U.S.C. 101(b)(1), it is in the national interest to accelerate construction of the federal-aid highway system, including the Dwight D. Eisenhower National System of Interstate and Defense Highways, because many of the highways (or portions of the highways) are inadequate to meet the needs of national and civil defense. The DOD's facilities include military bases, ports, and depots. The road networks that provide access and connections to these facilities are essential to national security. The <a href="#">64,200-mile STRAHNET system</a> consists of public highways that provide access, continuity, and emergency transportation of personnel and equipment in times of peace and war. It includes the entire 48,482 miles of the Dwight D. Eisenhower National System of Interstate and Defense Highways and 14,000 miles of other non-Interstate public highways on the National Highway System. The STRAHNET also contains approximately 1,800 miles of connector routes linking more than 200 military installations and ports to the primary highway system. The DOD's facilities are also often major employers in a region, generating substantial volumes of commuter and freight traffic on	<b>1.04 Computer System Applications and Data Management:</b> Ongoing efforts to build and maintain a regional roadway information system will include SHRAHNET connectors as an attribute.  <b>2.01 Travel Forecasting Support:</b> The Transportation Analytical Forecasting Tool and Regional Travel Model Application Support include development of capabilities for connectivity of various transportation networks. TxDOT and the roadway system managed by local cities are seamlessly included in Travel Model Network Development and Maintenance and used by the regional travel model. This inclusion enables the analysts to provide reports and planning activities that includes all interested parties.  <b>3.01 Transportation Project Programming:</b> Coordination occurs with the military and the Livable Communities Team at NCTCOG to identify and fund projects of strategic importance to military installations in the Dallas-Fort Worth region.  <b>4.01 Metropolitan Transportation Planning:</b> The Federal Functional Classification System is the system by which roads are grouped into functional systems according to the type of service and the amount of traffic the facility carries. NCTCOG staff continually monitors this system for the Dallas-Fort Worth region to ensure that roadways serving DOD installations are accurately classified. Federal Function Classification System status is interrelated to both the National Highway System and STRAHNET.	TPF  TPF, STBG  TPF, RTC Local, Category 2, CMAQ, STBG  TPF

Emphasis Area	Work Program Subtasks Addressing Emphasis Area	Funding Source
<p>the transportation network and around entry points to the military facilities. Stakeholders are encouraged to review the STRAHNET maps and recent Power Project Platform (PPP) <a href="#">studies</a>. These can be a useful resource in the State and MPO areas covered by these route analyses.</p>	<p><b>5.01 Regional Transportation Studies:</b> The corridor study process provides information to elected officials, technical staff, the business community, nearby property owners, and the general public on the costs, benefits, and impacts of these alternatives so that an informed decision can be made for a corridor improvement strategy.</p>	<p>TPF</p>
<p><b>Federal Land Management Agency (FLMA) Coordination</b></p> <p>FHWA division and FTA regional offices should encourage MPOs and State DOTs to coordinate with FLMAs in the transportation planning and project programming process on infrastructure and connectivity needs related to access routes and other public roads and transportation services that connect to federal lands. Through joint coordination, the State DOTs, MPOs, Tribal Governments, FLMAs, and local agencies should focus on integration of their transportation planning activities and develop cross-cutting State and MPO long-range transportation plans, programs, and corridor studies, as well as the Office of Federal Lands Highway's developed transportation plans and programs. Agencies should explore opportunities to leverage transportation funding to support access and transportation needs of FLMAs before transportation projects are programmed in the Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP). Each State must consider the concerns of FLMAs that have jurisdiction over land within the boundaries of the State (23 CFR 450.208(a)(3)). MPOs must appropriately involve FLMAs in the development of the metropolitan transportation plan and the TIP (23 CFR 450.316(d)). Additionally, the Tribal Transportation Program, Federal Lands Transportation Program, and the Federal Lands Access Program TIPs must be included in the STIP, directly or by reference, after FHWA approval in accordance with 23 U.S.C. 201(c) (23 CFR 450.218(e)).</p>	<p><b>4.03 Ensuring Equity, Nondiscrimination, and Environmental Justice in MPO Planning/Program Activities:</b> While there are no Tribal Lands within the Dallas-Fort Worth area, several Tribes have expressed interest in coordinating regional transportation needs from a cultural and historic perspective. The Regional Transportation Council adopted Policy P19-01 directing staff to coordinate with Tribal Governments on transportation issues and projects. NCTCOG staff works with all NCTCOG Transportation Department program areas to ensure that coordination occurs as appropriate with assistance from the Federal Highway Administration and the Texas Department of Transportation.</p>	<p>TPF</p>

Emphasis Area	Work Program Subtasks Addressing Emphasis Area	Funding Source
<b>Planning and Environment Linkages (PEL)</b>  FHWA division and FTA regional offices should encourage State DOTs, MPOs, and public transportation agencies to implement PEL as part of the transportation planning and environmental review processes. The use of PEL is a collaborative and integrated approach to transportation decision making that considers environmental, community, and economic goals early in the transportation planning process, and uses the information, analysis, and products developed during planning to inform the environmental review process. PEL leads to interagency relationship building among planning, resource, and regulatory agencies in the early stages of planning to inform and improve project delivery timeframes, including minimizing duplication and creating one cohesive flow of information. This results in transportation programs and projects that serve the community's transportation needs more effectively while avoiding and minimizing the impacts on human and natural resources. More information on PEL is available <a href="#">here</a> .	<b>1.04 Computer System Applications and Data Management:</b> Planning and Environmental Linkages involves bringing together disparate datasets related to planned transportation facilities and natural/environmental resources. Data is assembled and disseminated, as needed, to individual projects. Previous work on this effort has included least-cost analyses to route transportation facilities to minimize their impact on natural resources.	TPF
	<b>2.01 Travel Forecasting Support:</b> Regional Travel Model Application Support provides the analytical connection between planning and environmental studies.	TPF
	<b>2.02 Transportation Data Development:</b> Staff maintains traffic and travel datasets that are used as input to support environmental planning. This project also includes coordination between state and federal sources of data to avoid duplicate purchase and data management efforts.	TPF
	<b>2.03 Demographic Data and Forecasts:</b> The development of an inventory of Land Use and Demographic Data and the Regional Demographic Forecast provides fundamental data for environmental analysis.	TPF
	<b>4.02 Coordination of Transportation and Environmental Planning Processes:</b>  <u>Planning and Environmental Linkages (PEL)</u> – In developing a framework for early planning stage consideration of environmental, community, and economic goals, and then advancing those goals into all subsequent project development stages to affect construction and mitigation, approaches to address interagency relationship building, inclusive communication/interaction, and encourage the effective reduction and mitigation of human/natural environmental impacts are conducted under this initiative.	TPF
	<u>Blue-Green-Grey Silo-Busting Initiatives</u> – This funding program focuses on breaking the silos between water infrastructure, the environment, and transportation infrastructure to help create and fund innovative spaces that combine these components. The goal of the Blue-Green-Grey program is to support innovative pilot projects that provide resources for cities and organizations to use to replicate these ideas throughout the metroplex.	RTC Local

Emphasis Area	Work Program Subtasks Addressing Emphasis Area	Funding Source
	<p><b>5.01 Regional Transportation Studies:</b></p> <p><u>Corridor Studies/Environmental Studies Support</u> – The study process presents the opportunity to promote a balanced and multimodal transportation network to improve system interoperability and efficiency, and support the goals of the Metropolitan Transportation Plan, along with sustainability, livability, and community land-use objectives by coordinating and supporting federal and State environmental documentation processes with NCTCOG’s transportation partners.</p> <p><u>Strategic Corridor Initiatives</u> – This project focuses on advancing critical regional projects through development, approval, and implementation by incorporating PEL principles to increase chances for timely and successful delivery.</p> <p><u>IH 30/Fair Park Street Grid Planning Study: Foundation for CBD/Fair Park Link</u> – This study will include coordination on a common vision for thoroughfare street designs in the study area, with sensitivity for environmental considerations.</p> <p><b>5.02 Subarea Studies and Local Government Assistance:</b> Work activities provide an evaluation of multimodal transportation needs within a specific geographic area or along an arterial corridor. Subarea studies are designed to study a specific issue and allow for a comprehensive assessment of general transportation needs within an area prior to examining system alternatives, with assistance to local governments in the development of their thoroughfare plans by coordinating and supporting federal and State environmental documentation processes with NCTCOG’s transportation partners.</p>	<p>TPF</p> <p>STBG, RTR, RTC Local, TDCs</p> <p>STBG, RTC Local</p> <p>TPF</p>



Emphasis Area	Work Program Subtasks Addressing Emphasis Area	Funding Source
	<p><b>5.10 Regional Military and Community Coordination:</b> Work focuses on last-mile connections from the Naval Air Station Joint Reserve Base Fort Worth to the STRAHNET. This includes participation in projects on the STRAHNET such as IH 30 (including the interchange with SH 183) and IH 820. Simply making improvements to these major freeways is not always enough and work on projects such as SH 199 and SH 183 ensure connection between the major corridors to provide better access from the base. Ensuring that DOD personnel participate in these studies is also included. A Texas Department of Transportation representative sits on the Regional Coordination Committee to understand the importance of the roadway system to sustaining the military mission.</p> <p><b>5.11 Transportation Technology and Innovation Program:</b> Through the Updated Regional Automated Vehicle Program (AV2.0), specifically AV2.1 Regional Planning Assistance for Local Partners, staff will utilize policy and planning guidelines previously developed with experts to assist local partners in planning for transportation in the future by taking into account the wide range of emerging mobility technologies. This tool will allow cities and agencies in North Texas to plan ahead and integrate their future plans with new transportation methods.</p>	<p>TPF</p> <p>STBG</p>
<p><b>Data in Transportation Planning</b></p> <p>To address the emerging topic areas of data sharing, needs, and analytics, FHWA division and FTA regional offices should encourage State DOTs, MPOs, and providers of public transportation to incorporate data sharing and consideration into the transportation planning process, because data assets have value across multiple programs. Data sharing principles and data management can be used for a variety of issues, such as freight, bike and pedestrian planning, equity analyses, managing curb space, performance management, travel time reliability, connected and autonomous vehicles, mobility services, and safety. Developing and advancing data sharing principles allows for efficient use of resources and improved policy and decision making at the State, MPO, regional, and local levels for all parties.</p>	<p><b>1.04 Computer System Applications and Data Management:</b> This emphasis area is a core goal of this subtask. With increasing amounts of data available to support transportation planning activities, tasks related to evaluating, curating, downloading, processing, manipulating, and disseminating data to internal and external stakeholders are all essential. Finding relationships between new and existing datasets is key as well, as the value of data is enhanced when it can be examined along with other data in a cohesive, holistic way. Within this subtask, work is ongoing to create a comprehensive data management system for the MPO that will make many of these tasks easier.</p>	<p>TPF</p>

Emphasis Area	Work Program Subtasks Addressing Emphasis Area	Funding Source
	<b>2.01 Travel Forecasting Support:</b> Improvement and maintenance of the Transportation Analytical Forecasting Tool provides a common platform to integrate data and the forecast in a consistent manner. These products provide a standardized system of communication on this emphasis area.	TPF
	<b>2.02 Transportation Data Development:</b> This project includes the cleanup and management of traffic count and speed data, as well as maintenance of websites, to disseminate the data.	TPF
	<b>2.03 Demographic Data and Forecasts:</b> The improvement and maintenance of the inventory of Land Use and Demographic Data, in addition to other related data products in this subtask, support this emphasis area.	TPF
	<b>3.01 Transportation Project Programming:</b> Through the region's Management and Operations Program, significant resources are allocated to data collection and studies, projects, and programs that utilize the collected data to improve the transportation system in the region.	STBG
	<b>3.02 Regional Air Quality Planning:</b> All air quality data NCTCOG receives from federal agencies and monitoring systems is provided on NCTCOG's "Current Ozone Activity" web page.	TPF
	<b>3.04 Public Transportation Planning:</b> Oversight of federally required transit performance measures support data sharing efforts and ensures that data is incorporated into the planning process.	TPF
	<b>3.05 Transit Management and Operations:</b> Performance measures are included in project management and program oversight for federal formula and discretionary funds for public transportation. Measures for both operations and capital grants are used in the planning process to maximize program outcomes with available funding.	FTA
	<b>4.04 Performance-Based Planning and Coordination:</b> NCTCOG is sharing performance data and metrics with various stakeholders as required. Highlights include the Changing Mobility COVID-19 Metrics dashboard.	TPF

Emphasis Area	Work Program Subtasks Addressing Emphasis Area	Funding Source
	<p><b>5.03 Land-Use/Transportation Initiatives:</b> The Sustainable Development Program continues to measure the success of bicycle and pedestrian modes of alternative transportation and to determine any commuting patterns that may exist. Staff monitors the volume of trips, and directional and time-of-day information for various locations in the Dallas-Fort Worth region to better evaluate facility use and other patterns within the region. A network of regionally significant bicycle and pedestrian corridors, and their nearby access to development, are important quality-of-life components to sustainable development and effective mixed-use development. Daily counts of bicycle and pedestrian users are conducted in various locations in the Dallas-Fort Worth area to better evaluate facility use and other regional patterns. This data is published online and made available through TxDOT's Bicycle and Pedestrian Count Exchange. Staff also updates and maintains a regional database of shared-use paths (trails) and on-street bikeway facilities (existing, funded, and planned facilities) which is published online with data available for local and regional planning.</p> <p><b>5.06 Regional Freight Planning:</b> With the development and implementation of Regional Rail Information System technology, NCTCOG will use real-time rail movement data in the remediation of railroad congestion and delay in the Dallas-Fort Worth region based on current operation and projected rail traffic growth.</p> <p><b>5.11 Transportation Technology and Innovation Program:</b> NCTCOG has launched numerous connected vehicle projects that aim to make use of the ecosystem surrounding connected vehicle technology, open-source travel data, and new technology capable of quickly detecting, processing, and publishing 1) roadway furniture and pavement status, 2) emergency events along travel ways, and 3) work-zone status data.</p>	<p>STBG, Local</p> <p>STBG, BUILD Grant, RTC Local, Local</p> <p>STBG, RTC Local</p>

## 1.04 Computer System Applications and Data Management

### Regional Digital Aerial Imagery

#### *Other Funding Sources*

During FY2022 and FY2023, this project will obtain high-resolution color digital imagery for areas of North Central Texas. The aerial photography and Light Detection and Ranging (LiDAR) imagery obtained will be high resolution and geocoded with high-accuracy Global Positioning System coordinates (latitude, longitude, and elevation). The digital imagery will align with industry accepted procedures and standards, and image accuracy will be ensured through ground control and surface integration. The resulting imagery will be used for a wide variety of planning purposes, including improvements to travel demand modeling, corridor alignment planning and engineering analysis (including for the Regional Outer Loop), watershed hydrology modeling, environmental support, and tracking for changes in population/employment, land uses, and impervious surface cover. **Additional work will include post-processing, analysis, and creation of new data products derived from imagery products.** This work will be supported through Surface Transportation Block Grant Program funds and Texas Department of Transportation funds. Anticipated products include:

- Digital aerial imagery for use in a wide variety of planning purposes

## 2.01 Travel Forecasting Support

### Transportation Analytical Forecasting Tool

#### *Transportation Planning Funds*

The Transportation Analytical Forecasting Tool (TAFT) is the latest Regional Travel Model for the Dallas-Fort Worth Metropolitan Area that was released in September 2020. TAFT is a collection of computer program software applications, training materials, and documents used by transportation analysts for planning projects and policies in the region. Development and maintenance of a Regional Travel Model is a multiyear project with several subtasks that will incrementally complement each other to create a mature analytical tool. TAFT will gradually replace DFX as the main Regional Travel Model (RTM). Work activities include software component and application development, visualizations, required documentation, maintenance and updates, and management activities. These activities will continue through FY2022 and FY2023. **NCTCOG will also collaborate with the Argonne National Laboratory to improve the usability of NCTCOG's future travel model as part of Argonne's Department of Energy grant award that will extend Metropolitan Planning Organization modeling capabilities.** Anticipated products include:

- TAFT software application improvements and maintenance; and
- TAFT documentation update.

## Preston Road/Beltline Road Intersections Analysis

### *Transportation Planning Funds*

In FY2023, staff will initiate an analysis of select and most congested intersections on Preston Road/Beltline Road. The goal is to evaluate various intersections based on cost, effectiveness in improving traffic condition, air quality, and safety. The study will also consider the effect of improvements on accessibility to local businesses and residential developments. Traffic simulation modeling software may be purchased to assist in this analysis. Anticipated products include:

- A report containing the results of the study.

## Identification of Employment-Housing Imbalances in the Region

### *Transportation Planning Funds*

The goal of this project in FY2023 is a review of various transportation systems to understand the connection between housing and employment and address the integration of housing, transportation, and economic development strategies in the transportation planning process. This project intends to develop planning data and tools and to identify housing-employment imbalances in the region. The activities may include development of housing data and connecting socioeconomic data to accessibility and housing affordability. The products of this project will be used in transportation planning activities in relevant corridors and planning areas to address the deficiencies that can be rectified by transportation projects or for consideration in ranking various investments in transportation. Anticipated products include:

- A set of data sources, maps, and documents describing the process; and
- Peer reviews and training to describe the products to planners.

## **3.03 Air Quality Management and Operations**

### Air Quality Initiatives: Fleets, Consumers, and Communities

#### *Other Funding Sources*

The transportation sector contributes nearly half of all ozone-forming pollution in the Dallas-Fort Worth ozone nonattainment area. Thus, NCTCOG works to reduce emissions from the transportation sector by promoting and facilitating projects that reduce emissions from vehicles, equipment, and related sources. Efforts include promoting retirement of older, higher-polluting vehicles and equipment, adoption of cleanest available technologies that include zero-emission vehicles, and operational/behavioral strategies that ensure vehicles are operated in an efficient manner with minimized emissions (e.g., idle reduction). To reach the full spectrum of the transportation sector, efforts target all end-users – that is, both fleets and consumers. In addition, NCTCOG works toward “community readiness” by collaborating with local governments, workplaces, and others to help ensure regulatory frameworks and other factors create conditions that are supportive for end-users to adopt cleaner technologies. **Work includes consideration of the Justice40 initiative.** This work element will be supported through Surface Transportation

Block Grant Program funds and Transportation Development Credits and will be ongoing throughout FY2022 and FY2023. Anticipated products include:

- Funding support, technical assistance, and outreach and education to facilitate emissions reducing projects among local vehicle fleets, including use of alternative fuel vehicles, idle reduction, and other emissions-reducing measures;
- Technical assistance, outreach and education, and promotion of financial incentives to support emissions-reducing activities among consumers, including adoption of clean vehicle technologies (e.g., electric vehicles [EVs]), proper maintenance, and vehicle operation strategies that reduce emissions (e.g., idle reduction);
- Technical support, funding assistance, and outreach and education to support community readiness efforts by local governments, workplaces, and others who wish to facilitate adoption of emissions-reducing technologies and initiatives;
- Identification and preparation of competitive grant applications to seek additional funds to support regional initiatives;
- Work associated with serving as the Dallas-Fort Worth Clean Cities Coalition; and
- Support for local government peer exchange on comprehensive air quality issues through the Regional Integration of Sustainability Efforts (RISE) Coalition, Air Quality Health Monitoring Task Force, and other avenues.

### Clean Fleet Technologies Program

#### *Other Funding Sources*

Emissions reductions can be achieved through use of clean vehicle technologies, including alternative fuel vehicles, new low-emitting conventional vehicles that replace older vehicles that are scrapped, and use of technologies that support idle-reduction efforts and other efficiencies. NCTCOG sometimes provides direct funding assistance when eligible technologies are available. NCTCOG also facilitates completion of emissions-reducing projects in the Dallas-Fort Worth area by promoting incentives available from other agencies and providing technical assistance or other application support. This work element will be supported through Congestion Mitigation and Air Quality Improvement Program funds and Transportation Development Credits and will be ongoing throughout FY2022 and FY2023. Anticipated products include:

- Planning efforts to develop funding initiatives for clean vehicle technologies;
- **Administration of a Call for Projects to fund electric vehicle charging stations, which will consider the Justice40 initiative in project selection;**
- Implementation and monitoring of funded technology projects; and
- Promotion of financial incentives for clean vehicle technologies and technical support to prospective applicants.

### Dallas-Fort Worth Clean Cities

#### *Other Funding Sources*

Since 1995, NCTCOG has been designated by the US Department of Energy (DOE) as the host agency for the Dallas-Fort Worth Clean Cities Coalition (DFWCC). DFWCC is part of a national network of local coalitions supported by national laboratories and the DOE. Through DFWCC, staff works to improve transportation efficiency and reduce emissions by increasing use of

alternative fuels, idle reduction, fuel economy improvements, and other measures that conserve energy or reduce emissions. The coalition includes collaboration with a range of stakeholders, including fleets, consumer groups, industry representatives, local governments, utilities, and others. **Work also includes consideration of the Justice40 initiative.** This work element will be supported through funds provided by the Department of Energy and private funding sources. University assistance may be used. This element is ongoing throughout FY2022 and FY2023. Anticipated products include:

- Participation in calls, conferences, and other coordination with DOE, national laboratory staff, and other coalitions;
- Planning assistance for alternative fuel infrastructure, both within the NCTCOG region and along highway corridors connecting North Texas to other areas;
- Meetings, workshops, events, or tours that feature alternative fuels or other clean vehicle technologies to raise awareness and understanding among consumers and fleets;
- Technical assistance and coaching to fleets with regard to use of alternative fuels and other advanced vehicle technologies;
- Training for first responders, fleet managers, local government staff, and others about alternative fuel vehicle technologies and associated infrastructure; and
- Submittal of reports to DOE and national laboratory staff.

#### On-Road Vehicle Emissions Project

##### *Other Funding Sources*

~~NCTCOG works to reduce emissions from the transportation sector and related emissions sources by facilitating projects that reduce emissions from vehicles. Efforts include developing and implementing a mobile emissions enforcement task force to combat the prevalence of fraudulent Texas temporary paper plates, fraudulent vehicle inspections, and emissions component tampering in vehicles. These efforts will help ensure vehicles are not circumventing the State's vehicle Inspection and Maintenance (I/M) Program. Another strategy will include collecting exhaust emissions data from vehicles to validate regional modeling efforts and identify high-emitting vehicles in order to develop air quality planning strategies in the nonattainment area. This work element will be supported through Surface Transportation Block Grant Program funds and Transportation Development Credits. Consultant and partner assistance may be used. This element is ongoing throughout FY2022 and FY2023. Anticipated products include:~~

- ~~• Establishment of a mobile emissions enforcement task force;~~
- ~~• Collection of tailpipe emissions data from vehicles to develop air quality planning strategies;~~
- ~~• Consultant and partner agreement(s); and~~
- ~~• Data analysis and final report.~~



### **3.04 Public Transportation Planning**

#### Regional Public Transportation Coordination

##### *Transportation Planning Funds*

This planning activity is ongoing throughout both FY2022 and FY2023, supporting activities that further a coordinated and seamless public transportation system. This activity includes the Access North Texas Plan, which outlines coordination goals, policies, and strategies to move the North Central Texas region toward more coordinated, efficient, and seamless transportation services **for disadvantaged communities as expanded by the Justice40 initiative**. Other initiatives include analyzing the availability and viability of accessible transportation options for vulnerable rural populations, providing planning assistance to partner agencies as they implement identified strategies and recommendations and gathering data on the implementation of micro-transit and on-demand services to improve transportation planning in the region. Regional coordination activities will primarily focus on the counties that comprise the Metropolitan Planning Area. Coordination with surrounding areas will be included based on the impact that public transportation connections have within the planning area boundary. University assistance will be utilized. Anticipated products include:

- An adopted update to the Access North Texas Plan;
- Implemented coordination strategies identified in the Access North Texas Plan;
- Developing transit options for the transportation needs of the disadvantaged, including low income, seniors, and individuals with disabilities, to increase opportunities and access to public transportation;
- University Partnership Program report related to the implementation of micro-transit and on demand services;
- University Partnership Program final report assessing the availability and viability of transportation options for vulnerable rural populations especially as it relates to employment, medical care, and recreation access;
- Coordination meetings that engage and ensure disadvantaged populations are included in planning efforts; and
- Support for transit system improvements resulting in seamless regional connectivity.

### **3.05 Transit Management and Operations**

#### Sustainability and Innovative Solutions for Transit

##### *Other Funding Sources*

This implementation activity is ongoing throughout both FY2022 and FY2023, supporting coordination and implementation of sustainable transit initiatives and innovative solutions. The program supports Chapter 461 of the Texas Transportation Code that focuses on maximizing the benefits of the State's investment in public transit through the coordination of services and other innovative transit-related projects. Activities include developing projects to encourage access to public transportation, implementing a regional equitable transit fares program **aligned with Justice40 initiative efforts**, and gathering data to improve transportation planning efforts for older adults, individuals with disabilities, individuals with low incomes, and additional environmental justice populations. University assistance will be utilized. Regional Toll Revenue



funds and Regional Transportation Council Local funds will support these activities. Anticipated products include:

- Implementation of an equitable transit fare program to be coordinated with transit authorities, NCTCOG, and private partners **for disadvantaged communities**;
- Coordination with transit agencies, community colleges, colleges, and universities to provide students with transit passes;
- University Partnership Program final report related to use of an app-based technique for assessing the transportation gaps of environmental justice populations;
- Short- and long-range solutions that move the region toward more comprehensive, coordinated, accessible, efficient, and effective public transit services; and
- Policies, programs, and projects that support and encourage sustainable transportation options around the region while elevating customer service and air quality.

### Strategic Partnership Program

#### *Other Funding Sources*

This implementation activity is ongoing for FY2022 and FY2023, supporting coordination with strategic partners to develop transit projects that meet the transit needs of seniors, individuals with disabilities, and low-income populations for job access. Transit projects will be developed based on several factors, including, but not limited to, previously identified strategies in Access North Texas, environmental justice impact **with consideration to strategies aligned with the Justice40 initiative**, accessibility, strategic value in the region, innovation, and sustainability. These efforts will generate projects that are responsive to needs of transit-dependent populations, address gaps in service, and contribute to the coordination of services among transit providers. Federal Transit Administration funds and Transportation Development Credits will support these activities. Anticipated products include:

- Implementation of Strategic Partnerships process for review of requests;
- Coordination with local governments, transit providers, community service organizations, and other stakeholders to evaluate requests;
- A mobility toolbox to provide local governments with resources on transit project development;
- Programs and projects through Strategic Partnerships to improve transit access for seniors, individuals with disabilities, and low-income populations;
- Implementation of projects that address gaps in service and integrate recommendations from recent transit studies, including Cedar Hill, other local governments, and partner agencies; and
- Execution of subrecipient agreements and documentation of subrecipient compliance with grant requirements through monitoring and on-site reviews.

## **4.03 Ensuring Equity, Nondiscrimination, and Environmental Justice in MPO Planning/Program Activities**

### *Transportation Planning Funds*

As a recipient of federal funds, NCTCOG is required to ensure nondiscrimination under Title VI of the 1964 Civil Rights Act. Under Title VI and related statutes, each federal agency is required to

ensure that no person is excluded from participation in, denied the benefit of, or subjected to discrimination under any program or activity receiving federal financial assistance on the basis of race, color, national origin, age, sex, disability, or religion. The Civil Rights Restoration Act of 1987 clarified the intent of Title VI to include all programs and activities of federal-aid recipients, subrecipients, and contractors whether those programs and activities are federally funded or not. Subsequent presidential executive orders call for environmental justice for minority populations and low-income populations; affirmative advancement of equity, civil rights, racial justice, and equal opportunity for people of color and others who have been historically underserved, marginalized, and adversely affected by persistent poverty and inequality; and accountability regarding pollution that disproportionately harms communities of color and low-income communities. As an MPO, NCTCOG strives to ensure that nondiscrimination and the principles of equity and environmental justice are incorporated in its transportation plans, programs, policies, and activities.

This element is ongoing throughout FY2022 and FY2023. Staff will ensure compliance with federal- and state-mandated requirements using data-driven and community-driven methods to assess transportation needs, benefits, and burdens. Anticipated products include:

- Annual and triennial reports;
- Data updates to support decision making;
- Analyses of benefits and burdens of plans, programs, policies, and activities, including the Metropolitan Transportation Plan; and
- Technical and outreach support and training for staff and transportation partners, **including support and training related to the federal Justice40 initiative.**

#### Planning to Address Transit Needs in Fort Worth's 76104 Zip Code

##### *Other Funding Sources*

**In FY2022, NCTCOG was awarded grant funding from the United States Department of Transportation (USDOT) under the Areas of Persistent Poverty (AoPP) discretionary grant program** ~~Anticipated to begin in FY2022, this study, Planning to Address Transit Needs in Fort Worth's 76104 Zip Code, will~~ to engage residents and stakeholders to identify innovative transit solutions that connect residents to healthy food, healthcare, affordable housing, jobs, and other needs. The study, **Planning to Address Transit Needs in Fort Worth's 76104 Zip Code, which will begin in FY2023,** will also identify strategies to reduce greenhouse gas emissions in this community, which is divided by an interstate freeway and experiences the lowest life expectancy in Texas. By identifying solutions that improve transit access and reduce emissions, the project will address racial inequities and environmental injustices in a zip code with six census tracts identified as Areas of Persistent Poverty. This initiative will be supported through Federal Transit Administration grant funds, matched with Transportation Development Credits. Anticipated products include:

- Public Involvement Plan;
- Presentations and meeting and interview notes;
- List of performance criteria and targets;
- Documentation of community's potential transit needs and recommended solutions;
- List of strategies to reduce greenhouse gas emissions; and
- Final report.

## 5.01 Regional Transportation Studies

### Corridor Studies/Environmental Studies Support

#### *Other Funding Sources*

Texas Department of Transportation funds will also be utilized to carry out the work activities noted above, as well as corridor-level mobile source air toxics analyses, on projects that TxDOT requests assistance on. The following projects are anticipated to be performed using Texas Department of Transportation funds:

- US 75 – Dallas County/Collin County;
- US 80/IH 30 – Dallas County/Rockwall County/Kaufman County/Hunt County;
- US 380 – Collin County/Denton County;
- IH 635 East;
- City Map (Downtown Dallas Freeway Coordination Study);
- SH 190 East Branch; ~~and~~
- IH 20 – Dallas County; ~~and~~
- **Spur 394.**

### High-Speed Passenger Technology

#### *Other Funding Sources*

North Central Texas Council of Governments (NCTCOG) staff will provide leadership and/or support for work activities related to high- and higher-speed passenger technology within the Dallas-Fort Worth planning area boundary and those areas outside the planning area boundary that impact travel within the boundary. NCTCOG work activities will be supported with Regional Toll Revenue funds and Regional Transportation Council Local funds. Efforts may include all activities associated with planning and implementation of high- or higher-speed passenger technology (i.e., rail, next generation magnetic levitation) in the Dallas-Fort Worth region, as well as activities related to connecting the Dallas-Fort Worth region to other metropolitan areas. **Analysis of corridor-adjacent land use, as well as infrastructure modifications and needs associated with station locations, such as freeway crossings with caps or tunnel crossings with access portals, may supplement the staff activities associated with passenger rail planning.** Consultant assistance may be used for ~~the~~ these initiatives. Regional Transportation Council Local funds will be used to support travel and associated costs for implementation of high- or higher-speed passenger technology.

The following products will be delivered during FY2022 and FY2023 as the result of work done on this project:

- Various maps identifying alternatives and Regional Transportation Council policies;
- Development of ridership modeling analyses for various high-speed passenger technology alignments and station locations; and
- Recommended station locations, alignments, and technology.

## 5.02 Subarea Studies and Local Government Assistance

### Comprehensive Transportation Planning Studies and Technical Support

#### *Transportation Planning Funds*

Provided below is a list of ongoing and candidate projects in the Dallas-Fort Worth area which will be conducted or supported based on regional priorities, schedules of partner transportation agencies, and staff and funding availability. This list is divided into three categories that provide a scaled level of NCTCOG staff involvement: Category 1 – NCTCOG is conducting the study; Category 2 – NCTCOG is providing limited analysis and data to support an external study; and Category 3 – NCTCOG is providing existing data in response to small, ad hoc requests for technical assistance.

#### Roadway

##### Category 1

- Hood County Transportation Plan (including Chisholm Trail Parkway Extension)  
A countywide plan will be developed that incorporates land-use planning, traffic count and accident data, demographic projections, travel demand modeling, local government committee assistance, and public involvement.
- North Tarrant County Transportation Subarea Study  
This study will focus on an assessment of transportation needs in northwest Tarrant County. This effort will include a review of current and future traffic volumes, with attention given primarily to the regional arterial system in regard to connectivity and capacity needs.
- Love Field Surface Transportation Planning Study  
NCTCOG, working with the City of Dallas, will evaluate roadway and transit options to maximize accessibility to Love Field now and in the future. This study will analyze roadway improvement scenarios along the southern entrance corridor, which includes Mockingbird Lane, as well as evaluate the impacts of various other improvements, including autonomous transit vehicles, signal improvements, operational turn lanes, and grade separations. The focus of the effort extends from Stemmons Freeway to the Dallas North Tollway, taking advantage of the proposed improvements to Stemmons, Mockingbird Lane, and additional arterial streets in that area.

## 5.03 Land-Use/Transportation Initiatives

### Sustainable Development Initiatives

#### General Land Use and Transportation Coordination

#### *Transportation Planning Funds*

This subtask includes regional, subarea, corridor, and district-level planning, along with technical assistance focused on the interface between transportation and land use, ~~including assistance with school siting~~. Staff will continue work on the development and implementation of tools related to land-use planning principles such as sustainable zoning practices and others and will host training sessions and develop educational information. Staff will continue

to pursue funding opportunities to expand or enhance activities. Anticipated products during FY2022 and FY2023 include:

- Technical assistance to local governments on implementing Sustainable Development programs and projects such as the development of unified corridor plans, land-use analysis, data collection, ~~parking technical assistance~~, education and training regarding transportation and land-use planning best practices, form-based code review, **housing and transportation analysis**, 3D visualization services, financing strategies and tools for economic development, zoning and special district analysis, and planning to promote infill and mixed-use developments;
- Online information, training, and education on topics related to Green Infrastructure, Sustainable Resource Efficiency, ~~sustainable zoning, sustainable school siting, transportation and sustainable stormwater projects and practices~~, and other such topics to assist in growth management and land-use planning;
- Planning support for the development of the Blue-Green-Grey Program;
- ~~Parking analysis of garage and transportation interfaces at various locations;~~
- **Coordination with NCTCOG's Environment and Development (E&D) related programs;**
- Practical tools for curb lane management throughout the region;
- Meetings and materials for the Coordinated Land Use and Transportation Task Force;
- Analysis of the impacts of mixed-use developments to travel patterns and congestion compared to economic return on investments;
- Kennedale Parkway corridor multimodal access, streetscape, and land-use recommendations for the City of Kennedale;
- Technical assistance to the City of Dallas for the Hensley Field Redevelopment Master Plan, including monitoring of progress as it relates to military planning activities in North Texas; and
- Technical assistance to the City of Plano regarding context-sensitive thoroughfare design best practices.

### Increasing Safe and Accessible Transportation Options

#### *Transportation Planning Funds*

During FY2023, NCTCOG staff will coordinate with various local governments, transportation agencies, and the Texas Department of Transportation (TxDOT) to increase safe and accessible options for multiple travel modes for people of all ages and abilities. Technical assistance and education and training will be provided on the concepts and principles related to Complete Streets and context-sensitive design. Anticipated products include:

- **Adoption of regional and local Complete Streets standards or policies, and the development of Complete Streets prioritization plans that identify a specific list of Complete Streets projects to improve the safety, mobility, or accessibility of a street;**
- **Development of transportation projects and plans that support a network of active transportation facilities (sidewalks, bikeways, or pedestrian and bicycle trails) to connect neighborhoods with destinations such as workplaces, schools, residences, businesses, recreation areas, healthcare and childcare services, or other community activity centers;**

- Planning and technical assistance to create multiuse transportation facilities, including bikeways or pedestrian and bicycle trails that make connections within or between communities, increase public transportation ridership, and improve the safety of bicyclists and pedestrians;
- Multimodal corridor coordination with the regional model on active transportation modes and performance measure reporting; and
- Education and training on Complete Streets and context-sensitive design topics.

### Regional Pedestrian Safety and Bicycle Safety Plans

#### *Other Funding Sources*

Carrying over from FY2021, efforts will continue in FY2022 and FY2023 on the implementation and refinement of a regional pedestrian and bicycle safety plan to improve safety for the region's pedestrian and bicycle transportation network. The plan **implementation** will also serve as a template for the preparation and implementation of local agency pedestrian and bicycle safety plans. This initiative will be funded with Surface Transportation Block Grant Program funds and Transportation Development Credits. Anticipated products include:

- Roadway safety audits of the identified top crash corridors;
- Additional analysis of land-use impacts and various geographies to the crash data; ~~and~~
- **Monitoring of safety strategies and countermeasures included in Safety Action Plans, Vision Zero Safety Plans, or similar documents developed by local agencies in the region; and**
- Final Plans.

### South Dallas Improved Bicycle/Pedestrian Routes to Rail and Transit Technology Upgrades

#### *Other Funding Sources*

In FY2022, NCTCOG was awarded grant funding from the United States Department of Transportation (USDOT) under the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) discretionary grant program to implement mobility infrastructure near stations on the Dallas Area Rapid Transit (DART) Blue Line in the East Oak Cliff neighborhood of South Dallas. The project will improve connectivity to transit through building new sidewalks, implementing bus stop and rail station safety enhancements, and extending a multi-use trail. NCTCOG staff will oversee project management of the RAISE South Dallas Improved Bicycle/Pedestrian Routes to Rail and Transit Technology Upgrades project once initiated. Contractor and subrecipient assistance will be utilized. USDOT grant funds, Congestion Mitigation and Air Quality Improvement Program funds, Regional Toll Revenue funds, and local funds will support these activities. Anticipated products include:

- Coordination with DART and the City of Dallas to implement project improvements;
- Oversight on procurement of services as needed;
- Reporting on grant progress and deliverables;



- Budget monitoring and oversight, including coordination with the Transportation Improvement Program; and
- Execution of agreement and documentation of compliance to grant requirements through monitoring and onsite reviews.

## 5.06 Regional Freight Planning

### Regional Goods Movement

#### *Transportation Planning Funds*

This subtask is ongoing throughout FY2023 supporting planning activities related to the movement of freight within and through the Dallas-Fort Worth region. Activities include support for meetings of the Regional Freight Advisory Committee, as well as the Regional Transportation Council Intermodal/Multimodal/High-Speed Rail/Freight Subcommittee, as needed. NCTCOG staff will also monitor progress of projects identified in various freight-related planning documents such as the Freight Mobility Plan, and freight land-use planning documents, including development of the Land-Use Policy Tool Kit. Anticipated products include:

- Public involvement activities;
- Coordination meetings that monitor and ensure the continued progress of freight document completion;
- Analysis that quantifies potential environmental justice impacts at the local level;
- Review of feasibility and freight study components; and
- Project-related Fact Sheets.

#### *Other Funding Sources*

This subtask is ongoing throughout FY2022 and FY2023, assessing the impact of truck traffic, rail freight, and other freight movement issues within and through the Dallas-Fort Worth region. Activities will be conducted based on truck, rail, and air cargo movements throughout the region in support of city, county, State, and federal agencies. Coordination between private-sector stakeholders and public-sector staff will be initiated through multiple initiatives and meetings. This element also includes the collection and analysis of data pertaining to freight mobility and safety. These activities will include continued coordination with private-sector partners in the trucking, rail, and freight-forwarding businesses. A study of Region-to-State Connectivity and Emergency Logistics Planning includes developing and executing an analysis of several statewide freight issues that affect the Dallas-Fort Worth region, including freight flows in and out of the region and the State. In FY2020, NCTCOG was chosen for an award by the United States Department of Transportation (USDOT) under the Better Utilizing Investments to Leverage Development (BUILD) Discretionary Grant Program for the North Texas Multimodal Operations Velocity Efficiency and Safety (NT MOVES) Program. The NT MOVES Program seeks to improve freight and passenger mobility in the Dallas-Fort Worth region through strategic investment in rail capacity to improve multimodal transportation. It is anticipated that a portion of these funds will be used in FY2023 to support rail project improvements. NCTCOG staff will oversee project management of the NT MOVES/BUILD grant rail project improvements once initiated and will also oversee other freight rail initiatives. Consultant assistance may be utilized. Surface Transportation Block Grant Program funds and Transportation Development Credits will be utilized for planning and management work activities. ~~USDOT BUILD Grant~~ **Federal Transit Administration** funds

may be utilized for **potential pass-through administrative costs for the NT MOVES Program project oversight and management** once project implementation begins. Anticipated products include:

- Monitoring of truck-lane restriction corridor conditions;
- Various reports and studies regarding freight conditions in the Dallas-Fort Worth region, including a Truck Bottleneck Analysis, Region-to-State Connectivity and Emergency Logistics Planning Study, and a Regional Rail Pathing Study;
- Recommended follow-up studies identified in Freight North Texas: The North Central Texas Regional Freight System Inventory, including a Land-Use Compatibility Analysis, **Truck Routing Analysis**, and a Data Collection Program which could include traffic counts, classification counts, and surveys for the Regional Freight Model;
- ~~Regional Freight Advisory Committee meetings;~~
- ~~Regional Transportation Council Intermodal/Multimodal/High-Speed Rail/Freight Subcommittee meetings, as needed;~~
- Support to the US Department of Transportation, Federal Highway Administration, and Texas Department of Transportation for various projects as needed;
- Region-to-state connectivity and emergency logistics planning;
- ~~Freight Mobility Plan;~~
- Corridor studies;
- Roadway/rail crossing assessments;
- Program management of the NT MOVES/BUILD grant projects;
- Public outreach and educational programs; and
- Technical assistance to the City of Dallas for its Freight Master Plan.

## **5.08 Roadway and Railroad Safety**

### Transportation Safety Planning

#### *Other Funding Sources*

Surface Transportation Block Grant Program funds, local funds, Transportation Development Credits, and grants will also be utilized to support this program. Anticipated products include:

- Regional Safety Information System application tool;
- Development and implementation of driver safety public education, outreach, and information programs, including a contributing factor public education campaign and development of a Drive Aware North Texas website;
- Regional ~~roadway safety strategic plan~~ **Roadway Safety Plan** development activities; ~~and~~
- **Development and maintenance of an inventory of safety strategies and countermeasures included in Roadway Safety Plans, Local Safety Plans, Vision Zero Safety Plans, or similar documents developed by regional partner agencies; and**
- Systemic safety improvement funding program activities.



## 5.10 Regional Military and Community Coordination

### Surface Access to Critical Infrastructure

#### *Transportation Planning Funds*

This element supports planning activities to help ensure the accessibility of critical infrastructure in North Texas, including military installations and energy, water, and communications facilities. NCTCOG will provide support for community thoroughfare planning, support for feasibility studies by the Texas Department of Transportation and other implementing agencies, and technical assistance to military installations and other critical infrastructure facilities seeking transportation system performance data. **Planning for the Strategic Highway Network (STRAHNET) and connections between the STRAHNET and military installations is included.** This element is ongoing throughout FY2022 and FY2023. This work includes reporting to the Regional Transportation Council and NAS JRB Fort Worth Regional Coordination Committee, as well as input into the Metropolitan Transportation Plan (MTP) and other transportation planning activities. Anticipated products include:

- Inventory and data collection of surface transportation access to military installations and other critical infrastructure;
- Analysis and recommendations for infrastructure improvements affecting military installations and other critical infrastructure; and
- Planning efforts to improve access to military installations and other critical infrastructure.

## VIII. Overview of Work Program Funding

### **Proposed Budget**

The US Department of Transportation provides funds through programs of the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). Both FHWA PL 112 and FTA 5303 funds are provided annually to MPOs to support metropolitan regional transportation planning activities based on an 80 percent federal/20 percent local match requirement. The Texas Department of Transportation will provide the 20 percent match for the FHWA 112 and FTA 5303 funds for FY2022 and FY2023 to the MPO to carry out the UPWP in the form of Transportation Development Credits. These Transportation Development Credits are provided by metropolitan areas building toll roads and are used on a Statewide basis to provide the match funds needed for all Metropolitan Planning Organizations. The FY2022 and FY2023 FHWA and FTA funding levels reflected in this program are summarized in Exhibit VIII-1. The formula-based FHWA PL 112 allocation to the UPWP for the Dallas-Fort Worth Metropolitan Area is **\$8,620,715**

~~\$9,818,195~~ in FY2022 and \$8,463,215 in FY2023 for a two-year total of ~~\$17,083,930~~ **\$18,281,410**. The FTA 5303 funding is ~~\$3,110,814~~ **\$2,943,305** in FY2022 and \$3,110,814 in FY2023 for a two-year total of ~~\$6,221,628~~ **\$6,054,119**. An estimated balance of ~~\$4,774,364~~ **\$4,719,097** in unexpended/unobligated FHWA PL 112 funding will be available from the FY2021 authorization. Each of these funding amounts is incorporated by source agency into the Work Program by task and subtask. Total FHWA PL 112 and FTA 5303 funding for the FY2022 and FY2023 UPWP is estimated at ~~\$28,079,922~~ **\$29,054,626**. Transportation Planning Funds in the amount of ~~\$26,103,500~~ **\$27,273,050** have been programmed and allocated to each of the UPWP subtasks as shown in Exhibit VIII-2. These programmed funds include the FTA 5303 allocation of ~~\$6,221,628~~ **\$6,054,119**, the estimated FY2021 FHWA PL 112 fund balance of ~~\$4,774,364~~ **\$4,719,097**, and ~~\$15,107,508~~ **\$16,499,834** of Fiscal Years 2022 and 2023 FHWA PL 112 funding. The remaining balance of Fiscal Years 2022 and 2023 FHWA PL 112 funds of ~~\$1,976,422~~ **\$1,781,576** is anticipated to be carried over to Fiscal Year 2024.

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

Quantity	Description	Estimated Price	Funding Source	Subtask
70	Microcomputer systems (desktops, portable, tablet)	\$175,000	RTC Local	1.04
4	Laser printers and image scanners for network group usage	\$25,000	RTC Local	1.04
40	Voice-over-Internet-Protocol (VoIP) phone devices, including accessories such as microphones for conference phones or hands-free devices.	\$15,800	RTC Local	1.04
---	Other computer hardware items, replacements, accessories, and upgrades (for example, docking stations, headsets, hard drives, additional RAM, projectors, video cards, network cabling, warranty extensions)	\$10,000	TPF	1.04
---	Other computer hardware items, replacements, accessories, and upgrades (for example, docking stations, headsets, hard drives, additional RAM, projectors, monitors/televisions, video cards, network cabling, warranty extensions)	\$30,000	RTC Local	1.04
---	Licenses to traffic simulation and assignment software packages (two "TransModeler" and one "DTA" dynamic)	\$6,000	TPF	1.04
----	<b>Traffic simulation modeling software</b>	<b>\$15,000</b>	<b>TPF</b>	<b>2.01</b>
---	Two years of software support by Caliper and specific renewal for 50 TransCAD licenses	\$150,000	TPF	1.04
---	Software purchases/upgrades (for example, the current or higher versions of SmartSheet and Adobe licenses), software/services, cable service, application subscriptions, advanced mapping/presentation software, and software support renewals	\$88,000	TPF	1.04
---	Web-based traffic count reporting software, including annual maintenance and support	\$16,000	TPF	1.04
---	Video equipment and supplies, and air cards	<del>\$9,000</del> <b>\$11,000</b>	TPF	1.04
---	Audio/video equipment, and technology updates and maintenance for the Transportation Department meeting rooms	\$50,000	RTC Local	1.04
---	Audio/video equipment, and technology updates and maintenance for the Transportation Council Room	\$124,000	RTC Local	1.02

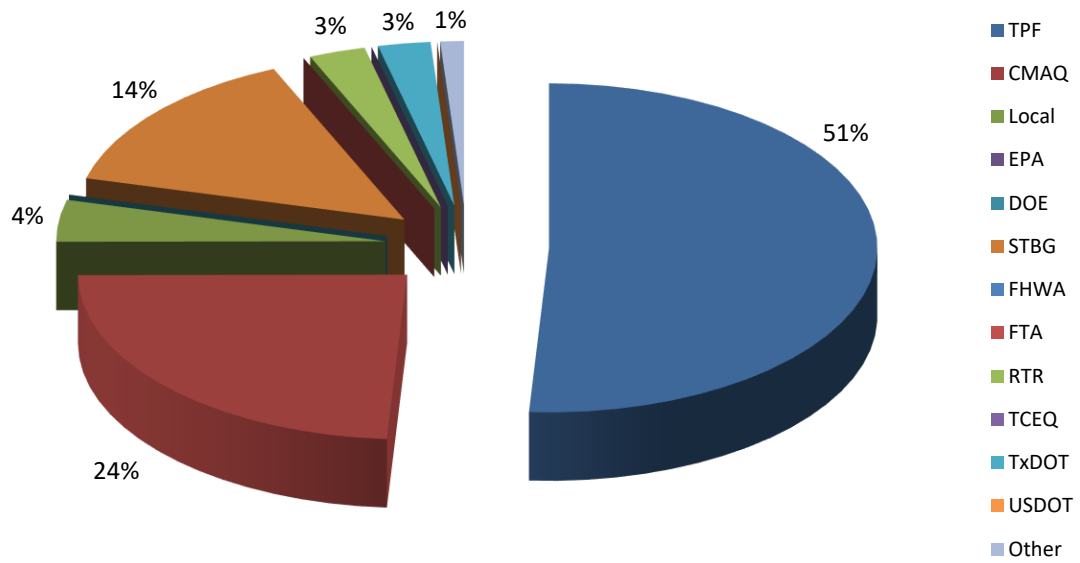
Quantity	Description	Estimated Price	Funding Source	Subtask
---	Video/web hosting services	\$22,000	TPF	1.02
---	Bicycle-pedestrian count equipment (equipment, technology upgrades, maintenance, and replacement batteries)	\$10,000 \$53,000	STBG Local	5.03
---	Public involvement subscriptions	\$160,000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

## **E. Funding Summary**

Subtask	TPF <sup>1</sup>	Additional Funding		Total
		Amount	Source	
1.01	<b>\$4,393,900</b>	<b>\$2,979,900</b>	CMAQ	
		\$4,000	NCTCOG Local	
		\$245,000	STBG	
<b>Subtotal</b>				<b>\$7,622,800</b>
1.02	<b>\$770,550</b>	\$208,400	Local	
		\$119,800	NCTCOG Local	
		\$267,500	STBG	
<b>Subtotal</b>				<b>\$1,366,250</b>
1.03		\$6,000	Local	
		\$20,000	NCTCOG Local	
		\$345,300	RTR	
<b>Subtotal</b>				<b>\$371,300</b>
1.04	<b>\$1,171,600</b>	<b>\$1,281,200</b>	STBG	
		\$295,800	Local	
		<b>\$320,350</b>	TXDOT	
<b>Subtotal</b>				<b>\$3,068,950</b>
<b>Total</b>	<b>\$6,336,050</b>	<b>\$6,093,250</b>		<b>\$12,429,300</b>

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

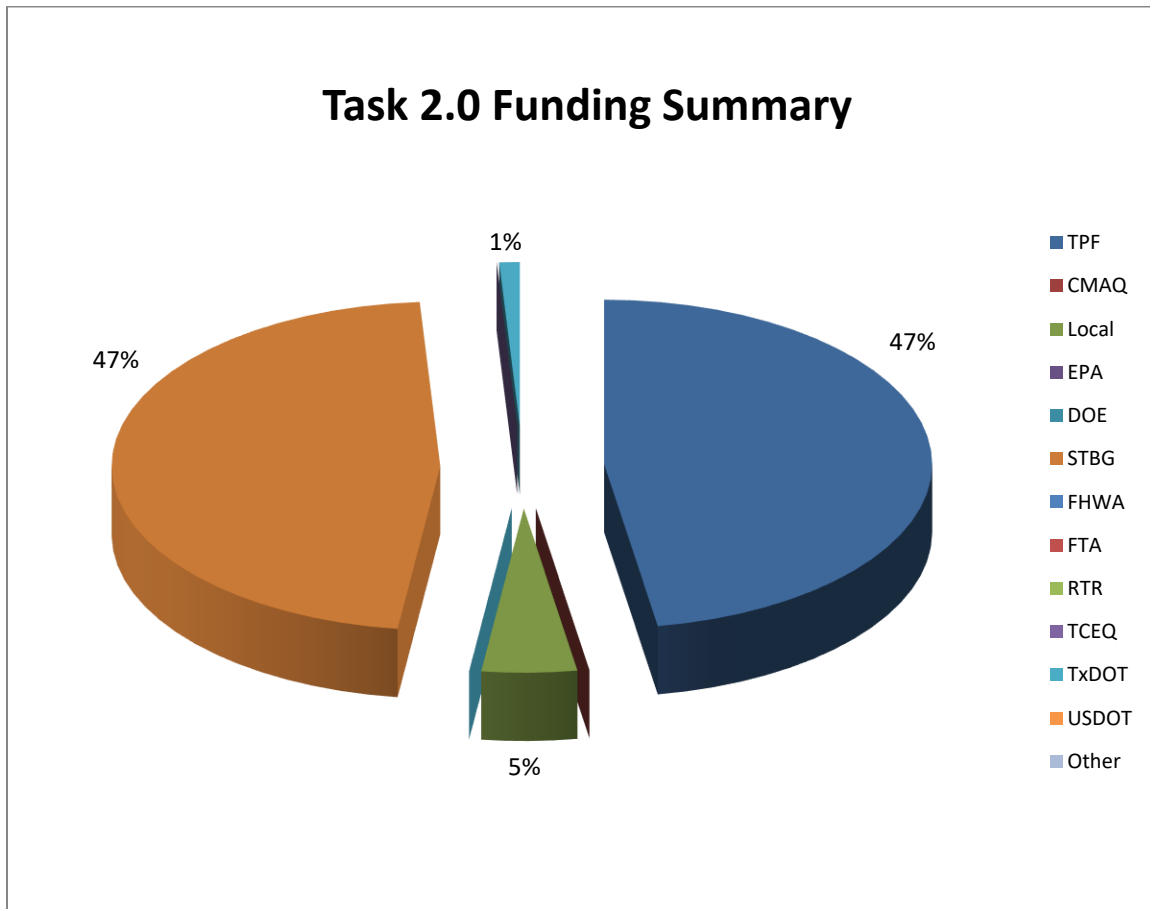
## Task 1.0 Funding Summary



## E. Funding Summary

Subtask	TPF <sup>1</sup>	Additional Funding		Total
		Amount	Source	
2.01	\$2,057,300			
		\$3,423,500	STBG	
		\$373,000	Local	
<b>Subtotal</b>				<b>\$5,853,800</b>
2.02	\$464,100			
		\$319,000	STBG	
		\$79,800	TxDOT	
<b>Subtotal</b>				<b>\$862,900</b>
2.03	\$1,257,700			
<b>Subtotal</b>				<b>\$1,257,700</b>
<b>Total</b>	<b>\$3,779,100</b>	<b>\$4,195,300</b>		<b>\$7,974,400</b>

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



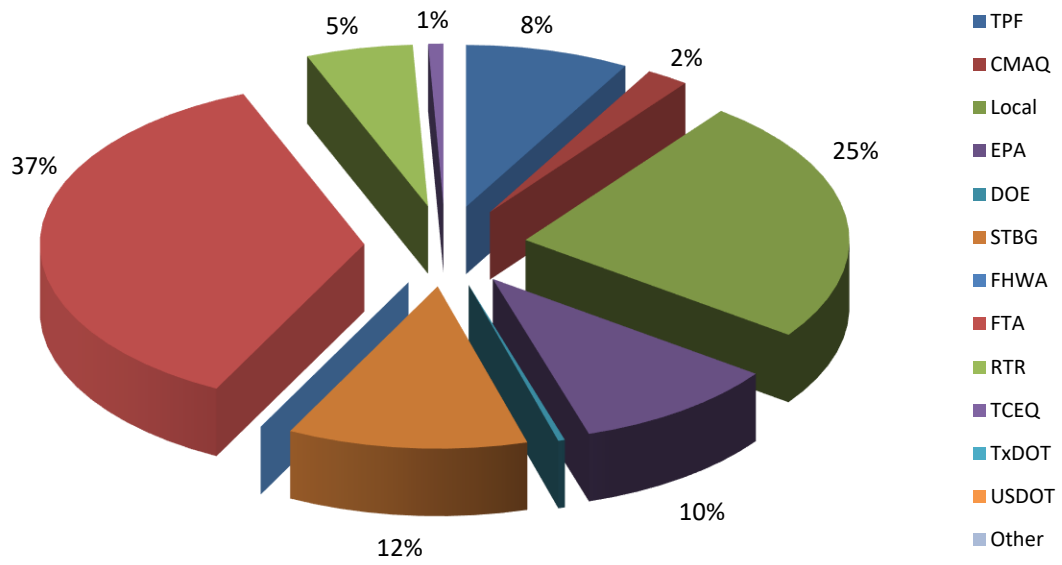
## **E. Funding Summary**

Subtask	TPF <sup>1</sup>	Additional Funding		Total
		Amount	Source	
3.01	<b>\$2,906,700</b>	\$1,183,300	RTR	
		<b>\$976,200</b>	STBG	
<b>Subtotal</b>				<b>\$5,066,200</b>
3.02	<b>\$1,297,200</b>	\$270,000	TCEQ	
<b>Subtotal</b>				<b>\$1,567,200</b>
3.03		\$1,530,600	CMAQ	
		<b>\$241,500</b>	DOE	
		\$7,402,250	EPA	
		\$12,300	FHWA	
		\$16,280,279	Local	
		<b>\$5,824,000</b>	STBG	
		\$275,000	TCEQ	
<b>Subtotal</b>				<b>\$31,565,929</b>
3.04	<b>\$1,704,900</b>	\$976,600	FTA	
		\$816,800	STBG	
<b>Subtotal</b>				<b>\$3,498,300</b>
3.05		\$25,256,050	FTA	
		\$1,459,400	Local	
		<b>\$2,659,000</b>	RTR	
		\$1,000,000	STBG	
<b>Subtotal</b>				<b>\$30,374,450</b>
<b>Total</b>	<b>\$5,908,800</b>	<b>\$66,163,279</b>		<b>\$72,072,079</b>

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



### Task 3.0 Funding Summary

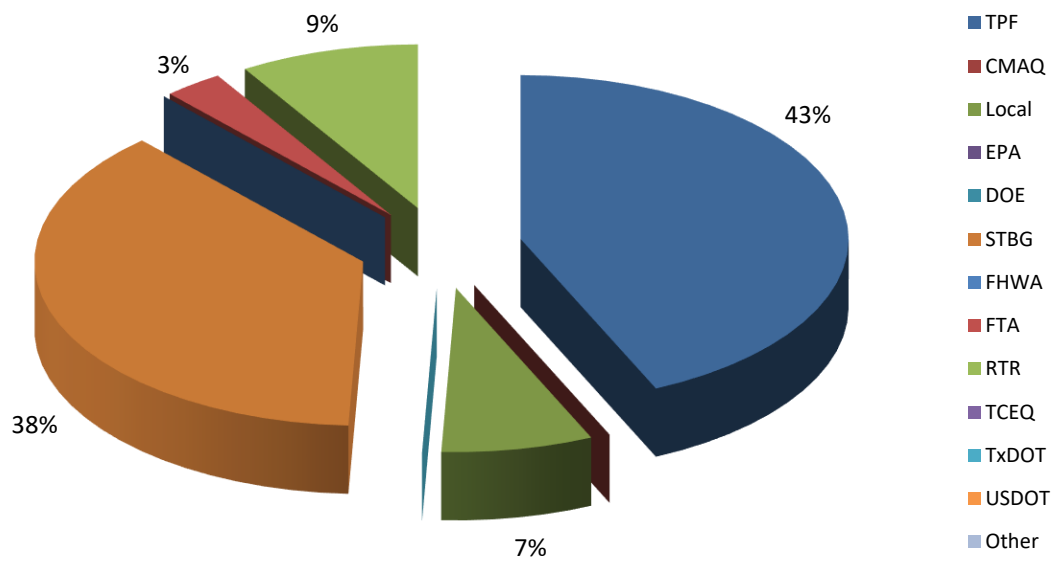


## **E. Funding Summary**

Subtask	TPF <sup>1</sup>	Additional Funding		Total
		Amount	Source	
4.01	\$2,477,900			
<b>Subtotal</b>				<b>\$2,477,900</b>
4.02	\$511,600			
		\$688,810	Local	
		\$814,600	RTR	
		\$3,460,000	STBG	
<b>Subtotal</b>				<b>\$5,475,010</b>
4.03	\$453,900			
		\$270,000	FTA	
<b>Subtotal</b>				<b>\$723,900</b>
4.04	\$339,400			
<b>Subtotal</b>				<b>\$339,400</b>
4.05	\$98,200			
<b>Subtotal</b>				<b>\$98,200</b>
4.06	\$105,800			
<b>Subtotal</b>				<b>\$105,800</b>
<b>Total</b>	<b>\$3,986,800</b>	<b>\$5,233,410</b>		<b>\$9,220,210</b>

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

## Task 4.0 Funding Summary

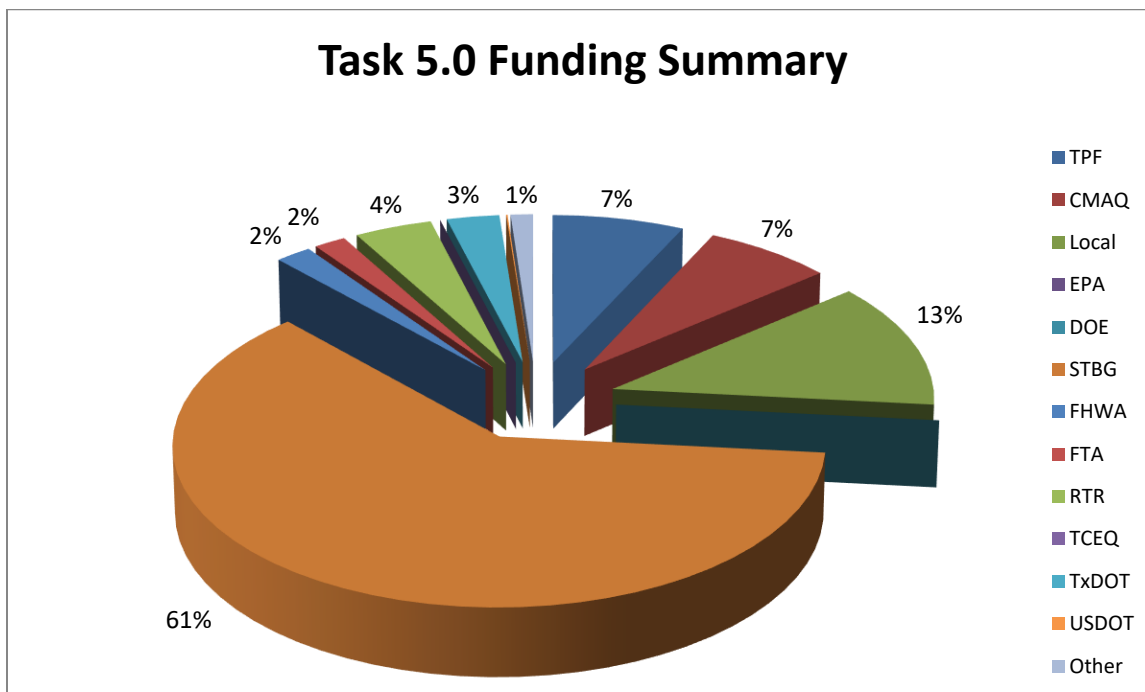


## E. Funding Summary

Subtask	TPF <sup>1</sup>	Additional Funding		Total
		Amount	Source	
5.01	<b>\$1,366,400</b>			
		\$178,400	Local	
		\$50,000	NTTA	
		\$3,455,000	RTR	
		\$15,575,400	STBG	
		\$73,600	TxDOT	
<b>Subtotal</b>				<b>\$20,698,800</b>
5.02	<b>\$1,314,600</b>			
		\$149,000	RTR	
<b>Subtotal</b>				<b>\$1,463,600</b>
5.03	<b>\$904,200</b>			
		<b>\$19,708</b>	<b>CMAQ</b>	
		<b>\$467,000</b>	FTA	
		<b>\$730,009</b>	Local	
		<b>\$19,708</b>	<b>RTR</b>	
		\$7,626,200	STBG	
		<b>\$78,375</b>	<b>USDOT</b>	
<b>Subtotal</b>				<b>\$9,845,200</b>
5.04	<b>\$203,700</b>			
		<b>\$222,200</b>	STBG	
<b>Subtotal</b>				<b>\$425,900</b>
5.05	<b>\$1,317,800</b>			
		\$7,093,400	CMAQ	
		\$2,000,000	FHWA	
		\$5,404,180	Local	
		<b>\$653,000</b>	RTR	
		<b>\$10,044,100</b>	STBG	
		<b>\$1,776,300</b>	TXDOT	
<b>Subtotal</b>				<b>\$28,288,780</b>
5.06	<b>\$387,800</b>			
		\$2,008,000	Local	
		<b>\$8,226,900</b>	STBG	
		\$1,297,000	<b>FTA</b>	
<b>Subtotal</b>				<b>\$11,919,700</b>
5.07	<b>\$65,000</b>			
<b>Subtotal</b>				<b>\$65,000</b>
5.08	<b>\$642,800</b>			
		\$15,800	Local	
		<b>\$1,532,300</b>	STBG	
<b>Subtotal</b>				<b>\$2,190,900</b>

Subtask	TPF <sup>1</sup>	Additional Funding		Total
		Amount	Source	
5.09	\$260,600			
		\$819,400	Local	
<b>Subtotal</b>				<b>\$1,080,000</b>
5.10	\$193,000			
		\$1,171,100	DOD	
		<b>\$556,500</b>	Local	
<b>Subtotal</b>				<b>\$1,920,600</b>
5.11	\$606,400			
		\$386,600	Local	
		<b>\$20,378,800</b>	STBG	
		\$1,036,600	TXDOT	
<b>Subtotal</b>				<b>\$22,408,400</b>
5.12				
		<b>\$472,800</b>	Local	
<b>Subtotal</b>				<b>\$472,800</b>
5.13				
		\$2,496,000	Local	
<b>Subtotal</b>				<b>\$2,496,000</b>
<b>Total</b>	<b>\$7,262,300</b>	<b>\$96,013,380</b>		<b>\$103,275,680</b>

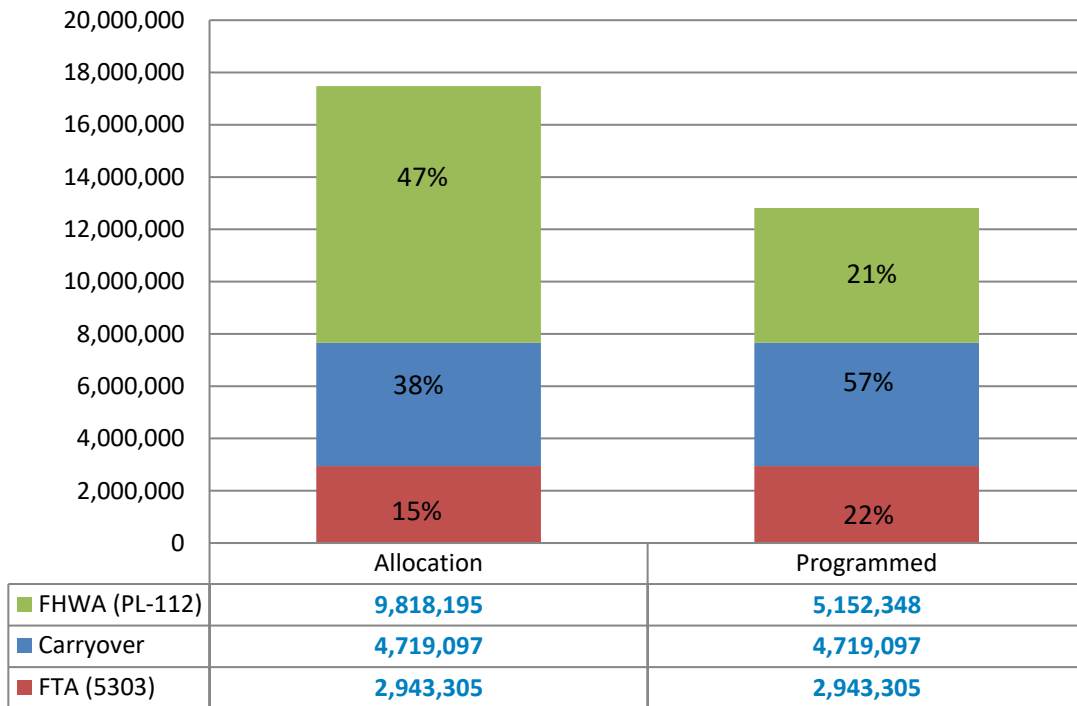
<sup>1</sup> Transportation Planning Funds (TPF) includes both FHWA PL-112 and FTA 5303 funds. TxDOT will apply Transportation Development Credits sufficient to provide the match for FHWA PL-112 and FTA 5303 programs. As the credits reflect neither cash nor person-hours, they are not reflected in the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



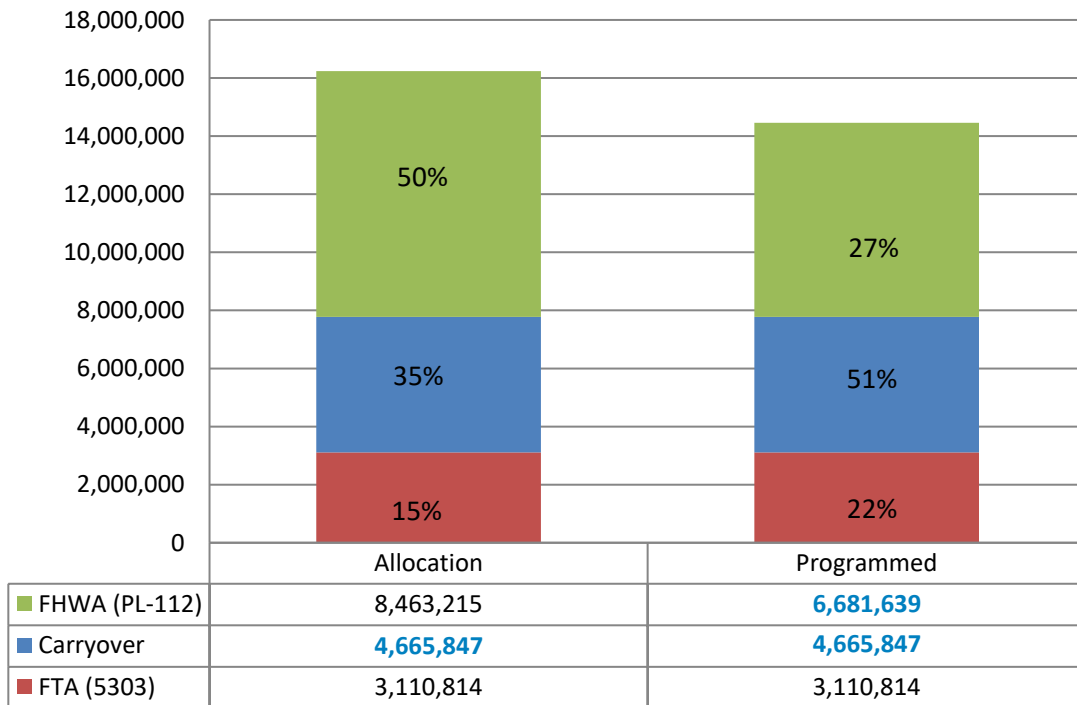
**EXHIBIT VIII-1**  
**FY2022 AND FY2023 TPF PROGRAMMING SUMMARY**

	FY2022		FY2023	
	Allocation	Programmed	Allocation	Programmed
FTA Section 5303	2,943,305	2,943,305	3,110,814	3,110,814
FHWA (PL-112)				
Carryover	4,719,097	4,719,097	4,665,847	4,665,847
New Allocation	9,818,195	5,152,348	8,463,215	6,681,639
Total TPF	17,480,597	12,814,750	16,239,876	14,458,300
Carryover		4,665,847		1,781,576
Two-Year Totals				
FTA Section 5303	6,054,119			
FHWA PL-112	23,000,507			
Total	29,054,626			
Programmed	27,273,050			
Carryover	1,781,576			

## Summary of TPF 2022 Funding Levels



## Summary of TPF 2023 Funding Levels

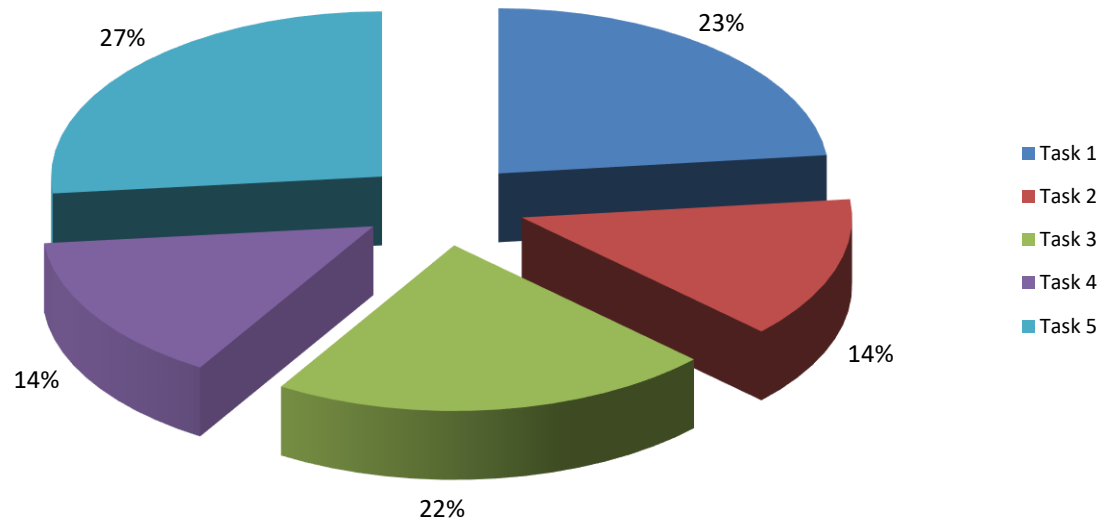


**EXHIBIT VIII-2**  
**FY2022 AND FY2023 ALLOCATION OF TRANSPORTATION PLANNING FUNDS**

Subtask	Subtask Title	TPF		
		FY2022	FY2023	Total
1.01	Community Outreach	\$2,086,000	<b>\$2,307,900</b>	<b>\$4,393,900</b>
1.02	Program and Policy Administration	\$507,250	<b>\$263,300</b>	<b>\$770,550</b>
1.03	Fiscal Management and Information Systems	\$0	\$0	\$0
1.04	Computer System Applications and Data Management	\$455,100	<b>\$716,500</b>	<b>\$1,171,600</b>
	<b>Task 1.0</b>	<b>\$3,048,350</b>	<b>\$3,287,700</b>	<b>\$6,336,050</b>
2.01	Travel Forecasting Support	\$929,900	<b>\$1,127,400</b>	<b>\$2,057,300</b>
2.02	Transportation Data Development	\$251,200	<b>\$212,900</b>	<b>\$464,100</b>
2.03	Demographic Data and Forecasts	\$690,600	<b>\$567,100</b>	<b>\$1,257,700</b>
	<b>Task 2.0</b>	<b>\$1,871,700</b>	<b>\$1,907,400</b>	<b>\$3,779,100</b>
3.01	Transportation Project Programming	\$1,399,900	<b>\$1,506,800</b>	<b>\$2,906,700</b>
3.02	Regional Air Quality Planning	\$592,700	<b>\$704,500</b>	<b>\$1,297,200</b>
3.03	Air Quality Management and Operations	\$0	\$0	\$0
3.04	Public Transportation Planning	\$808,600	<b>\$896,300</b>	<b>\$1,704,900</b>
3.05	Transit Management and Operations	\$0	\$0	\$0
	<b>Task 3.0</b>	<b>\$2,801,200</b>	<b>\$3,107,600</b>	<b>\$5,908,800</b>
4.01	Metropolitan Transportation Planning	\$1,118,700	<b>\$1,359,200</b>	<b>\$2,477,900</b>
4.02	Coordination of Transportation and Environmental Planning Processes	\$256,300	<b>\$255,300</b>	<b>\$511,600</b>
4.03	Ensuring Equity, Nondiscrimination and Environmental Justice in MPO Planning/Program Activities	\$213,900	<b>\$240,000</b>	<b>\$453,900</b>
4.04	Performance Based Planning and Coordination	\$167,900	<b>\$171,500</b>	<b>\$339,400</b>
4.05	Understanding Public Return on Investment for Transportation Funding	\$52,600	\$45,600	\$98,200
4.06	Regional Passenger Rail Planning and Evaluation Process Development	\$54,400	<b>\$51,400</b>	<b>\$105,800</b>
	<b>Task 4.0</b>	<b>\$1,863,800</b>	<b>\$2,123,000</b>	<b>\$3,986,800</b>
5.01	Regional Transportation Studies	\$616,700	<b>\$749,700</b>	<b>\$1,366,400</b>
5.02	Subarea Studies and Local Government Assistance	\$583,400	<b>\$731,200</b>	<b>\$1,314,600</b>
5.03	Land-Use/Transportation Initiatives	\$444,400	<b>\$459,800</b>	<b>\$904,200</b>
5.04	Transportation Asset Management	\$93,000	<b>\$110,700</b>	<b>\$203,700</b>
5.05	Congestion Management Planning and Operations	\$666,200	<b>\$651,600</b>	<b>\$1,317,800</b>
5.06	Regional Freight Planning	\$0	<b>\$387,800</b>	<b>\$387,800</b>
5.07	Transportation System Security and Emergency Preparedness	\$31,600	<b>\$33,400</b>	<b>\$65,000</b>
5.08	Roadway and Railroad Safety	\$316,400	<b>\$326,400</b>	<b>\$642,800</b>
5.09	Regional Aviation Planning and Education	\$62,600	<b>\$198,000</b>	<b>\$260,600</b>
5.10	Regional Military and Community Coordination	\$88,000	\$105,000	\$193,000
5.11	Transportation Technology and Innovation Program	\$327,400	<b>\$279,000</b>	<b>\$606,400</b>
5.12	Red River Navigation System Feasibility Study	\$0	\$0	\$0
5.13	North Texas Center for Mobility Technologies	\$0	\$0	\$0
	<b>Task 5.0</b>	<b>\$3,229,700</b>	<b>\$4,032,600</b>	<b>\$7,262,300</b>
	<b>FUNDING TOTALS</b>	<b>\$12,814,750</b>	<b>\$14,458,300</b>	<b>\$27,273,050</b>



## Transportation Planning Funds (TPF) Summary by Task



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

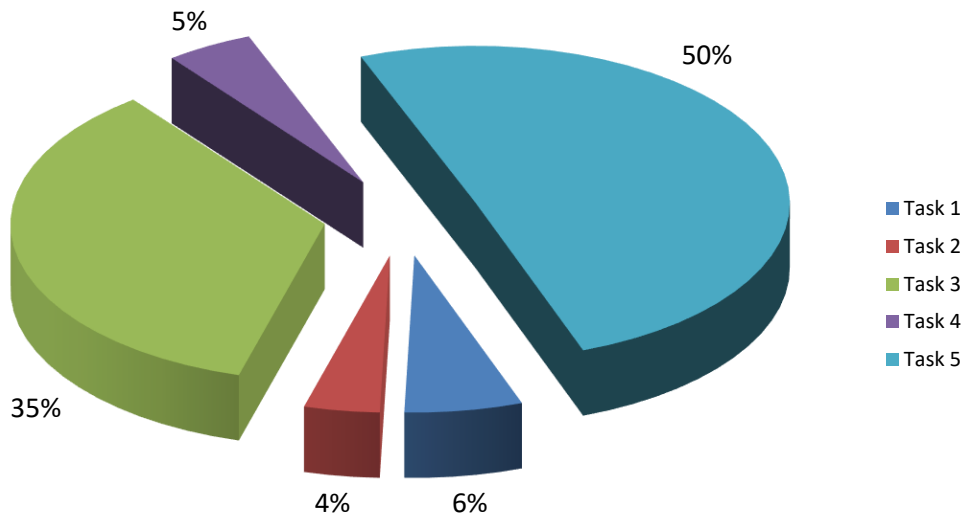
<b>Funding Source</b>	<b>Task 1.0 Administration</b>	<b>Task 2.0 Data Development</b>	<b>Task 3.0 Short Range Planning</b>	<b>Task 4.0 Metropolitan Transportation Planning</b>	<b>Task 5.0 Special Studies</b>	<b>Total</b>
<b>FTA Activities</b>	<b>44.21.00</b>	<b>44.22.00</b>	<b>44.24.00</b> <b>44.25.00</b>	<b>44.23.01</b>	<b>44.23.02</b> <b>44.24.00</b> <b>44.22.00</b> <b>44.27.00</b>	
TPF <sup>1</sup>	<b>\$6,336,050</b>	<b>\$3,779,100</b>	<b>\$5,908,800</b>	<b>\$3,986,800</b>	<b>\$7,262,300</b>	<b>\$27,273,050</b>
CMAQ	<b>\$2,979,900</b>	\$0	\$1,530,600	\$0	<b>\$7,113,108</b>	<b>\$11,623,608</b>
DOD	\$0	\$0	\$0	\$0	\$1,171,100	\$1,171,100
DOE	\$0	\$0	<b>\$241,500</b>	\$0	\$0	<b>\$241,500</b>
EPA	\$0	\$0	\$7,402,250	\$0	\$0	\$7,402,250
FHWA	\$0	\$0	\$12,300	\$0	\$2,000,000	\$2,012,300
FTA	\$0	\$0	\$26,232,650	\$270,000	<b>\$1,764,000</b>	<b>\$28,266,650</b>
Local	\$510,200	\$373,000	\$17,739,679	\$688,810	<b>\$13,067,689</b>	<b>\$32,379,378</b>
NCTCOG						
Local	\$143,800	\$0	\$0	\$0	\$0	\$143,800
NTTA	\$0	\$0	\$0	\$0	\$50,000	\$50,000
RTR	\$345,300	\$0	<b>\$3,842,300</b>	\$814,600	<b>\$4,276,708</b>	<b>\$9,278,908</b>
STBG	<b>\$1,793,700</b>	\$3,742,500	<b>\$8,617,000</b>	\$3,460,000	<b>\$63,605,900</b>	<b>\$81,219,100</b>
TCEQ	\$0	\$0	\$545,000	\$0	\$0	\$545,000
TxDOT	<b>\$320,350</b>	\$79,800	\$0	\$0	<b>\$2,886,500</b>	<b>\$3,286,650</b>
USDOT	\$0	\$0	\$0	\$0	<b>\$78,375</b>	<b>\$78,375</b>
<b>Subtotal</b>	<b>\$12,429,300</b>	<b>\$7,974,400</b>	<b>\$72,072,079</b>	<b>\$9,220,210</b>	<b>\$103,275,680</b>	<b>\$204,971,669</b>

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

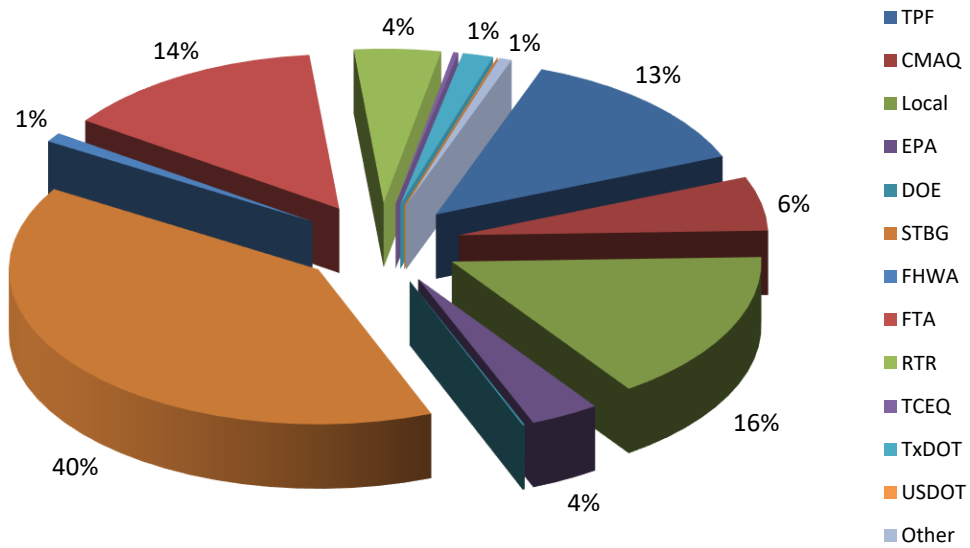
Combined Transportation Planning Funds <sup>2</sup>	<b>\$24,335,529.00</b>
Estimated Unexpended Carryover	<b>\$4,719,097.00</b>
TOTAL TPF:	<b>\$29,054,626.00</b>

<sup>2</sup> Estimate based on prior years' authorizations.

## Summary of Funding by Task



## Summary of Total Funding



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

Surface Transportation Technical Committee  
October 28, 2022

Transportation Department  
North Central Texas Council of Governments

## 2021 FHWA/FTA Planning Emphasis Areas

1. Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future
2. Equity and Justice<sup>40</sup> in Transportation Planning
3. Complete Streets
4. Public Involvement
5. Strategic Highway Network/US Department of Defense Coordination
6. Federal Land Management Agency Coordination
7. Planning and Environment Linkages
8. Data in Transportation Planning

## ***Total Programming Increase in Transportation Planning Funds - New Projects or Significant Changes to Existing Projects***

UPWP Project	Additional UPWP Funding
Database and Geographic Information System Management	\$404,400
Preston Road/Beltline Road Intersections Analysis	\$50,000
Identification of Employment-Housing Imbalances in the Region	\$100,000
Regional Goods Movement	\$387,800
<b>Total Increase</b>	<b>\$942,200</b>

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

<b>FY2022 and FY2023 US FTA (5303)</b>	<b>\$ 6,054,119</b>
<b>FY2022 and FY2023 US FHWA (Estimated PL)</b>	<b>\$18,281,410</b>
<b>FY2021 US FHWA (Estimated PL-Carryover)</b>	<b><u>\$ 4,719,097</u></b>
<b>Total Transportation Planning Funds</b>	<b>\$29,054,626</b>
<b>Prior Anticipated Expenditures</b>	<b>\$26,103,500</b>
<b>Additional Funds Programmed for FY2023</b>	<b><u>\$ 1,169,550</u></b>
<b>Anticipated Expenditures</b>	<b>\$27,273,050</b>
<b>PL Balance to Carry Over to FY2024</b>	<b>\$ 1,781,576</b>

## ***Total Programming Increase in Other Funding Sources - New Projects or Significant Changes to Existing Projects***

UPWP Project	Funding Source	Additional UPWP Funding
Regional Digital Aerial Imagery	STBG - \$606,200 TxDOT - \$151,600	\$757,800
Air Quality Initiatives: Fleets, Consumers, and Communities	STBG - \$1,737,000	\$1,737,000
On-Road Vehicle Emissions	STBG – (\$2,475,000)	(\$2,475,000)
Sustainability and Innovative Solutions for Transit	RTR - \$523,000	\$523,000
South Dallas Improved Bicycle/Pedestrian Routes to Rail and Transit Technology Upgrades	USDOT - \$78,375 CMAQ - \$19,708 RTR - \$19,708 Local - \$19,709	\$137,500
Auto Occupancy Detection Program	STBG - \$495,700 TxDOT - \$99,600	\$595,300



## ***Total Programming Increase in Other Funding Sources – New Projects or Significant Changes to Existing Projects (continued)***

UPWP Project	Funding Source	Additional UPWP Funding
Regional Vanpool Program	STBG - \$512,000	\$512,000
Regional Trip Reduction Program	STBG - \$443,000	\$443,000
Regional Goods Movement	STBG - \$177,000	\$177,000
Transportation Safety Planning	STBG - \$580,000	\$580,000
Naval Air Station Joint Reserve Base Fort Worth Land Use and Community Outreach Implementation	RTC Local - \$60,000	\$60,000
Dallas-Fort Worth Freight Optimization Corridors	STBG - \$4,579,000	\$4,579,000
<b>Total Increase</b>		<b>\$7,626,600</b>

## ***Modification Schedule***

<b>October 10</b>	<b>Initiation of Public Outreach</b>
<b>October 28</b>	<b>Action by Surface Transportation Technical Committee</b>
<b>November 10</b>	<b>Action by Regional Transportation Council</b>
<b>November 17</b>	<b>Action by NCTCOG Executive Board</b>
<b>November 18</b>	<b>Submittal of Modifications to Texas Department of Transportation</b>

## ***Requested STTC Action***

### **Recommend Regional Transportation Council Approval of:**

- **Proposed UPWP modifications outlined in Electronic Item 2.1.1**
- **Direction for staff to administratively amend the Transportation Improvement Program and other administrative/planning documents, as appropriate, to reflect the approved modifications**

## ***Unified Planning Work Program***

### ***Contact Information***

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

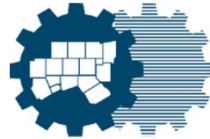
**Vickie Alexander**  
**Program Manager**  
**817-695-9242**  
[valexander@nctcog.org](mailto:valexander@nctcog.org)

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



North Central Texas  
Council of Governments  
Transportation Department

[\*\*https://www.nctcog.org/trans/study/unified-planning-work-program\*\*](https://www.nctcog.org/trans/study/unified-planning-work-program)



# Texas and Gulf Coast Hydrogen Consortium

**Lori Clark**

**Program Manager**

**Regional Transportation Council**

**10.28.2022**

# Regional Clean Hydrogen Hubs

## **Established by the Bipartisan Infrastructure Law**

Administered by the Department of Energy

\$8 Billion Over 5 Years

"Clean" Hydrogen Defined Based on Carbon Intensity of Hydrogen Production

## **Demonstrate Production, Processing, Delivery, Storage, and End-Use of Clean Hydrogen**

### **At Least One Hub Shall Demonstrate End-Use in Each of These Sectors:**

Electric Power Generation

Industrial

Residential & Commercial Heating

**Transportation (especially heavy-duty transportation)**

## **Department of Energy Funding Opportunity Currently Open**



Gulf Coast Hydrogen Consortium

# Texas Hydrogen Hub Efforts

**Center for Houston's Future and GTI Energy Creating a Coalition to Apply for DOE Designation as a Clean Hydrogen Regional Hub**

## **Coalition Structure – 501(c)6 Entity**

Board of Directors

Executive Officer Team

General Members in Advisory Groups

Strategic Initiatives/Research

Commercialization/Deployment

Government & Civic ← Expected NCTCOG Role



Gulf Coast Hydrogen Consortium

# Action Requested

- 1. Endorse RTC's approval for staff participation in Texas and Gulf Coast Hydrogen Consortium**
- 2. Endorse RTC's recommendation for NCTCOG Executive Board signing of Memorandum of Understanding**

Allows staff to provide support, information, and/or documentation to Consortium

Department of Energy grant opportunity currently open:

Concept Papers Due November 7, 2022

Full Proposal Due April 7, 2023



Gulf Coast Hydrogen Consortium



# For More Information



Lori Clark

Program Manager & DFW Clean Cities Director

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Chris Klaus

Senior Program Manager

[cklaus@nctcog.org](mailto:cklaus@nctcog.org) | 817-695-9286



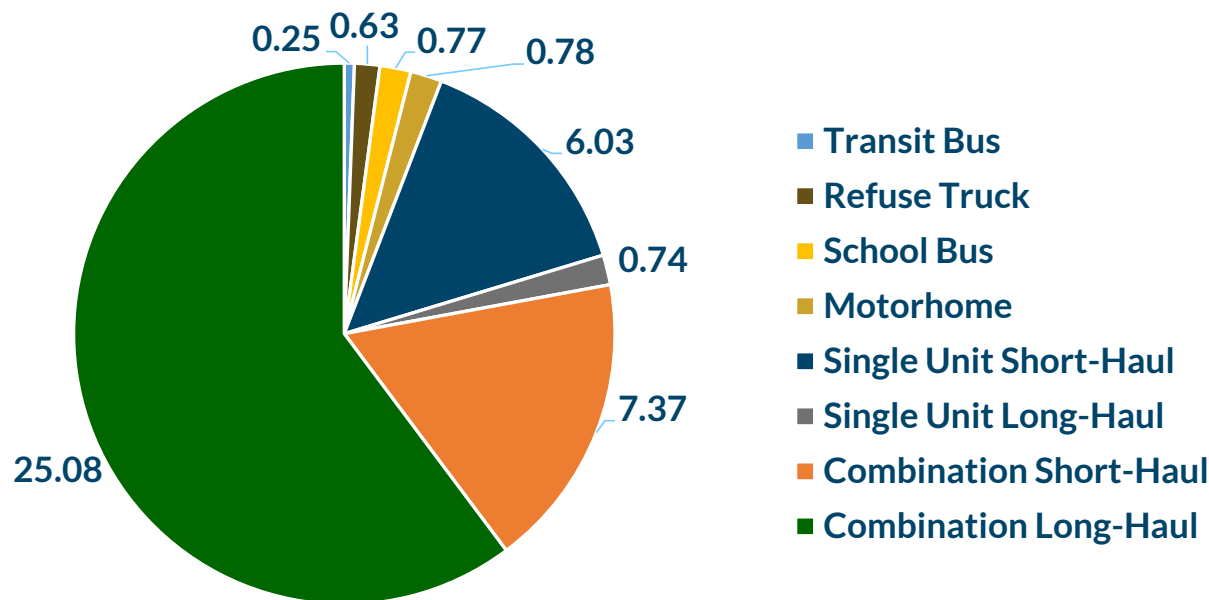
Gulf Coast Hydrogen Consortium

# Medium- and Heavy-Duty Truck Impact on Regional Air Quality

## Medium/Heavy Duty Vehicle Impacts:

- ~5 % of Miles Traveled
- ~40% of Nitrogen Oxides ( $\text{NO}_x$ )

$\text{NO}_x$  Emissions in Tons per Day by Medium/Heavy-Duty Vehicle Type



# Relevance to Regional Planning

## Air Quality Emphasis Areas:



High-Emitting Vehicles/Equipment

Idling

Hard Accelerations

Low Speeds

Cold Starts

Vehicle Miles of Travel



Energy and Fuel Use

## Performance Measure:

### Mobility 2045 Policies:

AQ3-003: Support and implement educational, operational, technological, and other innovative strategies that improve air quality in North Central Texas, including participation in collaborative efforts...

AQ3-004: Support and implement strategies that promote energy conservation, address public health concerns, reduce demand for energy needs, reduce petroleum consumption, and/or decrease greenhouse gas emissions.

[Mobility 2045 Chapter 4 – Environmental Considerations](#)

[Appendix C – Environmental Considerations](#)



DRAFT 10/14/22

**RESOLUTION SUPPORTING A REGIONAL MODEL FOR COMPLETE STREETS  
(CONTEXT SENSITIVE DESIGN)****(R22-04)**

**WHEREAS**, the North Central Texas Council of Governments (NCTCOG) has been designated as the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth Metropolitan Area by the Governor of Texas in accordance with federal law; and,

**WHEREAS**, the Regional Transportation Council (RTC), comprised primarily of local elected officials, is the regional transportation policy body associated with the NCTCOG and has been and continues to be the regional forum for cooperative decisions on transportation; and,

**WHEREAS**, Complete Streets (Context Sensitive Design) policies support the goals and policies of the Metropolitan Transportation Plan, Mobility 2045; and,

**WHEREAS**, safe, convenient, and connected roadways that accommodate the mobility needs of all users and modes of transportation are critical to livability; and

**WHEREAS**, a Complete Streets (Context Sensitive Design) vision states a commitment to integrate a Complete Streets approach into transportation practices, policies, and decision-making processes; and

**WHEREAS**, Complete Streets (Context Sensitive Design) principles encourage a Safe System approach to planning, design, construction, operation, and maintenance of transportation systems to provide safe and convenient travel through a variety of transportation modes for all users; and

**WHEREAS**, streets should be designed to complement and support the adjoining land uses and community character emphasizing each project is unique and should be designed to fit its own distinct context, circumstances, and local characteristics; and

**WHEREAS**, streets that integrate and provide multiple mobility choices contribute to the public life of a community, support healthy economic development, facilitate the efficient movement of people and goods, improve public health, advance environmental stewardship, reduce fuel consumption and maximize the use of roadway infrastructure; and

**WHEREAS**, Complete Streets (Context Sensitive Design) principles support investment in a transportation system that provides reliable access to jobs, resources, and markets thus advancing the region's competitive economic advantage and economic growth; and

**WHEREAS**, implementing a regional Complete Streets (Context Sensitive Design) model requires leadership, identification and elimination of barriers, and development of new policies, rules, and procedures to prioritize safety.

**NOW, THEREFORE, BE IT HEREBY RESOLVED, THAT:**

**Section 1.** The RTC directs staff to collaborate with local governments and transportation providers to develop a Complete Streets (Context Sensitive Design) checklist and/or guide to be used for regional transportation planning and project implementation.

- Section 2.** The RTC encourages local governments to adopt Complete Streets (Context Sensitive Design) Policies.
- Section 3.** The RTC encourages local governments to consider Complete Streets (Context Sensitive Design) elements when developing, modifying, or updating local comprehensive plans, thoroughfare plans, local roadway design manuals, zoning and subdivision ordinances, development codes, and others associated rules and/or regulations.
- Section 4.** The RTC encourages local governments and the Texas Department of Transportation to collaborate closely and implement transportation projects in their jurisdictions that apply context-sensitive solutions in a manner consistent with local community characteristics.
- Section 5.** The RTC directs staff to provide technical support to local governments for development of local Complete Streets (Context Sensitive Design) policies, resolutions, and methodologies/applications for performance management.

---

Duncan Webb, Chair  
Regional Transportation Council  
Commissioner, Collin County

I hereby certify that this resolution was adopted by the Regional Transportation Council of the North Central Texas Council of Governments for the Dallas-Fort Worth Metropolitan Area on October 28, 2022.

---

Clay Lewis Jenkins, Secretary  
Regional Transportation Council  
County Judge, Dallas County



# Regional Model Supporting Complete Streets (Context Sensitive Design)

Kevin Kokes | Surface Transportation Technical Committee  
10.28.2022



Multimodal Complete Street



# Complete Streets

Standards or policies that ensure the **safe and adequate accommodation** of all users of the transportation system, including **pedestrians, bicyclists, personal conveyance and micromobility users, public transportation users, children, older individuals, individuals with disabilities, motorists, and freight vehicles.**

*Source: FHWA's "Moving to a Complete Streets Design Model:  
A Report to Congress on Opportunities and Challenges",  
March 2022*



# Context Sensitive Design

A design process that not only considers physical aspects or standard specifications of a transportation facility, but also the **economic, social, and environmental resources in the community** being served by the facility.

*Source: FHWA, What is Context Sensitive Design*  
[https://www.fhwa.dot.gov/planning/css/what\\_is\\_css/](https://www.fhwa.dot.gov/planning/css/what_is_css/)





# The purpose of a Complete Streets (Context Sensitive Design) policies and resolutions

- ☐ Provides strategic direction for transportation planning
- ☐ Encourages collaboration regarding transportation functions
- ☐ Incorporates local and regional priorities for mobility  
(not a one-size-fits-all solution)

A Policy/Resolution does NOT:

- ☐ Prescribe solutions for specific streets
- ☐ Mandate immediate retrofits
- ☐ Treat rural areas the same as urban areas



## Urbanized Context (Urban Core / Urban / Suburban / Small Town)

## Rural Context



Regional Model Supporting  
Complete Streets/Context Sensitive Design



# Federal and State Guidance

# FHWA and FTA Guidance

## Planning Emphasis Areas (PEAs) for MPO and State Planning and Research

Develop tasks in work programs

- Transition to a Clean Energy, Resilient Future
- Equity and Justice in Transportation Planning
- **Complete Streets**
- Public Involvement
- Strategic Highway Network/ Dept of Defense Coordination
- Federal Land Management Agency Coordination
- Planning and Environmental Linkages (PEL)
- Data in Transportation Planning

*Source: USDOT, December 30, 2021*



Regional Model Supporting  
Complete Streets/Context Sensitive Design

# FHWA and FTA Guidance

## Complete Streets

### GOAL:

To provide an equitable and safe transportation network for travelers of all ages and abilities, including those from marginalized communities facing historic disinvestment.

*“FHWA and FTA seek to help Federal aid recipients plan, develop, and operate streets and networks that prioritize safety, comfort, and access to destinations for people who use the street network, including pedestrians, bicyclists, transit riders, micro-mobility users, freight delivery services, and motorists. **This vision is not achieved through a one-size-fits-all solution – each complete street is unique and developed to best serve its community context and its primary role in the network.**”*

*Source: USDOT, December 30, 2021*



Regional Model Supporting  
Complete Streets/Context Sensitive Design



# Federal Guidance: Bipartisan Infrastructure Law

## Infrastructure Investment and Jobs Act (IIJA)

### Section 11206 Safe and Accessible Transportation Options:

MPOs must spend at least 2.5 percent of funds made available to them under Federal Highway Aid to activities that **increase safe and accessible options for multiple travel modes for people of all ages and abilities**, which may include:

- Adoption of **Complete Streets** standards or policies
- Development of **Complete Streets** prioritization plan
- Development of transportation plans to create active transportation facilities
- Development of transportation plans and policies that support transit-oriented development



# TxDOT Guidance

## Roadway Design Manual (RDM) Update, May 2022

- The updated Ch 6., Sect. 4 Bikeway Facilities emphasizes “**context**” considerations and Bikeway Planning Principles: *safety, comfort, connectivity, and cohesiveness*
- TxDOT Districts now using the updated bicycle facility guidance for new projects
- The Federal Highway Administration approved the RDM updates last summer





# Regional Model



# Approach

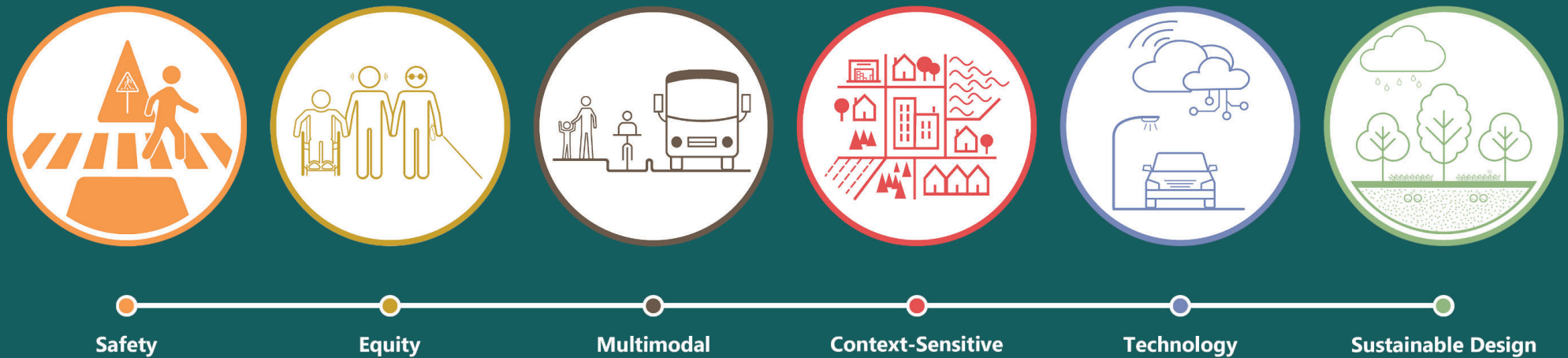


## Resolution objectives:

- **Policy:** Support the adoption and implementation of local government policies/resolutions related to “Complete Street/Context Sensitive Design” with local transportation projects
- **Guide:** Checklist and/or Guide for projects with complete street/context sensitive design elements
- **Evaluate:** Review complete street/context sensitive elements in project development and performance measures



# Potential Elements of the Regional Model



# Regional Model Resolution

1. The RTC directs staff to collaborate with local governments and transportation providers to develop a Complete Streets (Context Sensitive Design) checklist and/or guide to be used for regional transportation planning and project implementation.
2. The RTC encourages local governments to adopt Complete Streets (Context Sensitive Design) Policies.
3. The RTC encourages local governments to consider Complete Streets (Context Sensitive Design) elements when developing, modifying, or updating local comprehensive plans, thoroughfare plans, local roadway design manuals, zoning and subdivision ordinances, development codes, and other associated rules and/or regulations.
4. The RTC encourages local governments and TxDOT to collaborate closely and implement transportation projects in their jurisdictions that apply context sensitive solutions in a manner consistent with local community characteristics.
5. The RTC directs staff to provide technical support to local governments for development of local Complete Streets policies, resolutions, and methodologies/applications for performance management.



# Next Steps

RTC Resolution  
Supporting a  
Regional Model for  
Complete Streets  
(Context Sensitive  
Design)

Collaboratively  
develop a *draft*  
Checklist/Guide,  
and Performance  
Measures

Updates to  
STTC and RTC

Finalize  
Checklist/Guide and  
Performance  
Measures



# Schedule

Date	Milestone
August 2021	BPAC Briefing
August 17, 2022	BPAC Briefing
<b>October 28, 2022</b>	<b>STTC Action</b>
November 7, 2022	Public Input Meeting
November 10, 2022	RTC Action
2023	Develop Guide/Checklist and Performance Measures



## Requested Action

Recommend Regional Transportation Council Approve the Resolution supporting a regional model for complete streets (context sensitive design) and directing staff to develop a complete street checklist/guide and performance measures, to be returned at a future date for approval.



# Staff Contacts:



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**Kevin Kokes, AICP**

Program Manager

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**Julie Anderson**

Sr. Transportation Planner

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U.S. Department of Transportation

Notice of Funding Opportunity Number 693JJ322NF00010

*“Advanced Transportation Technologies and  
Innovative Mobility Deployment (ATTIMD) Program”*

*also known as*

*“Advanced Transportation Technology and Innovation (ATTAIN) Program”*

**Amendment #1**

**Dated 9/20/2022**

---

This amendment to NOFO 693JJ322NF00010 incorporates the following changes to the version originally posted to Grants.gov on September 19, 2022:

1. On page 4 of 40, under **Funding Opportunity Informational Webinar**, after the Information and registration, add the following (**see red underlined text for revisions**):

**INFORMATIONAL SESSION: ATTAIN PROGRAM**

**SESSION:** Virtual Webcast: Background and Application Information  
for the ATTAIN Program

**DATE:** 10/12/2022

**TIME:** 1:00 pm Eastern Time

**INFORMATION AND REGISTRATION:**

**[https://usdot.zoomgov.com/webinar/register/WN\\_zDSjFkAbSmaEQUExbV6aMA](https://usdot.zoomgov.com/webinar/register/WN_zDSjFkAbSmaEQUExbV6aMA)**



**All other terms, conditions and requirements of this Notice of Funding Opportunity remain unchanged.**



NCTCOG PRESENTATION

# Advancing Transportation Technologies and Innovative Program

Surface Transportation Technical Committee  
10.28.2022

Natalie Bettger  
Senior Program Manager

# Advanced Transportation Technology and Innovation (ATTAIN) Program

Continuation of Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) program  
\$60M/yr.

5-10 awards up to \$12M apiece

20 percent local match required

[NOFO](#) issued 9/19/22

Applications due: 11/18/22



# ATTAIN Model Deployments

- Reduced fatalities and injuries
- Reduced traffic congestion/improved travel time reliability
- Reduced emissions
- Optimized multimodal system performance
- Improved access to transportation alternatives
- Integration of payment systems
- Integrated multimodal transportation information
- Transportation-related cost savings



# USDOT ATTAIN Priorities

Climate

Resiliency

Environmental justice

Equity

Removing barriers to opportunity

Job creation



# TSMO Data Engine:

## Foundation for Success

**Description:** A data broker that will consume standard data inputs from applications, enable sharing of data, deploy best-of breed applications and allow each agency the freedom to procure systems that best meet their needs.

**Location:** Regionwide

**Amount:** \$10M

**Local match:** \$2M

**Benefits:** Cost savings, enhanced data sharing, common interfaces, future-proof design, extensibility and high-quality software



# TSMO Data Engine: Foundation for Success

## Two Primary Initiatives

- **Data Initiative** to create the digital infrastructure to support advanced smart community technologies and systems within the NCTCOG region
- **Mobility Initiatives** to focus on improving air quality, improve safety, reduce congestion in the region



# Schedule

9/23/22: STTC Briefing / Information

10/13/22: RTC Briefing / Information

10/28/22: STTC Action

11/10/22: RTC Action

11/17/22: NCTCOG Executive Board Action

NCTCOG letters of support requests due: 11/4/22

Contact: [Nicholas Allen](#)





# REQUESTED STTC ACTION

- Request STTC approval of:

Submittal of **TSMO Data Engine** for funding consideration through the FY22 Advanced Transportation Technology and Innovation (ATTAIN) Program (\$10M)

Administratively amend NCTCOG and State Transportation Improvement Programs (TIP / STIP), as well as other planning and administrative documents, to include the proposed project if selected for an FY22 ATTAIN Grant award (\$10M)



# Contacts



**Natalie Bettger [Lead]**

Senior Program Manager

Congestion Management, Innovative Project  
Delivery and Outreach Program

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**Thomas Bamonte**

Senior Program Manager

Transportation Technology & Innovation

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**Arash Mirzaei**

Senior Program Manager

Model and Data Development Program

Email: [AMirzaei@nctcog.org](mailto:AMirzaei@nctcog.org)





## Fact Sheet: The Strengthening Mobility and Revolutionizing Transportation (SMART) Grants Program

### Overview

Sec. 25005 of the Bipartisan Infrastructure Law (BIL) establishes the Strengthening Mobility and Revolutionizing Transportation (SMART) Grants Program to “conduct demonstration projects focused on advanced smart city or community technologies and systems in a variety of communities to improve transportation efficiency and safety.” The program is appropriated at \$100M annually for fiscal years 2022–2026.

**To accomplish the objectives identified in BIL, the SMART Grants Program will fund projects that focus on using technology interventions to solve real-world challenges facing communities today.** This will require creativity and local experimentation. The SMART Program will support a range of approaches: new transportation applications of existing and emerging technologies; expanded and systematized use of proven technologies; and deep integration of solutions with existing transportation systems.

**SMART funds purpose-driven innovation** and discourages investment in technologies that do not provide a clear improvement over the status quo. The program puts [DOT’s Innovation Principles](#) into practice. The Department has outlined these six key, purpose-driven principles established to guide DOT in fostering innovation that serves the Biden-Harris Administration’s policy priorities. Successful projects will seek to build sustainable partnerships across sectors and levels of government and collaborate with industry, academia, and nonprofits.

**SMART is a demonstration program.** It is not designed to support fundamental research. In general, the systems and technologies demonstrated should be sufficiently developed such that there is good reason to anticipate public benefits from their deployment, but their application in public sector settings is not yet widespread. Proposals seeking funding for systems and technologies which are already well-established and broadly adopted will be less competitive.

**SMART focuses on building data and technology capacity and experience for State, local, and Tribal governments.** Technology investment is most beneficial when tailored to the needs of the community. SMART recognizes that many public sector agencies are challenged to find the resources and personnel to engage with new technologies. The program bridges this gap by providing a required planning phase, to help communities gain experience with innovative technologies. SMART supports a strong, diverse, and local workforce.



**SMART is divided into two stages.** The program structure is based on a belief that planning, prototyping, and teambuilding are critical to advancing the state of the practice for data and technology projects in the public sector. DOT anticipates that only recipients of Stage 1 Planning and Prototyping Grants will be eligible for Stage 2 Implementation Grants.

During Stage 1, public sector project leaders should build internal buy-in and partnerships with public, private, academic, nonprofit, and community organizations and community networks to refine and prototype their concepts, and report on results. At the conclusion of Stage 1, awardees should have the information to either create a fully realized implementation plan with robust performance metrics or to make an informed decision not to proceed with the concept. Stage 1 results may uncover previously unknown institutional barriers, technical limitations, or poor performance relative to conventional solutions. The SMART Program hopes to document lessons learned from Stage 1 projects, knowing that these findings will be broadly beneficial to the transportation sector.

Stage 2 implementation projects should result in a scaled-up demonstration of the concept, integrating it with the existing transportation system, and refining the concept such that it could be replicated by others. If demonstration at-scale identifies critical challenges, gaps, or negative impacts, they should be clearly stated and documented so that other communities that take on similar projects can learn from them and adapt.



## Program Information

Important Dates (Subject to Change)

- **The SMART Notice of Funding Opportunity** will be issued in September 2022.
- **Applications will be due** in November 2022.

### Summary Statutory Parameters

**Program Objective:** To conduct demonstration projects focused on advanced smart city or community technologies and systems in a variety of communities to improve transportation efficiency and safety.

**Type of Program:** Discretionary grant program.

### Eligible Entities:

- State
- Political subdivision of a State
- Tribal government
- Public Transit Agency or Authority
- Public Toll Authority
- Metropolitan Planning Organization
- A group comprised of the above 2 or more eligible entities

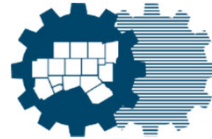
### Geographic Funding Allocation:

Grantee type	Maximum funding (by Fiscal Year)
Large communities	Not more than 40%
Midsized communities	Not more than 30%
Rural communities or regional partnerships	Not more than 30%

### Eligible Projects:

The statute outlines eight technology domains for SMART Grants. Each is complex and includes a wide range of technology inputs, data systems, and integrations with the transportation system. Recipients of SMART Grants are not expected to seek solutions in all eight technology domains through a single project. Teams will be required to identify at least one technology domain for their project, though some projects may naturally address two, three, or even four of the technology domains.

- **Coordinated Automation**—Use of automated transportation and autonomous vehicles while working to minimize the impact on the accessibility of any other user group or mode of travel.
- **Connected Vehicles**—Vehicles that send and receive information regarding vehicle movements in the network and use vehicle-to-vehicle and vehicle-to-everything communications to provide advanced and reliable connectivity.
- **Intelligent, Sensor-based Infrastructure**—Deployment and use of a collective intelligent infrastructure that allows sensors to collect and report real-time data to inform everyday transportation-related operations and performance.
- **Systems Integration**—Integration of intelligent transportation systems with other existing systems and other advanced transportation technologies.
- **Commerce Delivery and Logistics**—Innovative data and technological solutions supporting efficient goods movement, such as connected vehicle probe data, road weather data, or global positioning data to improve on-time pickup and delivery, improved travel time reliability, reduced fuel consumption and emissions, and reduced labor and vehicle maintenance costs.
- **Leveraging Use of Innovative Aviation Technology**—Leveraging the use of innovative aviation technologies, such as unmanned aircraft systems, to support transportation safety and efficiencies, including traffic monitoring and infrastructure inspection.
- **Smart Grid**—Developing a programmable and efficient energy transmission and distribution system to support the adoption or expansion of energy capture, electric vehicle deployment, or freight or commercial fleet fuel efficiency.
- **Smart Technology Traffic Signals**—Improving the active management and functioning of traffic signals, including through:
  - Use of automated traffic signal performance measures;
  - Implementing strategies, activities, and projects that support active management of traffic signal operations, including through optimization of corridor timing; improved vehicle, pedestrian, and bicycle detection at traffic signals; or the use of connected vehicle technologies;
  - Replacement of outdated traffic signals; or
  - For an eligible entity serving a population of less than 500,000, paying the costs of temporary staffing hours dedicated to updating traffic signal technology.



NCTCOG PRESENTATION

# TRANSPORTATION

## SMART Grant Program: Applications

SURFACE TRANSPORTATION TECHNICAL COMMITTEE  
Thomas J. Bamonte  
10.28.2022

# SMART Program & Purpose

**Program:** Strengthening Mobility and Revolutionizing Transportation ([SMART](#)) Grant Program

**Purpose:** Demonstration projects using technology interventions to solve real-world challenges and build data and technology capacity and expertise in the public sector

**Funding:** \$100M/yr.

**First year:** 30-50 planning grants/\$2M maximum grant

**Local match:** None for planning grants

**Later years:** Implementation grants up to \$15M

**Application Deadline:** 11/18/22





# Eligible Projects

Coordinated Automation

Connected Vehicles

Intelligent Sensor-Based Infrastructure

Smart Technology Traffic Signals

Systems Integration

Commerce Delivery and Logistics

Innovative Aviation Technology

Smart Grid for EVs



# SMART: Staff Outreach Efforts

6/21/22: NCTCOG staff briefing

6/28/22: Briefing for STTC members and other regional partners

8/2/22: Distributed notice of USDOT webinar on SMART program

9/20/22: Distributed Notice of Funding Opportunity and schedule

9/23/22: STTC briefing

Various: Multiple brainstorming sessions

NCTCOG letters of support requests due: 11/4/22

Contact: [Nicholas Allen](#)



# Project 1: North Texas Micro Weather Infrastructure for Advanced Air Mobility

**Description:** Feasibility study to determine viability of regional solution for low altitude weather detection and reporting to support safe deployment of advanced aerial vehicles such as last mile drone delivery services and Electric Vertical Take-off and Landing (eVTOL) vehicles

**Location:** Regionwide

**Amount:** \$2 million

**Local match:** None

**Key Partners:** NASA North Texas Cohort, Hillwood, CASA WX Executive Council, Google Wing, DroneUp, Wisk Aero, Supernal, Overair, City of Arlington, DFWIA

**Benefits:** Will allow regional stakeholders on equitable basis to scale up Advanced Aerial Mobility operations safely



# Project 2: Flooded Roads Information System

**Description:** Use advanced sensors and big data tools to improve prediction, identification, and reporting of flooded roadways.

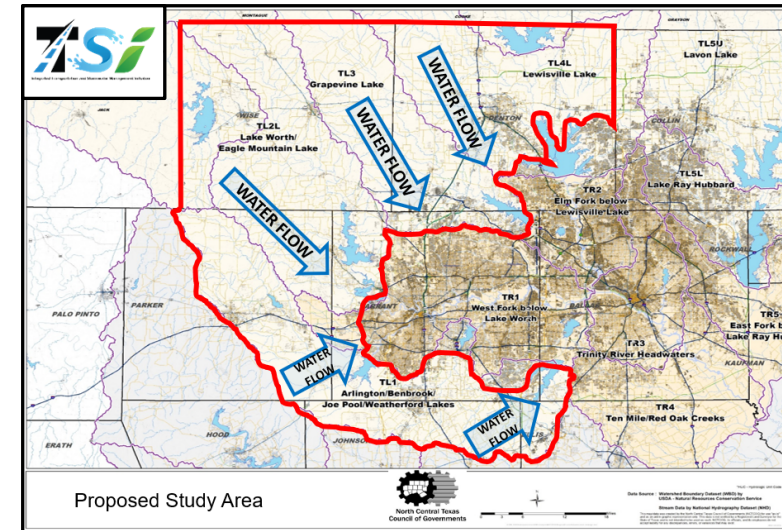
**Location:** TSI Study Area (portions of Dallas, Denton, Ellis, Hood, Johnson, Parker, and Tarrant Counties, and all of Wise County)

**Amount:** \$2 million

**Local match:** None

**Key Partners:** See list at right

**Benefits:** Optimizing emergency response routes/procedures, use of critical facilities, and improving safety at vulnerable areas



# Project 3: Traffic Signal System Upgrade

**Description:** Leverage NCTCOG's recent survey of traffic signal equipment to identify, test, and evaluate detection and other technologies. Pilot and evaluate multiple platforms to optimize traffic signals

**Location:** Regionwide, US 77, US 67, and FM 1382

**Amount:** \$2 million

**Local match:** None

**Key Partners:** TxDOT, City of Cedar Hill, City of Waxahachie, NCTCOG

**Benefits:** Safety, air quality, congestion, and reliability



# Action Requested

Recommendation for RTC approval (i) of the submission of the three SMART grant applications described above and (ii) for staff to take all necessary steps to submit the applications and administer any grant that is awarded based on the applications.



# Contact



**Thomas Bamonte [SMART Program]**

Senior Program Manager

Transportation Technology & Innovation Program

Email: [tbamonte@nctcog.org](mailto:tbamonte@nctcog.org)

Twitter: [@TomBamonte](https://twitter.com/TomBamonte)



## REGIONAL TRANSPORTATION COUNCIL

### Rules for Public Comment

The Regional Transportation Council (RTC) hereby establishes reasonable rules regarding the public's right to address the Council at open meetings consistent with the Texas Open Meetings Act. The intent of these rules is to hear the views of the public prior to the RTC considering items. These rules also promote an orderly and fair process through which public comments may be received by the RTC.

#### Public Attendance and Conduct at RTC Meetings

The public is encouraged to attend meetings of the RTC in person or to view meetings via a livestream. Members of the public shall observe the same rules of civility, decorum and respectful conduct applicable to members of the RTC. Any person addressing the RTC or attending the RTC meeting should refrain from making personal, impertinent, profane, hostile, vulgar, obscene or slanderous remarks or becoming boisterous. Audience members should refrain from unauthorized remarks, stamping of feet, applauding, whistles, yells, and other similar demonstrations.

#### Public Comment

At every open meeting of the RTC, opportunity will be provided at the beginning of the meeting for members of the public to address the RTC regarding any item(s) on the agenda for consideration. This comment period will last a maximum of thirty (30) minutes. The RTC has the discretion to extend this time period upon motion and majority vote. Persons are permitted up to three (3) minutes to speak. A person addressing the RTC through a translator will be provided up to six (6) minutes. A timer will be visible to the speaker and indicate the amount of time remaining. Speakers shall conclude their comments prior to or upon expiration of the time. In the event a large number of speakers are present, the RTC may encourage large delegations to have one person speak for the group or impose reasonable time limits per individual that are more restrictive; if a delegation chooses to select a spokesperson to represent the entire delegation, the spokesperson will be provided up to five (5) minutes to speak or ten (10) minutes if the spokesperson is addressing the RTC through a translator. Subject to the comment period maximum, the RTC Chair will provide a notice to a speaker whose time has expired. The RTC has the discretion to modify or extend the public comment period upon a motion and majority vote.

Persons requesting translation services, to be provided by the RTC, must do so at least seventy-two (72) hours in advance of the posted meeting time.

When an RTC meeting is held in person, members of the public must attend in person to provide verbal comments at the RTC meeting. For RTC meetings held virtually, a virtual option will be provided for members of the public to provide comments.

Speakers will be called in the order they were registered. Speakers should address their comments to the RTC Chair rather than individual RTC members or the audience. Remarks



must be limited to the specific subject matter of the agenda item on which the person is speaking. These rules do not prohibit public criticism of the RTC.

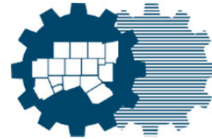
### Speaker Registration

Persons who wish to speak must complete and return to staff a registration card prior to the start of the RTC meeting. Registration cards are printed on yellow paper, available in the RTC meeting room and must, at a minimum, include the following information:

1. Speaker's name;
2. City of residence;
3. Zip code;
4. Agenda item(s) on which the speaker plans to speak;
5. Indication of whether speaking on/for/against agenda item(s); and
6. Any other information requested by RTC staff.

### Speaker Warning and Removal Enforcement

~~The RTC Chair will provide a notice to a speaker whose time has expired.~~ The RTC reserves the right to have speakers or audience members removed from the meeting room in the event they become disruptive or make threatening, profane or otherwise inappropriate remarks in violation of the rules of conduct. The RTC Chair may direct a uniformed police officer to remove any disruptive audience member. Any RTC member may move to require the disruptive audience member to be removed following an affirmative vote of a majority of the RTC. Following a successful vote, the RTC Chair will direct a uniformed police officer to remove any disruptive audience member.



NCTCOG PRESENTATION

# UPDATED RULES FOR PUBLIC COMMENT AT REGIONAL TRANSPORTATION COUNCIL MEETINGS

KEN KIRKPATRICK  
SURFACE TRANSPORTATION TECHNICAL COMMITTEE  
10.28.2022

# OVERVIEW OF HB 2840\*

Members of the public must be allowed to make comments to a governmental body before or during the body's consideration of an item

A governmental body may adopt reasonable rules regarding public comments, including rules that limit the amount of time for each public comment

If no simultaneous translation equipment is used, a member of the public using a translator must be given double the amount of time to comment

A governmental body may not prohibit public criticism of the body

Bill took effect on September 1, 2019

\*Texas Government Code Section 551.007



# RULES FOR PUBLIC COMMENTS AT RTC MEETINGS

## Current Rules

- Comments at RTC meetings began in September 2019
- Initial rules adopted March 2020
- Rules are included in the Public Participation Plan as an appendix
- Four public comments have been received to date
- Comments documented in RTC minutes and Public Comments Report

## Updated Rules

- Add decorum standard for audience members and public commenters with clear enforcement rules
- Overall time period limit for public comments, which may be extended
- Clarify when public comments will be in-person or virtual
- Public comment and decorum requirements referenced in RTC Bylaws (proposed)



**September**

Public Meeting

**November**

RTC Action

**August**

RTC Information

**October**

RTC Information  
STTC Action

## TIMELINE

Comments from the public on the updated rules were welcomed for a 45-day period per the Public Participation Plan.



# ACTION REQUESTED

Recommend Regional Transportation Council approval of the Updated Rules for Public Comments at RTC Meetings (Electronic Item 6.1).

Amend the Public Participation Plan to include the updated rules as an appendix.



# CONTACT US



Amanda Wilson

Public Involvement Manager

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Carli Baylor

Communications Supervisor

[cbaylor@nctcog.org](mailto:cbaylor@nctcog.org) | 817-608-2365



## Scenario Planning Outside of Transportation

NEW BUSINESS  
PLANS

BANK  
FINANCIAL  
SOLVENCY TEST

PROFESSIONAL  
SPORTS

MILITARY  
EXERCISES

APPROVAL OF  
NEW MEDICINES

EQUITY AND  
INCLUSION

FINANCIAL  
INVESTMENTS

NASA SPACE  
EXPLORATION

2nd Conference on  
Scenario Planning in Transportation

**TRB** TRANSPORTATION RESEARCH BOARD

**NATIONAL  
ACADEMIES**  
Sciences  
Engineering  
Medicine



**Overview of Actions Affecting Eastern/Western Funding Shares**  
(\$ in Millions, as of August 2022)

Date	Projects/Programs	Relevant Actions		Cumulative Total	
		West	East	West	East
Mar-13	Final SAFETEA-LU East-West Equity Total	\$649.76	\$1,558.48	\$649.76	\$1,558.48
Jan-16	Final MAP-21 East-West Equity Total	\$320.98	\$847.62	\$970.74	\$2,406.10
Nov-21	Final FAST Act East-West Equity Total	\$429.59	\$1,482.99	\$1,400.33	\$3,889.09
Aug-22	Category 12 Strategic Priority and Texas Clear Lanes funding for various projects in the East (US 75 in Collin County, Spur 399 in Collin County, IH 30 in Dallas County, US 80 in Dallas County, and IH 35W in Denton County) and in the West (IH 20 in Tarrant County) as approved in the 2023 Unified Transportation Program (UTP)	\$100.00	\$473.81	\$1,500.33	\$4,362.90
Aug-22	Category 12 Strategic Priority funding for projects as part of the Southeast Connector Category 2/Category 12 Funding Exchange, which allowed part of the SE Connector project to advance, benefiting the Western subregion	\$468.00	\$0.00	\$1,968.33	\$4,362.90
<b>Updated IIJA Equity Percentage Share as of August 2022</b>				<b>31.09%</b>	<b>68.91%</b>

Cumulative East-West Equity Share	Cumulative Total	
	West	East
Cumulative Total	\$1,968.33	\$4,362.90
Cumulative Percentage Shares	31.09%	68.91%
RTC Approved Target Shares	31%	69%



**CONNECTING NORTH TEXAS COMMUNITIES  
with EMERGING TRANSPORTATION TECHNOLOGIES**

**PROJECT SUMMARY**

**September 2022**

# AGENDA

**1** Project Overview

**2** Report Summaries

The slide features a light gray background with a subtle radial gradient. In the corners, there are decorative black line-art elements resembling circuit traces or a stylized city skyline. These elements consist of thin lines and small circles, arranged in a way that suggests connectivity and technology.

**1**

# **PROJECT OVERVIEW**

# WHAT IS THIS PROJECT?

## What is the need?

---

Transportation technology is evolving

Our planning process must evolve to keep up

## What is the purpose?

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Understand the region's mobility challenges

Identify ways transportation automation and related technologies can address those challenges

Recommend policies and best practices to achieve positive results for the region



# WHAT IS NCTCOG's VISION FOR AUTOMATION IN THE REGION?

- Lead automated vehicle (AV) deployment
- Use automation to achieve region's mobility goals
- Provide communities with AV planning and deployment resources
- Build effective partnerships with AV developers
- Strategically invest in use cases and communities overlooked by AV developers

## Goals



Improve Safety  
& Efficiency



Share Real-Time  
Travel  
Information



Improve  
economy



Prioritize quality  
of life

# WHAT IS THE AV2.0 PROGRAM?

## Objectives



Make future mobility planning resources available to stakeholders in the region



Provide resources for stakeholders to prepare for and support future mobility



Look beyond tech available today to plan for future scenarios, impacts

## Planning Horizon

2045

AV2.1

Support for planning

2023-2025

AV2.2 / 2.3

Support for deployment costs

Implement regional-strategic investments

# WHAT QUESTIONS DID AV2.1 ANSWER?

How will transformational technologies affect regional decision making?

How can agencies predict and monitor the impacts of transformational technologies?

What are the potential future scenarios for automation in the region?

What are best-practices and funding opportunities for AV deployments?



# AV2.1 STUDY TEAM



**Abby Morgan, PhD, PE,**  
*Project Manager*  
AV Policy & Impacts



## STAKEHOLDER & PUBLIC ENGAGEMENT



**Leigh Hornsby, PhD**  
Stakeholder  
messaging



**Royalyn Reid**  
Focus groups



**Denise Smith, PhD**  
Virtual community  
engagement



## LOCAL & NATIONAL RESEARCH EXPERTS



**Janille Smith-Colin, PhD**  
Future Mobility Needs  
& Impacts



**John Hicks, AICP**  
AV Policy & Impacts



**Darcy Bullock, PhD**  
AV Hosting Best  
Practices



## LOCAL PLANNING EXPERTS



**Khaled Abdelghany, PhD**  
AV Scenario  
Development and  
Evaluation



**Mike Chaney**  
NCTCOG Travel  
Demand Modeling



**Behruz Paschai, PhD, PE**  
NCTCOG Travel  
Demand Modeling





2

## PROJECT REPORTS

Available on Project Website:

[www.ConnectNTxFutures.org/Learn](http://www.ConnectNTxFutures.org/Learn)



# PUBLIC MEETINGS & STUDENT LESSON PLAN

[www.ConnectNTxFutures.org/Get-Involved](http://www.ConnectNTxFutures.org/Get-Involved)

**CONNECTING NORTH TEXAS COMMUNITIES with EMERGING TRANSPORTATION TECHNOLOGIES**  
**PUBLIC MEETING #1 RECAP**

**Attendance:**  
57 TOTAL

**The Region**  
Map of North Central Texas Region showing counties: Tarrant, Dallas, Collin, Rockwall, Denton, Johnson, Cooke, Garrettsville, and others.

**The Technologies**  
Images of autonomous vehicles, drones, and smart infrastructure.

**Take a Survey**  
YOUR VOICE MATTERS! Survey link: <https://www.connectntxfutures.org/survey>

**Poll Questions**  
What is the first thing that comes to mind when you hear the word "transportation"?  
Which of these technologies could you see yourself using in the future?

**The Schedule**  
Public Survey: Aug.  
Meetings in the Region: Sep.  
PAC Workshop ongoing  
Focus Groups: Sep.  
Public Meetings: Jan.

## Public Meeting #1

**Preparing for Emerging Transportation Technologies**

A Panel Discussion on Education and Workforce Development

**Meet the Panel**

**Ernest Huffman**  
Aviation Planning and Education Program Manager  
North Central Texas Council of Governments

**LaKesha Raynor**  
Director, Workforce Development and Apprenticeships Relationship Management  
Dallas College, Cedar Valley Campus

**Kentrel Phillips, Ed.D.**  
Chief Academic Officer  
Everman ISD

**Janille Smith-Colin, Ph.D.**  
Assistant Professor  
Southern Methodist University

**Co-hosts**

**Abby Morgan, Ph.D., P.E.**  
Associate Transportation/Planning Engineer  
Kittelson & Associates, Inc.

**Denise Smith, Ph.D.**  
Director of Community Engagement  
Hummingbird Firm

## Public Meeting #2

**Hummingbird**

**AV2.1 EMERGING TRANSPORTATION TECHNOLOGIES**

**K-12 Lesson Plans\***

- 01 Preparing for Emerging Transportation Technologies
- 02 English - Same Message, Different Audience
- 03 Social Studies - A Review of Transportation Policy
- 04 Math - Avoid the Crash!
- 05 Science - Pavement Markings and the Science of Retroreflectivity
- 06 First Lego League (WeDo 2.0 Software) - Blind Spot Monitoring
- 07 Other Transportation-Related Lesson Plans

[www.connectntxfutures.org](http://www.connectntxfutures.org)

\*These lesson plans are primarily designed for high school students but can be easily adapted for younger age groups.

## Lesson Plans

# ONLINE PUBLIC SURVEY

## Purpose

- ◆ Learn public needs and interests around automated transportation

## Key takeaways:

- 483 responses (most from Tarrant and Dallas counties)
- Mixed willingness to use automation technologies for travel around DFW area
- Differences in willingness by race and age
- Older generations less willing to use the technologies



# FOCUS GROUPS

## Purpose

- ◆ Gain deeper awareness of public's perspectives on current and emerging transportation technologies

## Key takeaways:

- 83 participants from 12 focus groups
- Focus group findings align with survey
- Map apps are most used tech (smartphone cost is concern for one minority group)
- Rural residents want more transportation options (transit, ridehail), faster internet, fewer freight train backups
- Minorities most excited about new tech, but doubt fair/equitable access





# STAKEHOLDER & PUBLIC ENGAGEMENT SUMMARY

PAC Meeting Slides & Notes:  
[www.connectntxfutures.org/Get-Involved](http://www.connectntxfutures.org/Get-Involved)

## Project Advisory Committee Meetings & Workshops

The Project Advisory Committee (PAC) is a diverse group of stakeholders and subject matter experts, from NCTCOG, local cities and counties, transportation agencies, educational institutions, and transportation-related businesses.

Members of the PAC:

- **Serve** as liaison between COG, project team, and broader communities
- **Represent** subset of region's decision makers and technology users
- **Mentor** next generation of participating agencies
- **Envision** multi-generational planning horizon

While PAC meetings are not open to the public, representatives of local governments are welcome to attend PAC workshops! We also encourage those interested to view the meeting minutes and presentations.

**PAC Meeting 1** - March 12, 2021

[Meeting Minutes](#)

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**PAC Meeting 2** (Workshop 1) - May 26, 2021

[Meeting Minutes](#) ([morning](#) | [afternoon](#))

[Presentation Slides](#)

\*\*\*\*\*

**PAC Meeting 3** (Workshop 2) - July 13, 2021

[Meeting Minutes](#)

\*\*\*\*\*

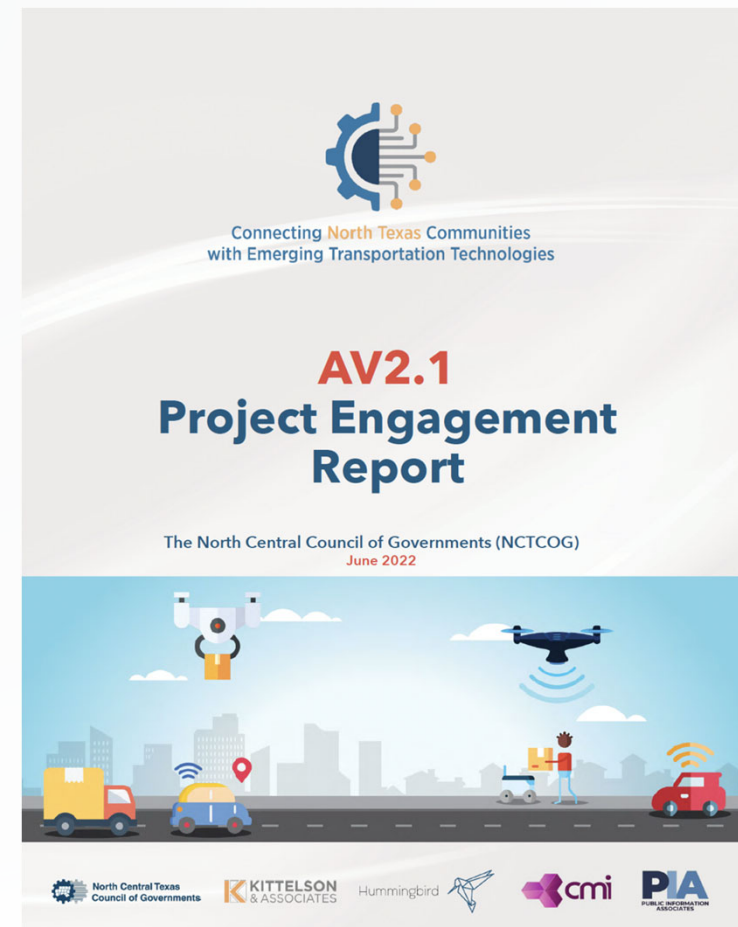
**PAC Meeting 4** (Workshop 3) - Sept 8, 2021

[Meeting Minutes](#)

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**PAC Meeting 5** - October 27, 2021

[Meeting Minutes](#)



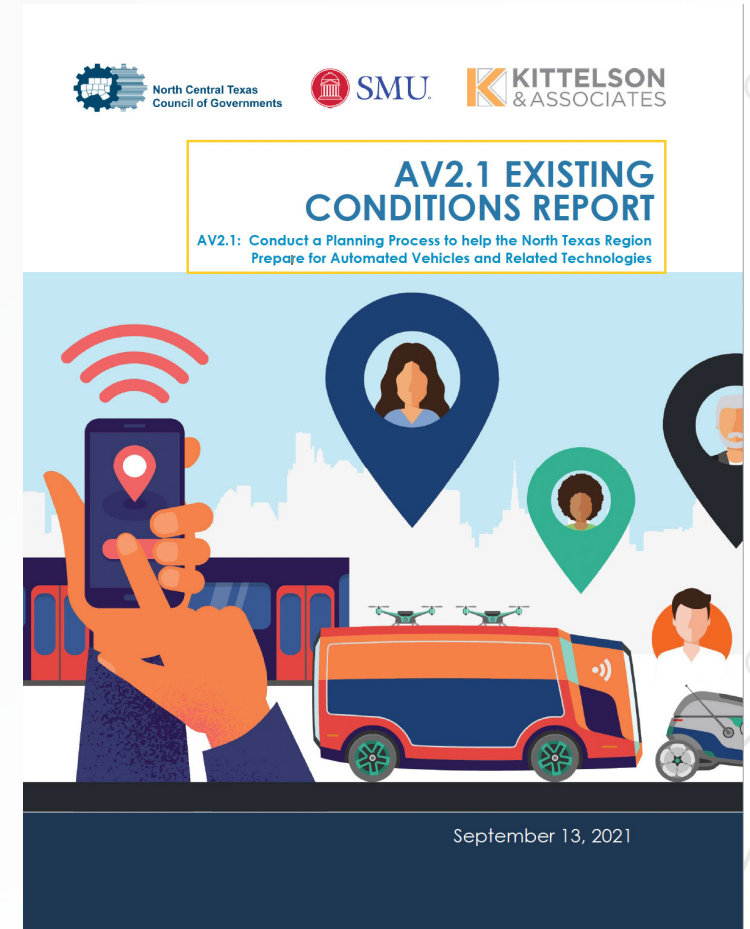
# EXISTING NEEDS

## Purpose

- ◆ Detail current state of transportation in North Central Texas
- ◆ Identify local needs and deployments

## Five categories:

- Personal mobility
- Freight movement
- Equity
- Safety
- Infrastructure readiness + resilience



# MARKET ANALYSIS

## Purpose

- ◆ Understand possible impacts from automated transportation and related technologies in communities.

This understanding and readiness will help the region apply for federal, state, or local deployment funding to deploy or support new technologies.





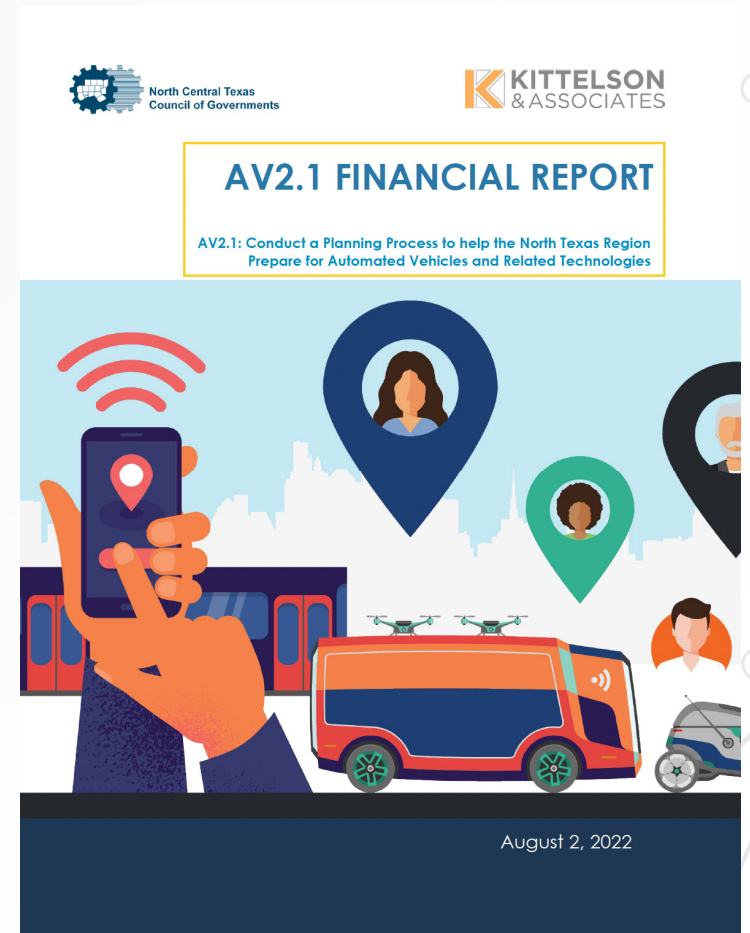
# FINANCIAL REPORT

## Purpose

- ◆ High-level assessment of how automated transportation may affect local entity finances.

Considers Scenario Development and Evaluation to understand potential impacts of automated transportation on existing funding mechanisms available to:

- Counties
- Municipalities
- Public transit agencies
- Airports



# SCENARIO DEVELOPMENT

## Purpose

- ◆ Identify potential future transportation automation scenarios for the North Central Texas region

Developed seven potential scenarios

Selected three scenarios for modeling evaluation:

- Connected Autonomous Vehicle (CAV) Impact on Roadway Network Capacity
- CAV Impact on Intersection Performance
- CAV Impact on Population & Employment Distributions



# MODEL TOOL SELECTION

## Purpose

- ◆ Select the tool(s) to evaluate the three selected scenarios

## Tools Considered:

- Microscopic traffic simulation models
- Mesoscopic simulation-based dynamic traffic assignment models
- Regional travel demand model (“TAFT”) developed and maintained by NCTCOG

Research Team coordinated throughout process with NCTCOG Modeling Team

## Tool Selected:

- AV-TAFT: Regional travel demand model upgraded by UT Austin to enable AV traffic modeling\*

## Modifications:

- CMAV-TAFT: Slightly modified to further upgrade AV-TAFT’s ability to model the three scenarios selected

\* The AV-TAFT model was developed by The University of Texas at Austin Center for Transportation Research under the NCTCOG project Travel Modeling in an Era of Connected and Automated Transportation Systems: An Investigation in the Dallas-Fort Worth Area (2017-2021).

# SCENARIO EVALUATION

## Purpose:

- ◆ Predict potential impacts of three future automation scenarios using travel demand model

## Modeling Summary:

- Studied 29 different scenario runs
- Tested 0, 25, 50, and 100% penetration rates
- First application of new CAV Capacity Adjustment Factors in *Highway Capacity Manual 7<sup>th</sup> Edition*

## Key Assumption:

- Vehicles are both connected and automated. They follow closely at high speeds. They move through intersections more effectively.

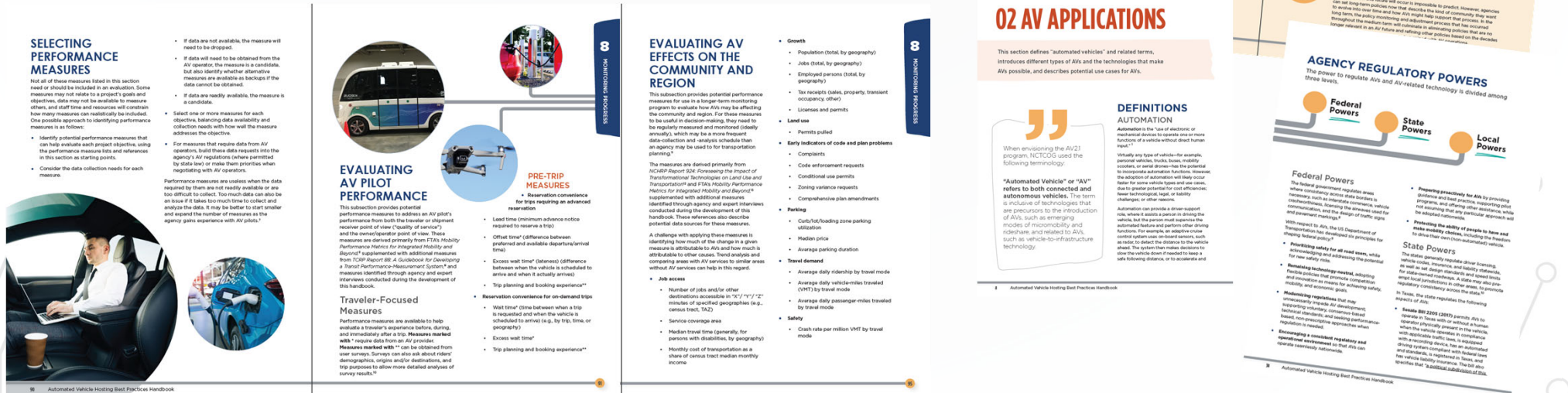
## Key Findings:

- Vehicle Miles Traveled (VMT) generally *increases*
- Vehicle Hours Traveled (VHT) generally *decreases*
- Average Daily Speed generally *increases*
- Daily Delay generally *decreases*
- CAVs alone will not solve the region's future congestion problems.

# AV HOSTING HANDBOOK

## Key Guidance:

- ◆ What is the current state of AV technology?
- ◆ What do cities need to know about AVs?
- ◆ How can cities prepare for AVs?



# FINAL REPORT

## Purpose

- ◆ Summarize key findings from each project task
- ◆ Recommend next steps for municipalities and NCTCOG

## Key Recommendations:

- Self-assess gaps (staffing, planning, infrastructure, policy)
- Pursue funding opportunities
- Disseminate key findings
- Continue to monitor trends (technology and impacts)
- Develop financial revenue assessment toolkit
- Develop tools to evaluate pilots and prioritize new projects or investments





Project Website:  
[www.ConnectNTxFutures.org](http://www.ConnectNTxFutures.org)

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# AV2.1 FINAL REPORT EXECUTIVE SUMMARY

AV2.1: CONDUCT A PLANNING PROCESS  
TO HELP THE NORTH TEXAS REGION  
PREPARE FOR AUTOMATED VEHICLES  
AND RELATED TECHNOLOGIES



June 9, 2022





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SMU

Hummingbird



Contract Number TRN6551  
Project Number 25425

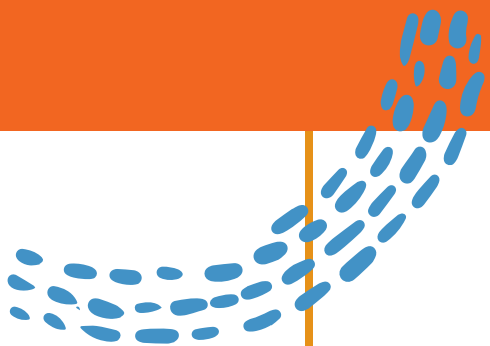
The contents of this report reflect the views of the authors who are responsible for the opinions, findings, and conclusions presented herein. The contents do not necessarily reflect the views or policies of the Regional Transportation Council, NCTCOG, or the Texas Department of Transportation.

# INTRODUCTION

Technology impacts all aspects of transportation, and these technologies are ever evolving.

Local agencies need guidance on how to plan for uncertainties in the future of transportation. Proactive planning can help North Central Texas communities create unified plans to use technology to solve local and regional transportation needs.

Decision makers want to understand **HOW** technologies could change travel behaviors and land use patterns, **WHEN** these impacts are likely to occur, and **WHAT** additional infrastructure or policy changes, if any, agencies may need to support the future travel demands.



## HOW ARE TECHNOLOGIES CHANGING TRANSPORTATION?

New technologies are changing how we travel, when we travel, the cost of travel (time or money), or replacing the need to travel at all (like teleworking or telemedicine). These changes to travel patterns and behaviors can lead to changes in land use patterns (such as where people live or work, or the locations of freight distribution centers).

**Some transformational technologies are in use today** and are already impacting travel behavior and land use patterns. For example, many North Texas residents, students, and employers quickly adopted telework or virtual learning due to the COVID-19 pandemic. Increasing e-commerce demands have moved goods warehouses and distribution centers closer to urban areas.

**Some technologies are in pilot phases**, such as TxDOT's Connected Freight Corridor, Arlington's Rapid AV ride-hail program, Wing's drone delivery pilot, and sidewalk delivery robot pilots on several college campuses in the region.

**Some technologies will require local government support**, such as expanding electric vehicle charging infrastructure.

**Some impacts are still unknown**, like the sustainable cost of emerging technologies or the travel behavior impacts of new modes of transportation like automated vehicles.

# HOW IS NCTCOG PREPARING FOR THIS CHANGE?

Automated transportation solutions are part of the long-term transportation strategy for North Central Texas Council of Governments (NCTCOG). NCTCOG is preparing for emerging transportation technologies through a three-phase Automated Vehicle 2.0 (AV2.0) program.

## Planning (AV2.1)

Connecting North Texas Communities with Emerging Transportation Technologies – Helping North Texas communities plan for the arrival of emerging transportation technologies, such as automated vehicles (AVs)

AV  
2.1

## Partnerships (AV2.2)

Funding to help North Texas communities build effective partnerships with the AV developers when they deploy AVs in the community

AV  
2.2

## Investment (AV2.3)

Making strategic investments as a region in AV service to explore use cases that are important to the region but not being adequately addressed by the private sector

AV  
2.3

When envisioning the AV2.1 program, NCTCOG used the following terminology:

“Automated Vehicle” or “AV” refers to both connected and autonomous vehicles. The term is inclusive of technologies that are precursors to the introduction of AVs, such as emerging modes of micromobility and rideshare, and related to AVs, such as vehicle-to-infrastructure technology.

In addition to the AV2.0 program, NCTCOG is preparing for emerging technologies by:

- / Collaborating on TxDOT’s **Connected Freight Corridors Project**.
- / Leading a **Freight Optimization Project** to improve flow of freight.
- / Standardizing work zone reporting using the **Work Zone Data Exchange** Specification.
- / Utilizing **connected vehicle data**—especially video—to improve maintenance, operations, and safety through a Situational Awareness App.
- / **Advancing electrification** to support automated vehicles.
- / Calming traffic, **creating safer streets for all people**, including for bicyclists and pedestrians will improve operational environment for automated vehicles.
- / Leading **Uncrewed Aircraft System** (UAS) education, planning, and pilots.



# WHERE ARE WE TODAY?

Studying existing conditions and assessing the technology market help agencies understand the impacts of automation on North Central Texas. The **Existing Conditions Report** details the current state of transportation and emerging technologies in North Central Texas. By knowing the existing conditions (or baseline), agencies can monitor trends and understand impacts.

## KEY FINDINGS FROM THE EXISTING CONDITIONS REPORT

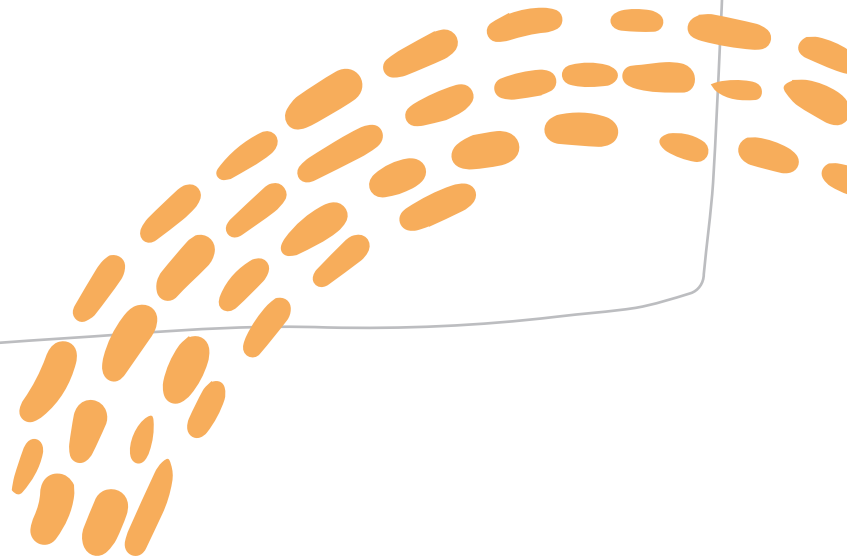
**Personal mobility.** Many roadways in the region have high congestion levels and unreliable travel times. Local emerging technology mobility efforts include high-speed rail, demand-responsive passenger services, first-mile/last-mile connections via micromobility, mobile ticketing and scheduling applications, and people movers.

**Freight Movement.** Increasing traffic congestion in the region will have a negative impact on freight movement. Automated trucking, unmanned aerial system (or drone) delivery, and enhanced traffic and congestion management strategies could improve freight movement reliability.

**Equity.** The North Central Texas region is committed to providing the same level of access to essential destinations to all residents, irrespective of their residence location, race, age, gender, income, and/or abilities. Agencies need guidance on how to develop equity-focused policies and programs related to emerging technologies.

**Safety.** There were 820 crash-related fatalities in North Central Texas in 2019. Emerging Technologies could provide new opportunities to improve transportation safety in the region.

**Infrastructure readiness and resiliency.** Public infrastructure that supports emerging technologies includes roadways, traffic management systems, sensors, and the electric grid. Infrastructure readiness and resilience can be measured through assets, data, and integration. Agencies want guidance on when and what to invest in.



# WHICH TECHNOLOGIES SHOULD COMMUNITIES PLAN FOR?

We created a **Market Analysis Report** to help municipalities understand which technologies are coming to North Central Texas, including:

- / Micromobility
- / Aerial Mobility
- / Emerging Vehicle Technologies (Connected, Automated, Electric, Shared)
- / Highway Systems Technologies
- / Parking System Technologies
- / Integrated Technologies
- / Data Guidance

The market analysis report outlines:

- / Status and trends in emerging transportation technologies,
- / Likely applications and adoption timelines,
- / Potential challenges to greater deployment,
- / Potential challenges to ensuring equitable deployment, and
- / Opportunities for public sector involvement.

## KEY FINDINGS FROM THE MARKET ANALYSIS REPORT

**Technology is changing rapidly.** The planning process should be flexible to adjust to changing technologies, business models, regulatory frameworks, and market conditions. Agencies should plan for applications of technology, rather than specific technologies, which may change over time.


**Lay the groundwork early.** Engage with stakeholders to understand common challenges, build partnerships, and establish strong relationships to deliver transportation access needed today while preparing for future technological changes.

**Manage the increase in the quantity of data.** Public agencies will need to develop new data management approaches to collect, analyze, manage, share, and utilize data to understand and improve the transportation system.


**Plan for multiple possible future scenarios.** Many technologies are still in the research and development stage. Until the technologies are in the hands of the general public in real-world use, and until the sustainable price point of the new technologies or services is known, the long-term, real-world impacts of emerging technologies remain unknown. Agencies need to consider multiple potential future scenarios and monitor system performance and trends to learn how these new technologies are impacting the region.

# WHAT MATTERS TO RESIDENTS?


The project team engaged with residents, businesses, and regional stakeholders through a project website, public meetings, an online survey, focus groups, and Project Advisory Committee meetings.


 **Public Meetings.** We held two virtual public meetings. Meeting recordings and questions and answers are available on the [Get Involved](#) page of the project website.

- / **Public Meeting #1** (August 2021) introduced attendees to emerging transportation technologies through a video and interactive presentation. Participants shared feedback through live polling and learned how to provide more input through the project's online survey.
- / **Public Meeting #2** (February 2022) discussed education and workforce development needs to prepare for emerging technologies. We also shared the [K-12 lesson plan](#) on automated vehicles that the project team created to help excite the next generation of leaders and problem solvers in the region.

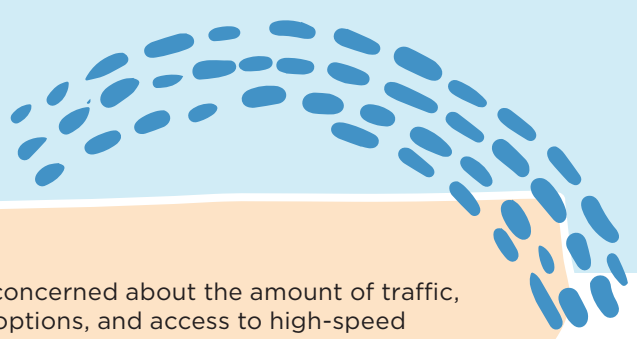
 **Online Public Survey.** We used an online survey to ask North Texas residents and employees about their current transportation modes, use of current transportation-related technologies, and perspectives on emerging transportation technologies. We received 483 survey responses. The [Engagement Phase 1 Report](#) summarizes the survey responses.

 **Focus Groups.** We engaged 83 residents through focus groups to gain a deeper awareness of the public's needs and perspectives on current, new, and emerging transportation technologies. The [Focus Groups Report](#) summarizes what we learned.

 **Project Advisory Committee (PAC).** We held eight bi-monthly PAC meetings to present, review, and collect feedback on analyses, key findings, and deliverables throughout the project. The PAC was made up of a diverse group of about 20 stakeholder representatives from local and state transportation providers, local governments, technology developers, workforce and education institutions, and other community organizations.

 **Project Website.** The project website ([www.connectntxfutures.org](http://www.connectntxfutures.org)) is the public's central information hub for the project. It provides materials for the public to learn more about emerging transportation technologies, including:

- / Informational videos
- / Project reports
- / Meetings notes
- / Automated vehicle lesson plan
- / Resources on AV deployment efforts locally and nationally



We learned from the survey and focus groups that residents are concerned about the amount of traffic, delays from construction and train crossings, few transportation options, and access to high-speed internet. Younger respondents are more willing to consider using the emerging technologies. As household income increased so did the willingness to use emerging technology.

For more information on public and stakeholder engagement conducted as part of this project, including public surveys and focus groups, please refer to the [AV2.1 Engagement Phase 1 Summary Report](#), [Focus Group Report](#), or [What We Heard From Residents](#) on the project website.

# HOW WILL AVS AFFECT TRANSPORTATION AND LAND USE?

The greatest uncertainty in planning is private sector market forces and what will emerge as the sustainable price point of automation and other emerging transportation technologies.

Currently, planners do not have enough data to assign probabilities to potential future scenarios, so proactively identifying a diverse suite of potential future scenarios to assess potential needs provides a framework that agencies can use to start the planning process and adapt agilely as more information emerges from external market forces.

The **Scenario Development Report** explains how we developed seven potential future transportation automation scenarios for the region, and how we selected three of these scenarios for further modeling evaluation under the AV2.1 project:

1

## **AV Impact on Roadway Network Performance.**

This scenario assumes that vehicles that are both connected and automated will enhance network capacity and reduce the value of time for drivers.

3

## **AV Impact on Population and Employment Distributions.**

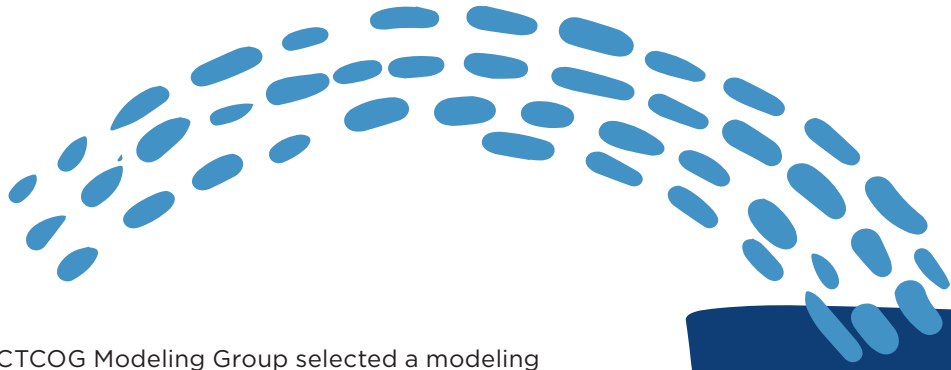
This scenario assumes that automated vehicles will cause travelers to make longer trips due to the decreases in their travel delay and the value of time for drivers. It will capture possible growth opportunity scenarios due to AVs. Each city or county can use these scenarios to define what it considers desired or undesired growth patterns for their area and to develop policies to incentivize their desired growth pattern.

2

## **AV Impact on Intersection Performance.**

This scenario assumes that connected vehicle-to-infrastructure technology will improve intersection capacity and reduce intersection delays.





The NCTCOG Modeling Group selected a modeling platform developed by the University of Texas Austin in conjunction with NCTCOG staff (the UTAV-TAFT model) for the AV2.1 project team to use to evaluate future technology scenarios.

The Scenario Evaluation Report summarizes the modeling methodology, assumptions, and results. For each scenario, we tested a range of AV fleet penetration rates (0%, 25%, 50%, and 100%). Model input assumptions include AV fleet penetration rate, link capacity improvement, AV value of time reduction, increased speed, increased non-freeway saturation flow rate, lower signal control delay, and demographic data for population and employment redistributions.

This is the first study to apply the new capacity adjustment factors for connected and automated vehicles from the *Highway Capacity Manual* to a regional travel demand model.



## KEY FINDINGS FROM THE SCENARIO EVALUATION REPORT

**AVs alone will not solve the region's future congestion problems.** Additional travel demand management and capacity increasing strategies are needed to meet current and future transportation needs.

**The model results followed predicted patterns.** Under any capacity improvement scenario:

- / Vehicle Miles Traveled (VMT) generally increases
- / Vehicle Hours Traveled (VHT) generally decreases
- / Average Daily Speed generally increases
- / Daily Delay generally decreases

**Change in VMT, VHT, Average Daily Speed, and Daily Delay varies between different roadway functional classes and by time period** (morning peak, evening peak, off peak).

**Agencies should collect and monitor model performance measures** from real-world deployments to determine if our assumptions should be revised in future modeling efforts.

**Local AV deployments could model sub-regional geographics** like city or county level.



# HOW WILL AVS AFFECT TRANSPORTATION FINANCES?

Transportation funding comes from a variety of sources at the local, state, and federal level. Existing revenue sources include state and federal fuel taxes, vehicle registration, titling, and licensing fees, oil and gas production taxes, sales taxes, oil lubrication sales taxes, toll revenue, vehicle inspection fees, and traffic violation citations. Local revenues come from parking, local vehicle registration fees, and property and sales taxes.

Rapid population growth in the region, coupled with rising construction costs, aging infrastructure, and increased congestion are already straining transportation funding.

The **Financial Report** provides a high-level assessment of how automated transportation may affect local entity finances. The report also explores potential strategies for engaging the private sector to generate new revenue streams to supplement or replace funding streams affected by automated transportation and related technologies.

## KEY FINDINGS FROM THE FINANCIAL REPORT

**Emerging technologies (including more fuel-efficient electric vehicles, shared mobility, and automated vehicles) threaten traditional funding streams.** Traditional transportation-centric revenues from motor fuel taxes, parking revenues, vehicle registrations, and traffic citations are most at risk in a shift to shared, electric, and automated mobility.

**Alternative funding streams have potential to fill gaps in transportation revenues.** Local entities should identify their current revenues; collect data to understand trends and potential vulnerabilities in a shared, electric, and automated future; and assess feasibility of implementing alternative revenue strategies.

**Agencies need a toolkit for identifying existing funding mechanism and assessing their vulnerabilities in the context of emerging technologies.** Funding mechanisms vary widely among local entities. A toolkit may help define a process to evaluating current revenues and identifying strategies to fill potential gaps.

**Agencies should gather political and public support for alternative funding strategies.** New fees and taxes are challenging to implement. Public engagement needs to clearly demonstrate the added value from new revenue opportunities.



# HOW DO YOU HOST AN AV DEPLOYMENT?

The **AV Hosting Deployment Guide** provides guidance to cities to be an active player in advancing technology to solve local transportation problems. It also provides a realistic take on where technology is today and how cities can leverage technology and supporting policies to achieve their goals.

## KEY FINDINGS FROM THE AV HOSTING GUIDEBOOK

### **Assess Potential Use Cases and Business Models.**

The applications and business models of automated transportation vary widely. Understanding the various use cases can help agencies assess the transportation challenges each use case might be best positioned to address.

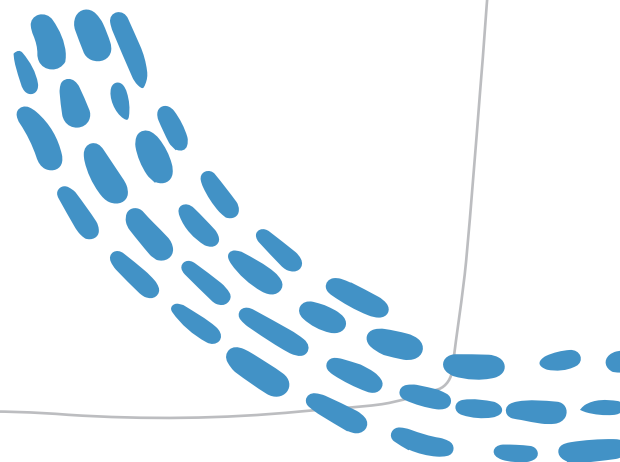
**Develop and Update Policies.** Agencies should be proactive in assessing policies to support emerging technology. Policies connected to public goals can help emerging technologies address challenges facing the region and set expectations for the industry.

**Build Partnerships and Share Data.** Emerging technology is new and rapidly evolving, meaning everyone has a lot to learn from each other. Private industry understands the technical aspects of their technology. Agencies understand local policies and processes. Developing strong relationships and sharing data can form mutually beneficial partnerships for public agencies and technology companies.

**Prepare Infrastructure.** Agencies can be proactive in identifying infrastructure improvements to support existing and future deployments, including roadway, communications, and data management infrastructure; routing constraint considerations; and traffic signal systems.

**Train the Workforce.** Agencies should begin building internal agency capabilities and training workers needed by industry. Agencies and educators may partner with industry to understand their needs and tailor training and education to fit them. Training and education should be technology-agnostic, not focusing on a specific technology that may change, but rather focus on transferrable skills that can apply to a variety of future conditions.

**Monitor Progress.** Technology is not a “silver bullet” to the transportation problems facing North Central Texas. Agencies should develop performance metrics to continually monitor and evaluate the impacts of technologies in the community and making adjustments as needed to achieve the desired benefits.



# WHAT SHOULD AGENCIES DO NEXT?

This project equips local agencies with tools to proactively shape the development and adoption of emerging technologies to solve transportation challenges in the North Central Texas region.

**Municipalities.** To support the transition to AVs and other emerging transportation technologies, municipalities should follow the four-step process outlined in [NCHRP Report 924: Foreseeing the Impact of Transformational Technologies on Land Use and Transportation](#):

1

**Prepare.** Become familiar with AV technologies and agency regulatory powers, develop the agency's vision for technology, and set technology-related goals. Some policies may be pre-empted by Texas state law, but local agencies do have control over land use and development policy to support emerging technology. The [\*\*Market Assessment Report\*\*](#), [\*\*Engagement Report\*\*](#), and [\*\*AV Hosting Guidebook\*\*](#) provide this background information.

3

**Take action.** Address the policy gaps identified in the self-assessment. Identify and/or develop funding sources to address resource gaps. Train or hire new staff, or partner with others with the necessary expertise, to address capability gaps. Get your feet wet by testing technology and agency readiness through pilot deployments. The [\*\*final report\*\*](#) and the [\*\*AV Hosting Guidebook\*\*](#) provide guidance on agency and workforce development, partnerships, and local policy development.

2

**Self-assess.** Review the agency's staffing, resources, capabilities, organization, policies, and plans. Identify needs and courses of action. The [\*\*Existing Conditions Report\*\*](#) and [\*\*Financial Report\*\*](#) are starting points for the self-assessment.

4

**Monitor and adjust.** Monitor progress toward achieving the agency's technology-related goals and adjust programs, plans, and actions as necessary to meet the goals. The [\*\*Scenario Evaluation Report\*\*](#) predicts potential AV impacts. Agencies can monitor the model input assumption performance metrics to track trends and adjust policies as needed. NCTCOG can model additional future technology scenarios and can update model input assumptions as agencies collect more data on real-world deployments.



**NCTCOG.** To continue leading the region in the adoption of automated technology, NCTCOG can:



**Pursue funding opportunities.** This readiness sets the stage for the region to continue to be an active player in the deployment of emerging technologies. The region may also apply for federal, state, or local deployment funding to deploy or support new technologies.



**Continue to monitor trends.** Technology continues to change rapidly, and the long-term impacts remain unknown. NCTCOG should continually monitor industry trends and the impacts on the North Central Texas region to adapt as the AV market evolves.



**Disseminate key findings.** NCTCOG and other stakeholders can keep up the momentum created from this project with continued outreach to the public, policymakers, and local agencies. NCTCOG can lead a coordinated effort to share and disseminate key findings from this project to accelerate adoption of best practices among local agencies.



**Develop tools to prioritize and evaluate pilot projects.** Plan for and conduct evaluations of pilot deployment programs. Evaluations are a useful tool for understanding the impacts of a project, disseminating key findings and lessons learned, and identifying project success stories and limitations. Evaluations are critical for future deployers to build upon the work. They can also inform public agencies on how to structure pilot programs and select projects to pursue moving forward.

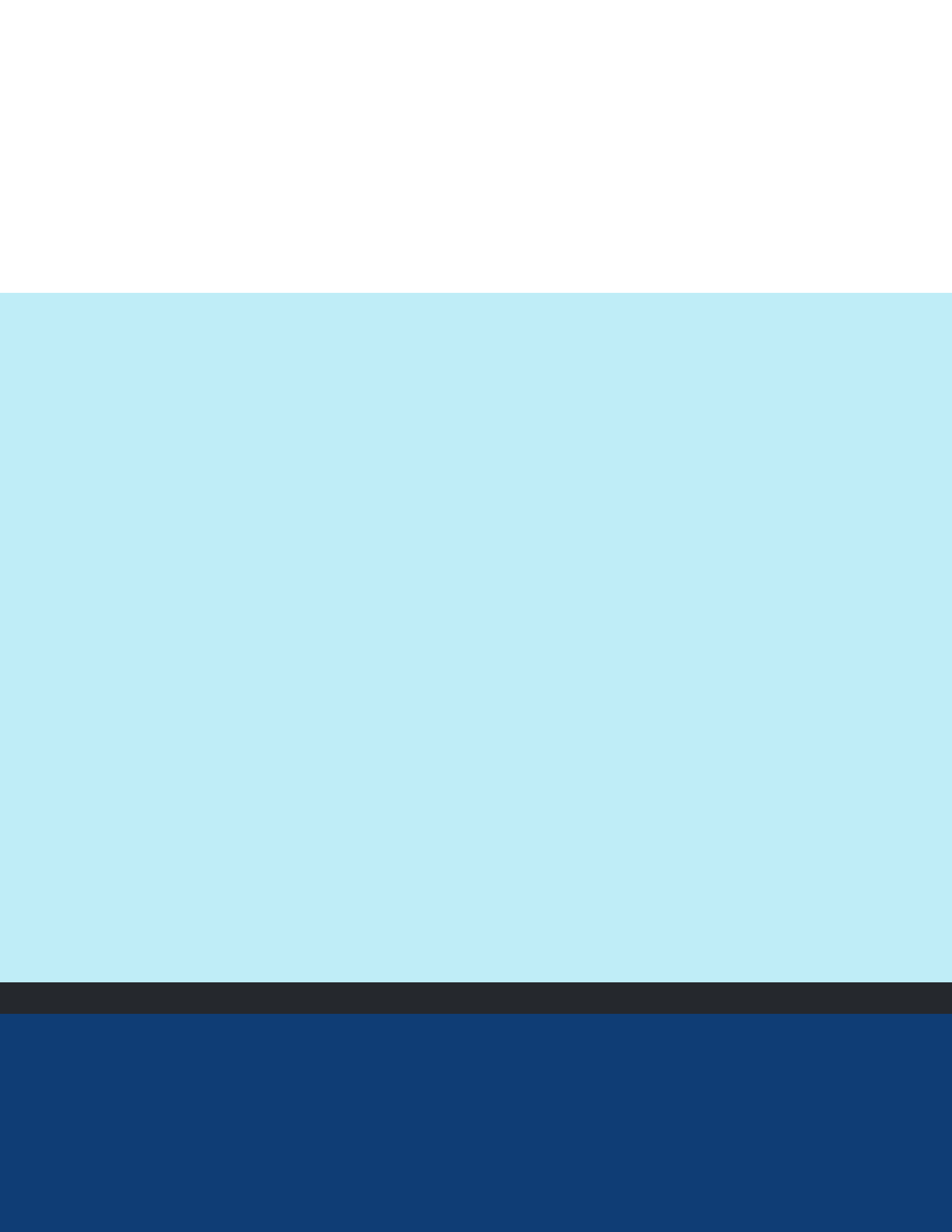


**Develop a financial revenue assessment toolkit.** Define a process for local agencies to evaluate current revenues and identify strategies to fill potential gaps as transportation shifts to shared, automated, and electric.



You can continue to stay connected, get involved, and learn more by visiting the project website here:

**[www.connectntxfutures.org](http://www.connectntxfutures.org)**

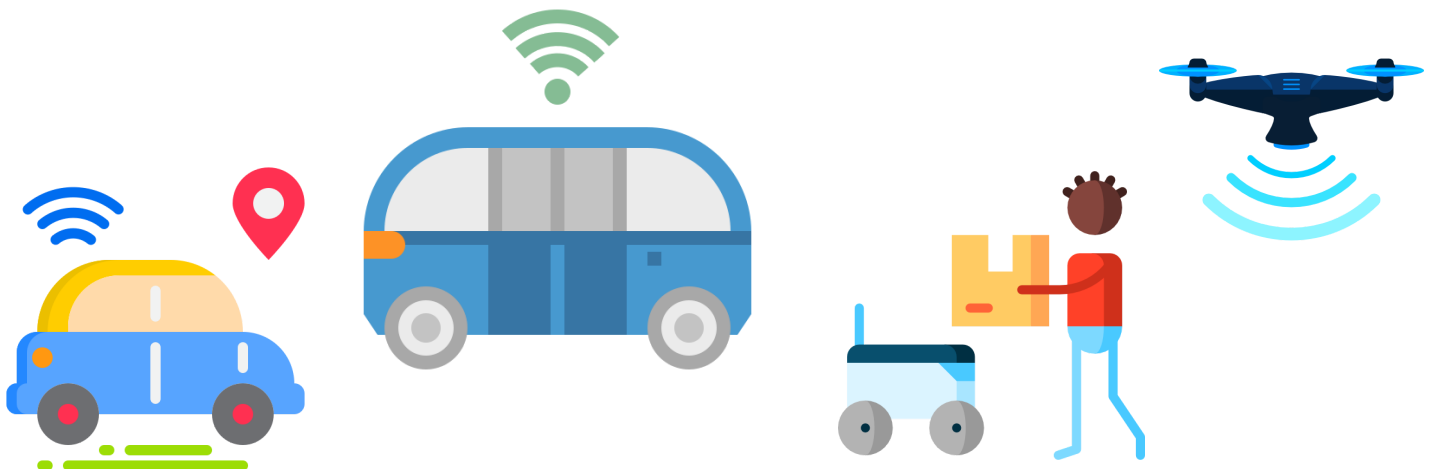




# KEY TAKEAWAYS

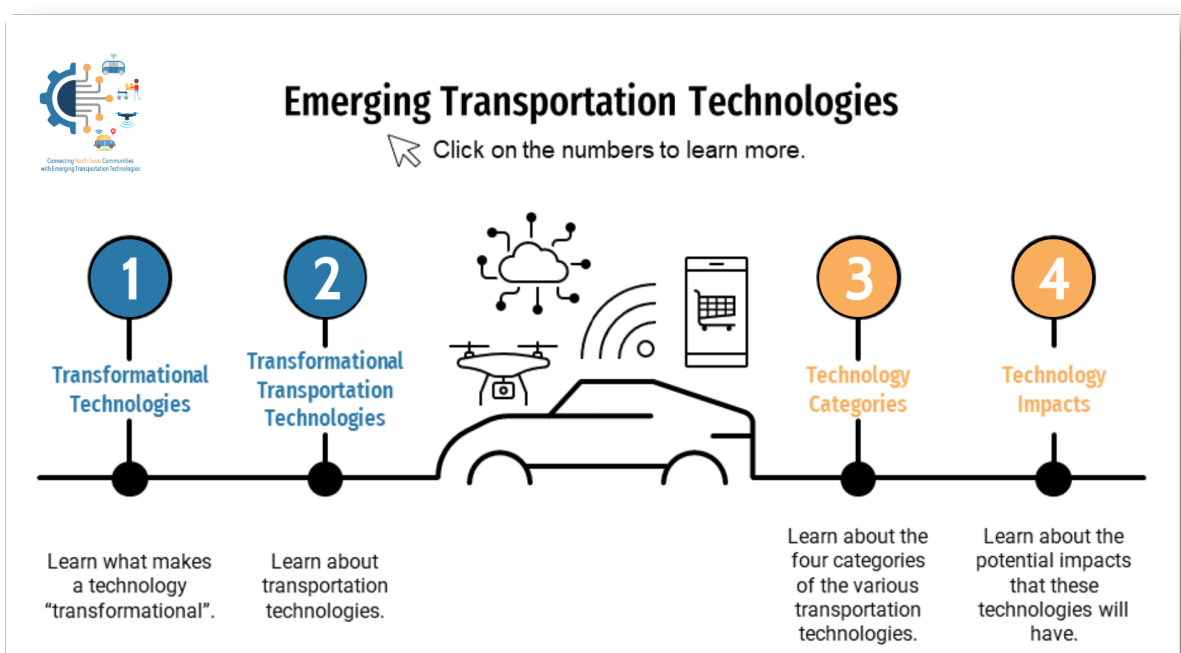
Your Technology, Now and in the Future

TECHNOLOGY IS CHANGING HOW WE TRAVEL



WHAT ARE THESE NEW TECHNOLOGIES?

CHECK OUT



Examples of Emerging Transportation Technologies in North Texas



FOR MORE RESOURCES VISIT OUR WEBSITE

[WWW.CONNECTNTXFUTURES.ORG](http://WWW.CONNECTNTXFUTURES.ORG)





LOOKING FOR RESOURCES TO GET STUDENTS INVOLVED?



NCTCOG's AV2.1 Mission for Students



CHECK OUT

Our K-12 Lesson Plan

ARE YOU AN AGENCY WHO NEEDS TO PLAN FOR NEW TECHNOLOGY?

North Central Texas  
Council of Governments

KITTELSON  
& ASSOCIATES

## AUTOMATED VEHICLE HOSTING HANDBOOK

FOR NORTH CENTRAL TEXAS COMMUNITIES



September 2022

TO LEARN MORE

[WWW.CONNECTNTXFUTURES.ORG](http://WWW.CONNECTNTXFUTURES.ORG)

CMAQ FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2022

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	FACILITY	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
14018	0918-47-281	DALLAS	DALLAS	E	CS	BOUNDED BY US 75 TO THE WEST, GREENVILLE AVE TO THE EAST,	LOVERS LN TO THE NORTH, AND MOCKINGBIRD LN TO THE SOUTH	PEDESTRIAN IMPROVEMENTS INCLUDING TRAFFIC SIGNALS, SIDEWALKS, CROSSWALKS, LIGHTING, AND INTERSECTION IMPROVEMENTS	\$281,897	\$0	\$70,474	\$352,371	\$281,897	03/2022 (ACTUAL) 10/2022	OBLIGATED (2022)	FUNDING OBLIGATED FEBRUARY 2022
55207	0095-04-069	TXDOT-DALLAS	DALLAS	C	US 80	AT SH 205/FM 148		CONSTRUCT INTERSECTION IMPROVEMENTS (SIDEWALKS AND TURN LANES)	<del>\$12,000,000</del> \$7,479,959	<del>\$3,000,000</del> \$1,869,990	\$0	<del>\$15,000,000</del> \$9,349,949	\$13,638,582	03/2022 (ACTUAL)	OBLIGATED (2022)	FUNDING OBLIGATED FEBRUARY 2022
14069	0619-03-061	TXDOT-DALLAS	DALLAS	C	FM 544	AT FM 1378 (COUNTRY CLUB ROAD)		CONSTRUCT INTERSECTION IMPROVEMENTS INCLUDING LEFT AND RIGHT TURN LANES	<del>\$4,000,000</del> \$2,949,938	<del>\$1,000,000</del> \$737,485	\$0	<del>\$5,000,000</del> \$3,687,423	<del>\$4,268,616</del>	05/2022 (ACTUAL)	OBLIGATED (2022)	PROJECT ADVANCED FROM FY2023; FUNDING OBLIGATED APRIL 2022
21047.1	0197-03-080	TXDOT-DALLAS	DALLAS	C	US 175	DALLAS COUNTY LINE	EAST OF FM 1390	INSTALLATION OF CCTV, DMS AND VEHICLE DETECTION UNITS	\$720,000	\$180,000	\$0	\$900,000	\$858,047	05/2022 (ACTUAL) 06/2022	OBLIGATED (2022)	FUNDING OBLIGATED APRIL 2022
21047.2	0197-02-133	TXDOT-DALLAS	DALLAS	C	US 175	IH 635	KAUFMAN COUNTY LINE	INSTALLATION OF CCTV, DMS AND VEHICLE DETECTION UNITS	\$700,000	\$175,000	\$0	\$875,000	\$1,015,458	05/2022 (ACTUAL) 06/2022	OBLIGATED (2022)	FUNDING OBLIGATED APRIL 2022
21047.3	0197-04-083	TXDOT-DALLAS	DALLAS	C	US 175	EAST OF FM 1390	SH 34	INSTALLATION OF CCTV, DMS AND VEHICLE DETECTION UNITS	\$660,000	\$165,000	\$0	\$825,000	\$694,106	05/2022 (ACTUAL) 06/2022	OBLIGATED (2022)	FUNDING OBLIGATED APRIL 2022
14013.2	0918-48-004	DART	DALLAS	C	VA	COTTON BELT VELOWEB TRAIL FROM DFW AIRPORT NORTH COTTON BELT STATION	SHILOH COTTON BELT STATION	DESIGN FOR COTTON BELT VELOWEB TRAIL (26 MILES) AND CONSTRUCTION OF MULTIPLE SECTIONS OF THE TRAIL CORRIDOR (IN COPPELL, CARROLLTON, ADDISON, DALLAS, PLANO, AND RICHARDSON)	\$8,401,592	\$0	\$2,100,398	\$10,501,990	\$8,401,592	<del>07/2022 (ACTUAL)</del> -08/2022	OBLIGATED (2022)	FUNDING OBLIGATED DECEMBER 2021
21015.3	0918-47-373	DART	DALLAS	T	VA	COVID-19 TRANSIT EDUCATION CAMPAIGN PROGRAM		PROGRAM WILL FOCUS ON EDUCATION AND OUTREACH TO HELP WITH CONSUMER CONFIDENCE AND PROVIDING INCENTIVES TO INCREASE RIDERSHIP	\$300,000	\$0	\$0	\$300,000	<del>\$300,000</del>	08/2022 (ACTUAL) 04/2022	<del>OBLIGATED (2022)</del>	PROJECT HAS NOT BEEN APPROVED BY FHWA, PENDING ELIGIBILITY DETERMINATION; <del>PROJECT HAS BEEN APPROVED BY FHWA; FUNDING OBLIGATED AUGUST 2022</del>
21015.7	0918-00-369	NCTCOG	DALLAS	E	VA	COVID-19 REGIONAL TRANSIT EDUCATION CAMPAIGN PROGRAM		PROGRAM WILL FOCUS ON EDUCATION AND OUTREACH TO HELP WITH CONSUMER CONFIDENCE AND PROVIDING INCENTIVES TO INCREASE RIDERSHIP	\$250,000	\$0	\$0	\$250,000	<del>\$250,000</del>	<del>09/2022 (ACTUAL)</del> 08/2022	<del>OBLIGATED (2022)</del>	PROJECT HAS NOT BEEN APPROVED BY FHWA, PENDING ELIGIBILITY DETERMINATION; <del>PROJECT HAS BEEN APPROVED BY FHWA; FUNDING OBLIGATED SEPTEMBER 2022</del>
11657.1	0918-00-298	NCTCOG	DALLAS	I	VA	M&O - AIR QUALITY PUBLIC EDUCATION AND OUTREACH PROGRAM	IMPLEMENT STRATEGIC COMMUNICATION EFFORTS TO EDUCATE AND INFORM THE REGION ON TRANSPORTATION AND AIR QUALITY RELATED	ISSUES, INCLUDING STRATEGIES FOR IMPROVEMENT, FUNDING OPPORTUNITIES, TRAINING INITIATIVES, AND NEW PROGRAMS/POLICIES; MAJOR EFFORTS WILL FOCUS ON TRANSPORTATION AND AIR QUALITY, PUBLIC OUTREACH, EDUCATION, AND ENGAGEMENT PROGRAMS	\$1,560,000	\$0	\$0	\$1,560,000	<del>\$1,560,000</del>	<del>09/2022 (ACTUAL)</del> 07/2022-06/2022	<del>OBLIGATED (2022)</del>	<del>FUNDING OBLIGATED SEPTEMBER 2022</del>
<del>25036</del>	<del>1068-04-176</del>	<del>GRAND PRAIRIE</del>	<del>DALLAS</del>	<del>C</del>	<del>IH 30</del>	<del>MACARTHUR</del>	<del>SH 161</del>	<del>INSTALLATION OF NEW DYNAMIC MESSAGE SIGNS AND NEW CCTV CAMERAS</del>	<del>\$400,480</del>	<del>\$100,120</del>	<del>\$0</del>	<del>\$500,600</del>	<del>\$330,400</del>	<del>11/2022</del>	<del>OBLIGATED (2022)</del>	<del>PROJECT ADVANCED FROM FY2023; FUNDING OBLIGATED SEPTEMBER 2022; PROJECT WILL BE BID IN THE COMING MONTHS</del>
11630.6	0008-08-077	GRAND PRAIRIE	DALLAS	C	SH 180	EAST OF HENSLEY	GREAT SOUTHWEST PKWY	INSTALLATION OF 4 NEW CCTV CAMERAS AND 5 NEW DMS ALONG SH 180 TO FACILITATE TRAFFIC MANAGEMENT BY VIEWING TRAFFIC CONDITIONS VIA CCTV AND ADJUSTING SIGNAL TIMING AND PROVIDING FEEDBACK TO MOTORING PUBLIC VIA DMS	\$400,000	\$100,000	\$0	\$500,000	<del>\$400,000</del>	<del>11/2022</del> 09/2022	<del>OBLIGATED (2022)</del>	PROJECT IS ASSOCIATED WITH ANOTHER PROJECT ALONG MAIN STREET AND IS BEING DELAYED TO FOLLOW THE SAME SCHEDULE; <del>FUNDING OBLIGATED IN JULY 2022; PROJECT WILL BE BID IN THE COMING MONTHS</del>
<del>13036</del>	<del>0009-12-219</del>	<del>TxDOT-DALLAS</del>	<del>DALLAS</del>	<del>C</del>	<del>IH 30</del>	<del>SH 205</del>	<del>WEST OF FM 2642 (HUNT COUNTY LINE)</del>	<del>RECONSTRUCT &amp; WIDEN 4 TO 6 MAIN LANES; RECONSTRUCT &amp; WIDEN 4 TO 4/6 LANE CONTINUOUS FRONTAGE ROADS; CONSTRUCT NEW &amp; RECONSTRUCT EXISTING INTERCHANGES; RAMP MODIFICATIONS; PEDESTRIAN IMPROVEMENTS</del>	<del>\$40,000,000</del>	<del>\$10,000,000</del>	<del>\$0</del>	<del>\$50,000,000</del>	<del>\$40,000,000</del>	<del>11/2022</del>	<del>OBLIGATED (2022)</del>	<del>FUNDING OBLIGATED IN SEPTEMBER 2022</del>
14090.1	0902-00-297	FWTA	FORT WORTH	T	IH 35W	DR. DENNIS DUNCANS TRANSFER CENTER	ALLIANCE	IMPLEMENT HIGH-INTENSITY BUS SERVICE ALONG THE IH 35W CORRIDOR	\$14,000,000	\$0	\$3,500,000	\$17,500,000	<del>\$14,000,000</del>	12/2022 04/2022	<del>OBLIGATED (2022)</del>	<del>FUNDING OBLIGATED AUGUST 2022</del>



CMAQ FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2022

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	FACILITY	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
14013.2	0918-00-337	DART	DALLAS	T	VA	COTTON BELT VELOWEB TRAIL FROM DFW AIRPORT NORTH COTTON BELT STATION	SHILOH COTTON BELT STATION	DESIGN FOR COTTON BELT VELOWEB TRAIL (26 MILES) AND CONSTRUCTION OF MULTIPLE SECTIONS OF THE TRAIL CORRIDOR (IN COPPELL, CARROLLTON, ADDISON, DALLAS, PLANO, AND RICHARDSON)	\$14,786,590	\$0	\$0	\$14,786,590	\$0	07/2022	DID NOT OBLIGATE IN FY2022	FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT; <a href="#">NCTCOG MEETING WITH DART TO DISCUSS FUNDING NEED</a>
11186.6	0918-00-348	NCTCOG	DALLAS	I	VA	FREEWAY/TRAFFIC INCIDENT MANAGEMENT PROGRAM	INCLUDES TRAINING FOR AGENCY EXECUTIVES AND FIRST RESPONDERS, QUICK	CLEARANCE CRASH RECONSTRUCTION TRAINING, OTHER TRAINING AND EDUCATION TO PROMOTE STRATEGIES TO MITIGATE TRAFFIC INCIDENTS; INCLUDES NCTCOG STAFF TIME AND CONSULTANT ASSISTANCE	\$245,460	\$0	\$0	\$245,460	\$0	08/2022	DID NOT OBLIGATE IN FY2022	FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT
25093.3	0918-47-361	DART	DALLAS	T	VA	DEEP ELLUM RIDESHARE PLAZA; NORTHEAST CORNER OF N. GOOD LATIMER	AT MONUMENT STREET	CONSTRUCT DEEP ELLUM RIDESHARE PLAZA TO PROVIDE OFF-STREET PASSENGER PICK-UP/DROP-OFF AREA FOR TRANSPORTATION NETWORK COMPANIES IN ORDER TO IMPROVE TRAFFIC FLOW IN DEEP ELLUM	\$320,000	\$0	\$80,000	\$400,000	\$0	08/2022 <del>06/2022</del>	DID NOT OBLIGATE IN FY2022	TRANSIT TRANSFER REQUEST HAS BEEN SUBMITTED AND IS PENDING
11651.5	0902-90-199	KENNEDALE	FORT WORTH	ENV	VA	ARTHUR INTERMEDIATE AND DELANEY ELEM SAFE ROUTES TO SCHOOL, BOUNDED BY ARTHUR DR TO THE N	W KENNEDALE PARKWAY TO THE S, RUTH DR TO THE E, CORRY A EDWARDS DR TO THE W	CONSTRUCT NEW AND RECONSTRUCT EXISTING SIDEWALKS, CROSSWALKS, AND CROSSING SAFETY IMPROVEMENTS; CONSTRUCT NEW SIGNAGE, TRAFFIC CALMING TREATMENTS, AND LIGHTING	<del>\$0</del> <del>\$24,000</del>	\$0	<del>\$0</del> <del>\$6,000</del>	<del>\$0</del> <del>\$30,000</del>	\$0	09/2022 <del>06/2022</del>	DID NOT OBLIGATE IN FY2022	<del>PROJECT DELAYED DUE TO INACTIVITY; UNABLE TO ESTABLISH CONTACT WITH CITY OF KENNEDALE;</del> <a href="#">FUNDING MOVED TO THE CONSTRUCTION PHASE THROUGH THE NOVEMBER 2022 TIP MODIFICATION CYCLE</a>
11651.5	0902-90-199	KENNEDALE	FORT WORTH	E	VA	ARTHUR INTERMEDIATE AND DELANEY ELEM SAFE ROUTES TO SCHOOL, BOUNDED BY ARTHUR DR TO THE N	W KENNEDALE PARKWAY TO THE S, RUTH DR TO THE E, CORRY A EDWARDS DR TO THE W	CONSTRUCT NEW AND RECONSTRUCT EXISTING SIDEWALKS, CROSSWALKS, AND CROSSING SAFETY IMPROVEMENTS; CONSTRUCT NEW SIGNAGE, TRAFFIC CALMING TREATMENTS, AND LIGHTING	<del>\$0</del> <del>\$91,273</del>	\$0	<del>\$0</del> <del>\$22,818</del>	<del>\$0</del> <del>\$114,091</del>	\$0	09/2022 <del>06/2022</del>	DID NOT OBLIGATE IN FY2022	<del>PROJECT DELAYED DUE TO INACTIVITY; UNABLE TO ESTABLISH CONTACT WITH CITY OF KENNEDALE;</del> <a href="#">FUNDING MOVED TO THE CONSTRUCTION PHASE THROUGH THE NOVEMBER 2022 TIP MODIFICATION CYCLE</a>
19005	0918-24-251	PLANO	DALLAS	C	VA	PLANO CITYWIDE CCTV CAMERA EXPANSION		INSTALL NEW CCTV CAMERAS CITYWIDE	\$1,867,000	\$0	\$0	\$1,867,000	\$0	10/2022 <del>12/2021</del>	DID NOT OBLIGATE IN FY2022	FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT
25022	0902-90-050	FORT WORTH	FORT WORTH	C	VA	CENTERPOINT TRAIL FROM TRINITY BLVD/SKYVIEW DR	TRINITY RAILWAY EXPRESS (TRE) CENTREPORT RAIL STATION	CONSTRUCT SHARED-USE PATH (TRAIL) FROM THE INTERSECTION OF TRINITY BLVD/SKYVIEW DR TO CENTREPORT RAIL STATION; PRELIMINARY ENGINEERING FOR CONNECTION TO MIKE LEWIS TRAIL	\$3,930,734	\$0	\$982,683	\$4,913,417	\$0	10/2022	DID NOT OBLIGATE IN FY2022	FUNDING MOVED TO FY2023 DUE TO DELAYS WITH GETTING ENVIRONMENTAL CLEARANCE
14013.3	0902-00-235	FORT WORTH	FORT WORTH	R	CS	CENTREPORT TRAIL FROM CENTREPORT STATION	CITY LIMITS	CONSTRUCT 12' WIDE SHARED-USE PATH	\$165,200	\$0	\$0	\$165,200	\$0	11/2022	DID NOT OBLIGATE IN FY2022	PROJECT PHASE DELAYED TO FY2023 THROUGH FEBRUARY 2022 TIP MODIFICATION CYCLE
14046	0918-47-286	DALLAS	DALLAS	C	VA	UPTOWN MCKINNEY/COLE COUPLET: ON ALLEN ST FROM CARLISLE ST TO MCKINNEY AVE; ON CARLISLE ST FROM COLE AVE TO ALLEN ST;	ON COLE AVE FROM HARVARD AVE TO CARLISLE ST; ON MCKINNEY AVE FROM HARVARD AVE TO ALLEN ST	CONVERSION OF 3 LN ONE-WAY RDWYS TO TWO-WAY RDWYS; INTERSECTION, SIGNAL, SIGNAGE, PEDESTRIAN, LIGHTING, LANDSCAPING, AND ASSOCIATED IMPROVEMENTS INCLUDING TROLLEY RELOCATION	\$6,700,000	\$0	\$1,675,000	\$8,375,000	\$0	12/2022	DID NOT OBLIGATE IN FY2022	PROJECT IS BEING RE-ADVERTISED TO SOLICIT MORE BIDDERS AND IS ANTICIPATED TO BEGIN IN FY2023
14058	0902-90-153	FORT WORTH	FORT WORTH	E	CS	TRINITY TRAIL FROM TRINITY BLVD.	TRINITY LAKES STATION	CONSTRUCT SHARED USE PATH	\$40,267	\$0	\$0	\$40,267	\$0	12/2022 <del>12/2021</del>	DID NOT OBLIGATE IN FY2022	FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT
25066.1	0918-47-310	DALLAS	DALLAS	R	CS	ON LINFIELD RD OVER UPRR RAIL YARD FROM SH 310 TO CARBONDALE ST	AND ON CARBONDALE ST FROM LINFIELD RD TO SL 12	CONSTRUCT BICYCLE AND PEDESTRIAN BRIDGE ON LINFIELD ROAD OVER THE UPRR RAIL YARD; ADD LANDSCAPING TO THE PROJECT AREA INCLUDING ALONG CARBONDALE STREET	\$350,000	\$0	\$0	\$350,000	\$0	12/2022	DID NOT OBLIGATE IN FY2022	FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT
25072	0918-00-390	DART	DALLAS	T	VA	ON THE TRE FROM NOBLE BRANCH	WEST OF MEDICAL DISTRICT DRIVE	ADD TRACK TO CREATE A DOUBLE TRACKED SECTION OF THE TRE RESULTING IN FASTER SPEEDS AND REDUCED DELAY FOR PASSENGERS	\$750,000	\$0	\$187,500	\$937,500	\$0	12/2022 <del>01/2022</del>	DID NOT OBLIGATE IN FY2022	TRANSIT TRANSFER REQUEST HAS BEEN SUBMITTED AND IS PENDING <a href="#">FUNDING OBLIGATED, BUT AS STBG INSTEAD OF CMAQ</a>
11630.7	2964-01-052	GRAND PRAIRIE	DALLAS	E	SH 161	ON FRONTAGE ROADS FROM IH 20	IH 30	INSTALL 6 NEW DMS AND 2 NEW CCTV CAMERAS ALONG SH 161 NB AND SB FRONTAGE ROADS INCLUDING SH 180 AND JEFFERSON	\$84,017	\$21,004	\$0	\$105,021	\$0	<del>01/2023</del> <del>08/2022-02/2022</del>	DID NOT OBLIGATE IN FY2022	<a href="#">FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT; WAITING FOR AFA TO BE EXECUTED</a>
21063	0918-47-368	DALLAS	DALLAS	E	CS	CAMP WISDOM RD FROM US 67	WESTMORELAND RD	RECONSTRUCT AND WIDEN SIDEWALKS, INSTALL PEDESTRIAN LIGHTING, AND RECONSTRUCT/UPGRADE CROSSWALKS AND ASSOCIATED TRAFFIC SIGNAL INFRASTRUCTURE	\$400,000	\$0	\$100,000	\$500,000	\$0	01/2023 <del>08/2022</del>	DID NOT OBLIGATE IN FY2022	FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT

CMAQ FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2022

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	FACILITY	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
25072.1	0918-00-367	NCTCOG	DALLAS	T	VA	NORTH TEXAS MOVES EASTERN SUBREGION TRE PROJECT FROM IH 35E TO MEDICAL MARKET CENTER STATION	DOUBLE TRACK MEDICAL MARKET CENTER TO STEMMONS FRWY TO BEGINNING OF EXISTING DOUBLE-TRACKED SECTION W OF MEDICAL MARKET CENTER STATION	REHAB EXISTING BRIDGE OVER INWOOD ROAD AND ADD ADJACENT BRIDGE FOR NEW SECOND TRACK; ADD NEW BRIDGE AT KNIGHTS BRANCH FOR A NEW SECOND TRACK; REPLACE CURRENT NOBLE BRANCH BRIDGE AND ADD ADJACENT BRIDGE FOR SECOND TRACK	\$1,250,000	\$0	\$312,500	\$1,562,500	\$0	01/2023	DID NOT OBLIGATE IN FY2022	PART OF NORTH TEXAS MOVES BUILD GRANT; BUILD GRANT FUNDING MUST OBLIGATE BY THE END OF SEPTEMBER 2022
14080	0902-90-163	GRAND PRAIRIE	FORT WORTH	R	VA	REGIONAL VELOWEB TRAIL FROM TERMINATION OF FORT WORTH TRAIL AT CITY LIMITS	MIKE LEWIS PARK AT EXISTING TRAIL NEAR ROY ORR BLVD	CONSTRUCT SHARED-USE PATH	\$508,880	\$0	\$127,220	\$636,100	\$0	03/2023 <del>11/2022</del>	DID NOT OBLIGATE IN FY2022	FUNDING DELAYED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT; RIGHT-OF-WAY ACQUISITION CANNOT BEGIN UNTIL ENVIRONMENTAL CLEARANCE IS RECEIVED
14080	0902-90-163	GRAND PRAIRIE	FORT WORTH	U	VA	REGIONAL VELOWEB TRAIL FROM TERMINATION OF FORT WORTH TRAIL AT CITY LIMITS	MIKE LEWIS PARK AT EXISTING TRAIL NEAR ROY ORR BLVD	CONSTRUCT SHARED-USE PATH	\$60,000	\$0	\$15,000	\$75,000	\$0	03/2023 <del>11/2022</del>	DID NOT OBLIGATE IN FY2022	FUNDING DELAYED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT; UTILITY RELOCATIONS CANNOT BEGIN UNTIL ENVIRONMENTAL CLEARANCE IS RECEIVED
21057	0918-24-269	PLANO	DALLAS	E	VA	BRECKENRIDGE TRAIL FROM BRADSHAW DR	FUTURE SHILOH RD SILVER LINE DART STATION	CONSTRUCT NEW SHARED-USE PATH	\$1,000,000	\$0	\$0	\$1,000,000	\$0	<del>03/2023</del> <del>10/2022-</del> <del>06/2022</del>	DID NOT OBLIGATE IN FY2022	FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT; <b>CITY WAITING FOR AFA TO BE DRAFTED</b>
14013	0918-47-236	DALLAS CO	DALLAS	C	VA	TRAIL CONNECTIONS TO FUTURE CYPRESS WATERS COTTON BELT RAIL STATION; FROM SOUTH OF CYPRESS WATERS COTTON BELT STATION	TO EXISTING TRAIL NORTH OF OLYMPUS BLVD	CONSTRUCT SHARED USE PATH AND RELATED PEDESTRIAN AND BICYCLE IMPROVEMENTS (PEDESTRIAN CROSSWALKS, SIGNAGE, LIGHTING, AND SIGNALS) IN PROXIMITY OF THE FUTURE CYPRESS WATERS COTTON BELT RAIL STATION	\$1,834,068	\$0	\$458,517	\$2,292,585	\$0	05/2023	DID NOT OBLIGATE IN FY2022	PROJECT IMPACTED BY CONSTRUCTION OF HUNTINGTON ROAD IN THE CYPRESS WATERS DEVELOPMENT; FUNDING MOVED TO FY2023 THROUGH MAY 2022 TIP MOD CYCLE
25093	0918-47-362	DALLAS	DALLAS	E	VA	DEEP ELLUM AREA PEDESTRIAN AND TRAFFIC SIGNAL IMPROVEMENTS, BOUNDED BY LIVE OAK ST TO THE NORTH,	HALL ST TO THE EAST, IH 30 TO THE SOUTH, AND CESAR CHAVEZ BLVD TO THE WEST	CONSTRUCT NEW SIDEWALKS, ADA RAMPS, CURB EXTENSIONS, PEDESTRIAN LIGHTING, AND UPGRADES TO TRAFFIC SIGNALS IN THE DEEP ELLUM AREA	\$400,000	\$0	\$0	\$400,000	\$0	05/2023 <del>08/2022</del>	DID NOT OBLIGATE IN FY2022	FUNDING MOVED TO FY2024 THROUGH 2023-2026 TIP DEVELOPMENT
21053	0918-47-372	DALLAS	DALLAS	E	CS	ALONG PINE ST FROM US 175 TO MALCOLM X BLVD	ALONG ELSIE FAYE HEGGINS ST (PREVIOUSLY HATCHER RD) FROM US 175 TO 2ND AVE	CONSTRUCT SIDEWALKS	\$120,000	\$0	\$30,000	\$150,000	\$0	06/2023 <del>08/2022</del>	DID NOT OBLIGATE IN FY2022	FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT
11614.5	0918-46-267	DENTON	DALLAS	C	VA	CITY OF DENTON SCHOOL CONNECTION SIDEWALKS		CONSTRUCT NEW SIDEWALK SEGMENTS NEAR SCHOOL SITES AT PECAN CREEK ELEMENTARY SCHOOL AND NETTE SHULTZ ELEMENTARY SCHOOL (FORMERLY NAMED WOODROW WILSON ELEMENTARY) IN THE CITY OF DENTON	\$325,280	\$0	\$81,320	\$406,600	\$0	09/2023 <del>03/2022</del>	DID NOT OBLIGATE IN FY2022	<b>FUNDING MOVED TO FY 2024 THROUGH 2023-2026 TIP DEVELOPMENT</b>
14058	0902-90-153	FORT WORTH	FORT WORTH	C	CS	TRINITY TRAIL FROM TRINITY BLVD.	TRINITY LAKES STATION	CONSTRUCT SHARED USE PATH	\$372,467	\$0	\$0	\$372,467	\$0	12/2023	DID NOT OBLIGATE IN FY2022	DELAY ON THE START OF DESIGN HAS PUSHED THE REST OF THE SCHEDULE OUT; FUNDING MOVED TO FY2024 THROUGH 2023-2026 TIP DEVELOPMENT
25066.2	0581-01-157	DALLAS	DALLAS	U	SL 12	AT CARBONDALE		CONSTRUCT INTERSECTION IMPROVEMENTS INCLUDING REGRADING, REPAVING, AND SIDEWALKS	\$40,000	\$10,000	\$0	\$50,000	\$0	01/2024	DID NOT OBLIGATE IN FY2022	FUNDING MOVED TO FY2024 THROUGH 2023-2026 TIP DEVELOPMENT
21020	0902-90-219	FOREST HILL	FORT WORTH	C	CS	FOREST HILL DR AT FOREST HILL CIRCLE		CONSTRUCT SIGNAL AND INTERSECTION IMPROVEMENTS, INCLUDING SIGNAL RETIMING	\$500,000	\$0	\$0	\$500,000	\$0	03/2024 <del>06/2022</del>	DID NOT OBLIGATE IN FY2022	<b>FUNDING MOVED TO FY 2024 THROUGH 2023-2026 TIP DEVELOPMENT</b>
14037	0902-90-137	FORT WORTH	FORT WORTH	U	BUS 287	BUS 287/NORTH MAIN STREET AT NORTH AIRPORT ENTRANCE		ADD RIGHT TURN LANE FOR SOUTHBOUND TRAFFIC INTO NORTHERN AIRPORT ENTRANCE (MAIN ENTRANCE FOR JET FUEL TRUCKS)	\$45,000	\$0	\$0	\$45,000	\$0	08/2024	DID NOT OBLIGATE IN FY2022	FUNDING MOVED TO FY2024 THROUGH THE MAY 2022 TIP MODIFICATION CYCLE
14044	0008-13-234	TXDOT-FORT WORTH	FORT WORTH	C	IH 20	IH 35W	CAMPUS DRIVE	RELOCATE EXISTING WESTBOUND ENTRANCE RAMP TO REDUCE CIRCUITOUS TRAVEL AND ITS IMPROVEMENTS	\$320,000	\$80,000	\$0	\$400,000	\$0	07/2020 (ACTUAL)	DID NOT OBLIGATE IN FY2022	ADDITIONAL FUNDING FOR PROJECT ALREADY UNDER CONSTRUCTION
14052	0902-90-147	COLLEYVILLE	FORT WORTH	C	CS	GLADE ROAD AT BLUEBONNET DRIVE		LOWER INTERSECTION TO ELIMINATE A 3-WAY STOP	\$311,222	\$0	\$77,805	\$389,027	\$0	10/2021 (ACTUAL)	DID NOT OBLIGATE IN FY2022	ADDITIONAL FUNDING FOR PROJECT ALREADY UNDER CONSTRUCTION

CMAQ FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2022

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	FACILITY	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
11614.5	0918-46-267	DENTON	DALLAS	R	VA	CITY OF DENTON SCHOOL CONNECTION SIDEWALKS		CONSTRUCT NEW SIDEWALK SEGMENTS NEAR SCHOOL SITES AT PECAN CREEK ELEMENTARY SCHOOL AND NETTE SHULTZ ELEMENTARY SCHOOL (FORMERLY NAMED WOODROW WILSON ELEMENTARY) IN THE CITY OF DENTON	\$0	\$0	\$0	\$0	\$0	N/A	DID NOT OBLIGATE IN FY2022	FUNDING MOVED TO THE CONSTRUCTION PHASE AT THE REQUEST OF THE CITY OF DENTON
14036	0902-90-139	FORT WORTH	FORT WORTH	E	BUS 287	BUS 287/NORTH MAIN STREET AT NORTH HANGAR ENTRANCE		ADD RIGHT TURN LANES FOR SOUTHBOUND TRAFFIC	\$0	\$0	\$0	\$0	\$0	N/A	DID NOT OBLIGATE IN FY2022	CITY HAS OPTED TO CANCEL PROJECT; PROJECT CANCELED AND FUNDING MOVED TO TIP 14037/CSJ 0902-90-137
14036	0902-90-139	FORT WORTH	FORT WORTH	U	BUS 287	BUS 287/NORTH MAIN STREET AT NORTH HANGAR ENTRANCE		ADD RIGHT TURN LANES FOR SOUTHBOUND TRAFFIC	\$0	\$0	\$0	\$0	\$0	N/A	DID NOT OBLIGATE IN FY2022	CITY HAS OPTED TO CANCEL PROJECT; PROJECT CANCELED AND FUNDING MOVED TO TIP 14037/CSJ 0902-90-137
14037	0902-90-137	FORT WORTH	FORT WORTH	E	BUS 287	BUS 287/NORTH MAIN STREET AT NORTH AIRPORT ENTRANCE		ADD RIGHT TURN LANE FOR SOUTHBOUND TRAFFIC INTO AIRPORT'S NORTHERN ENTRANCE (MAIN ENTRANCE FOR JET FUEL TRUCKS)	\$0	\$0	\$0	\$0	\$0	N/A	DID NOT OBLIGATE IN FY2022	ENGINEERING BEING FUNDED BY THE CITY OF FORT WORTH
14073	0918-47-965	RICHARDSON	DALLAS	E	US 75	US 75 NORTHBOUND FRONTAGE ROAD FROM RENNER ROAD	W CITY LINE DRIVE	WIDEN US 75 NB FRONTAGE ROAD BRIDGE OVER SPRING CREEK TO CONSTRUCT SHARED-USE PATH	\$0	\$0	\$0	\$0	\$0	N/A	DID NOT OBLIGATE IN FY2022	FUNDING IS BEING TRANSFERRED TO ANOTHER PROJECT THAT WILL CONSTRUCT A SECTION OF THE COTTON BELT TRAIL TO THE EAST OF THE ORIGINAL PROJECT AT THE REQUEST OF THE CITY OF RICHARDSON
19007	0918-24-253	PLANO	DALLAS	C	SH 121 FRTG RD	CUSTER	SPRING CREEK PKWY	SIGNAL CONTROLLER AND SOFTWARE UPGRADES	\$0	\$0	\$0	\$0	\$0	N/A	DID NOT OBLIGATE IN FY2022	SPLIT INTO TWO PROJECTS (TIP 19007.1/CSJ 0364-04-052 AND 19007.2/CSJ 0364-03-106) THAT WILL OBLIGATE IN FY2023
25022	0902-90-050	FORT WORTH	FORT WORTH	R	VA	CENTERPOINT TRAIL FROM TRINITY BLVD/SKYVIEW DR	TRINITY RAILWAY EXPRESS (TRE) CENTREPORT RAIL STATION	CONSTRUCT SHARED-USE PATH (TRAIL) FROM THE INTERSECTION OF TRINITY BLVD/SKYVIEW DR TO CENTREPORT RAIL STATION; PRELIMINARY ENGINEERING FOR CONNECTION TO MIKE LEWIS TRAIL	\$0	\$0	\$0	\$0	\$0	N/A	DID NOT OBLIGATE IN FY2022	FUNDING MOVED TO CONSTRUCTION PHASE (RIGHT-OF-WAY DONATED)
25022	0902-90-050	FORT WORTH	FORT WORTH	U	VA	CENTERPOINT TRAIL FROM TRINITY BLVD/SKYVIEW DR	TRINITY RAILWAY EXPRESS (TRE) CENTREPORT RAIL STATION	CONSTRUCT SHARED-USE PATH (TRAIL) FROM THE INTERSECTION OF TRINITY BLVD/SKYVIEW DR TO CENTREPORT RAIL STATION; PRELIMINARY ENGINEERING FOR CONNECTION TO MIKE LEWIS TRAIL	\$0	\$0	\$0	\$0	\$0	N/A	DID NOT OBLIGATE IN FY2022	FUNDING MOVED TO CONSTRUCTION PHASE (NO UTILITY RELOCATIONS REQUIRED)
								TOTAL	\$120,400,154	\$14,831,124	\$9,798,417	\$145,029,695	\$85,998,698			

TOTAL CLOSEOUTS/WITHDRAWALS	(\$3,145,682)
TOTAL PROJECT ADJUSTMENTS	\$549,427
TOTAL OBLIGATED IN FY2022	\$85,998,698
TOTAL EXPECTED TO OBLIGATE	\$0
TOTAL THAT DID NOT OBLIGATE	\$36,726,185

STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2022

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	FACILITY	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
11559	0902-48-799	FWTA	FORT WORTH	T	CS	TRE CROSSING	AT CALLOWAY CEMETERY	UPGRADE TO QUAD GATES AND RESURFACE CROSSING	\$504,186	\$0	\$126,047	\$630,233	\$100,000	02/2020 (ACTUAL)	OBLIGATED (2022)	FUNDING OBLIGATED DECEMBER 2021; ADDITIONAL FUNDING FOR PROJECT ALREADY UNDER CONSTRUCTION
14032	0918-47-246	TXDOT-DALLAS	DALLAS	E	CS	ON EAST BEAR CREEK ROAD FROM HAMPTON ROAD	IH 35E	RECONSTRUCT AND WIDEN FROM 2 LANES RURAL UNDIVIDED TO 4 LANES URBAN DIVIDED WITH BICYCLE/PEDESTRIAN ACCOMMODATIONS AND INTERSECTION IMPROVEMENTS	\$800,000	\$0	\$200,000	\$1,000,000	\$800,000	10/2021 (ACTUAL)	OBLIGATED (2022)	FUNDING OBLIGATED OCTOBER 2021 (ADVANCE CONSTRUCTION)
11618.1	0918-00-346	TXDOT-DALLAS	DALLAS	I	VA	REGIONAL MOBILITY ASSISTANCE PATROL (DALLAS DISTRICT)		MOBILITY ASSISTANCE PATROL THAT PROVIDES ASSISTANCE TO STRANDED MOTORISTS DUE TO VEHICLE PROBLEMS OR NON-INJURY ACCIDENTS	\$3,450,000	\$862,500	\$0	\$4,312,500	\$3,450,000	12/2021 (ACTUAL) <del>11/2021</del>	OBLIGATED (2022)	FUNDING OBLIGATED DECEMBER 2021
11649	0918-00-343	NCTCOG	DALLAS	I	VA	DART VANPOOL PROGRAM		OPERATE A VANPOOL SUBSIDY INITIATIVE FOR COMMUTERS TRAVELING LONG DISTANCES AND IN AREAS WITH LITTLE OR NO FIXED ROUTE SERVICE; SUBSIDIZE A PORTION OF THE COST FOR STAFFING, VEHICLE LEASE COSTS, VANPOOL VEHICLE WRAPPINGS, AND EMERGENCY RIDE HOME SERVICES	\$2,146,000	\$0	\$536,500	\$2,682,500	\$2,146,000	12/2021 (ACTUAL) <del>11/2021</del>	OBLIGATED (2022)	FUNDING OBLIGATED DECEMBER 2021
52553	0171-05-081	TXDOT-FORT WORTH	FORT WORTH	C	SH 199	AT BYPASS CHANNEL (ON HENDERSON)	NEAR FW CBD & TRINITY RIVER	CONSTRUCT 4 LANE BRIDGE AT NEW LOCATION OF PROPOSED BYPASS CHANNEL	\$22,858,937	\$5,714,734	\$0	\$28,573,671	\$22,858,937	12/2021 (ACTUAL) <del>08/2021</del>	OBLIGATED (2022)	FUNDING OBLIGATED DECEMBER 2021
11612.2	0902-00-234	NCTCOG	FORT WORTH	I	VARIOUS	REGION-WIDE EMPLOYER TRIP REDUCTION PROGRAM (ETR)	TRACK AND IMPLEMENT ETR STRATEGIES THROUGH COMMUTER/EMPLOYER OUTREACH; MANAGEMENT/OVERSIGHT OF TRYPARKINGIT.COM	PERFORMANCE MONITORING/REPORTING; MAINTAIN/UPDATE THE TDM TOOLKIT, TRIP REDUCTION MANUAL FOR EMPLOYERS, OUTREACH MATERIALS; MANAGED LANE REIMBURSEMENT; INCLUDES NCTCOG STAFF TIME AND CONSULTANT ASSISTANCE	\$875,000	\$0	\$0	\$875,000	\$875,000	01/2022 (ACTUAL) <del>06/2022</del>	OBLIGATED (2022)	FUNDING OBLIGATED JANUARY 2022
11696.2	0902-00-301	NCTCOG	FORT WORTH	I	VA	REGIONWIDE OPTIMIZED FREIGHT MOVEMENT PROJECT; INCLUDES RESEARCH, DEPLOYMENT,	& MONITORING OF TRANSPORTATION INNOVATIONS AND TECHNOLOGY TO IMPROVE FLOW OF FREIGHT VEHICLES	THROUGH INTERSECTIONS IN DALLAS-FORT WORTH IN PARTNERSHIP WITH INDUSTRY AND GOVERNMENTS; INCLUDES NCTCOG STAFF TIME	\$4,800,000	\$0	\$0	\$4,800,000	\$4,800,000	02/2022 (ACTUAL) <del>11/2021</del>	OBLIGATED (2022)	FUNDING OBLIGATED FEBRUARY 2022
25080.1	0902-00-303	NCTCOG	FORT WORTH	E	VA	INTEGRATED TRANSPORTATION STORMWATER MGMT PROJECT; APPROX 2,816 SQ MI STUDY AREA WITHIN CLEAR, ELM, & WEST FORK TRINITY;	INCLUDES WISE CO & PORTIONS OF DALLAS, DENTON, ELLIS, HOOD, JOHNSON, PARKER & TARRANT CO; ASSESS CURRENT & FUTURE FLOOD	RISK VULNERABILITY FOR TRANS INFRASTRUCTURE & DEVELOPED LAND TO MINIMIZE & MITIGATE IMPACTS OF TRANS PROJECTS & DETERMINE ADAPTIVE & SUSTAINABLE STRATEGIES TO ACCOMMODATE URBAN GROWTH WHILE ALSO INTEGRATING STORMWATER NEEDS & ENVIR STEWARDSHIP	\$3,000,000	\$0	\$0	\$3,000,000	\$3,000,000	02/2022 (ACTUAL) <del>11/2021</del>	OBLIGATED (2022)	FUNDING OBLIGATED FEBRUARY 2022 (ADVANCE CONSTRUCTION)
55043	2374-05-066	TXDOT-FORT WORTH	FORT WORTH	C	IH 20	IH 820	LITTLE ROAD	RECONSTRUCT AND WIDEN FROM 8/10 TO 10 GENERAL PURPOSE LANES, 4/6 DISCONTINUOUS FRONTAGE ROAD LANES TO 4/8 DISCONTINUOUS FRONTAGE ROAD LANES, 0 TO 8 COLLECTOR DISTRIBUTOR LANES (FROM IH 820 TO US 287), AND ADD SHARED-USE PATH AND SIDEWALKS	\$78,299,057	\$19,574,764	\$0	\$97,873,821	\$77,819,057	02/2022 (ACTUAL)	OBLIGATED (2022)	FUNDING OBLIGATED FEBRUARY 2022; PROJECT IS PART OF A FUNDING SWAP BEING IMPLEMENTED AS PART OF THE REGIONAL 10-YEAR PLAN UPDATE; CATEGORY 7 FUNDS PLACED ON THIS PROJECT
14085.2	0918-47-307	NCTCOG	DALLAS	E	VA	OAK FARMS REG CORR CONCEPTUAL ENG STUDY; ALONG JEFFERSON BLVD VIADUCT FROM YOUNG TO EWING; ALONG HOUSTON ST VIADUCT FRM	YOUNG TO GREENBRIAR LN; ON GREENBRIAR LN FRM JEFFERSON BLVD TO BECKLEY AVE; ON EADS AVE FRM COLORADO TO HUTCHINS	CONCEPTUAL ENGINEERING STUDY TO RECONST ROADWAYS TO IMPLEMENT COMPLETE STREETS, INCLUDING: ON-STREET PARKING, SIDEWALKS, BIKE LANES/PATHS, CONVERT TO 2-WAY OPERATIONS, REMOVE RAMPS, IMPROVE ACCESSIBILITY BY STREETCAR, ADD TRAFFIC CALMING	\$3,405,000	\$0	\$0	\$3,405,000	\$3,405,000	03/2022 (ACTUAL) <del>11/2021</del>	OBLIGATED (2022)	FUNDING OBLIGATED MARCH 2022
25061	0918-47-294	NCTCOG	DALLAS	E	VA	IRVING BICYCLE MASTER PLAN; CITYWIDE		DEVELOP A CITYWIDE BICYCLE MASTER PLAN TO IDENTIFY CORRIDORS AND METHODOLOGIES FOR PROVIDING BICYCLE CONNECTIVITY FROM EXISTING FACILITIES AND TRAILS TO ADDITIONAL AREAS OF THE CITY; INCLUDES NCTCOG STAFF TIME AND CONSULTANT ASSISTANCE	\$400,000	\$0	\$0	\$400,000	\$400,000	03/2022 (ACTUAL) <del>11/2021</del>	OBLIGATED (2022)	FUNDING OBLIGATED FEBRUARY 2022
55205	1310-01-043	TXDOT-DALLAS	DALLAS	C	FM 407	GULF AVE	WEST OF SAGE DRIVE	REALIGN EXISTING 2 TO 2 LANE ROADWAY TO ADDRESS LANE SAFETY ISSUE	\$1,292,175	\$323,043	\$0	\$1,615,218	\$1,692,803	03/2022 (ACTUAL) <del>01/2022</del>	OBLIGATED (2022)	FUNDING OBLIGATED FEBRUARY 2022
14024	0918-47-240	SACHSE	DALLAS	R	CS	ON MERRITT RD/WOODBRIDGE PKWY FROM PLEASANT VALLEY ROAD	NORTH OF SACHSE ROAD	RECONSTRUCT AND WIDEN 2 TO 4 LANE DIVIDED URBAN; INTERSECTION, SIGNAL, AND SHARED-USE PATH IMPROVEMENTS ALONG MERRITT ROAD, INCLUDING ILLUMINATION AND MEDIAN LANDSCAPE	\$800,000	\$0	\$200,000	\$1,000,000	\$810,800	04/2022 (ACTUAL) <del>11/2021</del>	OBLIGATED (2022)	ROW CSJ 0918-47-304; FUNDING OBLIGATED APRIL 2022

STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2022

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	FACILITY	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
14038.1	0902-00-250	NCTCOG	FORT WORTH	I	VA	DFW REGION; MANAGEMENT & OVERSIGHT OF NEW REGIONAL SAFETY PROJECT FUNDING PROGRAM; INCLUDES DEVELOPMENT OF A REGIONAL	TRANSPORTATION SAFETY PLAN; GENERAL SAFETY PLANNING/IMPLEMENTATION ACTIVITIES; CONDUCTING REGIONAL & FEDERAL SAFETY	PERFORMANCE TRACKING/REPORTING REQUIREMENTS; ANALYSIS OF WRONG-WAY DRIVING AND INTERSECTION SAFETY IMPLEMENTATION PLAN COUNTERMEASURE EFFECTIVENESS; COLLECTING/ANALYZING CRASH DATA & INCIDENT PERFORMANCE MEASURES	\$362,000	\$0	\$0	\$362,000	\$362,000	05/2022 (ACTUAL) 03/2022	OBLIGATED (2022)	FUNDING OBLIGATED MAY 2022
13044	0047-06-161	TXDOT-DALLAS	DALLAS	C	US 75	AT RIDGEVIEW DRIVE		RECONSTRUCT INTERCHANGE	\$7,156,475	\$1,789,119	\$0	\$8,945,594	\$7,156,475	06/2022 (ACTUAL)	OBLIGATED (2022)	FUNDING OBLIGATED MAY 2022
25068	0196-02-131	TXDOT-DALLAS	DALLAS	C	IH 35E	GARDEN RIDGE BLVD	LAKE LEWISVILLE BRIDGE	CONSTRUCT NB ENTRANCE RAMPs FOR HIGHLAND VILLAGE RD TO NB IH 35E	\$2,400,000	\$600,000	\$0	\$3,000,000	\$2,543,950	7/2022 (ACTUAL) 03/2022	OBLIGATED (2022)	FUNDING OBLIGATED MAY 2022
11694	0918-00-318	NCTCOG	DALLAS	I	VA	REGIONAL AIR QUALITY INITIATIVES	IDENTIFY AND IMPLEMENT POLICIES/BEST PRACTICES TO IMPROVE AIR QUALITY AND ENSURE COMPLIANCE WITH FEDERAL STANDARDS;	INCLUDING STRATEGIES TO REDUCE EMISSIONS FROM COMMERCIAL AND CONSUMER VEHICLES, IMPLEMENTATION OF NEW VEHICLE TECHNOLOGIES, AND ASSIST LOCAL GOVERNMENTS AND BUSINESS WITH THE DEPLOYMENT OF LOW-EMISSION TECHNOLOGIES	\$2,594,000	\$0	\$0	\$2,594,000	\$2,594,000	07/2022 (ACTUAL) 08/2022-06/2022	OBLIGATED (2022)	OBLIGATED IN JULY 2022
21013	0902-90-224	NCTCOG	FORT WORTH	E	CS	FOREST HILL DRIVE FROM LON STEPHENSON ROAD	SHELBY ROAD	PLANNING STUDY OF TRANSPORTATION, LAND USE, AND FLOODING; ENGINEERING TO RECONSTRUCT AND WIDEN FROM 2 LANES TO 4 LANES WITH SIGNAL RETIMING AND INTERSECTION IMPROVEMENTS	\$500,000	\$0	\$0	\$500,000	\$500,000	08/2022 (ACTUAL) 06/2022	OBLIGATED (2022)	OBLIGATED IN AUGUST 2022
21015.4	0918-00-374	DCTA	DALLAS	T	VA	TRANSIT PREVENTIVE MAINTENANCE		ACTIVITIES TO PRESERVE AND EXTEND THE FUNCTIONALITY AND SERVICEABILITY OF CAPITAL ASSETS	\$200,000	\$0	\$0	\$200,000	\$200,000	08/2022 (ACTUAL) 04/2022	OBLIGATED (2022)	OBLIGATED IN AUGUST 2022
21015.5	0902-90-231	FWTA	FORT WORTH	T	VA	TRANSIT PREVENTIVE MAINTENANCE		ACTIVITIES TO PRESERVE AND EXTEND THE FUNCTIONALITY AND SERVICEABILITY OF CAPITAL ASSETS	\$250,000	\$0	\$0	\$250,000	\$250,000	08/2022 (ACTUAL) 04/2022	OBLIGATED (2022)	OBLIGATED IN AUGUST 2022
21015.8	0902-90-233	FWTA	FORT WORTH	T	VA	CONSTRUCT NEW STOPS ACCOMMODATIONS IN THE TRINITY METRO SERVICE AREA		IDENTIFY AND CONSTRUCT BUS STOPS LACKING CONCRETE PADS AND OVERHEAD SHELTERS	\$1,000,000	\$0	\$0	\$1,000,000	\$1,000,000	08/2022 (ACTUAL) 04/2022	OBLIGATED (2022)	OBLIGATED IN AUGUST 2022
11613.2	0902-00-273	NCTCOG	FORT WORTH	I	VARIOUS	REGIONAL GOODS MOVEMENT/CORRIDOR STUDIES; CONDUCT GENERAL CORRIDOR STUDIES & PLANNING ACTIVITIES IN SUPPORT OF THE	REGION'S GOOD MOVMT INCL: NCTCOG STAFF TIME & CONSULTANT ASSISTANCE TO ASSESS IMPACT OF TRUCK, RAIL, & OTHER FREIGHT	MOVMT, DATA COLLECTION & ANALYSIS, SAFETY, COORD WITH PRIVATE SECTOR PARTNERS IN FREIGHT BUSINESS; MONITORING TRUCK LANE CORRIDORS, HAZMAT, ECON ANALYSIS, LAND USE COMPATIBILITY, PASSENGER & FREIGHT RAIL INTEGRATION, PUBLIC OUTREACH/EDUCATION	\$674,000	\$0	\$0	\$674,000	\$674,000	09/2022 (ACTUAL) 08/2022	OBLIGATED (2022)	OBLIGATED IN SEPTEMBER 2022
11622.3	0918-00-314	NCTCOG	DALLAS	I	VA	TRAVEL SURVEY & DATA COLLECTION PROGRAM: TO PROVIDE TRAVEL INFORMATION USED TO CREATE ANALYTICAL TOOLS FOR ALL PLANNING,	AIR QUALITY, AND MANAGEMENT PROJECTS IN THE MPA; ANALYSIS OF TRANSIT PERFORMANCE IN REAL-TIME AND	FORECAST FUTURE RIDERSHIP AMONGST THE THREE MAJOR TRANSIT AGENCIES; INCLUSION OF NON-MOTORIZED TRIPS IN THE REGIONAL TRAVEL MODEL; DEVELOPMENT OF DYNAMIC TRAFFIC ASSIGNMENT MODEL FOR ROADWAY NETWORK ANALYSIS	\$1,695,000	\$0	\$0	\$1,695,000	\$1,695,000	09/2022 (ACTUAL) 08/2022-06/2022	OBLIGATED (2022)	FUNDING OBLIGATED IN SEPTEMBER 2022 (ADVANCE CONSTRUCTION)
11662	0918-47-426	NCTCOG	DALLAS	E	VA	NORTH AND SOUTH OF IH 30 BOUNDED BY IH 45 TO WEST, CARROLL AVENUE TO THE EAST	MAIN STREET TO THE NORTH AND FITZHUGH TO THE SOUTH	IH 30 FAIR PARK AREA STREET GRID PLANNING STUDY TO SUPPORT SYSTEM REDUNDANCY AND TRAFFIC INCIDENT MANAGEMENT PROCESS INCLUDING TRAVEL FORECASTS AND TRAVEL MODELING; INCLUDES STUDY OF THE CBD/FAIR PARK LINK	\$950,000	\$0	\$0	\$950,000	\$950,000	09/2022 (ACTUAL)	OBLIGATED (2022)	PROJECT ADVANCED FROM FY2023; FUNDING OBLIGATED SEPTEMBER 2022
21092	0422-05-011	TXDOT-FORT WORTH	FORT WORTH	E	VA	ON NOLAN RIVER ROAD FROM NORTH OF US 67 FRONTAGE ROAD	SOUTH OF US 67 FRONTAGE ROAD	RECONSTRUCT AND WIDEN FROM 2 TO 4 LANES INCLUDING BRIDGE AT US 67	\$800,000	\$200,000	\$0	\$1,000,000	\$800,000	11/2022 06/2022-03/2022	OBLIGATED (2022)	FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT; OBLIGATED IN SEPTEMBER 2022
21029	0918-47-370	DALLAS	DALLAS	E	VA	PEDESTRIAN ROUTES TO RAIL STATIONS AT DALLAS ZOO DART STATION		CONSTRUCT SIDEWALKS AND OTHER PEDESTRIAN IMPROVEMENTS AT AND AROUND THE DALLAS ZOO DART STATION/SOUTHERN GATEWAY PUBLIC GREEN AND MAKE SYSTEM CONNECTIONS TO THE PEROT MUSEUM/KLYDE WARREN PARK	\$400,000	\$0	\$0	\$400,000	\$400,000	04/2023 01/2023	OBLIGATED (2022)	FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT; OBLIGATED IN JULY 2022 BUT WORK DELAYED DUE TO AGREEMENT EXECUTION AND PROCUREMENT
14013.6	0918-47-329	DART	DALLAS	T	VA	REGIONAL COTTON BELT VELOWEB TRAIL - DART SILVER LINE PROJECT		CONSTRUCT SAFETY WALLS IN RAIL CORRIDOR NEAR FAIRHILL SCHOOL AND IVY MONTESSORI ACADEMY	\$245,000	\$0	\$0	\$245,000	\$245,000	06/2023 08/2022	OBLIGATED (2022)	PROJECT ADVANCED FROM FY2023; OBLIGATED IN AUGUST 2022
25072	0918-00-390	DART	DALLAS	T	VA	ON THE TRE FROM NOBLE BRANCH	WEST OF MEDICAL DISTRICT DRIVE	ADD TRACK TO CREATE A DOUBLE TRACKED SECTION OF THE TRE RESULTING IN FASTER SPEEDS AND REDUCED DELAY FOR PASSENGERS	\$750,000	\$0	\$187,500	\$937,500	\$750,000	12/2022	OBLIGATED (2022)	TRANSIT TRANSFER REQUEST HAS BEEN SUBMITTED AND IS PENDING FUNDING OBLIGATED, BUT AS STBG INSTEAD OF CMAQ
25013	0902-90-172	FORT WORTH	FORT WORTH	R	CS	MEANDERING ROAD FROM SH 183 TO ANAHUAC AVE	LTJG BARNETT FROM MEANDERING ROAD TO NASIRB EAST GATE	RECONSTRUCT MEANDERING ROAD FROM 4 TO 3 LANES, REALIGN INTERSECTION AT ROBERTS CUT OFF, CONSTRUCT INTERSECTION IMPROVEMENTS AT YALE ST AND LTJG BARNETT, ADD SIDEWALKS AND SIDEPATHS WITHIN PROJECT LIMITS AND BIKE LANES ON LT JG BARNETT	\$800,000	\$0	\$0	\$800,000	\$0	07/2022 04/2022	DID NOT OBLIGATE IN FY2022	FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT; ENVIRONMENTAL CLEARANCE IS STILL PENDING AND RIGHT-OF-WAY ACQUISITION CANNOT BEGIN UNTIL CLEARANCE IS RECEIVED

STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2022

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	FACILITY	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
11621.1	0902-00-267	NCTCOG	FORT WORTH	I	VA	PLANNING STUDIES AND STREAMLINED PROJECT DELIVERY (REGIONAL)		PROVIDE MPO PLANNING SUPPORT AND TECHNICAL ASSISTANCE FOR SURFACE TRANSPORTATION PROJECTS WITHIN THE METROPOLITAN PLANNING AREA INCLUDING PLANNING STUDIES AND EXPEDITE ENVIRONMENTAL REVIEW PROCESS	\$1,248,000	\$0	\$0	\$1,248,000	\$0	08/2022 <del>06/2022</del>	DID NOT OBLIGATE IN FY2022	<a href="#">COORDINATION BETWEEN NCTCOG AND TXDOT ONGOING REGARDING AFA EXECUTION; OBLIGATION TIMEFRAME TO BE DETERMINED</a>
11650	0902-00-263	NCTCOG	FORT WORTH	I	VA	CORRIDOR STUDIES AND CAPITAL ASSET MANAGEMENT	IDENTIFY STRATEGIES TO EXTEND OPERATIONAL LIFE OF TRANSPORTATION FACILITIES BY PROMOTING USE OF STRATEGIC MAINTENANCE,	REPAIR, AND EXPANSION; INCLUDES CONTINUED DEVELOPMENT, MONITORING, AND TECHNICAL ASSISTANCE TO REGIONAL PARTNERS TO BALANCE PRESERVATION VS. UPGRADE OF ASSETS	\$292,000	\$0	\$0	\$292,000	\$0	08/2022 <del>01/2022</del>	DID NOT OBLIGATE IN FY2022	<a href="#">COORDINATION BETWEEN NCTCOG AND TXDOT ONGOING REGARDING AFA EXECUTION; OBLIGATION TIMEFRAME TO BE DETERMINED</a>
11678	0918-00-324	NCTCOG	DALLAS	I	VA	DFW AUTOMATED VEHICLE PROVING GROUNDS PROJECT (REGION-WIDE)		ADVANCE HIGH-SPEED AUTOMATED VEHICLE PROGRAM THROUGH SHARED-USE MOBILITY COLLABORATIONS AND OTHER AV-RELATED TECHNOLOGIES AND PARTNERSHIPS	\$250,000	\$0	\$0	\$250,000	\$0	08/2022 <del>11/2021</del>	DID NOT OBLIGATE IN FY2022	FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT; PROJECT HAS NOT BEEN APPROVED BY FHWA, PENDING ELIGIBILITY DETERMINATION; <a href="#">OBLIGATION TIMEFRAME TO BE DETERMINED ONCE FHWA APPROVAL IS RECEIVED</a>
21015.1	0918-00-375	NCTCOG	DALLAS	E	VA	ENGINEERING FOR PASSENGER RAIL/ROADWAY INTERFACES	REGIONWIDE	ESTABLISH ENGINEERING AGREEMENTS WITH FREIGHT AND PASSENGER RAILROADS, ALLOWING FOR STREAMLINED DESIGN AND REVIEW OF DESIGN PLANS FOR REGIONALLY SIGNIFICANT TRANSPORTATION PROJECTS	\$3,100,000	\$0	\$0	\$3,100,000	\$0	08/2022	DID NOT OBLIGATE IN FY2022	FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT; PROJECT HAS NOT BEEN APPROVED BY FHWA, PENDING ELIGIBILITY DETERMINATION; <a href="#">OBLIGATION TIMEFRAME TO BE DETERMINED ONCE FHWA APPROVAL IS RECEIVED</a>
21015.6	0918-24-270	DART	DALLAS	E	VA	ON SILVER LINE FROM DFW AIRPORT	SHILOH ROAD	EXPEDITE DESIGN REVIEW BY CLASS I AND SHORT LINE FREIGHT RAILROADS FOR THE SILVERLINE RAIL AND TRAIL PROJECT	\$800,000	\$0	\$0	\$800,000	\$0	08/2022 <del>04/2022</del>	DID NOT OBLIGATE IN FY2022	PROJECT HAS NOT BEEN APPROVED BY FHWA, PENDING ELIGIBILITY DETERMINATION; <a href="#">OBLIGATION TIMEFRAME TO BE DETERMINED ONCE FHWA APPROVAL IS RECEIVED</a>
21016.2	0918-00-364	TXDOT-DALLAS	DALLAS	I	VA	REGIONAL DATA HUB - DFW MPO BOUNDARY	DEPLOYMENT AND ADAPTION OF THE CALTRANS TRANSPORTATION SYSTEM MANAGEMENT AND OPERATIONS DATA ENGINE	TO IMPROVE OPERATIONAL EFFICIENCY ON THE REGION'S ROADWAYS BY INTEGRATING DATA SOURCES, INCLUDING REGIONAL 511 AND OTHER TRAFFIC MANAGEMENT AND TRAVELER INFORMATION SYSTEMS, AND FACILITATING DATA SHARING WITHIN THE REGION	<del>\$0</del> \$1,000,000	\$0	\$0	<del>\$0</del> \$1,000,000	\$0	08/2022 <del>06/2022</del>	DID NOT OBLIGATE IN FY2022	<del>FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT</del> <a href="#">PROJECT CANCELLED VIA NOVEMBER 2022 TIP MODIFICATION</a>
21017	0918-00-370	NCTCOG	DALLAS	E	VA	PAVEMENT CONDITION ON RTC-FOCUSED (NHS) OFF SYSTEM ROADWAYS	REGIONWIDE	REVIEW PAVEMENT SCORES AND PERFORM ENGINEERING TO IDENTIFY IMPROVEMENTS TO BE MADE (RESPONSE TO FEDERAL PERFORMANCE MEASURES)	\$1,000,000	\$0	\$0	\$1,000,000	\$0	08/2022 <del>06/2022</del>	DID NOT OBLIGATE IN FY2022	<a href="#">COORDINATION BETWEEN NCTCOG AND TXDOT ONGOING REGARDING AFA EXECUTION; OBLIGATION TIMEFRAME TO BE DETERMINED</a>
21033	0902-90-223	FORT WORTH	FORT WORTH	E	VA	EAST ROSEDALE BOUNDED BY ROSEDALE ON THE NORTH, LIBERTY STREET ON THE EAST,	POLLARD-SMITH ON THE SOUTH, AND AMANDA AVENUE ON THE WEST	CONDUCT PLANNING STUDY TO DETERMINE PARCEL LOCATION AND TRANSIT DEMAND; DESIGN AND CONSTRUCT TRANSIT BUS CENTER NEAR NEW ENVISION CENTER AND STOP SIX	\$200,000	\$0	\$0	\$200,000	\$0	08/2022 <del>06/2022</del>	DID NOT OBLIGATE IN FY2022	FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT; PROJECT DELAYED DUE TO DELAYED FHWA APPROVAL
11663.2	0902-00-220	TXDOT-FORT WORTH	FORT WORTH	I	VA	REGIONAL MANAGED LANE SYSTEM		DEVELOP, TEST, & IMPLEMENT TECHNOLOGY TO DETECT & VERIFY AUTO OCCUPANCY ON REGIONAL MANAGED LANE SYSTEM INCLUDING PUBLIC OUTREACH, EDUCATION, & INTEGRATION INTO EXISTING TOLLING SOFTWARE/HARDWARE; PROJECT INVOLVES CONSULTANT ASSISTANCE	\$279,610	\$69,902	\$0	\$349,512	\$0	09/2022 <del>09/2021</del>	DID NOT OBLIGATE IN FY2022	<a href="#">TIMEFRAME FOR OBLIGATION OF ADDITIONAL FUNDS TO BE DETERMINED</a>
11663.2	0902-00-220	TXDOT-FORT WORTH	FORT WORTH	I	VA	REGIONAL MANAGED LANE SYSTEM		DEVELOP, TEST, & IMPLEMENT TECHNOLOGY TO DETECT & VERIFY AUTO OCCUPANCY ON REGIONAL MANAGED LANE SYSTEM INCLUDING PUBLIC OUTREACH, EDUCATION, & INTEGRATION INTO EXISTING TOLLING SOFTWARE/HARDWARE; PROJECT INVOLVES CONSULTANT ASSISTANCE	\$287,821	\$71,955	\$0	\$359,776	\$0	09/2022	DID NOT OBLIGATE IN FY2022	<a href="#">TIMEFRAME FOR OBLIGATION OF ADDITIONAL FUNDS TO BE DETERMINED</a>
11684.5	0918-47-389	RICHARDSON	DALLAS	E	VA	CITY OF RICHARDSON CONNECTED & AUTOMATED VEHICLE (AV) TEST BED & COMMUNITY CONNECTOR; TRAFFIC DETECTION & COMMS UPGRADES	INCLUDE CELLULAR VEHICLE-TO-EVERYTHING/LTE-TO-EVERYTHING ROADSIDE & ON-BOARD UNITS; RAPID FLASHING BEACONS AT	GREENVILLE/ARAPAHO STATION; RECTANGLE RAPID FLASHING BEACONS XING; SYSTEMS ENG FOR CONNECTED VEHICLE-TO-EVERYTHING IMP; ON DEMAND AV SERVICES CONNECTING POINTS-OF-INTEREST AROUND ARAPAHO STATION, INCL NETWORK OF NEIGHBORHOODS AND COMMUNITY CENTERS	\$277,868	\$0	\$0	\$277,868	\$0	09/2022 <del>08/2022</del>	DID NOT OBLIGATE IN FY2022	FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT
21062	0902-50-142	ALVARADO	FORT WORTH	E	CS	ON CUMMINGS DRIVE FROM US 67	NORTH OF CR 508	RECONSTRUCT 2 TO 3 LANE ROADWAY WITH NEW SIDEWALKS AND INTERSECTION IMPROVEMENTS INCLUDING TURNING LANES AND SIGNALIZATION AT US 67 AND CUMMINGS	\$1,200,000	\$0	\$300,000	\$1,500,000	\$0	09/2022 <del>06/2022</del>	DID NOT OBLIGATE IN FY2022	FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT; AFA IS BEING DRAFTED
11237.2	0918-45-812	IRVING	DALLAS	C	CS	ON CONFLANS RD FROM SH 161	VALLEY VIEW LANE	CONSTRUCT 0 TO 4 LANE DIVIDED FACILITY WITH NEW SIDEWALKS AND SHARED USE PATH	\$13,500,000	\$0	\$3,375,000	\$16,875,000	\$0	<del>11/2022</del> 08/2022	DID NOT OBLIGATE IN FY2022	PROJECT ADVANCED TO FY2022; PART OF MPO MILESTONE POLICY ROUND 2 AND HAS A LETTING DEADLINE OF THE END OF FY2022; <a href="#">PROJECT DID NOT LET IN FY2022; AWAITING AFA EXECUTION</a>
11237.2	0918-45-812	IRVING	DALLAS	CE	CS	ON CONFLANS RD FROM SH 161	VALLEY VIEW LANE	CONSTRUCT 0 TO 4 LANE DIVIDED FACILITY WITH NEW SIDEWALKS AND SHARED USE PATH	\$625,000	\$0	\$156,250	\$781,250	\$0	<del>11/2022</del> 08/2022	DID NOT OBLIGATE IN FY2022	PROJECT ADVANCED TO FY2022; PART OF MPO MILESTONE POLICY ROUND 2 AND HAS A LETTING DEADLINE OF THE END OF FY2022; <a href="#">PROJECT DID NOT LET IN FY2022; AWAITING AFA EXECUTION</a>

STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2022

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	FACILITY	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
14085.1	0918-47-277	DALLAS	DALLAS	E	VA	DALLAS CENTRAL BUSINESS DISTRICT (HIGH SPEED RAIL STATION AREA) BOUNDED BY MEMORIAL DR. ON THE NORTH	CADIZ ST. ON THE SOUTH, RIVERFRONT BLVD ON THE WEST, S. LAMAR ST. ON THE EAST	CONCEPTUAL STUDY TO SUPPORT DEVELOPMENT AND ROADWAY INFRASTRUCTURE FOR NEW MULTIMODAL FACILITY IN AND AROUND DOWNTOWN DALLAS; FACILITY WILL INTERFACE WITH HIGH SPEED RAIL, BUS, RAIL, AND OTHER MODES	\$2,800,000	\$0	\$700,000	\$3,500,000	\$0	11/2022	DID NOT OBLIGATE IN FY2022	PROJECT IS ON HOLD
14091.1	0902-90-229	FORT WORTH	FORT WORTH	E	VA	BUTLER HOUSING PROJECT BOUNDED BY IH 35W, IH 30, AND US 287		PLANNING STUDY TO CONDUCT AN ANALYSIS OF ALTERNATIVES TO IMPROVE ROADWAY ACCESSIBILITY TO FORMER BUTLER PLACE HISTORIC DISTRICT THAT WILL ASSESS ECONOMIC AND SOCIAL OPPORTUNITIES, INCLUDING TRAFFIC STUDY OF THE E LANCASTER AVE INTERSECTIONS OF JONES ST	\$2,000,000	\$0	\$500,000	\$2,500,000	\$0	11/2022 <del>06/2022</del>	DID NOT OBLIGATE IN FY2022	FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT; PROJECT DELAYED DUE TO DELAYED FHWA APPROVAL
11647.1	0918-00-311	NCTCOG	DALLAS	I	VA	LAND USE/TRANSPORTATION AND BIKE/PEDESTRIAN INITIATIVES INCLUDES BICYCLE/PEDESTRIAN PLANNING,	TRANSIT ORIENTED DEVELOPMENT, REGIONAL PEDESTRIAN SAFETY PROGRAM, IMPLEMENTATION OF SUSTAINABLE DEVELOPMENT INITIATIVES;	INCLUDES NCTCOG STAFF TIME AND POSSIBLE CONSULTANT ASSISTANCE TO DEVELOP AND IMPLEMENT FUNDING PROGRAMS, COLLECT AND ANALYZE DATA; SCHOOL SITING/LAND USE CONNECTIONS, SAFE ROUTES TO SCHOOL, SAFETY AND EDUCATION	\$1,524,000	\$0	\$0	\$1,524,000	\$0	<del>12/2022</del> <del>08/2022</del> <del>01/2022</del>	DID NOT OBLIGATE IN FY2022	
14046	0918-47-286	DALLAS	DALLAS	C	VA	UPTOWN MCKINNEY/COLE COUPLET: ON ALLEN ST FROM CARLISLE ST TO MCKINNEY AVE; ON CARLISLE ST FROM COLE AVE TO ALLEN ST;	ON COLE AVE FROM HARVARD AVE TO CARLISLE ST; ON MCKINNEY AVE FROM HARVARD AVE TO ALLEN ST	CONVERSION OF 3 LN ONE-WAY RDWYS TO TWO-WAY RDWYS; INTERSECTION, SIGNAL, SIGNAGE, PEDESTRIAN, LIGHTING, LANDSCAPING, AND ASSOCIATED IMPROVEMENTS INCLUDING TROLLEY RELOCATION	\$6,700,000	\$0	\$1,675,000	\$8,375,000	\$0	12/2022	DID NOT OBLIGATE IN FY2022	FUNDING MOVED TO FY2024 THROUGH 2023-2026 TIP DEVELOPMENT; PROJECT IS BEING RE-ADVERTISED TO SOLICIT MORE BIDDERS AND IS ANTICIPATED TO BEGIN IN FY2023
21094	0902-20-232	TXDOT-FORT WORTH	FORT WORTH	E	CR 4668	AT BOBO'S CROSSING		RECONSTRUCT BRIDGE TO ELEVATE OUT FLOOD PLAIN FOR SAFETY	\$3,000,000	\$0	\$0	\$3,000,000	\$0	<del>12/2022</del> <del>09/2022</del> <del>03/2022</del>	DID NOT OBLIGATE IN FY2022	FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT; <del>COORDINATION TO DETERMINE-IMPLEMENTING AGENCY IS ONGOING; AFA IS BEING DRAFTED</del>
11639.1	0918-46-313	DCTA	DALLAS	T	VA	DCTA VANPOOL PROGRAM		OPERATE A VANPOOL SUBSIDY INITIATIVE FOR COMMUTERS TRAVELING LONG DISTANCES AND IN AREAS WITH LITTLE OR NO FIXED ROUTE SERVICE	\$327,600	\$0	\$81,900	\$409,500	\$0	<del>01/2023</del> <del>09/2022</del> <del>01/2024</del>	DID NOT OBLIGATE IN FY2022	DCTA HAS RECEIVED NEW PRICING FOR VANPOOLS AND WILL NEED THIS FUNDING SOONER THAN ANTICIPATED; <del>TRANSIT TRANSFER REQUEST HAS BEEN SENT TO TXDOT</del>
11684.2	0081-12-053	FORT WORTH	FORT WORTH	ENV	VA	IH 35W AUTOMATED VEHICLE (AV) TRUCKPORT; ALLIANCE - SOUTHEAST CORNER OF SH 170 AND IH 35W		PILOT PROJECT TO DEVELOP AND BUILD AUTOMATED FREIGHT FACILITY TO COLLECT/DISTRIBUTE FREIGHT AND TEST AUTOMATED TRUCK TECHNOLOGY TO IMPROVE AV USES IN FREIGHT/SUPPLY CHAIN/LOGISTICS	\$100,000	\$0	\$0	\$100,000	\$0	01/2023 <del>06/2022</del>	DID NOT OBLIGATE IN FY2022	FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT; PROJECT HAS NOT BEEN APPROVED BY FHWA, PENDING ELIGIBILITY DETERMINATION
11684.2	0081-12-053	FORT WORTH	FORT WORTH	E	VA	IH 35W AUTOMATED VEHICLE (AV) TRUCKPORT; ALLIANCE - SOUTHEAST CORNER OF SH 170 AND IH 35W		PILOT PROJECT TO DEVELOP AND BUILD AUTOMATED FREIGHT FACILITY TO COLLECT/DISTRIBUTE FREIGHT AND TEST AUTOMATED TRUCK TECHNOLOGY TO IMPROVE AV USES IN FREIGHT/SUPPLY CHAIN/LOGISTICS	\$758,953	\$0	\$0	\$758,953	\$0	01/2023 <del>06/2022</del>	DID NOT OBLIGATE IN FY2022	FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT; PROJECT HAS NOT BEEN APPROVED BY FHWA, PENDING ELIGIBILITY DETERMINATION
54119.5	0442-02-162	TXDOT-DALLAS	DALLAS	C	IH 35E	ELLIS COUNTY LINE	BEAR CREEK ROAD	CONSTRUCT INTERCHANGE AT LOOP 9 AND IH 35E	\$466,400	\$116,600	\$0	\$583,000	\$0	02/2023	DID NOT OBLIGATE IN FY2022	PROJECT DELAYED TO FY2023; PROJECT MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT
14032	0918-47-246	TXDOT-DALLAS	DALLAS	R	CS	ON EAST BEAR CREEK ROAD FROM HAMPTON ROAD	IH 35E	RECONSTRUCT AND WIDEN FROM 2 LANES RURAL UNDIVIDED TO 4 LANES URBAN DIVIDED WITH BICYCLE/PEDESTRIAN ACCOMMODATIONS AND INTERSECTION IMPROVEMENTS	\$2,000,000	\$0	\$500,000	\$2,500,000	\$0	<del>03/2023</del> <del>02/2022</del> <del>01/2022</del>	DID NOT OBLIGATE IN FY2022	RIGHT-OF-WAY CSJ 0918-47-317; FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT; <del>PROJECT ON HOLD PENDING COORDINATION BETWEEN NCTCOG, TXDOT, AND THE CITY OF GLENN HEIGHTS</del> ; CITY OF GLENN HEIGHTS RESPONSIBLE FOR ACQUIRING RIGHT-OF-WAY
21022	0008-13-248	TXDOT-FORT WORTH	FORT WORTH	C	IH 820	AT TRINITY RAILWAY EXPRESS (TRE) LINE FROM NORTH OF TRINITY BLVD	SOUTH OF SH 10	RECONSTRUCT NORTHBOUND 2 TO 2 GENERAL PURPOSE LANES AND APPROACHES	\$14,400,000	\$3,600,000	\$0	\$18,000,000	\$0	05/2023 <del>11/2022</del>	DID NOT OBLIGATE IN FY2022	FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT
25078	0918-47-313	BALCH SPRINGS	DALLAS	E	CS	ON HICKORY TREE ROAD FROM ELAM ROAD	LAKE JUNE ROAD	RECONSTRUCT FROM 2 TO 3 LANES WITH PEDESTRIAN IMPROVEMENTS, INCLUDING SIDEWALKS AND SHARED-USE PATH	\$1,300,000	\$0	\$0	\$1,300,000	\$0	<del>05/2023</del> <del>06/2022</del>	DID NOT OBLIGATE IN FY2022	FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT; AFA IS BEING DRAFTED
14082	0902-90-164	HALTOM CITY	FORT WORTH	E	CS	BROADWAY AVE FROM US 377	SH 26	RECONSTRUCT AND WIDEN FROM 2 TO 3 LANES WITH INTERSECTION, SIDEWALK AND SIGNAL IMPROVEMENTS	\$659,190	\$0	\$0	\$659,190	\$0	<del>06/2023</del> <del>08/2022</del> <del>06/2022</del>	DID NOT OBLIGATE IN FY2022	<del>FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT; AFA EXECUTION PENDING</del>
21044	0918-47-380	NCTCOG	DALLAS	E	VA	MIDTOWN PEOPLE MOVER BOUNDED BY IH 635 TO THE SOUTH, DALLAS NORTH TOLLWAY	TO THE WEST, PRESTON ROAD TO THE EAST, AND SPRING VALLEY ROAD TO THE NORTH	ENGINEERING, TESTING, AND CONSTRUCTION OF AN AUTOMATED PEOPLEMOVER SYSTEM IN THE DALLAS MIDTOWN DISTRICT	\$2,000,000	\$0	\$0	\$2,000,000	\$0	06/2023 <del>06/2022</del>	DID NOT OBLIGATE IN FY2022	FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT
21086	0047-05-059	MCKINNEY	DALLAS	E	SH 5	LOUISIANA STREET	VIRGINIA STREET	CONCEPTUAL ENGINEERING TO IDENTIFY IMPROVEMENTS TO CONNECT ADJACENT NEIGHBORHOODS IN ORDER TO REKNIT THE COMMUNITY	\$1,600,000	\$0	\$0	\$1,600,000	\$0	<del>07/2023</del> <del>09/2022</del> <del>01/2022</del>	DID NOT OBLIGATE IN FY2022	FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT



STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2022

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	FACILITY	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
11554.1	0902-00-270	NCTCOG	FORT WORTH	E	VA	PEOPLE MOVER TEST TRACK		INCLUDING ANALYSIS OF VARIOUS TECHNOLOGIES AND ALIGNMENT OPTIONS FOR WARRANTED PEOPLE MOVER LOCATIONS IN THE DFW REGION AND CONNECT THOSE LOCATIONS TO EXISTING REGIONAL TRANSPORTATION NETWORKS	\$382,000	\$0	\$0	\$382,000	\$0	08/2023 <del>08/2022</del>	DID NOT OBLIGATE IN FY2022	FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT
11655.1	0902-00-241	NCTCOG	FORT WORTH	I	VA	REVENUE AND PROJECT TRACKING SYSTEM (RAPTS)		TRACK, MONITOR, AND ASSESS REGIONAL TRANSPORTATION AND AIR QUALITY PROJECTS THROUGH THE RAPTS WEBSITE; INCLUDES SOFTWARE DEVELOPMENT AND NCTCOG STAFF TIME	\$790,400	\$0	\$0	\$790,400	\$0	08/2023 <del>06/2022</del>	DID NOT OBLIGATE IN FY2022	FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT
20304.3	0918-47-330	TXDOT-DALLAS	DALLAS	I	VA	HIGHWAY INCIDENT REPORTING SOFTWARE & EQUIPMENT		PURCHASE OF HIGHWAY INCIDENT REPORTING SOFTWARE & EQUIPMENT TO MITIGATE CRASH RISK BY IMPROVING EFFICIENCY AND MINIMIZING TIME REQUIRED PER INCIDENT	\$66,540	\$0	\$0	\$66,540	\$0	08/2023 <del>09/2022</del>	DID NOT OBLIGATE IN FY2022	FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT
21016.1	0918-00-371	NCTCOG	DALLAS	E	VA	REGIONAL DATA HUB - DFW MPO BOUNDARY	DEPLOYMENT AND ADAPTATION OF THE CALTRANS TRANSPORTATION SYSTEM MANAGEMENT AND OPERATIONS DATA ENGINE	TO IMPROVE OPERATIONAL EFFICIENCY ON THE REGION'S ROADWAYS BY INTEGRATING DATA SOURCES, INCLUDING REGIONAL 511 AND OTHER TRAFFIC MANAGEMENT AND TRAVELER INFORMATION SYSTEMS, AND FACILITATING DATA SHARING WITHIN THE REGION; INCLUDES NCTCOG STAFF TIME	<del>\$1,400,000</del> \$600,000	\$0	\$0	<del>\$1,400,000</del> \$600,000	\$0	08/2023 <del>08/2022-06/2022</del>	DID NOT OBLIGATE IN FY2022	<a href="#">FUNDING INCREASED AND MOVED TO FY2023 VIA NOVEMBER 2022 TIP MODIFICATION</a>
21027	0918-47-392	DALLAS	DALLAS	E	VA	DALLAS TRAFFIC SIGNAL PROJECT AREA BOUNDED BY IH 35 ON THE W, IH 635 ON THE E & N, AND NORTHWEST HWY TO THE S	ALONG HAMPTON ROAD FROM LEATH STREET TO CAMP WISDOM; ALONG LANCASTER ROAD FROM ELMORE AVENUE TO SHELLHORSE DRIVE	DESIGN AND CONSTRUCT 22 SIGNALS IN AREA DAMAGED BY 2019 TORNADO; 9 SIGNALS ALONG HAMPTON ROAD; AND 13 SIGNALS ALONG LANCASTER RD; ALL SIGNAL WORK INCLUDES SIGNAL RETIMING	\$2,350,000	\$0	\$587,500	\$2,937,500	\$0	08/2023 <del>08/2022</del>	DID NOT OBLIGATE IN FY2022	FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT; AFA IS BEING DRAFTED
21079	0918-47-385	NCTCOG	DALLAS	E	VA	ON IH 30 FROM DALLAS/TARRANT COUNTY LINE	IH 635	PLANNING STUDY TO REVIEW DESIGN ELEMENTS NEEDED TO ACCOMMODATE AUTOMATED AND ELECTRIC VEHICLES, INCLUDING DYNAMIC INDUCTIVE CHARGING TECHNOLOGY USABLE BY ALL VEHICLE TYPES	\$3,200,000	\$800,000	\$0	\$4,000,000	\$0	08/2023 <del>10/2022-06/2022</del>	DID NOT OBLIGATE IN FY2022	FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT
21080	1068-02-156	NCTCOG	FORT WORTH	E	IH 30	IH 35W	DALLAS/TARRANT COUNTY LINE	PLANNING STUDY TO REVIEW DESIGN ELEMENTS NEEDED TO ACCOMMODATE AUTOMATED AND ELECTRIC VEHICLES, INCLUDING DYNAMIC INDUCTIVE CHARGING TECHNOLOGY USABLE BY ALL VEHICLE TYPES	\$800,000	\$200,000	\$0	\$1,000,000	\$0	08/2023 <del>10/2022-06/2022</del>	DID NOT OBLIGATE IN FY2022	FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT
11649.2	0918-00-363	NCTCOG	DALLAS	I	VA	REGIONAL VANPOOL PROGRAM		SUPPORT REGIONAL VANPOOL PROGRAM ACTIVITIES INCLUDING COORDINATION WITH TRANSIT PARTNERS, EDUCATION AND OUTREACH INITIATIVES, STAFF TIME, AND CONSULTANT ASSISTANCE FOR VANPOOL UTILIZATION STUDY TO IMPROVE OVERALL EFFECTIVENESS	\$1,197,000	\$0	\$0	\$1,197,000	\$0	09/2023 <del>06/2022</del>	DID NOT OBLIGATE IN FY2022	FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT
14002	0918-47-208	DALLAS CO	DALLAS	R	CS	ON WINTERGREEN RD FROM JEFFERSON STREET	WEST OF CARPENTER ROAD	RECONSTRUCT AND WIDEN 2 LANE UNDIVIDED RURAL TO 4 LANE DIVIDED URBAN	\$560,000	\$0	\$140,000	\$700,000	\$0	09/2023 <del>01/2023</del>	DID NOT OBLIGATE IN FY2022	DESIGN IS NOT EXPECTED TO START UNTIL SPRING 2022, WHICH WILL DELAY THE START OF RIGHT-OF-WAY ACQUISITION; FUNDING MOVED TO FY2024 THROUGH 2023-2026 TIP DEVELOPMENT
14003	0918-47-239	DALLAS CO	DALLAS	R	CS	JEFFERSON ST FROM WINTERGREEN RD TO PLEASANT RUN RD AND PLEASANT RUN RD FROM JEFFERSON ST	LANCASTER-HUTCHINS RD	WIDEN AND RECONSTRUCT 2 LANE UNDIVIDED RURAL TO 4 LANE DIVIDED URBAN	\$329,152	\$0	\$82,288	\$411,440	\$0	09/2023 <del>01/2023</del>	DID NOT OBLIGATE IN FY2022	DESIGN IS NOT EXPECTED TO START UNTIL SPRING 2022, WHICH WILL DELAY THE START OF RIGHT-OF-WAY ACQUISITION; FUNDING MOVED TO FY2024 THROUGH 2023-2026 TIP DEVELOPMENT
21033	0902-90-223	FORT WORTH	FORT WORTH	C	VA	EAST ROSEDALE BOUNDED BY ROSEDALE ON THE NORTH, LIBERTY STREET ON THE EAST,	POLLARD-SMITH ON THE SOUTH, AND AMANDA AVENUE ON THE WEST	CONDUCT PLANNING STUDY TO DETERMINE PARCEL LOCATION AND TRANSIT DEMAND; DESIGN AND CONSTRUCT TRANSIT BUS CENTER NEAR NEW ENVISION CENTER AND STOP SIX	\$800,000	\$0	\$0	\$800,000	\$0	09/2023 <del>08/2023</del>	DID NOT OBLIGATE IN FY2022	FUNDING MOVED TO FY2024 THROUGH 2023-2026 TIP DEVELOPMENT
14070	0196-07-034	TXDOT-DALLAS	DALLAS	C	SS 366	WEST OF AKARD ST	SAINT PAUL ST	CONSTRUCT EXTENSION OF EXISTING KLYDE WARREN PARK DECK PLAZA; STRUCTURE ONLY	\$36,800,000	\$0	\$9,200,000	\$46,000,000	\$0	01/2024 <del>03/2022</del>	DID NOT OBLIGATE IN FY2022	PROJECT TO BE DELAYED DUE TO THE NEED TO CONDUCT A VALUE ENGINEERING ASSESSMENT AFTER BIDS CAME IN OVER AVAILABLE FUNDING
14082	0902-90-164	HALTOM CITY	FORT WORTH	R	CS	BROADWAY AVE FROM US 377	SH 26	RECONSTRUCT AND WIDEN FROM 2 TO 3 LANES WITH INTERSECTION, SIDEWALK AND SIGNAL IMPROVEMENTS	\$42,500	\$0	\$0	\$42,500	\$0	01/2024	DID NOT OBLIGATE IN FY2022	RIGHT-OF-WAY PHASE DELAYED TO FY2024 DUE TO DELAYS IN GETTING AGREEMENT EXECUTED AND ENGINEERING STARTED; FUNDING MOVED TO FY2024 THROUGH 2023-2026 TIP DEVELOPMENT
25092	0918-47-363	DALLAS	DALLAS	E	VA	DEEP ELLUM PARKING IMPROVEMENTS; FROM ELM ST	IH 30	CONSTRUCT NEW PARKING FACILITIES IN THE VACANT LAND UNDER IH 345 AND CONSTRUCT IMPROVEMENTS TO THE EXISTING PARKING LOTS UNDER IH 345, INCLUDING ELECTRIC VEHICLES CHARGING TECHNOLOGY, PARKING METERS, WAYFINDING, AND OTHER INNOVATIVE IMPROVEMENTS	\$500,000	\$0	\$0	\$500,000	\$0	01/2024 <del>08/2022</del>	DID NOT OBLIGATE IN FY2022	FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT; PROJECT HAS NOT BEEN APPROVED BY FHWA, PENDING ELIGIBILITY DETERMINATION; <a href="#">PROJECT DELAYED BECAUSE CITY AND TXDOT DO NOT HAVE A MOU FOR ROW</a>



STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2022

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	FACILITY	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
14042	0717-01-025	TXDOT-FORT WORTH	FORT WORTH	C	FM 113	OLD MILLSAP ROAD	NORTH OF OLD MILLSAP ROAD	REALIGN FM 113 (2 TO 2 LANES)	\$480,000	\$120,000	\$0	\$600,000	\$0	09/2025	DID NOT OBLIGATE IN FY2022	PROJECT IS EXPERIENCING DELAYS DUE TO ISSUES WITH ENVIRONMENTAL CLEARANCE AND RAILROAD COORDINATION; FUNDING MOVED TO FY2026 THROUGH 2023-2026 TIP DEVELOPMENT
11176.8	0902-90-157	FWTA	FORT WORTH	T	VA	FWTA VANPOOL PROGRAM		OPERATE VANPOOL SUBSIDY INITIATIVE FOR COMMUTERS TRAVELING LONG DISTANCES AND IN AREAS WITH LITTLE OR NO FIXED ROUTE SERVICE; INCLUDES COST OF VEHICLE LEASING AND PART OF ADMINISTRATIVE COSTS, BALANCE OF COST ARE 100% LOCAL	\$635,000	\$0	\$159,000	\$794,000	\$0	01/2027	DID NOT OBLIGATE IN FY2022	BASED ON PROJECTED EXPENDITURES FOR THE VANPOOL PROGRAM, THIS FUNDING WILL NOT BE NEEDED IN FY2022 AS THERE ARE SUFFICIENT FUNDS ALREADY OBLIGATED
14026.1	0902-38-141	WEATHERFORD	FORT WORTH	E	VA	ON WACO ST/WEST COLUMBIA ST FROM US 180	FM 51/FM 171	RECONSTRUCT AND WIDEN 2 LANE ROADWAY TO 4 LANE ROADWAY INCLUDING BICYCLE FACILITIES, SIDEWALKS, LIGHTING AND LANDSCAPING	\$0	\$0	\$0	\$0	\$0	N/A	DID NOT OBLIGATE IN FY2022	PROJECT HAS BEEN CANCELLED AT THE REQUEST OF THE CITY OF WEATHERFORD
14026.2	0902-38-139	WEATHERFORD	FORT WORTH	R	VA	NEW BYPASS ROUTE FROM FM 2552/US 180 NORTHWEST TO FM 51/MAIN ST	FM 51/MAIN ST SOUTHWEST TO US 180/WACO ST	RECONSTRUCT 2/4 LANE ROADWAY TO 4 LANE BYPASS INCLUDING NEW BICYCLE LANES AND SIDEWALKS	\$0	\$0	\$0	\$0	\$0	N/A	DID NOT OBLIGATE IN FY2022	STAFF WILL CONFIRM THE ESTIMATED START DATE AND COORDINATE WITH TXDOT TO MOVE THE PROJECT TO THE APPROPRIATE YEAR; PROJECT HAS BEEN CANCELLED AT THE REQUEST OF THE CITY OF WEATHERFORD
14026.5	0365-01-052	WEATHERFORD	FORT WORTH	E	FM 51/FM 171	SOUTH OF INTERSECTION OF FM 51/FM 171 AND W COLUMBIA STREET	NORTH OF INTERSECTION OF FM 51/FM 171 AND W COLUMBIA STREET	INTERSECTION IMPROVEMENTS AT FM 51/FM 171 FOR NEW 4 LANE BYPASS	\$0	\$0	\$0	\$0	\$0	N/A	DID NOT OBLIGATE IN FY2022	PROJECT HAS BEEN CANCELLED AT THE REQUEST OF THE CITY OF WEATHERFORD
21009.1	0918-47-328	NCTCOG	DALLAS	E	VA	BACHMAN LAKE AREA PLANNING STUDY; BOUNDED BY MOCKINGBIRD LANE TO THE SOUTH, IH 35E TO THE WEST,	INWOOD ROAD TO THE EAST, AND ROYAL LANE TO THE NORTH	CONDUCT PLANNING STUDY TO IDENTIFY SAFE PEDESTRIAN ACCESS/FACILITIES ALONG MAJOR ROADWAYS TO CREATE CONNECTIONS TO NEARBY TRAILS AND THE DART BACHMAN STATION, AND EVALUATE LOVE FIELD ACCESS; INCLUDES NCTCOG STAFF TIME & CONSULTANT ASSISTANCE	\$0	\$0	\$0	\$0	\$0	N/A	DID NOT OBLIGATE IN FY2022	STBG FUNDING IS NO LONGER NEEDED FOR THIS STUDY; WORK WILL BE COMPLETED WITH RTC LOCAL FUNDS
21015.2	0918-00-376	NCTCOG	DALLAS	I	VA	INSURANCE FOR PASSENGER RAIL INTEGRATION	REGIONAL	PURCHASE INSURANCE FOR PASSENGER RAIL OPERATIONS	\$0	\$0	\$0	\$0	\$0	N/A	DID NOT OBLIGATE IN FY2022	PROJECT CANCELLED THROUGH 2023-2026 TIP DEVELOPMENT DUE TO ELIGIBILITY ISSUES
21088	0918-00-372	NCTCOG	DALLAS	I	VA	NATIONAL PARK SERVICE PARTNERSHIP (PHASE 2); REGION WIDE	SUPPORT TRINITY RIVER NATIONAL WATER TRAIL COMMITTEE BY COORDINATING WITH LOCAL AGENCIES TO INSTALL NCTCOG -	OWNED MOBILE COUNT EQUIPMENT, DEVELOP DOCUMENTATION AND BEST PRACTICE GUIDES ON THE IMPACT OF WATER TRAIL ACCESS POINTS ON TRAIL USAGE, AND THE ECO-TOURISM BENEFITS OF WATER TRAIL ACCESS POINTS AS IT RELATES TO THE FORT WORTH AND DALLAS REGIONAL TRAIL	\$0	\$0	\$0	\$0	\$0	N/A	DID NOT OBLIGATE IN FY2022	PROJECT HAS BEEN CANCELLED AS IT IS NOT ELIGIBLE FOR STBG FUNDS
11893.5	0902-00-260	NCTCOG	FORT WORTH	I	VA	511 TRAVELER INFORMATION SYSTEM (ITS)		DEVELOP AND IMPLEMENT TRAVELER INFORMATION SYSTEM IN REGION	\$1,380,000	\$345,000	\$0	\$1,725,000	\$0	08/2022	OBLIGATED (2021)	FUNDING OBLIGATED IN FY2021; FUNDS MOVED TO FY2021 THROUGH 2023-2026 TIP DEVELOPMENT
								TOTAL	\$256,435,864	\$34,042,617	\$18,706,985	\$309,185,466	\$142,278,022			

TOTAL CLOSEOUTS/WITHDRAWALS	(\$2,319,346)
TOTAL PROJECT ADJUSTMENTS	\$15,560,125
TOTAL OBLIGATED IN FY2022	\$142,278,022
TOTAL EXPECTED TO OBLIGATE	\$0
TOTAL THAT DID NOT OBLIGATE	\$112,429,034

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

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	FACILITY	PHASE	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
40043	0918-47-210	DALLAS	DALLAS	VA	C	UNION BIKEWAY CONNECTOR; HOUSTON ST	N HARWOOD ST AT WOODALL RODGERS FWY	CONSTRUCT ON-STREET BIKEWAY FACILITIES	\$554,682	\$0	\$138,670	\$693,352	\$554,682	05/2022 (ACTUAL)	OBLIGATED (2022)	FUNDING OBLIGATED NOVEMBER 2021
40043	0918-47-210	DALLAS	DALLAS	VA	CE	UNION BIKEWAY CONNECTOR; HOUSTON ST	N HARWOOD ST AT WOODALL RODGERS FWY	CONSTRUCT ON-STREET BIKEWAY FACILITIES	\$55,468	\$0	\$13,867	\$69,335	\$55,468	05/2022 (ACTUAL)	OBLIGATED (2022)	FUNDING OBLIGATED NOVEMBER 2021
14013.5	0918-24-263	DART	DALLAS	VA	T	COTTON BELT BRIDGE FROM NORTH OF EAST PLANO PARKWAY	SOUTH OF EAST PLANO PARKWAY	CONSTRUCT NEW SHARED-USE PATH BRIDGE AT EAST PLANO PARKWAY	\$2,911,792	\$0	\$727,948	\$3,852,740	\$2,911,792	02/2023	OBLIGATED (2022)	PROJECT ADVANCED FROM FY2023; FUNDING OBLIGATED NOVEMBER 2021
40069	0902-38-138	HUDSON OAKS	FORT WORTH	VA	C	HUDSON OAKS MULTIMODAL TRAIL; ON OAKRIDGE DRIVE FROM SOUTH OF SONORA CANYON ROAD TO INSPIRATION DRIVE AND	ON INSPIRATION DRIVE FROM OAKRIDGE ROAD TO HUDSON OAKS DRIVE	CONSTRUCT SHARED USE PATH	\$1,937,647	\$0	\$484,411	\$2,422,058	<del>\$1,753,401</del>	<del>06/2022 (ACTUAL)</del> 08/2022-04/2022	<del>OBLIGATED (2022)</del>	PROJECT MUST LET BY AUGUST 2022 PER STATE TASA RULES; <del>FUNDING OBLIGATED JUNE 2022</del>
40069	0902-38-138	HUDSON OAKS	FORT WORTH	VA	CE	HUDSON OAKS MULTIMODAL TRAIL; ON OAKRIDGE DRIVE FROM SOUTH OF SONORA CANYON ROAD TO INSPIRATION DRIVE AND	ON INSPIRATION DRIVE FROM OAKRIDGE ROAD TO HUDSON OAKS DRIVE	CONSTRUCT SHARED USE PATH	\$114,394	\$0	\$28,599	\$142,993	<del>\$54,675</del>	<del>06/2022 (ACTUAL)</del> 08/2022-04/2022	<del>OBLIGATED (2022)</del>	PROJECT MUST LET BY AUGUST 2022 PER STATE TASA RULES; <del>OBLIGATED IN JUNE 2022</del>
40047	0918-47-204	DALLAS	DALLAS	VA	C	UNIVERSITY CROSSING TRAIL LIGHTING; ELLSWORTH AVE	SKILLMAN ST	ADD PEDESTRIAN LIGHTING ALONG UNIVERSITY CROSSING TRAIL FROM GLENCOE PARK IN THE SOUTH TO SKILLMAN IN THE EAST, AND CONNECTING WITH PREEXISTING LIGHTING SOUTH OF SMU BLVD	\$656,040	\$0	\$164,010	\$820,050	<del>\$640,003</del>	<del>10/2022 (ACTUAL)</del> 06/2022-03/2022	<del>OBLIGATED (2022)</del>	<del>FUNDING OBLIGATED JULY 2022</del>
40047	0918-47-204	DALLAS	DALLAS	VA	CE	UNIVERSITY CROSSING TRAIL LIGHTING; ELLSWORTH AVE	SKILLMAN ST	ADD PEDESTRIAN LIGHTING ALONG UNIVERSITY CROSSING TRAIL FROM GLENCOE PARK IN THE SOUTH TO SKILLMAN IN THE EAST, AND CONNECTING WITH PREEXISTING LIGHTING SOUTH OF SMU BLVD	\$31,240	\$0	\$7,810	\$39,050	<del>\$47,277</del>	<del>10/2022 (ACTUAL)</del> 06/2022-03/2022	<del>OBLIGATED (2022)</del>	<del>FUNDING OBLIGATED JULY 2022</del>
40067	0918-47-298	DALLAS CO	DALLAS	VA	C	ON HARRY HINES BLVD FROM WEBB CHAPEL EXT	MANANA DR	CONSTRUCT NEW SHARED-USE PATH AND SIDEWALKS WITH GREEN BUFFERS FOR PEDESTRIANS AND BICYCLISTS	\$2,399,747	\$0	\$599,937	\$2,999,684	<del>\$2,399,747</del>	<del>07/2022 (ACTUAL)</del> 08/2022	<del>OBLIGATED (2022)</del>	FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT; <del>OBLIGATED IN JULY 2022</del>
14013.2	0918-00-337	DART	DALLAS	VA	T	COTTON BELT VELOWEB TRAIL FROM DFW AIRPORT NORTH COTTON BELT STATION	SHILOH COTTON BELT STATION	DESIGN FOR COTTON BELT VELOWEB TRAIL (26 MILES) AND CONSTRUCTION OF MULTIPLE SECTIONS OF THE TRAIL CORRIDOR (IN COPPELL, CARROLLTON, ADDISON, DALLAS, PLANO, AND RICHARDSON)	\$4,648,925	\$0	\$0	\$4,648,925	\$0	08/2022	DID NOT OBLIGATE IN FY2022	FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT; <del>NCTCOG MEETING WITH DART TO DISCUSS FUNDING NEED AND CONSTRUCTION SCHEDULE TO BE DETERMINED</del>
14013.2	0918-00-350	DART	DALLAS	VA	T	COTTON BELT VELOWEB TRAIL FROM DFW AIRPORT NORTH COTTON BELT STATION	SHILOH COTTON BELT STATION	DESIGN FOR COTTON BELT VELOWEB TRAIL (26 MILES) AND CONSTRUCTION OF MULTIPLE SECTIONS OF THE TRAIL CORRIDOR (IN COPPEL, CARROLLTON, ADDISON, DALLAS, PLANO, AND RICHARDSON)	\$2,161,569	\$0	\$540,392	\$2,701,961	\$0	08/2022	DID NOT OBLIGATE IN FY2022	FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT; <del>NCTCOG MEETING WITH DART TO DISCUSS FUNDING NEED AND CONSTRUCTION SCHEDULE TO BE DETERMINED</del>
54062	0008-13-221	TXDOT-FORT WORTH	FORT WORTH	IH 820	C	SH 121/SH 183 INTERCHANGE	RANDOL MILL ROAD	INTERIM PROJECT TO CNST IH 820/SH 121 DIRECT CONNECTORS; FROM RANDOL MILL RD TO TRINITY BLVD: RECNST FROM 4 TO 6 LNS PLUS 2 AUX LNS; FROM TRINITY BLVD TO N INT WITH SH 121/SH 183: WDN FROM 9 TO 11 LNS & 4/6 LN DISC FR RDS TO 2/6 LN DISC FR RDS (INTERIM)	\$102,362	\$25,591	\$0	\$127,953	\$0	08/2022 <del>11/2021</del>	DID NOT OBLIGATE IN FY2022	FUNDING WILL BE OBLIGATED VIA A CHANGE ORDER; <del>FUNDING SHORTFALL NEEDS TO BE ADDRESSED PRIOR TO CHANGE ORDER BEING EXECUTED</del>
40068	0918-47-311	BALCH SPRINGS	DALLAS	CS	C	ON SHEILAH, MANON, HICKORY, AND QUAIL DR	BETWEEN LAKE JUNE RD AND GLENSHIRE	FLOYD ELEMENTARY SAFE ROUTES TO SCHOOL; CONSTRUCT NEW SIDEWALK, REMOVE/REPLACE EXISTING SIDEWALK AND ADA RAMPS, RELOCATION OF SCHOOL FLASHER AND SIGNAGE	\$718,797	\$0	\$0	\$718,797	\$0	05/2023	DID NOT OBLIGATE IN FY2022	FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT
40068	0918-47-311	BALCH SPRINGS	DALLAS	CS	CE	ON SHEILAH, MANON, HICKORY, AND QUAIL DR	BETWEEN LAKE JUNE RD AND GLENSHIRE	FLOYD ELEMENTARY SAFE ROUTES TO SCHOOL; CONSTRUCT NEW SIDEWALK, REMOVE/REPLACE EXISTING SIDEWALK AND ADA RAMPS, RELOCATION OF SCHOOL FLASHER AND SIGNAGE	\$9,891	\$0	\$0	\$9,891	\$0	05/2023	DID NOT OBLIGATE IN FY2022	FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT
40066	0902-90-171	GRAPEVINE	FORT WORTH	VA	C	COTTON BELT TRAIL (SEGMENT 1) FROM TEXAN TRAIL ROADWAY	FUTURE DFW STATION	CONSTRUCT SHARED-USE PATH	\$777,936	\$0	\$194,484	\$972,420	\$0	06/2023 <del>02/2023</del>	DID NOT OBLIGATE IN FY2022	DESIGN HAS BEEN PAUSED UNTIL DART DETERMINES THE EXACT LOCATION OF THE STATION TO BE CONSTRUCTED NEAR THIS PROJECT; FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT

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

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	FACILITY	PHASE	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
14013.4	0902-90-177	DART	FORT WORTH	VA	T	COTTON BELT VELOWEB TRAIL FROM FUTURE DFW THROUGH STATION	GRAPEVINE EASTERN CITY LIMITS	CONSTRUCT GRAPEVINE SECTION OF THE COTTON BELT TRAIL CORRIDOR	\$1,923,024	\$0	\$480,756	\$2,403,780	\$0	08/2023 <del>04/2022</del>	DID NOT OBLIGATE IN FY2022	FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT
40024.2	0918-47-324	DALLAS	DALLAS	VA	C	ROSEMONT SRTS IMPROVEMENTS BOUNDED BY MARY CLIFF ST (WEST), STEWART ST (NORTH),	TYLER ST (EAST), AND JEFFERSON BLVD (SOUTH)	CONSTRUCT NEW SIDEWALKS, BIKE LANE, AND TRAFFIC CALMING DEVICES TO CONNECT THE ROSEMONT SCHOOL CAMPUSES AND THE SURROUNDING NEIGHBORHOODS; TRAFFIC CALMING DEVICES INCLUDING ITEMS SUCH AS SPEED BUMPS, SIGNS, AND MARKINGS	\$689,410	\$0	\$0	\$689,410	\$0	08/2023 <del>11/2022-09/2022</del>	DID NOT OBLIGATE IN FY2022	FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT; ADVANCE FUNDING AGREEMENT PENDING EXECUTION; <u>CONSTRUCTION DELAYED DUE TO FUNDING SHORTAGE FOR ENGINEERING</u>
40024.2	0918-47-324	DALLAS	DALLAS	VA	CE	ROSEMONT SRTS IMPROVEMENTS BOUNDED BY MARY CLIFF ST (WEST), STEWART ST (NORTH),	TYLER ST (EAST), AND JEFFERSON BLVD (SOUTH)	CONSTRUCT NEW SIDEWALKS, BIKE LANE, AND TRAFFIC CALMING DEVICES TO CONNECT THE ROSEMONT SCHOOL CAMPUSES AND THE SURROUNDING NEIGHBORHOODS; TRAFFIC CALMING DEVICES INCLUDING ITEMS SUCH AS SPEED BUMPS, SIGNS, AND MARKINGS	\$68,941	\$0	\$0	\$68,941	\$0	08/2023 <del>11/2022-09/2022</del>	DID NOT OBLIGATE IN FY2022	FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT; ADVANCE FUNDING AGREEMENT PENDING EXECUTION; <u>CONSTRUCTION DELAYED DUE TO FUNDING SHORTAGE FOR ENGINEERING</u>
40040	0918-46-306	DENTON	DALLAS	CS	C	SYCAMORE - WELCH ACTIVE TRANSPORTATION CONNECTION; ALONG S WELCH ST FROM EAGLE DRIVE	TO W HICKORY ST; AND ALONG W SYCAMORE ST TO DOWNTOWN DENTON DCTA STATION	CONSTRUCT NEW SHARED-USE PATH, BIKE LANES AND CROSSWALKS	\$471,698	\$0	\$117,925	\$589,623	\$0	12/2023 <del>06/2022</del>	DID NOT OBLIGATE IN FY2022	FUNDING MOVED TO FY2024 THROUGH 2023-2026 TIP DEVELOPMENT
40040	0918-46-306	DENTON	DALLAS	CS	CE	SYCAMORE - WELCH ACTIVE TRANSPORTATION CONNECTION; ALONG S WELCH ST FROM EAGLE DRIVE	TO W HICKORY ST; AND ALONG W SYCAMORE ST TO DOWNTOWN DENTON DCTA STATION	CONSTRUCT NEW SHARED-USE PATH, BIKE LANES AND CROSSWALKS	\$34,659	\$0	\$8,665	\$43,324	\$0	12/2023 <del>06/2022</del>	DID NOT OBLIGATE IN FY2022	FUNDING MOVED TO FY2024 THROUGH 2023-2026 TIP DEVELOPMENT
								TOTAL	\$20,268,222	\$25,591	\$3,507,474	\$24,014,287	\$8,417,045			

TOTAL CLOSEOUTS/WITHDRAWALS	(\$16,234)
TOTAL PROJECT ADJUSTMENTS	(\$250,168)
TOTAL OBLIGATED IN FY2022	\$8,417,045
TOTAL EXPECTED TO OBLIGATE	\$0
TOTAL THAT DID NOT OBLIGATE	\$11,607,212

CMAQ FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2023

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	HWY NO	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
14013.2	0918-00-337	DART	DALLAS	T	VA	COTTON BELT VELOWEB TRAIL FROM DFW AIRPORT NORTH COTTON BELT STATION	SHILOH COTTON BELT STATION	DESIGN FOR COTTON BELT VELOWEB TRAIL (26 MILES) AND CONSTRUCTION OF MULTIPLE SECTIONS OF THE TRAIL CORRIDOR (IN COPPELL, CARROLLTON, ADDISON, DALLAS, PLANO, AND RICHARDSON)	\$14,786,590	\$0	\$0	\$14,786,590	\$0	07/2022	EXPECTED TO OBLIGATE IN FY2023	NCTCOG MEETING WITH DART TO DISCUSS FUNDING NEED
11616	0902-00-257	NCTCOG	FORT WORTH	I	VA	REGIONAL TRAFFIC SIGNAL RETIMING; DEVELOP AND IMPLEMENT TRAFFIC SIGNAL COORDINATION IN THE DFW NON-ATTAINMENT AREA;		INCLUDES IMPROVING SIGNAL OPERATION AND PROGRESSION THROUGH TRAFFIC SIGNAL RETIMING, EQUIPMENT AND IMPLEMENTATION, AND EVALUATION OF THE RESULTANT IMPROVEMENTS; INCLUDES NCTCOG STAFF TIME AND CONSULTANT ASSISTANCE	\$2,340,000	\$292,500	\$292,500	\$2,925,000	\$0	09/2022	EXPECTED TO OBLIGATE IN FY2023	FUNDING WILL LIKELY BE ADDED TO EXISTING TXDOT AGREEMENT; OBLIGATION TIMEFRAME TO BE DETERMINED
19005	0918-24-251	PLANO	DALLAS	C	VA	PLANO CITYWIDE CCTV CAMERA EXPANSION		INSTALL NEW CCTV CAMERAS CITYWIDE	\$1,867,000	\$0	\$0	\$1,867,000	\$0	10/2022	EXPECTED TO OBLIGATE IN FY2023	
25022	0902-90-050	FORT WORTH	FORT WORTH	C	VA	CENTERPOINT TRAIL FROM TRINITY BLVD/SKYVIEW DR	TRINITY RAILWAY EXPRESS (TRE) CENTREPORT RAIL STATION	CONSTRUCT SHARED-USE PATH (TRAIL) FROM THE INTERSECTION OF TRINITY BLVD/SKYVIEW DR TO CENTREPORT RAIL STATION; PRELIMINARY ENGINEERING FOR CONNECTION TO MIKE LEWIS TRAIL	\$3,930,734	\$0	\$982,683	\$4,913,417	\$0	10/2022	EXPECTED TO OBLIGATE IN FY2023	
14013.3	0902-00-235	FORT WORTH	FORT WORTH	R	VA	CENTREPORT TRAIL FROM CENTREPORT STATION	CITY LIMITS	CONSTRUCT 12 FT WIDE SHARED-USE PATH	\$165,200	\$0	\$0	\$165,200	\$0	11/2022	EXPECTED TO OBLIGATE IN FY2023	
14058	0902-90-153	FORT WORTH	FORT WORTH	E	CS	TRINITY TRAIL FROM TRINITY BLVD.	TRINITY LAKES STATION	CONSTRUCT SHARED USE PATH	\$40,267	\$0	\$0	\$40,267	\$0	12/2022	EXPECTED TO OBLIGATE IN FY2023	
25066.1	0918-47-310	DALLAS	DALLAS	R	CS	ON LINFIELD RD OVER UPRR RAIL YARD FROM SH 310 TO CARBONDALE ST	AND ON CARBONDALE ST FROM LINFIELD RD TO SL 12	CONSTRUCT BICYCLE AND PEDESTRIAN BRIDGE ON LINFIELD ROAD OVER THE UPRR RAIL YARD; ADD LANDSCAPING TO THE PROJECT AREA INCLUDING ALONG CARBONDALE STREET	\$350,000	\$0	\$0	\$350,000	\$0	12/2022	EXPECTED TO OBLIGATE IN FY2023	
25097	0918-00-388	DART	DALLAS	T	VA	SILVER LINE FROM DFW AIRPORT STATION	SHILOH STATION IN PLANO	CONSTRUCTION OF SILVER LINE REGIONAL RAIL PROJECT (COTTON BELT/SILVER LINE PROJECT #8)	\$15,000,000	\$0	\$3,750,000	\$18,750,000	\$0	12/2022	EXPECTED TO OBLIGATE IN FY2023	
11684	0902-00-326	NCTCOG	FORT WORTH	I	VA	REGION WIDE PROJECT TO ASSIST LOCAL PARTNERS TO PLAN AND IMPLEMENT CAV DEPLOYMENTS BY PROVIDING FUNDING FOR COSTS RELATED	TO DEPLOYMENTS AND SUPPORTING COSTS OF ACTIVE AV DEPLOYMENTS IN PARTNERSHIP WITH THE PRIVATE SECTOR; INCL LOCAL GOVT STAFF, NCTCOG STAFF & CONSULTANT TIME,	INFRA UPGRADES (EX: SIGNAL, STRIPING, DSRC & 5G CONNECTIVITY), LEGAL SVCS, PUBLIC ED, SAFETY (EX: COORD W/FIRST RESPONDERS); SOFTWARE & TECH EXPERTISE; EQUAL ACCESS TO INTERNET AS TDM TOOL; EXPAND ZIP ZONE TRANSIT TO 76104 ZIP CODE	\$700,000	\$0	\$0	\$700,000	\$0	01/2023	EXPECTED TO OBLIGATE IN FY2023	
11684.8	0902-90-260	ARLINGTON	FORT WORTH	T	VA	DOWNTOWN ARLINGTON AND UNIVERSITY OF TEXAS AT ARLINGTON CAMPUS		DEPLOYMENT OF FLEET OF AUTONOMOUS VEHICLES; ON-DEMAND, SHARED SERVICE; TESTING OF FIRST RESPONDER COMMUNICATION DEVICES AND TELEOPERATIONS TO MOVE TOWARD REMOVING HUMAN OPERATOR FROM THE VEHICLES	\$1,013,333	\$0	\$0	\$1,013,333	\$0	01/2023	EXPECTED TO OBLIGATE IN FY2023	
14093	0918-00-397	DART	DALLAS	T	VA	COTTON BELT RAIL LINE DFW AIRPORT STATION	SHILOH STATION IN PLANO	ENGINEERING, ENVIRONMENTAL, AND CONSTRUCTION OF COTTON BELT REGIONAL RAIL PROJECT (COTTON BELT PROJECT #10)	\$245,075	\$0	\$61,278	\$306,353	\$0	01/2023	EXPECTED TO OBLIGATE IN FY2023	
11630.7	2964-01-052	GRAND PRAIRIE	DALLAS	E	SH 161	ON FRONTAGE ROADS FROM IH 20	IH 30	INSTALL 6 NEW DMS AND 2 NEW CCTV CAMERAS ALONG SH 161 NB AND SB FRONTAGE ROADS INCLUDING SH 180 AND JEFFERSON	\$84,017	\$21,004	\$0	\$105,021	\$0	01/2023	EXPECTED TO OBLIGATE IN FY2023	
19007.1	0364-04-052	PLANO	DALLAS	C	SH 121 FRTG RD	LEGACY	CUSTER	INSTALL SIGNAL CONTROLLER AND SOFTWARE UPGRADES	\$357,333	\$0	\$0	\$357,333	\$0	01/2023	EXPECTED TO OBLIGATE IN FY2023	
19007.2	0364-03-106	PLANO	DALLAS	C	SH 121 FRTG RD	AT SPRING CREEK PKWY		INSTALL SIGNAL CONTROLLER AND SOFTWARE UPGRADES	\$44,667	\$0	\$0	\$44,667	\$0	01/2023	EXPECTED TO OBLIGATE IN FY2023	
21063	0918-47-368	DALLAS	DALLAS	E	CS	CAMP WISDOM RD FROM US 67	WESTMORELAND RD	RECONSTRUCT AND WIDEN SIDEWALKS, INSTALL PEDESTRIAN LIGHTING, AND RECONSTRUCT/UPGRADE CROSSWALKS AND ASSOCIATED TRAFFIC SIGNAL INFRASTRUCTURE	\$400,000	\$0	\$100,000	\$500,000	\$0	01/2023	EXPECTED TO OBLIGATE IN FY2023	
25072.1	0918-00-367	NCTCOG	DALLAS	T	VA	NORTH TEXAS MOVES EASTERN SUBREGION TRE PROJECT FROM IH 35E TO MEDICAL MARKET CENTER STATION	DOUBLE TRACK MEDICAL MARKET CENTER TO STEMMONS FRWY TO BEGINNING OF EXISTING DOUBLE-TRACKED SECTION W OF MEDICAL MARKET CENTER STATION	REHAB EXISTING BRIDGE OVER INWOOD ROAD AND ADD ADJACENT BRIDGE FOR NEW SECOND TRACK; ADD NEW BRIDGE AT KNIGHTS BRANCH FOR A NEW SECOND TRACK; REPLACE CURRENT NOBLE BRANCH BRIDGE AND ADD ADJACENT BRIDGE FOR SECOND TRACK	\$1,250,000	\$0	\$312,500	\$1,562,500	\$0	01/2023	EXPECTED TO OBLIGATE IN FY2023	
14055	0902-90-169	FORT WORTH	FORT WORTH	R	CS	UNIVERSITY DRIVE FROM TRAIL DRIVE	ROSEDALE BRIDGE	PEDESTRIAN IMPROVEMENTS INCLUDING NEW AND WIDENED SIDEWALKS, CROSSWALKS, WAYFINDING SIGNAGE, AND TRAFFIC SIGNALS	\$100,000	\$0	\$0	\$100,000	\$0	02/2023	EXPECTED TO OBLIGATE IN FY2023	
11186.6	0918-00-348	NCTCOG	DALLAS	I	VA	FREEWAY/TRAFFIC INCIDENT MANAGEMENT PROGRAM	INCLUDES TRAINING FOR AGENCY EXECUTIVES AND FIRST RESPONDERS, QUICK	CLEARANCE CRASH RECONSTRUCTION TRAINING, OTHER TRAINING AND EDUCATION TO PROMOTE STRATEGIES TO MITIGATE TRAFFIC INCIDENTS; INCLUDES NCTCOG STAFF TIME AND CONSULTANT ASSISTANCE	\$245,460	\$0	\$0	\$245,460	\$0	03/2023	EXPECTED TO OBLIGATE IN FY2023	
14078	0902-90-155	FWTA	FORT WORTH	T	VA	TRE STATION AT TRINITY LAKES		CONSTRUCT NEW TRE STATION WITH 4 BUS BAYS AND 500 SPACE PARKING LOT	\$20,050,000	\$0	\$0	\$20,050,000	\$0	03/2023	EXPECTED TO OBLIGATE IN FY2023	
14080	0902-90-163	GRAND PRAIRIE	FORT WORTH	R	VA	REGIONAL VELOWEB TRAIL FROM TERMINATION OF FORT WORTH TRAIL AT CITY LIMITS	MIKE LEWIS PARK AT EXISTING TRAIL NEAR ROY ORR BLVD	CONSTRUCT SHARED-USE PATH	\$508,880	\$0	\$127,220	\$636,100	\$0	03/2023	EXPECTED TO OBLIGATE IN FY2023	

CMAQ FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2023

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	HWY NO	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
14080	0902-90-163	GRAND PRAIRIE	FORT WORTH	U	VA	REGIONAL VELOWEB TRAIL FROM TERMINATION OF FORT WORTH TRAIL AT CITY LIMITS	MIKE LEWIS PARK AT EXISTING TRAIL NEAR ROY ORR BLVD	CONSTRUCT SHARED-USE PATH	\$60,000	\$0	\$15,000	\$75,000	\$0	03/2023	EXPECTED TO OBLIGATE IN FY2023	
14090.1	0902-00-297	FWTA	FORT WORTH	T	IH 35W	DR. DENNIS DUNCANS TRANSFER CENTER	ALLIANCE	IMPLEMENT HIGH-INTENSITY BUS SERVICE ALONG THE IH 35W CORRIDOR	\$2,010,000	\$0	\$0	\$2,010,000	\$0	03/2023	EXPECTED TO OBLIGATE IN FY2023	ADDITIONAL FUNDING FOR PROJECT ALREADY OBLIGATED
21057	0918-24-269	PLANO	DALLAS	E	VA	BRECKENRIDGE TRAIL FROM BRADSHAW DR	FUTURE SHILOH RD SILVER LINE DART STATION	CONSTRUCT NEW SHARED-USE PATH	\$1,000,000	\$0	\$0	\$1,000,000	\$0	03/2023	EXPECTED TO OBLIGATE IN FY2023	WAITING FOR AFA TO BE DRAFTED
40017	0918-46-282	CARROLLTON	DALLAS	C	VA	DUDLEY BRANCH TRAIL FROM NORTH CARROLLTON/FRANKFORD DART STATION	OLD DENTON RD	CONSTRUCT APPROX 2.1 MILES BIKE/PEDESTRIAN TRAIL	\$2,804,347	\$0	\$934,785	\$3,739,132	\$0	03/2023	EXPECTED TO OBLIGATE IN FY2023	
40017	0918-46-282	CARROLLTON	DALLAS	CE	VA	DUDLEY BRANCH TRAIL FROM NORTH CARROLLTON/FRANKFORD DART STATION	OLD DENTON RD	CONSTRUCT APPROX 2.1 MILES BIKE/PEDESTRIAN TRAIL	\$195,653	\$0	\$65,218	\$260,871	\$0	03/2023	EXPECTED TO OBLIGATE IN FY2023	
21067	2681-01-027	TXDOT-DALLAS	DALLAS	R	FM 2499	AT FM 407 (JUSTIN ROAD)		CONSTRUCT DUAL LEFT TURN LANES ON EASTBOUND, WESTBOUND, AND SOUTHBOUND APPROACHES; CONSTRUCT ADDITIONAL THROUGH LANE NORTHBOUND; RECONFIGURE SIGNALIZATION	\$400,000	\$100,000	\$0	\$500,000	\$0	04/2023	EXPECTED TO OBLIGATE IN FY2023	
21074	0918-24-255	FRISCO	DALLAS	C	CS	ON OHIO DRIVE AT GAYLORD PARKWAY		CONSTRUCT ROUNDABOUT	\$2,720,000	\$0	\$0	\$2,720,000	\$0	04/2023	EXPECTED TO OBLIGATE IN FY2023	
14007.2	0009-04-072	TXDOT-DALLAS	DALLAS	C	SH 66	DALROCK	EAST OF DALROCK	CONSTRUCT INTERSECTION IMPROVEMENTS INCLUDING LEFT AND RIGHT TURN LANES AND STORAGE BAYS	\$1,232,800	\$308,200	\$0	\$1,541,000	\$0	05/2023	EXPECTED TO OBLIGATE IN FY2023	
14013	0918-47-236	DALLAS CO	DALLAS	C	VA	TRAIL CONNECTIONS TO FUTURE CYPRESS WATERS COTTON BELT RAIL STATION; FROM SOUTH OF CYPRESS WATERS COTTON BELT STATION	TO EXISTING TRAIL NORTH OF OLYMPUS BLVD	CONSTRUCT SHARED USE PATH AND RELATED PEDESTRIAN AND BICYCLE IMPROVEMENTS (PEDESTRIAN CROSSWALKS, SIGNAGE, LIGHTING, AND SIGNALS) IN PROXIMITY OF THE FUTURE CYPRESS WATERS COTTON BELT RAIL STATION	\$1,834,068	\$0	\$458,517	\$2,292,585	\$0	05/2023	EXPECTED TO OBLIGATE IN FY2023	
14071	1392-01-044	TXDOT-DALLAS	DALLAS	C	FM 1378	FM 3286	SOUTH OF FM 3286	CONSTRUCT INTERSECTION IMPROVEMENTS (SIDEWALKS AND TURN LANES)	\$2,592,492	\$648,123	\$0	\$3,240,615	\$0	05/2023	EXPECTED TO OBLIGATE IN FY2023	
14071.2	3476-02-013	TXDOT-DALLAS	DALLAS	C	FM 3286	FM 1378	EAST OF FM 1378	CONSTRUCT INTERSECTION IMPROVEMENT (SIDEWALK AND TURN LANES)	\$2,115,458	\$528,864	\$0	\$2,644,322	\$0	05/2023	EXPECTED TO OBLIGATE IN FY2023	
21048.1	0092-02-137	TXDOT-DALLAS	DALLAS	C	IH 45	DALLAS/ELLIS COUNTY LINE	SOUTH OF IH 20	UPGRADE TO FIBER OPTIC DATA TRANSMISSION AND DEPLOYMENT OF ADDITIONAL CCTV	\$2,260,000	\$565,000	\$0	\$2,825,000	\$0	06/2023	EXPECTED TO OBLIGATE IN FY2023	
21048.2	0092-14-101	TXDOT-DALLAS	DALLAS	C	IH 45	SOUTH OF IH 20	NORTH OF IH 20	UPGRADE TO FIBER OPTIC DATA TRANSMISSION AND DEPLOYMENT OF ADDITIONAL CCTV	\$240,000	\$60,000	\$0	\$300,000	\$0	06/2023	EXPECTED TO OBLIGATE IN FY2023	
21053	0918-47-372	DALLAS	DALLAS	E	CS	ALONG PINE ST FROM US 175 TO MALCOLM X BLVD	ALONG ELSIE FAYE HEGGINS ST (PREVIOUSLY HATCHER RD) FROM US 175 TO 2ND AVE	CONSTRUCT SIDEWALKS, CROSSWALKS, AND SIGNAL IMPROVEMENTS	\$120,000	\$0	\$30,000	\$150,000	\$0	06/2023	EXPECTED TO OBLIGATE IN FY2023	
21071	0918-24-286	PROSPER	DALLAS	E	CS	ON FIRST STREET AT SH 289		CONSTRUCT ADDITIONAL LEFT TURN LANES	\$80,000	\$0	\$20,000	\$100,000	\$0	06/2023	EXPECTED TO OBLIGATE IN FY2023	AFA BEING DRAFTED
21023	0008-03-130	TXDOT-FORT WORTH	FORT WORTH	C	IH 20	LAKE SHORE DRIVE	FM 1187	INSTALLATION OF DETECTORS, CCTV, FIBER OPTIC COMMUNICATION SYSTEM	\$2,720,000	\$680,000	\$0	\$3,400,000	\$0	07/2023	EXPECTED TO OBLIGATE IN FY2023	
11543.4	0902-90-086	FWTA	FORT WORTH	T	VA	TEXRAIL EXTENSION PROJECT FROM FORT WORTH T&P STATION	MEDICAL DISTRICT	ENGINEERING/ENVIRONMENTAL AND CONSTRUCTION OF COMMUTER RAIL LINE EXTENSION	\$51,360,000	\$0	\$0	\$51,360,000	\$0	09/2023	EXPECTED TO OBLIGATE IN FY2023	
								TOTAL	\$137,223,374	\$3,203,691	\$7,149,701	\$147,576,766	\$0			

TOTAL CLOSEOUTS/WITHDRAWALS	\$0
TOTAL PROJECT ADJUSTMENTS	\$0
TOTAL OBLIGATED IN FY2023	\$0
TOTAL EXPECTED TO OBLIGATE	\$137,223,374
TOTAL NOT EXPECTED TO OBLIGATE	\$0

**STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2023**

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	HWY NO	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
21015.9	0902-90-251	FWTA	FORT WORTH	T	VA	TRINITY RAILWAY EXPRESS (TRE) CENTREPORT STATION	DALLAS FORT WORTH (DFW) INTERNATIONAL AIRPORT	CAPITAL COST OF CONTRACTING FOR A CRITICAL FIRST/LAST MILE CONNECTION BETWEEN THE TRE CENTREPORT STATION AND DFW INTERNATIONAL AIRPORT TO A NEW LOCATION (TERMINAL B)	\$300,000	\$0	\$75,000	\$375,000	\$0	12/2021	EXPECTED TO OBLIGATE IN FY2023	
14032	0918-47-246	TXDOT-DALLAS	DALLAS	R	CS	ON EAST BEAR CREEK ROAD FROM HAMPTON ROAD	IH 35E	RECONSTRUCT AND WIDEN FROM 2 LANES RURAL UNDIVIDED TO 4 LANES URBAN DIVIDED WITH BICYCLE/PEDESTRIAN ACCOMMODATIONS AND INTERSECTION IMPROVEMENTS	\$2,000,000	\$0	\$500,000	\$2,500,000	\$0	01/2022	EXPECTED TO OBLIGATE IN FY2023	RIGHT-OF-WAY CSJ 0918-47-317; PROJECT ON HOLD PENDING COORDINATION BETWEEN NCTCOG, TXDOT, AND THE CITY OF GLENN HEIGHTS; CITY OF GLENN HEIGHTS IS RESPONSIBLE FOR ACQUIRING RIGHT-OF-WAY
11678	0918-00-324	NCTCOG	DALLAS	E	VA	DFW AUTOMATED VEHICLE PROVING GROUNDS PROJECT (REGION-WIDE)		ADVANCE HIGH-SPEED AUTOMATED VEHICLE PROGRAM THROUGH SHARED-USE MOBILITY COLLABORATIONS AND OTHER AV-RELATED TECHNOLOGIES AND PARTNERSHIPS	\$250,000	\$0	\$0	\$250,000	\$0	03/2022	EXPECTED TO OBLIGATE IN FY2023	PROJECT HAS NOT BEEN APPROVED BY FHWA, PENDING ELIGIBILITY DETERMINATION
11655.1	0902-00-241	NCTCOG	FORT WORTH	I	VA	REVENUE AND PROJECT TRACKING SYSTEM (RAPTS)		TRACK, MONITOR, AND ASSESS REGIONAL TRANSPORTATION AND AIR QUALITY PROJECTS THROUGH THE RAPTS WEBSITE; INCLUDES SOFTWARE DEVELOPMENT AND NCTCOG STAFF TIME	\$790,400	\$0	\$0	\$790,400	\$0	06/2022	EXPECTED TO OBLIGATE IN FY2023	FUNDING WILL LIKELY BE ADDED TO EXISTING TXDOT AGREEMENT; OBLIGATION TIMEFRAME TO BE DETERMINED
21038	0918-47-383	GARLAND	DALLAS	E	CS	PEDESTRIAN ROUTES TO RAIL STATION AT GARLAND FOREST/JUPITER DART STATION BOUNDED BY WEST OF JUPITER ROAD TO THE WEST,	JACOBSON ROAD TO THE EAST, MARQUIS DRIVE TO THE SOUTH, AND EDGEWOOD DRIVE TO THE NORTH	CONSTRUCT SIDEWALKS AND OTHER PEDESTRIAN SAFETY IMPROVEMENTS AT AND AROUND THE GARLAND FOREST/JUPITER DART STATION	\$500,000	\$0	\$125,000	\$625,000	\$0	07/2022	EXPECTED TO OBLIGATE IN FY2023	
21076	0918-47-396	GARLAND	DALLAS	E	CS	ON SHILOH ROAD FROM MILLER ROAD	FOREST LANE	RECONSTRUCT AND WIDEN FROM 4 LANES TO 6 LANES WITH SIDEWALKS	\$3,500,000	\$0	\$0	\$3,500,000	\$0	07/2022	EXPECTED TO OBLIGATE IN FY2023	
25013	0902-90-172	FORT WORTH	FORT WORTH	R	CS	MEANDERING ROAD FROM SH 183 TO ANAHUAC AVE	LTJG BARNETT FROM MEANDERING ROAD TO NASJRB EAST GATE	RECONSTRUCT MEANDERING ROAD FROM 4 TO 3 LANES, REALIGN INTERSECTION AT ROBERTS CUT OFF, CONSTRUCT INTERSECTION IMPROVEMENTS AT YALE ST AND LTJG BARNETT, ADD SIDEWALKS AND SIDEPATHS WITHIN PROJECT LIMITS AND BIKE LANES ON LT JG BARNETT	\$800,000	\$0	\$0	\$800,000	\$0	07/2022	EXPECTED TO OBLIGATE IN FY2023	ENVIRONMENTAL CLEARANCE IS STILL PENDING AND RIGHT-OF-WAY ACQUISITION CANNOT BEGIN UNTIL CLEARANCE IS RECEIVED
11554.1	0902-00-270	NCTCOG	FORT WORTH	E	VA	PEOPLE MOVER TEST TRACK		INCLUDING ANALYSIS OF VARIOUS TECHNOLOGIES AND ALIGNMENT OPTIONS FOR WARRANTED PEOPLE MOVER LOCATIONS IN THE DFW REGION AND CONNECT THOSE LOCATIONS TO EXISTING REGIONAL TRANSPORTATION NETWORKS	\$382,000	\$0	\$0	\$382,000	\$0	08/2022	EXPECTED TO OBLIGATE IN FY2023	FUNDING WILL LIKELY BE ADDED TO EXISTING TXDOT AGREEMENT; OBLIGATION TIMEFRAME TO BE DETERMINED
11621.1	0902-00-267	NCTCOG	FORT WORTH	I	VA	PLANNING STUDIES AND STREAMLINED PROJECT DELIVERY (REGIONAL)		PROVIDE MPO PLANNING SUPPORT AND TECHNICAL ASSISTANCE FOR SURFACE TRANSPORTATION PROJECTS WITHIN THE METROPOLITAN PLANNING AREA INCLUDING PLANNING STUDIES AND EXPEDITE ENVIRONMENTAL REVIEW PROCESS	\$1,248,000	\$0	\$0	\$1,248,000	\$0	08/2022	EXPECTED TO OBLIGATE IN FY2023	COORDINATION BETWEEN NCTCOG AND TXDOT ONGOING REGARDING AFA EXECUTION; OBLIGATION TIMEFRAME TO BE DETERMINED
11650	0902-00-263	NCTCOG	FORT WORTH	I	VA	CORRIDOR STUDIES AND CAPITAL ASSET MANAGEMENT	IDENTIFY STRATEGIES TO EXTEND OPERATIONAL LIFE OF TRANSPORTATION FACILITIES BY PROMOTING USE OF STRATEGIC MAINTENANCE,	REPAIR, AND EXPANSION; INCLUDES CONTINUED DEVELOPMENT, MONITORING, AND TECHNICAL ASSISTANCE TO REGIONAL PARTNERS TO BALANCE PRESERVATION VS. UPGRADE OF ASSETS	\$292,000	\$0	\$0	\$292,000	\$0	08/2022	EXPECTED TO OBLIGATE IN FY2023	COORDINATION BETWEEN NCTCOG AND TXDOT ONGOING REGARDING AFA EXECUTION; OBLIGATION TIMEFRAME TO BE DETERMINED
11684.5	0918-47-389	RICHARDSON	DALLAS	C	VA	CITY OF RICHARDSON CONNECTED & AUTOMATED VEHICLE (AV) TEST BED & COMMUNITY CONNECTOR; TRAFFIC DETECTION & COMMS UPGRADES	INCLUDE CELLULAR VEHICLE-TO-EVERYTHING/LTE-TO-EVERYTHING ROADSIDE & ON-BOARD UNITS; RAPID FLASHING BEACONS AT	GREENVILLE/ARAPAH0 STATION; RECTANGLE RAPID FLASHING BEACONS XING; SYSTEMS ENG FOR CONNECTED VEHICLE-TO-EVERYTHING IMP; ON-DEMAND AV SERVICES CONNECTING POINTS-OF-INTEREST AROUND ARAPAH0 STATION, INCL NETWORK OF NEIGHBORHOODS AND COMMUNITY CENTERS	\$1,650,000	\$0	\$0	\$1,650,000	\$0	08/2022	EXPECTED TO OBLIGATE IN FY2023	
21015.6	0918-24-270	DART	DALLAS	E	VA	ON SILVER LINE FROM DFW AIRPORT	SHILOH ROAD	EXPEDITE DESIGN REVIEW BY CLASS I AND SHORT LINE FREIGHT RAILROADS FOR THE SILVERLINE RAIL AND TRAIL PROJECT	\$800,000	\$0	\$0	\$800,000	\$0	08/2022	EXPECTED TO OBLIGATE IN FY2023	PROJECT HAS NOT BEEN APPROVED BY FHWA, PENDING ELIGIBILITY DETERMINATION
21017	0918-00-370	NCTCOG	DALLAS	E	VA	PAVEMENT CONDITION ON RTC-FOCUSED (NHS) OFF SYSTEM ROADWAYS	REGIONWIDE	REVIEW PAVEMENT SCORES AND PERFORM ENGINEERING TO IDENTIFY IMPROVEMENTS TO BE MADE (RESPONSE TO FEDERAL PERFORMANCE MEASURES)	\$1,000,000	\$0	\$0	\$1,000,000	\$0	08/2022	EXPECTED TO OBLIGATE IN FY2023	COORDINATION BETWEEN NCTCOG AND TXDOT ONGOING REGARDING AFA EXECUTION; OBLIGATION TIMEFRAME TO BE DETERMINED
21033	0902-90-223	FORT WORTH	FORT WORTH	E	VA	EAST ROSEDALE BOUNDED BY ROSEDALE ON THE NORTH, LIBERTY STREET ON THE EAST,	POLLARD-SMITH ON THE SOUTH, AND AMANDA AVENUE ON THE WEST	CONDUCT PLANNING STUDY TO DETERMINE PARCEL LOCATION AND TRANSIT DEMAND; DESIGN AND CONSTRUCT TRANSIT BUS CENTER NEAR NEW ENVISION CENTER AND STOP SIX	\$200,000	\$0	\$0	\$200,000	\$0	08/2022	EXPECTED TO OBLIGATE IN FY2023	
11684.3	0918-47-366	DALLAS COLLEGE	DALLAS	I	VA	DALLAS COLLEGE AUTONOMOUS VEHICLE (AV) INITIATIVE	CEDAR VALLEY CAMPUS AV SERVICE/WORKFORCE DEVELOPMENT AND EASTFIELD CAMPUS WORKFORCE DEVELOPMENT	PROVISION OF TRANSIT SERVICES SERVING THE CAMPUSES AND NEIGHBORING COMMUNITIES IN LANCASTER, DALLAS, & HUTCHINS FOR 3 YRS USING AV, INCLUDING WORKFORCE DEVELOPMENT TRAINING IN TRANS TECHNOLOGY, OVER-THE-ROAD TRUCKING AND/OR DELIVERY OF GOODS	\$1,500,000	\$0	\$0	\$1,500,000	\$0	09/2022	EXPECTED TO OBLIGATE IN FY2023	

STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2023

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	HWY NO	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
11684.5	0918-47-389	RICHARDSON	DALLAS	E	VA	CITY OF RICHARDSON CONNECTED & AUTOMATED VEHICLE (AV) TEST BED & COMMUNITY CONNECTOR; TRAFFIC DETECTION & COMMS UPGRADES	INCLUDE CELLULAR VEHICLE-TO-EVERYTHING/LTE-TO-EVERYTHING ROADSIDE & ON-BOARD UNITS; RAPID FLASHING BEACONS AT	GREENVILLE/ARAPAHO STATION; RECTANGLE RAPID FLASHING BEACONS XING; SYSTEMS ENG FOR CONNECTED VEHICLE-TO-EVERYTHING IMP; ON-DEMAND AV SERVICES CONNECTING POINTS-OF-INTEREST AROUND ARAPAHO STATION, INCL NETWORK OF NEIGHBORHOODS AND COMMUNITY CENTERS	\$277,868	\$0	\$0	\$277,868	\$0	09/2022	EXPECTED TO OBLIGATE IN FY2023	
21062	0902-50-142	ALVARADO	FORT WORTH	E	CS	ON CUMMINGS DRIVE FROM US 67	NORTH OF CR 508	RECONSTRUCT 2 TO 3 LANE ROADWAY WITH NEW SIDEWALKS AND INTERSECTION IMPROVEMENTS INCLUDING TURN LANES AND SIGNALIZATION AT US 67 AND CUMMINGS	\$1,200,000	\$0	\$300,000	\$1,500,000	\$0	09/2022	EXPECTED TO OBLIGATE IN FY2023	AFA IS BEING DRAFTED
11237.2	0918-45-812	IRVING	DALLAS	C	CS	ON CONFLANS RD FROM SH 161	VALLEY VIEW LANE	CONSTRUCT 0 TO 4 LANE DIVIDED FACILITY WITH NEW SIDEWALKS AND SHARED USE PATH	\$13,500,000	\$0	\$3,375,000	\$16,875,000	\$0	11/2022	EXPECTED TO OBLIGATE IN FY2023	PART OF MPO MILESTONE POLICY ROUND 2 AND HAD A LETTING DEADLINE OF THE END OF FY2022; AWAITING AFA EXECUTION
11237.2	0918-45-812	IRVING	DALLAS	CE	CS	ON CONFLANS RD FROM SH 161	VALLEY VIEW LANE	CONSTRUCT 0 TO 4 LANE DIVIDED FACILITY WITH NEW SIDEWALKS AND SHARED USE PATH	\$625,000	\$0	\$156,250	\$781,250	\$0	11/2022	EXPECTED TO OBLIGATE IN FY2023	PART OF MPO MILESTONE POLICY ROUND 2 AND HAD A LETTING DEADLINE OF THE END OF FY2022; AWAITING AFA EXECUTION
14091.1	0902-90-229	FORT WORTH	FORT WORTH	E	VA	BUTLER HOUSING PROJECT BOUNDED BY IH 35W, IH 30, AND US 287		PLANNING STUDY TO CONDUCT AN ANALYSIS OF ALTERNATIVES TO IMPROVE ROADWAY ACCESSIBILITY TO FORMER BUTLER PLACE HISTORIC DISTRICT THAT WILL ASSESS ECONOMIC AND SOCIAL OPPORTUNITIES, INCLUDING TRAFFIC STUDY OF THE E LANCASTER AVE INTERSECTIONS OF JONES ST	\$2,000,000	\$0	\$500,000	\$2,500,000	\$0	11/2022	EXPECTED TO OBLIGATE IN FY2023	
11647.1	0918-00-311	NCTCOG	DALLAS	I	VA	LAND USE/TRANSPORTATION AND BIKE/PEDESTRIAN INITIATIVES INCLUDES BICYCLE/PEDESTRIAN PLANNING,	TRANSIT ORIENTED DEVELOPMENT, REGIONAL PEDESTRIAN SAFETY PROGRAM, IMPLEMENTATION OF SUSTAINABLE DEVELOPMENT INITIATIVES;	INCLUDES NCTCOG STAFF TIME AND POSSIBLE CONSULTANT ASSISTANCE TO DEVELOP AND IMPLEMENT FUNDING PROGRAMS, COLLECT AND ANALYZE DATA; SCHOOL SITING/LAND USE CONNECTIONS, SAFE ROUTES TO SCHOOL, SAFETY AND EDUCATION	\$1,000,000	\$0	\$0	\$1,000,000	\$0	12/2022	EXPECTED TO OBLIGATE IN FY2023	
21094	0902-20-232	TXDOT-FORT WORTH	FORT WORTH	E	CR 4668	AT BOBO'S CROSSING		RECONSTRUCT BRIDGE TO ELEVATE OUT FLOOD PLAIN FOR SAFETY	\$3,000,000	\$0	\$0	\$3,000,000	\$0	12/2022	EXPECTED TO OBLIGATE IN FY2023	AFA IS BEING DRAFTED
25100	0918-00-389	DART	DALLAS	T	VA	SILVER LINE FROM DFW AIRPORT STATION	SHILOH STATION IN PLANO	CONSTRUCTION OF SILVER LINE REGIONAL RAIL PROJECT (COTTON BELT/SILVER LINE PROJECT #9)	\$4,000,000	\$0	\$0	\$4,000,000	\$0	12/2022	EXPECTED TO OBLIGATE IN FY2023	
30006	0047-06-158	TXDOT-DALLAS	DALLAS	C	US 75	DALLAS COUNTY LINE	BETHANY DRIVE	OPERATIONAL IMPROVEMENTS TO THE EXISTING 0/2 HOV LANES TO 2 TECHNOLOGY LANES TO INCLUDE VEHICLE ELIGIBILITY/USAGE CONSISTENT WITH 23 U.S.C. 166 DURING 2 HOURS SOUTHBOUND IN THE MORNING AND 2 HOURS NORTHBOUND IN THE AFTERNOON; EXISTING 8 GEN	\$21,600,000	\$5,400,000	\$0	\$27,000,000	\$0	12/2022	EXPECTED TO OBLIGATE IN FY2023	
30007	0047-06-163	TXDOT-DALLAS	DALLAS	C	US 75	BETHANY DRIVE	SH 121	RESTRIPE THE EXISTING MAINLANES AND SHOULDERS TO ADD 2 TECHNOLOGY LANES TO INCLUDE VEHICLE ELIGIBILITY/USAGE CONSISTENT WITH 23 U.S.C. 166 DURING 2 HOURS SOUTHBOUND IN THE MORNING AND 2 HOURS NORTHBOUND IN THE AFTERNOON; EXISTING 8 GENERAL PURPOSE LANES REMAIN 8 GENERAL PURPOSE LANES	\$10,800,000	\$2,700,000	\$0	\$13,500,000	\$0	12/2022	EXPECTED TO OBLIGATE IN FY2023	
11624	0918-47-422	DALLAS	DALLAS	E	CS	S LANCASTER RD FROM E KIEST BLVD	E LEDBETTER DR	CONSTRUCT PEDESTRIAN CONNECTIONS SUCH AS CROSSWALKS AND ADA RAMP AND ASSOCIATED IMPROVEMENTS AND PEDESTRIAN LIGHTING	\$280,000	\$0	\$0	\$280,000	\$0	01/2023	EXPECTED TO OBLIGATE IN FY2023	AFA IS BEING DRAFTED
11639.1	0918-46-313	DCTA	DALLAS	T	VA	DCTA VANPOOL PROGRAM		OPERATE A VANPOOL SUBSIDY INITIATIVE FOR COMMUTERS TRAVELING LONG DISTANCES AND IN AREAS WITH LITTLE OR NO FIXED ROUTE SERVICE	\$327,600	\$0	\$81,900	\$409,500	\$0	01/2023	EXPECTED TO OBLIGATE IN FY2023	DCTA HAS RECEIVED NEW PRICING FOR VANPOOLS AND WILL NEED THIS FUNDING SOONER THAN ANTICIPATED; TRANSIT TRANSFER REQUEST HAS BEEN SENT TO TXDOT
11684	0902-00-326	NCTCOG	FORT WORTH	I	VA	REGION WIDE PROJECT TO ASSIST LOCAL PARTNERS TO PLAN AND IMPLEMENT CAV DEPLOYMENTS BY PROVIDING FUNDING FOR COSTS RELATED	TO DEPLOYMENTS AND SUPPORTING COSTS OF ACTIVE AV DEPLOYMENTS IN PARTNERSHIP WITH THE PRIVATE SECTOR; INCL LOCAL GOVT STAFF, NCTCOG STAFF & CONSULTANT TIME,	INFRA UPGRADES (EX: SIGNAL, STRIPING, DSRC & 5G CONNECTIVITY), LEGAL SVCS, PUBLIC ED, SAFETY (EX: COORD W/FIRST RESPONDERS); SOFTWARE & TECH EXPERTISE; EQUAL ACCESS TO INTERNET AS TDM TOOL; EXPAND ZIP ZONE TRANSIT TO 76104 ZIP CODE	\$1,300,000	\$0	\$0	\$1,300,000	\$0	01/2023	EXPECTED TO OBLIGATE IN FY2023	
11684.1	0918-47-378	DART	DALLAS	T	VARIOUS	DART LOVE LINK AV BUS SERVICE		PURCHASE A FLEET OF FOUR AUTOMATED ELECTRIC BUSES TO PROVIDE TRANSIT SERVICE BETWEEN THE INWOOD STATION AND LOVE FIELD	\$1,750,000	\$0	\$0	\$1,750,000	\$0	01/2023	EXPECTED TO OBLIGATE IN FY2023	

STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2023

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	HWY NO	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
11684.2	0081-12-053	FORT WORTH	FORT WORTH	ENV	VA	IH 35W AUTOMATED VEHICLE (AV) TRUCKPORT; ALLIANCE - BETWEEN HARMON ROAD AND IH 35W		PILOT PROJECT TO DEVELOP AND BUILD AUTOMATED FREIGHT FACILITY TO COLLECT/DISTRIBUTE FREIGHT AND TEST AUTOMATED TRUCK TECHNOLOGY TO IMPROVE AV USES IN FREIGHT/SUPPLY CHAIN/LOGISTICS	\$100,000	\$0	\$0	\$100,000	\$0	01/2023	EXPECTED TO OBLIGATE IN FY2023	
11684.8	0902-90-260	ARLINGTON	FORT WORTH	T	VA	DOWNTOWN ARLINGTON AND UNIVERSITY OF TEXAS AT ARLINGTON CAMPUS		DEPLOYMENT OF FLEET OF AUTONOMOUS VEHICLES; ON-DEMAND, SHARED SERVICE; TESTING OF FIRST RESPONDER COMMUNICATION DEVICES AND TELEOPERATIONS TO MOVE TOWARD REMOVING HUMAN OPERATOR FROM THE VEHICLES	\$506,667	\$0	\$0	\$506,667	\$0	01/2023	EXPECTED TO OBLIGATE IN FY2023	
11898.5	0902-90-268	TXDOT-FORT WORTH	FORT WORTH	E	CS	ON AVONDALE-HASLET ROAD	AT BNSF RAIL LINE	CONSTRUCT GRADE SEPARATION	\$1,000,000	\$0	\$0	\$1,000,000	\$0	01/2023	EXPECTED TO OBLIGATE IN FY2023	
21021	0902-90-206	NTTA	FORT WORTH	E	MH	ON CHISHOLM TRAIL PARKWAY	AT WORTH CREEK PARKWAY	CONSTRUCT INTERCHANGE	\$2,000,000	\$0	\$0	\$2,000,000	\$0	01/2023	EXPECTED TO OBLIGATE IN FY2023	
21072	0918-24-268	RICHARDSON	DALLAS	C	CS	WATERVIEW	AT FRANK JOHNSON	CONSTRUCT NEW TRAFFIC SIGNAL	\$350,000	\$0	\$0	\$350,000	\$0	01/2023	EXPECTED TO OBLIGATE IN FY2023	
25078	0918-47-313	BALCH SPRINGS	DALLAS	R	CS	ON HICKORY TREE ROAD; FROM ELAM ROAD	LAKE JUNE ROAD	RECONSTRUCT FROM 2 TO 3 LANES WITH PEDESTRIAN IMPROVEMENTS, INCLUDING SIDEWALKS AND SHARED-USE PATH	\$864,000	\$0	\$216,000	\$1,080,000	\$0	01/2023	EXPECTED TO OBLIGATE IN FY2023	
54119.5	0442-02-162	TXDOT-DALLAS	DALLAS	C	IH 35E	ELLIS COUNTY LINE	BEAR CREEK ROAD	CONSTRUCT INTERCHANGE AT LOOP 9 AND IH 35E	\$466,400	\$116,600	\$0	\$583,000	\$0	02/2023	EXPECTED TO OBLIGATE IN FY2023	
11734	0902-90-034	DFW AIRPORT	FORT WORTH	C	CS	EAST-WEST CONNECTOR FROM SH 360	INTERNATIONAL PARKWAY	CONSTRUCTION OF EAST-WEST CONNECTOR FROM 0 TO 2 LANES UNDIVIDED URBAN WITH INTERSECTIONS AT SH 360, 20TH AVE, AND RENTAL CAR DRIVE (ULTIMATE BUILD OUT 2 TO 4 LANES DIVIDED)	\$21,614,199	\$0	\$5,403,550	\$27,017,749	\$0	03/2023	EXPECTED TO OBLIGATE IN FY2023	PART OF MPO MILESTONE POLICY ROUND 2 AND HAS A LETTING DEADLINE OF THE END OF FY2024
11734	0902-90-034	DFW AIRPORT	FORT WORTH	CE	CS	EAST-WEST CONNECTOR FROM SH 360	INTERNATIONAL PARKWAY	CONSTRUCTION OF EAST-WEST CONNECTOR FROM 0 TO 2 LANES UNDIVIDED URBAN WITH INTERSECTIONS AT SH 360, 20TH AVE, AND RENTAL CAR DRIVE (ULTIMATE BUILD OUT 2 TO 4 LANES DIVIDED)	\$2,611,226	\$0	\$652,807	\$3,264,033	\$0	03/2023	EXPECTED TO OBLIGATE IN FY2023	PART OF MPO MILESTONE POLICY ROUND 2 AND HAS A LETTING DEADLINE OF THE END OF FY2024
14054	0902-90-148	FORT WORTH	FORT WORTH	R	CS	HORNE STREET FROM VICKERY BLVD	CAMP BOWIE BLVD	WIDEN FROM 2 TO 3 LANES WITH BICYCLE LANES, PEDESTRIAN/SIDEWALK IMPROVEMENTS, AND TRAFFIC SIGNAL IMPROVEMENTS	\$436,623	\$0	\$0	\$436,623	\$0	03/2023	EXPECTED TO OBLIGATE IN FY2023	
11684.2	0081-12-053	FORT WORTH	FORT WORTH	E	VA	IH 35W AUTOMATED VEHICLE (AV) TRUCKPORT; ALLIANCE - BETWEEN HARMON ROAD AND IH 35W		PILOT PROJECT TO DEVELOP AND BUILD AUTOMATED FREIGHT FACILITY TO COLLECT/DISTRIBUTE FREIGHT AND TEST AUTOMATED TRUCK TECHNOLOGY TO IMPROVE AV USES IN FREIGHT/SUPPLY CHAIN/LOGISTICS	\$758,953	\$0	\$0	\$758,953	\$0	04/2023	EXPECTED TO OBLIGATE IN FY2023	
11684.7	0902-90-266	DFW AIRPORT	FORT WORTH	I	VA	SELF PARKING VEHICLE/CURB MANAGEMENT/PARKING MANAGEMENT TEST SITE	WITHIN THE CENTRAL TERMINAL AREA AT DFW AIRPORT	AUTOMATED PARKING TEST BED DEMO PROJECT TO TAKE PLACE AT ONE OF THE TERMINALS (TBD) AND INCLUDE THREE SUBSYSTEMS: AUTOMATED PARKING USING LOW-SPEED VEHICLE AUTOMATION, SUPERVISORY PARKING MANAGEMENT, AND ACTIVE CURB MANAGEMENT	\$1,500,000	\$0	\$0	\$1,500,000	\$0	04/2023	EXPECTED TO OBLIGATE IN FY2023	AIRPORT IS FINALIZING TEST BED LOCATION; AFA IS BEING DRAFTED
14038.2	0918-00-371	NCTCOG	DALLAS	I	VA	SAFETY PROGRAM ACTIVITIES FOR MPA		MANAGEMENT AND OVERSIGHT OF THE NCTCOG ROADWAY SAFETY PROGRAM OVERSIGHT AND IMPLEMENTATION OF ROADWAY SAFETY-RELATED STRATEGIES AND PROGRAMS	\$400,000	\$0	\$0	\$400,000	\$0	05/2023	EXPECTED TO OBLIGATE IN FY2023	
21062	0902-50-142	ALVARADO	FORT WORTH	R	CS	ON CUMMINGS DRIVE FROM US 67	NORTH OF CR 508	RECONSTRUCT 2 TO 3 LANE ROADWAY WITH NEW SIDEWALKS AND INTERSECTION IMPROVEMENTS INCLUDING TURN LANES AND SIGNALIZATION AT US 67 AND CUMMINGS	\$360,000	\$0	\$90,000	\$450,000	\$0	05/2023	EXPECTED TO OBLIGATE IN FY2023	
25078	0918-47-313	BALCH SPRINGS	DALLAS	E	CS	ON HICKORY TREE ROAD; FROM ELAM ROAD	LAKE JUNE ROAD	RECONSTRUCT FROM 2 TO 3 LANES WITH PEDESTRIAN IMPROVEMENTS, INCLUDING SIDEWALKS AND SHARED-USE PATH	\$1,300,000	\$0	\$0	\$1,300,000	\$0	05/2023	EXPECTED TO OBLIGATE IN FY2023	AFA IS BEING DRAFTED
11622.3	0918-00-315	NCTCOG	DALLAS	I	VA	TRAVEL SURVEY & DATA COLLECTION PROGRAM: TO PROVIDE TRAVEL INFORMATION USED TO CREATE ANALYTICAL TOOLS FOR ALL PLANNING,	AIR QUALITY, AND MANAGEMENT PROJECTS IN THE MPA; ANALYSIS OF TRANSIT PERFORMANCE IN REAL-TIME AND	FORECAST FUTURE RIDERSHIP AMONGST THE THREE MAJOR TRANSIT AGENCIES; INCLUSION OF NON-MOTORIZED TRIPS IN THE REGIONAL TRAVEL MODEL; DEVELOPMENT OF DYNAMIC TRAFFIC ASSIGNMENT MODEL FOR ROADWAY NETWORK ANALYSIS	\$780,000	\$0	\$0	\$780,000	\$0	06/2023	EXPECTED TO OBLIGATE IN FY2023	
11893.5	0902-00-304	NCTCOG	FORT WORTH	I	VA	511 TRAVELER INFORMATION SYSTEM (ITS)		DEVELOP AND IMPLEMENT TRAVELER INFORMATION SYSTEM IN REGION	\$800,000	\$200,000	\$0	\$1,000,000	\$0	06/2023	EXPECTED TO OBLIGATE IN FY2023	
14082	0902-90-164	HALTOM CITY	FORT WORTH	E	CS	BROADWAY AVE FROM US 377	SH 26	RECONSTRUCT AND WIDEN FROM 2 TO 3 LANES WITH INTERSECTION, SIDEWALK AND SIGNAL IMPROVEMENTS	\$659,190	\$0	\$0	\$659,190	\$0	06/2023	EXPECTED TO OBLIGATE IN FY2023	
21013	0902-90-225	NCTCOG	FORT WORTH	E	CS	FOREST HILL DRIVE FROM LON STEPHENSON ROAD	SHELBY ROAD	PLANNING STUDY OF TRANSPORTATION, LAND USE, AND FLOODING; ENGINEERING TO RECONSTRUCT AND WIDEN FROM 2 LANES TO 4 LANES WITH SIGNAL RETIMING AND INTERSECTION IMPROVEMENTS	\$2,500,000	\$0	\$0	\$2,500,000	\$0	06/2023	EXPECTED TO OBLIGATE IN FY2023	



STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2023

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	HWY NO	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
21044	0918-47-380	NCTCOG	DALLAS	E	VA	MIDTOWN PEOPLE MOVER BOUNDED BY IH 635 TO THE SOUTH, DALLAS NORTH TOLLWAY	TO THE WEST, PRESTON ROAD TO THE EAST, AND SPRING VALLEY ROAD TO THE NORTH	ENGINEERING, TESTING, AND CONSTRUCTION OF AN AUTOMATED PEOPLEMOVER SYSTEM IN THE DALLAS MIDTOWN DISTRICT	\$2,000,000	\$0	\$0	\$2,000,000	\$0	06/2023	EXPECTED TO OBLIGATE IN FY2023	
25096	0902-90-265	ARLINGTON	FORT WORTH	E	CS	ON AT&T WAY FROM SH 180/DIVISION ST	ABRAM ST	PRELIMINARY ENGINEERING STUDY FOR THE EXTENSION OF AT&T WAY, INCLUDING A GRADE SEPARATION AT THE UNION PACIFIC MAIN LINE	\$3,000,000	\$0	\$750,000	\$3,750,000	\$0	06/2023	EXPECTED TO OBLIGATE IN FY2023	
11612.2	0902-00-234	NCTCOG	FORT WORTH	I	VARIOUS	REGION-WIDE EMPLOYER TRIP REDUCTION PROGRAM (ETR)	TRACK AND IMPLEMENT ETR STRATEGIES THROUGH COMMUTER/EMPLOYER OUTREACH; MANAGEMENT/OVERSIGHT OF TRYPARKINGIT.COM	PERFORMANCE MONITORING/REPORTING; MAINTAIN/UPDATE THE TDM TOOLKIT, TRIP REDUCTION MANUAL FOR EMPLOYERS, OUTREACH MATERIALS; MANAGED LANE REIMBURSEMENT; INCLUDES NCTCOG STAFF TIME AND CONSULTANT ASSISTANCE	\$733,000	\$0	\$0	\$733,000	\$0	07/2023	EXPECTED TO OBLIGATE IN FY2023	
21086	0047-05-059	MCKINNEY	DALLAS	E	SH 5	LOUISIANA STREET	VIRGINIA STREET	CONCEPTUAL ENGINEERING TO IDENTIFY IMPROVEMENTS TO CONNECT ADJACENT NEIGHBORHOODS IN ORDER TO REKNIT THE COMMUNITY	\$1,600,000	\$0	\$0	\$1,600,000	\$0	07/2023	EXPECTED TO OBLIGATE IN FY2023	CITY IS DETERMINING WHICH DESIGN OPTION TO MOVE FORWARD WITH; ANTICIPATES JULY 2023 AGREEMENT EXECUTION DATE WITH TXDOT
11615.3	0902-00-341	NCTCOG	FORT WORTH	I	VA	REGIONAL AERIAL PHOTOGRAPHY: DATA COLLECTION/PLANNING		COOPERATIVE DIGITAL AERIAL PHOTOGRAPHY DATA COLLECTION TO IMPROVE TRAVEL DEMAND MODEL, OUTER LOOP PLANNING, AND CORRIDOR ALIGNMENT PLANNING, AND TRACK POPULATION/EMPLOYMENT CHANGES	\$800,000	\$200,000	\$0	\$1,000,000	\$0	08/2023	EXPECTED TO OBLIGATE IN FY2023	
11618.2	0918-00-341	TXDOT-DALLAS	DALLAS	C	VA	REGIONAL MOBILITY ASSISTANCE PATROL (DALLAS DISTRICT)		MOBILITY ASSISTANCE PATROL THAT PROVIDES ASSISTANCE TO STRANDED MOTORISTS DUE TO VEHICLE PROBLEMS OR NON-INJURY ACCIDENTS	\$3,510,000	\$877,500	\$0	\$4,387,500	\$0	08/2023	EXPECTED TO OBLIGATE IN FY2023	
11619.1	0902-00-309	TXDOT-FORT WORTH	FORT WORTH	C	VA	REGIONAL MOBILITY ASSISTANCE PATROL (FORT WORTH DISTRICT)		MOBILITY ASSISTANCE PATROL THAT PROVIDES ASSISTANCE TO STRANDED MOTORISTS DUE TO VEHICLE PROBLEMS OR NON-INJURY ACCIDENTS	\$2,054,000	\$513,500	\$0	\$2,567,500	\$0	08/2023	EXPECTED TO OBLIGATE IN FY2023	
11625	0918-00-381	NCTCOG	DALLAS	E	VA	PARK ROW HISTORIC DISTRICT BOUND BY PARK ROW AVE ON THE NORTH AND OAKLAND AVE (AKA MALCOLM X BLVD) ON THE EAST	SOUTH BLVD TO THE SOUTH AND SOUTH CENTRAL EXPRESSWAY ON THE WEST	COMPREHENSIVE PLAN TO IDENTIFY TRANSPORTATION AND REHABILITATION IMPROVEMENTS IN SOUTH BOULEVARD-PARK ROW HISTORIC DISTRICT; MAY INVOLVE CONSULTANT ASSISTANCE AND NCTCOG STAFF TIME	\$500,000	\$0	\$0	\$500,000	\$0	08/2023	EXPECTED TO OBLIGATE IN FY2023	
11657.1	0918-00-298	NCTCOG	DALLAS	I	VA	M&O - AIR QUALITY PUBLIC EDUCATION AND OUTREACH PROGRAM	IMPLEMENT STRATEGIC COMMUNICATION EFFORTS TO EDUCATE AND INFORM THE REGION ON TRANSPORTATION AND AIR QUALITY RELATED	ISSUES, INCLUDING STRATEGIES FOR IMPROVEMENT, FUNDING OPPORTUNITIES, TRAINING INITIATIVES, AND NEW PROGRAMS/POLICIES; MAJOR EFFORTS WILL FOCUS ON TRANSPORTATION AND AIR QUALITY, PUBLIC OUTREACH, EDUCATION, AND ENGAGEMENT PROGRAMS	\$440,000	\$0	\$0	\$440,000	\$0	08/2023	EXPECTED TO OBLIGATE IN FY2023	
11663	0902-00-324	NCTCOG	FORT WORTH	I	VA	ENTIRE MANAGED LANE SYSTEM		DEVELOP, TEST, & IMPLEMENT TECHNOLOGY TO DETECT & VERIFY AUTO OCCUPANCY ON REGIONAL MANAGED LANE SYSTEM INCLUDING PUBLIC OUTREACH, EDUCATION, & INTEGRATION INTO EXISTING TOLLING SOFTWARE/HARDWARE; PROJECT INVOLVES CONSULTANT ASSISTANCE & NCTCOG STAFF TIME	\$646,400	\$161,600	\$0	\$808,000	\$0	08/2023	EXPECTED TO OBLIGATE IN FY2023	
11692	0918-00-385	NCTCOG	DALLAS	I	VA	REGIONAL PARKING MANAGEMENT TOOLS & STRATEGIES PROGRAM		CONDUCT DATA COLLECTION AND/OR PLANNING TO DEVELOP AND IMPLEMENT DATA DRIVEN TOOLS AND STRATEGIES TO SUPPORT PUBLIC SECTOR IN MANAGEMENT OF PARKING AT MULTIMODAL LOCATIONS	\$250,000	\$0	\$0	\$250,000	\$0	08/2023	EXPECTED TO OBLIGATE IN FY2023	
11694	0918-00-384	NCTCOG	DALLAS	I	VA	REGIONAL AIR QUALITY INITIATIVES	IDENTIFY AND IMPLEMENT POLICIES/BEST PRACTICES TO IMPROVE AIR QUALITY AND ENSURE COMPLIANCE WITH FEDERAL STANDARDS;	INCLUDING STRATEGIES TO REDUCE EMISSIONS FROM COMMERCIAL AND CONSUMER VEHICLES, IMPLEMENTATION OF NEW VEHICLE TECHNOLOGIES, AND ASSIST LOCAL GOVERNMENTS AND BUSINESS WITH THE DEPLOYMENT OF LOW-EMISSION TECHNOLOGIES	\$1,086,000	\$0	\$0	\$1,086,000	\$0	08/2023	EXPECTED TO OBLIGATE IN FY2023	
20304.3	0918-47-330	TXDOT-DALLAS	DALLAS	I	VA	HIGHWAY INCIDENT REPORTING SOFTWARE & EQUIPMENT		PURCHASE OF HIGHWAY INCIDENT REPORTING SOFTWARE & EQUIPMENT TO MITIGATE CRASH RISK BY IMPROVING EFFICIENCY AND MINIMIZING TIME REQUIRED PER INCIDENT	\$66,540	\$0	\$0	\$66,540	\$0	08/2023	EXPECTED TO OBLIGATE IN FY2023	
21015.1	0918-00-375	NCTCOG	DALLAS	E	VA	ENGINEERING FOR PASSENGER RAIL/ROADWAY INTERFACES	REGIONWIDE	ESTABLISH ENGINEERING AGREEMENTS WITH FREIGHT AND PASSENGER RAILROADS, ALLOWING FOR STREAMLINED DESIGN AND REVIEW OF DESIGN PLANS FOR REGIONALLY SIGNIFICANT TRANSPORTATION PROJECTS	\$3,100,000	\$0	\$0	\$3,100,000	\$0	08/2023	EXPECTED TO OBLIGATE IN FY2023	PROJECT HAS NOT BEEN APPROVED BY FHWA, PENDING ELIGIBILITY DETERMINATION
21016.1	0918-00-371	NCTCOG	DALLAS	E	VA	REGIONAL DATA HUB - DFW MPO BOUNDARY	DEPLOYMENT AND ADAPTATION OF THE CALTRANS TRANSPORTATION SYSTEM MANAGEMENT AND OPERATIONS DATA ENGINE	TO IMPROVE OPERATIONAL EFFICIENCY ON THE REGION'S ROADWAYS BY INTEGRATING DATA SOURCES, INCLUDING REGIONAL 511 AND OTHER TRAFFIC MANAGEMENT AND TRAVELER INFORMATION SYSTEMS, AND FACILITATING DATA SHARING WITHIN THE REGION; INCLUDES NCTCOG STAFF TIME	\$1,400,000	\$0	\$0	\$1,400,000	\$0	08/2023	EXPECTED TO OBLIGATE IN FY2023	

STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2023

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	HWY NO	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
21027	0918-47-392	DALLAS	DALLAS	E	VA	DALLAS TRAFFIC SIGNAL PROJECT AREA BOUNDED BY IH 35 ON THE W, IH 635 ON THE E & N, AND NORTHWEST HWY TO THE S	ALONG HAMPTON ROAD FROM LEATH STREET TO CAMP WISDOM; ALONG LANCASTER ROAD FROM ELMORE AVENUE TO SHELLHORSE DRIVE	DESIGN AND CONSTRUCT 22 SIGNALS IN AREA DAMAGED BY 2019 TORNADO; 9 SIGNALS ALONG HAMPTON ROAD; AND 13 SIGNALS ALONG LANCASTER RD; ALL SIGNAL WORK INCLUDES SIGNAL RETIMING	\$2,350,000	\$0	\$587,500	\$2,937,500	\$0	08/2023	EXPECTED TO OBLIGATE IN FY2023	AFA IS BEING DRAFTED
21079	0918-47-385	NCTCOG	DALLAS	E	VA	ON IH 30 FROM DALLAS/TARRANT COUNTY LINE	IH 635	PLANNING STUDY TO REVIEW DESIGN ELEMENTS NEEDED TO ACCOMMODATE AUTOMATED AND ELECTRIC VEHICLES, INCLUDING DYNAMIC INDUCTIVE CHARGING TECHNOLOGY USABLE BY ALL VEHICLE TYPES	\$3,200,000	\$800,000	\$0	\$4,000,000	\$0	08/2023	EXPECTED TO OBLIGATE IN FY2023	
21080	1068-02-156	NCTCOG	FORT WORTH	E	IH 30	IH 35W	DALLAS/TARRANT COUNTY LINE	PLANNING STUDY TO REVIEW DESIGN ELEMENTS NEEDED TO ACCOMMODATE AUTOMATED AND ELECTRIC VEHICLES, INCLUDING DYNAMIC INDUCTIVE CHARGING TECHNOLOGY USABLE BY ALL VEHICLE TYPES	\$800,000	\$200,000	\$0	\$1,000,000	\$0	08/2023	EXPECTED TO OBLIGATE IN FY2023	
11649.2	0918-00-363	NCTCOG	DALLAS	T	VA	REGIONAL VANPOOL PROGRAM		SUPPORT REGIONAL VANPOOL PROGRAM ACTIVITIES INCLUDING COORDINATION WITH TRANSIT PARTNERS, EDUCATION AND OUTREACH INITIATIVES, STAFF TIME, AND CONSULTANT ASSISTANCE FOR VANPOOL UTILIZATION STUDY TO IMPROVE OVERALL EFFECTIVENESS	\$1,197,000	\$0	\$0	\$1,197,000	\$0	09/2023	EXPECTED TO OBLIGATE IN FY2023	
11665	0918-47-429	NCTCOG	DALLAS	E	CS	ON GRAND AVENUE FROM GARLAND/GASTON AVENUE	IH 30	ENGINEERING STUDY TO IDENTIFY NEEDED IMPROVEMENTS TO GRAND AVENUE; INCLUDING TRAVEL FORECASTS, TRAVEL MODELING SUPPORT, MANAGEMENT OF EFFORTS TO UPDATE THE 2010 NCTCOG STUDY THAT EXTENDED FROM DALLAS/GARLAND, AND NCTCOG STAFF TIME	\$1,000,000	\$0	\$0	\$1,000,000	\$0	09/2023	EXPECTED TO OBLIGATE IN FY2023	
21028	0918-47-364	NCTCOG	DALLAS	E	VA	HIGH-SPEED RAIL/CEDARS PLANNING STUDY BOUNDED BY GOOD LATIMER ON THE EAST, CORINTH ON THE SOUTH	THE TRINITY RIVER ON THE WEST, AND YOUNG STREET ON THE NORTH	PLANNING STUDY TO LOOK AT POTENTIAL IMPROVEMENTS TO THE GRID SYSTEM OVER IH 30 & IN THE CEDARS NEIGHBORHOOD OF DALLAS, & TO REVIEW THE POTENTIAL FOR PLACING STRUCTURES ON TOP OF IH 30; INCL. PRELIM ENG FOR IMPROVEMENTS THAT COME OUT OF PLANNING WORK	\$4,000,000	\$0	\$0	\$4,000,000	\$0	09/2023	EXPECTED TO OBLIGATE IN FY2023	
21083	0918-47-390	TXDOT-DALLAS	DALLAS	E	CS	ON LAKE JUNE ROAD FROM US 175	GILLETTE STREET	REHABILITATION OF 4 TO 3 LANE ROADWAY, INCLUDING FULL DEPTH REPAIR, TO INCLUDE BIKE LANES, SIDEWALKS, LIGHTING, AND TRAFFIC SIGNAL AT GILLETTE STREET AND LAKE JUNE ROAD	\$240,000	\$0	\$60,000	\$300,000	\$0	09/2023	EXPECTED TO OBLIGATE IN FY2023	
53029	0014-15-033	TXDOT-FORT WORTH	FORT WORTH	C	US 81	NORTH OF HARMON ROAD	NORTH OF IH 35W	RECONSTRUCT 2 TO 2 LANE NORTHBOUND FRONTAGE ROAD	\$4,813,065	\$1,203,266	\$0	\$6,016,331	\$0	11/2023	EXPECTED TO OBLIGATE IN FY2023	PART OF MPO MILESTONE POLICY ROUND 2 AND HAS A LETTING DEADLINE OF THE END OF FY2023
53030	0014-15-034	TXDOT-FORT WORTH	FORT WORTH	C	US 81	NORTH OF HARMON ROAD	NORTH OF IH 35W	RECONSTRUCT 2 TO 2 LANE EXISTING SOUTHBOUND FRONTAGE ROAD	\$5,782,257	\$1,445,564	\$0	\$7,227,821	\$0	11/2023	EXPECTED TO OBLIGATE IN FY2023	PART OF MPO MILESTONE POLICY ROUND 2 AND HAS A LETTING DEADLINE OF THE END OF FY2023
13050	0009-13-167	TXDOT-PARIS	PARIS	C	IH 30	AT FM 1570		CONSTRUCT INTERCHANGE	\$6,400,000	\$1,600,000	\$0	\$8,000,000	\$0	10/2022	NOT EXPECTED TO OBLIGATE IN FY2023	PART OF THE 2022 SE CONNECTOR CATEGORY 2/STBG SWAP; STBG FUNDS WILL BE REMOVED VIA A FUTURE TIP MOD
25092	0918-47-363	DALLAS	DALLAS	E	VA	DEEP ELLUM PARKING IMPROVEMENTS; FROM ELM ST	IH 30	CONSTRUCT NEW PARKING FACILITIES IN THE VACANT LAND UNDER IH 345 AND CONSTRUCT IMPROVEMENTS TO THE EXISTING PARKING LOTS UNDER IH 345, INCLUDING ELECTRIC VEHICLES CHARGING TECHNOLOGY, PARKING METERS, WAYFINDING, AND OTHER INNOVATIVE IMPROVEMENTS	\$500,000	\$0	\$0	\$500,000	\$0	01/2024	NOT EXPECTED TO OBLIGATE IN FY2023	PROJECT HAS NOT BEEN APPROVED BY FHWA, PENDING ELIGIBILITY DETERMINATION; PROJECT DELAYED BECAUSE CITY AND TXDOT DO NOT HAVE AN EXECUTED MOU TO PERMIT THE CITY TO WORK WITHIN TXDOT RIGHT-OF-WAY
55223	0009-13-173	TXDOT-PARIS	PARIS	C	IH 30	WEST OF FM 1903	EAST OF FM 1903	RECONSTRUCT OVERPASS AND APPROACHES	\$11,560,000	\$2,890,000	\$0	\$14,450,000	\$0	10/2022	NOT EXPECTED TO OBLIGATE IN FY2023	PART OF THE 2022 SE CONNECTOR CATEGORY 2/STBG SWAP; STBG FUNDS TO BE REMOVED IN A FUTURE MODIFICATION CYCLE
								TOTAL	\$178,908,388	\$18,308,030	\$12,873,007	\$210,089,425	\$0			

TOTAL CLOSEOUTS/WITHDRAWALS	\$0
TOTAL PROJECT ADJUSTMENTS	\$0
TOTAL OBLIGATED IN FY2023	\$0
TOTAL EXPECTED TO OBLIGATE	\$160,448,388
TOTAL NOT EXPECTED TO OBLIGATE	\$18,460,000

TRANSPORTATION ALTERNATIVES SET ASIDE FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2023

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	HWY NO	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
14013.2	0918-00-350	DART	DALLAS	T	VA	COTTON BELT VELOWEB TRAIL FROM DFW AIRPORT NORTH COTTON BELT STATION	SHILOH COTTON BELT STATION	DESIGN FOR COTTON BELT VELOWEB TRAIL (26 MILES) AND CONSTRUCTION OF MULTIPLE SECTIONS OF THE TRAIL CORRIDOR (IN COPPELL, CARROLLTON, ADDISON, DALLAS, PLANO, AND RICHARDSON)	\$2,161,569	\$0	\$540,392	\$2,701,961	\$0	07/2022	EXPECTED TO OBLIGATE IN FY2023	NCTCOG MEETING WITH DART TO DISCUSS FUNDING NEED
14013.2	0918-00-337	DART	DALLAS	T	VA	COTTON BELT VELOWEB TRAIL FROM DFW AIRPORT NORTH COTTON BELT STATION	SHILOH COTTON BELT STATION	DESIGN FOR COTTON BELT VELOWEB TRAIL (26 MILES) AND CONSTRUCTION OF MULTIPLE SECTIONS OF THE TRAIL CORRIDOR (IN COPPELL, CARROLLTON, ADDISON, DALLAS, PLANO, AND RICHARDSON)	\$4,648,925	\$0	\$0	\$4,648,925	\$0	07/2022	EXPECTED TO OBLIGATE IN FY2023	NCTCOG MEETING WITH DART TO DISCUSS FUNDING NEED
40065	0902-90-085	ARLINGTON	FORT WORTH	C	VA	JULIA BURGEN LINEAR PARK TRAIL SYSTEM; FROM THE EXISTING PATH EAST OF MARY STREET	S. PECAN STREET	CONSTRUCT NEW SHARED-USE PATH FOR BICYCLISTS AND PEDESTRIANS	\$379,092	\$0	\$94,773	\$473,865	\$0	04/2023	EXPECTED TO OBLIGATE IN FY2023	
40065	0902-90-085	ARLINGTON	FORT WORTH	CE	VA	JULIA BURGEN LINEAR PARK TRAIL SYSTEM; FROM THE EXISTING PATH EAST OF MARY STREET	S. PECAN STREET	CONSTRUCT NEW SHARED-USE PATH FOR BICYCLISTS AND PEDESTRIANS	\$36,980	\$0	\$9,245	\$46,225	\$0	04/2023	EXPECTED TO OBLIGATE IN FY2023	
40073	0918-47-326	DALLAS	DALLAS	CE	CS	ELAM SRTS IMPROVEMENTS; ON ELAM ROAD FROM NORTH JIM MILLER ROAD	PEMBERTON HILL ROAD	IMPLEMENT IMPROVEMENTS ALONG ELAM ROAD TO ACCOMMODATE A SHARED-USE PATH AND PEDESTRIAN SAFETY AND ACCESSIBILITY FEATURES INCLUDING CROSSWALKS	\$178,452	\$0	\$0	\$178,452	\$0	04/2023	EXPECTED TO OBLIGATE IN FY2023	
40073	0918-47-326	DALLAS	DALLAS	C	CS	ELAM SRTS IMPROVEMENTS; ON ELAM ROAD FROM NORTH JIM MILLER ROAD	PEMBERTON HILL ROAD	IMPLEMENT IMPROVEMENTS ALONG ELAM ROAD TO ACCOMMODATE A SHARED-USE PATH AND PEDESTRIAN SAFETY AND ACCESSIBILITY FEATURES INCLUDING CROSSWALKS	\$1,784,528	\$0	\$0	\$1,784,528	\$0	04/2023	EXPECTED TO OBLIGATE IN FY2023	
40075	0918-47-327	DALLAS	DALLAS	CE	VA	ZARAGOZA ELEM, BOUNDED BY GASTON AVE TO THE NW, NORTH PRAIRIE AVE TO THE NE	MAIN/COLUMBIA AVE TO THE SE, ALCALDE ST TO THE SW	WIDEN EXISTING SIDEWALKS, RECONSTRUCT EXISTING SIDEWALKS, INSTALL ADA RAMPS, TRAFFIC CALMING IMPROVEMENTS, CROSSWALKS, SIGNS, PEDESTRIAN SIGNALS, AND OTHER SAFE ROUTES TO SCHOOL IMPROVEMENTS	\$29,605	\$0	\$0	\$29,605	\$0	04/2023	EXPECTED TO OBLIGATE IN FY2023	
40075	0918-47-327	DALLAS	DALLAS	C	VA	ZARAGOZA ELEM, BOUNDED BY GASTON AVE TO THE NW, NORTH PRAIRIE AVE TO THE NE	MAIN/COLUMBIA AVE TO THE SE, ALCALDE ST TO THE SW	WIDEN EXISTING SIDEWALKS, RECONSTRUCT EXISTING SIDEWALKS, INSTALL ADA RAMPS, TRAFFIC CALMING IMPROVEMENTS, CROSSWALKS, SIGNS, PEDESTRIAN SIGNALS, AND OTHER SAFE ROUTES TO SCHOOL IMPROVEMENTS	\$296,056	\$0	\$0	\$296,056	\$0	04/2023	EXPECTED TO OBLIGATE IN FY2023	
40024.2	0918-47-324	DALLAS	DALLAS	CE	VA	ROSEMONT SRTS IMPROVEMENTS BOUNDED BY MARY CLIFF ST (WEST), STEWART ST (NORTH),	TYLER ST (EAST), AND JEFFERSON BLVD (SOUTH)	CONSTRUCT NEW SIDEWALKS, BIKE LANE, AND TRAFFIC CALMING DEVICES TO CONNECT THE ROSEMONT SCHOOL CAMPUSES AND THE SURROUNDING NEIGHBORHOODS; TRAFFIC CALMING DEVICES INCLUDING ITEMS SUCH AS SPEED BUMPS, SIGNS, AND MARKINGS	\$68,941	\$0	\$0	\$68,941	\$0	05/2023	EXPECTED TO OBLIGATE IN FY2023	ADVANCE FUNDING AGREEMENT PENDING EXECUTION; CONSTRUCTION DELAYED DUE TO FUNDING SHORTAGE FOR ENGINEERING
40024.2	0918-47-324	DALLAS	DALLAS	C	VA	ROSEMONT SRTS IMPROVEMENTS BOUNDED BY MARY CLIFF ST (WEST), STEWART ST (NORTH),	TYLER ST (EAST), AND JEFFERSON BLVD (SOUTH)	CONSTRUCT NEW SIDEWALKS, BIKE LANE, AND TRAFFIC CALMING DEVICES TO CONNECT THE ROSEMONT SCHOOL CAMPUSES AND THE SURROUNDING NEIGHBORHOODS; TRAFFIC CALMING DEVICES INCLUDING ITEMS SUCH AS SPEED BUMPS, SIGNS, AND MARKINGS	\$689,410	\$0	\$0	\$689,410	\$0	05/2023	EXPECTED TO OBLIGATE IN FY2023	ADVANCE FUNDING AGREEMENT PENDING EXECUTION; CONSTRUCTION DELAYED DUE TO FUNDING SHORTAGE FOR ENGINEERING
40039	0918-46-305	DENTON	DALLAS	C	VA	GINNINGS ELEMENTARY SCHOOL & ALEXANDER ELEMENTARY SCHOOL SIDEWALK PROJECT	ALONG STUART RD, MULKEY LN, AND AUDRA LN	SAFE ROUTES TO SCHOOL PEDESTRIAN IMPROVEMENTS IN PROXIMITY TO ELEMENTARY SCHOOLS INCLUDING NEW SIDEWALKS, PEDESTRIAN BRIDGE, AND CROSSWALKS	\$630,009	\$0	\$157,502	\$787,511	\$0	05/2023	EXPECTED TO OBLIGATE IN FY2023	
40039	0918-46-305	DENTON	DALLAS	CE	VA	GINNINGS ELEMENTARY SCHOOL & ALEXANDER ELEMENTARY SCHOOL SIDEWALK PROJECT	ALONG STUART RD, MULKEY LN, AND AUDRA LN	SAFE ROUTES TO SCHOOL PEDESTRIAN IMPROVEMENTS IN PROXIMITY TO ELEMENTARY SCHOOLS INCLUDING NEW SIDEWALKS, PEDESTRIAN BRIDGE, AND CROSSWALKS	\$17,326	\$0	\$4,332	\$21,658	\$0	05/2023	EXPECTED TO OBLIGATE IN FY2023	
40068	0918-47-311	BALCH SPRINGS	DALLAS	C	CS	ON SHEILAH, MANON, HICKORY, AND QUAIL DR	BETWEEN LAKE JUNE RD AND GLENSHIRE	FLOYD ELEMENTARY SAFE ROUTES TO SCHOOL; CONSTRUCT NEW SIDEWALK, REMOVE/REPLACE EXISTING SIDEWALK AND ADA RAMPS, RELOCATION OF SCHOOL FLASHER AND SIGNAGE	\$718,797	\$0	\$0	\$718,797	\$0	05/2023	EXPECTED TO OBLIGATE IN FY2023	
40068	0918-47-311	BALCH SPRINGS	DALLAS	CE	CS	ON SHEILAH, MANON, HICKORY, AND QUAIL DR	BETWEEN LAKE JUNE RD AND GLENSHIRE	FLOYD ELEMENTARY SAFE ROUTES TO SCHOOL; CONSTRUCT NEW SIDEWALK, REMOVE/REPLACE EXISTING SIDEWALK AND ADA RAMPS, RELOCATION OF SCHOOL FLASHER AND SIGNAGE	\$9,891	\$0	\$0	\$9,891	\$0	05/2023	EXPECTED TO OBLIGATE IN FY2023	
40066	0902-90-171	GRAPEVINE	FORT WORTH	C	VA	COTTON BELT TRAIL (SEGMENT 1) FROM TEXAN TRAIL ROADWAY	FUTURE DFW STATION	CONSTRUCT SHARED-USE PATH	\$777,936	\$0	\$194,484	\$972,420	\$0	06/2023	EXPECTED TO OBLIGATE IN FY2023	
40071	0918-47-323	RICHARDSON	DALLAS	C	CS	GREENVILLE AVE MULTIMODAL IMPROVEMENTS PROJECT; ALONG GREENVILLE AVE FROM DART ARAPAHO CENTER STATION TO EAST ARAPAHO RD	EAST ARAPAHO RD FROM GREENVILLE AVE TO US 75	CONSTRUCT NEW SHARED-USE PATH ALONG EAST ARAPAHO RD; SEPARATED BICYCLE LANES AND INTERSECTION IMPROVEMENTS, NEW AND ENHANCED SIGNALIZATION, AND PEDESTRIAN LIGHTING	\$1,548,135	\$0	\$0	\$1,548,135	\$0	06/2023	EXPECTED TO OBLIGATE IN FY2023	

TRANSPORTATION ALTERNATIVES SET ASIDE FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2023

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	HWY NO	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
40071	0918-47-323	RICHARDSON	DALLAS	CE	CS	GREENVILLE AVE MULTIMODAL IMPROVEMENTS PROJECT; ALONG GREENVILLE AVE FROM DART ARAPAHO CENTER STATION TO EAST ARAPAHO RD	EAST ARAPAHO RD FROM GREENVILLE AVE TO US 75	CONSTRUCT NEW SHARED-USE PATH ALONG EAST ARAPAHO RD; SEPARATED BICYCLE LANES AND INTERSECTION IMPROVEMENTS, NEW AND ENHANCED SIGNALIZATION, AND PEDESTRIAN LIGHTING	\$154,813	\$0	\$0	\$154,813	\$0	06/2023	EXPECTED TO OBLIGATE IN FY2023	
40070	0902-90-198	ARLINGTON	FORT WORTH	C	VA	CROW LEADERSHIP ACADEMY SRTS, THORNTON ELEMENTARY SRTS, AND WEBB ELEMENTARY SRTS	IN PROXIMITY TO CROW LEADERSHIP ACADEMY, THORNTON ELEMENTARY, AND WEBB ELEMENTARY	CITY OF ARLINGTON SRTS; CONSTRUCT NEW AND RECONSTRUCT EXISTING SIDEWALKS, CROSSWALKS, RETAINING WALLS, SIGNAGE, NEW SIGNALS, TRAFFIC CALMING TREATMENTS, AND CROSSING SAFETY IMPROVEMENTS	\$3,554,643	\$0	\$0	\$3,554,643	\$0	07/2023	EXPECTED TO OBLIGATE IN FY2023	
40070	0902-90-198	ARLINGTON	FORT WORTH	CE	VA	CROW LEADERSHIP ACADEMY SRTS, THORNTON ELEMENTARY SRTS, AND WEBB ELEMENTARY SRTS	IN PROXIMITY TO CROW LEADERSHIP ACADEMY, THORNTON ELEMENTARY, AND WEBB ELEMENTARY	CITY OF ARLINGTON SRTS; CONSTRUCT NEW AND RECONSTRUCT EXISTING SIDEWALKS, CROSSWALKS, RETAINING WALLS, SIGNAGE, NEW SIGNALS, TRAFFIC CALMING TREATMENTS, AND CROSSING SAFETY IMPROVEMENTS	\$355,463	\$0	\$0	\$355,463	\$0	07/2023	EXPECTED TO OBLIGATE IN FY2023	
14013.4	0902-90-177	DART	FORT WORTH	T	VA	COTTON BELT VELOWEB TRAIL FROM FUTURE DFW THROUGH STATION	GRAPEVINE EASTERN CITY LIMITS	CONSTRUCT GRAPEVINE SECTION OF THE COTTON BELT TRAIL CORRIDOR	\$1,923,024	\$0	\$480,756	\$2,403,780	\$0	08/2023	EXPECTED TO OBLIGATE IN FY2023	
								TOTAL	\$19,963,595	\$0	\$1,481,484	\$21,445,079	\$0			

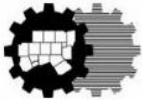
TOTAL CLOSEOUTS/WITHDRAWALS	\$0
TOTAL PROJECT ADJUSTMENTS	\$0
TOTAL OBLIGATED IN FY2023	\$0
TOTAL EXPECTED TO OBLIGATE	\$19,963,595
TOTAL NOT EXPECTED TO OBLIGATE	\$0

# **FISCAL YEAR 2022 & 2023 PROJECT TRACKING**

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Surface Transportation Technical Committee

October 28, 2022



North Central Texas  
Council of Governments  
Transportation Department

# BACKGROUND

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

# SUMMARY OF TIP FY2022 PROJECT FUNDING - CMAQ

	OCTOBER 2021	SEPTEMBER 2022
Total Federal Funding Programmed <sup>1</sup>	\$70,669,684	\$83,993,969
Federal Funding Obligated (2022) <sup>2, 3</sup>	\$0	\$83,402,443
FY2022 Project Phases <sup>4</sup>	44	14
Project Phases Obligated to Date	0	14
Project Phases Past Their Original Estimated Start Date <sup>5</sup>	4	36

1. Programmed funding is comprised of what is included in the TIP as well as transactions that have not formally been made in the TIP (e.g., early obligations/advancing projects or delaying projects to future years)

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

3. Obligation amounts as of 09/30/2022

4. 36 project phases have been or will be delayed to future years through TIP actions or were canceled and 6 phases were advanced to 2022

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

The region obligated more funding than was programmed at the beginning of the fiscal year as a result of a TxDOT project being let on time, and despite 36 projects not obligating as expected.

# SUMMARY OF TIP FY2022 PROJECT FUNDING - STBG

	OCTOBER 2021	SEPTEMBER 2022
Total Federal Funding Programmed <sup>1</sup>	\$178,455,967	\$155,518,801
Federal Funding Obligated (2022) <sup>2, 3</sup>	\$0	\$155,518,801
FY2022 Project Phases <sup>4</sup>	77	28
Project Phases Obligated to Date	0	28
Project Phases Past Their Original Estimated Start Date <sup>5</sup>	3	52

1. Programmed funding is comprised of what is included in the TIP as well as transactions that have not formally been made in the TIP (e.g., early obligations/advancing projects or delaying projects to future years)

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

3. Obligation amounts as of 09/30/2022

4. 52 project phases have been or will be delayed to future years through TIP actions or were canceled and 3 phases were advanced to 2022

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

Despite 52 project phases not obligating as expected, 87% of STBG was obligated due to the Category 2/STBG funding exchange.



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

	OCTOBER 2021	SEPTEMBER 2022
Total Federal Funding Programmed <sup>1</sup>	\$17,356,430	\$8,661,010
Federal Funding Obligated (2022) <sup>2,3</sup>	\$0	\$8,150,643
FY2022 Project Phases <sup>4</sup>	18	8
Project Phases Obligated to Date	0	8
Project Phases Past Their Original Estimated Start Date <sup>5</sup>	0	11

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

obligations/advancing projects or delaying to future years)

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

3. Obligation amounts as of 09/30/2022

4. 11 project phases have been or will be delayed to future years in the TIP and one was advanced from 2023

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

While the region was able to obligate enough funding to avoid federal funding lapse, 11 project phases were delayed leading to a sizeable carryover balance.

# SUMMARY OF TIP FY2023 PROJECT FUNDING - CMAQ

	OCTOBER 2022
Total Federal Funding Programmed <sup>1</sup>	\$137,223,374
Federal Funding Obligated (2023) <sup>2, 3</sup>	\$0
FY 2023 Project Phases	37
Project Phases Obligated to Date	0

1. Programmed funding is comprised of what is included in the TIP as well as transactions that have not formally been made in the TIP (e.g., early obligations or delaying projects to future years)
2. Obligations based on the federal fiscal year, which runs from October to September
3. Obligation amounts as of 10/18/2022

# SUMMARY OF TIP FY2023 PROJECT FUNDING - STBG

	OCTOBER 2022
Total Federal Funding Programmed <sup>1</sup>	\$178,908,388
Federal Funding Obligated (2023) <sup>2, 3</sup>	\$0
FY 2023 Project Phases	75
Project Phases Obligated to Date	0

1. Programmed funding is comprised of what is included in the TIP as well as transactions that have not formally been made in the TIP (e.g., early obligations or delaying projects to future years)
2. Obligations based on the federal fiscal year, which runs from October to September
3. Obligation amounts as of 10/18/2022

# SUMMARY OF TIP FY2023 PROJECT FUNDING – TRANSPORTATION ALTERNATIVES SET ASIDE

	OCTOBER 2022
Total Federal Funding Programmed <sup>1</sup>	\$19,963,595
Federal Funding Obligated (2023) <sup>2, 3</sup>	\$0
FY 2023 Project Phases	20
Project Phases Obligated to Date	0

1. Programmed funding is comprised of what is included in the TIP as well as transactions that have not formally been made in the TIP (e.g., early obligations or delaying projects to future years)
2. Obligations based on the federal fiscal year, which runs from October to September
3. Obligation amounts as of 10/18/2022

# NEXT STEPS

- Continue monitoring project progress
- Work with project sponsors and TxDOT to resolve issues that may be causing delays in project implementation
- Bring updates to the committees throughout the fiscal year

# QUESTIONS?

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NCTCOG

CERTIFICATION OF EMERGING AND  
RELIABLE TRANSPORTATION  
TECHNOLOGY (CERTT) PROGRAM  
*STATUS UPDATE*

FAST FACT  
SURFACE TRANSPORTATION TECHNICAL COMMITTEE  
10/28/2022

# Interest in Certification of Emerging and Reliable Transportation Technology (CERTT) Program

RTC adopted Policy P22-02 on May 12, 2022, to develop process for the CERTT Program

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

Staff have evaluated two proposals from TransPod and JPods, conducted a pre-submittal meeting on Oct. 21, 2022, with two technology providers, and are currently tendering proposed locations from local governments (**deadline: Friday, Nov. 18, 2022**)

Staff are evaluating two proposals from The Boring Company and Swyft Cities to be included in the next round of applications

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





# Transportation Infrastructure Certification Program Applicant Status

Applicant/ Technology Provider	Technology / Mode	Market Solution	Purpose / Benefit	Application Status
TransPod	Hyperloop (ultra-high-speed pod in near vacuum environment)	Statewide/ Intercity/Regional	People and Goods/ Air Quality and Congestion Reduction	Tendering proposals from local governments
JPod	Personal Rapid Transit (elevated pod/modern gondola)	Local/Sub-Regional	People/ Air Quality and Congestion Reduction	Tendering proposals from local governments
The Boring Company	Tunnel Solutions (subgrade transportation)	Regional/Local	People, Goods, and Utility/ Air Quality and Congestion Reduction	Proposal submitted; staff review ongoing
Swyft Cities	Personal Rapid Transit (elevated pod/modern gondola)	Local/Sub-Regional	People / Air Quality and Congestion Reduction	Proposal submitted; staff review ongoing



# RTC POLICY P22-02

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

### Purpose

Provide transparent process for RTC coordination with providers

Periodic solicitation/opportunity for new technology applications

Ensure level playing field for providers and local governments

### Guiding Principles

Must serve long-range transportation need (MTP)

Technology provider responsible for certification process

NCTCOG will facilitate mutual cooperation

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



# RTC POLICY P22-02

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

### Process:

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



# CONTACT US



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# TxDOT LOCAL GOVERNMENT TRAINING

- Local entities that oversee projects with federal or state funds are required by TxDOT to have an individual qualified in Local Government Project Procedures on staff.
- TxDOT trains individuals to work on these projects through the Local Government Project Procedures Qualification Program (LGP 101).
- The program can be completed virtually, or in-person at the Dallas and Fort Worth District offices.
- Training must be completed every three years.
- For more information:  
<https://www.txdot.gov/content/txdotreimagine/us/en/home/business/resources/lgp/training-and-qualification.html>
- NCTCOG encourages local agencies to participate in the training to gain a better understanding of how to implement federal projects.

## **DRAFT REGIONAL TRANSPORTATION COUNCIL LEGISLATIVE PROGRAM** **88<sup>TH</sup> TEXAS LEGISLATURE**

### **Adequately Fund Transportation and Utilize Tools**

- Identify additional revenue for all modes of transportation, including fees on alternative fuel vehicles
- Support innovative funding methods to expand rail and transit options within the region
- Allocate funds to the existing Texas Rail Relocation and Improvement Fund
- Return approximately \$80 million in air quality user fees to counties for Local Initiatives Projects
- Ensure fair-share allocation of funds for roadway capacity improvements to metropolitan regions
- Support full appropriation of current funding initiatives previously approved by the Legislature, including Proposition 1 and Proposition 7

### **Expand Transportation Options in Mega-Metropolitan Regions**

- Support use of Public-Private Partnerships; allow for the ability to create data corridors (i.e., digital twins) and tolled managed lanes for roadway and transit projects through an MPO/local decision-making process
- Authorize the use of a Comprehensive Development Agreement for specific needed projects
- Retain eminent domain authority to allow planning and development of new and/or expanded transportation corridors, including high-speed rail, commuter rail, freight rail, roadways, and trails
- Support the use of a balanced liability insurance program that would allow North Texas transit agencies to operate on additional rail corridors as part of the regional transportation system
- Provide counties and cities with expanded tools for land use control to preserve future transportation corridors

### **Pursue Innovation and Technology**

- Utilize innovation in high-speed transportation, transit, autonomous vehicles, and freight
- Support the collaboration between local governments, the military, the State, and FAA to advance regulations for compatible land use and the safe operations of unmanned aircraft
- Plan for shared mobility solutions and technology-based transportation solutions; enable transportation data sharing and accessibility with appropriate privacy protection
- Establish and support programs to improve cybersecurity
- Support broadband expansion as a mode of transportation

### **Improve Air Quality**

- Modernize and increase flexibility in the Local Initiative Projects (LIP) through a limited program focused on transportation and air quality improvements
- Strengthen emissions enforcement through fraudulent vehicle temporary paper tag enforcement
- Protect the TERP Trust fund and revenue balance to ensure funds are used for TERP purposes; modernize the program and ensure flexibility to accommodate innovative approaches to improving air quality and reducing emissions, including the purchase of heavy-duty zero emission vehicles such as hydrogen fuel cell and battery electric vehicles and associated infrastructure
- Support system reliability, congestion relief, and encourage trip reduction strategies
- Support legislation that improves air quality

### **Enhance Safety**

- Improve the safety of the statewide transportation system for all users, including controlling texting while driving, eliminating driving under the influence, lowering excessive speed limits, reducing aggressive driving, and improving bicycle and pedestrian safety
- Reduce distracted driving through measures such as the use of hands-free cell phone technology to disable the use of a driver's cell phones for purposes other than emergency or navigation uses
- Oppose legislation to increase freight truck weight limits above 80,000 pounds
- Support legislation allowing sponsorships to support roadside assistance programs
- Eliminate deferred adjudication for safety related traffic violations (e.g., traffic violations in construction zones are not eligible for deferred adjudication)



# EXECUTIVE LEVEL INCIDENT MANAGEMENT TRAINING OPPORTUNITY

**INCREASE** INCIDENT RESPONSE. **DECREASE** DRIVER DELAY.

**NOVEMBER 3, 2022 | 10AM - 12PM | IN-PERSON MEETING**

TxDOT Dallas District Office (DalTrans Building) | 4625 E. Highway 80, Mesquite, TX 75150

Join us for the Traffic Incident Management Executive Level Course hosted by the North Central Texas Council of Governments (NCTCOG).

The course is designed to educate decision and policy makers on the importance and benefits of effective incident management. It also encourages common, coordinated response to traffic incidents, a source of significant delays in our rapidly growing region.

## Goals of the Traffic Incident Management Executive Level Course:

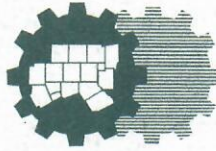
- Building partnerships with local emergency response agencies
- Reducing upstream traffic accidents
- Improving the efficiency of the transportation systems
- Improving air quality in the Dallas-Fort Worth Region
- Enhancing safety for emergency personnel

Register at: [www.nctcog.org/TIMTraining](http://www.nctcog.org/TIMTraining)  
Contact: [BWalsh@nctcog.org](mailto:BWalsh@nctcog.org) | 817.695.9245



North Central Texas  
Council of Governments





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: October 6, 2022

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

SUBJECT: Announcement for the November 2022 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 crashes, improve the efficiency of the transportation system, and improve air quality in the Dallas-Fort Worth region. In 2021, the 16-county Dallas-Fort Worth region experienced 129,045 total reportable crashes, of which 20,176 were injury crashes, and 882 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, 127 classes have been offered at the first responder level to 3,458 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, 32 classes have been offered at the executive level to 1,201 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 Program web page at [www.nctcog.org/TIMTraining](http://www.nctcog.org/TIMTraining).

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



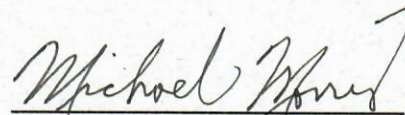
October 6, 2022

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. Important to note is that agency attendance, from both police and fire agencies, at the TIM training will continue to be a scoring component in future NCTCOG incident management-related funding opportunities.

You are invited to attend the Traffic Incident Management Executive Level Course scheduled for Thursday, November 3, from 10 am to 12 pm. The course will be held at the DalTrans Building at the TxDOT District Office, 4625 E. Highway 80 in Mesquite, 75150. Texas Department of Transportation (TxDOT) – Dallas District staff are offering attendees a 30-minute tour of the Traffic Management Center (DalTrans) immediately following the training course from 12 – 12:30 pm. There is no charge for either event. Once registered, you will receive a map to the DalTrans building, parking locations, and instructions how to gain entrance to the secure building. A virtual option is not being offered for the November course.

Please register on our TIM Training Program page at [www.nctcog.org/TIMTraining](http://www.nctcog.org/TIMTraining) or contact Barbara Walsh of NCTCOG at [bwalsh@nctcog.org](mailto:bwalsh@nctcog.org) or 817/695-9245. We look forward to your participation on November 3, 2022.

  
Michael Morris, P.E.

CF:bw

cc: Natalie Bettger, Senior Program Manager, NCTCOG  
Ron Moore, Town of Prosper Fire Rescue Training Officer  
Lieutenant Daniel Plumer, Dallas County Sheriff's Department

**Traffic Incident Management - First Responders and Manager Course**  
**Agency Attendance: August 2013 - August 2022**

SPONSORING AGENCY City, County, DOT, Transit Agency	AGENCY TYPE Police and Fire	TOTAL	SPONSORING AGENCY City, County, DOT, Transit Agency	AGENCY TYPE Police and Fire	TOTAL
City of Allen	Fire Department	0	City of Cross Roads	Fire Department	0
	Police Department	20		Police Department	3
City of Alvarado	Fire Department	0	City of Dallas	Fire Department	5
	Police Department	2		Police Department	7
City of Amarillo	Fire Department	0	City of Decatur	Fire Department	0
	Police Department	3		Police Department	3
City of Argyle	Fire Department	0	City of Denton	Fire Department	1
	Police Department	3		Police Department	16
City of Arlington	Fire Department	1	City of Desoto	Fire Department	0
	Police Department	21		Police Department	1
City of Aubrey	Fire Department	5	City of Duncanville	Fire Department	0
	Police Department	0		Police Department	3
City of Azle	Fire Department	0	City of Ennis	Fire Department	0
	Police Department	1		Police Department	2
City of Balch Springs	Fire Department	1	City of Euless	Fire Department	1
	Police Department	1		Police Department	4
City of Bedford	Fire Department	0	City of Farmer's Branch	Fire Department	0
	Police Department	3		Police Department	5
City of Benbrook	Fire Department	0	Town of Flower Mound	Fire Department	0
	Police Department	19		Police Department	1
City of Bridgeport	Fire Department	0	City of Forest Hill	Fire Department	0
	Police Department	1		Police Department	7
City of Burleson	Fire Department	0	City of Forney	Fire Department	9
	Police Department	5		Police Department	10
City of Caddo Mills	Fire Department	0	City of Fort Worth	Fire Department	0
	Police Department	1		Police Department	17
City of Carrollton	Fire Department	0	City of Frisco	Fire Department	1
	Police Department	6		Police Department	2
City of Cedar Hill	Fire Department	0	City of Garland	Fire Department	2
	Police Department	2		Police Department	1
City of Celina	Fire Department	0	City of Glenn Heights	Fire Department	2
	Police Department	2		Police Department	10
City of Cleburne	Fire Department	1	City of Granbury	Fire Department	0
	Police Department	6		Police Department	4
City of Colleyville	Fire Department	0	City of Grand Prairie	Fire Department	1
	Police Department	4		Police Department	0
City of Coppell	Fire Department	0	City of Grapevine	Fire Department	1
	Police Department	4		Police Department	7
City of Corinth	Fire Department	0	City of Greenville	Fire Department	0
	Police Department	3		Police Department	3
City of Cresson	Fire Department	1	City of Hickory Creek	Fire Department	0
	Police Department	0		Police Department	5

**Traffic Incident Management - First Responders and Manager Course**  
**Agency Attendance: August 2013 - August 2022**

SPONSORING AGENCY City, County, DOT, Transit Agency	AGENCY TYPE Police and Fire	TOTAL
City of Highland Park	Fire Department	0
	Police Department	1
City of Hurst	Fire Department	0
	Police Department	11
City of Irving	Fire Department	6
	Police Department	7
City of Joshua	Fire Department	0
	Police Department	2
City of Keene	Fire Department	7
	Police Department	4
City of Keller	Fire Department	0
	Police Department	15
City of Kennedale	Fire Department	0
	Police Department	1
Town of Krum	Fire Department	0
	Police Department	1
Lake Cities	Fire Department	0
	Police Department	4
City of Lake Worth	Fire Department	2
	Police Department	5
City of Lavon	Fire Department	1
	Police Department	0
City of Lewisville	Fire Department	0
	Police Department	8
City of Little Elm	Fire Department	0
	Police Department	3
City of Mansfield	Fire Department	0
	Police Department	2
City of Maypearl	Fire Department	0
	Police Department	1
City of McKinney	Fire Department	1
	Police Department	1
City of Melissa	Fire Department	0
	Police Department	3
City of Mesquite	Fire Department	1
	Police Department	0
City of Midlothian	Fire Department	0
	Police Department	5
City of North Richland Hills	Fire Department	3
	Police Department	26
Town of Northlake	Fire Department	0
	Police Department	1

SPONSORING AGENCY City, County, DOT, Transit Agency	AGENCY TYPE Police and Fire	TOTAL
City of Pantego	Fire Department	1
	Police Department	0
City of Plano	Fire Department	0
	Police Department	36
City of Ponder	Fire Department	1
	Police Department	0
City of Princeton	Fire Department	0
	Police Department	4
City of Prosper	Fire Department	1
	Police Department	0
City of Reno	Fire Department	0
	Police Department	1
City of Richardson	Fire Department	0
	Police Department	2
City of Richland Hills	Fire Department	0
	Police Department	6
City of Rio Vista	Fire Department	1
	Police Department	0
City of Roanoke / Marshall Creek	Fire Department	6
	Police Department	0
City of Rockwall	Fire Department	0
	Police Department	4
City of Sachse	Fire Department	0
	Police Department	0
City of Seagoville	Fire Department	1
	Police Department	3
City of Springtown	Fire Department	0
	Police Department	1
Town of Sunnyvale	Fire Department	0
	Police Department	3
City of Terrell	Fire Department	0
	Police Department	3
City of University Park	Fire Department	0
	Police Department	2
City of Venus	Fire Department	0
	Police Department	16
City of Waxahachie	Fire Department	0
	Police Department	16
City of Willow Park	Fire Department	2
	Police Department	1
City of Wilmer	Fire Department	2
	Police Department	10

**Traffic Incident Management - First Responders and Manager Course**  
**Agency Attendance: August 2013 - August 2022**

SPONSORING AGENCY City, County, DOT, Transit Agency	AGENCY TYPE Police and Fire	TOTAL	SPONSORING AGENCY City, County, DOT, Transit Agency	AGENCY TYPE Police and Fire	TOTAL
<b>COUNTIES</b>			<b>OTHER AGENCIES</b>		
Collin County	Fire Department	0	TxDOT - Dallas District	Mobility Assistance	12
	Sheriff's Department	5			
Dallas County	Fire Department	123	TxDOT - Fort Worth District	Mobility Assistance	11
	Sheriff's Department	9			
Erath County	Fire Department	0	Brownsville	Other	1
	Sheriff's Department	1			
Hunt County	Fire Department	0	Bryan	Police Department	2
	Sheriff's Department	2			
Rockwall County	Fire Department	0	Dallas/Fort Worth Int'l Airport	Fire Department	0
	Sheriff's Department	6		Police Department	10
				DPS	2
Tarrant County	Fire Marshal	0	LBJ Infrastructure Group	Other	7
	Sheriff's Department	46			
	Mobility Assistance	40			
Wise County	Fire Department	0	Lockheed Martin Fire Department	Fire	1
	Sheriff's Department	1			
			MedStar	EMS	20
			NTE Mobility Partners	Other	48
			North Texas Tollway Authority	Transportation	99
			Protect Environmental	Other	3

**Freeway Incident Management - Executive Level Course**  
**Agency Attendance: November 2013 -**  
**May 2022**

SPONSORING AGENCY City, County, DOT, Transit Agency, other		AGENCY TYPE Police, Fire, EMS, Towing, other		TOTAL ATTENDANCE		Nov-13	Apr-14	Nov-14	May-15	Oct-15	May-16	Nov-16	May-17	Nov-17	May-18	Nov-18	May-19	Nov-19	5/1/2020 (Cancelled due to COVID-19 restriction 9)	Nov-20	May-21	Nov-21	May-22	
CITIES/TOWNS																								
Town of Addison	Fire	0							1															
	Police	1																						
	Public Works	1																						1
City of Allen	Police	1		1																				
City of Alvarado	Fire	4							2	1							1							
	Police	1							1															
City of Anna	Police	2															1							1
	Transportation	1																						
Town of Argyle	Police	1								1								1						
	Exec. City Staff	1																						
City of Arlington	Fire	2				1												1						
	Police	5								4				1										
	Public Works	0														2								
	Exec. City Staff	2																						
City of Azle	Fire	1								1														
	Police	1								1														
City of Balch Springs	Fire	1			1																			
	Police	6			1	2	1											1				1		
	Exec. City Staff	1																						
	Other	1			1																			
City of Bedford	Fire	0								1														
	Police	5									1							2						2
	Public Works	1											1											
City of Benbrook	Fire	5						5																
	Police	2														1		1						
	Exec. City Staff	0																						
City of Burleson	Fire	0																						
	Police	1				1																		
City of Carrollton	Fire	2														2								1
	Police	2														1								
	Public Works	1														1								
City of Cedar Hill	Fire	0				1													1					
	Police	2																						
	Public Works	2											1									1		
City of Cleburne	Fire	1																					1	
	Police	5		1			1							1									1	1
	Other	1						1																
City of Cockrell Hill	Fire	1															1							
City of Commerce	Fire	1												1										
City of Coppell	Fire	1									1													
	Police	1																				1		
City of Corinth	Fire	3								3														
	Police	0																						
City of Crowley	Police	3										1	2											
City of Dallas	Fire	6			1	1	1				1												1	1
	Police	2				1				1														
	Public Works	6					1										3		1					
	Exec. City Staff	3		1		1															1			
	Elected Official	0																						
City of Decatur	Fire	1																1						
City of Denton	Fire	0																						
	Police	0																						
	Other	1				1																		
City of DeSoto	Fire	1								1														
	Police	1									1													
	Elected Official	0																						
City of Duncanville	Fire	0															1							
	Police	1																	1					
	Exec. City Staff	1																						
	Public Works	0																						
Town of Edgecliff Village	Fire	1																						1
City of Ennis	Police	1																						1
	Fire	1																				1		
City of Euless	Fire	10		1		2	2	2	2								2						1	
	Police	2			2																			
City of Everman	Fire	1												1										
City of Farmersville	Fire	1									1													
	Police	2																						1

**Freeway Incident Management - Executive Level Course**  
**Agency Attendance: November 2013 -**  
**May 2022**

SPONSORING AGENCY City, County, DOT, Transit Agency, other		AGENCY TYPE Police, Fire, EMS, Towing, other		TOTAL		Nov-13	Apr-14	Nov-14	May-15	Oct-15	May-16	Nov-16	May-17	Nov-17	May-18	Nov-18	May-19	Nov-19	5/1/2020 (Cancelled due to COVID-19 restriction 9)	Nov-20	May-21	Nov-21	May-22
				ATTENDANCE																			
City of Farmers Branch	Fire		0																				
	Police		0																				
	Public Works		1											1									
City of Ferris	Fire		5					2			1	1											1
	Police		2								1	1											
Town of Flower Mound	Police		3							1		1	1									1	1
	Fire		3																				
	FIM Instructor		4									1	1			1	1						
	Engineering		1													1							
City of Forest Hill	Fire		0																				
	Police		0																				
	Public Works		0																				
	Exec. City Staff		4				1							2									1
City Bldgs. Staff		0																					
City of Forney	Fire		1																				1
City of Fort Worth	Police		8							1	2				3			1				1	
	Public Works		0																				
	Exec. City Staff		2				1															1	
	FIM Instructor		2						1							1							
City of Frisco	Fire		11				1	1	1			2									4	3	
	Police		12				1							2			2				2	3	
	Public Works		1														1						
	Strategic Services		1						1														
City of Garland	Fire		3											1			2	1				1	
	Police		2																				
	Elected Official		0																				
	Other		1					1															
City of Glenn Heights	Fire		2																		1		
	Police		3			1										1					1		
	Public Works		1													1							
City of Granbury	Police		3								1			2									
City of Grand Prairie	Fire																						
	Police		1					1														2	
	Transportation		2												1			1					
	Engineering		3															1		1			
City of Grandview	Police		2															2					
City of Grapevine	Fire		3			1			1					1									
	Police		6												1	2	2					1	
	Engineering		2									1									1		
City of Greenville	Fire		1												1								
	Police		3							2		1				1							
City of Haltom City	Fire		1															1					
City of Hickory Creek	Police		3												1			1				1	
City of Highland Park	Police		1														1						
City of Highland Village	Fire		4								2			2									
	Police		0																				
	FIM Instructor		2					1			1												
City of Hurst	Police		2				1															1	
City of Hutchins	Fire		4			3															1		
	Police		5			3										2							
City of Irving	Fire		3									1		1								1	
	Police		4											1		2						1	
	Public Works		2													1					1		
	FIM Instructor		1																		1		
City of Joshua	Police		2																			2	
City of Kaufman	Police		4																		2	2	
City of Keene	Police		1																				
	Fire		2															1				1	
City of Keller	Fire		1																			1	
	Elected Official		0																				
	Public Works		1													1							
City of Lake Dallas	Police		1									1											
	Fire		1																			1	
	Exec. City Staff		2										1								1		
City of Lake Worth	Exec. City Staff		1			1																	
City of Lancaster	Fire		2																		1	1	
	Police		4				2											2					
	Public Works		3												2							1	

**Freeway Incident Management - Executive Level Course**  
**Agency Attendance: November 2013 -**  
**May 2022**

SPONSORING AGENCY City, County, DOT, Transit Agency, other	AGENCY TYPE Police, Fire, EMS, Towing, other	TOTAL	Nov-13	Apr-14	Nov-14	May-15	Oct-15	May-16	Nov-16	May-17	Nov-17	May-18	Nov-18	May-19	Nov-19	5/1/2020 (Cancelled due to COVID-19 restriction 9)	Nov-20	May-21	Nov-21	May-22
		ATTENDANCE																		
City of Lavon	Fire Police	1 1									1 1									
City of Lewisville	Emergency Mgt.	1																	1	
City of McKinney	Fire	0																		
	Police	3	1																	2
	FIM Instructor	3													1		1	1		
	Exec. City Staff	2					2													
City of Mesquite	Fire	2												1	1					1
	Police	2													1					
	Exec. City Staff	0																		
	Elected Official	0																		
Engineering	2											1		1						
City of Midlothian	Police	1															1			
City of Mineral Wells	Police	2													1					
	Fire	1											1							
City of Murphy	Police	4								2			1						1	
City of New Fairview	Other	2																		2
City of North Richland Hills	Fire	1	1																	
	Police	7				3				3		1								
	Public Works	0																		
	Exec. City Staff	0																		
City of Oak Point	Fire	1																		1
City of Parker	Police	2						1				1								
City of Pilot Point	Police	2									1									1
City of Plano	Fire	0																		
	Police	2						1												1
	Exec. City Staff	1																		1
	Elected Official	1		1																
Engineering	1											1								
City of Ponder	Fire	2					1													1
City of Princeton	Fire	1																		1
City of Prosper	Fire	2		1					1											
	FIM Instructor	3												1					1	1
City of Red Oak	Fire	4	1															1		2
	Police	2	2																	
City of Reno	Police	1																		1
City of Rhome	Police	1																		1
City of Richardson	Police	6		2		1	1											2		
	Public Works	3																	2	1
City of Richland Hills	Fire	1				1														
	Police	2			1														1	
	Elected Official	0																		
	Public Works	1																		1
City of Roanoke	Fire	1												1						
	Police	1											1							
City of Rockwall	Fire	1													1					
	Police	2							1										1	
City of Rowlett	Police	0																		
	Public Works	1									1									
City of Royse City	Fire	2																	1	1
City of Sachse	Fire	1						1												
City of Sansom Park	Police	2									1	1								
City of Seagoville	Fire	2		1					1											
	Police	3							2				1							
	Exec. City Staff	0																		
City of Southlake	Police	2			1													1		
	Fire	1																		1
City of Springtown	Police	1								1										
City of Stephenville	Fire	1																1		
Town of Sunnyvale	Police	2															1			1
City of Terrell	Fire	0																		
	Police	3		1			1	1												
City of The Colony	Police	2			1	1														
	FIM Instructor	2	1																	

**Freeway Incident Management - Executive Level Course**  
**Agency Attendance: November 2013 -**  
**May 2022**

SPONSORING AGENCY City, County, DOT, Transit Agency, other		AGENCY TYPE Police, Fire, EMS, Towing, other	TOTAL ATTENDANCE	Nov-13	Apr-14	Nov-14	May-15	Oct-15	May-16	Nov-16	May-17	Nov-17	May-18	Nov-18	May-19	Nov-19	5/1/2020 (Cancelled due to COVID-19 restriction s)	Nov-20	May-21	Nov-21	May-22
	Other		1			1															
City of University Park	Police		1		1																
City of Venus	Fire		2					1		1					1					1	
	Police		3							1											
City of Waxahachie	Fire		1				1								1						
	Police		1																		
	Exec. City Staff		0																		
City of Weatherford	Fire		1				1														
	Police		0																		
	Other		2			1									1						
Town of Westlake	Fire		2																	2	
City of White Settlement	Police		3									2		1							
City of Willow Park	Fire		2								2										
	Police		2								1							1			
City of Wilmer	Fire		1							1											
	Police		0																		
City of Wylie	Fire		6																6		
	Police		3																2	1	
	Public Works		2																2		
COUNTIES																					
Collin County	Sheriff		1									1									
	Med. Examiner's Office		1																	1	
Dallas County	Sheriff*		36	3	1	1	4	2	2				2	4	1	5		3	8		
	Elected Official		0																		
	Med. Examiner's Office		2				1		1												
	Court Administration		3							1	1					1					
	Public Works		1												1						
	FIM Instructor		18	2		2	1	1	1	1	1	1	1	1	1	1		1	1	1	
Denton County	Sheriff		0																		
	Elected Official		1	1																	
	Med. Examiner's Office		0																		
Ellis County	Sheriff		0																		
	Court Administration		2												1	1					
Erath County	Emergency Management		1																	1	
Kaufman County	Emergency Management		2								2										
Rockwall County	Sheriff		6						1										1	4	
OTHER AGENCIES																					
Dallas Area Rapid Transit	Police		5	1					2	2											
DFW Airport	Police Dept		1									1									
FHWA	Representative		6			1					1		1	1	1	1					
Kimley-Horn Associates	Other																		1		
Methodist Dallas Medical Center	Representative		2	1															1		
NCTCOG	Representative		68	4	4	3	3	5		3	3	2		2	2	2		22	5	3	
	FIM Instructor		27	2	2	2	2	2		2	2			2	2	2		2	2	2	
NTTA	Representative		4			1				2						1					
	FIM Instructor		1																1		
Protect Environmental	Representative		42	5	3	5	4	2	2	2		1			2	5		9		2	
Trinity Metro Services	Operations		3											1					1		
TxDOT - Austin	Operations		1										1								
TxDOT - Dallas	Operations		6		1				2		1			1						1	
TxDOT - Fort Worth	Operations		33		5		1	7			5			1	8			5	1		
	FIM Instructor		0																		
TxDOT - Johnson	Operations		2										1						1		
Wrecker Services	FIM Instructor		4	1									1	1					1		
	Representative		0																		
TOTAL ATTENDANCE			690	30	43	37	46	47	29	31	36	26	31	41	42	37	0	56	55	56	47





# High-Occupancy Vehicle Quarterly Report

Surface Transportation Technical  
Committee Meeting  
October 28, 2022



North Central Texas  
Council of Governments

## Managed Lane System



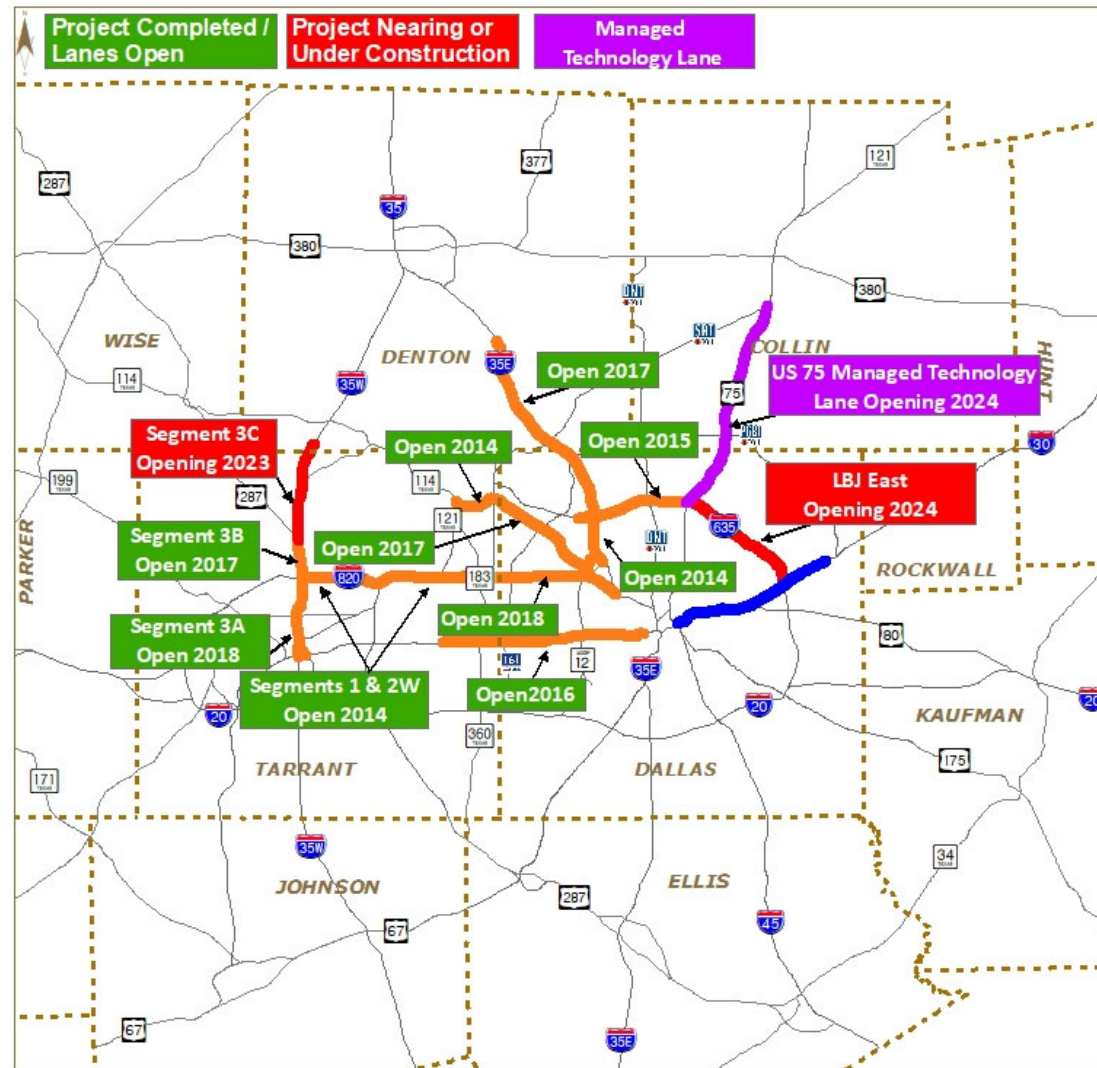
Fort Worth CBD



Dallas CBD



**North Central Texas  
Council of Governments**



October 5, 2021

# Toll Managed Lane Data Monitoring

*Cumulative December 2013 – August 2022*

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

*\$ 7,468,907 as of August 2022*

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

*\$ 12,407 from October 2014 – August 2022*

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 – August 2022*

Facility	HOV 2+ Subsidy Costs	NTTA Customer Service (Additional Needs)	Project Performance Events (Speeds < 35 mph)
<b>North Tarrant Express</b> <ul style="list-style-type: none"> <li>• SH 183/121 from IH 35W to SH 121</li> <li>• IH 35W from IH 30 to US 287</li> </ul>	\$3,914,107	Negligible	0
<b>LBJ Express</b> <ul style="list-style-type: none"> <li>• IH 635 from Preston Road to Greenville Avenue</li> <li>• IH 35E from Loop 12 to IH 635</li> </ul>	\$3,554,800	Negligible	0
<b>DFW Connector</b> SH 114 from Kimball Avenue to Freeport Parkway	N/A	Negligible	0
<b>IH 30 Managed Lanes</b> IH 30 from SH 161 to Westmoreland Road	N/A	Negligible	0
<b>IH 35E Managed Lanes</b> IH 35E from FM 2181 (Teasley) to LBJ	N/A	Negligible	0



Update

Automated Vehicle Occupancy Verification

Through September 30, 2022



## HOV Users

January 24, 2020 – September 30, 2022

Users: 55,298

Vehicles: 54,129

Occupant Passes: 9,795



# Total and HOV Transactions

January 24, 2020 – September 30, 2022

Total Transactions – 2,974,858

LBJ/NTE Partners – 1,995,209

TxDOT – 979,649

Total HOV Transactions – 1,306,936 (~43%)

LBJ/NTE Partners – 894,718

TxDOT – 412,218

Unique Vehicles – 55,942



## Questions/Contacts

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Program Manager

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NCTCOG PRESENTATION

# Local Clean Air Project Spotlight

Surface Transportation Technical Committee

October 28, 2022

North Central Texas Council of Governments

# Project Spotlight – Denton ISD

<b>Awarded Project</b>	Two Propane School Buses; 95% NOx Emissions Reduction at Location
<b>Technology Replaced</b>	Two Diesel School Buses
<b>Project Geographic Area</b>	Denton ISD, Denton County
<b>Implementation Date</b>	July 2019
<b>Awarded Amount</b> <b>Total Project Cost</b>	\$ 53,346 \$213,382
<b>Call for Projects</b>	Clean Fleets North Texas 2018
<b>Funding Source</b>	Texas Commission on Environmental Quality (TCEQ) Supplemental Environmental Project (SEP)



# Project Spotlight – Denton ISD



Propane School Bus #1



Propane School Bus #2



# Contact Us

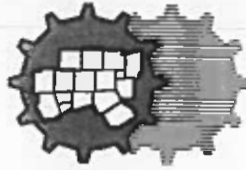


Jared Wright  
Air Quality Planner  
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Amy Hodges  
Principal Air Quality Planner  
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## North Central Texas Council Of Governments

October 13, 2022

Ms. Stephanie Pollack  
Acting Administrator  
Federal Highway Administration  
U.S. Department of Transportation  
1200 New Jersey Avenue SE  
Washington, DC 20590

Dear Administrator Pollack:

RE: Docket No. FHWA-2021-0004  
RIN 2125-AF99

**Agency: Federal Highway Administration  
National Performance Management Measures; Assessing Performance of the  
National Highway System, Greenhouse Gas Emissions Measure**

The Regional Transportation Council (RTC) and the North Central Texas Council of Governments (NCTCOG) are pleased to provide our comments on the July 15, 2022 Federal Highway Administration (FHWA) Notice of Proposed Rulemaking (NPRM) on a proposed Greenhouse Gas (GHG) Emissions Reduction Performance Measure (Docket No. FHWA-2021-0004).

NCTCOG is the Metropolitan Planning Organization (MPO) that serves the 16-county region for North Central Texas, including the Dallas-Fort Worth metroplex, with the RTC serving as the MPO's policy body. As the MPO, local and regional elected officials serve on the board to collaborate and plan for current and future transportation investments to better serve the region and their communities.

NCTCOG and the RTC support the reduction of direct and indirect on-road mobile source emissions, including greenhouse gases; the proposed performance measure has elicited the following comments and concerns:

1. As proposed, the NPRM would implement this performance measure to exist on a separate timeline than other federal performance measures already being reported by MPOs. NCTCOG proposes system performance reporting for the GHG NPRM should match already existing performance measures schedules to better facilitate and streamline the process, while not adding additional burden to the MPOs or state Departments of Transportation (DOTs). An inconsistent schedule will only compound general public confusion to performance measures.



2. Long-term, 8- and 20-year targets should not be required, or be binding if set, but should be considered aspirational and supported as such. Doing the latter enables the possibility of more aggressive long-range targets that allows for stakeholders to see forecasts and raise their targets independently, instead of being obligated to set and meet targets, as the entity may otherwise set lower targets to guarantee success.
3. The initially proposed October 1, 2022 reporting deadline provides inadequate time for proper assessment and target setting to occur. Setting the deadline to occur at a point later in the establishment of this performance measure would allow for a more structured basis for the initial targets and give time for DOTs and MPOs to prepare. Establishing a reporting deadline prior to the end of the comment period heavily undermines the requests for comments or the partnerships that FHWA has with MPOs and state DOTs, as there would be no time to take these comments into consideration.
4. The requirement for declining targets would make this the only federal performance measure applicable to MPOs with a specific requirement on the target-setting process related to the trend or direction of targets. In other cases, MPOs have much more flexibility to adopt targets best suited for their regions and the goals of their policy committees. NCTCOG recommends the target-setting process be consistent to already established performance measures.
5. The proposed usage of a 2021 calendar year baseline would not be representative of the typical operations that take place due to the interruptions caused by the COVID-19 pandemic. The subsequent impacts on transportation systems were heavily impacted, and many still are recovering to pre-pandemic levels. NCTCOG recommends omitting the calendar years of 2020 and 2021 and, therefore, recommends 2019 as the current most reasonable choice for the baseline year.
6. NCTCOG proposes that the multitude of calculation methodologies would make data inconsistent and unactionable for any appreciable usage in policy, planning, or funding purposes. Using consistent methodologies is a typical basis of analysis, and this much flexibility/variation would be detrimental. NCTCOG proposes that areas in nonattainment, and those that later become nonattainment, rely on tools and methodologies already established for State Implementation Plan and transportation conformity emission inventories which utilizes travel demand model vehicle miles of travel and emission factors from the Environmental Protection Agency's Motor Vehicle Emission Simulator.
7. Lastly, NCTCOG requests FHWA to at least resume the Buy America waiver process to expedite vehicle and equipment turnover that allows eliminating exhaust emissions. Current implementation of Buy America provisions are limiting regions' ability to reach goals set by the Biden Administration and GHG performance measures. While the premise of the Buy America Act is well-intentioned, the overall implications remain that it is burdensome. The Buy America provision is blocking numerous innovative projects by limiting the technologies available and is causing a burden on overall grant, research, and planning processes.

October 13, 2022

NCTCOG appreciates the opportunity to engage in this comment process and hopes that our recommendations are taken into consideration to improve the current NPRM. We look forward to further working with FHWA. Please feel free to contact me at [cklaus@nctcog.org](mailto:cklaus@nctcog.org) or (817) 695-9286, if you have any questions.

Sincerely,

A handwritten signature in blue ink, appearing to read "Chris Klaus", is positioned above the printed name.

Chris Klaus  
Senior Program Manager  
NCTCOG

NV:cmg

**MINUTES****Regional Transportation Council  
PUBLIC MEETING****Roadway Safety Plan****National Drive Electric Week****Updated Rules for Public Comments at Regional Transportation Council Meetings****Management & Operations (M&O) and Safety Program****Fiscal Year 2022 Public Transportation Funding: Programs of Projects****Proposed Modifications to the List of Funded Projects****Meeting Date and Location**

The North Central Texas Council of Governments (NCTCOG) held a hybrid public meeting Monday, Sept. 12, 2022, at noon in Arlington. Patrons could attend in person, via phone, or view the live stream at [www.nctcog.publicinput.com/nctcogsept22](http://www.nctcog.publicinput.com/nctcogsept22). Natalie Bettger, Senior Program Manager, moderated the meeting, attended by 81 people.

**Public Meeting Purpose and Topics**

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

- Roadway Safety Plan – **presented by Kevin Kroll**
- National Drive Electric Week – **presented by Soria Adibi**
- Updated Rules for Public Comments at Regional Transportation Council Meetings – **presented by Amanda Wilson**
- Management & Operations (M&O) and Safety Program – **presented by Cody Derrick**
- Fiscal Year 2022 Public Transportation Funding: Programs of Projects – **presented by Margarita Zollo**

The public meeting was held to educate, inform, and seek comments from the public. Comments were solicited from those attending who wished to speak for the record. The presentations made during the meeting as well as a video recording were posted online at [www.nctcog.publicinput.com/nctcogsept22](http://www.nctcog.publicinput.com/nctcogsept22).

**Summary of Presentations*****Roadway Safety Plan presentation:***

<https://www.nctcog.org/getmedia/005351da-8a54-4483-b607-3941080afe7e/Roadway-Safety-Presentation.pdf>



**Roadway Safety Plan handout:**

<https://www.nctcog.org/getmedia/696a8f6d-abc4-4c09-948b-f920af7dcb1b/Roadway-Safety-Handout.pdf>

Metropolitan Planning Organizations (MPOs) like NCTCOG are required to monitor and set targets for a specific set of performance measures. In December 2017, the Regional Transportation Council (RTC) established initial safety performance targets for 2018 and adopted the Regional Safety Position, which states even one death on the transportation system is unacceptable.

The Roadway Safety Plan provides a framework for identifying, analyzing, and prioritizing roadway safety improvements on local roads. It serves as a guide to identify crash factors which contribute to a high number of fatal and serious injuries and allows the selection of appropriate safety projects and countermeasures. The overall goal is to eliminate fatal crashes by 2050.

The Roadway Safety Plan emphasizes the following areas on a regional level:

- Speeding
- Distracted driving
- Impaired driving
- Intersection safety
- Bicyclist and pedestrian safety
- Roadway and lane departures
- Occupant protection
- Motorcycles

The Roadway Safety Plan is set to be completed in the next few months. After completion, staff will develop a list of high-priority safety improvement projects for implementation. Additional information can be found in the presentation slide deck at [www.nctcog.publicinput.com/nctcogsept22](http://www.nctcog.publicinput.com/nctcogsept22).

**National Drive Electric Week presentation:**

<https://www.nctcog.org/getmedia/c1eff221-07f1-410e-a721-652e1048d4aa/NDEW-Presentation.pdf>

**National Drive Electric Week flyer:**

[https://www.nctcog.org/getmedia/24d4c370-1594-48c8-90a6-88e9c031f338/NDEW-2022-Flyer\\_Partners.pdf](https://www.nctcog.org/getmedia/24d4c370-1594-48c8-90a6-88e9c031f338/NDEW-2022-Flyer_Partners.pdf)

Each year National Drive Electric Week (NDEW) is held to raise awareness about EVs and provides chances for direct conversation with EV owners as well as test driving opportunities. This year, NDEW activities will take place from Friday, Sept. 23 through Sunday, Oct. 2, and NCTCOG staff will conclude the week's festivities with an outdoor event on Sunday, Oct. 2 at Dallas City Hall. This year's event is set to not only showcase light-duty passenger vehicles, but also medium and heavy-duty vehicles like electric buses.

For more information and to register for NDEW 2022 activities, visit [www.driveelectricdfw.org](http://www.driveelectricdfw.org).

**Updated Rules for Public Comments at RTC Meetings presentation:**

<https://www.nctcog.org/getmedia/08e13c4d-c5f2-461d-8722-bc8a82f024dc/Updated-RTC-Rules-Presentation.pdf>

On Sept. 11, 2019, House Bill 2840 took effect. This Texas bill states members of the public must be allowed to make comments to a governmental body before or during the body's consideration of an item.

Opportunities for members of the public to speak on Regional Transportation Council (RTC) agenda items began Sept. 12, 2019. A single public comment period now occurs at each RTC meeting following the pledges and before any action is taken on agenda items. NCTCOG staff created a speaker request card, which must be completed by each speaker prior to the start of the meeting. Speakers must provide their name, city of residence, zip code, the agenda item(s) on which they plan to speak, and whether or not they are speaking on, for, or against the item(s). All comments received are documented in the RTC minutes and the Transportation Department's public comments report.

The proposed updated rules include an addition of a decorum standard for audience members and public commenters with clear enforcement rules, time limit for public comments (which may be extended), and clarification for when public comments will be in-person or virtual.

The updated rules are currently posted for public review and comment until Wednesday, Oct. 26 at [www.nctcog.org/publicinput.com/nctcogsept22](https://www.nctcog.org/publicinput.com/nctcogsept22). The RTC will take action on the updated rules in November 2022.

***Management & Operations (M&O) and Safety Program presentation:***

<https://www.nctcog.org/getmedia/83cde6bd-5f37-4b5a-9f56-57b93a1568f7/2024-2026-M-O-Presentation.pdf>

***M&O handout #1:***

<https://www.nctcog.org/getmedia/39355b18-4f96-4599-8d7f-a920e1a4ef21/M-O-1-Handout.pdf>

***M&O handout #2:***

<https://www.nctcog.org/getmedia/30ceda78-4301-4264-8fbb-6396b3903c60/M-O-2-Handout.pdf>

The Management, Operations, Air Quality, and Safety Program provides funding in addition to Transportation Planning Funds (TPF) to conduct operations, planning, and implementation activities. The program assigns resources for RTC priorities and air quality initiatives and ensures existing projects and programs can continue without interruption.

The Regional Transportation Council (RTC) typically considers extending existing projects and funding new Management, Operations, Air Quality, and Safety projects and programs every few years. This includes many legacy projects that the RTC has funded for several years such as the Vanpool Program, Mobility Assistance Patrol, etc. The last full review occurred in 2018 and 2019, and projects were funded through Fiscal Year (FY) 2022. In January 2022, the RTC approved funding for projects and programs that did not have sufficient existing revenues to continue without interruption through FY 2023. NCTCOG staff is now requesting funding for projects and programs for FY 2024 - 2026.

A full list of projects being recommended for FY 2024-2026 funding can be found at [www.nctcog.org/publicinput.com/nctcogsept22](https://www.nctcog.org/publicinput.com/nctcogsept22). The RTC will take action on the Management, Air Quality, and Safety Program on Thursday, Oct. 13, 2022.

***Fiscal Year 2022 Public Transportation Funding: Programs of Projects presentation:***  
<https://www.nctcog.org/getmedia/1ab068ff-fd63-47dd-8bf2-04c14200fe33/POPs-Presentation.pdf>

***Programs of Projects 5307:***  
<https://www.nctcog.org/getmedia/df3f6e7f-edec-4565-aa92-8e4b785f4af6/5307-POPs-Handout.pdf>

***Programs of Projects 5310:***  
<https://www.nctcog.org/getmedia/60ffe9f3-ab65-4bf1-8794-0d24e88631ce/5310-POPs-Handout.pdf>

***Programs of Projects 5337:***  
<https://www.nctcog.org/getmedia/e54e9b77-78cb-40a2-b4ee-eb55d16646fc/5337-POPs-Handout.pdf>

***Programs of Projects 5339:***  
<https://www.nctcog.org/getmedia/32e2780f-ae1e-4ae7-a11a-354047f8c97a/5339-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 as well as safety.

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

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

The Dallas-Fort Worth region received approximately \$188.6 million in Federal Transit Administration (FTA) formula funds through the Fiscal Year 2022 award cycle. NCTCOG utilizes two different processes to award these funds. Two percent of the funding is set aside for strategic partnerships. Ninety-eight percent of the funding is available annually through the Programs of Projects process.

Approximately \$167.4 million of the Programs of Projects funding for Fiscal Year 2022 was utilized by transit authorities. Of this \$167.4 million, 64 percent was utilized by Dallas Area Rapid Transit (DART), 20 percent by Trinity Metro, and 6 percent by the Denton County Transit Authority (DCTA). The remaining 10 percent of funding was utilized by all other transit providers.

For a complete list of federal funding allocations for transit providers in North Central Texas, visit: [www.nctcog.publicinput.com/nctcogsept22](http://www.nctcog.publicinput.com/nctcogsept22).

### **Summary of Online Review and Comment Topic**

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

**Handout:** <https://www.nctcog.org/getmedia/f4f26d4b-148e-4dd5-99e6-3a0b49b268f2/Proposed-Modifications-to-the-List-of-Funded-Projects.pdf>

A comprehensive list of funded transportation projects through 2026 is maintained in the TIP. Projects with committed funds from federal, State, and local sources are included in the TIP. To maintain an accurate project listing, this document is updated on a regular basis.

The current modification cycle includes project updates and funding adjustments for transportation initiatives in Collin, Dallas, Ellis, Kaufman, Parker, and Tarrant counties. Additionally, financial adjustments related to public transportation services managed by the Dallas Area Rapid Transit (DART), Trinity Metro, and Denton County Transportation Authority are also included.

## **COMMENTS RECEIVED DURING THE MEETING**

### **Roadway Safety Plan**

#### **Kristine, Citizen**

A: Red light cameras

*Comment:* Are cameras legally valid evidence in Texas? My understanding was red light cameras were removed cross the State due to people's right to challenge their accuser.

*Summary of Response by Kevin Kroll:* I don't think red light cameras have been specified in the same way as speeding cameras. It is a bit up in the air. It is something that has been proven in other states to prevent speeding that can cause fatal and serious injuries. We are interested in including this information in our plan.

#### **Phyllis Silver, Citizen**

A. Plan countermeasures

*Comment:* I sent in a transcript from National Public Radio about Hoboken, New Jersey not having any fatal crashes in about four years. It had a lot of simple, low-cost ideas on reducing and eliminating fatal crashes.

*Summary of Response by Natalie Bettger:* If you could send that to us that would be great. We can include it in our countermeasures.

### **Management & Operations (M&O) and Safety Programs**

#### **Kristine, Citizen**

A. Funding for Denton County Transportation Authority's (DCTA) GoZone program

*Question:* Is DCTA currently receiving NCTCOG Management & Operations (M&O) funding towards the GoZone program?

*Summary of Response by Cody Derrick:* I believe the GoZone funding is separate from our traditional federal transit funding. The M&O funding I presented today would just be for the regional vanpool program. That is all that is being proposed currently.

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

### **Social Media**

#### **Facebook Advertisement**

A Facebook advertisement was posted from August 29, - Sept. 12, 2022, to promote the September public meeting:



Please see Attachment 1 for a full list of the comments received as well as NCTCOG's response.

### **Mail**

#### **Other**

#### **Phyllis Silver, Citizen**

Please see Attachment 2 for comments submitted via postal mail.



**NCTCOG Transportation Department**

Published by [Jordan Smith](#) · August 29 at 11:00 PM ·



Roadway Safety Plan, Access North Texas, and more for review/comment.

# TRANSPORTATION PUBLIC MEETING

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

SUBMIT COMMENTS & QUESTIONS TO NCTCOG:

[nctcogSept22@Publicinput.com](mailto:nctcogSept22@Publicinput.com) | [nctcog.org/input](https://nctcog.org/input)

Phone: (855) 925-2801 (Enter code 3825) | Fax: 817-640-3028

P.O. Box 5888, Arlington, TX 76005-5888



NCTCOG.ORG

## September Public Meeting

[Learn more](#)

We want feedback! Meeting 9/12 @ noon

[See insights and ads](#)

[Boost post](#)



23

11 Comments 5 Shares

Like

Comment

Share

Most relevant



Write a comment...



**Bob Braack**

"They" really helped the city of MCKINNEY and Collin County citizens when they put the thumb down/turned their backs on CCART and bellied up to taps along with help of Collin Country Commissioner

Like Reply [Send Message](#) 2d





Derris Caffey

COG decided to form their own government of cities years ago with no real purpose. Why does a city need another somebody trying to run their town. That's exactly what COG does. They try to govern cities like they have all the power just like our congress. They need to be put out of business. PERIOD.

Like Reply [Send Message](#) 2d



Gordon Scruggs

Derris Caffey Please give me an example of how they run municipal governments. COGs are given the authority through the state to allow local government representatives to decide how state and federal funding is spent in their communities.

So you are saying we should get rid of COGs and let the state make the decisions on how state and federal funding is spent in our communities. I strongly disagree with this statement and think the local governments should be making these decisions.

Like Reply [Send Message](#) 1d Edited



Derris Caffey

[Gordon Scruggs](#)

Cities operated without them for decades

Like Reply [Send Message](#) 1d



Gordon Scruggs

[Derris Caffey](#) local governments dictate what they do. The members of the board are the mayors and county commissioners. They are the cities and counties.

Like Reply [Send Message](#) 1d Edited



Gordon Scruggs

[Derris Caffey](#) <https://www.nctcog.org/.../regional-transportation-council>



NCTCOG.ORG

Regional Transportation Council

Like Reply [Send Message](#) 1d



Write a reply...



**Bob Braack**

Don't confuse them with the facts, they're mind is already decided what to do 🤔

Like Reply 1w



**John T. Hensley**  
[Bob Braack](#) exactly

Like Reply 1w



Write a reply...



**Ron Statzer**

We don't need this up here in Wise Co. We still have our horses. 😊

Like Reply 1w



**Eric Key**  
Sounds like a hoot!  
I'll be sure to pencil that in my calendar. 🙄

Like Reply 1w



**Anthony Mobley**  
Relax. It doesn't say Public Transportation meeting. It says transportation public meeting.

Like Reply 1w





## NUTCOG Roadway Safety Plan

Comment: Page 6 - I agree with the guiding principles outlined. One of the principles listed is "Responsibility is shared." As the MPO newsletter Summer 2022 "Mobility Matters" says, Drive Aware North Texas is aimed at improving negative driver behaviors. I totally agree. I think we <sup>also</sup> need to look at design features and other factors, as mentioned in the transcript that I have included about Hoboken, New Jersey.

Question: Page 13 - what do the last two columns represent - example, 1st line "9%" and "9 to 1"?

## 2024 - 2026 Management, Operations, and Safety Program

Comments: Please see my enclosure of the transcript outlining steps that Hoboken, New Jersey has adopted to reduce and eliminate fatal crashes in their city.

- I like the fact that the factors contributing to serious injury and fatal crashes have been identified

## Updated Rules for Public Comment at Regional Transportation Meetings

Question: On the timeline on Page 4, under the year 2024 what does "Lorem ipsum dolor ..... elit" mean? It looks as though this is a Latin phrase. I'm curious as to why Latin is being used here. Thank you.

Phyllis Silver

Enclosures  
NPR Transcript  
dated August 1, 2022

9/30/2022



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NATIONAL

# How a New Jersey city has achieved 0 traffic deaths in 4 years

August 1, 2022 · 4:28 PM ET

Heard on All Things Considered



ARI SHAPIRO

MEGAN LIM



PATRICK JARENWATTANANON

[4-Minute Listen](#)[PLAYLIST](#)[Download](#)[Transcript](#)

With motor vehicle traffic fatalities rising, NPR's Ari Shapiro talks with Hoboken Director of Transportation and Parking Ryan Sharp on how Hoboken, N.J., has had zero traffic deaths in four years.

ARI SHAPIRO, HOST:

What if you could get traffic fatalities down to zero? Well, the city of Hoboken, N.J., just across the river from New York City, seems to have done it. Nobody there has died from a collision with a car in four years. Ryan Sharp is here to explain how they made that happen. He is Hoboken director of transportation and parking. Welcome to ALL THINGS CONSIDERED.

RYAN SHARP: Thank you for having me. It's a pleasure.

SHAPIRO: So according to the National Highway Traffic Safety Administration, almost 43,000 people in the U.S. died in motor vehicle traffic crashes last year. That is the highest number since 2005. So while numbers all over the country were going up, how did Hoboken get the number to zero?

SHARP: That's a great question. Hoboken has been playing a long game when it comes to traffic safety for a number of years, dating back before COVID, and playing the long game through incremental changes and improvements over a series of years.

SHAPIRO: So you're talking about incremental changes and improvements. Like, if you and I were going for a walk through downtown Hoboken, what are some of the specific things we would see that have made a difference?

SHARP: Well, a lot of the things that Hoboken has been doing to improve traffic safety are low-cost. They're quick implementation, but they're also high impact. So we know through our crash data that about 88% of crashes happen at intersections. So we have focused on trying to reduce conflicts at our intersections, especially in our high crash corridors, so things like trying to improve sightlines at corners by doing what we call daylighting. So that can be installing something as simple as what we call a vertical delineator post or a flexible bollard. These posts get installed within 25 feet of crosswalks, and they physically restrict cars from parking right up against a crosswalk.

SHAPIRO: So it's not a blind corner. If you're going to take a turn, somebody is going to see you. If you're going to cross a street, you can spot the cars that are coming.

SHARP: That's correct. It's a very simple, cost-effective thing you can do, but it has a big impact. One thing that you won't see is something called a leading pedestrian interval. And basically what that means is we've programmed our traffic signals to give pedestrians a few-second head start when they get into the crosswalk during their pedestrian phase without having to worry about turning vehicles.

SHAPIRO: Oh yeah, I've seen that here in D.C., too. The walk light turns on before the green light goes. Your plan seems to de-emphasize car ownership and create space for pedestrians and cyclists. How often do you hear from drivers who feel like you're squeezing them out? And what do you tell them?

SHARP: Well, the goal of the Vision Zero program is to focus on safety for all modes of transportation. What we know, though, through our crash data, is that pedestrians and cyclists in particular are the most vulnerable users of the streets in Hoboken. And that's pretty much the same for every city in the country. And so culturally, people

elevate pedestrian safety in Hoboken at the top of the hierarchy. So even if you commute to work by car, at some point you're going to be a pedestrian in Hoboken. So we try to not pit any one mode against each other as much as possible.

SHAPIRO: There are a lot of cities that have implemented Vision Zero programs to reduce traffic fatalities. But in places like Washington, D.C., deaths have actually increased since that goal was announced. What makes Hoboken different?

SHARP: Well, it's hard to speculate what's working well or not working well in other cities. But in Hoboken, an incremental approach over several years that includes more than just engineering, but also education and a focus on changing the culture. The simple improvements like daylighting or leading pedestrian intervals or adding curb extensions, these things are still in place, and they've been having a positive impact. And people have gotten used to seeing these things in town, and they ask for more. So it's continuing to build off its own success. And, you know, frankly, we've been fortunate so far not to have a setback, but that can happen any time, right? We're well aware of that. It's happened in other cities. So we're continuing to push ahead with new initiatives again and again to try to continue to keep that progress in place.

SHAPIRO: That is Ryan Sharp, Hoboken's director of transportation and parking. Thanks a lot.

SHARP: Thank you.

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Please associate this  
with my September 2022  
NCTC OG Roadway  
Safety Plan and  
FY 2024-2026 Management  
Operations and Safety  
Program Comments.  
Thank you.  
Phyllis Silver

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# TRANSPORTATION PUBLIC MEETING

**NOV. 7 • NOON • 616 SIX FLAGS DR. ARLINGTON, TX**

## PRESENTATIONS

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

NCTCOG opened the 2022 Transportation Alternatives Set-Aside Call for Projects on July 18, 2022, and applications were due on Sept. 9, 2022. Projects eligible under this program include the construction of on- and off-road pedestrian and bicycle facilities, rail station connections, activities related to the Safe Routes to School initiative, and safety improvements. Staff will provide an overview of the recommended funding awards for this Call for Projects.

### Walk to School Day Recap

NCTCOG helped schools in the region celebrate Walk to School Day on October 12. Staff will provide a summary of Walk to School Day promotional efforts as well as the results of the events held at participating schools.

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

NCTCOG is proposing a draft policy resolution supporting a regional model for complete streets and context sensitive design. This resolution outlines the importance of planning and constructing complete streets and serves as the framework for encouraging complete street policies across the region.

### End of 2022 Ozone Season

November marks the end of the 2022 ozone season for North Central Texas. Staff will present an update on current air quality standings, compare current standings against previous ozone seasons, and highlight potential implications facing the region for not meeting Federal attainment requirements.

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

*To request a free roundtrip ride between NCTCOG and the Trinity Railway Express CentrePort/DFW Airport Station, contact Jackie Castillo at least 72 hours prior to the meeting: 817-695-9255 or [jcastillo@nctcog.org](mailto:jcastillo@nctcog.org).*

*Attend in person, watch the presentations live at [publicinput.com/nctcogNov22](https://publicinput.com/nctcogNov22), or participate via phone by dialing 855-925-2801 then code 2233.*



## RESOURCES & INFORMATION

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

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

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

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

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

## PUBLIC COMMENTS REPORT

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

#### Purpose

The public comments report is in accordance with the NCTCOG Transportation Department Public Participation Process, which became effective June 1, 1994, as approved by the Regional Transportation Council (RTC), the transportation policy board for the Metropolitan Planning Organization (MPO) and amended on May 12, 2022.

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

This month, public comments were received on a number of topics across social media platforms, via email and in-person. Comments related to the Denton County Transit Study were in the majority.

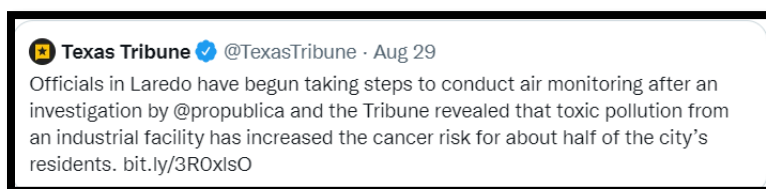
In addition, comments can be submitted through Map Your Experience, the Transportation Department's online mapping tool. The tool allows users to drop a pin on a location in the region and leave a detailed comment. This month, there were 3 roadway condition comments and one transit comment. To read them, visit:

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

#### Air Quality

##### Twitter –

1. Who monitors our air in Fort Worth? – Harrison Mantas 🌞 (@HarrisonMantas)



I would have said @NCTCOGtrans <https://nctcog.org/trans/quality/air> but apparently also @CityOfFortWorth – Bud Kennedy / #ReadLocal (@BudKennedy)



## **Email –**

### **1. Tangelia Waldrup**

I'm Tangelia Waldrup, & I purchased my current vehicle through your program in 2007 now it is smoking and should be replaced. Hello, I reside in Houston and want to know if & or when the AirCheck Replace Program back.

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

Hello, Ms. Waldrup,

Thank you for contacting the NCTCOG Transportation Department. In 2017, during the 85th Legislative Session, funding for the AirCheckTexas Drive a Clean Machine Program was vetoed. As of this time, no additional funding has been secured; thus, program operations have closed. However, additional funding assistance may be available at <https://www.nctcog.org/trans/quality/air/funding-and-resources>.

Additionally, since you now reside in the Houston area, you should contact the Houston-Galveston Area Council to see if they can further assist you with any programs they may have: <https://www.h-gac.com/Home>.

## **Bicycle and Pedestrian**

## **Facebook –**

1. Is this still on track for end of 2023? Will it be 100% paved, no gravel? I'm not seeing any construction at some end points that are supposed to link up.

<https://www.nctcog.org/trans/plan/bikeped/veloweb/fort-worth-to-dallas-regional-trail>. – John Fisher



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

Thank you for your message. We anticipate completion of the entire trail by late 2023 or early 2024. It will be 100% paved.

#### **Reply by John Fisher:**

Glad it's on track! I hope you are keeping the expansion cracks as small as possible and full of butyl rubber. It sure helps trail skaters of all varieties. Some



of the newer trails have big gaps and are very harsh on smaller (non bicycle) wheels. I look forward to some epic city to city journeys!

## **Email –**

### **1. Tim Noble (Commenting on April 2022 Public Meeting)**

I was looking for an update, on the Fort Worth to Dallas Trail. I have a map that was showing sections to be completed, June 30, 2022, but when I went to check it out in June I saw no completion. Is there any new maps, or updated completion times, available?

My wife and I have been making weekend riding trips to the metroplex for years, and to see it's connection while we are still able to ride. I appreciate the efforts, and any updates, that you may pass along.

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

Tim,

When we last reached out to the City of Fort Worth for updates, they noted the following:

- Trinity Lake Trails (West) expected construction completion Spring 2023
- Trinity Lakes Trail (East) construction completed June 2022

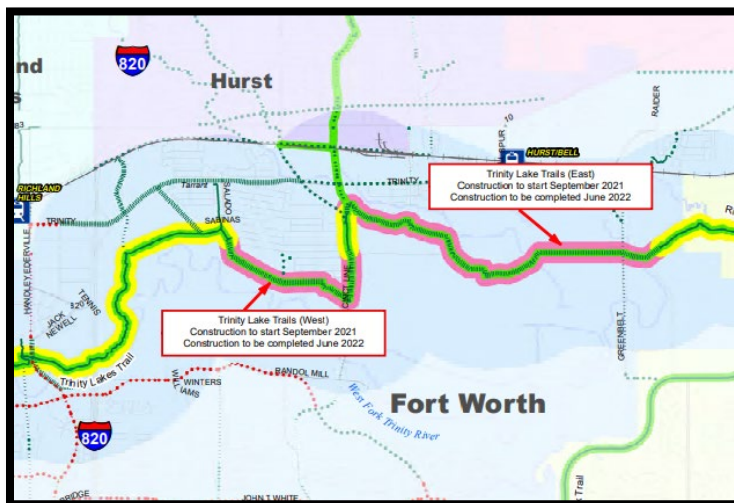
Obviously, June 2022 has passed and construction is not complete. We update the map generally about once a year by coordinating with the local governments. You are also welcome to contact the Program Manager for the project in advance of our yearly update. Here's the contact info:

Joel McElhany

Capital Program Manager

[Joel.mcelhany@fortworthtexas.gov](mailto:Joel.mcelhany@fortworthtexas.gov)

Thanks.





## **Public Meeting and Forums**

### **Facebook –**

1. We're bringing you updates and information on a number of transportation projects we're working on at our September Public Meeting TODAY at noon! For more information, please visit [www.nctcog.org/input](http://www.nctcog.org/input) – NCTCOG Transportation Department



Hello! I'd like to watch the meeting. I have followed the link and don't see anything happening yet. Any suggestions? Thanks. – Rebecca Murry

Thank you for reaching out. I believe the meeting started a few minutes past noon. I believe you received the information you needed to watch the meeting, but please feel free to contact us with any other questions in the future. – NCTCOG Transportation Department

### **Email –**

#### **1. Trish Donaghey (Commenting on September 2022 Public Meeting)**

Please look into installing a traffic light at the intersection of FM 982 and FM 546 by Branch Fire Dept. in Collin Co., 6 miles south of Princeton.

With new developments going in, the eastbound lane turning south or north sometimes gets VERY long! In the long run, please look into widening the bridges across Lake Lavon also.

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

Ms. Donaghey,

Thank you for commenting on the traffic you have encountered in the Princeton area. TxDOT has informed us that their Collin Co Area Office is gearing up to add turn lanes to both FM roads. They anticipate that those improvements will have a dramatic impact on the traffic flow.

We will forward your request that widening the bridges across Lake Lavon be considered.

## Safety

### Twitter –

1. #MondaySafetyTip: Be aware — put away your phone and remove earbuds, headphones or other listening devices. @TxDOT @NCTCOGtrans @WalkBikeSafeTX #WatchForWalkers – Texas A&M Transportation Institute (@TTITAMU)



2. TTI researchers have recently teamed up with @TxDOT to create a list of pedestrian safety tips to help keep you and your loved ones safe. Check out our page every Monday, Wednesday and Friday this month to learn how you can stay safe while walking. @NCTCOGtrans @WalkBikeSafeTX – Texas A&M Transportation Institute (@TTITAMU)



3. #FridaySafetyTip: Cross at an intersection or marked crosswalk. @TxDOT @NCTCOGtrans @WalkBikeSafeTX #WalkSmart #WalkSafe – Texas A&M Transportation Institute (@TTITAMU)



4. #PedestrianSafetyTip: Obey directions given by crossing signals. @TxDOT @NCTCOGtrans @WalkBikeSafeTX #WalkSmart #WalkSafe – Texas A&M Transportation Institute (@TTITAMU)



5. #FridayTip: Wear bright colored clothing or reflective material at night to be more visible. @TxDOT @NCTCOGtrans @WalkBikeSafeTX #WalkSmart #WalkSafe – Texas A&M Transportation Institute (@TTITAMU)



6. #MondayTip: Don't dart out in front of vehicles. Look left, right and then left again before crossing. @TxDOT @NCTCOGtrans @WalkBikeSafeTX #WalkSmart #WalkSafe – Texas A&M Transportation Institute (@TTITAMU)



7. #SafetyTip: Don't attempt to cross the street in front of a bus. Vehicles approaching from the bus's blind side might not see you. @TxDOT @NCTCOGtrans @WalkBikeSafeTX #WalkSmart #WalkSafe – Texas A&M Transportation Institute (@TTITAMU)

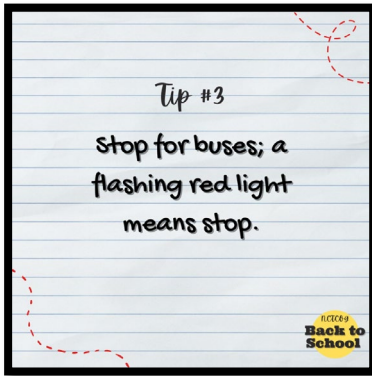


8. #FridayTip: Buses have blind spots and the driver might not see you. Make eye contact with the driver when possible, even if it's only in a mirror. @TxDOT @NCTCOGtrans @WalkBikeSafeTX #WalkSmart #WalkSafe – Texas A&M Transportation Institute (@TTITAMU)



## **Facebook–**

1. School is back in session! Keep our kids safe by stopping for buses when their lights are flashing red. – NCTCOG Transportation Department



If people really need these tips they need to turn in their driver's license. – Phil Neil

## **Transit**

### **Twitter –**

1. What are your needs for public transportation? Let @NCTCOGtrans know by attending Thursday night's in-person meeting or submitting an online survey. More info: <https://publicinput.com/S4680> – Bike Denton (@bikedenton)

Note: This study is not from DCTA. The study is from the council of governments for the DFW region: NCTCOG. They are studying DCTA as well as DART, Trinity Metro, Arlington Via, etc. – Bike Denton (@bikedenton)

Is the survey page breaking for you, or is it just me? 😞 – Brandi Alycia McDow (@alycia\_mcdow)

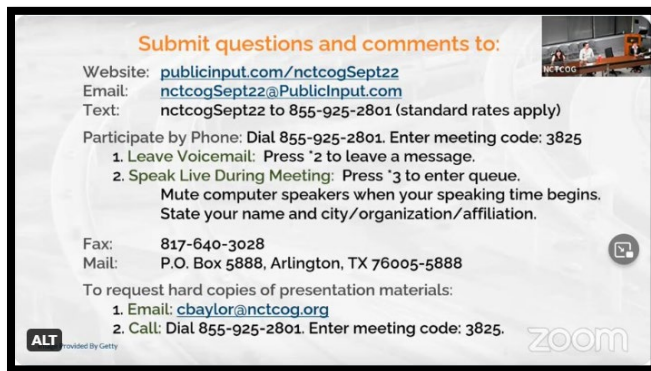
There wasn't a "submit" button, but I confirmed with survey staff that there isn't one. Is it working otherwise? – Suzi (@LocomotiveLib)

The page will load the survey and then break the survey so it disappears? But I'm assuming this is a personal issue of mine – Brandi Alycia McDow (@alycia\_mcdow)

2. Hope to see you there! This study is focusing on areas not included in the existing transit authority service area. If you travel in Denton County, come out to learn about the study and share your transit needs. There's also a survey you can take on the project website – Rachel Jenkins, AICP (@raqueljenkins)



3. alright, imma make the first hour or two of the current @NCTCOGtrans meeting. These are the same folks who did the meeting at the Denton Transit Center a few days ago. – Denton Transit Posting (@dTXTransitPosts)



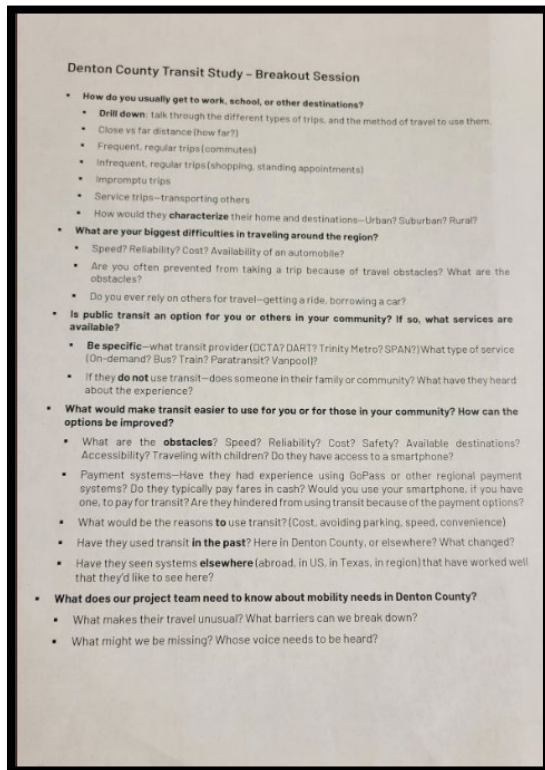
4. Decided to live-tweet this meeting bc why not lol – Pod-asster (@TallLeftist)



So apparently this meeting is about how things happen outside DCTA's boundary. An organization called @NCTCOGtrans is trying to hear feedback on how to bring people outside the county can get into the county. People are understandably irritated. – Pod-asster (@TallLeftist)

One gentleman in a wheelchair is making it clear that he's not happy with Go Zone. When he mentioned that he wants to get a driver "with an accent he can understand" a wave of agreement went around the move. – Pod-asster (@TallLeftist)

We're moving into the breakout sessions now. This is the agenda for these sessions. – Pod-asster (@TallLeftist)



The main leader of the event is struggling to get things on track and I feel for him lol. I don't envy his position. – Pod-asster (@TallLeftist)

Welp I thought we were gonna start but they're really struggling. One lady at the table I'm at said "why do they want to spread things out if they can't figure it out here?" which YES honestly lol – Pod-asster (@TallLeftist)

@NCTCOGtrans rep takes the stand with a firm but polite voice. The DCTA rep is relieved that she's taking the floor. – Pod-asster (@TallLeftist)

Alison Maguire is introducing herself as well, with one of her kiddos in her arm. She's inviting people to come to her with DCTA-specific issues. – Pod-asster (@TallLeftist)

Ok, breakout time. – Pod-asster (@TallLeftist)

Seems that since most people came here thinking this was a DCTA-specific meeting, these breakout sessions were doomed from the start. The table I'm at started with the first question and quickly detailed into person-specific gripes (still useful and cathartic lol) – Pod-asster (@TallLeftist)

From what I'm hearing, people are saying things that are really just common sense – Pod-asster (@TallLeftist)

I said my piece about what issues I ran into with my old job lol – Pod-asster (@TallLeftist)

One person asked a @NCTCOGtrans rep if they're required to ride public transit occasionally for their job. The rep said that his boss probably rides it a couple times a month but he says that he personally does not. In his defense, they're from Arlington which has no pub transit – Pod-asster (@TallLeftist)

Another dude in a suit, I think from @NCTCOGtrans, is answering one lady's question about why Go Zone doesn't go to the Airport Road area. His answer is the "van pool program," which let's a bunch of people rent a fucking van and use it like the Mystery Machine lmao – Pod-asster (@TallLeftist)

FWIW My thoughts on vanpools below

DCTA ran an on-demand service to airport road for about a year but abandoned it when - get this - the flight academy students failed to ride. It never was about getting people to work – Peggy Heinkel-Wolfe 🌻 (@phwolfw940)



Lol amazing. Seems like it really has been "try everything except expand the buses" for a while now, huh? – Pod-asster (@TallLeftist)

Things are about to wrap up I think. They're running a raffle for some gift cards, which would be nice to walk out with but I never win anything so we'll see.

~~manifesting~~ – Pod-asster (@TallLeftist)

We're finishing with going table by table and having summaries of what people said. The first person to speak is someone with a mohawk in a killer denim vest with cool patches. – Pod-asster (@TallLeftist)

Denim Vest is saying what his table was talking about but honestly I think they're covering literally every complaint and topic that anyone would have to say lol. Well done. – Pod-asster (@TallLeftist)

Ah, suit guy is the interim CEO for @RideDCTA. Wonder how many times he's taken a Go Zone. – Pod-asster (@TallLeftist)



I did not win 😞 – Pod-asster (@TallLeftist)

5. @NCTCOGtrans needs feedback for their Denton County transit study! The study is focused on areas not served by @RideDCTA, but anyone can provide input to help improve transit in Denton County <https://publicinput.com/S4680> – Alison Maguire - Denton City Council District 4 (@AlisonforDenton)

## **Email –**

### **1. Brian Woods**

I have Primary Progressive Multiple Sclerosis which is the fourth stage of Multiple Sclerosis. A sales representative from the medical supply store came to my house and evaluated me for a Quantum iLevel powerchair which recline, seat raise/lower, legs raise/lower, and tilt. My question is powerchair and Mobility Scooter laws I will be driving the powerchair on the sidewalk and indoors at home. I read on the internet that I can't be on the street unless 1. Crossing the street, 2. no sidewalks available in the area to use.. I sent email to the Fort Worth police department and heard nothing about this as well as the Texas Department of Transportation. The top speed is 4.5mph there are times when I have to go in the street when the van service use ramp at the back of the vehicle. Another question is how can we make the community aware of people who have a disability and use a powerchair/mobility scooter. The color I picked is Green Machine bright green for safety purposes so people will see me when I am outside. Sincerely, Brian Woods

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

Thank you for your email. I am sorry you have not received responses from the other agencies you contacted, so I hope we can help point you in the right direction.

If you are not already using public transportation for your van service, you may qualify for Trinity Metro's ACCESS paratransit services. This service provides trained drivers who can assist passengers with boarding. Information is available online at ACCESS Paratransit - Trinity Metro. However, if you are already using Trinity Metro and are still having issues with boarding, please reach out to their ADA Compliance Officer to make a reasonable modification request or file a complaint.

- **Email:** [compliance@ridetm.org](mailto:compliance@ridetm.org)
- **Phone:** 817-215-8700

It also sounds like there may be an issue with a lack of sidewalks. In that case, you may wish to report the issue to the City of Fort Worth's Transportation and Public Works Department or ADA Coordinator.

- **Public Works Department:** 817-392-1234
- **ADA Coordinator:** [Alfred.Henderson@fortworthtexas.gov](mailto:Alfred.Henderson@fortworthtexas.gov)

These agencies should be well-equipped to address your questions about safely and legally navigating in your powerchair.



## Other

### Facebook –

1. Happy Hispanic Heritage Month! We want to thank the many in the Hispanic community who work every day to run and improve transportation across the country. Stay tuned throughout #HispanicHeritageMonth as we feature some notable Hispanic Americans who have had lasting impacts in the transportation industry. – NCTCOG Transportation Department



– Jere Tucker

## DALLAS DISTRICT

## PROGRESS

Monthly Report on Dallas District Projects and Topics

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

## TEAMING UP WITH TxDOT

*Texas Rangers, FC Dallas and more assist with End The Streak safety campaign*

November 7, 2022 will mark 22 years since Texas has had a single deathless day on its roads.

**TxDOT**  
#EndTheStreakTX

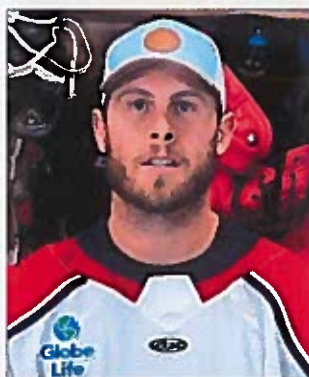
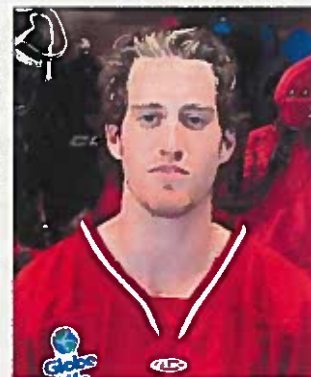
As the date approaches this year the Texas Department of Transportation is preparing to unveil it's **End The Streak** safety campaign, to remind drivers that everyone has to do their part to keep themselves and others safe by being responsible behind the wheel.

Starting October 17, the TxDOT team in Dallas will launch a 22-day campaign called **Live to Make It**. Throughout the campaign, with the help of several well-known DFW major league teams, we will unveil public service announcement videos, a social media blitz, and a media tour. Participating teams for the North Texas campaign include the Texas Rangers, Dallas Mavericks, FC Dallas, the Allen Americans and a host of other sports related entities. The stories and messages are designed to remind the public of the dangerous driving habits that cause many of these preventable crashes.

Watch for and follow the #EndTheStreak social media posts on your own social channels. Join our team to help share these safety messages.



★  
Star athletes who will help with the **Live to Make It** campaign, starting from top-left: Edwin Cerrillo of FC Dallas, Jonah Heim of the Texas Rangers, Paxton Pomykal of the Dallas Mavericks, Taylor Hearn of the Texas Rangers, Nick Albano and Spencer Asuchak of the Allen Americans, Maxi Kleber and Javale McGee of the Dallas Mavericks.





## SEPTEMBER 2022 LET PROJECTS

	CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	COST EST. (M)	BID (M)	(%)	CONTRACTOR
1	1290-02-023	SH 276	From SH 205 to E of Townsend Dr.	Resurface roadway	\$2.61	\$2.75	5.35%	Texas Materials Group, Inc
2	1391-01-021	FM 1377	From 4th St. to S of CR 466	Repair roadway	\$6.75	\$7.60	12.59%	A. K. Gillis & Sons, LLC
3	1391-01-022	FM 1377	0.269 mile S of CR 466 to FM 545	Hazard elimination & safety	\$8.12	\$8.28	1.91%	A. K. Gillis & Sons, LLC
4	2461-01-010	FM 2170	From FM 2551 to FM 1378	Rehabilitate existing roadway	\$2.54	\$3.06	20.58%	Foutsco Paving Company, LLC
•	0918-00-351	VA	Various locations in the Dallas Dist.	Install traffic signal	\$3.50	\$4.52	29.18%	Durable Specialties, Inc.
EST. SEPTEMBER 2022 TOTALS					\$23.52	\$26.21	5.35%	
DISTRICT FY ACCUMULATIVE LETTINGS					\$23.52	\$28.72		

\* Unmapped.

\*\* District FY 2022 Letting Cap includes the following:

1) IH 35E Phase II Dallas County Design Build Project for \$708 million DALLAS DISTRICT FY LETTING VOLUME CAP

\$1,330,360,000\*\*

Note: Accumulative Letting/Obligations decreased due to bid rejection of Klyde Warren Deck Park Extension CSJ 0196-07-034 and IH 35E Frankford Rd CSJ 0196-02-132.

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

	CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. COST (M)
1	0009-12-220	I-30	Dalrock Rd. (Dallas C/L) to SH 205	Widen road and add shoulders	\$304.95
2	0173-04-057	SH 34	I-20 to south of Airport Rd.	Reconstruction of existing roadway	\$4.86
3	1068-04-178	I-30	At Belt Line Rd.	Landscape development	\$0.30
4	1975-02-013	FM 1895	BUS 175 In Kemp to FM 1836	Reconstruct pavement & add shoulders	\$11.02
5	2678-02-008	FM 428	FM 1385 to Collin County line	Rehabilitate existing roadway	\$6.71
•	0081-05-051	FM 3524	Various locations in Dallas District	Seal coat and pavement markings	\$19.21
ESTIMATED TOTAL					\$347.05 M

\* Unmapped.

## COMPLETED CONSTRUCTION PROJECTS (FROM SEPTEMBER 1-30, 2022)

	CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. COST (M)	COMPLETED DATE
1	0091-06-060	SH 289	I-635 to Collin C/L	Concrete full depth repair, diamond grinding & pvmt markings	\$2.26	9/12/2022
2	0196-03-268	IH 35E	I-30 to north of Oaklawn Ave.	Reconstruct 2 lane frontage road and interchange	\$78.79	9/27/2022
3	0196-06-033	SL 354	At Willowbrook Rd. in the City Of Dallas	Improve traffic signals	\$1.44	9/22/2022
4	0581-01-159	SL 12	I-35E to Ferguson Road	Add sidewalks	\$1.92	9/28/2022
5	0197-05-060	US 175	At BUS 175 N In Kemp	Install overhead intersection warning flashers	\$0.27	9/22/2022
•	0918-00-326	VA	Various locations in the Dallas District	Dms rehabilitation	\$1.65	9/22/2022
•	0918-00-353	VA	Digital video project	Upgrade daltrans tmc video wall	\$1.05	9/1/2022
•	0918-47-279	VA	Various locations in the City Of Dallas	Add curb ramps and sidewalk implementations	\$2.13	9/12/2022
ESTIMATED TOTAL					\$89.51 M	

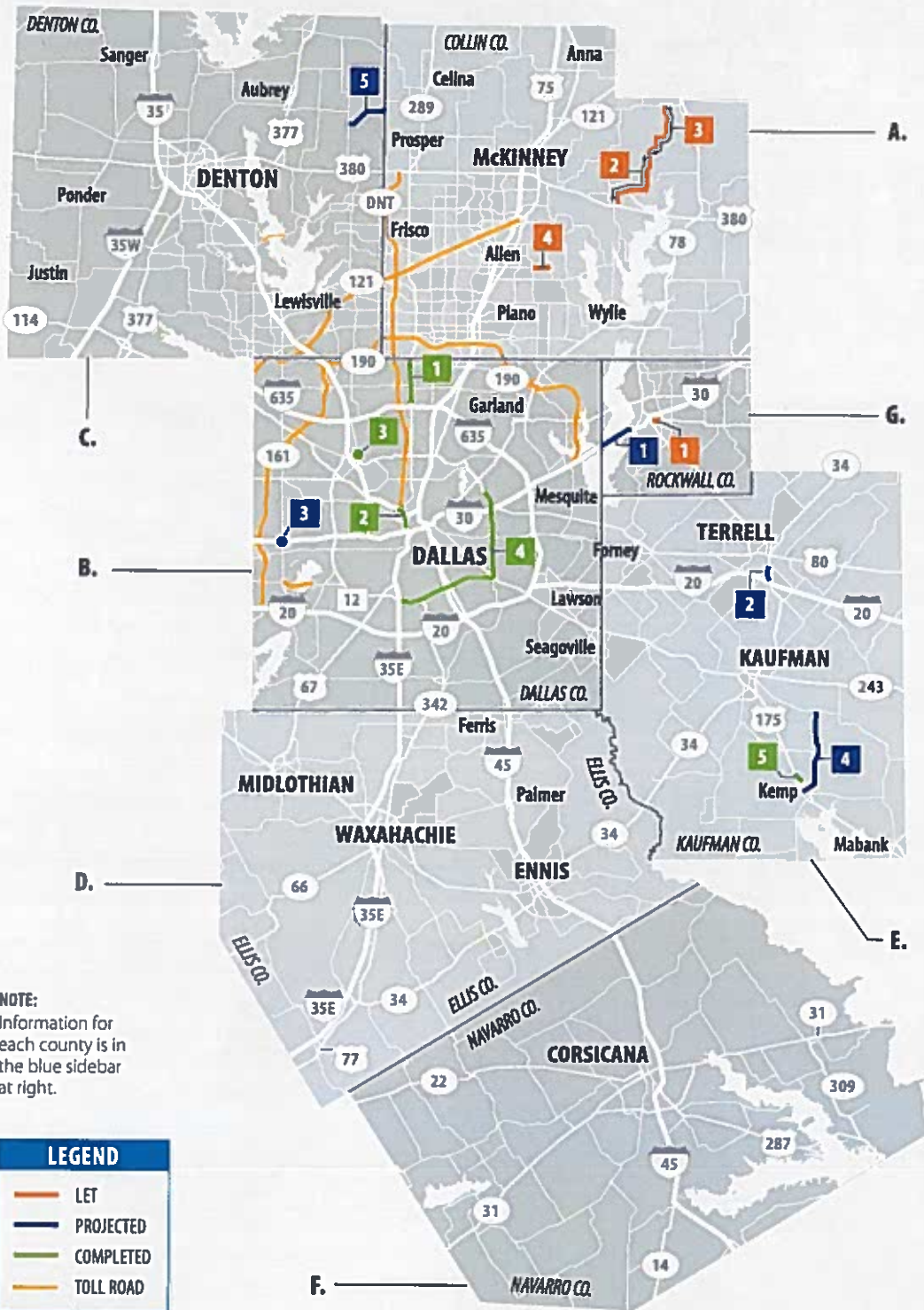
\* Unmapped.

SOURCE: Texas Department of Transportation.

TxDOT graphic

# DALLAS DISTRICT PROJECTS MAP

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



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

**LEGEND**

- LET
- PROJECTED
- COMPLETED
- TOLL ROAD

**SOURCE:** TxDOT research  
\*POPULATION ESTIMATE: NCTCOG



## 2022 DALLAS DISTRICT ESTIMATE TOTALS

VEHICLE REGISTRATION | 4,189,810  
\*POPULATION ESTIMATE | 5,274,480  
LANE MILES | 11,087.892

### A. COLLIN COUNTY

VEHICLE REGISTRATION: 865,094  
\*POPULATION ESTIMATE: 1,135,060  
LANE MILES: 1,556.034

### B. DALLAS COUNTY

VEHICLE REGISTRATION: 2,095,680  
\*POPULATION ESTIMATE: 2,654,510  
LANE MILES: 3,438.432

### C. DENTON COUNTY

VEHICLE REGISTRATION: 737,322  
\*POPULATION ESTIMATE: 950,660  
LANE MILES: 1,730.268

### D. ELLIS COUNTY

VEHICLE REGISTRATION: 195,865  
\*POPULATION ESTIMATE: 207,620  
LANE MILES: 1,547.372

### E. KAUFMAN COUNTY

VEHICLE REGISTRATION: 141,728  
\*POPULATION ESTIMATE: 153,130  
LANE MILES: 1,215.381

### F. NAVARRO COUNTY

VEHICLE REGISTRATION: 52,281  
\*POPULATION ESTIMATE: 53,610  
LANE MILES: 1,252.730

### G. ROCKWALL COUNTY

VEHICLE REGISTRATION: 101,840  
\*POPULATION ESTIMATE: 119,900  
LANE MILES: 347.675

N  
▲

10 miles



# A VISIONARY LOOK AT THE BUSINESS OF BUILDING ROADWAYS

## 1. FUNDING SOURCES



TxDOT graphic by DEAN HOLLINGSWORTH/Information Specialist

## 2. ADVANCED PLANNING

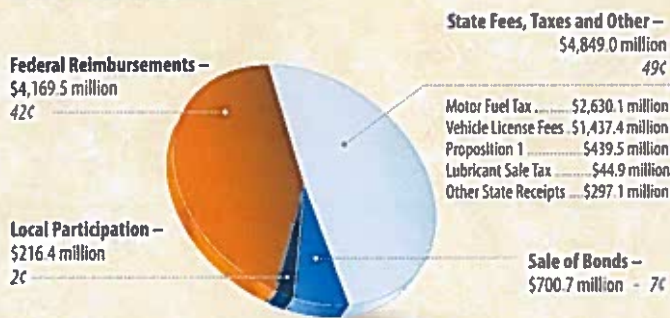
1. Public Involvement
2. Feasibility Analysis
3. Environmental
4. Engineering
5. Right of Way
6. Utility Adjustment
7. Contractor Procurement

## 3. MOBILITY AND MAINTENANCE PROJECTS

TxDOT graphics

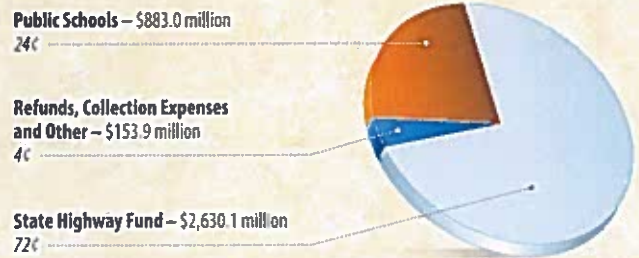
## DISTRIBUTION OF TOTAL STATE HIGHWAY FUND\* RECEIPTS

TOTAL RECEIPTS: \$9.936 billion

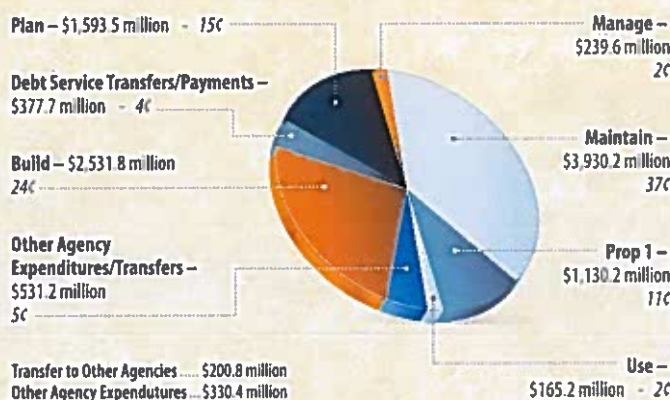


## DISTRIBUTION OF TEXAS MOTOR FUEL TAXES

GROSS TAX COLLECTED BY STATE COMPTROLLER: \$3.667 billion



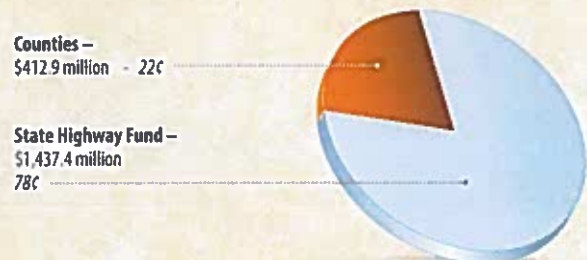
## TOTAL DISBURSEMENTS\*: \$10.499 billion



\*Includes all expenditures to appropriated State Highway Fund.

## DISTRIBUTION OF TEXAS MOTOR VEHICLE REGISTRATION FEES

GROSS COLLECTIONS: \$1.850 billion



TxDOT graphics

## DALLAS DISTRICT | PROGRESS



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

FOR MORE INFORMATION:  
214-320-4480  
dalinfo@txdot.gov  
[www.txdot.gov](http://www.txdot.gov)



### REPORT A POTHOLE:

Visit <https://www.txdot.gov/inside-txdot/contact-us/contact-us/report-issue/SubPage/road-needs/repair.html> or call 800-452-9292. Progress report can be downloaded at <http://www.txdot.gov/inside-txdot/district/dallas/progress.html>