

Proposed Preservation of BUILD Grant on Trinity Railway Express

BUILD Discretionary Grant \$25M

BNSF Construction Funds \$ 2M

Remaining Federal, Public and Private Funds \$46M

TOTAL PROGRAM \$73M



Proposed August RTC Action (Agreed to by All Parties)

Ratify RTC Transportation Director (Emergency) \$2M Backstop

Priority is to Get Grant Agreements Completed (*September 22, 2022*)

90 Day “Cooling Off” Period with Transportation Director Hosting Negotiations

Trackage Rights Agreement Amendment Triggers BNSF \$2M Commitment



Recommendations in South and Southeast Fort Worth¹

Project	Funds	Source	Note
Technology Application of Expanded ZIPZONE Transit Service in Zip Code 76104	\$700K	CMAQ with Regional TDC	Added to \$300K Planning Submittal to FTA (two years)
Pilot Project on Design and Implementation of Equal Access to the Internet as a Travel Demand Management Tool: Southeast Fort Worth Lancaster and Rosedale	\$3000K	STBG with Regional TDC	\$200K RTC Local, Lancaster (new) and Rosedale (retrofit)
Western Application of Next Generation Traffic Signals: Emergency Vehicles and Transit Vehicles	\$500K	STBG with Regional TDC	Hospital District (emergency) and Lancaster (transit)

¹ Supporting City of Fort Worth Resolution 5028-12-2018 (Task Force on Race and Culture)

2022 WTS Innovative Transportation Solutions Award

DFW High-Speed Transportation Connections Study Team

Project Management

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Document Review / Quality Assurance

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Transportation Alternatives Set-Aside Program

2022 Call for Projects
for the North Central Texas Region

Regional Transportation Council

July 14, 2022



Eligible Project Activities

May include:

- Shared-Use Paths (Trails)
- On-Street Bikeways
- Sidewalks, Crosswalks, Curb Ramps
- Pedestrian and Bicycle Safety Countermeasures and Technology
- Protected Intersections
- Education Activities for Safe Routes to School Projects



Application Categories and Projects

Eligible Projects	Active Transportation	Safe Routes to School Must be within 2 miles of a school	Safe Routes to Rail Must be within one half-mile of a rail station	Safety and Technology
Bicycle Parking	○	○	○	-
Bicycle and/or Pedestrian Count Equipment	○	-	-	●
Crossing Safety Improvements (HAWK, RRFB, refuge islands, etc.)	○	○	○	●
Education Activities for Safe Routes to School	-	●	-	-
On-Street Bikeways (separated bike lanes, bike boxes, etc.)	●	○	○	-
Pedestrian Improvements (sidewalks, crosswalks, curb ramps, etc.)	○	●	●	●
Pedestrian Scale Lighting	○	○	○	●
Protected Intersections	○	○	○	●
Road Diets	●	○	○	○
Shared-Use Paths (Trails)	●	○	○	-

● Primary eligible project in an application

○ Supporting eligible project in an application

(-) Not Eligible



Funding Overview

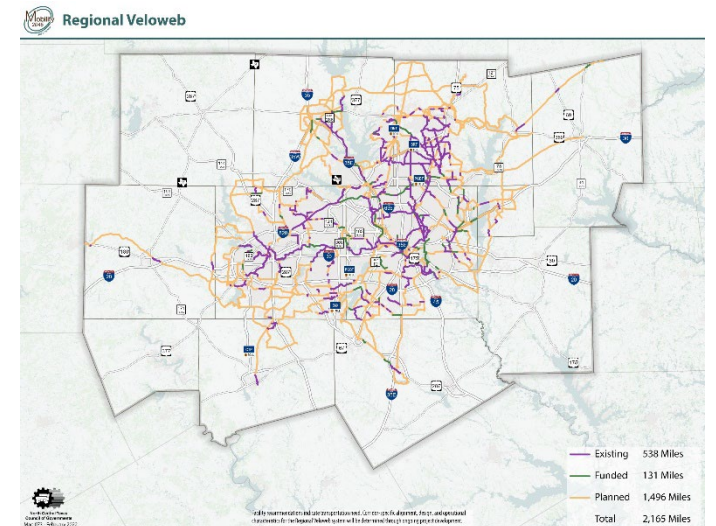
Approximately \$40+ million in federal funding is anticipated to award

<i>Project Activity</i>	<i>Minimum</i> Federal Funding Award <i>per Project</i>	<i>Maximum</i> Federal Funding Award <i>per Project</i>
Construction	\$500,000	No Limit
Safe Routes to School Education Activities	\$250,000	



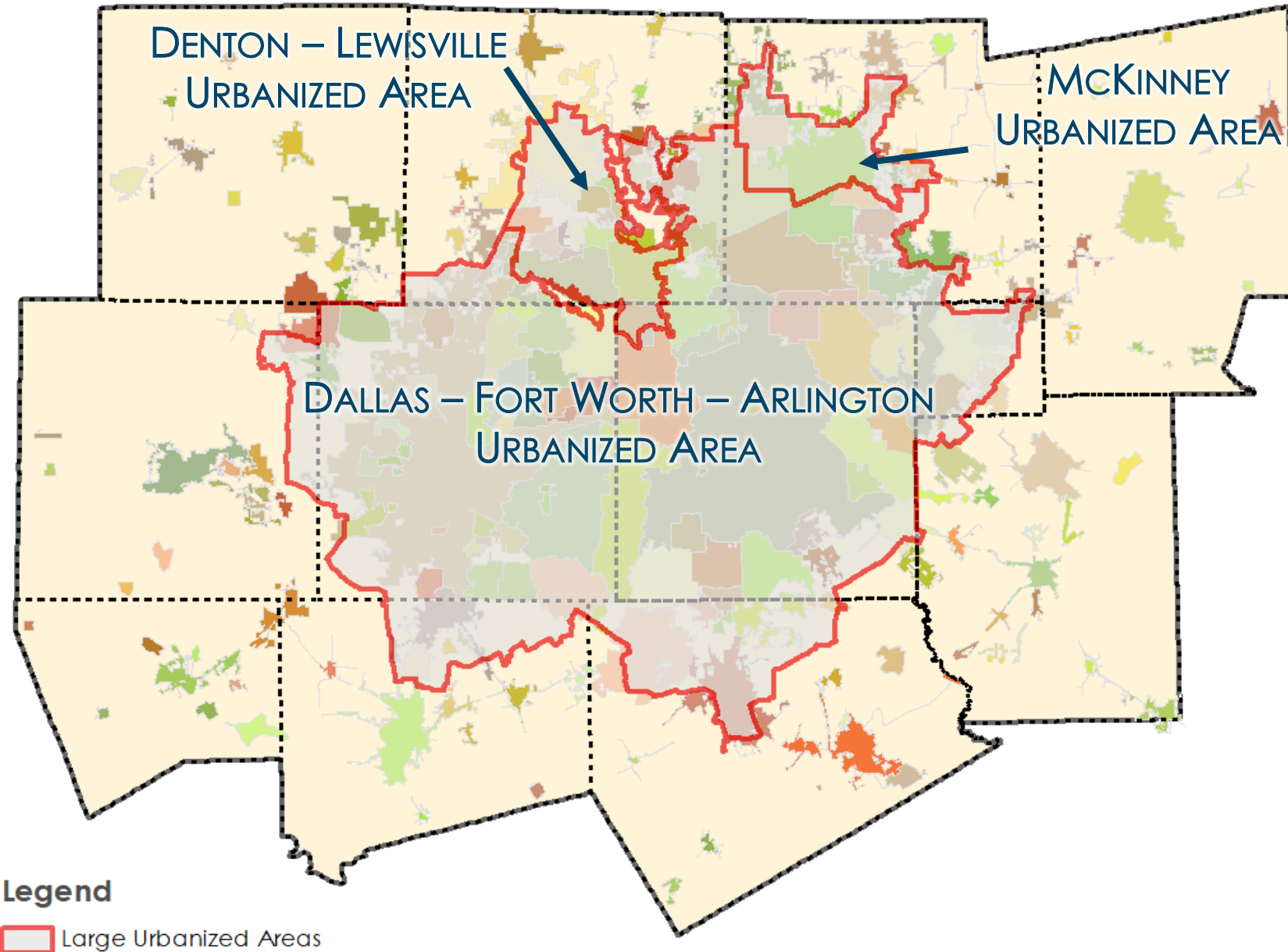
Funding Overview, cont.

- **Construction-implementation projects**
 - Engineering and Environmental Phases: 100 percent locally funded
 - Construction Phases: Minimum 20 percent local match
- **Safe Routes to School education activities: Minimum 20 percent local match**
- **Local match must be cash or Transportation Development Credits (TDCs)**
 - No in-kind contributions
 - Agencies may request use of TDCs (in lieu of a local match) if qualified through the MTP Policy Bundle process, OR
 - Agencies may request Regional Transportation Council (RTC) TDCs (in lieu of a local match) for projects implementing the Regional Veloweb as identified in Mobility 2045 (2022 Update). Use of RTC TDCs will be limited to 2 applications per agency.



Eligible Project Areas

All proposed projects must be within one of the three urbanized areas (exceeding 200K population)



Program Rules (Required Documentation)

Funding Commitment

Confirm the availability of the local match contribution or the requested use of TDCs in lieu of local cash match

Right-of-Way/Easement

Property must be under public ownership. If easement cannot be obtained by deadline, a consent letter from the “public” property owner or utility company is required. Pending easements on private properties are not eligible.

If Applicable:

Railroad Right of Entry Letter/Agreement
(if project is in railroad right-of-way)

TxDOT District Engineer Letter of Consent
(if project is in TxDOT right-of-way)

Letter of Support from School District Superintendent or Top Administrator
(SRTS Projects Only)

Documentation of Support from Supporting Entity
(if project includes or crosses another jurisdiction)



Program Rules, cont.

- Project sponsor must execute an agreement (LPAFA) with TxDOT within **one year** of the funding award by the RTC
- Projects must advance to construction within **three years (or less)** of the funding award by the RTC or the funding may be reprogrammed
- Projects must be implemented consistent with the funding application as approved by the RTC and as included in the project agreement with TxDOT



Anticipated Schedule

Milestone	Date
Bicycle and Pedestrian Advisory Committee (BPAC) - Information	May 18, 2022
Surface Transportation Technical Committee (STTC) - Action	June 24, 2022
Regional Transportation Council (RTC) - Action	July 14, 2022
Call for Projects Opens	July 18, 2022
Call for Projects Workshop	July 19, 2022
Call for Projects Closes (Applications Due by 5PM)	Sept 9, 2022
Review of Projects/Scoring by NCTCOG Staff	Sept – Oct 2022
Public Meeting	Nov 2022
Surface Transportation Technical Committee (STTC) - Action to Recommended Project Funding Awards	Dec 2, 2022
Regional Transportation Council (RTC) - Action to Approve Project Funding Awards	Dec 8, 2022
Submittal Deadline for TIP Modifications	Jan. 27, 2023
Deadline for Project Sponsors to Execute Agreements with TxDOT	December 2023
Deadline for Project Sponsors to Open Bids and Obligate Funds	December 2026



Requested Action

Approval of Call for Projects elements related to:

eligible project areas, eligible activities, application categories, funding and local match, program rules, and schedule



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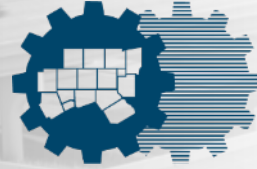
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NCTCOG Transportation

Disadvantaged Business Enterprise Program – Fiscal Year 2023-2025 Goal Update

Regional Transportation Council

July 14, 2022

Process to Update DBE Goal

- ✓ Project Potential Contract Awards (FY23-25)
- ✓ DBE Goal Development
- ✓ Initiate Public Input/Stakeholder Involvement
- ✓ Publish Goal for Public Comment/Review
- ➔ Committee Review/Consideration

Implement New DBE Goal – October 1, 2022



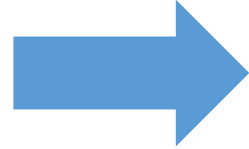
Development of DBE Goal

Step 1:

Determine Relative Availability of Ready, Willing & Able DBE Firms

- Determined by Market Area
 - DFW MSA (NCTCOG)
 - Individual Market Area Transit Subs (County)
- Includes weighting by Contract opportunities for FY23-25
 - NCTCOG & Subs
 - Funding Source

Establishes Base Figure



Step 2:

Consideration of Other DBE Data

- Historical DBE Expenditures
- DBE goals from other, similar agencies in DFW Market area
- Stakeholder comment
- Public comment

Adjustments to Base Figure



Step 1

Preliminary DBE Availability Analysis - *NCTCOG & Subrecipients*

Procurement Type	Potential Awards (in \$1,000s)	DBE Firms	Total Firms	DBE Goal
Construction	\$4,105	3,699	13,900	26.6%
Marketing, Advertising, and Public Outreach	\$1,991	427	1,784	23.9%
Office Supplies & Equipment (Rental & Purchase)	\$1,002	35	629	5.6%
Operational Administrative, Communications, Support Services	\$2,603	890	11,220	7.9%
Planning/Engineering	\$10,725	1,810	5,655	32.0%
Software and Ancillary Information Technology Professional Services	\$4,065	727	5,156	14.1%
Transportation Equipment	\$13,721	22	251	8.8%
Vehicle Maintenance and Operations Support	\$3,965	71	2,403	3.0%
TOTAL*	\$42,176	7,681	40,998	18.7%
Total Weighted Summary				17.0%



Step 1

Preliminary DBE Availability Analysis - *Subrecipients*

Procurement Type	Potential Awards (in \$1,000s)	DBE Firms	Total Firms	DBE Goal
Construction	\$4,105	3,699	13,900	26.6%
Marketing, Advertising, and Public Outreach	\$191	427	1,784	23.9%
Office Supplies & Equipment (Rental & Purchase)	\$429	35	629	5.6%
Operational Administrative, Communications, Support Services	\$2,603	890	11,220	7.9%
Software and Ancillary Information Technology Professional Services	\$1,060	146	3,047	4.8%
Transportation Equipment	\$721	19	109	17.4%
Vehicle Maintenance and Operations Support	\$3,965	71	2,403	3.0%
TOTAL	\$13,074	5,287	33,092	16.0%
Total Weighted Summary				12.7%



Step 2

Consideration of Other DBE Data

Items Reviewed for Potential Adjustments

- ✓ Historical DBE Achievement/Expenditures
- ✓ Similar Entity DBE Goals
- ✓ Stakeholder Comment
- ✓ Public Comment



Step 2

Historical DBE Performance

Fiscal Years ^{^*}	Total Contract Amount	DBE Goal	DBE Contract Percent	DBE Expenditure Percent
2006-2010	\$17,028,000	13%	22.00%	24.1%
2011-2013	\$7,122,596	25%	27.40%	24.5%
2014-2016	\$20,010,463	25%	27.93%	24.63%
2017-2019	\$10,657,099	25%	31.59%	33.69%
2020-2022	\$41,807,606	19.4%	19.18%	14.78%

*expenditures through April 8, 2022

[^]2006-2019 NCTCOG activity only, 2020-2022 NCTCOG & Subrecipient activities



Step 2

Similar Entity DBE Goals/Feedback

Similar Entity DBE Goals

Agency	Goal	Program Period
Trinity Metro	13%	FY2020-2022
DART	31%	FY2020-2022
DCTA	10%	FY2022-2024

Stakeholder Feedback

DBE Consultation Workshop (April 11th) – positive feedback

Public Comment Period May 13th – July 12th

No recommended adjustments



FY2023-2025 DBE Goal Update

Proposed Goal

NCTCOG and Subrecipients (FTA, FHWA Funds)

CONTRACTING ENTITY	FTA	FHWA	TOTAL
NCTCOG	8.8%	26.6%	18.6%
SUBRECIPIENTS	12.7%	N/A	12.7%
TOTAL WEIGHTED GOAL*	9.8%	26.6%	17.0%

*Weighted by Contract Service Type, Contract Award Amount, and Market Area



Schedule

TASK	DATE	STATUS
STTC Meeting: Information Item on DBE Goal Update	March 25	✓
Consultation Meeting with Stakeholders	April 11	✓
Meeting: Information Item on DBE Goal Update	April 14	✓
STTC: Information Item on Proposed Goal	April 22	✓
RTC: Information Item on Proposed Goal	May 12	✓
Notice to Public of Proposed Goal (start 45-Day Public Comment Period)	May 13	✓
DBE Open House	June 6	✓
Public Meeting on DBE Goal Update Process	June 13	✓
STTC: Approval of DBE Goal	June 24	✓
End of 45-day Public Comment Period	July 12	✓
RTC: Approval of DBE Goal	July 14	
Executive Board: Approval of DBE Goal	July 28	
Submit Final Electronically to FTA	August 1	
DBE Program Update and Goal Effective	October 1	



Requested Action

Staff requests Regional Transportation Council approval of the 17% Disadvantaged Business Enterprise Participation Goal for Fiscal Years 2023-2025 for US Department of Transportation assisted contracting opportunities.



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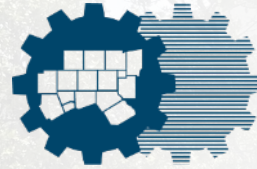


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Transportation Department

Regional Parking Garage Policy and Initial Projects

Regional Transportation Council

July 14, 2022

Mobility 2045 Background

Mobility 2045 Goals

- Travel efficiency measures and system enhancements targeted at congestion reduction
- Encourages livable communities which support sustainability and economic vitality

SD02-001: Land Use-Transportation Connections Program

- *Addresses land use-transportation connections by utilizing parking management strategies and innovative parking technologies*



Previous Partnerships: Uber Funding

Request for technology company campus surrounding improvements

Became a commitment to the community for safety and technology-based solution in TxDOT surplus property

Total funding: \$10.4M

- Technology parking lots: \$4.5M
- Rideshare plaza, pedestrian and signal improvements: \$5.9M



Previous Partnerships: Northwest Highway/Preston Center Study

Parking that will significantly change the transportation/land use balance of the area and solve a transportation problem using land use solutions

Approximately \$48M estimated total cost in 2020

- \$10M Commitment from the Regional Transportation Council (RTC)
- \$10M from the City of Dallas
- \$28M to be committed from the private sector



Previous Partnerships: Collin Creek

Request from City of Plano to support redevelopment of mall into dense mixed-use district

Support transit connection to downtown Plano DART Station

February 2020 - \$55 million for garage and transit service*

- \$30 million commitment from the Regional Transportation Council
 - \$15 million to be repaid as loan
- \$25 million local funding from City of Plano

*Federal funds were ultimately not used for this project due to incompatible construction procurement methods



Policy



Parking Policy Purpose

Through a policy, NCTCOG seeks to support surface and structured parking for a **limited strategic purpose with guiding criteria such as:**

- Parking on public lands or that constitute a reuse of public lands
- Parking advancing safety
- Parking that supports technology solutions and/or companies
- Parking that meets a special event use or location need
- Parking that significantly changes the transportation/land use balance of an area and solves a transportation problem using land use solutions
- Parking that supports transit operation
- Parking that provides environmental, air quality, and/or equity benefits



SMU/Mockingbird Station - Image source: NCTCOG



Policy Purpose

What it will NOT do:

Create more auto trips at the expense of transit ridership

Subsidize development costs without

- a strong regional benefit and/or public interest
- being transit-supportive

What it WILL do:

- Be part of a funding partnership (gap funding)
- Create efficient use of land to accommodate regional growth and fiscal resiliency
- Increase economic impact and expanded transportation options, especially in historically disadvantaged communities
- Promote data-driven decisions and technology as a solution
- Support air quality goals



Parking Garage Funding Policy

The Regional Transportation Council directs North Central Texas Council of Governments staff to support publicly owned surface and structured parking for strategic purposes that generally meet criteria including, but not limited to:

- reuse of public lands
- advancing safety
- support of technology solutions and/or companies
- support special event use or location needs
- significantly changes the transportation/land use balance of an area and solves a transportation problem using land use solutions
- supports transit operation
- provides environmental, air quality, and/or equity benefits



Funding Requests



Current Request: Mockingbird Station

Currently 725 surface spaces exist and will be replaced with structured parking to enable:

- Mixed income, multi-family residential going into site (20% affordable housing)
- Mixed use, transit-oriented (future hotel and office tower)
- Phase 1 mixed-income residential and site infrastructure development cost is \$117.8M
- City is contributing \$29M to support phase 1 development

Underground public parking garage requested, 500 spaces, three levels

Located adjacent to Dallas Area Rapid Transit (DART) Light Rail Station at the Mockingbird Station

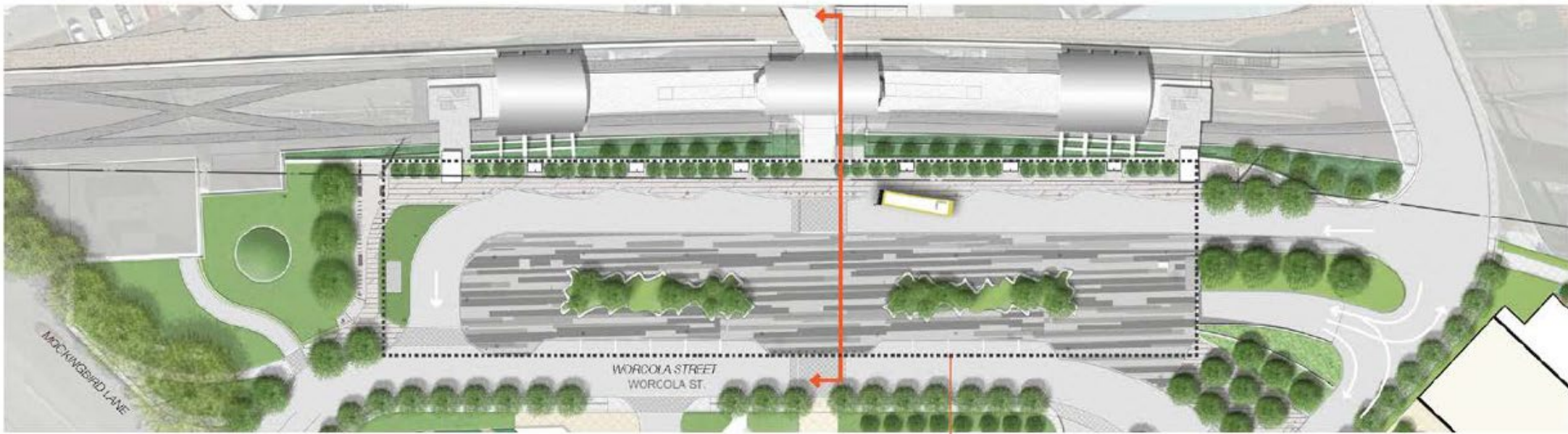
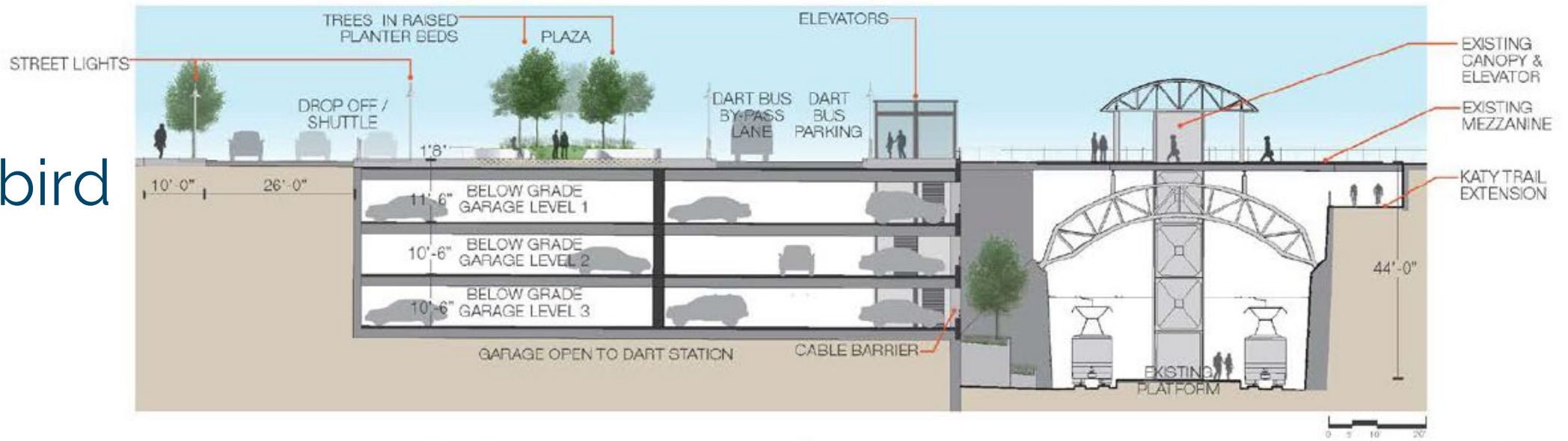
\$31.2M cost estimate for the garage

- DART has committed \$10M for garage
- City is requesting the RTC fill the gap, NCTCOG staff recommends a maximum \$20M RTC commitment (to be split with DART, details on slide 16 “DART Partnership”)
- Developer working on cost savings to reduce cost gap, will cover remaining gap

Facility will be owned and operated by DART



Mockingbird Station



PHASE 1 - BELOW GRADE PARKING STRUCTURE

TCC Mockingbird Station East
Dallas, Texas



Evaluation of Policy: Mockingbird Station Garage

Guiding Principles:

- ✓ Public Land
- X Safety
- ? Technology/Parking Management
- ✓ Special Events/Location
- ✓ Land Use/Transportation Connection
- ✓ Transit-Supportive
- X Environmental/Equity

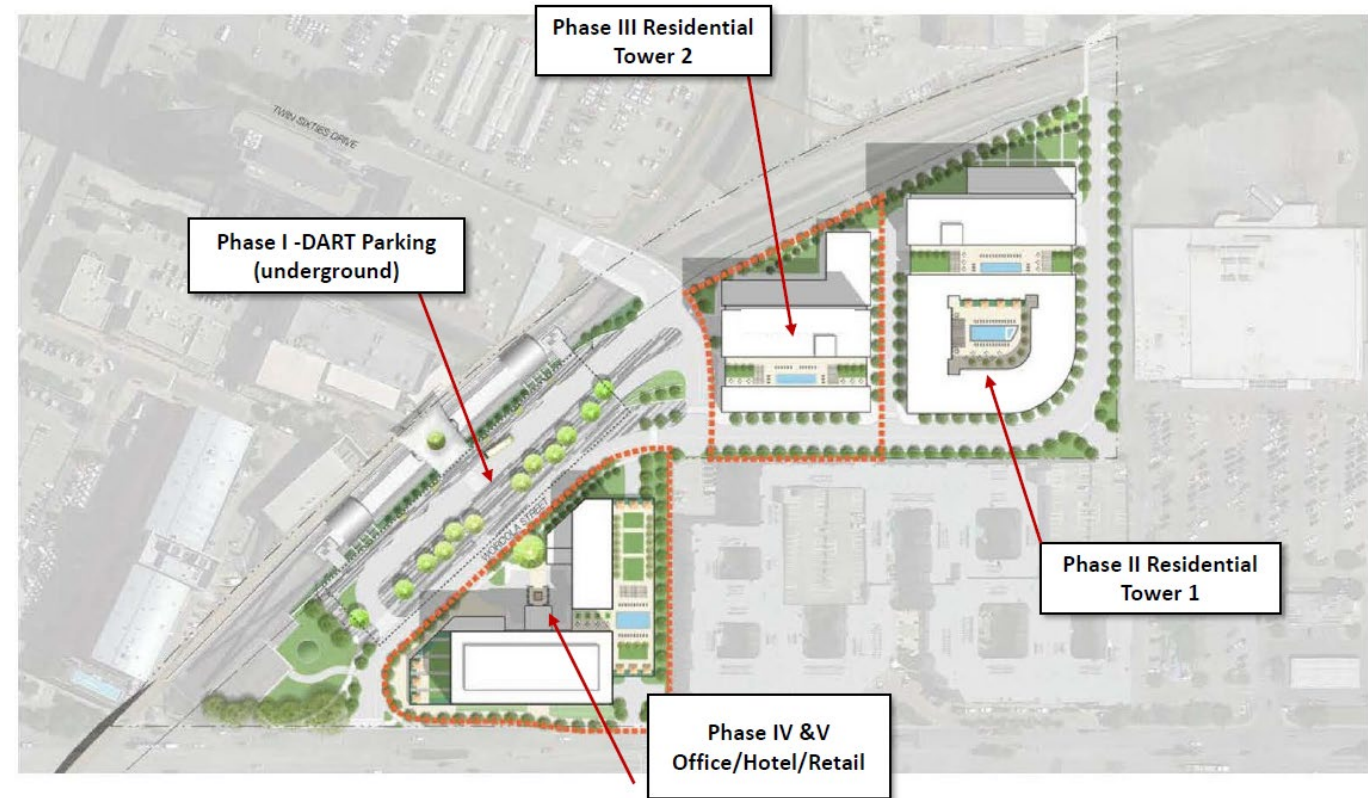


Image source: DART, 2021



Current Request: Dallas Zoo

- 811-space garage requested
- Located adjacent to DART Light Rail Station at the Dallas Zoo, provides parking for Southern Gateway Deck Plaza
- \$21.5M cost estimate
 - City of Dallas has committed \$3.5M
 - \$10M proposed with federal STBG funds from the RTC
 - \$8M to be paid by Dallas Zoological Society (private donations)
- Facility will be owned by the City of Dallas
- Discussions underway regarding potential fee structure for garage users



Evaluation of Policy: Dallas Zoo Garage

Guiding Principles:

- ✓ Public Land
- ✓ Safety
- ? Technology/Parking Management
- ✓ Special Events/Location
- X Land Use/Transportation Connection
- ✓ Transit-Supportive
- ✓ Environmental/Equity



Image source: Dallas Zoo, 2021



DART/City of Dallas Partnership

Create approximately \$100 million partnership with DART/City of Dallas

- \$10 million trade (federal to local) for Zoo garage
- \$20 million trade (federal to local) for Mockingbird Station project
 - Some portion of \$20 million (to be determined)
- Partnership will involve request for \$10 million MPO Revolver
- Trade with DART/City of Dallas to create additional RTC local funding capacity (amount to be determined)



Other Requests Under Development

[NOT part of today's requested action]

Existing Transit Stations

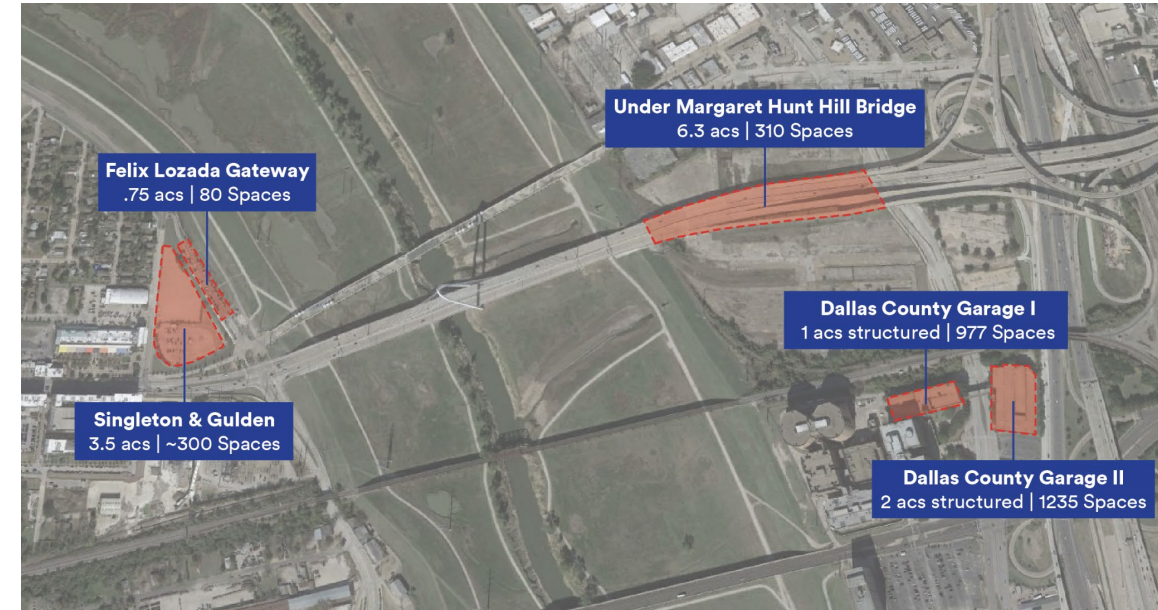
- Downtown Plano
- Addison Circle
- Downtown Farmers Branch

Future Transit Stations

- Mansfield

Regional Destination & Public Lands Reuse

- Trinity Park Conservancy



Draft parking locations for Harold Simons Park



Requested Action

- Approval of the parking policy with strategic purpose/criteria for parking funding requests.
- Fund City of Dallas request for SMU/Mockingbird Station parking garage with \$20 million in federal STBG funds to be matched by existing local funds on project.
- Fund City of Dallas Zoo parking garage request for \$10 million in federal STBG funds to be matched by local funds.
- Direct staff to pursue DART/**City of Dallas** funding partnership as presented.
- Direct staff to administratively amend the Transportation Improvement Program and other planning/administrative documents to include these projects.



Staff Contacts/Questions?



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NCTCOG PRESENTATION

**APPROVAL OF US 75
TECHNOLOGY LANE FOR
PARTNERSHIP WITH LOCAL
GOVERNMENT AND TEXAS
DEPARTMENT OF
TRANSPORTATION**

MICHAEL MORRIS, P.E.

REGIONAL TRANSPORTATION COUNCIL

July 14, 2022

Technology Lane and Operation on US 75 Between IH 635 and S.H. 121 McKinney

Removal of Pylons and Joint Operation of all Freeway Lanes

Aggressive Response to Incidents and Accidents for More Reliability

Advancing Green Signal Timing on Frontage Road to Bypass Incidents

Begin, Again, Permanent Improvement Plan for US 75



USDOT June 16, 2020 Negotiated Position

Southbound

22 Hours
2 Hours a.m. Weekly

Allowed Vehicles

HOV/SOV/Motorcycles
HOV/Motorcycles Only

Northbound

22 Hours
2 Hours p.m. Weekly

HOV/SOV/Motorcycles
HOV/Motorcycles Only



Proposed Action

Advance RTC Approval of \$57M

Add Green Vehicles to Peak Periods

- Alternative Fuel (methanol, natural gas, hydrogen, LNG)
- Electric (all battery and predominantly electric hybrid with plug in)

Weekend Open to All Vehicles

Endorsement by Dallas, Richardson, Plano, Allen and McKinney



Metropolitan Planning Organization Certification

FHWA/FTA Required to Review Transportation Planning Process Every 4 Years

Dallas-Fort Worth Transportation Management Area

- Dallas-Fort Worth-Arlington Urbanized Area
- Denton-Lewisville Urbanized Area
- McKinney Urbanized Area

Overall Conclusion:

- DFW TMA Planning Process is Certified
- Meets Planning Requirements under Title 23 and Title 49

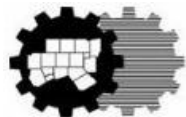
20 Review Areas:

- 19 - Meets Provisions
- 1 - Marginally Meets Provisions
- 2 - Recommendations
- 12 - Commendations



2023 UNIFIED TRANSPORTATION PROGRAM (UTP) AND REGIONAL 10-YEAR PLAN UPDATE

Regional Transportation Council
July 14, 2022



North Central Texas
Council of Governments
Transportation Department

BACKGROUND

- Texas House Bill (HB) 20 requires that Metropolitan Planning Organizations (MPO) develop 10-Year Plans using performance-based planning and project selection methods.
- Includes projects funded with Category 2 (MPO selected), Category 4 (TxDOT District selected), and Category 12 (Texas Transportation Commission [TTC] selected)
- The Regional 10-Year Plan was originally approved by the Regional Transportation Council (RTC) in December 2016.
- This plan is updated annually in conjunction with the development of TxDOT's UTP.

ACTIVITIES SINCE LAST UPDATE

- TxDOT began developing the 2023 UTP.
- NCTCOG staff has coordinated with the TxDOT Districts regarding project updates (e.g., costs/funding, environmental clearance and let dates), and potential new projects.
- To satisfy a March 1, 2022 deadline set forth by TxDOT, a draft project listing was developed that included project revisions and potential new projects.
- Received feedback in early June from TxDOT Headquarters regarding the region's funding requests
 - Not all of the region's requested Category 2 funds were picked up
 - Staff coordinating with TxDOT to determine reasons and path forward

PRINCIPLES FOR THE DEVELOPMENT OF THE REGIONAL 10-YEAR PLAN

- Project should be included in Metropolitan Transportation Plan
- Focus on “system” versus new, stand-alone projects
- Fully fund existing projects before funding new projects
- Ensure equity of county allocations
- Maintain toll lanes/toll managed lanes on selected corridors
- Re-fund previously unfunded projects, when possible
- Ensure all RTC projects are approved in 2023 UTP (including “placeholders”)
- Projects must be scored and should have a score sufficient to qualify for funding

REGIONAL FUNDING ALLOCATIONS FOR 2017-2023 UTPs

Funding Category*	2017 Allocation	2018 Allocation	2019 Allocation	2020 Allocation	2021 Allocation	2022 Allocation	2023 Proposed Allocation
Category 2	\$3.784	\$3.607	\$3.832	\$3.516	\$2.913	\$2.931	\$3.205
Category 4	\$0.830	\$1.553	\$1.637	\$1.537	\$1.340	\$1.348	\$1.593
Category 12	\$0.812	\$2.130	\$1.395	\$3.041	\$3.089	\$2.601	\$3.132
Total Allocation	\$5.426	\$7.290	\$6.864	\$8.094	\$7.342	\$6.880	\$7.930

* Amounts shown in billions

PROPOSED SOUTHEAST CONNECTOR FUNDING EXCHANGE (CATEGORY 2/CATEGORY 12 FUNDS)

- The Southeast Connector project came in \$800 million over the estimate.
- The project was split into four pieces, with only the first one being fully funded
- Seeking funding for only one additional segment, which costs \$468 million
- A partnership with the TTC is being proposed to move Category 2 funds from existing projects in out-years to the Southeast Connector, with Category 12 funds replacing those Category 2 funds.
- If TxDOT and the TTC agree to this proposal, the RTC will request that an Interlocal Agreement be developed so the Category 12 funding cannot be rescinded.
- TxDOT has tentatively agreed with the proposal

PROPOSED CATEGORY 2/CATEGORY 12 FUNDING EXCHANGE (CONTINUED)

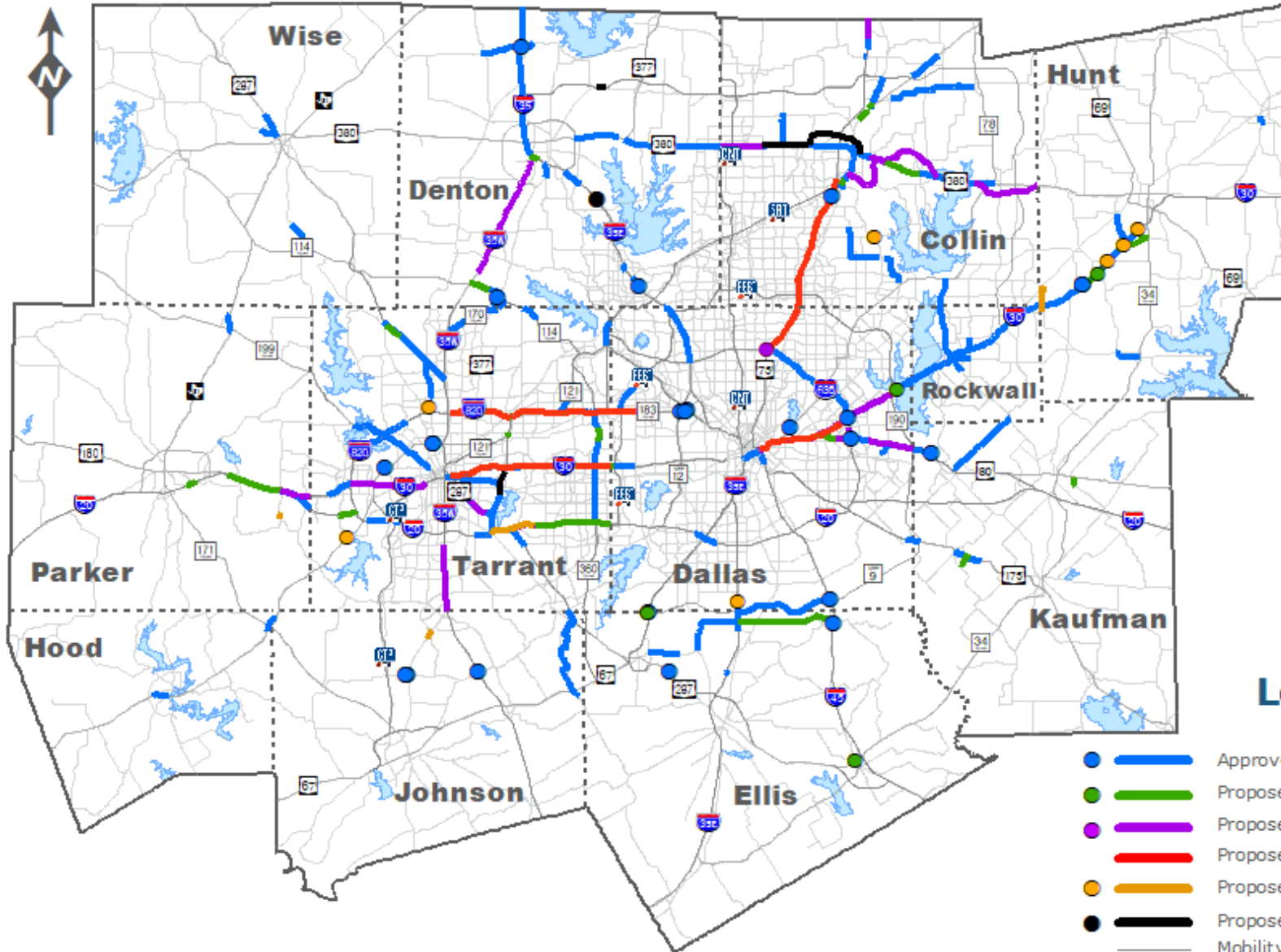
- Below are the projects with Category 2 funding (\$468 million in total) which were proposed to change to Category 12 to offset the funding being added to the Southeast Connector segment:
 - TIP 13070/CSJ 0135-15-002
 - US 380 from JCT US 380/West University (West of McKinney) to JCT US 380/East of University (East of McKinney)
 - Exchange \$283,996,800
 - TIP 13067/CSJ 0135-02-065
 - US 380 from Coit Road to JCT US 380/University Drive
 - Exchange \$120,000,000
 - TIP 13033.5/CSJ 0196-01-113
 - IH 35E at Dobbs Road
 - Exchange \$61,486,864
 - FM 428 Greenbelt
 - Exchange \$2,516,336 (after re-funding project with \$50 million)
- Instead of funding the FM 428 Greenbelt project, TxDOT is proposing to increase the amount of the swap on TIP 13070 by the same amount (to \$286,513,136).

PROPOSED SOUTHEAST CONNECTOR FUNDING EXCHANGE (CATEGORY 2/STBG FUNDS)

- Surface Transportation Block Grant (STBG) funds are not being obligated as quickly as needed, so a Category 2/STBG funding exchange is proposed.
- \$97.9 million of Category 2 funds currently on a section of the Southeast Connector project are proposed to be exchanged with STBG funds.
- Since this Southeast Connector section can go to construction in Fiscal Year 2022, the region will be able to quickly reduce the carryover balance of STBG funds and take advantage of additional STBG funding that became available to the State.
- To complete the exchange, 15 projects across the region that are currently funded with \$97.9 million of STBG funds are proposed to be funded with Category 2 funds instead (refer to comment section in Planned Project list for specific projects).

Dallas-Fort Worth Regional 10 Year Plan Projects

FY 2017 - FY 2032












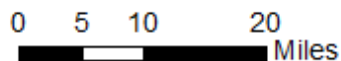
Dallas CBD



Fort Worth CBD

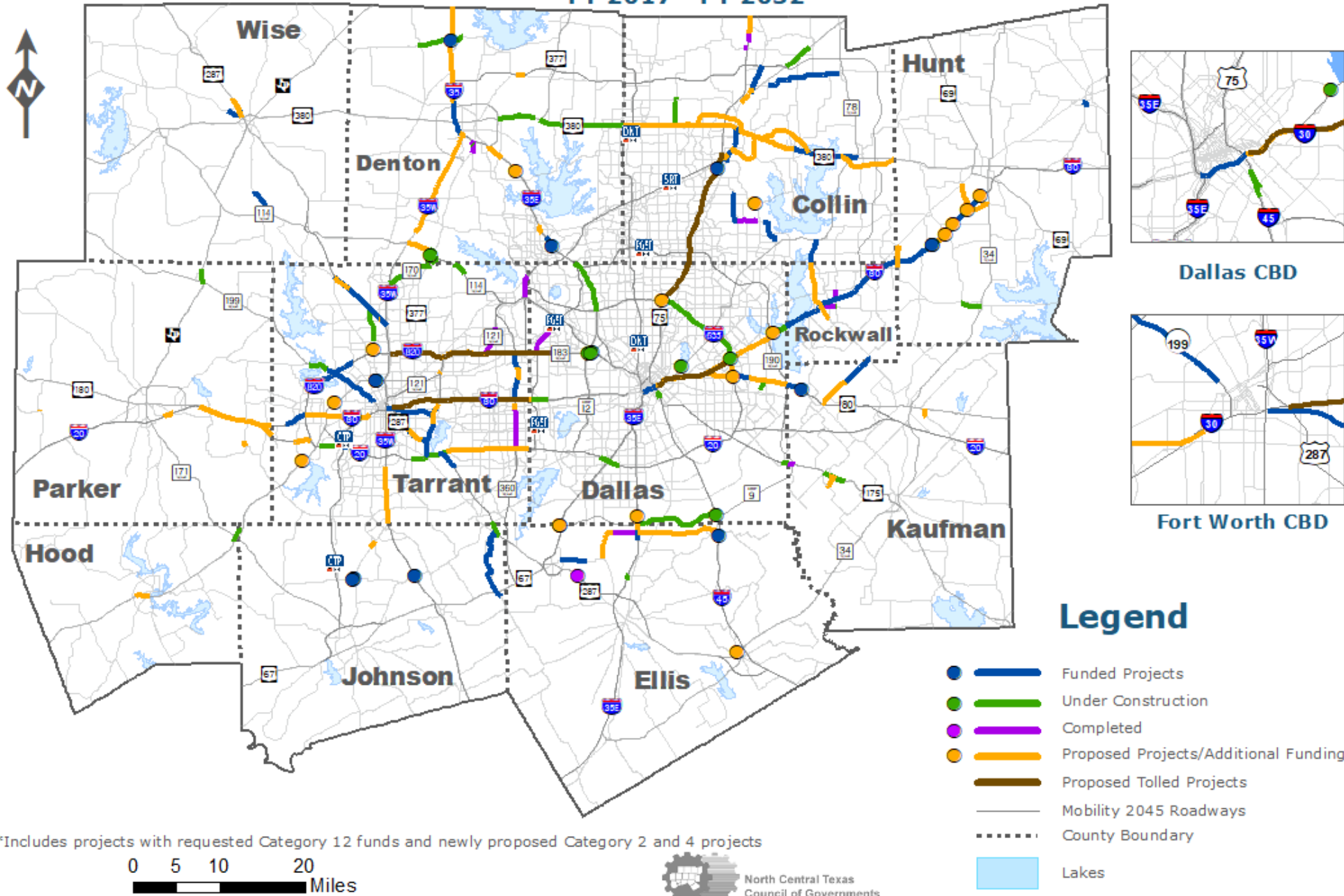
Legend

-  Approved 10 Year Plan Projects
-  Proposed New Category 2 and 4 Projects
-  Proposed New Category 12 Projects
-  Proposed Tolled Projects
-  Proposed STBG/Category 2 Funding Swap
-  Proposed Category 2/Category 12 Funding Swap
-  Mobility 2045 Roadways
-  County Boundary
-  Lakes

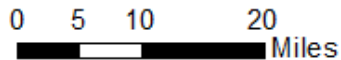


Dallas-Fort Worth Regional 10 Year Plan Project Status

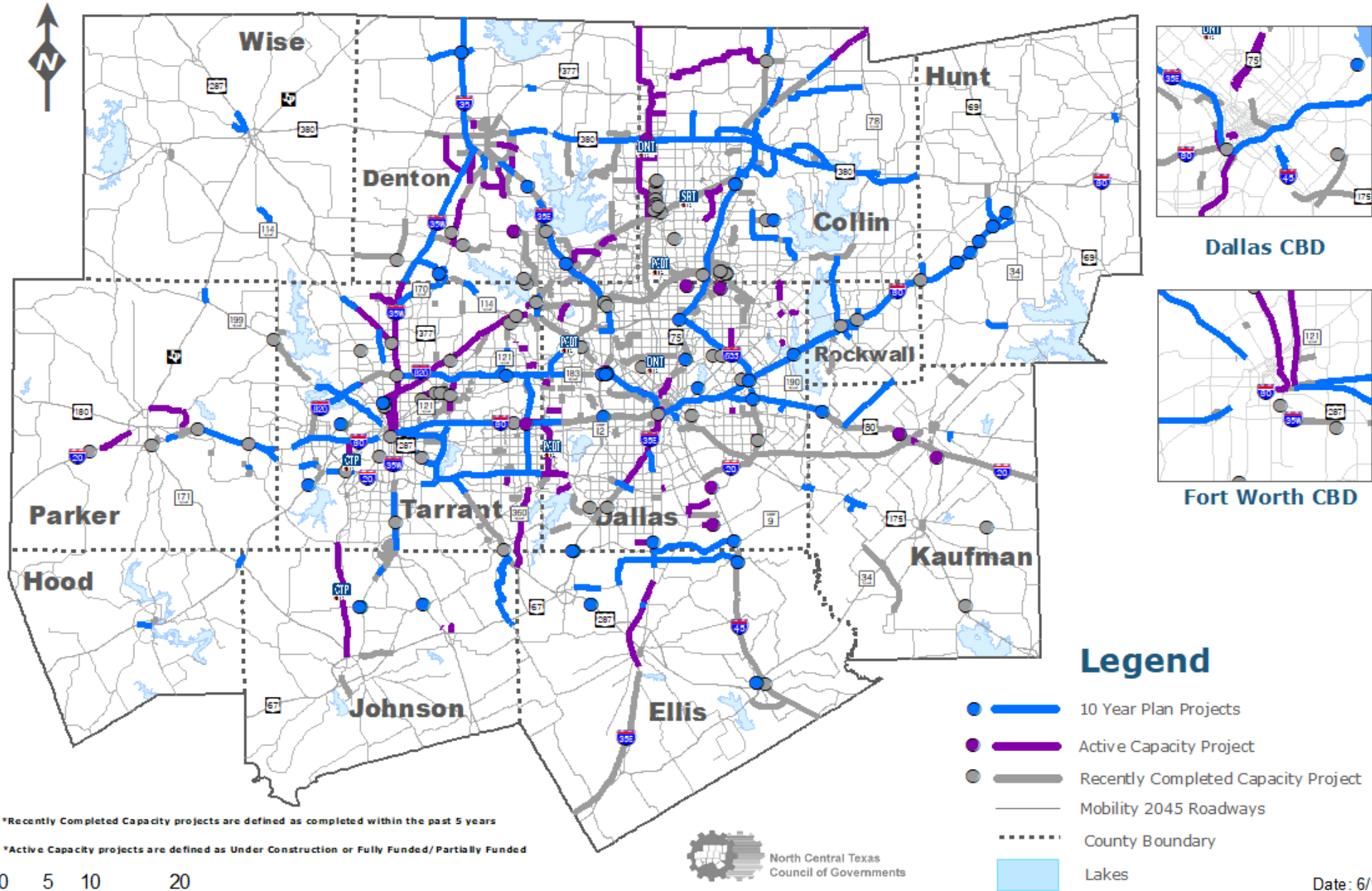
FY 2017 - FY 2032



*Includes projects with requested Category 12 funds and newly proposed Category 2 and 4 projects



Recently Completed & Active Capacity Transportation Projects including 10 Year Plan Projects



*Recently Completed Capacity projects are defined as completed within the past 5 years

*Active Capacity projects are defined as Under Construction or Fully Funded/Partially Funded

NEXT STEPS

- Finalize project selection/update efforts in coordination with TxDOT staff
- Bring back the listings for approval
- Bring back any project changes to the committees once the TTC weighs in

TIMELINE

MEETING/TASK	DATE
Funding Targets Received	February 2022
Initial draft list due to TxDOT	March 1, 2022
Public Involvement	June 2022
STTC Information	June 24, 2022
RTC Information	July 14, 2022
STTC Action	July 22, 2022
RTC Action	August 11, 2022
TxDOT Public Involvement for 2023 UTP	July 2022 and August 2022
Anticipated TTC Approval of 2023 UTP	August 2022

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