AGENDA
Regional Transportation Council
Thursday, July 14, 2022
North Central Texas Council of Governments

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

Pledge to the United States and Texas Flags

1. Opportunity for Public Comment on Today’s Agenda
   ☑ Information Minutes: 10
   Item Summary: Members of the public may comment on any item(s) on
today’s agenda at this time. If speaking, please complete a
Speaker Request Card, available at the meeting, and provide
to the North Central Texas Council of Governments
designated staff person. A maximum three (3) minutes is
permitted per speaker. At the conclusion of this item, no
further opportunities for public comment will be provided for
the duration of the meeting.
   Background: N/A

1:10 – 1:15 2. Approval of June 9, 2022, Minutes
   ☑ Action □ Possible Action □ Information Minutes: 5
   Presenter: Duncan Webb, RTC Chair
   Item Summary: Approval of the June 9, 2022, meeting minutes contained in
   Electronic Item 2 will be requested.
   Background: N/A

1:15 – 1:20 3. Consent Agenda
   ☑ Action □ Possible Action □ Information Minutes: 5

3.1. Modifications to the Fiscal Year 2022 and Fiscal Year 2023 Unified
     Planning Work Program
   Presenter: Dan Kessler, NCTCOG
   Item Summary: 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 North Central Texas Council
   of Governments (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, and funding adjustments. The proposed amendments have been posted on the NCTCOG website for public review and comment as part of the June public outreach opportunity and are also included as Electronic Item 3.1.1. Additional information is provided in Electronic Item 3.1.2. Public comments received as a result of the public outreach process, if any, will be provided prior to requesting RTC approval. The Surface Transportation Technical Committee took action at its June 24, 2022, meeting to recommend Regional Transportation Council approval.

Performance Measure(s) Addressed: Administrative

1:20 – 1:30

4. Orientation to Agenda/Director of Transportation Report

☐ Action  ☐ Possible Action  ☑ Information  Minutes:  10

Presenter:  Michael Morris, NCTCOG

1. RTC Bylaws Revisions Subcommittee (Electronic Item 4.1)
2. Status of BUILD Grant with BNSF, Trinity Metro, and DART
3. NCTCOG Awarded Federal Transit Administration’s Areas of Persistent Poverty Grant to Help Improve Transportation in Southeast Fort Worth
4. SH 183/Cintra - $1.5 Billion
5. Reviewing Rules for Public Comments at Regional Transportation Council Meetings
6. NCTCOG Letter to Texas House Representative Terry Canales about the Local Initiatives Projects (LIP) Program and TxDOT on the Texas EV Infrastructure Plan (Electronic Item 4.2)
7. FIFA World Cup: 2026
8. 2022 Transportation Safety Performance Report
9. 2022 WTS Innovative Transportation Solutions Award Winner: DFW High-Speed Transportation Connections Study (Electronic Item 4.3)
10. Megaregions and America’s Future Book (Handout)
11. IIJA USDOT Competitive Grant Program Matrix (Electronic Item 4.4)
12. RTC/Irving Summit on August 18, 2022
13. TransPOD Certification Facility Proposal (Electronic Item 4.5)
14. Air Quality Funding Opportunities for Vehicles (www.nctcog.org/aqfunding)
15. Dallas-Fort Worth Clean Cities Events (www.dfwcleancities.org)
16. Status Report on Texas Volkswagen Environmental Mitigation Program Funding (Electronic Item 4.6)
17. 2022 Ozone Season Update (Electronic Item 4.7)
18. June Public Meeting Minutes (Electronic Item 4.8)
19. Public Comments Report (Electronic Item 4.9)
20. Recent Correspondence (Electronic Item 4.10)
21. Recent News Articles (Electronic Item 4.11)
22. Recent Press Releases (Electronic Item 4.12)

1:30 – 1:40  5. Transportation Alternatives Call for Projects
☑ Action  □ Possible Action  □ Information  Minutes: 10
Presenters: Kevin Kokes, NCTCOG
Item Summary: Regional Transportation Council (RTC) action will be requested to open the 2022 Transportation Alternatives (TA) Set-Aside Program Call for Projects for the North Central Texas Region.
Background: Approximately $40-$50 million is anticipated to be available to fund active transportation projects, including Safe Routes to School (SRTS) projects, Safe Routes to Rail projects, and Safety-related improvements in the Urbanized Area of the North Central Texas region. Projects eligible under this program include the construction of on- and off-road pedestrian and bicycle facilities, multi-modal connections to public transportation, SRTS-related education activities, and pedestrian and bicycle infrastructure that will substantially improve safety. Staff will present an overview of the application categories and eligible projects, program rules, and the schedule for the Call for Projects. Additional information is provided in Electronic Item 6.
Performance Measure(s) Addressed: Safety, Transit

1:40 – 1:50  6. Fiscal Year 2023-2025 Disadvantaged Business Enterprise Proposed Goal
☑ Action  □ Possible Action  □ Information  Minutes: 10
Presenter: Ken Kirkpatrick, NCTCOG
Item Summary: Staff will request approval of the Disadvantaged Business Enterprise (DBE) Participation Goal for FY2023-FY2025.
Background: The North Central Texas Council of Governments (NCTCOG) is required by the Federal Transit Administration to revise its DBE Participation Goal every three years. The current DBE Participation Goal is valid until September 30, 2022. Staff has developed a schedule to meet this deadline that also encourages and provides opportunity for public participation and comment. Staff will present goals to the Regional Transportation Council for approval. Additional details are provided in Electronic Item 6.
Performance Measure(s) Addressed: Administrative, Transit
1:50 – 2:00

7. **Regional Parking Garage Policy and Funding; Potential Partnership with Dallas Area Rapid Transit**

- **Action**
- **Possible Action**
- **Information**
- Minutes: 10

**Presenters:** Karla Windsor and Michael Morris, NCTCOG

**Item Summary:** In response to local government requests for parking lot and garage funding related to major redevelopment projects, a policy guiding these funding decisions is recommended. Additionally, two initial projects that would apply to this policy are proposed for regional funding, along with the funding program with Dallas Area Rapid Transit. Staff will request approval of the Regional Parking Garage Policy and initial projects.

**Background:** North Central Texas Council of Governments staff has received several parking-related funding requests from local governments that support strategic land use developments. Past funding for parking facilities has been allocated following recommendations from area plans and stakeholder engagement. Mobility 2045 includes parking management and technology coordination in the land use-transportation connections program. To continue strategic investment in regional developments, staff recommends a regional parking facility funding policy be adopted by the Regional Transportation Council. The policy would direct support to a limited number of publicly owned surface and structured parking for strategic purposes that generally meet criteria such as safety, enhanced technology, development of special event/regional locations, denser land use, transit, and environmental, air quality, and/or equity benefits. Electronic item 7 contains additional details regarding the proposed policy and two projects proposed for funding.

**Performance Measure(s) Addressed:** Roadway, Transit

2:00 – 2:10

8. **Approval of US 75 Technology Lane for Partnership with Local Government and Texas Department of Transportation**

- **Action**
- **Possible Action**
- **Information**
- Minutes: 10

**Presenters:** Michael Morris, NCTCOG

**Item Summary:** The Regional Transportation Council (RTC) will be requested to approve the US 75 Technology Lane. The project is funded and ready for construction. To expedite implementation the following policy is proposed. HOV and “alternate fueled vehicles including electric” vehicles can use the new lane 24 hours a day. Single Occupant Vehicles can use this inside lane 22 hours per day. The RTC directs staff to present this position to representatives of Dallas and Collin Counties and the Cities of Dallas, Richardson, Allen, and McKinney for endorsement.

**Background:** This project has been on hold for several years awaiting an aligned position of federal, State, regional, and local elected officials. US 75 is the most congested corridor in this region without a permanent Mobility Plan recommendation. As a
result, the interim solution has been extended much longer than intended. The recommendation will come with changes in signal timing on the frontage roads in response to incidents and enforced freeway management response policies. Electronic Item 8 contains previous correspondence from Federal Highway Administration. Staff will provide additional details.

Performance Measure(s) Addressed: Air Quality, Roadway


☐ Action  ☐ Possible Action  ☑ Information  Minutes: 5
 Presenter: Michael Morris, NCTCOG
 Item Summary: The Regional Transportation Council is the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth-Arlington, McKinney and Denton-Lewisville Urbanized Areas. MPO’s are re-certified at least once every 4 years. Electronic Item 9 contains the latest reporting materials from Federal Highway Administration and Federal Transit Administration. Staff will summarize.

Background: On September 23, 2021, and with more detail provided on May 26, 2022, federal agencies provided the re-certification of the NCTCOG Regional Transportation Council. Recommendations, commendations and observations are included. Reports determine that federal responsibilities are being met and documents certification of the metropolitan transportation planning process.

Performance Measure(s) Addressed: Roadway, Transit

2:15 – 2:20  10. Fiscal Year 2022 Bridge Investment Program (BIP)

☐ Action  ☐ Possible Action  ☑ Information  Minutes: 5
 Presenter: Jeff Neal, NCTCOG
 Item Summary: Staff will brief the Council on the Fiscal Year 2022 (FY22) Bridge Investment Program (BIP). This $2.36 billion program solicits applications for three categories of BIP funding opportunities: (1) Planning; (2) Bridge Projects (eligible costs less than/equal to $100 million); and (3) Large Bridge Projects (eligible costs greater than $100 million). Eligible applicants may submit applications for any of the three funding categories, but each category has distinct eligibility/selection criteria and application deadlines to be summarized.

Background: In June 2022, the United States Department of Transportation (US DOT) announced a Notice of Funding Opportunity (NOFO) for the solicitation of applications for FY22 BIP funding. A total of $20 million in FY22 BIP funds are available for Planning Grants. These funds will be awarded on a competitive basis for planning, feasibility analysis, and revenue forecasting associated with development of a project that would subsequently be eligible for BIP funding. Planning
applications are due to US DOT by July 25, 2022. A total of $2.34 billion in FY22 BIP funds are available for the Bridge Projects and Large Bridge Projects opportunities. Funds will be awarded on a competitive basis for bridge replacement, rehabilitation, preservation, and protection projects that: (1) improve safety, efficiency, and reliability of people/goods movement over bridges; and (2) improve the condition of U.S. bridges by reducing (a) the number of bridges (and total person-miles traveled over bridges) in poor condition, or at risk of falling into poor condition within the next three years, or (b) the number of bridges (and total person-miles traveled over bridges) not meeting current geometric design standards or regional transportation network load/traffic requirements.

Available at https://www.fhwa.dot.gov/bridge/bip/index.cfm, the FY22 BIP Notice of Funding Opportunity describes application requirements, evaluation criteria, applicable program and federal requirements, and available technical assistance during the solicitation period. Large Bridge Project applications are due to the US DOT by August 9, 2022, and Bridge Project applications are due by September 8, 2022. Electronic Item 10.1 lists regional bridges currently rated in poor condition via 2021 National Bridge Inventory (NBI) data, and Electronic Item 10.2 outlines BIP information briefed last month to the Surface Transportation Technical Committee. Regional agencies submitting projects must complete the www.grants.gov registration process, usually requiring two to four weeks for completion, prior to submitting applications. Assuming the projected timing for application development per each FY22 BIP funding category, agency requests to receive a letter of support from the Council should be submitted to Kyle Roy, at kroy@nctcog.org, by the following deadlines:

- Planning – July 14, 2022
- Large Bridge Projects – July 29, 2022
- Bridge Projects – August 29, 2022

Performance Measure(s) Addressed: Roadway, Safety
action is the Dallas-Fort Worth region’s response to the House Bill (HB) 20 10-year planning requirement. Since the last update in 2021, North Central Texas Council of Governments (NCTCOG) staff has coordinated with the TxDOT Dallas, Paris (Hunt County), and Fort Worth districts regarding updates to previously approved projects, as well as potential additions to the 10-Year Plan to be included in the 2023 Unified Transportation Program (UTP). In response to a March 1, 2022, deadline set forth by TxDOT, staff worked with TxDOT to draft a list that includes these project updates and potential new candidate projects. In recent weeks, feedback was received from TxDOT Headquarters regarding the region’s funding requests. As part of this update to the 10-Year Plan, proposals for a Category 2/Category 7 and a Category 2/Category 12 funding exchange are being made. To reduce the region’s carryover balance of Category 7 funds and help the State access additional federal apportionment, Category 7 funds are proposed to be removed from several projects and replaced with Category 2 funds. The freed-up Category 7 funds would then be used to replace Category 2 funds on a section of the Southeast Connector that is obligating in FY2022. To address a funding gap on the Southeast Connector project, staff is proposing that Category 2 funds be removed from several out-year projects and be replaced with Category 12 funding in the 2023 UTP. The freed-up Category 2 funds would then be used on a section of the Southeast Connector to advance it by February 2023. Electronic Item 11.1 includes additional information about the process. Electronic Item 11.2 contains the proposed list of planned projects for the Regional 10-Year Plan. Electronic Item 11.3 contains the 10-Year Plan projects that have let or been completed.

Performance Measure(s) Addressed: Roadway, Safety


☐ Action ☐ Possible Action ☑ Information Minutes: 5

Presenter: Christie Gotti, NCTCOG

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

Background: The MPO Milestone Policy was adopted by the RTC to ensure that projects which have been funded for more than 10 years and have not gone to construction are being implemented in a timely manner. In February 2021, the RTC took action on the second round of the Milestone Policy, including a project tracking process and revised set of policy procedures. Staff coordinates with implementing agencies to assess project risk on all Milestone Policy projects until they go to construction. The responses are reviewed, and a rating
is assigned to each project. Status updates on each project, along with their latest ratings, can be found in [Electronic Item 12.1]. Details on the MPO Milestone Policy can be found in [Electronic Item 12.2].

Performance Measure(s) Addressed: Roadway, Transit

2:35 – 2:40  13. **Fiscal Year 2022 Project Tracking**

- Action
- Possible Action
- Information
- Minutes: 5

**Presenter:** Brian Dell, NCTCOG

**Item Summary:** Staff will provide the Council with an update on the status of projects that are part of the FY2022 Project Tracking Initiative created to reduce the region’s carryover funding balances.

**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, what tends to occur is that a project is 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 the MPO Milestone Policy, which identifies projects that have not advanced to construction after being funded for at least 10 years. However, a 10-year project review does not create an action plan soon enough to reduce the region’s growing Congestion Mitigation and Air Quality Improvement Program (CMAQ), Surface Transportation Block Grant Program (STBG), and Transportation Alternatives (TA) Set Aside carryover balances. As a secondary offensive measure against these delays, staff has implemented a project tracking initiative which highlights project schedule commitments to the Surface Transportation Technical Committee and the RTC on a regular basis and reports local agency progress toward the committed project development schedules. A list of project phases scheduled to begin in FY2022 can be found in [Electronic Item 13.1]. Additional details on this initiative can be found in [Electronic Item 13.2].

Performance Measure(s) Addressed: Air Quality

2:40 – 2:50  14. **Regional Sidewalk Data Layer**

- Action
- Possible Action
- Information
- Minutes: 10

**Presenter:** Karla Windsor, NCTCOG

**Item Summary:** Staff will provide information on the upcoming purchase and creation of a regional geographic information systems (GIS) layer for existing sidewalks for qualifying municipalities of the metropolitan planning area (MPA).

**Background:** The North Central Texas Council of Governments (NCTCOG) Transportation Department is developing a regional sidewalk spatial data layer. This will support improved regional level planning for pedestrian safety, transit access, context sensitive street needs, and improved walkable land use planning and coordination. In February 2022, Transportation Department
staff emailed various staff at 159 municipal governments in the MPA (those with 2021 populations estimated to be over 1,000) asking if they have existing sidewalk GIS data. Staff is recommending that new data be created for approximately 139 cities needing new or updated sidewalk data. The Transportation Department is using the NCTCOG Spatial Data Cooperative Program to purchase sidewalk data digitized from aerial imagery. Applicable cities with data being collected for their jurisdiction have received communication requesting a funding partnership for the data purchase. The deadline to respond is July 29, 2022. A table of cities is included in Electronic Item 14.1. Additional details are available in Electronic Item 14.2.

Performance Measure(s) Addressed: Safety, Transit

15. **Progress Reports**
   - **Action**
   - **Possible Action**
   - **Information**
   
   Item Summary: Progress Reports are provided in the items below.

   - RTC Attendance (Electronic Item 15.1)
   - STTC Attendance and Minutes (Electronic Item 15.2)

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

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

18. **Next Meeting:** The next meeting of the Regional Transportation Council is scheduled for **1:00 pm on August 18, 2022, at the Irving Convention Center.**
MINUTES
REGIONAL TRANSPORTATION COUNCIL
June 9, 2022

The Regional Transportation Council (RTC) met on June 9, 2022, at 1:00 pm in the Transportation Council Room of the North Central Texas Council of Governments (NCTCOG). The following members or representatives were present: Daniel Alemán Jr., Richard Aubin, Steve Babick, Adam Bazaldua, Elizabeth Beck, Gyna Bivens, Roy Brooks, Ceason Clemens, Dianne Costa, Theresa Daniel, Jeff Davis, Pat Deen, Janet DePuy, Andy Eads, Gary Fickes, Carlos Flores, George Fuller, Raul H. Gonzalez, Barry L Gordon, Rick Grady, Lane Grayson, Mojy Haddad, Roger Harmon, Clay Lewis Jenkins, Ron Jensen, Carl L. Johnson, Brandon Jones, Mike Leyman, Alison Maguire, B. Adam McGough, Cara Mendelson, Omar Narvaez, Phillip Ritter, Chris Schulmeister, Gary Slagel, Bobby Stovall, Jeremy Tompkins, T. Oscar Trevino Jr., William Tsao, Duncan Webb, and Ruby Faye Woolridge.

Others present at the meeting included: Vickie Alexander, Rick Bailey, Nathan Benditz, Brandi Bird, Scott Booth, David Boski, Jason Brown, Laura Cadena, Drew Campbell, Jack Carr, Angie Carson, Curt Cassidy, Laylou Daher, Clarence Daugherty, Brian Dell, Caryl DeVries, Staron Faucher, Kevin Feldt, Carmen Garcia, Tony Hartzel, Travis Kelly, Dan Kessler, Ken Kirkpatrick, Chris Klaus, Michael Knowles, Dan Lamers, Eron Linn, Dan McCloudon, Erin Moore, Jeff Neal, Mark Nelson, Lauren Patterson, Kelly Porter, James Powell, Vercie Pruitt-Jenkins, Guillermo Quintanilla, Tito Rodriguez, Allan Rutter, Toni Stehling, Shane Tully, Brendon Wheeler, Brian Wilson, and Casey Wright.

1. **Opportunity for the Public to Comment on Today's Agenda:** This item allows members of the public an opportunity to comment on agenda items. Regional Transportation Council Chair Theresa M. Daniel asked if there were any public comments. No members of the public chose to speak at the meeting or provide written comments.

2. **Approval of the May 12, 2022, Minutes:** The minutes of the May 12, 2022, meeting were approved as submitted in Electronic Item 2. Rick Grady (M); Omar Narvaez (S). The motion passed unanimously.

3. **Consent Agenda:** The following items were included on the Consent Agenda.

   3.1. **2023-2026 Transportation Improvement Program (TIP) Document and Final Statewide TIP (STIP) Listings:** A recommendation for Regional Transportation Council (RTC) approval of the 2023-2026 TIP document, the final STIP listings, and the ability to amend the Unified Planning Work Program (UPWP) and other planning/administrative documents was requested. A new TIP is developed every two years through a cooperative effort between the North Central Texas Council of Governments, the Texas Department of Transportation, local governments, and transportation authorities. The TIP is a staged, multi-year listing of transportation projects with committed funding from federal, state, and local sources within the Dallas-Fort Worth Metropolitan Area. Electronic Item 3.1 contained an overview of the TIP development process and schedule. The 2023-2026 TIP Document and final STIP listings are available at the following weblink: [https://www.nctcog.org/trans/funds/tip/transportation-improvement-program/2023-2026tip](https://www.nctcog.org/trans/funds/tip/transportation-improvement-program/2023-2026tip).
3.2. **Air Quality Funding Recommendations Related to the Environmental Protection Agency National Clean Diesel Funding Assistance Program:**

Staff requested Council approval of funding recommendations for the North Texas Clean Diesel Project 2021 Call for Projects. The North Central Texas Council of Governments opened the North Texas Clean Diesel Project 2021 Call for Projects (CFP) through an Environmental Protection Agency National Clean Diesel Funding Assistance Program award. The CFP award grants funds for replacements of on-road diesel vehicles and engines, nonroad diesel equipment, diesel transport refrigeration unit trailers, diesel drayage trucks, locomotive engines, and locomotive shore power installation in North Central Texas. Applications were received from the City of Dallas, Hirschbach Motor Lines, and Smurfit Kappa by the CFP deadline of April 15, 2022. Staff completed review, quantified emissions, and developed project funding recommendations. This initiative is an extension of clean vehicle efforts listed as Weight-of-Evidence in the current State Implementation Plan. Electronic Item 3.2.1 provided an overview of the call for projects and staff recommendations. Electronic Item 3.2.2 provides detailed project listings.

A motion was made to approve Items 3.1 and Item 3.2 on the Consent Agenda. Gary Fickes (M); Duncan Webb (S). The motion passed unanimously.

3.3 **Endorsement of Western Subregion Transit Partnership:**

On June 9, 2022, Regional Transportation Council approved Electronic Item 3.3 on transit partnerships that permitted a path forward for the East Lancaster corridor to be submitted for federal Discretionary funds. Electronic Item 3.3 contained the funding allocation for the extension of passenger rail into the Fort Worth hospital district and the construction of the Trinity Lakes Station. The City of Fort Worth is proceeding with Katy Lofts without Regional Transportation Council funds. A minor adjustment to the IH 35W Guaranteed Transit Program was included in the approval request. Again, the Lancaster project requested for endorsement.

Michael Morris requested Consent Agenda Item 3.3 to be taken off the Consent Agenda and presented due to an update to the project that returned 17 million Transportation Development Credits back to the Regional Transportation Council. A motion was made to approve Item 3.3 as presented. Gyna Bivens (M); George Fuller (S). The motion passed unanimously.

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

Michael Morris highlighted items on the Director of Transportation Report. He noted we received notification from Federal Highways Administration and Federal Transit Authority on the Certification of the Regional Transportation Council in 2021 (FHWA/FTA) and will be formerly presented in July that we are a Certified Metropolitan Planning Organization. Chair Andy Eads held the RTC Bylaws Revisions Subcommittee meeting prior to the RTC meeting and will bring information on the Bylaws in the August meeting since they meet review the Bylaws every four years. Michael mentioned we have been working closely with Texas Department of Transportation, Commissioner Gary Fickes, and the Mayors near Alliance to present an opportunity to open a critical intersection in the Haslet/Intermodal Parkway “L” $2.5 Change Order to advance completion to March 2023. Michael thanked Ken Kirkpatrick for his help mediating on the IH 635/IH 35 Wishbone Connector. Revenue Share. Additional details provided in Electronic Item 4.1, Electronic Item 4.2 and Electronic Item 4.3. The 2022 Women’s Transportation Seminar (WTS) awarded the 2022 WTS Innovative Transportation...
Solutions Award Winner to NCTCOG staff for the Dallas-Fort-Worth High-Speed Transportation Connections Study. Michael congratulated Brian Wilson on the 2022 Progress North Texas. The theme for the new document is Transportation in the age of COVID-19. In addition, Michael thanked and congratulated gifted student artist Vianney Medellin from Dallas Independent School District for the cover art and Chair Daniel for her cover letter introducing the publication and theme in the document. Michael also mentioned letters will be sent out by Karla Windsor and Travis Liska's team on the upcoming Regional Sidewalk Inventory for the whole region. The remaining items were not presented.

5. **Mobility 2045 Update and Transportation Conformity:** Brendon Wheeler and Chris Klaus described updates on development of the Mobility 2045 Update that was presented for action, including a new financial plan, updated demographic forecasts, updated travel demand modeling tool, and necessary refinements to policies, programs, and projects in the current plan, Mobility 2045. The major components are as follows: plan content such as programs, policies, and projects; financial plan, including financial constraint; nondiscrimination analysis, which shows no disparate impacts found; air quality conformity consistent with federal/state air quality goals. Recent revisions to project maps/listings include administrative refinements for consistency with TIP and MTP recommendations (Project ID’s, costs, names, limits, etc.), project development phases and staging adjustments for consistency, and one minor change to the plan recommendations, State Highway 175 (SH 175) in Kaufman County was included in the asset optimization recommendations due to safety concerns for that corridor. Chapter contents include Map Your Experience summaries added to Mobility Options and Social Considerations, air quality conformity results added to Environmental Considerations chapter, and Financial Reality chapter updated with final figures. Including the draft financial plan expenditures to maximize existing system: $39.5B for the overall financial plan comes to a total of $148.3B. The official public comment period began April 1, 2022, and concluded May 31, 2022. The public comments received have been constructive and supportive of the plan. Chris Klaus provided an overview of the 2022 Transportation Air Quality Conformity Analysis, which is required by federal legislation. It demonstrates that projected emissions from transportation projects are within emission limits (Motor Vehicle Emissions Budgets) established by the State Implementation Plan (SIP), and ensures federal funding and approval is applied to transportation projects that are consistent with air quality planning goals. Draft project listings were included as Electronic Item 5.1, and a comprehensive list of public comments received was available in updated, blue-sheeted Electronic Item 5.2.1. Additional details were provided in updated, blue-sheeted Electronic Item 5.3.

A motion was made to approve the Regional Transportation Council resolution adopting Mobility 2045 – 2022 Update as the Metropolitan Transportation Plan for the region and the 2022 Transportation Conformity results as presented. George Fuller (M); Richard Aubin (S). The motion passed unanimously.

6. **Dallas-Fort Worth Regional East/West Funding Distribution – Infrastructure Investment and Jobs Act:** Brian Dell provided an overview on the funding distribution between the Eastern (Dallas and Paris Districts) and Western (Fort Worth District) subregions with the recent passage of the Infrastructure Investment and Jobs Act (IIJA). Federal funding comes to the region from federal transportation apportionments via the Texas Department of Transportation (TxDOT). Apportionments are based on several factors depending on the funding source (e.g., population, emissions). While funds cannot be suballocated to cities or counties (per federal law), funds can be split along TxDOT District lines. This practice has helped the region stay focused on overall priorities versus focusing
on what local government or agency has received funding. Instead, each subregion works within their available funding. Regional Transportation Council (RTC) Bylaws require that funding distributions be reevaluated with each new transportation funding bill for air quality and mobility funds; transit funds are re-evaluated each year as federal apportionments are received. On November 15, 2021, the Infrastructure Investment & Jobs Act (IIJA) was signed into law, which necessitates a review of the latest East/West funding distribution. The first category of funds is the Air Quality funds: Funding intended for air quality projects that address attainment of national ambient air quality standards in nonattainment areas. Allocations to the region are based on population and air quality nonattainment factors. The East/West funding split for air quality funds generally applies to Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds and Transportation Alternatives Set-Aside funds. East/West Distribution Formula Inputs are based on tons per day of ozone precursors, specifically Volatile Organic Compounds (VOCs) and Nitrogen Oxides (NOx). The second category is Mobility Funds which are designed for mobility projects addressing transportation needs within Metropolitan Area Boundaries with populations of 200,000 or greater. Allocations are based on the population of Urbanized Areas (UZA) in the region. Resulting percentage split applies to the RTC’s mobility funding categories such as Surface Transportation Block Grant Program (STBG) and Category 2 funding. East/West Distribution Formula Inputs include population, employment, activity (population and employment equalized to account for communities where available jobs might exceed population or vice versa) and Vehicle Miles Traveled (VMT). Brian noted that over the last six years staff has been operating under funding distribution percentages from the Fixing America’s Surface Transportation Act or FAST Act (2015). Formula Inputs for Mobility funds under the current IIJA round out to 31 percent for the Western Subregion and 69 percent for the Eastern Subregion based on the 12-county MPA boundary and would be the proposed funding distribution going forward. Air Quality funds based on the ozone precursors tons per day in the 10-county non-attainment area are proposed to be distributed at 36 percent for the Western subregion and 64 percent for the Eastern subregion. Staff also considered equity and environmental justice, and indicators show a minority, low income, and/or limited English proficiency population distribution similar to the funding distribution for the western and eastern regions that was proposed: Minority: 30 percent for the Western subregion and 70 percent for the Eastern subregion; Low income: 33 percent for the Western subregion and 67 percent for the Eastern subregion; Limited English Proficiency: 27 percent in the Western Subregion and 73 percent for the Eastern Subregion. STTC and RTC action will be requested in May and June 2022, respectfully. If approved, the updated funding distribution will be applied to all RTC-selected funding programs. Electronic Item 6 provided additional information on the process for establishing the split and the proposed new splits for both mobility and air quality funds. Brian also thanked the air quality team and the model team for their hard work.

A motion was made to approve the new proposed funding splits of 36 percent for the Western Subregion and 64 percent for the Eastern Subregion for air quality funds and 31 percent for the Western Subregion and 69 percent for the Eastern Subregion for Mobility Funds. The motion also included direction for staff to begin applying these revised formulas to project selection efforts immediately. Duncan Webb (M); T. Oscar Trevino, Jr. (S). The motion passed unanimously.

7. **Funding Recommendations for the Electric Vehicle Charging Station Call for Projects:**
Lori Clark requested Regional Transportation Council approval of funding recommendations for the Electric Vehicle Charging Station Call for Projects. The North Central Texas Council of Governments (NCTCOG) opened the Electric Vehicle (EV) Charging Station Call for
Projects (CFP) in March 2022 with Congestion Mitigation and Air Quality Improvement Program funds. This CFP awards funding for the purchase of and installation of publicly accessible Level 2 or Direct Current Fast Charge (DCFC) electric vehicle charging stations. This initiative helps advance adoption of electric vehicles, both among public sector fleets and the general public, and reduce tailpipe emissions of ozone precursors. Eleven applications were received by the CFP deadline of April 22, 2022; over $3 million funds were requested for 55 charging stations on 26 charging sites (33 Level 2 chargers and 22 direct current fast chargers); each charging site scored separately and ranked; and once approved, recommended projects must pass procurement review and meet Buy America Requirements. Staff has completed review and developed project funding recommendations. Expansion of electric vehicle adoption is incorporated as part of the Weight-of-Evidence in the latest approved Dallas-Fort Worth State Implementation Plan.

Jared highlighted the selection criteria: advancing electrification up to 75 points, fill gaps in existing Infrastructure Network and/or enable new fleet electrification, located in a jurisdiction with no existing charging stations, serves a public fleet with no existing EVs, number and type of fleet vehicles expected to use charging stations, ability to charge multiple EVs at one time or multiple locations in one application, applicant identifies broader, long-range plan to electrify. Serve communities prioritized by the Justice40 Initiative: Include strategies to minimize grid impacts, features such as managed charging, integrated storage, etc., and chargers with vehicle to grid capabilities. Subrecipient oversight criteria – up to 25 points: The projects will be compared to NCTCOG’s burden to administer the project, ease of federal procurement determination, cooperative procurement contracts and Buy America Forms with application, and risk associated with subrecipient administration. The projects in the recommended waitlist will be funded in priority order in the event awarded projects are not able to proceed. Milestone schedule is as follows: STTC recommendations of awards - May 27, 2022, RTC recommendation of awards – June 9, 2022, Executive Board Authorization of Awards – June 23, 2022, and Project Completion/Reimbursement deadline – July 31, 2022. Other opportunity now open: TCEQ Texas Emission Reduction Plan (TERP) Alternative Fueling Facilities Program will fund up to 50 percent of eligible costs for electric vehicle charging station projects priority for projects open to the public. Application deadline is July 12, 2022. Michael Morris mentioned that we scored these projects, but the maps given by the federal government had an error in them, he felt it was unfair since all the communities were in public meeting and instructed Lori Clark to rescore them all with the new map and would be recommended to move forward. We are funding about 10% more than we originally wanted to but the right thing to do was not penalize the awardees because of an error in a map. Because the funds expire, it is expected to fully expend the recharging funds. Janet DePuy asked what the impact this will have on the electric grid? Lori Clark responded we don’t anticipate any concerns. We have a strong working relationship with Oncor, that provides the Transportation Distribution the connections and utility side of the upgrades. Michael Morris mentioned that the question Ms. DePuy asked is an area we need to focus on, will look at on the Unified Planning Work Program, and bring this back in the October time frame.

A motion was made to approve funding recommendations for the Electric Vehicle Charging Station Call for Projects; Weatherford College – Community College Campus, with 7 chargers, $295,050 funding requested and recommended, with a total score of 83.7; City of Irving – Library, with 1 charger, $238,121 funding requested, $191,441 funding recommended with a total score of 77.6; City of Mesquite – City Hall with 1 charger, $17,454 funding requested and recommended with a total score of 75.6; City of Mesquite – Municipal Bldg. with 2 chargers, $40,249 funding requested and recommended with a total score of 68.4; City of Dallas – SE Service Center with 2 chargers, $193,676 funding...
requested and recommended with a total score of 68.2; City of Lewisville – City Hall with 2 chargers, $67,892 funding requested and recommended with a total score of 65.5; DART – Light Rail Station with 1 charger, $33,710 funding requested and recommended with a total score of 65.5; DART – Transit Facility (Park & Ride) with 1 charger, $45,762 funding requested and recommended with a total score of 64.4; City of Dallas – Central Service Center with 2 chargers, $193,676 funding requested, $182,658 funding recommended with a total score of 64.2; with 19 total projects, $1,125,590 funding requested, and $1,067,892 funding recommended. Brandon Jones (M); Adam Balzaldua (S). The motion passed unanimously.

8. **Status Report on FHWA Alternative Fuel Corridors and the Bipartisan Infrastructure Law:** Lori Clark provided an update on the Federal Highway Administration’s (FHWA) Alternative Fuel Corridor program, new funding allocated through the Bipartisan Infrastructure Law (BIL), and potential opportunities for the North Central Texas Council of Governments (NCTCOG) region. Round 6 nominations for Alternative Fuel Corridors are designated by FHWA and are part of a national network of roadways that provide sufficient alternative fuel and charging facilities. Through the BIL, two new funding programs totaling $7.5 billion for electric vehicle or alternative fuel infrastructure were established and funding eligibility is now associated with corridor designation. Programs include the National Electric Vehicle Infrastructure (NEVI) Formula Program and the Grants for Charging and Fueling Infrastructure for Corridors and Communities. The Texas Department of Transportation is to receive and administer $408 million over 5 years to deploy Electric Vehicle (EV) charging and currently drafting a plan for use of funds from the NEVI Formula Program. Statewide Infrastructure Deployment Plan required: provide at least one qualifying station every 50 miles along designated corridors, be within 1 mile of designated EV corridor exit, include at least 4 CCS-type DC fast charge connectors, minimum 150kW power output at all times, and minimum site power capacity 600 kW. Restrict funding to designated EV Corridors until demonstration that all designated highways are “saturated” with qualifying stations. NEVI formula funding impacts to region – $51 million proposed allocation for MPO area. MPO role to collaborate with TxDOT: recommend charger types and general locations, draft solicitation, and score responses. NCTCOG has several initiatives underway to help capitalize on these opportunities by hosting regional EV Infrastructure Working Group, participating in TxDOT NEVI Working Group, developing regional EV Infrastructure Plan Consistent with NEVI guidance, evaluating options to pursue competitive grant opportunities with the Department of Energy Opportunity – anticipated in July, and Department of Transportation Charging and Fueling Infrastructure for Corridors & Communities – anticipated by Fiscal Year End. Electronic Item 8 provides additional details. Carlos Flores asked if these charging stations would be a mix of different types? For instance, you will have one that will have solar charging solely based on solar connected to the grid but have that solar feedback into the grid is being considered? Lori Clark responded that yes, that TxDOT does highlight the opportunity for some areas to have solar or microgrid or some sort of other features integrated for local needs. That is something we are definitely something we are interested in but that those types of strategies are better suited to rural areas with very limited capacity but could be important in urban areas where you have a lot of demand for electricity. Janet DePuy asked in all of the planning done so far, has there been discussion about battery use and what we do with the old batteries? Lori responded meaning with the vehicle batteries, this is not necessarily part of this particular infrastructure BIL program but there is a lot of other funding through the infrastructure law that was created for the purpose of studying battery storage. Texas Commission Environmental Quality (TCEQ) is setting up a working group to study that issue for the state of Texas and including state representatives to identify the batteries the best way to recover those
materials so batteries can be disposed of responsibly or recycled where they are supposed to be. William Tsao asked if this program specifically for TxDOT or is it possible to incorporate public agencies and efficiency? Also do we have a policy regarding a rideshare option or uber allowed to use the facilities? Lori Clark responded that all of the infrastructures funded through this program will need to be publicly accessible so any vehicle, provided it fits, any vehicle will be able to use the stations. There is other funding available to transit agencies that allows charging at their own facilities. TxDOT will have the responsibility to administer the money and to award the contracts.

9. **Upcoming FY2022 BIL Discretionary Grant Programs – Project Slotting Coordination:**
Jeff Neal discussed available details, as well as project coordination and development strategies, concerning Bipartisan Infrastructure Law (BIL) Discretionary Grant Programs with Notices of Funding Opportunity (NOFOs) soon to be released. Many new discretionary grant programs will be provided under BIL, with NCTCOG and its local government partners eligible to apply for over 20 of those programs. The biggest project that’s come about is the Safe Streets and Roads for All Grant Program (SS4A); this is a $1 billion dollar program divided into $400 million for action plan requests; $600 million for implementation grant requests; and no state can earn more than 15 percent overall of the funds associated with this program. Jeff noted the minimum and maximum awards for action plan versus implementation plan detailed on slide 2 of Electronic Item 9. He also noted that each agency has a one application limit for either an action plan or an implementation grant, that is the only application. Entities must self-certify their action plan eligibility in order to apply for an implementation grant. Cost Sharing: 80% federal/20% non-Federal (all); Obligation: 1 year after award. Performance Period (max.): Action plan - 2 years; Implementation - 5 years. Eligible Activities/Costs – Action Plan: Developing a Comprehensive Safety Action Plan and Supplemental action plan activities in support of an existing Action Plan. Eligible Activities/Costs – Implementation: Conducting planning, design, and development activities for Action Plan project and strategies and carrying out projects/strategies identified in an Action Plan – Infrastructure, behavioral, or operational measures directly related to addressing safety problem(s). Application deadline is September 15, 2022. NCTCOG Status: Pedestrian Safety Action Plan (PSAP) eligibility under review; planned to be brought to STTC/RTC later this summer with updated language on monitoring and equity considerations/impacts; pending Roadway Safety Action Plan eligibility assessed and verified; planned for STTC/RTC adoption prior to SS4A application deadline; and interested entities should contact Natalie Bettger, Karla Windsor, and/or Thomas Bamonte to establish local project/Action Plan candidacy, as well as seek agreement with TxDOT regarding on-system projects. Pending BIL Grant notice of funding opportunities – FY22: Bridge Investment Program ($2.5B) – June: Using 2020-21 National Bridge Inventory (NBI) data for bridge condition/functionality and Jeff Neal/Christie Gotti to coordinate with Texas Department of Transportation Districts for identifying potential on-system bridges. Railroad Crossing Elimination Program ($600M) – June: Roadway/Pathway – rail grade crossing improvements focusing on safety/mobility of people & goods and Dan Lamers/Jeff Hathcock coordinating rail/road provider list of possible grade separations & closures. Reconnecting Communities Pilot Program ($195M) – June: $50M – Planning Grants (80% Federal; max. – $2M/Applicant); $145M – Capital Grants (50% Federal; min. – $5M/Project); Eligible transportation facilities creating community connectivity barriers to mobility, access, or economic development; and Jeff Neal to coordinate project identification/development through NCTCOG program areas & local governments/providers. Strengthening Mobility & Revolutionizing Transportation (SMART) Program ($100M) – September: Projects advancing smart city/community technologies & systems to improve transportation efficiency & safety; large communities (> 400K) – 40%; mid-sized communities – 30%; Rural/Regional
Partnerships – 30%; and SMART Grant Briefing/Roundtable – Regional Partners: June 28, 2022 @ 1:00-2:00pm (contact Thomas Bamonte). Status of other BIL Grant funding opportunities. Status of other BIL Grant funding opportunities – FY22: Completed FY22 MPO-eligible BIL solicitations: Local and Regional Project Assistance Program (RAISE) – Projects submitted; Multimodal Projects Discretionary Grant Program (INFRA/MEGA/RURAL) – Projects submitted; Port Infrastructure Development Grant Program (PIDG); and Federal – State Partnership for Intercity Passenger Rail Grant Program. MPO-eligible FY 22 BIL solicitations – NCTCOG not pursuing: Nationally Significant Federal Lands and Tribal Projects Program (NSFLTP) and Pilot Program for Transit-Oriented Development (TOD) Planning. MPO-eligible FY22 BIL solicitations funded, but NOFO release not scheduled: Wildlife Crossings Pilot Program, Charging & Fueling Infrastructure Program, Congestion Relief Program, Prioritization Process Grant Program, Strategic Innovation for Revenue Collection Pilot Program, Advanced Transportation Technologies & Innovative Mobility Deployment, and Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation Projects (PROTECT). MPO-eligible BIL solicitations not funded for FY22: Healthy Streets Program and Active Transportation Infrastructure Investment Program. Michael Morris mentioned a potential workshop on safety is in the works and North Central Texas Council of Governments will bring a safety program to turn around this fatality rate.

10. **Environmental Score Card and Air Quality Task Force:** At the request of Regional Transportation Council Chair Theresa Daniel, Chris Klaus provided information on environmental efforts currently ongoing and future opportunities. As environmental considerations are increasingly integrated into traditional transportation planning; a summary of environmental stewardship efforts was highlighted along with indicators measuring the state of impact. Chris discussed program assessments and noted that certain items have a direct or indirect impact on the environment. Examples of such items include Air Quality (direct), Traffic Congestion (indirect), Sustainable Development (direct), Transit (direct), System Resiliency (indirect), and Autonomous Vehicles (indirect). Chris presented indicators measuring the impact certain programs and activities have on these items. The impacts of this observation will be applicable to the 2024–2026 management and operations, regional air quality, and Safety Funding Program Summer of 2022, federal and local performance measure targets, state implementation plan weight-of-evidence, regional growth forecasts, and increasing climate emphasis. Michael Morris asked if Chair Daniel would like this report to be an annual activity? Chair Daniel reiterated this would be a good reminder annually.

11. **Election of Regional Transportation Council Officers:** Ron Jensen, Chair of the Regional Transportation Council (RTC) Nominating Subcommittee, announced the slate of officers recommended by the Subcommittee for the 2022-2023 term. Duncan Webb, Commissioner, Collin County (Chair); Gyna Bivens, Councilmember, City of Fort Worth (Vice Chair); and Clay Lewis Jenkins, County Judge, Dallas County (Secretary).

    A motion was made to approve the slate of officers recommended for the 2022-2023 term. Ron Jensen (M); George Fuller (S). The motion passed unanimously.

12. **Progress Reports:** Regional Transportation Council attendance was provided in Electronic Item 12.1, Surface Transportation Technical Committee attendance and minutes in Electronic Item 12.2, and the current Local Motion in Electronic Item 12.3.

13. **Other Business (Old or New):** There was no discussion on this item.
14. **Future Agenda Items:** There was no discussion on this item.

15. **Next Meeting:** The next meeting of the Regional Transportation Council (RTC) is scheduled for 1:00 pm, Thursday, July 14, 2022.

   The meeting adjourned at 2:40 p.m.
TO: Regional Transportation Council

FROM: Vickie Alexander
Program Manager
Program Administration

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 third 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 June 2022 public outreach opportunity. Comments received as a result of the public outreach process, if any, will be provided to the Regional Transportation Council prior to a request for its approval.

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

3.02 Regional Air Quality Planning – Rider 7 Air Quality Planning Activities (add initiative and $257,000 Texas Commission on Environmental Quality funds to support air quality monitoring and assessments of fleet vehicle emissions in Hood and Hunt Counties)

3.04 Public Transportation Planning – Regional Public Transportation Coordination (add initiative and $50,000 Transportation Planning Funds [TPF] for University Partnership Program project related to transportation options of rural residents)
The following modifications affect existing projects for which text updates or financial adjustments are being proposed:

1.02 Program and Policy Administration – Program Administration (add $157,500 TPF to support NCTCOG service as financial agent for processing costs associated with the Texas Metropolitan Planning Organization [TEMPO], including dues to the national Association of Metropolitan Planning Organizations, which represents the majority of the expenses)

1.04 Computer System Applications and Data Management – Database and Geographic Information System Management (program additional $150,000 TPF to support continued activities related to the management and utilization of numerous sources of data and Geographic Information System technologies)

2.03 Demographic Data and Forecasts – Inventory of Land Use and Demographic Data, Improvement and Maintenance of a Regional Land Use and Demographic Model, Development of Regional Demographic Forecasts, Improvement and Maintenance of a Large Employer Geographic Database, and Development of Auxiliary Geographical Databases (program additional $150,000 TPF to support continued activities associated with the creation of data products and models related to land use and demographic data)

3.02 Regional Air Quality Planning – Air Quality Planning (program additional $100,000 TPF to support continued activities associated with planning to meet air quality requirements)

5.03 Land-use/Transportation Initiatives – Bicycle and Pedestrian Planning (add $53,000 local funds to support the bicycle and pedestrian count program, and update text to reflect use of local funds)

VIII. Overview of Work Program Funding (update Exhibit VIII-2 to reflect the movement of $45,600 TPF programmed for FY2022 to FY2023 to support continued work activities in Subtask 4.06, Regional Passenger Rail Planning and Evaluation Process Development)

VIII. Overview of Work Program Funding (update Exhibit VIII-2 to reflect the movement of $60,000 TPF programmed for F2022 to FY2023 in Subtask 5.03, Land-use/Transportation Initiatives, to support continued work activities on the Regional Mixed-use Development Study)

VIII. Overview of Work Program Funding (update Exhibit VIII-3 to reflect use of $53,000 local funds in addition to Surface Transportation Block Grant Program funds for the bicycle-pedestrian count equipment referenced in Subtask 5.03 above and update description to reflect equipment, technology upgrades, and maintenance in addition to replacement batteries)
The following modifications have previously been approved by the Regional Transportation Council and are now being incorporated into the Unified Planning Work Program:

5.09 Regional Aviation Planning and Education – Aviation Education Integration and Outreach, and Regional Aviation System Planning (add $240,000 Regional Transportation Council Local funds to support continued activities related to aviation education, system planning, and unmanned aircraft systems)

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

vpj
Attachment
3.02 Regional Air Quality Planning

Rider 7 Air Quality Planning Activities

Other Funding Sources

NCTCOG received funding from the Texas Commission on Environmental Quality (TCEQ) to carry out eligible air quality planning activities under Rider 7 of the TCEQ’s legislative appropriation. Activities will include assessment of fleet vehicle emissions and monitoring of air quality using mobile sensing equipment in Hood and Hunt counties. University assistance will be used. Work will begin in FY2022 and be ongoing throughout FY2023. Anticipated products include:

- Quantification of emissions reductions that could be achieved through fleet vehicle replacement activities;
- Mobile source technical analysis to enhance state-of-the-practice; and
- Final report with results of project work.

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. 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.

5.03 Land-Use/Transportation Initiatives

Bicycle and Pedestrian Planning

**Other Funding Sources**

The focus of this element during FY2022 and FY2023 is to assist in developing, educating on, and promoting bicycle and pedestrian mobility and safety throughout the region. Utilizing Surface Transportation Block Grant Program funds, local funds, and Transportation Development Credits, staff will plan facilities for active transportation modes; support and provide technical assistance to local governments and the Bicycle and Pedestrian Advisory Committee (BPAC); and advance general data collection, mapping, and a regional bicycle and pedestrian count program. Consultant assistance may be utilized. Staff will also develop and provide public education and information related to safety, accessibility, design, and economic impacts of bicycle and pedestrian facilities. Staff will also manage the updated Regional Safety Campaign: Look Out Texans. Anticipated products include:

**VIII. Overview of Work Program Funding**

**Proposed Budget**

This section summarizes the budget for the FY2022 and FY2023 UPWP. Financial support for FY2022 and FY2023 will be provided from a number of sources, including the Federal Highway Administration, the Federal Transit Administration, the Environmental Protection Agency, the Department of Energy, the Department of Defense, the Texas Department of Transportation, the North Texas Tollway Authority, and the Texas Commission on Environmental Quality. In addition, various local sources will be acquired to assist in the funding of this program.

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 $8,463,215 in FY2022 and $8,463,215 in FY2023 for a two-year total of $16,926,430. The FTA 5303 funding is $3,110,814 in FY2022 and $3,110,814 in FY2023 for a two-year total of $6,221,628. An estimated balance of $4,774,364 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 $27,922,422. Transportation Planning Funds in the amount of $25,496,000 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, the estimated FY2021 FHWA PL 112 fund balance of $4,774,364, and $14,500,008 of Fiscal Years 2022 and 2023 FHWA PL 112 funding. The remaining balance of Fiscal Years 2022 and 2023 FHWA PL 112 funds of $2,426,422 is anticipated to be carried over to Fiscal Year 2024.
## EXHIBIT VIII-3
### Anticipated Equipment/Software Purchases/Leases

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<th>Description</th>
<th>Estimated Price</th>
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<tr>
<td>70</td>
<td>Microcomputer systems (desktops, portable, tablet)</td>
<td>$175,000</td>
<td>RTC Local</td>
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<td>Laser printers and image scanners for network group usage</td>
<td>$25,000</td>
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<td>Voice-over-Internet-Protocol (VoIP) phone devices, including accessories such as microphones for conference phones or hands-free devices.</td>
<td>$15,800</td>
<td>RTC Local</td>
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<td>Other computer hardware items, replacements, accessories, and upgrades (for example, docking stations, headsets, hard drives, additional RAM, projectors, video cards, network cabling, warranty extensions)</td>
<td>$10,000</td>
<td>TPF</td>
<td>1.04</td>
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<tr>
<td>---</td>
<td>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)</td>
<td>$30,000</td>
<td>RTC Local</td>
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<td>Licenses to traffic simulation and assignment software packages (two “TransModeler” and one “DTA” dynamic)</td>
<td>$6,000</td>
<td>TPF</td>
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<td>Two years of software support by Caliper and specific renewal for 50 TransCAD licenses</td>
<td>$150,000</td>
<td>TPF</td>
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<td>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</td>
<td>$88,000</td>
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<td>Web-based traffic count reporting software, including annual maintenance and support</td>
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<td>TPF</td>
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<td>Video equipment and supplies, and air cards</td>
<td>$9,000</td>
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<td>Audio/video equipment, and technology updates and maintenance for the Transportation Department meeting rooms</td>
<td>$50,000</td>
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<td>Audio/video equipment, and technology updates and maintenance for the Transportation Council Room</td>
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<td>Video/web hosting services</td>
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<td>Bicycle-pedestrian count equipment <em>(equipment, technology upgrades, maintenance, and replacement batteries)</em></td>
<td>$10,000 $53,000</td>
<td>STBG Local</td>
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<td>Public involvement subscriptions</td>
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<td>Outreach and educational subscriptions</td>
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<td>Communications outreach tools <em>(i.e., photo storage, Getty images, Survey Monkey, campaign analysis software, Constant Contact)</em></td>
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<td>Legislation monitoring software <em>(i.e., Telicon)</em></td>
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<td>Visualization software</td>
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<td>Data loggers</td>
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<td>MAPP vehicle tracking technology</td>
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<td>Predictive crash analysis software</td>
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<td>Traffic and travel data purchase</td>
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### E. Funding Summary

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¹ Transportation Planning Funds (TPF) includes both FHWA PL-112 and FTA Section 5303 funds. TxDOT will apply Transportation Development Credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. As the credits reflect neither cash nor person hours, they are not reflective in the funding tables.
Task 1.0 Funding Summary
E. Funding Summary

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

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1 Transportation Planning Funds (TPF) includes both FHWA PL-112 and FTA Section 5303 funds. TxDOT will apply Transportation Development Credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. As the credits reflect neither cash nor person hours, they are not reflective in the funding tables.
Task 3.0 Funding Summary

- TPF: 25%
- CMAQ: 13%
- Local: 10%
- EPA: 8%
- DOE: 5%
- STBG: 2%
- FHWA: 1%
- FTA: 1%
- RTR: 2%
- TCEQ: 5%
- TxDOT: 10%
- USDOT: 36%
- Other: 10%
### E. Funding Summary

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### Task 5.0 Funding Summary

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¹ Transportation Planning Funds (TPF) includes both FHWA PL-112 and FTA Section 5303 funds. TxDOT will apply Transportation Development Credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. As the credits reflect neither cash nor person hours, they are not reflective in the funding tables.
## EXHIBIT VIII-1
FY2022 AND FY2023 TPF PROGRAMMING SUMMARY

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### Two-Year Totals

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FY2022 AND FY2023 ALLOCATION OF TRANSPORTATION PLANNING FUNDS

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<td><strong>26,103,500</strong></td>
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### EXHIBIT VIII-4
**FY2022 AND FY2023 UPWP FUNDING SUMMARY**

<table>
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<tr>
<th>Funding Source</th>
<th>Task 1.0 Administration</th>
<th>Task 2.0 Data Development</th>
<th>Task 3.0 Short Range Planning</th>
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<td><strong>$71,900,079</strong></td>
<td><strong>$9,199,510</strong></td>
<td><strong>$95,154,880</strong></td>
<td><strong>$195,307,519</strong></td>
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</table>

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

Combined Transportation Planning Funds **2**  $23,305,558.00
Estimated Unexpended Carryover  $4,774,364.00
**TOTAL TPF:**  $28,079,922.00

2 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

Regional Transportation Council
July 14, 2022

Transportation Department
North Central Texas Council of Governments
# Transportation Programming Increase from Transportation Planning Funds

<table>
<thead>
<tr>
<th>UPWP Project</th>
<th>Additional UPWP Funding</th>
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<tbody>
<tr>
<td>University Partnership Program project related to transportation options of</td>
<td>$ 50,000</td>
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<tr>
<td>rural residents</td>
<td></td>
</tr>
<tr>
<td>NCTCOG service as financial agent for processing costs associated with the</td>
<td>$157,500</td>
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<tr>
<td>Texas Metropolitan Planning Organization (TEMPO), including dues to the</td>
<td></td>
</tr>
<tr>
<td>national Association of Metropolitan Planning Organizations, which represents</td>
<td></td>
</tr>
<tr>
<td>the majority of the expense</td>
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<tr>
<td>Support of continued activities related to the management and utilization of</td>
<td>$150,000</td>
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<tr>
<td>numerous sources of data and Geographic Information System technologies</td>
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<td>Support of continued activities associated with the creation of data products</td>
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<td>and models related to land use and demographic data</td>
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<tr>
<td>Support of continued activities associated with planning to meet air quality</td>
<td>$100,000</td>
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<td>requirements</td>
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<td><strong>Total Increase</strong></td>
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## Transportation Planning Funds
### Two-year Summary

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<th>Description</th>
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<td>FY2022 and FY2023 US FTA (5303)</td>
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<td>FY2022 and FY2023 US FHWA (Estimated PL)</td>
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<tr>
<td>FY2021 US FHWA (Estimated PL-Carryover)</td>
<td>$ 4,774,364</td>
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<tr>
<td>Total Transportation Planning Funds</td>
<td>$28,079,922</td>
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<tr>
<td>Prior Anticipated Expenditures</td>
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<td>Additional Funds Programmed for FY2022</td>
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<td>Additional Funds Programmed for FY2023</td>
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<td>Anticipated Expenditures</td>
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<td>PL Balance to Carry Over to FY2024</td>
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# Programming Increase from Other Funding Sources

<table>
<thead>
<tr>
<th>Funding Source</th>
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<tbody>
<tr>
<td>Texas Commission on Environmental Quality</td>
<td>$257,000</td>
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<tr>
<td>Support of air quality monitoring and assessment of fleet vehicle emissions in Hood and Hunt Counties</td>
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<tr>
<td>Local</td>
<td>$293,000</td>
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<tr>
<td>Bicycle and pedestrian count program</td>
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<tr>
<td>Aviation education, system planning, and unmanned aircraft systems</td>
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<tr>
<td><strong>Total Increase</strong></td>
<td><strong>$550,000</strong></td>
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</table>
Modification Schedule

June 13  Initiation of Public Outreach
June 24  Action by Surface Transportation Technical Committee
July 14  Action by Regional Transportation Council
July 28  Action by NCTCOG Executive Board
July 29  Submittal of Modifications to Texas Department of Transportation
Requested RTC Action

Approve:

- Proposed UPWP modifications outlined in Electronic Item 3.1.1
- 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

Vickie Alexander
Program Manager
817-695-9242
valexander@nctcog.org

Vercie Pruitt-Jenkins
Administrative Program Coordinator
817-608-2325
VPrüitt-Jenkins@nctcog.org

North Central Texas Council of Governments
Transportation Department

https://www.nctcog.org/trans/study/unified-planning-work-program
AGENDA
Regional Transportation Council
Bylaws Revision Subcommittee
June 9, 2022

1. Context and Background (Michael Morris/Ken Kirkpatrick)

2. Staff Recommendations for Consideration (Michael Morris)
   - Propose to include RTC rules for public comments at RTC meetings in Bylaws (Appendix E in Public Participation Plan, 2020) (Ken Kirkpatrick)
   - Propose to affirm that a member on the Nominating Subcommittee is eligible to be recommended to serve as an officer (Ken Kirkpatrick)
   - County representation concerns (Michael Morris)
     - Cities that are split between counties (at least one perimeter county) (Michael Morris)
       --e.g., City of Burleson (county/city cluster, no opportunity to represent, requested to move)
       --e.g., City of Rowlett (city only cluster, opportunity to represent seat, recommend no change)
       --Review of split cities within a perimeter county
   - Clarify teleconferencing, in-person and videoconferencing (James Powell)

3. New Demographic Data and Implications on Membership (Dan Kessler)
   - Identification of Cities over 5,000

4. Feedback from RTC Bylaws Subcommittee Members Regarding Draft Inventory and Other Policy Items for Consideration (Michael Morris)
The Honorable Terry Canales
Texas House of Representatives
P.O. Box 2910
Austin, TX 78768-2910

Dear Chair Canales:

On behalf of the North Central Texas Council of Governments (NCTCOG) and the Regional Transportation Council (RTC), the Metropolitan Planning Organization for the Dallas-Fort Worth (DFW) area, I would like to extend our thanks to you for your leadership in the Texas Legislature on transportation and air quality issues. During the April 26, 2022, House Transportation Committee hearing, committee members asked about the Local Initiatives Projects (LIP) program and the emissions task force in North Texas.

The LIP program was a component of the Low-income Vehicle Repair and Replacement Assistance Program (LIRAP) from FY2008-FY2019, until LIRAP/LIP funding was line-item vetoed in the FY2018-2019 appropriations bill. LIP was composed of transportation programs that worked to improve air quality, including combating counterfeit inspection certificates. In 2019, Senate Bill 1070 (SB1070) by Senator Kirk Watson proposed a restructured and modernized LIP program focused on transportation and air quality improvements. SB 1070 as proposed would have enhanced the LIP program, collected funds at the local level, and removed LIRAP from statute.

Currently, LIRAP and LIP still exist in statute, but the funding mechanism no longer exists. The program was self-funded through a $6 fee paid at the time of a vehicle emissions inspection and the unused funds still cannot be used for any other purpose. Counties that participated in the program ended the collection of the $6 fee but a balance of $176.3 million remains in Clean Air Account 151. The funds were collected for a dedicated purpose but are instead being used to balance the State budget.

Please see the attached fact sheet on the LIP program and SB 1070 (SB1070) for additional information. If you have any questions, please contact Michael Morris, P.E., Director of Transportation, at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,

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

RG:kw

Attachments

cc: Texas House of Representatives Committee on Transportation
    Dylan Matthews, Texas House of Representatives
Local Initiatives Program and the State Implementation Plan

In Texas, 20 counties exceed federal air quality standards for ground level ozone. This is called nonattainment and it affects some of the most populous regions in our state. Over 20 million Texans live in counties that are classified as nonattainment for the 2015 National Ambient Air Quality Standard for ozone.

The State Implementation Plan, or SIP, is an enforceable plan created by the State explaining how a nonattainment area will comply with federal air quality standards. The SIP includes implementable emission reduction control strategies.

Local Initiatives Program (LIP) exist under Weight of Evidence in the SIP as important strategies to improve air quality and protect human health.

Local Initiatives Program

Focused on lowering vehicle emissions through local transportation projects

Funds local law enforcement to target vehicle inspection stations that are committing fraud, as well as those who are selling counterfeit temporary vehicle registrations—an increasing draining revenue from Texas.

What Projects are Eligible?

Projects that improve air quality, such as funding law enforcement to pursue inspection and registration fraud, traffic signal timing and other transportation system improvements and air control strategies.

What is the LIRAP Balance of Clean Air Account 151?

Approximately $176.3 million* in dedicated funds as of May 2022.

*Source: Texas Commission on Environmental Quality

Why is there a balance?

Legislators did not appropriate full funding between 2011–2014 in order to balance state budgets, while fee collections continued at the local level. In 2017, the Governor vetoed appropriated funding, effectively ending the Low-Income Repair and Replacement Program (LIRAP).

Is There Still a Need for This Program?

Yes. LIP will provide crucial programs that counties support to combat air quality problems and associated health impacts in their local communities. With appropriation, this program can increase flexibility, participation and make great air quality improvements.

How Were Funds Collected?

Air quality fees were collected during vehicle registration in counties that have a vehicle emissions inspection program and the County Commissioners Court agreed to collect the fee. Ten percent of appropriated funds are directed to LIP under the current funding approach.

Potential Actions

Fully appropriate the balance of LIRAP funds in Clean Air Account 151 to counties where the fees were collected for use in a focused LIP program

Funds accumulated in Clean Air Account 151 were collected for a dedicated purpose, to improve air quality. These funds could be used for a modernized and more effective LIP program. They would allow important law enforcement efforts and local transportation projects to start.

Give more flexibility to counties for a broader range of local solutions under LIP to combat air quality problems

Allowing a broader range of projects, including improvements in transportation system efficiency and local law enforcement dedicated to emissions enforcement, will encourage county participation.
A BILL TO BE ENTITLED
AN ACT

relating to local initiatives programs under the Texas Clean Air Act and
the repeal of the low-income vehicle repair assistance, retrofit, and
accelerated vehicle retirement program; authorizing a fee.

BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF TEXAS:

SECTION 1. Section 382.201(4), Health and Safety Code, is amended
to read as follows:

(4) "Participating county" means an affected county in which
the commissioners court by resolution has chosen to implement a local
initiatives [low-income vehicle repair assistance, retrofit, and
accelerated vehicle retirement] program authorized by Section 382.220
[382.209].

SECTION 2. Section 382.202, Health and Safety Code, is amended by
adding Subsection (g-1) to read as follows:

(g-1) The commissioners court of a participating county by order
may impose an additional fee, not to exceed $6, for a vehicle inspected
in the county. A fee imposed under this subsection may take effect and
be removed in accordance with the requirements of Section 382.220. The
additional fee shall be collected for a vehicle at the same time other
fees imposed under this chapter are collected. The fee revenue collected
shall be retained by the county in a separate account to be used only
for the purposes specified by Section 382.220.

SECTION 3. Section 382.216, Health and Safety Code, is amended to
read as follows:

Sec. 382.216. INCENTIVES FOR VOLUNTARY PARTICIPATION IN VEHICLE
EMISSIONS INSPECTION AND MAINTENANCE PROGRAM. The commission, the Texas
Department of Transportation, and the Public Safety Commission may,
subject to federal limitations:

(1) encourage counties likely to exceed federal clean air standards to implement voluntary

{(A)} motor vehicle emissions inspection and maintenance programs[; and

{(B) low income vehicle repair assistance, retrofit, and accelerated vehicle retirement programs];

(2) establish incentives for counties to voluntarily implement motor vehicle emissions inspection and maintenance programs [and low income vehicle repair assistance, retrofit, and accelerated vehicle retirement programs]; and

(3) designate a county that voluntarily implements a motor vehicle emissions inspection and maintenance program [or a low income vehicle repair assistance, retrofit, and accelerated vehicle retirement program] as a "Clean Air County" and give preference to a county designated as a Clean Air County in any federal or state clean air grant program.

SECTION 4. Section 382.220, Health and Safety Code, is amended to read as follows:

Sec. 382.220. [USE OF FUNDING FOR] LOCAL INITIATIVES PROGRAM [INITIATIVE PROJECTS]. (a) The commission and the Public Safety Commission by joint rule shall establish and authorize the commissioners court of an affected county to implement a local initiatives program subject to agency oversight that may include reasonable periodic commission audits.

(b) The local initiatives program must be funded with available money collected under Section 382.202 or 382.302 or other designated and available money. The program shall be [Money that is made available to participating counties under Section 382.202(g) or 382.302 may be appropriated only for programs] administered in accordance with Chapter 783, Government Code[; to improve air quality].

(c) A participating county may agree to contract with any appropriate entity, including a metropolitan planning organization or a
council of governments to implement a program under Section 382.202[382.209] or this section.

(d) [4+1] A program under this section must be approved by the commissioners court of the county in which the program is located [implemented in consultation with the commission] and may include a program to:

1. develop and implement projects in consultation with the director of the Department of Public Safety for coordinating with local law enforcement officials to reduce the use of counterfeit registration insignia, temporary registration tags, and vehicle inspection reports, reduce vehicle emissions component tampering, and reduce the number of illegally disposed of used or scrap tires, by providing local law enforcement officials with funds to identify vehicles with counterfeit registration insignia, temporary registration tags, and vehicle inspection reports, tampered emissions components, and reduce the number of illegally disposed of used or scrap tires, to carry out appropriate actions;

2. develop and implement projects supporting freeway incident management and associated first responders [expand and enhance the AirCheek Texas Repair and Replacement Assistance Program];

3. develop and implement programs or systems that remotely determine vehicle emissions and notify the vehicle's operator;

4. develop and implement projects to implement the commission's smoking vehicle program;

5. develop and implement programs to enhance transportation system improvements; [ee]

6. develop and implement new air control strategies designed to assist local areas in complying with state and federal air quality rules and regulations;

7. develop and implement innovative transportation projects;

8. develop and implement regional data collection efforts for air quality and multimodal transportation data to improve efficiency.
of transportation systems:

(48) establish publicly accessible refueling infrastructure for alternative fuel vehicles; or

(49) establish vehicle loaner program for minority-owned or women owned small businesses for alternative fuel vehicles.

(e) Money that is made available for the implementation of a program under Subsection (b) may not be expended for local government fleet or vehicle acquisition or replacement, call center management, application oversight, invoice analysis, education, outreach, or advertising purposes.

[c4] Fees collected under Sections 382.202 and 382.302 may be used by participating counties [in an amount not to exceed $7 million per fiscal year for projects described by Subsection (b), of which $2 million may be used] only for projects described by Subsection (d) [4(b)-4(f)].

(f) The commissioners court of a participating county may adopt a resolution to end fee collection for the local initiatives program in the county. The commissioners court shall submit the resolution to the commission and to the county tax assessor-collector. The resolution must include a date after which a fee may not be imposed under Section 382.202 or 382.302 for the purposes of the county's local initiatives program on vehicles being inspected or registered in the county. The date must be:

(1) the first day of a month; and

(2) at least 90 days after the date the resolution is submitted to the commission.

(g) On receipt of a resolution under Subsection (f), the commission shall notify in writing the Texas Department of Motor Vehicles, the Department of Public Safety, and the Legislative Budget Board that a fee may not be imposed under Section 382.202 or 382.302 for the purposes of the county's local initiatives program on vehicles being inspected or registered in the county after the date established under Subsection (f).
(h) The commission shall distribute available money collected under Section 382.202(e) that was designated for the former low-income vehicle repair assistance, retrofit, and accelerated vehicle retirement program to counties that participated in that program. The commission shall distribute the money in reasonable proportion to the amount of fees collected under Section 382.202(e) in those counties or in the regions in which those counties are located. A county that receives money under this subsection may use the money only to fund a program authorized by this section. This subsection expires September 1, 2025. [The remaining $5 million may be used for any project described by Subsection (b). The fees shall be made available only to counties participating in the low-income vehicle repair assistance, retrofit, and accelerated vehicle retirement programs created under Section 382.209 and only on a matching basis, whereby the commission provides money to a county in the same amount that the county dedicates to a project authorized by Subsection (b). The commission may reduce the match requirement for a county that proposes to develop and implement independent test facility fraud detection programs, including the use of remote sensing technology for coordinating with law enforcement officials to detect, prevent, and prosecute the use of counterfeit registration insignias and vehicle inspection reports.]

SECTION 5. Section 382.302(e), Health and Safety Code, is amended to read as follows:

(e) A participating county may participate in a local initiatives [the] program established under Section 382.220 [382.209].

SECTION 6. The following provisions of the Health and Safety Code are repealed:

(1) Section 382.003(10-a);
(2) Sections 382.201(5) and (6);
(3) Sections 382.202(g) and 382.205(f); and
(4) Sections 382.209, 382.210, 382.211, 382.212, 382.213, 382.214, and 382.219.

SECTION 7. The Texas Commission on Environmental Quality is
required to implement Section 382.220(h), Health and Safety Code, as added by this Act, only if the legislature appropriates money specifically for that purpose. If the legislature does not appropriate money specifically for that purpose, the commission may, but is not required to, implement Section 382.220(h), Health and Safety Code, as added by this Act, using other appropriations available for that purpose.

SECTION 8. This Act takes effect September 1, 2023.
June 15, 2022

Mr. Michael Chamberlain  
Director of Data Management  
Transportation Planning and Programming  
Texas Department of Transportation  
125 East 11th Street  
Austin, Texas 78701

Mr. Ryan Granger  
Strategic Research Analyst  
Strategic Planning  
Texas Department of Transportation  
125 East 11th Street  
Austin, Texas 78701

Subject: Comments Regarding the Draft Texas Electric Vehicle Infrastructure Plan

To Mr. Michael Chamberlain and Mr. Ryan Granger,

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth (DFW) area, and the North Central Texas Council of Governments (NCTCOG) Transportation Department, which serves as staff to the RTC, below are formal comments regarding the Texas Department of Transportation's (TXDOT) draft Texas Electric Vehicle (EV) Infrastructure Plan.

The RTC appreciates TXDOT's consideration of these comments and recommendations. In the event you have any questions, please contact Chris Klaus, Senior Program Manager of Air Quality Planning and Operations at NCTCOG, at (817) 695-9286 or cklaus@nctcog.org; and Lori Clark, Program Manager at NCTCOG, at (817) 695-9299 or lclark@nctcog.org.

Sincerely,

[Signature]

Michael Morris, P.E.  
Director of Transportation

BM:aa  
Attachment
North Central Texas Council of Governments Comments Regarding the Draft Texas Electric Vehicle Infrastructure Plan for the Texas Department of Transportation

The RTC appreciates the hard work completed by TXDOT staff in developing the draft Texas Electric Vehicle Infrastructure Plan. The following are key elements that the RTC supports:

1. High-level goals, including redundancy, adequate power, pull-through capability, standardization, education, and evaluation
2. Overall timing and phasing over years one through five
3. Formula allocation of funds to activities inside MPO areas
4. Rural Infrastructure centralization at County Seats
5. Plan to coordinate with MPOs during contracting process, including MPO role in recommending siting and charging types based on local needs
6. Opportunity for solar/battery storage on charging stations to minimize grid impact, especially in rural areas
7. Station Parking Space Compliance with ADA requirements
8. Requirement of Vendor Cybersecurity Plan

The RTC recommends the TXDOT consider the following comments when finalizing the Texas Electric Vehicle Infrastructure plan and use of the National Electric Vehicle Infrastructure (NEVI) Program funds:

1. **Modification to MPO Formula Allocation**
   NCTCOG recommends adding a nonattainment multiplier to the formula used to calculate allocation to MPO areas. This will direct more resources toward nonattainment areas where the emission reductions associated with use of electric vehicles (EVs) are more critically needed. Faster deployment of EVs in these areas will help reach attainment of federal air quality standards and support success in Transportation Conformity.

2. **MPO Compensation**
   NCTCOG recommends MPOs be compensated for the staff resources needed to execute the proposed role, recommending site types and locations and collaborating in the contracting process.

3. **Leveraging Mapping Tool to Support MPO Collaboration**
   NCTCOG recommends TXDOT maintain the Interactive Map¹ throughout NEVI implementation. This tool is valuable for MPOs to leverage in developing recommendations in their own regions, and it would be useful for all MPOs to gather public data and better streamline requests in a singular system with TXDOT.

4. **Standardization of Charging Station Terminology**
   NCTCOG recommends defining and standardizing language used to describe EV charging terminology to ensure consistent interpretation and understanding. The charging infrastructure industry has aligned with a common standard called the Open Charge Point Interface (OCPI) protocol with a hierarchy for location, port, and connector, as illustrated on the Alternative Fuels Data Center². NCTCOG recommends adjusting any EV Charging terminology used such as "unit" or "location" as appropriate to align with these terms.

5. **Provisions for Reasonable Price Control**

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¹ [https://txdot.mysocialpinpoint.com/tx_ev_plan/map](https://txdot.mysocialpinpoint.com/tx_ev_plan/map)
² [Alternative Fuels Data Center: Developing Infrastructure to Charge Electric Vehicles (energy.gov)](https://energy.gov/ali/developing-infrastructure-charge-electric-vehicles)
Stations in more rural areas may be isolated, with minimal charging station availability within 50 miles. In these situations, if all ports associated with NEVI investment are located at a single host site, there is a possibility for site monopolization and price gouging. This is especially concerning from an equity perspective in ensuring access to affordable charging across the state.

To limit these risks, NTCOG recommends TXDOT include provisions to protect consumers at NEVI-funded installations. Example safeguards include limiting allowable user fees based on actual operating costs or encouraging competition by dividing investment among multiple host sites.

6. **Phased Approach for Rural EV Charging Stations**
   Operating costs can be very high at sites that have low utilization rates, such as more rural stations. NTCOG recommends TXDOT consider a phased installation approach in areas with low EV adoption by installing full power capacity, but fewer ports at the station’s initial onset. Each site can be monitored and additional ports can be installed as utilization grows. This will allow operators of rural sites to control costs as adoption grows.

7. **Clarifying Allowable Use by Small Freight Vehicles**
   NTCOG acknowledges there will be future guidance from the Federal Highway Administration (FHWA) specific to freight charging. However, as written, language on pages 11 and 38 could be interpreted that freight vehicles are disallowed from using the facilities, regardless of whether the vehicle fits. Small freight vehicles, such as delivery vans or box trucks, will likely be able to use the sites given the pull-through capability envisioned. NTCOG recommends modifying language to be clear that any EV can use the station provided it can be accommodated safely based on site design.

8. **Community Engagement and Workforce Development**
   NTCOG recommends developing a community engagement and education plan to guide MPOs. Education through community groups should be emphasized in both equity areas and areas of low EV registration to reach the most audiences and encourage expansion of EV ownership and affordability benefits.

   Concordantly, NTCOG encourages more definitive guidance on proper workforce training, as it is essential for the equity and safety of individuals involved with EV charging stations and expands local job opportunities. NTCOG acknowledges much of this role may fall to the MPO in urbanized areas but recommends TXDOT acknowledge need in rural areas and provide guidance for smaller MPOs. Workforce considerations could include working with community college and trade schools to expand EV curriculums and working with local workforce development boards.

9. **Guidance on Environmental Justice Benefits**
   NTCOG recommends TXDOT define a disadvantaged community (DAC) for purposes of NEVI implementation. NTCOG supports TXDOT’s intent to follow forthcoming guidance from FHWA regarding standards for measuring benefits to DACs and recommends developing more state-specific guidance once national standards are released. NTCOG also recommends TXDOT evaluate the newly released resource by Argonne National Laboratory titled “Using Mapping Tools to Prioritize Electric Vehicle Charger Benefits to Underserved Communities”.

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3 [https://publications.anl.gov/anlpubs/2022/05/175535.pdf](https://publications.anl.gov/anlpubs/2022/05/175535.pdf)
10. **Inclusion of Language to Ensure Protection of Cultural Resources and Human Remains When Constructing Charging Stations**

NCTCOG recently received correspondence from a Federally Recognized Tribal Nation regarding future EV charging projects in North Texas. The correspondence identified conditions that must be followed in accordance with the National Historic Preservation Act, including Sections 101 and 106, and the National Environmental Policy Act. These conditions were related to inadvertent discoveries, post review discoveries, and activities that have the potential to disturb cultural resources. NCTCOG encourages TXDOT to include any applicable language to comply with these conditions when constructing EV charging stations.


11. **Resiliency of Evacuation Routes**

NCTCOG recommends incorporation of resiliency features such as integrated battery or solar on select stations on designated evacuation routes. Microgrids are an additional tool in ensuring power to stations during states of emergencies.

12. **Risk of Vandalism**

NCTCOG recommends acknowledging the risk of station vandalism and adding provisions regarding how such instances will be handled.

13. **Energy Efficiency**

NCTCOG recommends requiring vendors to utilize Energy Star-certified equipment when available.
2022 WTS Innovative Transportation Solutions Award

DFW High-Speed Transportation Connections Study Team

Project Management
Dan Lamers
Brendon Wheeler

Marketing/Public Outreach
Amanda Wilson
Rebekah Gongora
Carli Baylor
Norma Zuniga
Taylor Benjamin
Teresa Taitt

Legal Services
Ken Kirkpatrick
Emily Beckham

Document Review / Quality Assurance
Cile Grady

Mapping Support
James McLane

Fiscal Management
Michelle Ward
Nathaniel Dover

HNTB (Project Consultant)

Management Team
Ian Bryant
Chris Masters
Nicole Alldredge

ELECTRONIC ITEM 4.3

ELECTRONIC ITEM 4.3
### Infrastructure Investment and Jobs Act (IIJA): Fiscal Year (FY) 2022 - 2026

#### Characteristics of New/Existing USDOT Competitive Discretionary Grant Programs for Planning and Capital Projects

<table>
<thead>
<tr>
<th>PROGRAM NAME</th>
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<th>MILESTONE</th>
<th>STATUS</th>
<th>ELIGIBILITY</th>
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<th>FEDERAL AND TRIBAL MATCH (TML)</th>
<th>STATE AND LOCAL MATCH</th>
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<th>OUTLINE STATUS</th>
<th>DUE DATE</th>
<th>FY</th>
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<th>PROJECT FUNDING TO FY 22</th>
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<td>1/31/2023 Announcement</td>
<td>Federal Highway Administration (FHWA)</td>
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<td>Rails to Places: Reduce transportation costs, increase rail ridership, and improve mobility in rural areas</td>
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**ELECTRONIC ITEM 4.4**
**Infrastructure Investment and Jobs Act (IIJA): Fiscal Year (FY) 2022 - 2026**

**Characteristics of New/Existing USDOT Competitive Discretionary Grant Programs for Planning and Capital Projects**

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<th>MNK IDENT</th>
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<th>PROJECT</th>
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<th>PROJECT TYPE</th>
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<th>ACTIVITY PERIOD</th>
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<th>PROJECT IMPLEMENTATION</th>
<th>NOTIFICATION CONTACTED</th>
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<td>3201</td>
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<td>Not specified</td>
<td>Not specified</td>
<td>12/31/2022</td>
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<td>Not specified</td>
<td>Implement urban transportation systems; support local transportation agencies and regional planning organizations in transportation projects; encourage multimodal transportation systems; and provide available forms of technical assistance for transportation providers and local public/private entities submitting projects via non-MPO eligible grant opportunities.</td>
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<tr>
<td>Program for Coordinated TOD Planning</td>
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<td>20302</td>
<td>Public Transit Agency/Authority</td>
<td>TOD planning extent to address climate change &amp; reduced harmful or direct carbon emissions, enhanced access/mobility, service reliability, and other non-transportation provisions</td>
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<td>Not specified</td>
<td>Pending</td>
<td>Not specified</td>
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<td>Not specified</td>
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<td>12/31/2022</td>
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## Infrastructure Investment and Jobs Act (IIJA): Fiscal Year (FY) 2022 - 2026

Characteristics of New/Existing USDOT Competitive Discretionary Grant Programs for Planning and Capital Projects

### Table: Characteristics of New/Existing USDOT Competitive Discretionary Grant Programs for Planning and Capital Projects

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<tr>
<th>Program Name</th>
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<th>Purpose</th>
<th>Merit Criteria</th>
<th>Notes</th>
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<tr>
<td>ChargePoint</td>
<td>FY 22-24 Solicitation Period/Deadline</td>
<td>Meet current/anticipated market demands</td>
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<tr>
<td>Regional Street &amp; Highway Improvements (RSHI) Program</td>
<td>FY 22-24 Solicitation Period/Deadline</td>
<td>Support national/regional economic vitality</td>
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<tr>
<td>National Surface Transportation System (NHSTP) Program</td>
<td>FY 22-24 Solicitation Period/Deadline</td>
<td>Adequate ongoing maintenance/preservation support</td>
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<tr>
<td>Rebuilding America's Infrastructure (RAI)</td>
<td>FY 22-24 Solicitation Period/Deadline</td>
<td>Leveraging Federal funding &amp; attract investment</td>
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<tr>
<td>Helping America Rebuild (HARBOR) Program</td>
<td>FY 22-24 Solicitation Period/Deadline</td>
<td>Address need to improve bridge condition</td>
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<td>Record Linkage &amp; Data Integration Program</td>
<td>FY 22-24 Solicitation Period/Deadline</td>
<td>Incorporating innovative technologies</td>
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<tr>
<td>Rebuilding America's Capital Asset Program (RACP)</td>
<td>FY 22-24 Solicitation Period/Deadline</td>
<td>Transportation Asset Management Plan consistency</td>
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<tr>
<td>Preparing for High-Occupancy Vehicles</td>
<td>FY 22-24 Solicitation Period/Deadline</td>
<td>Meets current/anticipated market demand</td>
<td></td>
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<tr>
<td>Passenger Rail Investment Program (PRIIA)</td>
<td>FY 22-24 Solicitation Period/Deadline</td>
<td>Adequate ongoing maintenance/preservation support</td>
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<tr>
<td>Freight Rail Infrastructure Program (FRIP)</td>
<td>FY 22-24 Solicitation Period/Deadline</td>
<td>Meets current/anticipated market demand</td>
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<tr>
<td>Pipelines: Transportation Planning, Safety, and Security Program</td>
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<td>Adequate ongoing maintenance/preservation support</td>
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</table>

**Notes:**
- **MERIT CRITERIA** fields may contain multiple items as appropriate.
- **NOTES** fields may contain additional information.
- **WEBSITE(S)** fields may contain links to USDOT grant programs.

---

**Solicitation Period/Deadline:**
- FY 22 - Not specified
- FY 23 - Not specified
- FY 24 - Not specified

**Award Period:**
- 2023

**NOTES:**
- **Awards** may not be made until 2023 after an eligible award period.
- **NOTES** may contain additional information.

**WEBSITE(S):**
- [www.dot.gov/PIDPgrants](https://www.dot.gov/PIDPgrants)
### Infrastructure Investment and Jobs Act (IIJA): Fiscal Year (FY) 2022 - 2026

#### Characteristics of New/Existing USDOT Competitive Discretionary Grant Programs for Planning and Capital Projects

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<tr>
<th>PROGRAM NAME</th>
<th>CFDA NUMBERS</th>
<th>MEA MAPPING</th>
<th>ELIGIBILITY</th>
<th>PROGRAM DESCRIPTION</th>
<th>PROJECT TYPES</th>
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<th>TOTAL COST LIMITS</th>
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<td></td>
<td>State, or political subdivision of a State</td>
<td>Enabling communities to advance innovative, efficient, &amp; cost-effective strategies to improve transportation system resilience against those weather/climate events, that plan is equitable land/labor development &amp; shared property, &amp; in disadvantaged communities.</td>
<td>Planning/feasibility study evaluating potential of removal, retrofit, or mitigation to restore community connectivity.</td>
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<td></td>
<td>Non-Profit Organization, Tribal Government, Local Government, State, or political subdivision of a State</td>
<td>Address current/future evacuation vulnerabilities through an integrated transportation planning process in more than 7% of the United States.</td>
<td>Planning, Design, &amp; Construction: Pre-project planning efforts resulting in plans, designs, or construction of projects (§ 1001.502).</td>
<td>Not specified</td>
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<td>Planning - Resilience Improvement Grants: (Active)</td>
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<td>Metropolitan Planning Organization (MPO)</td>
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<td>Planning, Design, &amp; Construction: Pre-project planning efforts resulting in plans, designs, or construction of projects (§ 1001.502).</td>
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<td>Non-Profit Organization, Tribal Government, Local Government, State, or political subdivision of a State</td>
<td>Prioritize first responder &amp; evacuation route access through an integrated transportation planning process in more than 7% of the United States.</td>
<td>Planning, Design, &amp; Construction: Pre-project planning efforts resulting in plans, designs, or construction of projects (§ 1001.502).</td>
<td>Not specified</td>
<td></td>
<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Planning - Resilience Improvement Grants: (Active)</td>
<td>2023.355</td>
<td></td>
<td>State, Metropolitan Planning Organization (MPO), Urbanized Area, or political subdivision of a State</td>
<td>Planning, Design, &amp; Construction: Pre-project planning efforts resulting in plans, designs, or construction of projects (§ 1001.502).</td>
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<td>2023.355</td>
<td></td>
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<td></td>
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<tr>
<td>Planning - Resilience Improvement Grants: (Active)</td>
<td>2023.355</td>
<td></td>
<td>State, or political subdivision of a State</td>
<td>Address current/future evacuation vulnerabilities through an integrated transportation planning process in more than 7% of the United States.</td>
<td>Planning, Design, &amp; Construction: Pre-project planning efforts resulting in plans, designs, or construction of projects (§ 1001.502).</td>
<td>$500 million (FY 22)</td>
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<td>2023.355</td>
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<td>Planning - Resilience Improvement Grants: (Active)</td>
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<td>State, Metropolitan Planning Organization (MPO), Urbanized Area, or political subdivision of a State</td>
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<td>Planning, Design, &amp; Construction: Pre-project planning efforts resulting in plans, designs, or construction of projects (§ 1001.502).</td>
<td>Not specified</td>
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</tr>
<tr>
<td>Grant Program</td>
<td>Program Eligibility</td>
<td>Program Elements</td>
<td>Program Focus Areas</td>
<td>Program Fundings</td>
<td></td>
<td></td>
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<tr>
<td>Infrastructure Investment and Jobs Act (IIJA): Fiscal Year (FY) 2022 - 2026</td>
<td>Provide grants to construct destinations within/between communities (at least one community or group in an area adjacent to the eligible facility area)</td>
<td>Improved mobility of people/goods (improving evacuation/response by Federal/State/local passenger vehicles)</td>
<td>$ 1.2 billion                                                                 $ 500 million $ 75 million $ 75 million $ 1 billion</td>
<td></td>
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<tr>
<td></td>
<td></td>
<td>Test the feasibility of a State Department of Transportation (DOT) or political subdivision of a State to improve safety, mobility, transportation efficiencies, system connectivity, infrastructure durability, and other information that may improve travel.</td>
<td>$ 2 million/yr: $ 60 million/yr $ 75 million $ 500 million</td>
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<tr>
<td></td>
<td></td>
<td>Pilot Program</td>
<td>$ 100,000 to $ 5 million/yr (planning grants) $ 2 million/yr (capital grants)</td>
<td>$ 5 million - Planning grants $ 30% - Active network accessibility $ 30% - Active &quot;spine&quot;</td>
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<tr>
<td></td>
<td></td>
<td></td>
<td>$ 2 million/yr $ 5 million</td>
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</tr>
</tbody>
</table>

**Characteristics of New/Existing USDOT Competitive Discretionary Grant Programs for Planning and Capital Projects**

**ELIGIBILITY**

- Projects must address one or more of the following:
  - Active transportation project or group of projects within or between a community or group of communities (at least one community or group in an area adjacent to the eligible facility area).
  - Projects utilizing advanced transportation technologies, including self-driving vehicle demonstration projects, or alternative fuel vehicle demonstration projects.
  - Projects that utilize disruptive technologies, including self-driving vehicles, electric vehicles, or alternative fuel vehicles.
  - Projects that implement new or improved transportation planning processes, including travel demand management (TDM) strategies.

**Costs**

- Matching contributions are required.

**Dates**

- Active Solicitation (FY 22 NOFO released)
- Expected FY 23 Award
- Expenditure Budget/Budget Legislation

**FEEDBACK**

- NOTE: NCTCOG staff will monitor, support, and provide available forms of technical assistance for transportation providers and local public/private entities submitting projects via non-MPO-eligible grant opportunities.
### Infrastructure Investment and Jobs Act (IIJA): Fiscal Year (FY) 2022 - 2026

**Characteristics of New/Existing USDOT Competitive Discretionary Grant Programs for Planning and Capital Projects**

**NOTE:** NOTICES and grant opportunities are subject to final agency discretion. Technical assistance for non-profits and local/public/private entities submitting projects via non-MTO eligible grant opportunities.

<table>
<thead>
<tr>
<th>Program Name</th>
<th>Full Name</th>
<th>Program Code</th>
<th>Fiscal Year</th>
<th>Eligible Spend</th>
<th>Funding</th>
<th>Eligibility</th>
<th>Award Timeframe FY 2022</th>
<th>Application Process</th>
<th>Program Website</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rail Grants</td>
<td>Rail Grants for Infrastructure Projects</td>
<td>22307</td>
<td>2022-2026</td>
<td>$1 billion</td>
<td>50%</td>
<td>Existing</td>
<td>2.5 years (or)</td>
<td>Grant</td>
<td><a href="http://dot.gov/infrastructure">dot.gov/infrastructure</a></td>
<td>60 days (FY 2022)</td>
</tr>
<tr>
<td>Rail Grants</td>
<td>Rail Grants for Public Transportation Projects</td>
<td>22104</td>
<td>2022-2026</td>
<td>$3 billion</td>
<td>45%</td>
<td>Existing</td>
<td>2.5 years (or)</td>
<td>Grant</td>
<td><a href="http://dot.gov/infrastructure">dot.gov/infrastructure</a></td>
<td>60 days (FY 2022)</td>
</tr>
<tr>
<td>Rail Grants</td>
<td>Rail Grants for Planning and Development Projects</td>
<td>22106</td>
<td>2022-2026</td>
<td>$10 billion</td>
<td>50%</td>
<td>Existing</td>
<td>2.5 years (or)</td>
<td>Grant</td>
<td><a href="http://dot.gov/infrastructure">dot.gov/infrastructure</a></td>
<td>60 days (FY 2022)</td>
</tr>
<tr>
<td>Rail Grants</td>
<td>Rail Grants for Safety-Related Projects</td>
<td>21203</td>
<td>2022-2026</td>
<td>Not specified</td>
<td>Max.</td>
<td>Existing</td>
<td>2.5 years (or)</td>
<td>Grant</td>
<td><a href="http://dot.gov/infrastructure">dot.gov/infrastructure</a></td>
<td>60 days (FY 2022)</td>
</tr>
<tr>
<td>Rail Grants</td>
<td>Rail Grants for Energy Projects</td>
<td>21204</td>
<td>2022-2026</td>
<td>Not specified</td>
<td>Max.</td>
<td>Existing</td>
<td>2.5 years (or)</td>
<td>Grant</td>
<td><a href="http://dot.gov/infrastructure">dot.gov/infrastructure</a></td>
<td>60 days (FY 2022)</td>
</tr>
<tr>
<td>Rail Grants</td>
<td>Rail Grants for Environmental Projects</td>
<td>21205</td>
<td>2022-2026</td>
<td>Not specified</td>
<td>Max.</td>
<td>Existing</td>
<td>2.5 years (or)</td>
<td>Grant</td>
<td><a href="http://dot.gov/infrastructure">dot.gov/infrastructure</a></td>
<td>60 days (FY 2022)</td>
</tr>
<tr>
<td>Rail Grants</td>
<td>Rail Grants for Other Projects</td>
<td>21206</td>
<td>2022-2026</td>
<td>Not specified</td>
<td>Max.</td>
<td>Existing</td>
<td>2.5 years (or)</td>
<td>Grant</td>
<td><a href="http://dot.gov/infrastructure">dot.gov/infrastructure</a></td>
<td>60 days (FY 2022)</td>
</tr>
<tr>
<td>Rail Grants</td>
<td>Rail Grants for National Program</td>
<td>21207</td>
<td>2022-2026</td>
<td>Not specified</td>
<td>Max.</td>
<td>Existing</td>
<td>2.5 years (or)</td>
<td>Grant</td>
<td><a href="http://dot.gov/infrastructure">dot.gov/infrastructure</a></td>
<td>60 days (FY 2022)</td>
</tr>
</tbody>
</table>

**Notes:**
- Funded Projects are expected to exceed $50 million in total cost and may include construction, safety, environmental mitigation, rail or pathway-rail grade separations, and public transportation projects.
- Applications for grants are available at [dot.gov/infrastructure](http://dot.gov/infrastructure) and due by 90 days after program announcement.
- Program and application announcements are available at [dot.gov/infrastructure](http://dot.gov/infrastructure) for interested applicants.
- The IIJA provides for a total of $1 trillion in spending, including $360 billion for transportation infrastructure, $250 billion for surface transportation, and $110 billion for rail investments.
### Infrastructure Investment and Jobs Act (IIJA): Fiscal Year (FY) 2022 - 2026

**Characteristics of New/Existing USDOT Competitive Discretionary Grant Programs for Planning and Capital Projects**

#### Funding Agency

<table>
<thead>
<tr>
<th>Agency</th>
<th>Percentage</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>New</td>
<td>80%</td>
<td>Total</td>
</tr>
<tr>
<td>Large Communities</td>
<td>40%</td>
<td>For large communities (e.g. State)</td>
</tr>
<tr>
<td>Midsize Communities</td>
<td>30%</td>
<td>For midsize communities (e.g. Metropolitan Planning Organization)</td>
</tr>
<tr>
<td>Small Communities</td>
<td>20%</td>
<td>For small communities (e.g. Cities)</td>
</tr>
</tbody>
</table>

#### Integration Capabilities of Public Transit Options

<table>
<thead>
<tr>
<th>Minimum -</th>
<th>Maximum -</th>
</tr>
</thead>
<tbody>
<tr>
<td>$200,000</td>
<td>$1 million</td>
</tr>
</tbody>
</table>

#### Pending Obligation

<table>
<thead>
<tr>
<th>For Interstate Rail Compact Entities:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Not specified</td>
</tr>
</tbody>
</table>

#### Smart Program

- **Implementation** (SS4A) Grant: Roads for All
- **Safe Streets & Action Plan Grant** (SS4A) Grant
- **Comprehensive Mobility Plan** (Compacts Grant): Interstate Rail

#### Significant Characteristics

- **Technology-based commerce delivery & logistics**
- **Intelligent transportation system integration**
- **Intelligent sensor-based infrastructure**
- **Connected vehicles**

#### ELIGIBILITY

- **Technology-based commerce delivery & logistics**
  - Characteristic: Increased transportation system resiliency
  - Objective: Broad public/system connected vehicle connectivity
  - Added categories: Improved transportation system reliability, Medium/long-term economic competitiveness, Underserved population connectivity & cost savings
  - Description: Advanced data/technology contributing to: Public/private sector delivery likelihood, Public open data sharing commitments, Leadership & functional capacity continuity

#### Infrastructure Investment and Jobs Act (IIJA): Fiscal Year (FY) 2022 - 2026

<table>
<thead>
<tr>
<th>Grants</th>
<th>Budget Costs</th>
<th>Description, Assessment, &amp; Implementation Costs</th>
<th>Additional Safety Considerations</th>
</tr>
</thead>
<tbody>
<tr>
<td>Roadway</td>
<td>$15 million</td>
<td>Include evidence-based projects/strategies</td>
<td>Pop. % in Underserved Community Census Tract</td>
</tr>
<tr>
<td>Transit</td>
<td>$100 million/year</td>
<td>Seek to adopt innovative technologies/strategies</td>
<td>Equity: Decrease existing disparities among key groups</td>
</tr>
<tr>
<td>Rail</td>
<td>$3 million/year</td>
<td>Engage variety of public/private stakeholders</td>
<td>Underserved Community investment</td>
</tr>
</tbody>
</table>

#### Infrastructure Investment and Jobs Act (IIJA): Fiscal Year (FY) 2022

<table>
<thead>
<tr>
<th>Period/Deadline</th>
<th>Solicitation</th>
<th>GRANT TIMING (FY 2022)</th>
<th>Award Costs</th>
</tr>
</thead>
<tbody>
<tr>
<td>Active Solicitation (FY 22 NOFO released)</td>
<td>5/16/2022</td>
<td>2022/Jan 2023</td>
<td>Roadway</td>
</tr>
<tr>
<td>(Active)</td>
<td></td>
<td></td>
<td>Transit</td>
</tr>
<tr>
<td>(Active)</td>
<td></td>
<td></td>
<td>Rail</td>
</tr>
</tbody>
</table>

#### Additional Information

- **Vision Zero Act of 1997.**
- **Reform and Accountability section 410 of the Amtrak rail compacts pursuant to NCTCOG.**
- **NCTCOG** groups of entities listed above.
- **Public Transit Agency/Authority**
- **Metropolitan Planning Organization (MPO)**
- **Amtrak or other Intercity Rail Passenger Carrier**
- **State, or political subdivision of a State (Local/Tribal)**
- **Urbanized Area**
- **and Rural communities**
- **30% - Midsize communities**
- **< 15% - single State**
- **5 yrs after obligation**
- **2 yrs after expenditure**
- **1 yr after expenditure**
- **5 yrs after award**
- **1 yr after announcement**

#### Notes

- **Eligible recipients** include public or private entities nationwide, including states, local governments, and public-private partnerships.
- **Eligible costs** include project and administrative costs identified in a comprehensive safety action plan.
- **Eligible projects** include planning, design, and other developmental activities.
- **Eligible matching** includes State, local, and Federal funds.
- **Eligible recipients** must submit an award agreement by June 30, 2022.
### Infrastructure Investment and Jobs Act (IIJA): Fiscal Year (FY) 2022 - 2026

Characteristics of New/Existing USDOT Competitive Discretionary Grant Programs for Planning and Capital Projects

<table>
<thead>
<tr>
<th>PROGRAM NAME</th>
<th>SYSTEM</th>
<th>BRIEF DESCRIPTION</th>
<th>ELIGIBILITY</th>
<th>TOTAL AMOUNT</th>
<th>PROJECT COST LIMITS</th>
<th>FEDERAL SHARE</th>
<th>NON-MPS SET-ASIDE</th>
<th>NON-MPS AUTHORITY</th>
</tr>
</thead>
<tbody>
<tr>
<td>FUNDING</td>
<td>Not specified</td>
<td>Funding to upgrade not specified</td>
<td>pending</td>
<td></td>
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<td></td>
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<td></td>
</tr>
<tr>
<td>50% - Grant</td>
<td></td>
<td>pending</td>
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</tr>
<tr>
<td><a href="https://www.faa.gov/">https://www.faa.gov/</a></td>
<td>Municipal or Community-Owned Utility Provider</td>
<td>eligibility pending to accept and benefit from public-private partnerships</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>90% - Total</td>
<td>Provide grants for state, or a political subdivision of a State</td>
<td>eligibility pending to accept and benefit from public-private partnerships</td>
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</tr>
<tr>
<td><a href="https://www.transit.dot.gov/">https://www.transit.dot.gov/</a></td>
<td>State, or a political subdivision of a State</td>
<td>eligibility pending to accept and benefit from public-private partnerships</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>80% - Total</td>
<td>Not specified</td>
<td>pending</td>
<td></td>
<td></td>
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<td></td>
</tr>
<tr>
<td>5/24/2022</td>
<td>Eligibility, completeness, &amp; applicant risk review</td>
<td>pending</td>
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</tr>
</tbody>
</table>

**NOTES:** NOCTOGO, NCTCOG, and local public/private entities submitting projects via non-MPS eligible grant opportunities.

**WEBSITE(S):** [NIST.gov](https://www.nist.gov), [EPA.gov](https://www.epa.gov), [FAA.gov](https://www.faa.gov), [DOT.gov](https://www.dot.gov), [GSA.gov](https://www.gsa.gov), [USDOT.gov](https://www.usdot.gov)
## Infrastructure Investment and Jobs Act (IIJA): Fiscal Year (FY) 2022 - 2026

**Characteristics of New/Existing USDOT Competitive Discretionary Grant Programs for Planning and Capital Projects**

<table>
<thead>
<tr>
<th>PROGRAM NAME</th>
<th>IIJA SECTION</th>
<th>PROJECT PURPOSE</th>
<th>FUNDING NOTEPURPOSE</th>
<th>ELIGIBILITY</th>
<th>GRANT TIMING (FY 2022)</th>
<th>WEBSITE(S)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Airport Infrastructure Grants Program</td>
<td><strong>NEW/EXISTING</strong></td>
<td><strong>RULE-MAKING</strong></td>
<td><strong>NCTCOG</strong></td>
<td><strong>CONTACT</strong></td>
<td><strong>NOTICE OF INTENT</strong></td>
<td><strong>SUBMITTAL LIMIT/YR</strong></td>
</tr>
<tr>
<td>Airport Infrastructure Grants Program</td>
<td><strong>EXISTING</strong></td>
<td></td>
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</tbody>
</table>

**Airport Infrastructure Grants Program: Control Tower Program**

- **Funding for projects to construct, repair, or relocate non-approach control towers, as well as for related equipment & construction of remote towers.**

- **Grants are available under the Non-Approach Control Tower Cost-Share Program.**

- **Maximum award:**
  - FY 22 - $20 million
  - $100 million in total

- **Total Award:**
  - $20 million
  - $100 million

**NOTE:** NCTCOG staff will also monitor, support, and provide available forms of technical assistance for transportation providers and local public/private entities submitting projects via non-MPO eligible grant opportunities.
NCTCOG

INNOVATIVE TRANSPORTATION TECHNOLOGY INFRASTRUCTURE CERTIFICATION PROGRAM

STATUS UPDATE

DIRECTOR’S REPORT
REGIONAL TRANSPORTATION COUNCIL
7/14/2022
Interest in Transportation Certification Program

RTC adopted Policy P22-02 on May 12, 2022, to develop process for the Innovative Transportation Technology Infrastructure Certification Program

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

Staff will continue coordination with applicants and potential applicants to gather more information on proposals as a part of Step 1 of the program

Staff will bring back status and periodic information updates to STTC and RTC as coordination progresses
## Transportation Infrastructure Certification Program

### Applicant Status

<table>
<thead>
<tr>
<th>Applicant/Technology Provider</th>
<th>Technology / Mode</th>
<th>Market Solution</th>
<th>Purpose / Benefit</th>
<th>Application Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>TransPod</td>
<td>Hyperloop (ultra-high-speed pod in near vacuum environment)</td>
<td>Statewide/Intercity/Regional</td>
<td>People and Goods/Air Quality and Congestion Reduction</td>
<td>Proposal submitted; staff review ongoing</td>
</tr>
<tr>
<td>JPod</td>
<td>Personal Rapid Transit (elevated pod/modern gondola)</td>
<td>Local/Sub-Regional</td>
<td>People/Air Quality and Congestion Reduction</td>
<td>Proposal submitted; staff review ongoing</td>
</tr>
<tr>
<td>The Boring Company</td>
<td>Tunnel Solutions (subgrade transportation)</td>
<td>Regional/Local</td>
<td>People, Goods, and Utility/Air Quality and Congestion Reduction</td>
<td>Interest in submitting proposal; discussions ongoing</td>
</tr>
<tr>
<td>Company A</td>
<td>Personal Rapid Transit (elevated pod/modern gondola)</td>
<td>Local/Sub-Regional</td>
<td>People/Air Quality and Congestion Reduction</td>
<td>Interest in submitting proposal; discussions ongoing</td>
</tr>
</tbody>
</table>
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

Brendon Wheeler, PE
Program Manager
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Dan Lamers, PE
Senior Program Manager
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STATUS REPORT ON TEXAS VOLKSWAGEN ENVIRONMENTAL MITIGATION PROGRAM FUNDING

Regional Transportation Council
July 14, 2022
Total Awarded = $20,934,042 to 170 Charging Units at 41 Locations

Geographic Distribution of Funding Awarded
(7 Priority Areas + Rest of State)

- Dallas-Fort Worth: 20%
- Other Counties: 26%
- Houston-Galveston-Brazoria: 34%
- Austin: 9%
- Beaumont-Port Arthur: 0%
- Bell: 3%
- El Paso: 0%
- San Antonio: 8%

Over 96% of DC Fast Charge funding has been awarded to convenience store locations.

Other locations include grocers, auto dealers, and warehouses.
Applications Awarded in 26 of 254 Counties, Increasing Charger Access on Interstates and Urbanized areas

<table>
<thead>
<tr>
<th>Area</th>
<th>Counties</th>
<th>DCFC Stations</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dallas-Fort Worth Area</td>
<td>Collin, Dallas, Denton, Ellis, Hood, Johnson, Kaufman, Parker, Rockwall, Tarrant, Wise</td>
<td>11</td>
</tr>
<tr>
<td>Houston-Galveston-Brazoria Area</td>
<td>Brazoria, Chambers, Fort Bend, Galveston, Harris, Liberty, Montgomery, Waller</td>
<td>12</td>
</tr>
<tr>
<td>San Antonio Area</td>
<td>Bexar, Comal, Guadalupe, Wilson</td>
<td>3</td>
</tr>
<tr>
<td>Austin Area</td>
<td>Bastrop, Caldwell, Hays, Travis, Williamson</td>
<td>3</td>
</tr>
<tr>
<td>El Paso County</td>
<td>El Paso</td>
<td>0</td>
</tr>
<tr>
<td>Bell County</td>
<td>Bell</td>
<td>1</td>
</tr>
<tr>
<td>Beaumont-Port Arthur Area</td>
<td>Hardin, Jefferson, Orange</td>
<td>0</td>
</tr>
<tr>
<td>Non-Priority Counties</td>
<td>Counties outside Priority Areas</td>
<td>11</td>
</tr>
</tbody>
</table>

*Existing Station Data from Department of Energy Alternative Fuel Station Locator as of January 2021*
DCFC LOCATIONS AWARDED IN DFW PRIORITY AREA

Major Highways Receiving DCFC Stations

INTERSTATE 35W
INTERSTATE 35E
INTERSTATE 20
INTERSTATE 30

State Highway 161
State Highway 78

Legend
- TxVEMP DC Fast Charge Stations
- Existing Public DC Fast Charge Stations
- Existing Public Level 2 Stations

FHWA Designated Electric Corridors
- Corridor Ready
- Corridor Pending
- Priority Areas
- County

*Existing Station Data from Department of Energy Alternative Fuel Station Locator as of January 2021
## Overview of Texas Volkswagen Environmental Mitigation Program (TXVEMP) Funding Status

<table>
<thead>
<tr>
<th>Statewide Allocation</th>
<th>Program</th>
<th>DFW Area Allocation</th>
<th>Schedule</th>
<th>Status*</th>
</tr>
</thead>
<tbody>
<tr>
<td>~$169.5 Million</td>
<td>School, Shuttle, and Transit Buses</td>
<td>~$169.5 Million</td>
<td></td>
<td>$9,448,544 Requested $5,863,995 Awarded</td>
</tr>
<tr>
<td></td>
<td>Refuse Vehicles</td>
<td>$8,346,290</td>
<td>Closed; Awards Final</td>
<td>$17.3 Million Requested All Available Funds Awarded</td>
</tr>
<tr>
<td></td>
<td>Freight and Port Drayage Vehicles</td>
<td>$6,677,032</td>
<td>Closed; Awards Final</td>
<td>$8,961,832 Requested $7,929,979 Awarded</td>
</tr>
<tr>
<td></td>
<td>Electric Forklifts and Port Cargo-Handling Equipment</td>
<td>$6,677,032</td>
<td></td>
<td>To Be Determined</td>
</tr>
<tr>
<td></td>
<td>Electric Airport Ground Support Equipment</td>
<td>$6,677,032</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Ocean-Going Vessel Shore Power</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>~$31.3 Million</td>
<td>ZEV Infrastructure – Level 2 Rebate</td>
<td>$10,465,958 (Statewide)</td>
<td>Closed; Awards Still in Progress</td>
<td>$11,005,500 Requested $10,400,000 Awarded</td>
</tr>
<tr>
<td></td>
<td>ZEV Infrastructure – DC Fast Charge and Hydrogen Refueling</td>
<td>$20.9 Million (Statewide)</td>
<td>Closed; Awards Final</td>
<td>$89,852,581 Requested All Available Funds Awarded</td>
</tr>
</tbody>
</table>

*Data reflects information posted at [www.texasvwfund.org](http://www.texasvwfund.org) as of June 27, 2022*
### AWARDS TO DFW AREA PUBLIC SECTOR ENTITIES

#### Bus Replacements:
- Aledo ISD
- Argyle ISD
- Arlington ISD
- Birdville ISD
- Chico ISD
- Cleburne ISD
- Community ISD
- Denton ISD
- Everman ISD
- Godley ISD
- Grapevine-Colleyville ISD
- Hurst-Euless-Bedford ISD
- Maypearl ISD
- Sanger ISD
- Venus ISD
- Waxahachie ISD

#### Refuse Vehicle Replacements:
- City of Cleburne
- City of Dallas
- City of Hurst
- City of Midlothian
- City of Plano
- City of Princeton
- City of River Oaks
- City of Watauga
- City of Weatherford
- Denton County
- Tarrant County
- Town of Hickory Creek

#### Freight Vehicle Replacements:
- City of Cleburne
- City of Dallas
- Dallas County
- Ellis County
- Kaufman ISD
- Mansfield ISD
- Tarrant County

#### Level 2 Charging Stations:*
- City of Arlington
- City of Corinth
- City of Dallas
- City of Duncanville
- City of Farmers Branch
- City of Southlake
- City of Weatherford
- Dallas County MHMR
- Texas Parks and Wildlife
- The University of Texas at Dallas

*Funds still being awarded

Data reflects information posted at [www.texasvwfund.org](http://www.texasvwfund.org) as of June 27, 2022
City of Dallas

Eight Level 2 Charging Sites Being Built with TxVEMP Funds

Grant Summary

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Awarded Grant Amount</td>
<td>$87,500</td>
</tr>
<tr>
<td>Dallas Sanitation Department Chargers (2 sites)</td>
<td>2</td>
</tr>
<tr>
<td>Dallas Water Utility Chargers (4 sites)</td>
<td>13</td>
</tr>
<tr>
<td>Kay Bailey Convention Center Chargers (1 site)</td>
<td>10</td>
</tr>
<tr>
<td>Dallas Love Field Airport Chargers (1 site)</td>
<td>10</td>
</tr>
<tr>
<td>Total Chargers</td>
<td>35</td>
</tr>
</tbody>
</table>

Distribution of Access to TxVEMP Funded Chargers

- Public Access 31%
- Private Access 38%
- Private and Public Access 31%

Data reflects information received from the City of Dallas as of June 9, 2022.
FOR MORE INFORMATION

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lclark@nctcog.org

Also see “Hot Topics” at www.nctcog.org/aqfunding

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

Based on ≤70 ppb (As of July 8, 2022)

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

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

1997 Standard < 85 ppb (Revoked)

2008 Standard ≤ 75 ppb (Severe by 2027)

2015 Standard ≤ 70 ppb¹ (Moderate by 2024)

As of July 8, 2022

¹Attainment Goal - According to the US EPA National Ambient Air Quality Standards, attainment is reached when, at each monitor, the Design Value (three-year average of the annual fourth-highest daily maximum eight-hour average ozone concentration) is equal to or less than 70 parts per billion (ppb).
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https://www.nctcog.org/trans/quality/air/ozone
MINUTES
Regional Transportation Council
PUBLIC MEETING

2023-2025 Disadvantaged Business Enterprise Goals

Regional 10-Year Plan

AV2.1: Preparing for Emerging Transportation Technologies with Local Partners

Modifications to the FY2022 and FY2023 Unified Planning Work Program

Meeting Date and Location

The North Central Texas Council of Governments (NCTCOG) held a hybrid public meeting Monday, June 13, 2022, at noon at the North Central Texas Council of Governments (NCTCOG) in Arlington. Patrons could attend in person, via phone, or view the live stream at www.nctcog.org/input. Ken Kirkpatrick, Counsel for Transportation, moderated the meeting, attended by 43 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:

- 2023-2025 Disadvantaged Business Enterprise Goals – presented by Emily Beckham
- Regional 10-Year Plan – presented by Cody Derrick
- AV2.1: Preparing for Emerging Transportation Technologies with Local Partners – presented by Clint Hail

Modifications to the FY2022 and FY2023 Unified Planning Work Program (UPWP) were also posted online for public review and comment.

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.org/input.

Summary of Presentations


The Disadvantaged Business Enterprise (DBE) Program ensures non-discrimination, creates a level playing field, helps remove barriers to DBE participation, and ensures DBE firms meet required eligibility standards.
To be classified as a DBE, at least 51 percent of an entity must be owned by socially and economically disadvantaged individuals. Socially and economically disadvantaged individuals must be a U.S. citizen or lawful permanent residents. These individuals can be women, Black Americans, Hispanic Americans, Native Americans, Asian-Pacific Americans, and others as determined by the Small Business Administration.

The following funding recipients are required to have a DBE Program:

- Federal Transit Administration recipients receiving planning, capital and/or operating assistance who will award prime contracts exceeding $250,000 in funding in a federal fiscal year
- Federal Aviation Administration recipients receiving grants for airport planning and development who will award prime contracts exceeding $250,000 in funding in a federal fiscal year
- All Federal Highway Administration recipients

NCTCOG staff is currently finalizing DBE goals for Fiscal Years 2023 through 2025. This process includes determining relative availability of ready, willing, and able DBE firms and considering additional DBE data. The Regional Transportation Council will take action on the DBE goals for Fiscal Years 2023 through 2025 on July 14, 2022, and they will become effective on October 1, 2022.

**Regional 10-Year Plan presentation:**
https://www.nctcog.org/getmedia/1f7b6f6e-e1c4-4aa1-8bc9-a4944050f769/Regional-10-Year-Plan.pdf.aspx

Metropolitan Planning Organizations are required by law to develop 10-year plans using performance-based planning and project selection methods. A regional 10-Year Plan was first approved by the Regional Transportation Council (RTC) in December 2016 and includes projects selected by NCTCOG, the Texas Department of Transportation (TxDOT) and the Texas Transportation Commission (TTC). This plan is updated annually in conjunction with the development of TxDOT’s Unified Transportation Program (UTP).

Since the last 10-Year Plan update, TxDOT has begun developing the 2023 UTP and has coordinated with NCTCOG staff on project updates as well as potential new projects. A draft project listing was created for the March 1, 2022 TxDOT deadline.

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

- Projects 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
- Refund previously unfunded projects when possible
- Ensure all RTC projects are approved in the 2023 UTP
- Projects must be scored and should have a score sufficient to qualify for funding

Next steps include finalizing update efforts with TxDOT staff and bringing back any project changes to the Surface Transportation Technical Committee (STTC) and RTC once the TTC approves the UTP.
The RTC will take action on the 10-Year Plan update on July 14, 2022. The TTC will take action on the 2022 UTP in August 2022.

**AV2.1: Preparing for Emerging Transportation Technologies with Local Partners presentation:**
[https://www.nctcog.org/getmedia/2c1a7a02-e631-4a75-be64-5e63fba603f8/AV2-1-Preparing-for-Emerging-Transportation-Technologies-with-Local-Partners.pdf.aspx](https://www.nctcog.org/getmedia/2c1a7a02-e631-4a75-be64-5e63fba603f8/AV2-1-Preparing-for-Emerging-Transportation-Technologies-with-Local-Partners.pdf.aspx)

The Automated Vehicle 2.1 (AV 2.1) Project is part of a three-phased approach for the Automated Vehicle 2.0 (AV2.0) Program. AV2.1 is the planning phase, and its purpose is to understand the region’s mobility challenges, identify ways transportation automation and related techs can address those challenges, and to recommend policies and best practices to achieve positive results for the region. Emerging technologies being planned include automated cars and trucks, ride sharing services, automated (self-driving) shuttles, and automated delivery robots, among others.

More information about AV2.1, an executive summary, and technical reports can be found at [www.connectntxfutures.org](http://www.connectntxfutures.org).

**Summary of Online Review and Comment Topic**

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

The Unified Planning Work Program (UPWP) summarizes transportation activities for NCTCOG’s metropolitan planning area, which covers a 12-county region. The UPWP is divided into five major task areas:

- Administration and Management
- Transportation Data Development and Maintenance
- Short-Range Planning and Programming and Air Quality and Transit Operations
- Metropolitan Transportation Plan
- Special Studies and System Operations

The modifications in this round of proposed modifications to the FY2022 and FY2023 UPWP address new project updates and funding adjustments. The RTC will take action on the FY2022 and FY2023 UPWP modifications on July 14, 2022.

**COMMENTS RECEIVED DURING THE MEETING**

**AV2.1: Preparing for Emerging Transportation Technologies with Local Partners**

David Beck, City of Justin

A. Transportation Technologies Infrastructure

*Question:* How does a city begin to think about infrastructure items that are necessary for future transportation development?
Summary of Response by Clint Hail: That’s a great question and one we’re always asking the technology industry professionals. The response has generally been that they don’t need much from the public sector other than the fundamentals like good signage and smooth roads.

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

No comments were received during the comment period via website, email, social media, or mail.
PUBLIC COMMENTS REPORT

WRITTEN COMMENTS SUBMITTED BY WEBSITE, EMAIL & SOCIAL MEDIA

Purpose

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

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

This month, public comments were received on a number of topics across social media platforms and via email. Bicycle and pedestrian comments related to North Texas trails and the DFW Bike Month Challenge were in the majority.

In addition, comments were accepted through a new, online map tool. Users can drop a pin on a location in the region and leave a detailed comment. This month, there were 27 bicycle and pedestrian comments and one roadway comment. To read them, visit: http://nctcoggis.maps.arcgis.com/apps/CrowdsourceReporter/index.html?appid=b014e6d39b604b3ca329d9094ed1e9e2.

Bicycle & Pedestrian

Twitter –

1. Join us for the Bike to Work Day Happy Hour TONIGHT at @fcbrewing from 5:30-8:30pm to end the day just right!!

What an awesome, (if windy) morning to celebrate Bike to Work Day 2022!! Huge shout out to… - BikeDFW (@BikeDFW)
all of our BikeDFW volunteers and board members for getting out there so early this morning; to our partners at

@dartmedia @NCTCOGTrans, @CityOfDallas, City of Richardson, City of Farmers Branch, REI, @meritcoffee, Bike Friendly Richardson, and Bike Friendly Oak Cliff; and – BikeDFW (@BikeDFW)

**Innovative Vehicles & Technology**

**Facebook –**

1. This story, featuring our DFW Clean Cities coordinator Lori Clark, will answer your questions about gas-powered vs. electric vehicles. Check it out! https://www.nbcdfw.com/.../are-there-enough.../2982953/. – NCTCOG Transportation Department

![Charging Station]

**Twitter –**

1. Huh! I didn't see anything about electric bikes. You know, the vehicle that requires 1/1000th the amount of resources to build and operate of an electric car, the vehicle not responsible for 40,000 deaths a year, or the vehicle responsible for our atrociously wasteful land use? – Andrew Wallace (@agwallace92)
2. Hosted by our sister Clean Cities Coalitions @DriveCleanCO @KCCleanCities @NCTCOGtrans @LiveGreenCT the PDs Driving EVs is a great opportunity to learn more about how electric vehicles could elevate your police fleet. Check it out! – CentralinaCleanFuels (@CLTCleanCities)

3. There are approx 50k Electric Vehicles (EV) in North Texas. Want to know where the charging stations are & basic info on owning an EV? Check out the new site: http://dfwcleancities.org/evnt. @NCTCOGtrans #electricvehicles
4. What could possibly go wrong – JW-MEME LORD (@ntxwxsnr)

Transit

Twitter –

1. The latest @dartmedia juvenile stunt to taunt North Dallas - putting a potty with porno graffiti on residential corner next to homeowner who opposes #SilverLine project. Kids pass this on the way to school. Grow up! @NCTCOGtrans @ColinAllredTX @VanTaylorTX @Bethvanduyne @axios – caraathome (קארה) (@caraathome)

Are you... really accusing DART of tagging this port-o-john as some sort of intimidation play???

And not, say... literally ~any~ 12- to 25-year-old male in your district? (The fightin’ 12!) – Pete Freedman (@PeteFreedman)

Yes, neighbor says they delivered it today with the graffiti already on it and placed it next to his house. Amazingly, @dartmedia wants the community to
believe DART will keep the sound walls free from graffiti. – caraathome ( ситтер) (@caraathome)

Take the train into Paris and you will find the walls painted top to bottom with graffiti. Take the train from Rome to Naples and you will find no graffiti...you know why? there are no walls to put graffiti on. Ask DART to eliminate the walls. – Gizem Leto (@GizemLeto1)

Sure - TeePope 🍒 ⚽️ (~ @TeeBall77)

2. At the @NCTCOGtrans executive board meeting today we approved the grant submission for I-30 Downtown Dallas Canyon which would include major improvements & a deck park. Also passed a motion for more transparency & robust reporting on #ADA. @CityOfDallas – caraathome ( отметила) (@caraathome)

Thank you for the information. How much and is there an estimated start date? – Jose Rivas Jr. (@joserivasjr)

The grant request is for $542 million. We will see if it is funded or not. – caraathome ( отметила) (@caraathome)
3. Great I-345 meeting today with @TxDOT @TxDOTDallas I’m really pleased with how they have listened to feedback and come up with a solution that works for the residents & commuters in @CityOfDallas 1/x @NCTCOGtrans https://keepitmovingdallas.com/I345

They took the time to listen to neighborhoods, businesses & collaborate with city staff to develop a whole new alternative that meets the needs & concerns voiced and provides opportunities for future development and connections. 2/x

You can learn more and give input at https://keepitmovingdallas.com/I345. Final shout out: Transportation is usually dominated by men, and it has been great to see so many outstanding women working on this project. 3/3 – caraathome (👥) (@caraathome)

4. @dartmedia has low fare box recovery & this is an easy way to gain ridership and take cars off the road. Increased ridership = increased federal transit & environmental funding. Major employers who purchase employee bus passes could subsidize this program. @NCTCOGtrans – caraathome (👥) (@caraathome)

Facebook –
1. June 13 Temporary Bus Service Adjustment

Our panel of experts will discuss what service changes riders should expect, and our efforts to recruit bus operators. – Dallas Area Rapid Transit (Official DART page)
Is the rescue rides program available for people in wheelchairs…electric or manual – Brian Olsen

Hello Brian. We will follow up with the appropriate team and get back to you soon. – Dallas Area Rapid Transit (Official DART page)

I would like to know the answer to this question. Please post it publicly.
Cara Mendelsohn NCTCOG Transportation Department – Cara Mendelsohn for Dallas City Council 12

Twitter –
1. Looking for aerials and Lidar data in DFW area? Checkout @NCTCOGtrans gis data website! #nctcog #aerials #lidar #mapping

North Central Texas Council of Governments - Digital Elevation Contours
https://nctcog.org/regional-data/digital-elevation-contours – Civil CAD Learning Solutions (@CivilCADL)

2. Find more information on topics of discussion and how to attend the hybrid June meeting at http://nctcog.org/input. – Ciudad de Dallas (@CiudadDeDallas)
The Honorable Terry Canales  
Texas House of Representatives  
P.O. Box 2910  
Austin, TX 78768-2910

Dear Chair Canales:

On behalf of the North Central Texas Council of Governments (NCTCOG) and the Regional Transportation Council (RTC), the Metropolitan Planning Organization for the Dallas-Fort Worth (DFW) area, I would like to extend our thanks to you for your leadership in the Texas Legislature on transportation and air quality issues. During the April 26, 2022, House Transportation Committee hearing, committee members asked about the Local Initiatives Projects (LIP) program and the emissions task force in North Texas.

The LIP program was a component of the Low-income Vehicle Repair and Replacement Assistance Program (LIRAP) from FY2008-FY2019, until LIRAP/LIP funding was line-item vetoed in the FY2018-2019 appropriations bill. LIP was composed of transportation programs that worked to improve air quality, including combating counterfeit inspection certificates. In 2019, Senate Bill 1070 (SB1070) by Senator Kirk Watson proposed a restructured and modernized LIP program focused on transportation and air quality improvements. SB 1070 as proposed would have enhanced the LIP program, collected funds at the local level, and removed LIRAP from statute.

Currently, LIRAP and LIP still exist in statute, but the funding mechanism no longer exists. The program was self-funded through a $6 fee paid at the time of a vehicle emissions inspection and the unused funds still cannot be used for any other purpose. Counties that participated in the program ended the collection of the $6 fee but a balance of $176.3 million remains in Clean Air Account 151. The funds were collected for a dedicated purpose but are instead being used to balance the State budget.

Please see the attached fact sheet on the LIP program and SB 1070 (SB1070) for additional information. If you have any questions, please contact Michael Morris, P.E., Director of Transportation, at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,

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

RG:kw

Attachments

cc: Texas House of Representatives Committee on Transportation  
Dylan Matthews, Texas House of Representatives
Local Initiatives Program Fact Sheet

Texas Ozone Nonattainment and the State Implementation Plan

In Texas, 20 counties exceed federal air quality standards for ground level ozone. This is called nonattainment and it affects some of the most populous regions in our state. Over 20 million Texans live in counties that are classified as nonattainment for the 2015 National Ambient Air Quality Standard for ozone.

The State Implementation Plan, or SIP, is an enforceable plan created by the State explaining how a nonattainment area will comply with federal air quality standards. The SIP includes implementable emission reduction control strategies.

Local Initiatives Program (LIP) exist under Weight of Evidence in the SIP as important strategies to improve air quality and protect human health.

Local Initiatives Program

Focused on lowering vehicle emissions through local transportation projects

Funds local law enforcement to target vehicle inspection stations that are committing fraud, as well as those who are selling counterfeit temporary vehicle registrations – an increasing draining revenue from Texas

What Projects are Eligible?

Projects that improve air quality, such as funding law enforcement to pursue inspection and registration fraud, traffic signal timing and other transportation system improvements and air control strategies

How Were Funds Collected?

Air quality fees were collected during vehicle registration in counties that have a vehicle emissions inspection program and the County Commissioners Court agreed to collect the fee. Ten percent of appropriated funds are directed to LIP under the current funding approach.

Potential Actions

Fully appropriate the balance of LIRAP funds in Clean Air Account 151 to counties where the fees were collected for use in a focused LIP program

Funds accumulated in Clean Air Account 151 were collected for a dedicated purpose, to improve air quality. These funds could be used for a modernized and more effective LIP program. They would allow important law enforcement efforts and local transportation projects to start.

Give more flexibility to counties for a broader range of local solutions under LIP to combat air quality problems

Allowing a broader range of projects, including improvements in transportation system efficiency and local law enforcement dedicated to emissions enforcement, will encourage county participation.

What is the LIRAP Balance of Clean Air Account 151?

Approximately $176.3 million* in dedicated funds as of May 2022.

*Source: Texas Commission on Environmental Quality

Why is there a balance?

Legislators did not appropriate full funding between 2011-2014 in order to balance state budgets, while fee collections continued at the local level. In 2017, the Governor vetoed appropriated funding, effectively ending the Low-Income Repair and Replacement Program (LIRAP).

Is There Still a Need for This Program?

Yes. LIP will provide crucial programs that counties support to combat air quality problems and associated health impacts in their local communities. With appropriation, this program can increase flexibility, participation and make great air quality improvements.
A BILL TO BE ENTITLED

AN ACT

relating to local initiatives programs under the Texas Clean Air Act and
the repeal of the low-income vehicle repair assistance, retrofit, and
accelerated vehicle retirement program; authorizing a fee.

BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF TEXAS:

SECTION 1. Section 382.201(4), Health and Safety Code, is amended
to read as follows:

(4) "Participating county" means an affected county in which
the commissioners court by resolution has chosen to implement a local
initiatives [low-income vehicle repair assistance, retrofit, and
accelerated vehicle retirement] program authorized by Section 382.220
[382.209].

SECTION 2. Section 382.202, Health and Safety Code, is amended by
adding Subsection (g-1) to read as follows:

(g-1) The commissioners court of a participating county by order
may impose an additional fee, not to exceed $6, for a vehicle inspected
in the county. A fee imposed under this subsection may take effect and
be removed in accordance with the requirements of Section 382.220. The
additional fee shall be collected for a vehicle at the same time other
fees imposed under this chapter are collected. The fee revenue collected
shall be retained by the county in a separate account to be used only
for the purposes specified by Section 382.220.

SECTION 3. Section 382.216, Health and Safety Code, is amended to
read as follows:

Sec. 382.216. INCENTIVES FOR VOLUNTARY PARTICIPATION IN VEHICLE
EMISSIONS INSPECTION AND MAINTENANCE PROGRAM. The commission, the Texas
Department of Transportation, and the Public Safety Commission may,
subject to federal limitations:

(1) encourage counties likely to exceed federal clean air standards to implement voluntary

(A) motor vehicle emissions inspection and maintenance programs; and

(B) low-income vehicle repair assistance, retrofit, and accelerated vehicle retirement programs;

(2) establish incentives for counties to voluntarily implement motor vehicle emissions inspection and maintenance programs [and low-income vehicle repair assistance, retrofit, and accelerated vehicle retirement programs]; and

(3) designate a county that voluntarily implements a motor vehicle emissions inspection and maintenance program [or a low-income vehicle repair assistance, retrofit, and accelerated vehicle retirement program] as a "Clean Air County" and give preference to a county designated as a Clean Air County in any federal or state clean air grant program.

SECTION 4. Section 382.220, Health and Safety Code, is amended to read as follows:

Sec. 382.220. [USE OF FUNDING FOR] LOCAL INITIATIVES PROGRAM [INITIATIVE PROJECTS]. (a) The commission and the Public Safety Commission by joint rule shall establish and authorize the commissioners court of an affected county to implement a local initiatives program subject to agency oversight that may include reasonable periodic commission audits.

(b) The local initiatives program must be funded with available money collected under Section 382.202 or 382.302 or other designated and available money. The program shall be [Money that is made available to participating counties under Section 382.202(g) or 382.302 may be appropriated only for programs] administered in accordance with Chapter 783, Government Code[. to improve air quality].

(c) A participating county may agree to contract with any appropriate entity, including a metropolitan planning organization or a
council of governments, to implement a program under Section 382.202 [or 382.209] or this section.

(d) [1] A program under this section must be approved by the commissioners court of the county in which the program is located [implemented in consultation with the commission] and may include a program to:

(1) develop and implement projects in consultation with the director of the Department of Public Safety for coordinating with local law enforcement officials to reduce the use of counterfeit registration insignia, temporary registration tags, and vehicle inspection reports, reduce vehicle emissions component tampering, and reduce the number of illegally disposed of used or scrap tires, by providing local law enforcement officials with funds to identify vehicles with counterfeit registration insignia, temporary registration tags, and vehicle inspection reports, tampered emissions components, and reduce the number of illegally disposed of used or scrap tires, to carry out appropriate actions;

(2) develop and implement projects supporting freeway incident management and associated first responders [expand and enhance the AirCheck Texas Repair and Replacement Assistance Program];

(3) develop and implement programs or systems that remotely determine vehicle emissions and notify the vehicle's operator;

(4) develop and implement projects to implement the commission's smoking vehicle program;

(5) develop and implement programs to enhance transportation system improvements; [and]

(6) develop and implement new air control strategies designed to assist local areas in complying with state and federal air quality rules and regulations;

(7) develop and implement innovative transportation projects;

(8) develop and implement regional data collection efforts for air quality and multimodal transportation data to improve efficiency.
of transportation systems;

(48) establish publicly accessible refueling infrastructure for alternative fuel vehicles; or

(49) establish vehicle loaner program for minority-owned or women owned small businesses for alternative fuel vehicles.

(e) Money that is made available for the implementation of a program under Subsection (b) may not be expended for local government fleet or vehicle acquisition or replacement, call center management, application oversight, invoice analysis, education, outreach, or advertising purposes.

(44) Fees collected under Sections 382.202 and 382.302 may be used by participating counties [in an amount not to exceed $7 million per fiscal year for projects described by Subsection (b), of which $2 million may be used] only for projects described by Subsection (d).

(f) The commissioners court of a participating county may adopt a resolution to end fee collection for the local initiatives program in the county. The commissioners court shall submit the resolution to the commission and to the county tax assessor-collector. The resolution must include a date after which a fee may not be imposed under Section 382.202 or 382.302 for the purposes of the county's local initiatives program on vehicles being inspected or registered in the county. The date must be:

(1) the first day of a month; and

(2) at least 90 days after the date the resolution is submitted to the commission.

(g) On receipt of a resolution under Subsection (f), the commission shall notify in writing the Texas Department of Motor Vehicles, the Department of Public Safety, and the Legislative Budget Board that a fee may not be imposed under Section 382.202 or 382.302 for the purposes of the county's local initiatives program on vehicles being inspected or registered in the county after the date established under Subsection (f).
The commission shall distribute available money collected under Section 382.202(e) that was designated for the former low-income vehicle repair assistance, retrofit, and accelerated vehicle retirement program to counties that participated in that program. The commission shall distribute the money in reasonable proportion to the amount of fees collected under Section 382.202(e) in those counties or in the regions in which those counties are located. A county that receives money under this subsection may use the money only to fund a program authorized by this section. This subsection expires September 1, 2025.

The remaining $5 million may be used for any project described by Subsection (b). The fees shall be made available only to counties participating in the low-income vehicle repair assistance, retrofit, and accelerated vehicle retirement programs created under Section 382.209 and only on a matching basis, whereby the commission provides money to a county in the same amount that the county dedicates to a project authorized by Subsection (b). The commission may reduce the match requirement for a county that proposes to develop and implement independent test facility fraud detection programs, including the use of remote sensing technology for coordinating with law enforcement officials to detect, prevent, and prosecute the use of counterfeit registration insignias and vehicle inspection reports.

SECTION 5. Section 382.302(e), Health and Safety Code, is amended to read as follows:

(e) A participating county may participate in a local initiatives program established under Section 382.220 [382.209].

SECTION 6. The following provisions of the Health and Safety Code are repealed:

(1) Section 382.003(10-a);
(2) Sections 382.201(5) and (6);
(3) Sections 382.202(g) and 382.205(f); and
(4) Sections 382.209, 382.210, 382.211, 382.212, 382.213, 382.214, and 382.219.

SECTION 7. The Texas Commission on Environmental Quality is
required to implement Section 382.220(h), Health and Safety Code, as added by this Act, only if the legislature appropriates money specifically for that purpose. If the legislature does not appropriate money specifically for that purpose, the commission may, but is not required to, implement Section 382.220(h), Health and Safety Code, as added by this Act, using other appropriations available for that purpose.

SECTION 8. This Act takes effect September 1, 2023.
June 15, 2022

Mr. Michael Chamberlain  
Director of Data Management
Transportation Planning and Programming
Texas Department of Transportation
125 East 11th Street
Austin, Texas 78701

Mr. Ryan Granger
Strategic Research Analyst
Strategic Planning
Texas Department of Transportation
125 East 11th Street
Austin, Texas 78701

Subject: Comments Regarding the Draft Texas Electric Vehicle Infrastructure Plan

To Mr. Michael Chamberlain and Mr. Ryan Granger,

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth (DFW) area, and the North Central Texas Council of Governments (NCTCOG) Transportation Department, which serves as staff to the RTC, below are formal comments regarding the Texas Department of Transportation’s (TXDOT) draft Texas Electric Vehicle (EV) Infrastructure Plan.

The RTC appreciates TXDOT’s consideration of these comments and recommendations. In the event you have any questions, please contact Chris Klaus, Senior Program Manager of Air Quality Planning and Operations at NCTCOG, at (817) 695-9286 or cklaus@nctcog.org, and Lori Clark, Program Manager at NCTCOG, at (817) 695-9299 or lclark@nctcog.org.

Sincerely,

Michael Morris, P.E.
Director of Transportation

BM:aa
Attachment
North Central Texas Council of Governments Comments Regarding the Draft Texas Electric Vehicle Infrastructure Plan for the Texas Department of Transportation

The RTC appreciates the hard work completed by TXDOT staff in developing the draft Texas Electric Vehicle Infrastructure Plan. The following are key elements that the RTC supports:

1. High-level goals, including redundancy, adequate power, pull-through capability, standardization, education, and evaluation
2. Overall timing and phasing over years one through five
3. Formula allocation of funds to activities inside MPO areas
4. Rural Infrastructure centralization at County Seats
5. Plan to coordinate with MPOs during contracting process, including MPO role in recommending siting and charging types based on local needs
6. Opportunity for solar/battery storage on charging stations to minimize grid impact, especially in rural areas
7. Station Parking Space Compliance with ADA requirements
8. Requirement of Vendor Cybersecurity Plan

The RTC recommends the TXDOT consider the following comments when finalizing the Texas Electric Vehicle Infrastructure plan and use of the National Electric Vehicle Infrastructure (NEVI) Program funds:

1. **Modification to MPO Formula Allocation**
   NCTCOG recommends adding a nonattainment multiplier to the formula used to calculate allocation to MPO areas. This will direct more resources toward nonattainment areas where the emission reductions associated with use of electric vehicles (EVs) are more critically needed. Faster deployment of EVs in these areas will help reach attainment of federal air quality standards and support success in Transportation Conformity.

2. **MPO Compensation**
   NCTCOG recommends MPOs be compensated for the staff resources needed to execute the proposed role, recommending site types and locations and collaborating in the contracting process.

3. **Leveraging Mapping Tool to Support MPO Collaboration**
   NCTCOG recommends TXDOT maintain the Interactive Map\(^1\) throughout NEVI implementation. This tool is valuable for MPOs to leverage in developing recommendations in their own regions, and it would be useful for all MPOs to gather public data and better streamline requests in a singular system with TXDOT.

4. **Standardization of Charging Station Terminology**
   NCTCOG recommends defining and standardizing language used to describe EV charging terminology to ensure consistent interpretation and understanding. The charging infrastructure industry has aligned with a common standard called the Open Charge Point Interface (OCPI) protocol with a hierarchy for location, port, and connector, as illustrated on the Alternative Fuels Data Center\(^2\). NCTCOG recommends adjusting any EV Charging terminology used such as “unit” or “location” as appropriate to align with these terms.

5. **Provisions for Reasonable Price Control**

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\(^1\) [https://txdot.mysocialpingpoint.com/tx_ev_plan/map](https://txdot.mysocialpingpoint.com/tx_ev_plan/map)

\(^2\) Alternative Fuels Data Center: Developing infrastructure to Charge Electric Vehicles ([energy.gov](https://energy.gov))
Stations in more rural areas may be isolated, with minimal charging station availability within 50 miles. In these situations, if all ports associated with NEVI investment are located at a single host site, there is a possibility for site monopolization and price gouging. This is especially concerning from an equity perspective in ensuring access to affordable charging across the state.

To limit these risks, NTCOG recommends TXDOT include provisions to protect consumers at NEVI-funded installations. Example safeguards include limiting allowable user fees based on actual operating costs or encouraging competition by dividing investment among multiple host sites.

6. **Phased Approach for Rural EV Charging Stations**
   Operating costs can be very high at sites that have low utilization rates, such as more rural stations. NTCOG recommends TXDOT consider a phased installation approach in areas with low EV adoption by installing full power capacity, but fewer ports at the station’s initial onset. Each site can be monitored and additional ports can be installed as utilization grows. This will allow operators of rural sites to control costs as adoption grows.

7. **Clarifying Allowable Use by Small Freight Vehicles**
   NTCOG acknowledges there will be future guidance from the Federal Highway Administration (FHWA) specific to freight charging. However, as written, language on pages 11 and 38 could be interpreted that freight vehicles are disallowed from using the facilities, regardless of whether the vehicle fits. Small freight vehicles, such as delivery vans or box trucks, will likely be able to use the sites given the pull-through capability envisioned. NTCOG recommends modifying language to be clear that any EV can use the station provided it can be accommodated safely based on site design.

8. **Community Engagement and Workforce Development**
   NTCOG recommends developing a community engagement and education plan to guide MPOs. Education through community groups should be emphasized in both equity areas and areas of low EV registration to reach the most audiences and encourage expansion of EV ownership and affordability benefits.

   Concordantly, NTCOG encourages more definitive guidance on proper workforce training, as it is essential for the equity and safety of individuals involved with EV charging stations and expands local job opportunities. NTCOG acknowledges much of this role may fall to the MPO in urbanized areas but recommends TXDOT acknowledge need in rural areas and provide guidance for smaller MPOs. Workforce considerations could include working with community college and trade schools to expand EV curriculums and working with local workforce development boards.

9. **Guidance on Environmental Justice Benefits**
   NTCOG recommends TXDOT define a disadvantaged community (DAC) for purposes of NEVI implementation. NTCOG supports TXDOT’s intent to follow forthcoming guidance from FHWA regarding standards for measuring benefits to DACs and recommends developing more state-specific guidance once national standards are released. NTCOG also recommends TXDOT evaluate the newly released resource by Argonne National Laboratory titled “Using Mapping Tools to Prioritize Electric Vehicle Charger Benefits to Underserved Communities”.

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3 [https://publications.anl.gov/anlpubs/2022/05/175535.pdf](https://publications.anl.gov/anlpubs/2022/05/175535.pdf)
10. **Inclusion of Language to Ensure Protection of Cultural Resources and Human Remains When Constructing Charging Stations**

NCTCOG recently received correspondence from a Federally Recognized Tribal Nation regarding future EV charging projects in North Texas. The correspondence identified conditions that must be followed in accordance with the National Historic Preservation Act, including Sections 101 and 106, and the National Environmental Policy Act. These conditions were related to inadvertent discoveries, post review discoveries, and activities that have the potential to disturb cultural resources. NCTCOG encourages TXDOT to include any applicable language to comply with these conditions when constructing EV charging stations. Language may include: National Historic Preservation Act, (NHPA) [16 U.S. C. 470 §§ 470-470w-6] 1966, Section 101 (d) (6) (A) and Section 106 of NHPA; National Environmental Policy Act (43 U.S.C. 4321 and 4331-35 and 40 CFR 1501.7(a) of 1969).

11. **Resiliency of Evacuation Routes**

NCTCOG recommends incorporation of resiliency features such as integrated battery or solar on select stations on designated evacuation routes. Microgrids are an additional tool in ensuring power to stations during states of emergencies.

12. **Risk of Vandalism**

NCTCOG recommends acknowledging the risk of station vandalism and adding provisions regarding how such instances will be handled.

13. **Energy Efficiency**

NCTCOG recommends requiring vendors to utilize Energy Star-certified equipment when available.
Frisco’s $2.5 billion Railhead development breaks ground on the tollway

The mixed-use project will include offices, apartments, hotel and retail around a new park.

By Steve Brown

FRISCO — Construction has kicked off on Frisco’s next multibillion-dollar development.

Called The Railhead, the 80-acre mixed-use project is on the Dallas North Tollway, just north of Frisco’s Main Street.

The project will be one of the largest in Frisco, with office, retail, restaurants, hotels and apartments.

The planned buildings will surround an almost 5-acre park that will have landscaping and water features.

Executives with developers Heady Investments and apartment builder JPI were on hand Tuesday with Frisco officials to start work on the $2.5 billion development.

The first phase will be a 450-unit apartment community built by JPI.

The project’s location — between the new PGA of America headquarters and resort and the Dallas Cowboys’ Star in Frisco development — was a big factor in JPI’s plan for the project, said senior vice president Miller Sylvan.

“This community will be JPI’s fourth development in the city of Frisco,” Sylvan said. “This community will have 17,000 square feet of ground floor retail space and 13,000 square feet of amenity space for our residents.

“There will be a rooftop deck with about 2,000 square feet overlooking the park. We took inspiration for the design from 1920s rail stations and did a modern take on that for our architecture.”

Plans for the Railhead include more than 1 million square feet of office, hotel and high-rise residential buildings and 1,280 apartments.

JPI will start work on its rental community after The Railhead developers complete infrastructure on the property between the tollway and Legacy Drive. “As soon as we get the roads and utilities in, they will get their permit to build,” said developer Randy Heady.

Heady Investments is partnering on The Railhead with longtime Frisco landowner Jim Newman.

“Our family originally came here in 1841,” Newman said. “The railroad came through the town in 1902, and it changed everything — even the name of the town after its namesake, the Frisco rail line.

“This new mixed-use property will pay homage to Frisco’s legacy creating an exciting destination for future residents,” he said. “I’m proud to see this vision coming together today, and I know the city will be happy to have another $1 billion property development on the tollway.”
Along with Newman, Shula Netzer was one of the owners of the property acquired for the development.

The Railhead has sites for up to five high-rise offices and hotels on the east side of the property along the tollway. The apartments will be built facing the park and on the west side of the development. Other sites could accommodate a combination of retail and office space.

Financing for the development is being provided by Simmons Bank.

Heady Investments is in talks with several more companies interested in the project.

“We’ve had over 2 million square feet of office development interest,” said executive vice president Sayres Heady. “We have two hotels that have expressed interest.

“We have medical users interested in building,” he said. “We have identified seven sit-down restaurant concepts — three of which have verbally committed.”

The Railhead will join the 2,500-acre Fields development, Hall Park, Frisco Station and the Star in Frisco among the city’s major mixed-use real estate projects.
Dallas Morning News

**In north Oak Cliff, a move toward better and safer streets for Dallas**

Making Tyler and Polk two-way roads was a long time coming.

By Dallas Morning News Editorial

It wasn't exactly the Oak Cliff Autobahn, but it was close. The pair of one-way streets of Tyler and Polk between Pembroke Avenue and Davis Street were more highway than roadway. Even with traffic lights along the way, drivers would typically “floor it” when one turned green, Mayor Pro Tem Chad West tells us.

That spelled danger for the residents and businesses along the mile-long stretch. Finally, though, relief has arrived. The city this week completed a project to convert the parallel, three-lane streets to two-way roads.

We applaud this long-awaited project, which was in the works for more than a decade. But as the city makes this area more pedestrian-friendly, it must improve its pedestrian safety measures to ensure it doesn't become dangerous down the road.

Tyler and Polk were designed to be quick, easy through streets for commuters moving from the suburbs to downtown. But as urban neighborhood planning trends began to change, officials began questioning the wisdom of such high-speed roadways that benefited so-called bedroom communities at the expense of those in the city.

In 2009 then council member Delia Jasso proposed turning Tyler and Polk into two-way streets, but it wasn’t until 2016, under council member Scott Griggs, that the project got council approval. Since then things have moved at school zone pace.

West’s office tells us the following four years were spent conducting feasibility studies, holding public hearings, developing plans and coordinating the two-phased project with the transportation department and community. Work began in 2020, and the first phase — construction of a roundabout and installation of new traffic signals — were finished last December. Phase two resurfacing, pavement markings and signage were finished this week, completing the nearly $9 million project.

West said he expects the project to “reconnect the fabric of the neighborhood” and help “Cliff dwellers” get around to school, homes and businesses more safely by car, bike and foot.

Indeed, more people walking around these newly designed roadways gives City Hall yet another urgent reason to improve its pedestrian safety efforts. A 14-page audit just released Monday was highly critical of those efforts. It says the city has no written procedures for how to decrease pedestrian “crashes,” doesn’t review the effectiveness of preventative measures and has a serious backlog of 1,500 crosswalks needing repainting. As the city looks to find ways to slow traffic in urban neighborhoods and promote pedestrian activity, it must also make sure it’s doing all it can to keep those pedestrians safe.

Recent second-phase work on Polk exposed the old red brick-paved roads likely dating back a century or more. That’s a reminder of the rich history of this treasured neighborhood — a neighborhood that after a long wait is getting a much-needed boost from the city.
Police Make Bogus Tag Bust Tied to Social Media Ads
Videos of the arrest showed an undercover constable exchanging $75 for a fraudulent paper tag

By Scott Friedman, Eva Parks and Jose Sanchez

Law enforcement officials in Central Texas hope the arrest of a man accused of selling a fake Texas temporary license plate could lead to more information about who is behind a series of Facebook ads advertising bogus tags for sale.

The arrest comes as welcome news for a Fort Worth car dealer, whose company name has been used on fictitious tags that the dealership did not issue.

As NBC 5 Investigates has reported, numerous ads seen on Facebook Marketplace in recent months have offered fraudulent tags containing the name of a Fort Worth car dealer, Powerplay Motors. But the license numbers that appear on those tags were not issued by Powerplay.

Instead, authorities said, they are old numbers issued by other dealers that have already been shut down by the Texas DMV for selling fraudulent tags.

A report from the Travis County Constable's Office in Austin said in May an undercover officer responded to one of those Facebook ads for a Powerplay Motors tag and the person who answered helped arrange a meeting to deliver the tag to the buyer in a shopping center parking lot.

Travis County Constable's Office videos of the arrest showed an undercover officer exchanging $75 for the tag, then officers positioned nearby swooped in and pulled the driver over shortly after leaving the parking lot.

Constables surrounded the suspect’s truck shouting, “Hands out the window,” and approached the truck with guns drawn. It's considered a high-risk felony traffic stop because selling a fictitious temporary tag is a state jail felony.

“They're taking him down at gunpoint. We don't know who he is,” one of the constables said on the video as his car pulls in behind the truck.

The arrest is a relief for the owner of Powerplay Motors, Domynyque Lopez. For months Lopez said her dealership has received calls from police across Texas and even in other states, where the bogus tags with her dealership’s name have been found on vehicles stopped by police.

“I didn't make the tags, obviously, the tags are fictitious. It's unfortunate what's taking place. It's a mess of things that have taken place,” Lopez told NBC 5 Investigates.

Lopez wants Facebook to do more to stop the ads.

Facebook told NBC 5 Investigates it is working with the Texas Department of Motor Vehicles and is trying to remove all the ads which violate Facebook policies that prohibit the sale of fraudulent documents.
Lopez and her attorney hope the recent arrest in Austin could help lead police to any possible network of people behind the ads.

“A single arrest being made is obviously a good sign. We would hope to see a bit more coming from that,” said Lopez’s attorney, Blerim Elmazi.

Travis County Constables said the Facebook profile advertising the tag involved in the recent arrest used a profile picture of a woman and could be connected to someone in Venezuela. So, it’s unclear if the man arrested for selling the tag was involved in posting the ads or just delivered the tag to someone else.

With social media pages and cash apps, fraudulent tag sales can be made from virtually anywhere, investigators said.

Lopez hopes the police will continue to dig and find out who is involved.

“So, the fact that I guess something is being done to resolve the matter and hopefully cease is awesome,” Lopez said.

NBC 5 Investigates attempted to reach the man arrested in the Travis County case, but those attempts were unsuccessful. He is facing a charge of unauthorized sale of temporary tags.

PREVIOUS REPORTS

- June 1, 2022 - Police Make Bogus Tag Bust Tied to Social Media Ads
- May 18, 2022 - TxDMV Names New Executive Director Amid Paper Tag Crisis
- May 17, 2022 - Vehicle Used in Dallas Salon Shooting Had Paper Tag
- May 12, 2022 - Ads for Fake Tags Persist, Despite Facebook, TxDMV Efforts
- May 4, 2022 - Texas’ Paper Tag Problem Compounded by Small Dealers Misusing Them
- May 3, 2022 - Dallas Police Shut Down Accused Fake Paper Tag Dealer
- April 26, 2022 - Texas House Set to Hold Paper Tag Hearings
- April 14, 2022 - Texas DMV Cracks Down on Dealers Selling Temporary Paper Tags
- April 13, 2022 - TxDMV Closes Inspection Loophole That Put Unsafe Cars on Roads
- April 12, 2022 - Dallas Police Go Undercover to Fight Illegal Paper Tags
- April 7, 2022 - Police Warn of Fake Paper Tags Used to Cheat Car Buyers
- April 5, 2022 - Texas Senate Will Investigate Illegal Paper Tag Crimes, Smuggling
- March 9, 2022 - Texas Paper Tag Crime Danger Extends Nationwide
- March 5, 2022 - Texas House Will Hold Hearings on Paper Tag Mess
- Feb. 28, 2022 - License to Smuggle: Drug Cartels and Human Smugglers Use Paper Texas Tags to Evade
- Feb. 15, 2022 - Fort Worth Police Announce Special Operation Targeting Paper Tags
- Feb. 14, 2022 -- Crash Victim's Parents Want More Cops to Police Paper Tag Fraud
- Feb. 10, 2022 - Police Report Drop in Fraudulent Tags But Warn Crooks Are Adapting
- Feb. 9, 2022 - Texas DMV Shuts Down Six More Dealers Suspected of Selling Paper License Tags
- Feb. 7, 2022 - TxDMV Director Resigns Amidst Paper Tag Mess
- Jan. 27, 2022 - TxDMV Takes Emergency Action to Keep Crooks From Selling Paper Tags
- Jan. 21, 2022 - Dallas Police Operation Targets Fraudulent Paper Tags

• Dec. 16, 2021 - [DMV Committee Recommends Fingerprinting Some Dealers to Slow Paper Tag Fraud](https://www.nbcdfw.com/investigations/police-make-bogus-tag-bust-tied-to-social-media-ads/2981831/)

• Dec. 14, 2021 - [Texas House Transportation Chair Vows to Stop Paper Tag Fraud](https://www.nbcdfw.com/investigations/police-make-bogus-tag-bust-tied-to-social-media-ads/2981831/)

• Dec. 6, 2021 - [Texas DMV Boss Deflects Blame for Paper Tag Debacle](https://www.nbcdfw.com/investigations/police-make-bogus-tag-bust-tied-to-social-media-ads/2981831/)

• Nov. 23, 2021 - [Illegal Paper Tags Costing Texas Taxpayers and Toll Roads Millions](https://www.nbcdfw.com/investigations/police-make-bogus-tag-bust-tied-to-social-media-ads/2981831/)

• Nov. 10, 2021 - [Suspected Paper Tag Peddler Shut Down Tuesday, Reopens Wednesday: Investigators](https://www.nbcdfw.com/investigations/police-make-bogus-tag-bust-tied-to-social-media-ads/2981831/)

• Nov. 8, 2021 - [How Texas Paper Tags Became a $200M Criminal Enterprise: NBC 5 Investigates](https://www.nbcdfw.com/investigations/police-make-bogus-tag-bust-tied-to-social-media-ads/2981831/)
City of White Settlement buys former Ridgmar Farmers Market in military crash zone

By Emily Brindley

The city of White Settlement has purchased land in the flight path of Naval Air Station Joint Reserve Base in Fort Worth to avoid future development in an area considered high risk for crashes. In September, a Navy training jet smashed into a Lake Worth neighborhood just north of the base, inside the northern crash zone, injuring the two pilots and damaging three homes.

The city on Wednesday closed the deal to buy the former Ridgmar Farmers Market and Cowtown BBQ property, under a program that aims to align properties near the airbase with federal safety recommendations.

The city used funds from the North Central Texas Council of Governments to purchase more than 4 acres. The final sale price was $2.25 million, according to the former property owner and to the White Settlement city manager. The property, off of Alta Mere Drive just north of I-30 and directly abutting the south side of the Naval air station, had been a farmers market and barbecue joint for years. But the city and the base have raised concerns about its proximity to the runway, said White Settlement’s city manager, Jeff James.

The base is home to about 40 commands with 10,000 active-duty military, Guardsmen, Reservists and civilian employees. The air station runway is also used by Lockheed Martin.

Now that the parcel is in the city’s hands, it will be repurposed first as a storage area for city vehicles while the public works yard undergoes repairs, and then as a field, James said.

These new uses will decrease the number of people who are in and around the property at any given time, which also reduces the safety risks inherent to the location. “It’s at the end of a runway, so you don’t really want a restaurant down there, you don’t really want people down there,” James said.

Those uses will align more closely with recommendations by the U.S. Department of Defense.

In an effort to protect both military installations and the people living, working or shopping nearby, the Pentagon has set up crash zone designations near military runways.

The Naval Air Station Joint Reserve Base’s crash zone extends in mirror images north and south of the ends of the runway. The boundaries of the zone indicate the areas where it is statistically more likely that a plane would crash, because accidents typically occur near takeoff or landing. For each crash zone, the Defense Department makes recommendations on how to most safely use the property. For instance, the properties sitting directly at the end of a runway should not be used for housing or commercial uses, the department recommends.

Slightly farther out, housing may be permissible but only if it is low-density. But these are recommendations, not requirements, meaning that many properties within the Naval air station’s crash zone do not align with federal recommendations.

A Star-Telegram investigation after last year’s crash found that the site had denser housing than recommended, and that there were an additional 200 homes nearby where the Defense Department recommends no housing at all.
The former farmers market and restaurant parcel sits directly south of the airstrip, placing it squarely within the area where the military recommends no housing or dense commercial uses. “Most recently it was used as a barbecue restaurant and a farmers market. So, those would be two land uses at the end of a military runway that the Department of Defense would absolutely qualify as non-compatible,” said Dan Kessler, the Council of Governments’ assistant director of transportation.

Kessler also said that there are additional funds to acquire other properties in the crash zone.

The Regional Transportation Board, which is part of the North Central Texas Council of Governments, has set aside $2.7 million to acquire properties in the zone, Kessler said.

Three adjacent properties, including the former farmers market property, have been flagged for potential acquisition, according to Council of Governments’ documents from an April meeting.

There is no indication that the remaining two properties will be sold in the immediate future.
New bike route provides pathway between Frisco and The Colony and 2 more transportation updates

By Miranda Jaimes

Completed project

New bike route provides pathway between Frisco and The Colony
The southwest part of Frisco now boasts a new bike route.

In March, city staff completed the new route that extends for nearly 4 miles from The Colony to the western limits of the Lone Star Ranch Neighborhood.

The new bike route connects five Frisco parks, three schools and several existing off-street trails. The route uses an existing bike lane on 4th Army Drive and added a new buffered bike lane on Timber Ridge Drive. The rest of the route uses wayfinding signs and lane markings on existing roadways to indicate the path.

Ongoing projects

Legacy Drive reconstruction
Work on Legacy Drive in Frisco is running a bit behind schedule due to outstanding franchise utility conflicts, an April public works department document stated. The goal of the project is to reconstruct Legacy’s existing lanes and widen the road from four to six lanes between SH 121 and Warren Parkway. The project is still in its first phase, which involves paving the main lanes. During this time, all traffic is switched to the southbound side so construction can take place to create the three new northbound lanes. This is expected to be completed in May. Following this, all traffic will switch to the newly created northbound lanes so work can begin on the three new southbound lanes.

Timeline: July 2021-spring 2023
Cost: $18.2 million
Funding source: city of Frisco

Town and Country Boulevard reconstruction
Traffic has now switched to the newly made eastbound lanes of Town and Country Boulevard. Crews are now focused on reconstructing the westbound lanes of the road from Spring Creek Parkway to west of Legacy Drive. Drivers are advised to pay attention in the work zone, especially now that traffic has switched again. When finished, the project will have widened the road to four lanes that extend between Spring Creek and Legacy. Bike lanes are also expected to be incorporated into this project.

Timeline: April 2021-fall 2022
Cost: $4.7 million
Funding source: city of Frisco
Report: Texas leads the nation with most people living near active oil or gas well
Nearly 5.26 million Texans live within half a mile of an active oil or gas well, a new report says, which is linked to adverse health effects.

By Francesca D’Annunzio

Texas leads the country as the state with the most people living within half a mile of an active oil or gas well, according to a new analysis by environmental groups.

Living within half a mile of oil or gas production facilities is linked to health issues like cancer, respiratory illnesses, neurological issues and more, according to peer-reviewed research.

More than 5.26 million Texans reside within this half mile “threat radius,” according to the new report by EarthWorks and the FracTracker Alliance.

The map, which was created using government data, has a search function that allows users to see if their home, workplace or school lies within half a mile of an active gas or oil well.

Tarrant County leads the state with the most oil and gas production facilities and highest number of residents living within the threat radius, with just short of a million people living within half a mile of an active well.

Ranjana Bhandari, a resident of Tarrant County who is the executive director of Liveable Arlington, said she wants to see federal policy change.

"The EPA must act with great urgency to protect them by issuing and enforcing stringent rules to drastically reduce toxic pollution from existing drilling as we rapidly transition to clean energy and end new fracking," she said in a press release. "This is the only way to reduce health impacts for extraction communities, and to slow down the worst climate effects of fracking."

Out in West Texas, Ector County — home to the small-town oil giant Odessa — leads Texas with the highest percentage of residents living within half a mile of an active well. In Ector County, 87.8% of residents live within half a mile of an active oil or gas well.

Environmental advocacy groups are pushing for policies that would further regulate oil and gas companies or move away from energy reliance on those companies.

Here’s the county-by-county breakdown of how many North Texans live near active gas wells, according to data provided by the report:

- Collin County: 931 people
- Dallas County: 42,081 people
- Denton County: 179,880 people
- Ellis County: 7,498 people
- Grayson County: 36,104 people
- Hunt County: 1,916 people
- Parker County: 88,808 people
• Rockwall County: 1,608 people
• Tarrant County: 999,179 people

More information about the data is available [here](#).

**More environmental coverage**

Gaslit: How the volume of greenhouse gases released by the oil and gas industry far exceeds what regulators think they know

Waves of Abandonment: The Permian Basin is ground zero for a billion-dollar surge of zombie oil wells

Forgotten wells are a growing problem in West Texas

Texas gets a piece of the funding pie as billions go to states to help with orphan oil, gas wells

Arlington day care, activists, sue city, as leaders prepare to vote on fracking expansion

Arlington City Council denies gas drilling permit near daycare center

North America’s most endangered ecoregion is in North Texas’ backyard. Here’s what you need to know
Are There Enough Electric Car Chargers in North Texas?

By Samantha Davies

Soaring gas prices may have some looking to buy an electric car, but what if you drive a lot — and are there enough electric chargers in North Texas?

Are There Enough Electric Car Chargers in North Texas? – NBC 5 Dallas-Fort Worth (nbcdfw.com)
City Of Irving Developing A Bike Plan And Seeks Public Input At June 7 Meeting

By Irving Weekly Staff

As part of a regional alliance, the North Central Texas Council of Governments, the Texas Department of Transportation and the City of Irving are developing a citywide bicycle plan. Community feedback will be an integral part of this plan, and opportunities to comment will be available through public meetings and comment periods. The Irving Bike Plan project is expected to take 12 months to complete.

The Irving Bike Plan’s goal is to identify a comprehensive on-street network for bicycle travel, featuring inclusive facilities for all ages and abilities and establish planned connections to surrounding cities. Components of the plan include designating priority corridors and determining ways to provide safe bicycle travel from existing facilities and trails to additional areas of the city.

Community input will be critical to develop a plan that connects employment, educational institutions, entertainment and recreation areas, transit stops and stations, and shopping areas to Irving’s neighborhoods, as well as surrounding communities.

A public input meeting is scheduled June 7 at 6 p.m. at Irving City Hall, 825 W. Irving Blvd., in the First Floor Council Conference Room.
Dallas Morning News

County weighs merits of a government for southern Dallas’ inland port

Commissioners are expected to discuss giving it its own government, potentially leading to more development and the easing of supply chain concerns.

By Josephine Peterson

One of Dallas’ fastest growing economic hubs could get its own government, potentially leading to more development and the easing of supply chain concerns.

Dallas County Commissioner John Wiley Price has spearheaded discussions to give the International Inland Port of Dallas its own commission.

Everyday, thousands of trucks haul goods in and out of manufacturing and distribution centers at the inland port, which is near Interstates 20, 45 and 30. The southern Dallas inland port sprawls across 76,000 acres, and employs more than 30,000 people in distribution centers for companies such as Amazon, FedEx and Walmart.

For decades, the port’s developers and distribution centers have worked independently without oversight. In 2019, the Inland Port Transportation Management Association was created. Executive Director Laura Freeland focused on adding public transit stops in and around the port.

She said no entity oversees the economic hub’s businesses and operations.

County commissioners will discuss the creation of an inland port authority on June 7 and vote on whether to pursue the proposal. If passed, the county will continue discussions with southern Dallas cities and draft a charter. The government charter for a “local government commission” would then go before the commissioners a final time.

A port commission of nine individually elected officials would encourage development and growth, while overseeing rail facility and road operations, according to the initial proposal. The new entity would not have the power to tax.

Price said he feels that the inland port hasn’t been as successful as it could be, largely due to marketing and branding. Annual commissioner membership dues would become the basis for the port’s budget for marketing and a small staff.

“I want branding on the overpasses, branding on the bridges, and let people know this is the inland port,” he said. “This is saying to the business and the community, ‘We are all in this together.’”

Freeland agrees, even if it puts her out of a job. She said she believes that more structure at the port would benefit the businesses and government. As a local government commission, the governing board could apply for grants and focus on marketing and branding.

She looks at the success of Fort Worth’s AllianceTexas — one of the country’s largest inland ports run by Hillwood Development Co. — and sees structure and effective marketing. AllianceTexas boasts an economic impact of more than $100.6 billion with more than 63,000 jobs created, according to its website.

“They started off as a distribution center, and they have grown into something impressive,” she said.
Dallas City Council member Tennell Atkins sits in Dallas’ southernmost seat, representing the port and surrounding neighborhoods. He said he feels that a commission would encourage tenants to transform the port into more of a business park like AllianceTexas.

“You can’t just have warehouses and trucks. We want more corporate office jobs,” he said.

The board could mitigate truck congestion and recent national supply chain concerns, Freeland said. One of the Dallas port’s California terminals normally sees between two and three trains a day, but Freeland said input is down to one train every few days.

Supply chain concerns have backlogged distribution for nearly all goods in the last year. Most recently, a shortage of chassis, which move containers from ports terminals and rail yards, has crippled the global supply chain. Freeland said she wasn’t aware of the chassis shortage until this week.

“It’s not my job, but if you have this [local government commission], they would know this ahead of time, see it coming, and maybe do something,” Freeland said.

Millions of dollars are on the line. Cities in the southern part of Dallas County such as Hutchins, Lancaster and Wilmer hinge economically on the port’s success.

Almost half of the port is within the Hutchins city limits, and 6 million square feet of property is under construction there currently. Hutchins’ economic development director Guy Brown said 88 percent of the city’s property tax base and more than 2,000 jobs are tied to the port. The value of the commercial and industrial property in Hutchins exceeds $1 billion.

Price said he wants to include collective city input in the commission.

The Commissioners Court proposal is to create a government of nine commissioners: three appointed by Dallas County, two by the City of Dallas, one joint appointment by Cedar Hill, DeSoto and Duncanville, another joint-appointment by Lancaster, Hutchins and Wilmer, and a third joint-appointment by Balch Springs, Mesquite and Seagoville. The final position will be filled by corporate sponsors of the port.

The inland port is run by a public/private partnership. According to the most recent public data in 2015, the City of Dallas provided about $39 million in bonds for infrastructure projects. A Commissioners Court presentation in 2019 estimated that completed and planned infrastructure projects cost $172 million.

Price wants the port to operate independently, but allow local governments to be “arms length” from decisions with more frequent data reports.

This isn’t the first attempt to create an independent port authority. In 2007, the City of Dallas considered creating a government that would have the power to tax and hold eminent domain, giving the port government authority to take private property and convert it into public use. Price said the effort died before a vote was cast.

The inland port has a muddied past, garnering support from economic boards and developers, but concern from Southern Dallas neighborhoods and elected officials, including Price.
Southern Dallas residents have long complained that the “ugly, noisy, messy, polluting industrial sites” have impacted their property value and future development, according to *Dallas Morning News* reporting in 2010.

Price said that, as commissioner, he has helped alleviate some of these concerns through zoning, public transit growth and regular discussions with cities. Freeland said she believes that as a government, the port would be open to equity and environment justice grants for the communities of southern Dallas.

Following the 2008 Great Recession, much of the land remained empty, and one of the inland port’s first and largest developers, the Allen Group, filed for bankruptcy in 2010, *The News* reported. Since then, developments such as Amazon have jump-started job creation and distribution center growth.
‘This is Lancaster’s time:’ Revitalization project gets $182 million green light

By Sandra Sadek

East Lancaster Avenue could benefit from a $182 million boost to revitalize the former economic corridor, improving accessibility and mobility.

Michael Morris, director of transportation for the North Central Texas Council of Governments, anticipates the projects will be fully funded by the end of the summer. Morris announced the funding June 2 at an East Fort Worth Business Association luncheon.

For Morris, the year of talking about what could be done on East Lancaster Avenue is over. Now, he said, “this is the year of doing.”

“This is Lancaster’s time,” Morris said. “Lancaster needs attention about ‘what should Lancaster be today,’ compared to what it was or what it had to be.”

Using new federal and state funds, East Lancaster would have access to high-speed internet and better pedestrian and bike lanes. The multimillion dollar initiative is designed to address the area’s safety, economic, environmental and equity.

Beyond the additional technology and lane upgrades, the project proposal also will address stormwater usage and flood mitigation.

East Fort Worth Business Association Director Don Boren and his wife Wanda have long been involved in the revitalization of East Lancaster Avenue. This new funding, in conjunction with the I-30 proposal, will enhance connectivity in the area and make Lancaster more of a residential road rather than a highway, he said.

“Instead of 10% of the traffic being destination traffic on Lancaster, we need to kick that up to 80%, for example,” Boren said.

Boren also praised the plan to add broadband to improve the thoroughfare.

“It makes absolute sense, with electronic control of lights, with the electronic control of the emergency vehicles, and using the internet connectivity of the boulevard to assist the connectivity in the community. It’s something that I think is relevant in today’s world,” he said.
During the next few months, public meetings and town halls will be conducted in the community to determine how the money should be used.

“What do we do in the next three to six months to get all the parts of the community on board with a common vision and go totally rebuild Lancaster?” Morris said. “I don’t want to dictate to the community what it should look like. Our success is having a bottom up (approach). Have the community decide what it is.”

Reconstruction of East Lancaster Avenue — which stretches from I-35W to Green Oaks Boulevard and the eastern city limits — will be funded through several partners. This includes the federal program known as Infrastructure For Rebuilding America grant. The Council of Governments has requested $100 million from that program.

The city of Fort Worth has already set aside $10 million from its 2022 bond toward East Lancaster Avenue with the potential for an additional $6.43 million in the future. The Texas Department of Transportation is allocating $30 million and the Regional Transportation Council is allocating $40 million. Another $2 million is expected from the private sector.

**East Lancaster Avenue to benefit from $182 million to spur new projects**
Funds from federal, state and local partners are being considered and would help revitalize the corridor.
Tarrant County is expected to reach 3 million people and an employment workforce of 2 million by 2045, according to the Council of Governments.

Moving forward, TxDOT will be working to secure an engineering and environmental firm while the city of Fort Worth continues the public involvement process. The Council of Governments and the Regional Transportation Council will continue to obtain funding, and Trinity Metro will be exploring transit technology advances.
Dallas Morning News

A major trail, better parking show Fair Park is a jewel that can shine again
Recent plans reveal that Fair Park First is fixing the basics our venerable gem lacked for a very long time.

By Sharon Grigsby

It took a long time for me to get over feeling queasy when Dallas gave a little-known nonprofit the keys to our crown jewel, Fair Park, and its trove of treasured, but disintegrating, art deco buildings.

My distrust, and that of many others, was well-earned.

Decade after decade, sleight-of-hand and broken promises were the best this National Historic Landmark and its surrounding neighbors got from folks who showed up claiming help had finally arrived.

Who would relish being that stool-pigeon columnist who buys into the latest Fair Park resurrection story only to later realize you were unwittingly helping sell the snake oil?

That’s why I’ve proceeded with caution since Dallas handed the operation of the 277-acre landmark to nonprofit Fair Park First and its for-profit venue manager, Spectra, now OVG360, in January 2019.

But especially since April’s unveiling of plans for a top-notch Community Park — far from the two acres and a swing set that skeptics had expected — I’m becoming a believer.

Every announcement provides more evidence that Fair Park First is fixing the basics this site lacked for a very long time — community trust and an achievable blueprint to give this place a real future.

Today I bring details of two new developments.

First is the Fair Park Loop Trail, which will wrap around the park’s perimeter, connecting with the adjacent Santa Fe Trail on the north and with the Lagow Street bike lanes on the south.

I also got a look at designs for the parking garage complex off South Fitzhugh Avenue, which will grow the 14-acre Community Park’s greenspace by another 4.5 acres.

Like the Community Park, to be created in what’s now a sea of concrete near South Fitzhugh, construction of the trail and parking garage will begin next year.

As one of the scores of East Dallas runners, bikers and walkers stymied by the leg of the Santa Fe Trail that dead ends at Parry Avenue, I will count the days until this new loop is built.

The Santa Fe connection and loop trail will increase access and provide safer foot traffic all around Fair Park. It also eventually will link up with the Trinity Forest Spine Trail’s northern portion.

Most importantly, it will create a softer perimeter for a space that has long been a walled fortress from its neighbors.
“What’s more obvious to putting the park back in Fair Park than having a trail as your perimeter to it rather than a fence line,” Alyssa Arnold, Fair Park First’s director of strategic initiatives, told me.

The 2.8-mile trail extension is possible because the Regional Transportation Council of the North Central Texas Council of Governments came through with $8 million to vastly expand what was originally planned as a path on only one side of the park.

That is a significant “we believe in Fair Park” gesture by a group known to stick with the winners.

Dallas County, the City of Dallas, including District 7 council member Adam Bazaldua’s discretionary fund, Fair Park First and the State Fair of Texas also provided funding for the $11 million project.

Planning is underway to create safety buffers to separate pedestrians from the adjacent multi-lane streets and to navigate construction around the majestic live oaks that line the Robert B. Cullum Boulevard and South Fitzhugh Avenue portions of the park.

The South Fitzhugh side is the location chosen by neighbors for the Community Park, a greenspace that makes good on a many-times-broken promise that originally was part of the city’s ugly ploy to force hundreds of Black families from their homes in the 1960s and 1970s.

It’s a tragedy this city can ill-afford to forget: After a consultant reported in 1966 that Fair Park was unpopular because of “the poor Negroes in their shacks” and that City Hall should “eliminate the problem from sight,” Dallas cheated homeowners with low-ball offers and used eminent domain to take other properties.

More than 50 years later, the Community Park is a small step toward healing for a part of our city traditionally othered by those inside Fair Park’s walls.

The planned park, a Blackland Prairie wonderland chock full of amenities, will replace Fair Park’s largest parking lot when it opens in 2024 near the Dos Equis Pavilion.

And after seeing the proposed design for the garage complex, which will provide the 2,000 or so parking spaces lost to the Community Park, I can assure you this is no boring gray blob of a structure.

Fair Park First CEO Brian Luallen describes it as a parking garage “hidden in plain sight.”

The complex is designed as an extension of the park, with berms and natural prairie landscaping. Creative paving will make Lagow feel more like a festival space than a street separating the park and garage.

The proposal includes a shaded canopy flowing over a large deck on the top of the garage and nearby viewing platform, which Gensler and Moody-Nolan designers have dubbed “the snake.”

Luallen is painfully aware that getting in and out of Fair Park by car for major events can be frustratingly difficult, and he believes the new garage will improve traffic flow.

Not counting all the enhancements, Fair Park First is looking at a $35- to 40-million price tag for the garage, which will be privately funded.
The immediate priority is getting the necessary work at City Hall done to start construction on the basics in early January. That will provide a place to put cars for big events and allow for pavement to be broken for the Community Park.

If plans stay on track, Fair Park will be home to 22.5 acres of greenspace by 2024, which almost doubles its current total.

The most park-like setting that currently exists within Fair Park, the Leonhardt Lagoon, is also getting upgrades to enhance its natural space.

All of this, Luallen told me, is part of helping people see Fair Park as a genuine park, “a natural space they want to be a part of, not just for the State Fair and special events.”

Luallen is a born salesman, so much so that I occasionally roll my eyes when he repeats phrases like “activate the park” or “user experiences” one too many times.

But he has done a herculean job leading all the good things happening here. His team and the Fair Park First board have built a lot of credibility by bringing in diverse perspectives and really, really listening to their neighbors.

This is not a “check that box and move on to the next item” group.

That said, don't mistake my praise as anything other than an interim assessment. The Community Park and the amenities I wrote about today are still months away from breaking ground.

Even with buzzy events like Coldplay at the Cotton Bowl and Frozen at the Music Hall, a bustling Texas Discovery Gardens and a reimagined Children’s Aquarium, Fair Park’s expanses are still eerily empty some days.

It will take a lot more work before Dallas embraces this place as significantly more than where they grab a corny dog and gawk at Big Tex once a year.

Yet just this past weekend, thousands of people celebrated at Fair Park during the Dallas Pride Parade. New events are announced almost daily -- and we’re fast approaching June 16, when FIFA will name which U.S. sites get a piece of World Cup 2026.

Imagine biking to World Cup games from the Santa Fe Trail into Fair Park or from Lagow Street and the Spine Trail. How cool would that be?

It’s looking more and more like Dallas — at long last — did the right thing when it turned over Fair Park’s keys to that then-little-known nonprofit.

Fair Park First, in turn, continues to step up on behalf of its neighbors, the entire city and our beloved crown jewel.
A self-driving truck will soon deliver goods to 34 Sam’s Club locations in D-FW

California-based Gatik will operate autonomous 26-foot box trucks seven days a week in Dallas-Fort Worth.

By Alexandra Skores

A California-based autonomous trucking company will begin making deliveries to 34 Sam’s Club locations in Dallas-Fort Worth, beginning in July.

Gatik will operate autonomous 26-foot box trucks in North Texas seven days a week as part of the Georgia-Pacific and KBX Logistics transportation network. Gatik is replacing traditional tractor-trailers with non-detachable box trucks, a move it said will increase delivery route sequences and reduce costs.

The trucks will carry Georgia-Pacific brands like Quilted Northern bath tissue and Dixie products to Sam’s Clubs. Gatik opened a trucking facility in Fort Worth a year ago to serve as its Texas hub. It pledged to create over 500 jobs by 2025.

Gautam Narang, CEO and co-founder of Gatik, described the partnership in a statement as a way to transform regional distribution of goods from semitruck deliveries to one “with unparalleled reliability, speed and consistency.”

The number of product fulfillment runs will increase from once or twice a week to two to four times a week, said Richard Steiner, Gatik’s head of policy and communications.

“We’re going to help to ensure [fewer] out-of-stocks and much more availability and enhanced product flow for Georgia-Pacific’s consumers,” Steiner said.

Initially, Gatik trucks will operate with a safety driver aboard, but it plans to eventually remove the driver. Gatik began testing the technology with Walmart, the parent company of Sam’s Club, in December 2020 on a seven-mile loop in Bentonville, Ark.

Texas is now a key state for self-driving truck experimentation. In April, California-based self-driving trucking company Kodiak Robotics Inc. partnered with carrier fleet U.S. Xpress to launch an autonomously operated cargo service between Dallas-Fort Worth and Atlanta. TuSimple and Waymo are also conducting tests in the Dallas area.

It’s a large market to enter, and Gatik expects to add local staff, Steiner said. A medium-duty Gatik truck operates over 20 hours a day, seven days a week. Steiner said each truck will average three runs a day, 50 miles each way.

“It’s something which is new for the space, and we’re excited to be doing it first here in Texas,” Steiner said.

The trucking industry has faced a driver shortage that the pandemic exacerbated. Walmart said in April that it was raising pay for its private fleet of 12,000 truck drivers, including nearly 2,000 in Texas. The company also launched a fleet development program to train the next generation of drivers at a new facility in Dallas.

Walmart truck drivers can now make up to $110,000 in their first year with the company.
Dallas Morning News

**Huge mixed-use development in southern Dallas would ‘rewrite perceptions’**
The city of Dallas is considering more than $31.4 million in incentives for the project.

By Mitchell Parton

A huge mixed-use development is planned to bring single-family homes, apartments and commercial buildings next to University of North Texas at Dallas’ campus.

Dallas-based Hoque Global said Monday it plans to acquire 270 acres of undeveloped land near the intersection of Interstate 20 and Lancaster Road for University Hills — a community of hundreds of single-family homes, 1,500 apartments, 1.5 million square feet of commercial space and more than 50 acres of open green space.

The first phase is planned to include more than 500 single-family homes, 250 apartments and almost 200,000 square feet of offices and retail.

The company said the property could be a catalyst for future growth in southern Dallas.

“A large scale, mixed-use, multi-phase development in this location will rewrite perceptions of investing in and moving to southern Dallas,” said Mike Hoque, CEO of Hoque Global, in a statement. “We hope University Hills will be the first of many community-driven and neighborhood-building developments bringing much-needed quality jobs and housing for the area to grow.”

Centurion American Development Group currently owns the property, which sits south of DART’s blue rail line. The Farmers Branch-based developer bought the site in 2016 and proposed its own plans for a mixed-use development in 2017. That plan never came to fruition.

“The area needs projects that create jobs, good housing and high-quality retail,” said Bob Mong, president of the University of North Texas at Dallas, in a statement. “UNT Dallas welcomes visionary developers who can attract transit-oriented development near us. We remain very hopeful about this project.”

Site work and land acquisition for the first phase of the project is estimated to cost more than $63 million, according to city documents. The Dallas City Council’s economic development committee reviewed a proposal Monday for up to $31.4 million in tax increment financing for the first phase. It has yet to go to City Council for approval.

The city funding will require some units to be reserved as affordable for certain income levels and require homebuilders to encourage buyers to participate in a to-be-developed homebuyer assistance program for the community. That program is anticipated to offer financial assistance to buyers who meet designated income requirements, according to city documents.
Hoque Global and city of Dallas partner on 270-acre University Hills development

By Bill Hethcock

Real estate developer Hoque Global is developing a 270-acre property in Dallas' southern sector next to The University of North Texas at Dallas campus in a project that will include hundreds of urban homes.

In addition to the homes, the University Hills development will have a town center in its core, commercial buildings and green spaces throughout.

The Dallas City Council’s Economic Development Committee reviewed a proposal for the project Monday, according to a news release from the company.

The Dallas-based firm is acquiring the undeveloped land near the intersection of I-20 and Lancaster Road while working with the city and other stakeholders in the community.

The project is planned to have hundreds of single-family homes, 1,500 residences in multifamily communities, 1.5 million square feet of commercial space, and over 50 acres of open green space at full build-out.

The first phase alone is slated to have over 500 single-family homes, 250 multifamily units, and nearly 200,000 square feet of commercial space, including office and retail.

Dallas-based Hoque Global focuses on investing and developing in underserved communities and has prioritized the growth trajectory in the UNT Dallas area, said Mike Hoque, CEO of Hoque Global.

While the commute from Downtown Dallas to University Hills is under 20 minutes, the area has not seen the same type of development and growth that has occurred in communities on the other peripheries of downtown.

“A large scale, mixed-use, multi-phase development in this location will re-write perceptions of investing in and moving to Southern Dallas,” Hoque said in a news release. “We hope University Hills will be the first of many community-driven and neighborhood-building developments bringing much-needed quality jobs and housing for the area to grow.”

Hoque Global and its team have worked with community leaders and stakeholders in the area to create a vision for the neighborhood, which will be built in phases in the years to come.

With millions of square feet of industrial and warehouse space concentrated on the south side of I-20 and its proximity to UNT Dallas, there is demand for quality office space, life science facilities, and flex buildings from companies doing business in the southern sector as well as their suppliers, customers and partners, according to a news release from Hoque Global.

While development in Dallas and the broader region has predominately focused on the northern communities of DFW, the area around University Hills has largely been left out from business
relocations, new home communities, and mixed-use urban village-type developments common in other areas of North Texas.

Multiple public-sector investments have paved the way for large-scale projects like University Hills. DART’s construction of the Blue Line into southern Dallas has opened the area for better access. The University of North Texas at Dallas’ campus adjacent to the development site has become an integral part of the local community. The plan for University Hills calls for programming that complements the university’s offerings and responds to its needs, including quality housing and employment centers.

“UNT Dallas is located near the proposed University Hills project, and as a rapidly growing force for positive educational and economic progress in southern Dallas, we encourage high-quality development,” Bob Mong, president of UNT at Dallas, said in prepared remarks. “The area needs projects that create jobs, good housing and high-quality retail. UNT Dallas welcomes visionary developers with excellent rail and bus service who can attract transit-oriented development near us. We remain very hopeful about this project.”

Page designed the plan for University Hills with Hoque Global. Page also worked with the University during their recent planning efforts.
Work is underway on a $223 million project to improve the Trinity floodway in Dallas
A project to improve the existing floodway is expected to be completed in 2024.

By Hojun Choi

North Texas officials on Tuesday formally broke ground on a $223 million project to improve the Trinity River floodway in Dallas.

The Army Corp of Engineers is overseeing work to raise certain sections of the levees along the river by 2 to 6 feet and reduce the slope on some portions along the 23-mile network of barriers that hold back floodwaters. Existing pump stations will be renovated, and a pump station will be built near the western portion of the existing levee system on the south side of the river.

The new pumping station will improve drainage in the Ledbetter and Eagle Ford neighborhoods.

“Both the Corps of Engineers and the city of Dallas share a responsibility of public safety, and we are both committed to ensuring the integrity of this floodway,” said Col. Jonathan Stover, commander of the Army Corp of Engineers Fort Worth District, which covers Dallas.

Construction on the project actually began last month. The lion’s share of the funding to improve the existing floodway comes from the federal government as part of the Bipartisan Budget Act of 2018. About 35% of that will be covered by the city of Dallas.

At the groundbreaking ceremony in West Dallas, U.S. Rep. Eddie Bernice Johnson thanked Stover and the Corp for working with local government leaders to help the project come to fruition.

“Many of you will never know just how important this occasion is, but when you think of waking up and finding water up to your window line and all of your beds and couches soaked with water, versus not, then you can kind of imagine what some of this means to all of us,” Johnson said.

Others in attendance included Dallas City Council members Carolyn King Arnold, Paula Blackmon, Omar Narvaez and Gay Donnell Willis.

Raising the levee will allow for increased water flow through the floodway during major weather events. As it is now, the floodway can handle about 226,000 cubic feet per second of water flow, according to the Corps. After work to improve the levees is completed, the floodway will be able to convey 277,000 cubic feet per second of water flow — about a 22.6% increase.

Flattening the slope of existing levees will make it easier for city crews to maintain them.

No land acquisition will be required to make the improvements.

The project is expected to be completed in 2024.

Further down the road is a plan to install levees in the southern portions of the city. The extension will include a new Lamar Levee, which will be approximately 3 miles long and run north of the Trinity River, and the Cadillac Heights Levee, which will be south of the river and about 2.25 miles, said Carlos Denson, an Army Corp of Engineers program manager.
The federal government has provided $135 million for that project.

That work could affect some residential and commercial properties, said Sarvi Ashraf, the Corp’s technical lead for the Trinity River projects.

“We are working with our partners at the city of Dallas to minimize the impact as much as possible,” Ashraf said.

Because the extension project is still in the early stages of design, Ashraf said she does not know whether developed land will need to be acquired for the project. The city will need to work with residents and business owners to acquire land and property that is needed for the extension.

Sarah Standifer, the assistant director over stormwater operations with the city of Dallas, said drainage improvements are projected to protect parts of the city that are along the Trinity River from major flooding for the next five to six decades.

“As these projects come online, what you will then see is the city then move into the neighborhoods to begin upsizing pipes underground to convey the water,” Standifer said.

Araceli Correa, who has lived in West Dallas for about 40 years, said her house was severely impacted by flooding in 2015.

Correa, who attended the groundbreaking ceremony with her sister-in-law and nephews, said she was happy to see the start of the improvement project.

“This is good for the city and the community,” Correa said in Spanish through an interpreter.
Dallas Business Journal

What site selection for autonomous trucking hubs portends for industrial development

By Anna Butler

Eight to 15 acres doesn’t sound like a lot of land when you’re talking about catalytic industrial development, but that’s exactly what fits the bill for autonomous trucking hubs.

Infill parcels nestled in areas thick with potential fulfillment centers or warehouse clients at the thresholds of major cities stand out as integral sites for autonomous trucking hub users.

While there aren’t a ton of those users out there, a window into decision-making helps to clarify a musing I hear frequently: Are autonomous trucking hubs favoring certain highways and interstates over others? Or, to put it as one North Texas source did, am I making a mistake if I invest along I-35, rather than U.S. 75, or vice versa?

The companies that fuel autonomous trucking’s technology are looking for three things when it comes to designing these relatively small facilities: a place to house employees, such as drivers and technicians, and their needs; space to service the technology component for a vehicle’s next long-haul route; and easy access not only for autonomous vehicles to take as few turns as possible, but for drivers to perform last-mile deliveries as quickly as possible.

That leaves out a critical component in the site-selection process. Not only do those eight to 15 acres need to be located near existing industrial and warehouse space for users with room for trucks to queue safely, but ideally, they provide plentiful access to vital roadways, rail transit and airports.

A prime example of this is an approximately nine-acre site in Lancaster, Texas, where Waymo, a subsidiary of Alphabet Inc. (Nasdaq: GOOGL), has set up a dedicated trucking hub for Dallas-Fort Worth.

The Waymo site sits just off of I-35 with I-20 to the north and ankle-deep in sprawling business parks owned by both local and large institutional investors rife with tenants in the fulfillment space, such as Amazon, Wayfair and Home Depot, that have last-mile needs after a long-haul trip.

Logistics real estate giant Prologis Inc. (NYSE: PLD) helped develop the hub for Waymo, in addition to serving as the landlord.

"We are proud to work with [Waymo] to help understand what/where the needs of AV will take them," a Prologis spokesperson stated in an email, noting that Waymo is a great customer of the company.

This particular trucking hub will be Waymo’s primary operations center in Texas designed for commercial use with carrier partners and able to accommodate hundreds of trucks and personnel as the company scales its presence in the region – driving across I-10, I-20 and I-45 – and enable increasingly large and complex testing needs on the path to fully autonomous
operations. The hub is set to not only bolster Waymo's operations in Texas, but is well-suited to support long-haul routes across the Southwest and connect with its Phoenix operations center.

"Dallas is a great place for AV hubs, due to the combination of commerce growth and a government partner who is dedicated to innovation and advancing their local infrastructure," the Prologis spokesperson said. "At Prologis, we are hyper-focused on bringing best-in-class real estate opportunities together for our customers. Our goal is to be the best partner in this emerging space."

Something to note is that a major shift to autonomous trucking is likely years away. Think at least 2025. Its adoption, like the entirety of the Internet of Things, is likely to be a slow burn between the time it would take to transition a traditional fleet; the costs associated with that transition; the research and tweaks that would be necessary to make the technology both smarter and safer from a liability standpoint; and the basic necessity of letting everyday drivers and passengers get used to the idea that an 18-wheeler is driving itself.

When announcements related to autonomous trucking are made – typically marketed as partnerships between a tech provider and either a logistics giant, such as J.B. Hunt, or a manufacturer, such as PACCAR – there’s a mention of the cities the partnership plans to traverse between, but not always highways or interstates they plan to drive along.

You can, of course, make an educated guess. For instance, there are only so many ways to get from Dallas to Houston efficiently. But I’ve spent the time doing some research around the hubs and nodes where these hubs actually end up.

Here’s what I’ve found as it pertains to North Texas:

- For north to south routes, there is more autonomous trucking-related testing along I-35, than U.S. 75 – though there is still adoption along 75.

- With I-45, Dallas’ relationship to Houston and its port access are key for many tech providers and their logistics counterparts.

- For east to west trips, I-20, given its access to both the Inland Empire and Atlanta, is the favorite for testing in North Texas.

Site selection gurus already know this. What’s next for industrial developers is figuring out the how and when of autonomous trucking’s relationship to distribution and supply chain needs within the grand scheme of traditional planes, trains and automobiles.
Dallas has a roadmap to improve street safety that officials hope will help the city meet a goal of having no traffic deaths by 2030.

The Dallas City Council on Wednesday unanimously passed the Vision Zero action plan, laying out 40 things the city will do to curtail traffic deaths. The city plans to improve road and sidewalk infrastructure, step up police traffic enforcement, increase traffic safety awareness through educational campaigns, and begin tracking yearly progress on efforts to reduced the number of fatal and serious crashes.

City officials estimate it could cost $30 million through a future bond to improve streets, hire more workers and make other improvements to hit their target, which also includes a 50% decrease in serious traffic injuries by 2030.

Jaime Resendez, the deputy mayor pro tem who represents Pleasant Grove in southeast Dallas, called the goals “ambitious” but “necessary to address severe injuries and traffic fatalities while increasing safe and equitable mobility across our city."

With 222 fatalities, Dallas had the sixth most traffic deaths among U.S. cities in 2020, That was one less death than Memphis, Tenn., according to the latest available nationwide figures from the National Highway Traffic Safety Administration.

And the city had 66 pedestrian deaths in 2020, according to the data. Only Phoenix, Houston, New York and Los Angeles had more deaths.

Dallas also has the highest rate of pedestrian deaths among the 20 largest cities in the U.S., with 4.91 pedestrian deaths per 100,000 people in 2020.

“We have a bad track record in the city of Dallas of being a city that does not value our pedestrians and our cyclists as much as we do our vehicles,” Chad West, the council’s mayor pro tem who represents the north Oak Cliff area, said at the meeting. West, Resendez, and council members Omar Narvaez and Cara Mendelsohn all spoke of their support for the plan before the vote.

Dallas’ Vision Zero plan has been in the works since 2019 and was recently pointed to by City Manager T.C. Broadnax in response to a city audit last month that concluded the transportation department wasn’t prepared to decrease pedestrian deaths. The city auditor office’s review of the department found no written procedures for how to decrease the number of pedestrians hit in traffic, no analyses done to see if any preventative measures that have been put in place actually fix the risk of accidents and a backlog of 1,500 faded crosswalks that needed remarking.

Recommendations in the new action plan compiled by city transportation officials call for new speed bumps and raised crosswalks on at least four residential streets each year, new or improved pedestrian crossings at three locations a year, restriping a third of all road markings every year and putting in other road safety improvements annually at 15 intersections and five road corridors where multiple crashes have occurred.
The plan also recommends that the transportation department suggest speed limit changes to the council by the end of 2023 after a citywide analysis, and that the department update policies and standards on speed limit sign placement, pedestrian crossings, construction zones and street lighting by the end of next year.

The recommendations in Dallas' Vision Zero plan also include continuing to move forward with strategies for improvements to address thousands of miles of missing sidewalks, working to add more police patrols in high-crash areas and stepping up traffic-enforcement related training, implementing road safety education campaigns aimed at drivers and their behavior, and continuing things city departments say they’re already doing such as collecting and analyzing data and reports on crashes to make street improvements.

The plan doesn’t call for improvements in any specific area of the city. But a draft of the city plan says 59% of severe pedestrian crashes and 59% of vehicle crashes happen on 4% of the city’s streets.

A mile and a half stretch on Maple Avenue between Hudnall Street and Oak Lawn Avenue near the Medical District and a half-mile stretch along Martin Luther King Jr. Boulevard in South Dallas between Botham Jean Boulevard and S.M. Wright Freeway are among the most frequent areas for pedestrian accidents, according to the city.

A mile and a half on Buckner Boulevard in Pleasant Grove between Lake June Road and South Great Trinity Forest Way is among the highest vehicle crash areas in the city.

Several stretches along South Great Trinity Forest Way have also been identified by the city as having among the highest numbers of both serious pedestrian accidents and vehicle crashes.

The draft of the report also includes a pledge signed by Mayor Eric Johnson and the 14 other members of the City Council vowing that “the safety of the people on public roads is a top priority and we will work to eliminate traffic deaths and severe injuries caused by preventable crashes.”

More than 50 U.S. cities have Vision Zero plans, including Los Angeles, New York, and Texas cities such as Austin, Houston and San Antonio. Vision Zero is an international road safety movement that originated in Sweden that mainly consists of strategies to improve how roads are designed and how traffic laws are enforced to prevent all fatal vehicle, pedestrian and bike crashes.

New York, Washington, D.C., and Austin are among cities that have seen increases in traffic deaths last year despite having Vision Zero plans.
Is Dallas Ready to Get Into a Driverless Uber?
A partnership with Aurora Innovation and Toyota North America could mean autonomous rideshare in DFW by 2024.

By Will Maddox

You may not have realized it, but there are autonomous minivans on the Sam Rayburn Tollway. A partnership between Aurora Innovation and Toyota North America resulted in a self-driving Toyota Sienna driving a route on the tollway between the Toyota headquarters and Old Denton Road. By 2024, Aurora says it hopes to launch a driverless rideshare program in a partnership with Uber here in North Texas.

While driverless cars might seem like a scary dystopian future for many, Texas roads are becoming more dangerous and deadlier with humans at the help. Last year was the second deadliest year for Texas drivers since the Texas Department of Transportation began tracking traffic fatalities in 1940 when 4,480 people were killed on Texas roads. In 1981, 4,701 people died on Texas roads.

In Texas, fatalities were up 15 percent from 2020-to 2021. Nationwide, 20,160 people died in motor vehicle crashes in the first half of 2021, up 18.4 percent from 2020. The last day Texas roads did not see a fatality was Nov. 7, 2000.

Driverless technology is not only more rigorously tested than human drivers, but it is also safer by nearly every measure. Machines don’t get tired, speed, eat or drink alcohol, and are never distracted by their phones or other passengers. When these vehicles are fully available to the public, they will likely be better and safer drivers than we are.

Aurora is working on point A to point B routes via Uber after installing their driverless technology into Toyota Sienna minivans. While the driverless technology would likely begin with safety drivers, the vehicles would eventually take on limited routes without drivers. The partnership would work like this. The automated vehicles would be programmed for specific frequent routes, like from DFW Airport to the downtown Dallas Sheraton, Texas’ second-largest hotel.

When a traveler arrives at the airport and requests a ride to the Sheraton, an autonomous vehicle powered by Aurora, Toyota, and Uber will arrive to take them to their destination. “There would be specific routes that will be able to be covered by the autonomous vehicle as we start,” says Jeremiah Kuntz, who is the government relations manager at Aurora. “This is developing, and more routes would eventually be had added to the options.”

Choosing specific routes is easier to program for, but it is also more efficient for the business. Aurora already has technology for autonomous trucks on the highways, so Aurora wants to use that same highway technology for its rideshare vehicles and choose specific routes that leverage its comparative advantage rather than wait until the technology is ready for any and all routes through the surface streets. Aurora’s autonomous Siennas have already performed just as well as their trucks after just six weeks of testing, according to a Q1 report.

Aurora already has autonomous trucking operations in Texas, but there are still questions to be answered when it comes to the rideshare side of the business. Which routes will be available?

How will passengers get in and out of a driverless vehicle? Where will they be dropped off? What about refueling?
But all of those questions are being answered on the roads and highways of North Texas, where California-based Aurora implements its operations. That is where the Siennas on Sam Rayburn come in. “They were doing a loop on that to test the technology and work on bringing it forward so we can deploy it,” Kuntz says.

North Texas is ground zero for so many of these automated vehicles for a few reasons. First, there is friendly legislation that is welcoming to AV innovators and doesn’t allow individual municipalities to supersede state laws that regulate the companies. The AllianceTexas Mobility Innovation Zone is a multimodal hub for logistics equipped to handle these new technologies’ piloting. Finally, North Texas has plenty of highways to test the technology.

2024 is going to be here before we know it, and there may be a point where the technology is ahead of what most people are comfortable with, but the future of transportation is here, and much of it is being launched here in the region. And it isn’t slowing down.

The growth of autonomous rideshare is not just a bunch of engineers seeing what they can do; there is a strong business case for the technology. “It will be driven by cost and delivery efficiencies that automated vehicles can deliver,” says Thomas Bamonte, senior program manager of automated vehicle technology of the North Central Texas Council of Governments in the technology and transportation program area. “The expectation is that they will be scaling up substantially over the next decade.”
Revenge of the Panther City

According to Stream Realty Partners’ Clayton Kline, development in and around downtown Fort Worth has been a game-changer.

By Clayton Kline

In 1875, Dallas lawyer Robert Cowart wrote a famous article in the Dallas Daily Herald about a fictitious panther freely roaming the streets of Fort Worth without anyone noticing this wild beast—Cowart’s jab at categorizing Fort Worth as a sleepy village. This, of course, sparked retaliation by the proud citizens of Fort Worth who took his criticism to heart and, in turn, adopted the panther as the city’s mascot, which is still evident throughout the city today.

After a 20-year commercial real estate career in New York City, I recently returned to my hometown of Dallas. My time away gave me a new perspective and appreciation of Dallas and the metro in general. A key change I noticed is that Fort Worth isn’t the Cowtown I remembered from my youth; my hope is that the city of Dallas is aware of this as well.

Since we returned, our friends who have visited us from New York all want an authentic Texas experience during their stay. They want to go to Fort Worth, to see Sundance Square and The Stockyards, and not downtown Dallas. As a proud Dallasite, I want to show them my city, but I get it.

I can’t blame them; Panther City has become a true destination— who wouldn’t want to stay at the Hotel Drover? The urban revitalization of Fort Worth is extremely orchestrated and accessible. What’s concerning is that downtown Dallas seems to be fading out of the conversation as a destination.

Dallas needs a vibrant downtown to compete as a world-class city; it needs to become a destination. The downtown revitalization efforts by developers such as Woods Capital, Todd Interests, and Hoque Global cannot be overlooked. Successful projects such as the AT&T Discovery District, office repositioning of Trammell Crow Center, hospitality renovations at The Adolphus, The Joule, and The Statler, and the mixed-use preservation of the mid-century masterpiece at The National are all excellent examples of what can be done.

As a downtown community, we need to rally around projects like these, but there is more to be done. Nationally, eyes are on Dallas as it continues to be the preferred headquarters relocation destination. Downtown Dallas needs to be part of that conversation—not just the overall North Texas region—with coordinated efforts to create a destination-driven area that continues to attract the best and brightest workforce nationally.

To use New York as an example, post 9/11, Liberty Bonds were given to developers to revitalize lower Manhattan and increase residential development. I witnessed an office-centric district transform to a work/live/play 24/7 community with stroller-pushing families, buttoned-up office workers, and nightlife patrons. Tribeca and Battery Park City became some of the most affluent ZIP codes in the United States. Many of these buildings were obsolete offices that were repositioned as residential apartments.

This balance of office and residential was evident during the height of the COVID-19 pandemic, when areas like Midtown were completely abandoned due to the lack of full-time residents, whereas
lower Manhattan still bustled. We are seeing this type of transformation in the early stages in downtown Dallas—but we need the residential demand to follow suit.

The creation of a live/work/play community helps to ensure a vibrant environment.

In successful urban revitalization, as the residential population grows, the office vacancy rate shrinks, and more amenities are created to support those communities. Recently, we’ve seen interesting destination-driven developments in the Design District, and to a lesser extent in the Cedars, but similar additions to the downtown core would be beneficial as well.

Although I am thrilled to see Fort Worth thriving as a destination, downtown Dallas needs to sit up and take note. As proud Dallasites, we need to support our downtown. Doesn’t the iconic image of the Dallas skyline still mean something, or is it just imagery of what once was? The last thing we want is for a panther to be wandering around downtown—and for no one to notice.
Collin County Commissioner Duncan Webb elected chair of Regional Transportation Council

By Erick Pirayesh

Collin County Commissioner Duncan Webb has been elected chair of the Regional Transportation Council, according to a June 9 release by the North Central Texas Council of Governments.

The transportation council is an independent policy board made up of officials from across the metroplex and is part of the NCTCOG division that oversees the transportation planning process for the region.

Webb has served on the transportation council since 2011 and has represented Collin County as a commissioner through that same period. He served as the vice chair of the council for the past year.

The transportation body guides the development of roadway, rail, bicycle and pedestrian plans and programs across Dallas-Fort Worth. It also determines how to fund various transportation initiatives and recommends projects to the Texas Transportation Commission. The council coordinates programs with various counties and cities across the metroplex and maintains compliance with federal environmental standards.

The council helped plan and develop Dallas Area Rapid Transit's Silver Line project. The Silver Line is a $1.89 billion commuter rail line being built by DART that will connect Plano to the Dallas Fort Worth International Airport with an estimated travel time of 60 minutes or less, according to figures released by the transit agency.

The council is also funding a number of automated vehicle projects across the metroplex that are planned to begin sometime in 2023, planning documents show. The council will spend over $30 million on nine different projects related to automated vehicle technology in various cities across the region as part of its long-term plans, according to a presentation at the council’s March 14 meeting.

The council is also putting together a regional parking database to help inform area officials on ways to develop more efficient parking. Using a 2018 study, the council estimates potentially 40% of the region's parking spaces are typically unused.

The council estimates in its Mobility 2045 plan, the long-term guide for the region's transportation needs, that the metroplex will grow to 11.2 million residents by 2045. The plan states this growth will put a large strain on the region's existing transportation system and that traffic congestion may increase dramatically.

More information on the council and its various projects can be found on its website.
Dallas’ traffic is deadlier than that of other big cities. Will this plan save us?

By Dallas Morning News Editorial

The wide-ranging agenda of Vision Zero is admirable, but it needs focus.

Driving in Dallas is treacherous, and it’s getting worse. Between 2010 and 2020, Dallas traffic fatalities increased 80%. Among the 15 most populous cities in the country, Dallas has the second-worst traffic fatality rate.

On Wednesday, the Dallas City Council approved an ambitious agenda to try to stop the bleeding. The city’s new Vision Zero action plan was designed to eliminate all traffic fatalities by 2030 and cut severe injuries in half.

As we welcome this step, we urge the city to make Vision Zero a true action plan – not just a wish list.

Though traffic fatalities are on the rise nationally, a city staff data analysis shows that Dallas’ fatality rate is rising faster than the U.S. average, reaching 17 deaths per every 100,000 residents in 2020. The danger is especially pronounced for pedestrians, who make up a disproportionate share of traffic fatalities in the city. Only 2% of Dallas residents walk to work, yet pedestrians account for 30% of traffic deaths, the city found.

The Vision Zero plan ranges from awareness campaigns to road re-engineering. Though the city’s wide-ranging agenda is admirable, it should target its most dangerous streets first for its highest-impact interventions.

Just 7% of Dallas streets are responsible for 62% of severe crashes, the city found in its crash data analysis. As of now, the city’s Vision Zero action plan lacks many specifics about how it will prevent fatalities and injuries on these high-risk roads.

City staff said that each year, it plans to implement low-cost safety improvements on an average of five dangerous corridors. And each quarter, it will target six dangerous corridors for conspicuous traffic-law enforcement.

The city has yet to say how it will prioritize these corridors, or when it will announce its first targets.

In an email, city spokeswoman Catherine Cuellar said Dallas will work to develop and share these plans in the coming months. But she wrote, “it would be premature to discuss rank and schedule at this time,” before the city can finish its analysis.

Although eight years might sound like a short timeline to eliminate all traffic deaths in the city, it’s a long time for the council to sustain focus. By laying out clear priorities and criteria, the city can stay on track. Going into budget season, the council should think about how it’s consistently funding this agenda from year to year.

Vision Zero calls on policymakers to shift their thinking. Instead of seeing traffic fatalities as inevitable, Vision Zero’s proponents argue, we should consider them preventable.
If the Dallas City Council is committed to saving lives, it should start where the bleeding is worst.

We welcome your thoughts in a letter to the editor. See the guidelines and submit your letter here
Denton residents speak out on fear of bus route cuts

By Michael Lozano

Public transportation has been on the minds of many Denton County residents as the Denton County Transportation Authority starts to consider the future of the current bus system.

“When bus drivers are under attack, what do we do? Stand up, fight back.” This was one of the chants shouted outside the Denton County Courthouse on Thursday afternoon, as a group known as No Bus Cuts Denton, along with labor union members and local residents, demanded the DCTA preserve bus routes.

One rally goer, Kristine Bray, runs a Twitter account called Denton Transit Posting. She uses that page to provide insight on ways to make places like Denton more bike, bus and walker friendly.

“You cannot have mass transit with carrying four people per hour,” Bray told a group of attendees.

Bray is referring to the VIA-operated ride-share service known as GoZone. The service, according to the DCTA website, costs 75 cents for a ride. It’s been an option for Denton County residents since September 2021.

People like Bray and Denton resident Eva Grecco say the GoZone service has been unreliable and feel like it’s a steppingstone to completely remove bus routes from public transit.

“Hopefully, our bus routes will come back, and VIA will go away,” Grecco stated.

Members of the rally state that solely relying on an app-driven service will isolate those in the community who may not be tech savvy or lack cellular data.

Patrick Lee, a Dallas resident, has been commuting to Denton for work for the last five years.

Spectrum News 1 spoke to Lee on Thursday afternoon, as he was preparing to board a train back home.

Lee says his routine trip to work was dealt a curveball two months ago, when DCTA announced the bus route he takes to work, after exiting the train station, was discontinued.

“They let me know it was going to stop going that way before it did, so I could make preparations to find a different way to work,” Lee said.

Now, Lee takes the extra step of ordering a Lyft to finish the last leg of his trip to work, costing him more time and money.

Lee says he spends “about $10 more,” emphasizing that it adds up to about $50 dollars a week.

Spectrum News 1 reached out to DCTA for comment about the rally and concerns from residents.
A DCTA spokesperson provided a statement over the phone, saying, “We’re currently in the process of wrapping up a public input period. June 10 is the last day of it. We welcome the public to provide their opinions, as we’re looking to make changes in the upcoming future.”

Lee says, if the bus route doesn’t return, he may be forced to start commuting by car, adding the cost is starting to equal what he spends through public transportation and using Lyft.
How the impact of Dallas hosting the 2026 World Cup could go beyond just the financials

While the 2026 World Cup could create an economic boost of $400 million, it may also drive the interest in soccer in the region.

By Shawn McFarland

In Texas — specifically, North Texas — one doesn’t need to look far to watch the world’s best football, baseball or basketball players at the high school, college and professional level.

So, in turn, it may be no surprise that the region’s youth athletes can often develop into budding stars in their own right. Among a bevy of other factors, exposure to a sport’s highest level of play can drive interest and participation.

Hosting the world’s premier soccer event may have a similar impact on the region.

Dallas is one of 16 United States cities vying to host a 2026 World Cup match. FIFA plans to announce the 16 bid winners — spread across the U.S, Canada and Mexico — on Thursday.

Atlanta, Baltimore, Cincinnati, Denver, Houston, Miami, Orlando, Los Angeles, Boston, Philadelphia, Nashville, San Francisco, Seattle and New York/New Jersey are the other stateside cities with a bid, while Canada (Edmonton, Toronto and Vancouver) and Mexico (Guadalajara, Mexico City and Monterey) each have three.

“You don’t become better as a player, or as a team, unless you’re watching [the best],” said Bob Weir, a retired high school soccer coach whose Plano boys team won four UIL state titles in the 1990’s. His team won the 1995 Class 5A championship nine months after Dallas served as a host city for the 1994 World Cup.

“When you see the world class players and teams come to this country, that’s what they get.”

FIFA officials who toured the Dallas area in November on a site visit noted not just the region’s infrastructure — from AT&T Stadium to Toyota Stadium and the Cotton Bowl — but that the region’s soccer culture stands out.

“I think what’s important is also the people and the passion for our game,” FIFA vice president Victor Montagliani said on a tour of AT&T Stadium. “We know the passion it has for the other football, which is very obvious, but it’s also the passion for our football. Not only through FC Dallas and its academy, but also the grassroots football in the area.”

According to North Texas Soccer association president Janet Campbell, the organization currently has approximately 125,000 registered members — one of the largest grassroots soccer associations in the country.

She said that membership spikes each World Cup year, whether it’s the men or women playing, and regardless of which country the games are played in.

But if the World Cup were played in the United States and North Texas?
“I would expect, if we end up with the World Cup right here in the Dallas-Fort Worth area, it'll be a lot more exciting,” Campbell said. “It'll be a lot more encouragement for children to get involved.

“I can't think of anything more exciting than having the World Cup right here in Dallas-Fort Worth.”

FC Dallas owner Dan Hunt (also the Dallas 2026 host city chairman) partly credits the region’s soccer passion to previous World Cups — one across the pond and one in Texas.

“We are truly the best test case in America for what World Cups can do,” Hunt told The Dallas Morning News in November. Hunt said his father, Lamar, attended the 1966 World Cup in England and thought Dallas was ready for professional soccer. “The [1966] final brings the Dallas Tornado and professional soccer. A lot of those players stayed behind and started club systems and camps, which built one of the richest youth systems in America.”

After Dallas hosted six games — and the international broadcast center — in the 1994 World Cup, the region landed a MLS team (the Dallas Burn, which became FC Dallas) two years later.

“This is a soccer passionate community, with a very rich and unique history,” Hunt said.

Hunt, and the rest of the bid commission, hope to host a semifinal or final match in 2026, as well as the international broadcast center again. The financial jolt is well-documented, with the Dallas Sports Commission estimating a $400 million economic impact, plus 3,000 jobs created. A semifinal or final match would bring in even more money, DSC believes.

But the World Cup’s impact is larger than just the financials. Weir saw that in 1994, and the same could happen in 2026.

“I think it stimulated the younger kids to continue with the program and see what the future was down the road,” Weir said. “It gave them some light to see something like that.”
TxDOT proposes improvements to US 81/US 287 in Tarrant County

By Sara Rodia

The Texas Department of Transportation is accepting public comment through June 17 on proposed improvements to US 81/US 287 from south of Avondale-Haslet Road to I-35W in Tarrant County.

The proposed improvements will encompass about 6.9 miles. The project’s goal is to improve capacity and access, and address safety issues, according to TxDOT officials.

The safety issue is that “adjacent property owners have direct driveway access to the main lanes,” according to a presentation from a June 2 public hearing.

TxDOT officials stated that the project would “reconstruct the main lanes and add one inside main lane in each direction; construct new continuous one-way frontage roads; and convert existing two-way frontage roads to one-way frontage roads.”

Construction will specifically affect Willow Springs Road, Heritage Trace Parkway, Wagley Robertson Road, Tarrant Parkway and Harmon Road.

This construction is proposed in two phases. Phase 1, which is about 1.3 miles, is estimated to begin in 2024 and last about three years. It is projected to cost about $35 million.

The ultimate or final phase of construction will occur as funding becomes available, so there is no timetable, TxDOT officials said. This phase is expected to cost $227 million.

Phase 1 of the project includes construction of frontage roads from north of Harmon Road to west of I-35W.

Also included is construction of one northbound exit ramp to North Tarrant Parkway and two southbound ramps to and from North Tarrant Parkway/Harmon Road. Bridges and intersection signals will also be constructed at Harmon Road and North Tarrant Parkway.

Detailed information on this presentation can be found online here.

Comments can be submitted by clicking the “submit your comment” button on the website; by emailing saba.elhawi@txdot.gov; by mailing in comments to TxDOT Fort Worth District Office, attn. Carl L. Johnson, P.E., 2501 S.W. Loop 820, Fort Worth, TX 76133; or calling 469-389-2603.
Fort Worth, partners to revisit Panther Island development plans

By Bob Francis

Fort Worth government, real estate and others involved in Panther Island will gather this summer to consider development plans for the area.

Officials say they want to revisit existing plans in case they need updating or tweaking, said Michael Bennett, CEO of Bennett Partners Architecture, who is leading the project for the Real Estate Council of Greater Fort Worth.

“The idea is not to change what’s already started or not to do a single thing that would delay anything, but to step back and say, ‘Fort Worth is a very different place today than it was 20 years ago,’ and ask if what’s on paper from 20 years ago, all the right stuff? Or, is there anything that needs to be tweaked or rethought,” he said.

Bennett noted that the real estate market has changed as recently as the past two years. “Look at the office market,” he said. “Since the pandemic many concepts about the office market have changed as work has changed. There might not make any changes, but it’s things like that we should consider as we move forward.”

The $1.17 billion flood control project – which received major federal funding in January – will have a big economic impact on the city, opening up development or re-development of about 800 acres of property just north of downtown Fort Worth.

According to a 2014 economic impact study, Panther Island expects to generate more than 29,600 full-time workers in the area. Developers anticipate building 10,000 housing units and 3 million square feet of commercial space. The study says Panther Island will contribute over $3.7 billion in annual economic activity to the area.

The Panther Island project will see the U.S. Army Corps of Engineers dig a 1.5-mile channel to connect the ends of a U-shaped bend in the Trinity River, between downtown Fort Worth and the Stockyards. The new channel will create two islands, known collectively as Panther Island, and remove the levees along the river. The project will open up plenty of land for development, including nearly 12 miles of waterfront once the levees are taken down.

“We’ll be creating plenty of waterfront property, but we won’t know what and when that will be available until we see the timeline from the Army Corps,” said Bennett.

Some of the development in the area has already taken place. A $55 million 300-unit multifamily property, Encore Panther Island, was completed in 2021 at the southernmost tip of the district just across the Main Street Bridge.

The Encore project is in the first phase of the project in the interior of Panther Island, away from where the Army Corps will be constructing the channel.

“When the U.S. Army Corps of Engineers completes the Fort Worth Central City project and decommissions the levee, the area for the levees on Panther Island will be able to be
developed,” said Dana Burghdoff, assistant city manager. “But the core Panther Island property away from the levees and bypass channel can be developed at any time.”

After a January announcement that Fort Worth’s Panther Island redevelopment project has received $403 million in long-awaited federal funding, Fort Worth Mayor Mattie Parker said the area will be a differentiating factor for the city.

“To be able to develop and double the size of downtown in one of the fastest-growing cities in the country, I can’t think of another city that can say that, right now, with that amount of land that’s going to become available,” she said at a news conference following the announcement.

Casey Tounget, associate in Transwestern’s Fort Worth office, which has some property listings in the project area, said the development opportunity near downtown “gives Fort Worth an unrivaled opportunity not found in any other major U.S. city.”

The largest landowner of land in the Panther Island area is the Tarrant Regional Water District, the coordinator of the Panther Island project. The water district owns over 225 acres, most of that acquired for the bridges, bypass channel and the canals planned for the development, according to the district.

A large private landowner is Houston-based Panther Acquisition Partners, a company that has acquired about 25 acres over several years.

The opportunity to locate development adjacent to a central city lake should generate substantial demand, said Chance Williams, vice president of commercial properties at Southland Property Tax Consultants in Fort Worth.

“In today’s environment, locating property near an urban green space or body of water is a huge draw, and should spur development,” he said. “Look no further than Town Lake in Austin or the Katy Trail in Dallas for examples of these public assets drawing in large-scale developers.”

While those should be huge draws, Williams said, there have not been any large property sales in the area since 2017, when Encore purchased land for its project.

Land values ended 2017 in the $9-$15 per square foot, which was a drastic increase over prior year land values, Williams said. Since then, the values have not seen large increases, he said. That could change if a new development is announced in the area.

**Panther City District**

Although there has not been much movement on property in Panther Island, an area adjacent to the project is getting some renewed interest.

The Panther City District, an initiative driven by businesses in an industrial and commercial area located east of University Drive and north of White Settlement Road in west Fort Worth, launched its website June 1, to foster growth in the area.

The organization is supported by a board of directors composed of representatives from area businesses and property owners who launched the initiative. The members are longtime business leaders with investments in the area: Will Churchill of Fort Brewery; Robert Lydick of HiFW Capital Partners L.P., an investment partnership; Will James of Defender Outdoors, an indoor gun range; Bryan Barrett of Keystone Group, L.P., an investment firm; and Neil Foster
of **Agency Habitat**, a marketing agency with an on-site audio/video production facility. The organization says there are more than 60 businesses in the area.

Churchill emphasized the area is not a public improvement district or the recipient of tax increment financing.

“We want to let the business owners see value in what’s going on here,” he said, “and then decide to partake in it and then help raise up everyone.”

He sees the opportunity to be an alternative to development on Panther Island.

“Most of that development is going to be new, from the ground up,” he said. “Here, we have buildings that can be refurbished; the infrastructure is pretty much here. We can be a low-cost alternative to what happens on Panther Island. We think we’ll complement each other.”

**Panther Island development information**

The city of Fort Worth’s Comprehensive Plan was rezoned to provide a mixed-use district of greater density.

For more information on development plans for the area, visit the Panther Island Central City Flood Project page.
Highways? Yes. Safe streets? No. How Dallas is betrayed by bureaucrats

Architecture critic Mark Lamster on the city’s dangerous streets and the plan to replace I-345.

By Mark Lamster

Sometimes life in Dallas feels like an exercise in absurdity. The latest mind-bender: Just days after being told there is not enough money to make the city’s streets safe for pedestrians and cyclists, Dallasites learned that more than a billion dollars will be spent on a project that will achieve little to nothing of value: sinking I-345, the elevated stretch of highway that severs Deep Ellum from downtown, into a trench.

This latest episode of cognitive dissonance began at the end of last month, with the release of a city audit that revealed the obvious: when it comes to pedestrian safety, Dallas is in a state of disaster. In 2020, Dallas ranked dead last among America’s 20 largest cities in pedestrian fatality rate. The city’s most recent score on Smart Growth America’s Pedestrian Safety Index is 124.2, more than double the national average of 55.3.

Among the reasons why it’s so dangerous to be a pedestrian here: according to the city’s audit, Dallas has a backlog of more than 1,500 crosswalks that are overdue for repainting. That’s more than all of the crosswalks in downtown, combined. The city has an annual goal of repainting 830 crosswalks. Last year, it repainted 70. At that rate, the backlog only grows, making the city even more dangerous. As the auditor’s report notes, the city’s performance fails to meet “best practice” markers established by both the federal government and the state.

But the problem is really much deeper than a failure to meet the most basic of goals. The city has any number of plans and programs that suggest an interest in improving conditions for pedestrians, among them: a Vision Zero plan (the vision being to end pedestrian deaths by 2030); a “complete streets” design manual; a master plan for sidewalks; and a mobility plan that specifically calls for improved safety for pedestrians and cyclists.

What it does not have are the structures necessary to implement the goals those plans so clearly demand. As the report states: “The Dallas Department of Transportation does not have formal, written, specific, measurable, and time-focused goals and performance measures and associated written procedures and work instructions for strengthening pedestrian safety.” That’s a lot of bureaucratic jargon to describe bureaucratic failure.

Why doesn’t Dallas have the structures in place to achieve safer, more attractive streets, when all those plans and programs and manuals make it abundantly clear that Dallasites very much want those things?

The simple answer: the car. The city bureaucracy is still beholden to an auto-centric mindset, nevermind the public will. As the report notes, despite the recommendation of the Federal Highway Administration, Dallas does not “prioritize pedestrian traffic over other modes of transportation.”

You can have all the plans you want, and they sure look like progress, but if they don’t have teeth and proper funding, they’re mere window dressing.
The auditor’s report illustrates just how the city fails in this regard by comparing the Chicago and Dallas “complete streets” manuals. The Chicago version stipulates that all of that city’s transportation projects prioritize, in order, pedestrians, riders of mass transit, cyclists, and then — and only then — automobiles. The Dallas model, without such explicit language, allows the city bureaucracy to make its own decisions on how it will set priorities and allocate resources.

Which is precisely what has happened. The unelected officials of Dallas have refused to commit to putting pedestrian safety above automotive convenience. “We believe that given the variety of functions of our roadway system…we must prioritize safety for all variations of multimodal movement and users,” wrote City Manager T.C. Broadnax, in a letter responding to the auditor’s report. “While [the Transportation Department] agrees it would be ideal to align maintenance schedules for pedestrian safety with leading criteria, we will accept the risk for this recommendation due to resource challenges and uncertainty.”

Last year 66 pedestrians were killed in traffic accidents in the city. This is what Dallas considers “acceptable” risk.

**A compromise that isn’t**

The same benighted dedication to the automobile explains TxDOT’s decision to trench I-345, which comes after years of foot-dragging on the road’s future. The idea that I-345 should be torn down dates back to 2013, when the urban planner Patrick Kennedy, noting the success of highway tear-outs in numerous other cities, proposed replacing the crumbling road with a system of streets and boulevards. The removal would have repaired the urban fabric that had been torn asunder by the imposition of the highway in the 1970s while allowing for development that would bring urgently needed jobs and housing to the doorstep of downtown. Traffic studies showed that the result would have had minimal delays for commuters.

The proposal was received with a great deal of support from those who would like to see Dallas become a more pedestrian-friendly city, and with a good deal of derision from those who preferred the status quo. An editorial in this paper called it a “crazy-town” proposal and “a time-waster and nothing more.”

But the idea gradually took hold with the public, and last year TxDOT responded with a feasibility study that presented five options for the highway’s future: rebuilding it in its current form, slimming it down, depressing it into a trench, removing it altogether, and a final hybrid option that (theoretically) combines trenching and removal.

Of these, removal was the only option that actually achieved the goals Kennedy had set out in 2013, but TxDOT has inevitably selected the “compromise” hybrid option. And it is quite a compromise. Instead of a vibrant neighborhood of streets and boulevards, the city gets what is essentially a new 10-lane highway (not including access roads that make it even wider) in place of the old one, but now below grade instead of above it, and traversed by a confusing array of bridges.

The argument for the hybrid option is that, in future decades, it will save thousands of hours of commuting time every weekday when compared to the removal option. But crunch the numbers and this equates to something on the order of 3 minutes per driver, per day, and that’s if TxDOT’s rather outlandish estimates for road usage are accurate. Three minutes a day doesn’t sound like too high a price for a vibrant city.
This “compromise” still leaves a giant gash between downtown and Deep Ellum, and doesn’t provide anywhere close to the space for development that would be made available by removal. TxDOT claims that the depressed road could be covered by deck parks, but provides no mechanism for paying for them; that would be the city’s problem. And then there is the immense disruption all of this construction will create for years on end, the result being what is essentially a return to the status quo. Everyone loses.

But to the highway engineers at TxDOT, it’s a win-win. “We think it’s the best compromise of multiple combined elements,” Ceason Clemens, deputy district engineer at TxDOT, told this paper.

This is why urban design problems shouldn’t be left to highway engineers, who see all problems through the lens of road construction. In a rational planning process, urban planners work with communities and their representatives to determine what is best for their needs, and then the road engineers are brought in to meet those requirements.

Kennedy, who generated the idea of tearing down I-345 in the first place, is unequivocal in his criticism of the hybrid solution. “It’s a billion dollar-plus widening for very minor gains that we can’t quantify,” he says. “The long-term health and well-being of the city and its citizens are once again put aside for the sake of frivolous infrastructure spending.”

The attempt at compromise with I-345 brings to mind the 2015 plan to ameliorate the proposed Trinity Toll Road by introducing “meanders” into its path. Close inspection proved those meanders were of minimal value, an attempt to assuage the public so the road builders could have their way. The city came to its senses, realizing that the only way to ameliorate the toll road was to not build it in the first place.

Here again the public is being dealt a sham bill of goods, and here again it’s up to the city’s elected representatives to stand up to the bureaucracies that are intended to meet the public’s needs, not determine them on their own.
North Texans Able To Choose Between Two Proposed Names And Logos For Regional Trail

By Irving Weekly Staff

North Texans have until June 20 to choose between two names for the long-planned bicycle-pedestrian trail running through the heart of the Dallas-Fort Worth area: DFW Discovery Trail and DFW Trinity Trail. Each name also has an associated brand identity.

Participants can have their voices heard by voting and sharing their opinions on the names and associated branding at www.FortWorthToDallasTrail.com.

An interactive map also allows input on participants’ favorite trail destinations that could be included on wayfinding signage. The 60-mile-plus trail will connect downtown Fort Worth, Arlington, Grand Prairie, Irving, and downtown Dallas. These five cities have partnered with the North Central Texas Council of Governments to fund, design and construct various trail segments for almost a decade. The final 3 segments are anticipated to be complete by the end of 2023 or early 2024.

The logo accompanying each name celebrates the name’s features. The DFW Trinity Trail logo includes green and blue graphics representing the flow of the Trinity River. The DFW Discovery Trail logo features different animals that might be discovered throughout the corridor. The colors and animals shown on this logo can be customized to reflect the unique nature of individual trail segments. The new name will be cobranded with existing individual trail segment names to preserve their unique nature.

Most of the trail consists of 15-foot-wide concrete multiuse paths, ideal for many types of long-distance races and community events. One of the first in the region to connect multiple cities, the trail is being designed to put the region on the map as an area that can host large, nationally competitive sports and other events.

The trail is composed of off-street segments through parks, green fields, neighborhoods, regional entertainment complexes and business parks along the Trinity River. Trail users encounter some of the most pristine nature to be found in the heart of the Dallas-Fort Worth area.

In addition to serving nearby communities and hosting regional and national events, the trail is anticipated to be used as transportation for pedestrians and cyclists, with connections at two Trinity Railway Express (TRE) train stations and hundreds of employers along the corridor.

Improved air quality is another potential benefit of this regional corridor, as 10 North Texas countries are currently in nonattainment for ozone and are working to meet the federal standard. Transportation alternatives such as this trail are among the many NCTCOG-driven regional initiatives intended to address air quality issues.

For more information about the Fort Worth to Dallas Regional Trail and the branding project, visit www.nctcog.org/FWtoDalTrail
City of Fort Worth

Fort Worth’s Bivens named vice-chair of transportation body

Fort Worth Mayor Pro Tem Gyna Bivens was elected vice-chair of the Regional Transportation Council and will help lead the 44-member transportation policymaking body for the next year.

Bivens, who represents Council District 5 in Fort Worth, has served on the Regional Transportation Council since August 2021.

Collin County Commissioner Duncan Webb was elected chair. Webb takes over for Commissioner Theresa Daniel of Dallas County, who has chaired the RTC through its transition from virtual meetings to in-person gatherings during the COVID-19 pandemic. Webb will steer the RTC through the 88th Texas Legislature, which begins in January.

Dallas County Judge Clay Jenkins will be the next secretary. The new officers will serve in their positions through June 2023.

The Regional Transportation Council includes local elected or appointed officials from the Dallas-Fort Worth area and representatives from the area’s transportation providers. As the transportation policymaking body for the 12-county Dallas-Fort Worth area, the RTC oversees transportation planning for the fourth-largest metropolitan area in the country, which has a population of approximately 8 million.

The RTC guides the development of roadway, rail and bicycle-pedestrian plans and programs; allocates transportation funds; and recommends projects to the Texas Transportation Commission for other programs. The policymaking body also ensures transportation services are coordinated throughout the region and the metropolitan area complies with federal air quality standards.

One of the RTC’s core functions is the development of the Metropolitan Transportation Plan, a blueprint for the transportation system over a period of 20-25 years. An update to the current plan, Mobility 2045, was approved by the RTC last week. Mobility 2045: 2022 Update must now receive a transportation conformity determination by the U.S. Department of Transportation certifying that it complies with federal air quality regulations.

The region's long- and short-range transportation plans must comply with federal air quality regulations as 10 Dallas-Fort Worth area counties – Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise – are in nonattainment for ozone pollution.

The RTC has historically taken an innovative approach to meeting the region’s transportation and air quality challenges, allowing the policymakers to enhance the quality of life throughout the Dallas-Fort Worth area.
Will AT&T Stadium host 2026 World Cup matches? What to know about FIFA’s announcement

By Brayden Garcia

AT&T Stadium in Arlington is not new to hosting big events.

Super Bowl XLV was played here in 2011. The inaugural College Football Playoff National Championship game in 2015 was played in Arlington. And the stadium is home to the Dallas Cowboys. At 4 p.m. Thursday, Arlington will find out if World Cup matches are coming to town in 2026. It is one of the world’s largest sporting spectacles and is put on by the Federation International Football Association.

Arlington is one of 17 U.S. cities with venues vying for the honor. The quadrennial event has traditionally been hosted by one country until 2002 when it was jointly held in Japan and South Korea. The 2026 edition will be the 23rd playing of the world’s premiere soccer tournament and will be hosted jointly — for the first time — by three nations. Hosting duties will be split between the U.S., Mexico and Canada. The World Cup is the most-watched sporting event in the world.

For context: More than 3.5 billion people tuned in to the 2018 World Cup in Russia — a little over a billion watched France knock off Croatia in the final, according to fifa.com.

By comparison, roughly 112 million people watched this year’s Super Bowl on television and on streaming devices, according to nfl.com. The other U.S. cities in contention are Atlanta, Boston, Cincinnati, Denver, Houston, Kansas City, Los Angeles, Miami, Nashville, New York/New Jersey, Orlando, Philadelphia, San Francisco, Seattle and Washington DC/Baltimore.

The joint bid to host the 2026 World Cup was unveiled in 2017. Qatar is hosting the tournament later this year. Only three cities are listed each for Canada and Mexico, compared to the 17 for the U.S. Edmonton, Toronto and Vancouver have more or less been selected to host matches in Canada. Guadalajara, Mexico City and Monterrey are most likely the three sites in Mexico.

If AT&T Stadium gets the nod, it would not be the first time World Cup matches were played in the Dallas area. The Cotton Bowl was one of nine venues the last time the U.S. hosted the event in 1994. The first World Cup match in Dallas featured a contentious 2-2 draw between Spain and South Korea — with the ascendant Asians finding the back of the net twice in the final four minutes. That summer more than 3.5 million fans swarmed U.S. stadiums to watch the world’s best sides duke it out, according to statista.com.

FIFA officials visited potential World Cup cities in 2021, stopping by AT&T Stadium in October and meeting with Fort Worth Mayor Mattie Parker, Arlington Mayor Jim Ross and Stephen Jones, Dallas Cowboys executive vice president. At the time, Jones said FIFA hadn’t offered any feedback on potential venue issues but said they would be proud to host matches at the Arlington facility. One of the biggest hang-ups with AT&T Stadium will likely be its turf field since traditionally, FIFA World Cup games are played on natural grass fields.

The stadium will have to adapt to the conditions if they are chosen as a venue. The 2026 World Cup will feature an expanded field of 48 teams, 16 more than the 32 sides that qualified for the tournament in Qatar later this year. It will also have twice as many venues (16) as the Qatar edition (8).
'The real work begins now' for 2026 FIFA World Cup in North Texas

By Nick Starling

NORTH TEXAS (CBSDFW.COM) - After being selected as a host city, thousands of fans from all over the world will ascend to North Texas to watch the games.

But now the detailed planning comes into play.

AT&T Stadium will be the epicenter of where the matches will take place.

While this is in Arlington, it will be regional effort to make sure everything goes smoothly.

"The real work begins now," said Arlington Mayor Jim Ross, "We're known as the entertainment district for a reason, we are entertaining."

But to entertain thousands of fans for several days, is a massive undertaking requiring a lot of hotel rooms.

Currently under construction is a 888-room Loews hotel.

"We have a lot of hotel stock here and more on the way, we're not done building just because you see a great big one going up over there right now," added Ross.

The Hotel Association of North Texas told CBS 11 the DFW area is one of the top five areas in number of hotel rooms in the country with over 130,000 rooms.

Another issue? Transportation. The North Central Texas Council of Governments is taking on that role.

"We do plan on utilizing buses that get to AT&T Stadium and taking advantage of our manage lane along I-30 that allow buses to get in there and there might also be dedicated bus lanes, that's been talked about as well because a lot of folks travel by bus to these events and to make sure that we have our roadway available for those buses to use," said Natalie Bettger, senior program manager with the North Central Texas Council of Governments.

They'll be working with the Texas Department of Transportation along with all the cities to figure out the logistics.

"The biggest thing I think our challenge is we work with a lot of different agencies just because we have so many partners in the region," added Bettger.

A region excited to show off for the world.

"Mark my words, we will have the best world cup ever here in the Americas Cup, watch," said Ross.
The Executive Director of the Dallas Sports Commission, Monica Paul told CBS 11 she’s meeting with FIFA officials in New York next week to discuss next steps.

‘The real work begins now’ for 2026 FIFA World Cup in North Texas - CBS DFW (cbsnews.com)
Is inflation driving EV prices into the luxury category?
An electric car now costs $61,000 on average, according to researcher Edmunds.com.

By Bloomberg Wire

Electric-vehicle prices are going up at a dizzying pace these days. Tesla raised prices by as much as $6,000 per car last week. Rivian bumped up the ask on its battery-powered R1T pickup truck in March, while Ford hiked the sticker on the Mach-E.

Add it all up and an electric car now costs $61,000 on average, according to researcher Edmunds.com. That’s a lot of money when the average new-vehicle price — across all cars — has inflated to $46,000. And yet the buyers keep coming.

But there’s an underlying problem here. New cars are already out of reach for more than half of Americans, which means EVs are affordable to a limited group of well-off buyers only. Some 30% of all new cars sold last year had a suggested retail price above $50,000, up from just 6% ten years ago, according to Charlie Chesbrough, a senior economist at Cox Automotive.

With many buyers priced out of the new-car market, ever fewer people will be able to make the switch to electric and instead keep burning gasoline for years to come.

“It’s clearly a product for the upper crust,” Chesbrough said in an interview. “It’s going to be a long time before electric vehicles are the majority of cars on the road.”

Part of this is the natural evolution of new technology. EVs are still expensive to build. Ford, for example, is in the midst of launching the F-150 Lightning plug-in pickup and is spending $50 billion to roll out more EVs, with plans to build 2 million annually by 2026.

Rising raw-materials costs are rendering some battery-powered models unprofitable, the carmaker’s CFO John Lawler said at an investor conference this week. He added Ford is seeing an increase in auto loan delinquencies amid rising inflation and higher interest rates.

CEOs from General Motors, Ford, Toyota and Stellantis wrote to leaders in Congress this week to ask them to waive limits on the $7,500 federal tax credits. GM and Tesla have already maxed out the 200,000-vehicle cap on that program, and Toyota is getting close. Given the growth in EV sales, other producers likely won’t be far behind.

Despite the recent surge in EV sales, automakers will need to sell to middle-class buyers both to reach cost-effective scale with batteries and to make a dent in carbon emissions. That will be tough with $61,000 average sticker prices.

GM is the first to make a move.

The company this month dropped the price of its Chevrolet Bolt and its slightly bigger cousin, the Bolt EUV, by $6,000, in part because its credits ran out. The bigger play comes next year, when the Chevrolet Blazer and Equinox go on sale for around $30,000.

Both cars could change the game, and the EV market.
Texas plans to place charging stations for electric cars every 50 miles on most interstates

With $408 million in federal funds, the state wants to build enough charging stations to support 1 million electric vehicles.

By Reese Oxner

Texas is planning to add enough electric vehicle charging stations throughout the state to support 1 million electric vehicles with dozens of new stations to allow for easier long-distance travel.

In a draft plan released this month, the Texas Department of Transportation broke down a five-year plan to create a network of chargers throughout the state, starting along main corridors and interstate highways before building stations in rural areas.

The plan is to have charging stations every 50 miles along most non-business interstate routes.

In most other areas in the state, there will be charging stations within 70 miles, according to the plan. Each station is designed to have multiple stalls so there will likely be one available whenever someone stops to charge.

The chargers will be high-powered at 150kW, able to bring most electric vehicles from 10% to 80% in about half an hour, according to the report.

The funding is coming from the federal Infrastructure Investment and Jobs Act passed last year, which is estimated to allocate about $408 million over five years to Texas for the purpose of expanding its electric vehicle charging network. No funds from the state budget will be used. Nationally, the goal is to create a network of 500,000 convenient and reliable electric vehicle chargers by 2030. In total from the infrastructure act, Texas is expected to receive about $35.44 billion over five years for roads, bridges, pipes, ports, broadband access and other projects.

Less than 1% of Texans’ registered vehicles are electric. As of May 31, there were 129,010 electric vehicles registered in Texas, according to the report.

“However, since 2020, the total number of electric vehicles across Texas has nearly tripled as more people adopt the technology,” TxDOT stated in its report. “With rapidly growing adoption rates, it is necessary to ensure Texas will be able to meet the demand of these new vehicles on the road.”

The state is gathering public comment on the plan, after which it will be finalized. To receive the funds, TxDOT must submit a finalized plan by Aug. 1 to the Federal Highway Administration.

Officials plan to award contracts for construction starting in January.

During the first year of implementation, Texas plans to add around 48 new locations to satisfy the 50-mile FHWA requirement. This is in addition to 27 existing private sector locations and 26 planned locations funded by a separate grant.
The next year, the focus will turn to stations in rural counties, small urban areas and areas advised by metropolitan planning organizations.

After that, during the third through fifth year of implementation, Texas will continue building out charging infrastructure in smaller and rural areas. The report states that charging stations might be equipped with a combination of solar and battery equipment to supplement their power supplies.

Gov. Greg Abbott stressed the importance of including rural areas in TxDOT’s plan in a March 22 letter.

“Texas’ sheer volume of roadway miles leaves ample opportunity for EV charging deployment. The plan should ensure that every Texan can access the infrastructure they need to charge an EV,” Abbott wrote. “Additionally, I direct TxDOT and stakeholders to include in the plan a way for Texans to easily get from Beaumont to El Paso and Texline to Brownsville in an EV—with a focus on rural placement and connectivity.”

Chandra Bhat, a University of Texas transportation engineering professor and the director of the U.S. Department of Transportation’s Center on Data-Supported Transportation Operations and Planning, said the additional charging stations are a welcome upgrade to Texas transportation. Some of Bhat’s research has been funded by TxDOT.

Bhat said there are several barriers to electric vehicle adoption by consumers: the upfront cost, anxiety over how far a driver can travel and the wait times for charging.

This new plan addresses range anxiety by providing many options only 50 miles apart — however, it doesn’t address cost or fully address wait times, he said. Although the planned chargers will be high speed, it still takes around half an hour, he said. A driver might not know how long they may have to wait if someone else is already using the stalls.

That uncertainty can cause consumers to pass on purchasing electric vehicles altogether, he said.

Bhat said he thinks allowing drivers to reserve charging stations at specific times might help reduce that uncertainty. But still, Bhat said he is optimistic that more people will adopt electric vehicles in Texas due to the planned infrastructure upgrades. He also hopes the state will invest in putting information in front of consumers about the increased availability of chargers.

“We will see a clear uptick in the next two or three years, I believe,” Bhat said. “And if we get an announcement that batteries are going to be lasting longer and are going to be less expensive, you’re gonna see them bought by the droves.”
The Future Of Transportation In Collin County
With DART expansion at a crossroads, officials seek new alternatives

By Zach Wichter

Officials across Collin County are working to figure out what the future of transportation here should look like, and especially how big a role Dallas Area Rapid Transit (DART) — which already serves Plano and Richardson — should play in that evolution. Problem is, not everyone is on board with DART in the county, nor have they ever been.

When DART was formed in 1983, Collin County’s entire population was less than 200,000, according to the Census Bureau. But the county has since become one of the fastest-growing parts of the country. Just one of its cities, Plano, has a larger population today than the entire county did 40 years ago, and Collin County’s overall population topped 1 million in the 2020 census.

That growth boosted the county economically as new businesses came in, but it also strained the transportation network, which remains heavily car dependent. Driving between population centers like McKinney and Richardson may have routinely taken as little as 20 minutes a decade or two ago, but now it can take 45-plus minutes during peak travel times.

Across the board, officials told Local Profile that something has to be done to help folks get to, from and around Collin County more efficiently.

During the energy crisis of the 1970s, business leaders in the Dallas-Fort Worth area worried about the availability of fuel and pushed to make the transportation system more sustainable and redundant, according to Michael Morris, director of transportation at the North Central Texas Council of Governments (NCTCOG).

“The private sector pushed to have dedicated transportation that was electrically propelled in order to ensure the gross domestic product of the Dallas region,” he says. “If you want to be a world-class city, you have to be in the rail business.”

So, DART came together with member communities voting to enroll by referendum and pledging a penny-per-dollar sales tax to help keep it funded. DART grew to have the largest light-rail system in the country and an extensive bus network, but that tax has become one of the main barriers to expanding the system.

Not all Collin County communities need the level of service that one cent’s worth of tax revenue would allow for, Morris says.

In Frisco, for example, which is not currently served by DART, there is less demand for transit than there is in Richardson, which does have DART service.

“The fact that any area or region is talking about traffic issues is a good thing because that means there’s a lot of growth to the area, a lot of people coming in and growth to the economy,” says Tony Felker, president and CEO of the Frisco Chamber of Commerce. But Felker does not feel DART expansion makes sense for his city based on the current sales tax model because making the required contributions could affect other economic development funding in Frisco.
“When would we see the benefit of that public transportation?” Felker asks. “You have some communities that have been paying in for 30, 40 years and they’re just seeing the benefits right now. Most public leaders think there’s a better solution than joining DART.” Even officials in communities that DART currently serves agree that the one-cent model isn’t right for everyone.

John Muns, Plano’s mayor, said the current funding model allows users from northern Collin County to benefit from DART service without regularly paying their fair share, and he said he has encouraged DART to consider allowing new cities to join under a model based on how much their residents would use the service.

“We obviously know that people from the northern part of Collin County who work in downtown Dallas, they use the service,” Muns says. “That’s good. There’s nothing wrong with that. The only thing that Plano would like to see is more of a level playing field on membership or a hybrid of that, that shows their participation. For us to be the member provider, and no one else, it doesn’t make a lot of sense.”

Muns adds that DART service helped Plano grow into the population and commercial center it has become and that ridership continues to expand.

“We cannot build highways and build our way out of congestion: We’re going to continue to have to come up with alternatives,” he says.

In Plano, DART is piloting an expanded version of its GoLink service, an on-demand last-mile rideshare program that operates like (and in some cases, is operated by) Uber Pool. GoLink allows riders to travel locally free with an active DART fare pass, and the trial program in Plano provides more flexibility to travel between GoLink service areas that were previously self-contained. Because one of GoLink’s main missions is to get people connected with existing DART service, Muns says it has helped make the whole system more attractive to Plano residents.

“Once DART came out with GoLink, ridership really soared,” he says. “We feel very good that these changes have helped immensely in making DART more relevant to the City of Plano.”

In Allen, Wylie and the Town of Fairview, senior citizens and residents with disabilities qualify for taxi vouchers under DART’s Collin County Rides program.

“A few years ago, Allen had a three-year grant and actually offered a bus service for that period of time. At the end of the three years, it was discontinued due to a lack of ridership,” the city’s Chamber of Commerce said in a statement. According to Sharon Mayer, CEO of the Allen Chamber of Commerce, the current on-demand service meets the needs of the community at a reasonable cost. That said, Allen is open to considering other options.

Morris, from the NCTCOG, agrees that a layered approach helps facilitate transit introduction in new communities and that on-demand service is often a great first step.

“The first level we recommend is microtransit, like a Via. It’s a technology-based, on-demand service,” he says, referring to a carpool rideshare app that operates in cities in more than 20 countries. Once that sort of network is in place and people start relying on transit for more trips, Morris says it’s easier and more palatable to make the system more robust.

Future technologies like self-driving people movers may also help make mass transit feasible in some of Collin County’s more sprawling communities, many officials say.
As the population of Collin County grows, residents’ and business leaders’ mobility expectations are shifting. Young workers increasingly say they want to live close to their jobs and don’t necessarily want to own or rely on a car, which is leading to the rise of mixed-use developments like Hall Park in Frisco and CityLine in Richardson.

“I want to create an environment where, instead of moving to far north Collin County, you’ll consider living near a train station,” says Richardson Mayor Paul Voelker. “If I truly believe in a walkable, bikeable environment, I have to put the infrastructure in place that makes that real.”

Developers in Richardson started building higher-density neighborhoods around planned stations long before DART’s light rail reached the city. That trend is repeating itself as work on the Silver Line nears completion. The new rail corridor, set to come into service in 2024, will link Plano and Richardson with Dallas/Fort Worth International Airport. As the region’s transportation system continues to grow, including a planned high-speed rail line between Dallas and Houston, Voelker says Collin County could come to represent a new ideal in mixed-use development.

“We could be the model for intermodal transportation even more than the Northeast,” he says, giving more people the option of a car-free daily routine if they so choose. Plano’s mayor Muns agrees. “Nobody wants to take anybody’s car away, but if they want to utilize them, we want to make sure there are alternatives for anyone.”
Dallas Morning News

**One of nation’s most polluted sites is in Grand Prairie. EPA will detail plan to clean it**
The Delfasco Forge property is leaking toxic chemicals that cause cancer and harm fetuses to dozens of homes.

By Sarah Bahari

The Environmental Protection Agency will detail its plan to clean an industrial site leaking cancer-causing chemicals to dozens of Grand Prairie homes.

A [public meeting](#) has been scheduled for June 30. In addition to the EPA, the Texas Commission on Environmental Quality will be on hand to answer questions.

The 1.1-acre Delfasco Forge property in Grand Prairie is on the [Superfund National Priorities List](#), which includes some of the nation’s most polluted sites. [It was added to the list in 2018](#).

Roughly 80 homes in the largely low-income Burbank Gardens neighborhood are affected by the toxic chemicals. Yet many residents have said they knew nothing of the toxic site or ongoing health threat.

At a [public meeting in February](#), residents said they were angry that city, state and federal officials have not done more to clean the site.

Over the years, tests in the neighborhood have shown that Trichloroethylene, or TCE, contaminated the soil, seeped into the groundwater then vaporized into the air.

Defense contractor Delfasco Forge — which made practice bombs for Navy and Air Force pilots and other machinery during the 1980s and 1990s at the site — used TCE, a degreaser, to clean equipment.

**In addition to causing cancer, TCE** can cause heart defects in developing fetuses and damage the liver, kidneys, respiratory, immune and central nervous systems in adults. Pregnant women are among the most vulnerable.


Federal and state authorities have acknowledged frustration with the slow-moving abatement process, but said it is typical with this type of toxic site.

“We understand it’s frustrating,” Ed Mekeel, who works in community outreach in the EPA’s Dallas office, said at the February meeting. “For those living around the site, it can be difficult.”

*The meeting is at 6 p.m. Thursday, June 30 at the Tony Shotwell Life Center, 2750 Graham St., in Grand Prairie. A virtual option will also be available.*
‘Full-Strength Fort Worth’ Aims to Create Equitable Economic Vitality in Underserved Communities

The city of Fort Worth has launched a new framework—Full-Strength Fort Worth—to bring economic vitality to every corner of the city. The comprehensive revitalization strategy "prioritizes equity and preservation, celebrates diversity, and creates exciting communities where everyone can thrive," the city says.

Read more about the "new vision" for the Panther City, and see a map of key revitalization target areas—from Stop Six to Historic Handley to River East.

By David Seeley

The city of Fort Worth wants to “compete at full-strength on an international stage for businesses, resources, and top talent.” To do that, it needs to leverage the strength of all communities in the Panther City—including ones that have traditionally been underserved and disinvested. Now the city has launched a new framework to bring economic vitality to every corner of the city.

The project—called Full-Strength Fort Worth—is a “comprehensive revitalization strategy that prioritizes equity and preservation, celebrates diversity, and creates exciting communities where everyone can thrive,” the city announced.

The new framework will combine the expertise of local and national partners with city resources “to create a comprehensive revitalization strategy that prioritizes equity and preservation, celebrates diversity, and creates exciting communities where everyone can thrive.”

A ‘new vision’ for Fort Worth

The goal of Full-Strength Fort Worth is nothing less than a “new vision” for the city, the announcement said—"a vision of Fort Worth where all of its neighborhoods are celebrated as equitable drivers of economic change, allowing the city to compete at full-strength for businesses, resources and top talent.”

The initiative is supported by a recent “refresh” of Fort Worth’s Economic Development Strategic Plan, which “strongly encourages equity-focused initiatives that also strengthen the local economy.”

The ultimate goal:"to create equitable economic vitality and resiliency, while empowering the community and preserving each area’s quality of place.”
The map above shows revitalization target areas within Fort Worth. “The areas of impact are focused along key commercial corridors within the Central City that are in need of revitalization, including the preservation of historical and cultural assets, redevelopment of pre-existing sites, and business attraction and retention,” the city said. “While several of these areas include corridors in Fort Worth’s east and southeast areas, there are also additional corridors throughout the city that also require tailored, thoughtful revitalization efforts.”

The impact areas include Evans & Rosedale, Como/Horne Street, Stop Six, Near Northside, River East, Altamesa & McCart, East Lancaster, Polytech, East Berry, Historic Handley, and West Camp Bowie.

**Offering a ‘customized approach’ for each community**

The city notes that every Fort Worth community has “its own distinct characteristics,” so the city’s Revitalization Tookit addresses each neighborhood’s needs, emphasizes its strengths, and considers its personality.

Overall, with efforts like the city’s Main Street America pilot program, Fort Worth has several big goals for making Full-Strength Fort Worth a reality for both the city and its citizens:

- Develop high-quality, sustainable investments in underserved communities, providing them with long-term economic resiliency.
• Create equitable opportunities and quality of life across Fort Worth’s various neighborhoods.

• Design quality places and vibrant communities for residents and visitors alike.

• Collaborate with communities, local partners and outside organizations to develop strong commercial corridors.

• Create new businesses and job opportunities that can be supported by surrounding neighborhoods.

• Establish more mixed-income housing opportunities citywide.

• Minimize displacement while preserving the community and character of neighborhoods.

• Provide communities with access to economic development resources, empowering them to be active in the future of their neighborhoods.

• Guide future development by considering and preserving the cultural assets of Fort Worth’s historic neighborhoods.

The city’s partners in Full-Strength Fort Worth include Main Street America, The Retail Coach, CDFI Friendly America, and Placer.ai.
City Council approves $31.4 million deal for southern Dallas mixed-use community
Council members described the project next to UNT Dallas as a ‘game changer.’

By Mitchell Brown

The Dallas City Council has approved up to $31.4 million in tax increment financing for the first phase of University Hills, a planned 270-acre development in southern Dallas next to the University of North Texas at Dallas campus.

Dallas-based Hoque Global plans to bring hundreds of single-family homes, 1,500 apartments, 1.5 million square feet of commercial space and more than 50 acres of open green space on undeveloped land near the intersection of Interstate 20 and Lancaster Road.

The first phase will include more than 500 single-family homes and townhomes, 250 apartments and almost 200,000 square feet of offices and retail, the company said.

Councilman Tennell Atkins of District 8 described the development as a “game changer” for southern Dallas.

“This is a huge step for Dallas in helping end our racial and financial segregation in the city; lots of opportunities for homeownership and building of wealth in southern Dallas,” said Councilwoman Cara Mendelsohn of District 12.

The company has pitched the project as a catalyst for future growth in the area.

Centurion American Development Group owns the property, which sits south of DART’s blue rail line. The Farmers Branch-based developer bought the site in 2016 and proposed its own plans for a mixed-use development in 2017. That plan never came to fruition.

Site work and land acquisition for the first phase of the project is estimated to cost more than $63 million, according to city documents. Under the agreement, the developer must buy the land by the end of 2023 and complete site work by the end of 2025.

The city funding will require some units to be reserved as affordable for certain income levels and require homebuilders to encourage buyers to participate in a to-be-developed homebuyer assistance program for the community. That program is anticipated to offer financial assistance to buyers who meet designated income requirements, according to city documents.

District 3 councilman Casey Thomas said one of his goals when he came onto the council was that there would be a top-notch place in southern Dallas for young adults to build a family and call home, and that University Hills answers to that.

“This is going to be another legacy project,” Thomas said.
North Texas Civic and Private Organizations Unite for Innovative Collaborations
The Lone Star State alliance seeks to pool resources and build a smart region.

By Adam Stone

In Texas, a regional effort is proving that innovation can be a collaborative endeavor.

The North Texas Innovation Alliance (NTXIA) transcends municipal borders to bring together technology-driven solutions to meet a range of civic challenges. Its projects address everything from autonomous vehicle initiatives to artificial intelligence-driven infrastructure projects and advanced metering solutions.

The formal mission of NTXIA is to create “the most connected, smart and resilient region in the country,” says co-founder and executive director Jennifer Sanders. NTXIA’s stated aim is to make North Texas a leader in integrated smart city efforts, especially those initiatives that cross geographic boundaries. “The first step is the establishment of entities that drive strategy, commitment to collaboration and execution,” Sanders says.

To that end, NTXIA brings together “best minds and best practices” to facilitate cross-jurisdictional collaboration, she says. By working collaboratively, “we bridge gaps in capacity that limit the speed of individual entities to plan, deploy and scale solutions.”

Public, private, civic and academic institutions all play critical roles in driving innovation. In bringing together these diverse regional stakeholders, “there are innumerable opportunities to find success in regional collaboration utilizing best practices in data, technology, sustainability, land use and service delivery,” Sanders says.

How Public-Private Partnerships Can Spur Innovation

NTXIA pulls together an engaged network of innovation-focused organizations, all working together to learn, share, replicate and scale projects that are successful from one jurisdiction to another.

“By uniting multiple public entities, currently numbering more than two dozen, the NTXIA hopes to better align private sector capabilities with specific demands from local jurisdictions,” Sanders says. Corporate tech leaders including Cisco participate in the alliance.

As a central resource, the organization can help to streamline civic efforts. By mapping initiatives that reach across departments or jurisdictions, it can provide civic leaders with insight into what their neighbors have done or are already doing.

The time is ripe for such an effort, as many jurisdictions have unprecedented funding available. With federal funds flowing, a collaborative network “can aid broadly in making the most strategic and impactful use of this once-in-a-generation investment,” Sanders says.
Why Regional Governments Benefit from Innovative Collaboration

In the Dallas-Fort Worth metroplex, which houses several NXTIA members, more than 30 percent of residents live and work in different counties within the metroplex. This presents a cross-jurisdictional challenge.

“When those counties operate on disparate systems — whether emergency services, traffic signals, mass transit and so many others — we all suffer,” Sanders says.

The arrival of some 360 new residents a day in the DFW area adds to the complexity. “We must address the region as a whole if we want that growth to be sustainable environmentally and operationally,” she says.

At the same time, increases in extreme weather events, traffic, infrastructure deterioration, affordable housing and income inequality are regional issues that must be tackled in a collaborative way.

“As our cities transform into smart cities, this becomes even more critical,” Sanders says.

Why Partners Seek a Smart Region

A collaborative, regional approach can help municipal leaders address several key smart city challenges.

“The most fundamental barriers that have held us back across the U.S. in scaling smart cities and infrastructure investments are policy lags, procurement and financial constraints,” Sanders says. To drive success, “these must be addressed, and they must be addressed in an innovative and streamlined manner — hence the smart region.”

The good news is that, for the first time in a generation, funding availability is an enabler and not a barrier. But the strategic use of these funds requires “a change in mindset,” Sanders says. Specifically, it demands a pivot toward collaborative regional thinking around innovation.

“There is more precedent to point to in interlocal agreements, sharing agreements and public-private partnerships, and the hope is that through these learnings, the public sector can move more quickly to deployment than has classically been possible,” she says.

How Early Success Spurred More to Join Regional Alliance

In 2021, NTXIA made rapid progress on its efforts to create “the most connected, smart and resilient region in the country,” Sanders says.

When Texas suffered a devastating winter storm, for example, programs co-created among membership and tailored according to their individual and collective priorities “allowed for rapid response opportunities to discuss learnings and ways solutions can be leveraged across the region,” she says.

Early success has spurred growth in NTXIA’s membership to encompass more than three dozen organizations, two-thirds of which represent the public sector. Participating cities include Dallas, Allen, Arlington, Irving, Plano and others. Some public sector councils like the Dallas
Fort Worth International Airport, the Fort Worth Chamber of Commerce, the North Central Texas Council of Governments and others also participate.

Together, they have conducted six workshops with 19 subject matter experts and peer cities “to dig deeply into all aspects of digital infrastructure, data, security and economic development,” Sanders says.

The organization also launched a first-of-its-kind call for revenue-generating solutions in partnership with Marketplace.city “to understand the landscape of new and tested solutions to benefit local government,” she says. Those learnings have been shared nationally through the National Smart Coalitions Partnership, of which NTXIA is a founding member.

NTXIA also has developed a range of shared resources, including a repository of peer policy changes, public-private partnership contracts, requests for proposals and other templates. In addition, regional efforts supported by NTXIA include a four-jurisdiction partnership that resulted in a joint RFP to deploy broadband serving four adjacent smaller communities.

“This effort is being highly sought after by larger municipalities around the country,” Sanders says. “We are so proud of these communities’ role in innovating cross-jurisdictional partnerships to get the job done.”

**Next Steps: Federal Grant Collaboration and Building Resilience**

Looking ahead, NTXIA aims to leverage multijurisdiction collaboration to help civic leaders maximize their investments.

“Our forward-looking initiatives in 2022 include heavy support of membership in planning for federal funding investments, both utilization of formula funds as well as competitive grants,” Sanders says.

The group plans to hold workshops and bring in subject matter experts to elevate best practices in shaping these grants. They’ll also be sharing insights around broadband, physical assets, mobility, resilience, data security and workforce development.

An emerging cross-disciplinary fellows’ program will facilitate partnerships by embedding teams of students at the community college or university level within public sector member organizations. Fellows will be encouraged “to take a 360-degree look at a chosen problem statement, from policy to technical to the business case,” Sanders says.

In addition, civic innovation challenges will lead to pilot opportunities, giving municipalities a chance to integrate and test new ideas, driven by community engagement.

“Finally — and this is early but promising — we have convened more than 30 organizations to explore the pursuit of a next-generation resilience hub,” she says. That effort represents the start of a regional network that will incorporate solutions addressing electrification, community resilience, workforce development, economic development and equitable access to fresh food and housing.

Innovation doesn’t have to be a solo effort. NTXIA is proving that across a range of key civic areas of concern, municipalities can work together in support of higher-level regional outcomes.
Four cities show the high cost of commuting in 2022

By Andrew Dorn

As gas prices hit record highs across the country, the cost of driving to and from work has never been higher. In some cities, commuters driving from major suburbs to urban cores may be spending over $400 per month on fuel alone.

And as experts note, the cost of fuel is just one part of the calculation.

““The cost of parking is going up because the demand is going up,” said Sam Schwartz, former New York City Traffic Commissioner. “The other thing that’s alarming is more crashes means insurance costs will go up.”

Despite the rising costs associated with driving, Schwartz says traffic levels have returned to pre-pandemic levels and are worse in many areas. In part, that’s due to a 110% increase in truck traffic, which equates to two to three additional cars, he says.

“If people think driving is worse than ever before, they’re right,” Schwartz said. Unlike the cost of driving, many of the country’s mass transit systems have proven to be inflation-resistant, keeping prices steady, or even lowering them in some cases, in an effort to win back commuters who left during the pandemic.

But concerns about rising crime, the spread of COVID-19 and an increase in people working from home has kept public transit ridership between 60% and 70% of pre-pandemic levels, Schwartz said. He thinks that number may increase if gas prices continue to rise.

So just how much more expensive is it to drive to work these days? We analyzed four cities to find out.

Note: The monthly estimated fuel costs were calculated assuming a 15-gallon tank averaging 20 miles per gallon in ideal traffic conditions. Commute costs do not include additional expenses such as parking, vehicle depreciation or other maintenance. Gas prices are calculated using American Automobile Association (AAA) data.

CHARLOTTE
Commute: Gastonia to Charlotte, North Carolina (approximately 23 miles one-way)

Cost of gas today: $4.56/gallon in Gaston County

Cost of gas one year ago: $2.82/gallon in Charlotte-Gastonia-Rock Hill

Monthly fuel cost today: $210 approximately

Increase from last year: 62% more expensive

What’s the alternative?
The quickest way to get from Gastonia to Charlotte via public transit is the Charlotte Area Transit System’s (CATS) express bus. At $176, a monthly unlimited regional express pass costs slightly less than the current monthly price for fuel.

The bus ride from Gastonia to uptown Charlotte takes about 40 minutes.

CHICAGO
Commute: Naperville, Illinois, to downtown Chicago (approx. 35 miles one-way)

Cost of gas today: $5.71/gallon in DuPage County

Cost of gas one year ago: $3.46/gallon in Chicago Metro

Monthly fuel cost today: $400 approx.

Increase from last year: 65% more expensive

What’s the alternative?

Those commuting to downtown Chicago from Naperville can take the Metra commuter rail system for just $100 per month starting in July. The recently announced “Super Saver” pass costs about the same as one tank of gas, the transit system notes.

The trip from Naperville to Chicago Union Station usually takes about an hour.

DALLAS
Commute: Plano, Texas, to Downtown Dallas (approx. 20 miles one-way)

Cost of gas today: $4.73/gallon in Collin County

Cost of gas one year ago: $2.74/gallon in Dallas

Monthly fuel cost today: $190 approx.

Increase from last year: 73% more expensive

What’s the alternative?

Commuters from downtown Plano to downtown Dallas can take the Dallas Area Rapid Transit (DART) red line for $96 per month.

The average red line trip from Plano to Eddie Bernice Johnson Union Station takes about 45 minutes.

SALT LAKE CITY
Commute: Ogden to Salt Lake City, Utah (approx. 39 miles one-way)

Cost of gas today: $5.19/gallon in Weber County
**Cost of gas one year ago:** $3.42/gallon in Ogden

**Monthly fuel cost today:** $405 approx.

**Increase from last year:** 50% more expensive

**What's the alternative?**

Commuters from Ogden to Salt Lake City can take the Utah Transit Authority’s (UTA) Frontrunner commuter rail system. A monthly premium pass, which includes unlimited access to local buses, Frontrunner commuter trains and the city’s light rail system costs $170 per month.

The average Frontrunner trip from Ogden to the Salt Lake Central Station takes about an hour.
Texas’ $400 million plan would put EV charging stations every 50 miles

The Texas Department of Transportation is gathering public comment on the plan, which must be submitted by Aug. 1 to the Federal Highway Administration.

Texas is planning to add enough electric vehicle charging stations throughout the state to support 1 million electric vehicles with dozens of new stations to allow for easier long-distance travel.

In a draft plan released this month, the Texas Department of Transportation broke down a five-year plan to create a network of chargers throughout the state, starting along main corridors and interstate highways before building stations in rural areas.

The plan is to have charging stations every 50 miles along most non-business interstate routes.

In most other areas in the state, there will be charging stations within 70 miles, according to the plan. Each station is designed to have multiple stalls so there will likely be one available whenever someone stops to charge.

The chargers will be high-powered at 150kW, able to bring most electric vehicles from 10% to 80% in about half an hour, according to the report.

The funding is coming from the federal Infrastructure Investment and Jobs Act passed last year, which is estimated to allocate about $408 million over five years to Texas for the purpose of expanding its electric vehicle charging network. No funds from the state budget will be used. Nationally, the goal is to create a network of 500,000 convenient and reliable electric vehicle chargers by 2030. In total from the infrastructure act, Texas is expected to receive about $35.44 billion over five years for roads, bridges, pipes, ports, broadband access and other projects.

Less than 1% of Texans’ registered vehicles are electric. As of May 31, there were 129,010 electric vehicles registered in Texas, according to the report.

“However, since 2020, the total number of electric vehicles across Texas has nearly tripled as more people adopt the technology,” TxDOT stated in its report. “With rapidly growing adoption rates, it is necessary to ensure Texas will be able to meet the demand of these new vehicles on the road.”

The state is gathering public comment on the plan, after which it will be finalized. To receive the funds, TxDOT must submit a finalized plan by Aug. 1 to the Federal Highway Administration.

Officials plan to award contracts for construction starting in January.

During the first year of implementation, Texas plans to add around 48 new locations to satisfy the 50-mile FHWA requirement. This is in addition to 27 existing private sector locations and 26 planned locations funded by a separate grant.

The next year, the focus will turn to stations in rural counties, small urban areas and areas advised by metropolitan planning organizations.
After that, during the third through fifth year of implementation, Texas will continue building out charging infrastructure in smaller and rural areas. The report states that charging stations might be equipped with a combination of solar and battery equipment to supplement their power supplies.

Gov. Greg Abbott stressed the importance of including rural areas in TxDOT’s plan in a March 22 letter.

“Texas’ sheer volume of roadway miles leaves ample opportunity for EV charging deployment. The plan should ensure that every Texan can access the infrastructure they need to charge an EV,” Abbott wrote. “Additionally, I direct TxDOT and stakeholders to include in the plan a way for Texans to easily get from Beaumont to El Paso and Texline to Brownsville in an EV—with a focus on rural placement and connectivity.”

Chandra Bhat, a University of Texas transportation engineering professor and the director of the U.S. Department of Transportation’s Center on Data-Supported Transportation Operations and Planning, said the additional charging stations are a welcome upgrade to Texas transportation. Some of Bhat’s research has been funded by TxDOT.

Bhat said there are several barriers to electric vehicle adoption by consumers: the upfront cost, anxiety over how far a driver can travel and the wait times for charging.

This new plan addresses range anxiety by providing many options only 50 miles apart — however, it doesn’t address cost or fully address wait times, he said. Although the planned chargers will be high speed, it still takes around half an hour, he said. A driver might not know how long they may have to wait if someone else is already using the stalls.

That uncertainty can cause consumers to pass on purchasing electric vehicles altogether, he said.

Bhat said he thinks allowing drivers to reserve charging stations at specific times might help reduce that uncertainty. But still, Bhat said he is optimistic that more people will adopt electric vehicles in Texas due to the planned infrastructure upgrades. He also hopes the state will invest in putting information in front of consumers about the increased availability of chargers.

“We will see a clear uptick in the next two or three years, I believe,” Bhat said. “And if we get an announcement that batteries are going to be lasting longer and are going to be less expensive, you’re gonna see them bought by the droves.”
Take in this drone’s-eye view of Collin Creek’s $1 billion makeover
Most of the old, enclosed mall was torn down to make way for a $1 billion mixture of townhouses, apartments, retailers and restaurants.

By Paul O'Donnell

Travel south on U.S. 75 through Plano and you can’t miss the towering crane and growing rock pile at what used to be Collin Creek Mall.

The city took out its drone this week to give residents an aerial view of how redevelopment of the failed mall is taking shape.

https://youtu.be/5A-azQrvWec

Centurion American Development Group and the city started moving dirt in September at the 100-acre site after two years of planning. The first phase of construction is a huge underground parking garage in the center of the property that the city is funding.

Most of the old enclosed mall was torn down to make way for a $1 billion mixture of townhouses, apartments, retailers and restaurants.
Alejandrina Guzman was born and raised in Fort Worth. As a wheelchair user, she became conditioned to accessibility issues in the city, be it cracked concrete, gaps in the sidewalks or a lack of curb cuts.

Then she moved to Austin for college.

“When I was over there, for me it was a big realization that I could be pretty independent, using the sidewalks and public transportation,” she said.

Guzman moved back to Fort Worth a year ago. Her newfound independence didn’t follow. Instead, she was greeted with the crumbling sidewalks she’d known all her life, able to see their flaws with fresh eyes.

For many people, the first instinct when encountering such a problem is to contact the city. In the case of sidewalks, however, maintenance is the responsibility of private homeowners and businesses.

“That’s so upsetting,” Guzman said. “Because not only does that put the burden on people who cannot access sidewalks, it also burdens the homeowner.”

**Fort Worth sidewalk ordinance initially developed in the 60s**

The way Fort Worth handles sidewalk maintenance is based on a code initially developed in the ’60s, according to Transportation and Public Works director William Johnson. If homeowners don’t maintain the sidewalk in front of their property, they can be cited for a misdemeanor under city ordinance.

“The reality is that whatever the situation was back then, compared to today, it just doesn’t make sense,” he said.

Dallas has a similar ordinance, but provides a cost-share program for property owners so they have to pay for only 50% of the work. Austin takes ultimate responsibility for maintaining sidewalks. Houston requires property owners to maintain sidewalks, but the ordinance doesn’t have any penalties for failing to repair sidewalks in disrepair.

Fort Worth’s misdemeanor citations have been paused for at least the past 15 years, Johnson said, because of equity concerns.

“It’s not really reasonable to think that the average person on a fixed income in an older neighborhood would be able to afford to repair it,” Johnson said.

If people call to report cracked sidewalks in front of their homes, they’ll be informed about the ordinance, but city workers won’t issue a citation.
Imagine someone calling and saying, ‘Hey my sidewalk is broken, my curb is broken,’ and then we serve them with a misdemeanor,” Johnson said.

City uses informal repair system for sidewalks

Although Fort Worth doesn’t issue citations, that doesn’t mean the city is taking responsibility for repairing sidewalks. Fort Worth doesn’t have a fund for sidewalk maintenance and repair, despite an estimated 103 miles of sidewalks currently in poor condition.

It comes down to a numbers game. Johnson pointed toward the high cost of filling sidewalk gaps — estimated at $792,000 per mile, with 3,395 miles to fill. The City Council adopted the Active Transportation Plan, aimed at filling those gaps, in 2019. That project alone, which includes other transportation construction, has an estimated cost of $3.3 billion.

“Just by comparison, the entire bond for 2022, including parks and police and fire and libraries, transportation and everything all together, was $560 million,” Johnson said. “It’s the biggest bond package that the city has ever done … If we spent every dime just on sidewalks, it would still take multiple (bond) cycles to get to all of the costs for sidewalk gaps.”

In 2021, the transportation and public works department received 336 requests for sidewalk maintenance. Of those, only 71 were addressed because of ‘extremely poor condition.’

Alejandra Peña, a Northside resident, said she’s been waiting for sidewalk and road maintenance since 2008. Her sidewalk is pulling away from the ground, and potholes litter the streets in her neighborhood.

“I used to be able to ride my bike through there and stuff and now I’m like, ‘Wow, I remember when this used to be flat when I was in my younger years,’” Peña said.

Johnson said his department moves money from other activities, like road construction or maintenance, to fix the most severely deteriorated sidewalks.

“That's kind of how we’ve been informally dealing with this massive problem,” he said.

The sidewalks in Peña’s neighborhood haven’t deteriorated enough to warrant city intervention, but she said they already pose a safety concern.

“We have a lot of people that have been here for many, many years,” she said. “And they’re elderly people, you know. They could trip and fall getting groceries, walking on the sidewalk. I mean, it’s not even safe for kids that ride bikes and skateboards or people with electric chairs nowadays. It’s very dangerous.”

City in the midst of sidewalk condition assessment

Every three years, the city commissions a pavement condition index assessment to determine the state of Fort Worth’s streets and what needs to be repaired. This year, sidewalks are included in the assessment.

“It’s a technical report that will give us data on the condition of the sidewalks, streets, curbs, ramps, etc.,” Johnson said. “And we’ll use that as the basis for programming future and capital projects related to those things.”
Johnson said it will likely be another six months before that assessment becomes public. While more money could be put into sidewalk repair as a result of the assessment, he said it’s unlikely the ordinance placing responsibility on property owners will change.

“I know from a development and new development and redevelopment standpoint, I don’t see those things changing,” he said.

The Northside is one of several areas that has already seen an influx in city funding to improve sidewalks. It hasn’t helped everyone. Hector Lugo, a Fort Worth resident whose mother lives on Harrington Avenue, said the city repaired all of the sidewalks in his mother’s neighborhood except hers.

“A guy over at the city program said my mom’s street isn’t listed on the plan,” Lugo said. “If I had the time, I would’ve gone to City Hall and spoken on it. Compared to the other streets, my mom’s was the worst one. She’s had the house for 42 years.”

When Guzman wants to get somewhere in Fort Worth using her wheelchair, she has to navigate a maze of sidewalks — some with curb cuts and some without. Often, she’ll get to the end of a sidewalk, only to realize she can’t access the street with her wheelchair.

Then she has to backtrack and find a new path to her destination. Cracks in neighborhood sidewalks can pose a safety hazard, she said, and take away her ability to navigate the city on her own.

“I kind of saw Austin as the norm,” she said. “Then I moved back, and I was like, ‘Oh wait, this is really bad.’”

Guzman said without a designated funding program for sidewalk repairs, it’s hard to believe the city cares about the issue.

“When there’s a line item, that means you are valuing that specific initiative,” she said. “In this case with sidewalks, if that’s not part of the funding plan, then what are we doing?”
A newly proposed plan from TxDOT may introduce more electric vehicle charging stations throughout the state, including Bryan-College Station as part of its third phase.

Version 0.56 of the Texas Electric Vehicle Infrastructure Plan was released for public comment June 12. The current draft is not final but does currently include three phases, year 1, year 2 and year 3+, respectively. Bryan-College Station is currently included in the third phase, which may include electric vehicle corridors throughout the state following the installation of charging stations along major interstate highways in phases one and two.

According to the TxDOT proposal in its current form, the installation of EV charging stations inside the Bryan-College Station Metropolitan Planning Organization, or MPO, would cost approximately $1,562,464 with an estimated five-year operation cost of $322,866.

The proposed public fast charging stations would have to be no more than one mile from interstate exits or highway intersections and support the charging of at least four cars simultaneously. These funds would possibly come from the Federal Infrastructure Investment and Jobs Act, which states that funding for charging stations would be 80% federal and 20% state funds. The estimates given for Bryan-College Station do not include the 20% state funds.

Daniel Rudge, executive director of the Bryan-College Station Metropolitan Planning Organization, said the Federal Infrastructure Investment and Jobs Act required all states to develop an electric vehicle charging plan.

“The emphasis in the federal legislation was to try to bring about charging stations along the major interstate routes,” Rudge said. “And then level three, or year three plus, is when they get down to some of the more rural areas trying to get a charging station.”

When it comes to producing and installing these new charging stations, Rudge said TxDOT would partner with the private sector.

“They’re trying to make these electric charging stations to be like gas stations where it doesn’t matter if you go to a Shell or Valero,” Rudge said. “We would like for people to be able to say, ‘Hey, there’s an electric charging station here and it works for my car because all of them work for my car.’”

Rudge said this is an important part in making electric cars more accessible to people.

“For people to be willing to give up gasoline-powered vehicles, there needs to be a specific comfort level where I can get from point A to point B using an electric vehicle,” Rudge said.

Megan Brown, public information officer for Bryan Texas Utilities, said that if the plan reaches phase three, the city is prepared to offer power.
“So we would just have to attain that power, either with another generation facility of our own, or by obtaining that through the market or our purchase power agreements,” Brown said.

Brown also said the statewide power grid should be able to support all the proposed charging stations in phase one.

“They’re [charging stations] maxed out rate would consume 605 megawatts of electricity from the grid,” Brown said. “600 megawatts is nothing to shy away from, that’s quite a great amount of electricity, but it’s also not a ton in comparison to the entire grid.”

BTU owns and operates two charging stations in Bryan, Brown said.

“We do already have some EV charges … actually two downtown,” Brown said. “We have worked with several facilities, retailers, grocery stores, [and] hotels that choose to have that service available for their customers.”

Brown says they charge a flat rate to customers who use their charging stations.

“We bill ourselves basically for the exact same rate that we would any other customer,” Brown said.

Alice Grossman, an associate research scientist at the Texas A&M Transportation Institute, said more electric cars locally would have a positive impact on air quality.

“The air quality benefits are definitely one of the top on the list,” Grossman said. “Having cleaner air for the community by allowing there to be more electric vehicle ownership and traffic through the area … I see that as a big win.”

Grossman said the transportation institute is currently conducting studies on the impact that electric vehicles have on air quality and public health.

“Electrifying fleets, whether that’s personal vehicles or public fleets or freights, could have a huge impact,” Grossman said. “The vehicle electrification in that area can really help improve the quality of life and health outcomes for people in Texas.”

Bailey Muller, a senior planner in the transportation department at North Central Texas Council, said Texas has a cleaner power grid compared to other states which would work in favor of electric cars.

“EVs are as clean as the grid that you run them on,” Muller said. “When you look at the lifecycle analysis of the production of fuel, the production of the vehicle and then the use of the vehicle over the vehicle’s life, electric vehicles still produce less emissions.”

However, Muller did say one of the biggest limitations of EVs is the current battery solutions, but that research is underway to make more sustainable batteries.

“When you think about some of the first EVs that came out in early 2013 to today, the battery technology that they use versus what we use today is completely different,” Muller said. “So
we’re not expecting the way the batteries are made right now, and limitations of the way batteries are made right now, to go into the future.”

Community members can submit public comments to txdot_nevi@txdot.gov.
Dallas County struggles to keep up with car title and registration demands

The Dallas County Tax Office is grappling with increased vehicle registration demands, staff shortages and frequent software outages, delaying approvals for motorists.

By Josephine Peterson

A surge in car sales paired with frequent state software outages and staffing shortages have left the Dallas County Tax Office inundated with a backlog of thousands of requests for vehicle registration and title documents.

“I don’t even have enough employees to serve all of the public,” Dallas County Tax Assessor John Ames said. “The tax office is struggling.”

Ames said office staff are doing everything possible to overcome the delays.

“I just ask the public to have patience with us,” he told The Dallas Morning News.

The county tax office reported more than four times the average amount – 12,000 – of title transactions in processing as of this week.

The delays are affecting motorists and dealerships, leaving Ames’ staff with tough choices.

“Do you help the public member standing right in front of you, or do you come over here and help the dealer that just dropped off 100 titles? We need to find a way to balance that,” Ames said.

Car dealerships have been busy in recent months.

The stalled car sales during the beginning of the pandemic left a “pent-up consumer demand” for vehicles, and a semiconductor shortage in vehicles has slowed new car production, creating a higher used car demand. The average used car price has been marked up by 10 percent.

Comparing the first quarter of 2022 against last year, the tax office reported a 40 percent increase in processed vehicle titles with 289,405 titles.

Karen Phillips is the general counsel and executive vice president of the Texas Automobile Dealers Association. She said these title and registration delays aren’t unique to Dallas County.

Once a car dealer finalizes an agreement with a customer, it provides a 60-day paper, temporary license plates for the vehicle. Phillips said car dealerships across Texas are requesting temporary, 30-day extension paper license plates, because more time is needed to process the vehicle title and registration.

Customers are starting to feel frustrated by the wait, she said. Out-of-state car owners transferring or selling their cars feel the biggest delays, an increasing problem driven by Dallas County’s booming growth.

“We are working diligently to work with tax offices, but the staffing shortage is really hurting us and making it a tremendous challenge,” Phillips said.
The Dallas County Tax Office budget funds 285 positions, 30 of which are unfilled and 12 filled with new employees now in training, Ames said. Once a month, employees volunteer to work overtime on a Saturday just to try to catch up on titles and vehicle registration.

“We have more staff allocated to us, but we can’t hire them. We are really struggling,” Ames said.

The office has prioritized recruiting efforts, attended job fairs and is now considering hourly pay increases. Ames said the office is looking for full-time, part-time, and seasonal employees.

Software outages

The State of Texas requires all vehicle registration to be done through its Registration and Title System software program.

The software was originally created in the early ’90s to register and title vehicles and update motor vehicle records across the state’s 254 county tax assessor-collector offices.

The current web-based version of RTS was implemented in 2015, but continual updates aren’t enough to overcome increased demands. System slowness and downtime have impacted users’ ability to complete transactions, the state Department of Motor Vehicles told The News.

“Growing demand on the system and aging technology have created challenges that require attention to ensure proper connectivity and responsiveness of the system,” DMV’s spokesperson Adam Shaivitz said in an email. “When issues are identified, they are addressed as expeditiously as possible.”

The tax office has “frequent” software outages that can shut down vehicle title and registration processing for a single or every office, Ames said. A single outage can cost the office hours of work.

“Not only are we short-staffed, not only are we getting more titles than we have ever seen before from dealerships, now when their system goes down, it really hampers our productivity,” Ames said.

In response to questions regarding the delays, the state DMV said that the system was available 99.7 percent of the time last year.

But Shaivitz also said the DMV recognizes that increased volume has placed a greater demand on the state’s software. Asked why the DMV is continuing to use this system, he said it must be maintained until a viable replacement can be implemented.

Ames and Phillips hope that the Legislature will fund a new system in the upcoming session.

“We need a brand new system that works,” Ames said.

“A new system would make the process more expeditious,” Phillips said.

Texas Department of Motor Vehicles staff are working to develop a replacement, and want to include input from county tax assessor-collectors and other stakeholders to ensure the future software resolves existing and future issues, Shaivitz said. Potential future costs have yet to be determined.
Until systemic problems are addressed, the county tax assessor said the public can help shorten turnaround times.

Ames asks the public to opt for online vehicle registration and property tax payments instead of visiting the offices. Online requests are quicker for staff to complete, Ames said. Cars can also be registered at neighborhood businesses like grocery stores.

“The only thing you have to do in-person is transfer a car title or pick up your disabled placard,” he said. “So please, go online.”
Waymo opens a new self-driving trucking hub in Lancaster

The hub will hold hundreds of trucks and bring a couple hundred jobs to the area.

By Alexandra Skores

Tucked away along West Wintergreen Road in Lancaster is a 9-acre self-driving trucking facility for Waymo, a subsidiary of Google’s parent company, Alphabet Inc.

Around 50 community members gathered Wednesday to see Waymo’s latest gem, a central launch point for the Southwest. It is home to 10 truck bays, diesel fueling stations, six EV charging stations and 36 workstations.

Workers are spread across the trucking hub, some doing maintenance on the self-driving Waymo Via big rig technology and others cleaning the exterior or monitoring other operations. When the facility is in full operation, it will house over 100 employees and hundreds of trucks.

“This facility has been built from the ground up to support Waymo’s Class 8 trucking solutions,” said Rocky Garff, head of trucking operations at Waymo. “As we grow our operations, this is an investment here in Texas and across the southwestern U.S. region.”

The company has about 20 trucks in the Dallas area. The big rigs are painted a deep royal blue with the Waymo logo across the side and have white trailers. The autonomous trucks are built with cameras, radar and other technology to ensure a safe drive, Garff said.

It’s a $10 million investment into the Lancaster community, too, said Michelle Peacock, global head of public policy for Waymo. And it’s an investment that wouldn’t be possible without the passing of Senate Bill 2205 in 2017, she said. The bill created a legal foundation for the operation of automated vehicles in Texas.

“We have been testing Waymo Via, testing and driving in Texas since 2020,” Peacock said. “We’re excited about Lancaster.”

And Lancaster is excited for Waymo. Mayor Clyde Hairston said the city has been making history in the midst of a pandemic and has “never missed a beat.”

“Lancaster has golden opportunities,” Hairston said. “What better time to come to Lancaster than now?”

The company is pursuing long haul routes in Texas, New Mexico and Arizona. It has also been testing commercial routes on Interstate 10, Interstate 20 and Interstate 45. The Lancaster hub allows Waymo to connect with its operations center in Phoenix, where it has fully autonomous vehicles for its ride-hailing service.

This week, Waymo unveiled its latest project with retailer Wayfair, hauling furniture and other goods on a route along I-45. Beginning in July, the pilot will last over six weeks and is a partnership between J.B. Hunt and Waymo Via.

Waymo works with other companies as well. In February, it partnered with North America’s largest logistics firm, C.H. Robinson, on autonomous big rigs traveling between Dallas and Houston on I-45.
In addition to Texas, Waymo is testing self-driving trucks in Arizona, New Mexico and California. Other companies running autonomous vehicle tests in D-FW and Texas include Amazon-backed self-driving vehicle firm Aurora, San Diego-based company TuSimple and Kodiak Robotics.

In its most recent quarterly financial results, Alphabet reported a loss of $1.15 billion for its “Other Bets” segment, which includes Waymo.
Accessing Funding to Support Transformational Infrastructure Projects in North Texas

AECOM’s Dev Rastogi discusses the latest news in local national funding and the potential impact on important projects in the region.

By Dev Rastogi

With the passing of the Bipartisan Infrastructure Law (BIL) in November 2021, the pressure is on state and local government agencies along with their partners across the U.S. to not only determine the relevant funding opportunities out of more than 350 distinct programs across more than a dozen federal departments and agencies, but to successfully apply for these federal infrastructure dollars.

In addition to federal funding available through the BIL, we’ve seen the timely and exciting Dallas City Council approval of a resolution allowing for use of the Brimer Bill. With voter approval in November, Dallas will initiate a new hotel occupancy tax at a rate of 2%. The funding from the new hotel occupancy tax rate will serve as a major source of funding for the transformational expansion of the Kay Baily Hutchison Convention Center and Fair Park facilities improvements including the Automotive Building, the Centennial Building, the Band Shell, the Music Hall, the Cotton Bowl and the Coliseum and related infrastructure.

Not only that, but the Convention Center and Fair Park lie at the nexus of the city where various long-term social and climate goals can be realized. The Convention Center as proposed would literally bridge the divide across I-30 and connect Southern Dallas. Fair Park improvements deliver on long delayed investment into an under-resourced community, creating an opportunity for Dallas to lead the way on a sustainable, carbon neutral approach to urban redevelopment of a historic site.

One of the new competitive grant programs, Strengthening Mobility and Revolutionizing Transportation (SMART), is a $500 million grant program designed to support demonstration projects focused on advanced smart city or community technologies and systems in a variety of communities to improve transportation efficiency and safety. A SMART grant may be used for projects that demonstrate advancements in at least one of the following areas: Automated Transportation, Connected Vehicles, Intelligent, Sensor-Based Infrastructure, Systems Integration, Commerce Delivery and Logistics, Innovative Aviation Technology, Smart Grid and Smart Traffic Signals.

The North Central Texas Council of Governments is actively looking for projects to submit as early as the third quarter of 2022, so communities in North Texas must begin identifying projects to submit under this program. Our local AECOM teams are advising state and local agencies in our region to help understand how the BIL creates opportunities to stretch existing resources and limit raising fees by utilizing enhanced formula funding, securing discretionary grant funds, and partnering with other regions to include their projects in larger regional initiatives that may advance under the BIL.

We recently announced a first-of-its-kind digital tool, the FundNavigator which combines artificial intelligence, geospatial analytics, capital planning and stakeholder engagement with our comprehensive understanding of the federal grants process. Our technical experts are using this cloud-based solution with clients to not only provide expert guidance but to navigate the funding ecosystem, and fully conceptualize their grant and program management, capital planning, electrification assessment modeling and compliance reporting.
AECOM is at the forefront of working with agencies across Texas on projects related to Cellular Vehicle-to-Everything (CV2X) Connectivity, Emerging Technology Infrastructure, an Integrated Data Environment & Analytics and Emerging Technology Pilot Projects. AECOM recently helped the City of Richardson design a pilot project which will include infrastructure upgrades to supplement autonomous vehicles (AV) with critical data, including location information for vulnerable road users (VRU) and traffic signal status, using CV2X communication. The project will provide valuable insights to the connected AV industry for bandwidth needs and help with the standardization of the CV2X communication, as well as deliver mobility services for underserved communities.

Our local teams are also helping agencies prepare to submit competitive grant applications, including with Dallas Area Rapid Transit (DART) and five other transit agencies to develop EV Transition plans. The EVP plan will help position DART to submit for the No or Low Emissions Grant and the Bus/Bus Facilitates Grant programs at the same time. In addition, this funding will help DART advance both zero-emission and automation efforts as the agency incorporates the purchase of both electric and automated buses and associated infrastructure.

With the growth in the region and the availability of timely new funding opportunities, we must work together and act now to advance infrastructure in North Texas in a sustainable and future-focused way.
Collin County Commissioner Duncan Webb Elected Chair of RTC
Fort Worth’s Bivens, Dallas County’s Jenkins also named officers

June 9, 2022 (Arlington, Texas) – Collin County Commissioner Duncan Webb was elected chair of the Regional Transportation Council on Thursday and will lead the 44-member transportation policymaking body for the next year.

Webb takes over for Commissioner Theresa Daniel of Dallas County, who has chaired the RTC through its transition from virtual meetings to in-person gatherings during the COVID-19 pandemic. Webb will steer the RTC through the 88th Texas Legislature, which begins in January.

Webb has served on the transportation policymaking body since 2011 and has represented Collin County as a commissioner since 2011. He spent the past year as vice chair of the RTC after a year as secretary.

Fort Worth Mayor Pro Tem Gyna Bivens was elected vice chair, and Dallas County Judge Clay Jenkins will be the next secretary. Bivens has represented Fort Worth on the RTC since August 2021, while Jenkins was appointed in 2011. The new officers will serve in their positions through June 2023.

The RTC includes local elected or appointed officials from the Dallas-Fort Worth area and representatives from the area’s transportation providers. As the transportation policymaking body for the 12-county Dallas-Fort Worth area, the RTC oversees transportation planning for the fourth-largest metropolitan area in the country, which has a current population of approximately 8 million people.

The RTC guides the development of roadway, rail and bicycle-pedestrian plans and programs; allocates transportation funds; and recommends projects to the Texas Transportation Commission for other programs. The policymaking body also ensures transportation services are coordinated throughout the region and the metropolitan area complies with federal air quality standards.

One of the RTC’s core functions is the development of the Metropolitan Transportation Plan, a blueprint for the transportation system over a period of 20-25 years. An update to the current plan, Mobility 2045, was approved by the RTC on Thursday. Mobility 2045: 2022 Update must now receive a transportation conformity determination by the U.S. Department of Transportation certifying that it complies with federal air quality regulations.
The region's long- and short-range transportation plans must comply with federal air quality regulations as 10 Dallas-Fort Worth area counties – Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise – are in nonattainment for ozone pollution.

The RTC has historically taken an innovative approach to meeting the region’s transportation and air quality challenges, allowing the policymakers to enhance the quality of life of people throughout the Dallas-Fort Worth area.

About the North Central Texas Council of Governments:
NCTCOG is a voluntary association of local governments established in 1966 to assist local governments in planning for common needs, cooperating for mutual benefit and coordinating for sound regional development. NCTCOG's purpose is to strengthen both the individual and collective power of local governments and to help them recognize regional opportunities, eliminate unnecessary duplication and make joint decisions.

NCTCOG serves a 16-county region of North Central Texas, which is centered on the two urban centers of Dallas and Fort Worth. Currently, NCTCOG has 238 member governments including 16 counties, 169 cities, 22 school districts and 27 special districts. For more information on the NCTCOG Transportation Department, visit www.nctcog.org/trans.

About the Regional Transportation Council:
The Regional Transportation Council (RTC) of the North Central Texas Council of Governments has served as the Metropolitan Planning Organization (MPO) for regional transportation planning in the Dallas-Fort Worth area since 1974. The MPO works in cooperation with the region’s transportation providers to address the complex transportation needs of the rapidly growing metropolitan area. The Dallas-Fort Worth metropolitan area includes Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise counties. The RTC’s 44 members include local elected or appointed officials from the metropolitan area and representatives from each of the area’s transportation providers. More information can be found at www.nctcog.org.

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Be a Trailblazer: Choose Between Two Proposed Names and Logos for Regional Trail

North Texans asked to help brand bicycle-pedestrian corridor connecting 5 cities

**June 13, 2022** (Arlington, Texas) – North Texans have until June 20 to choose between two names for the long-planned bicycle-pedestrian trail running through the heart of the Dallas-Fort Worth area: DFW Discovery Trail and DFW Trinity Trail. Each name also has an associated brand identity.

Participants can have their voices heard by voting and sharing their opinions on the names and associated branding at [www.FortWorthToDallasTrail.com](http://www.FortWorthToDallasTrail.com). An interactive map also allows input on participants’ favorite trail destinations that could be included on wayfinding signage. The 60-mile-plus trail will connect downtown Fort Worth, Arlington, Grand Prairie, Irving, and downtown Dallas. These five cities have partnered with the North Central Texas Council of Governments to fund, design, and construct various trail segments for almost a decade. The final 3 segments are anticipated to be complete by the end of 2023 or early 2024.

The logo accompanying each name celebrates the name’s features. The DFW Trinity Trail logo includes green and blue graphics representing the flow of the Trinity River. The DFW Discovery Trail logo features different animals that might be discovered throughout the corridor. The colors and animals shown on this logo can be customized to reflect the unique nature of individual trail segments. The new name will be co-branded with existing individual trail segment names to preserve their unique nature.

Most of the trail consists of 15-foot-wide concrete multiuse paths, ideal for many types of long-distance races and community events. One of the first in the region to connect multiple cities, the trail is being designed to put the metroplex on the map as an area that can host large, nationally-competitive sports and other events.

The trail is composed of off-street segments through parks, green fields, neighborhoods, regional entertainment complexes, and business parks along the Trinity River. Trail users encounter some of the most pristine nature to be found in the heart of the Dallas-Fort Worth area.

In addition to serving nearby communities and hosting regional and national events, the trail is anticipated to be used as transportation for pedestrians and cyclists, with connections at two Trinity Railway Express (TRE) train stations and hundreds of employers along the corridor.

Improved air quality is another potential benefit of this regional corridor, as 10 North Texas counties are currently in nonattainment for ozone and are working to meet the federal standard. Transportation alternatives such as this trail are among the many NCTCOG-driven regional initiatives intended to address air quality issues.
For more information about the Fort Worth to Dallas Regional Trail and the branding project, visit www.nctcog.org/FWtoDalTrail.

About the North Central Texas Council of Governments:
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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

<table>
<thead>
<tr>
<th>Eligible Projects</th>
<th>Active Transportation</th>
<th>Safe Routes to School Must be within 2 miles of a school</th>
<th>Safe Routes to Rail Must be within one half-mile of a rail station</th>
<th>Safety and Technology</th>
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<td>Bicycle Parking</td>
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<td>Bicycle and/or Pedestrian Count Equipment</td>
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<td>Education Activities for Safe Routes to School</td>
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<td>On-Street Bikeways (separated bike lanes, bike boxes, etc.)</td>
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- 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

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<th>Project Activity</th>
<th>Minimum Federal Funding Award per Project</th>
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<td>Construction</td>
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<tr>
<td>Safe Routes to School Education Activities</td>
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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

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

**Kevin Kokes, AICP**  
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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*

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

**Total Weighted Summary**

*Numbers are rounded to the nearest thousand*
# Preliminary DBE Availability Analysis - Subrecipients

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

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

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

*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

<table>
<thead>
<tr>
<th>Agency</th>
<th>Goal</th>
<th>Program Period</th>
</tr>
</thead>
<tbody>
<tr>
<td>Trinity Metro</td>
<td>13%</td>
<td>FY2020-2022</td>
</tr>
<tr>
<td>DART</td>
<td>31%</td>
<td>FY2020-2022</td>
</tr>
<tr>
<td>DCTA</td>
<td>10%</td>
<td>FY2022-2024</td>
</tr>
</tbody>
</table>

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)

<table>
<thead>
<tr>
<th>CONTRACTING ENTITY</th>
<th>FTA</th>
<th>FHWA</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>NCTCOG</td>
<td>8.8%</td>
<td>26.6%</td>
<td>18.6%</td>
</tr>
<tr>
<td>SUBRECPIENTS</td>
<td>12.7%</td>
<td>N/A</td>
<td>12.7%</td>
</tr>
<tr>
<td>TOTAL WEIGHTED GOAL*</td>
<td>9.8%</td>
<td>26.6%</td>
<td>17.0%</td>
</tr>
</tbody>
</table>

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

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

Ken Kirkpatrick
General Counsel, DBE Liaison Officer
kkirkpatrick@nctcog.org | 817-695-9278

Emily Beckham
Program Manager
ebeckham@nctcog.org | 817-608-2308

DBE Program – Fiscal Year 2023-2025 Goal Update
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

*Image: 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
Evaluation of Policy: Mockingbird Station Garage

Guiding Principles:
- Public Land
- Safety
- Technology/Parking Management
- Special Events/Location
- Land Use/Transportation Connection
- Transit-Supportive
- 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 Partnership

Create approximately $100 million partnership with DART

- $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 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 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?

Christie Gotti
Senior Program Manager
CGotti@nctcog.org | 817-608-2338

Brian Dell
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BDell@nctcog.org | 817-704-5694

Karla Windsor, AICP
Senior Program Manager
KWindsor@nctcog.org | 817-608-2376

Travis Liska, AICP
Principal Transportation Planner
TLiska@nctcog.org | 817-704-2512

Catherine Osborn, AICP Candidate
Transportation Planner
COsborn@nctcog.org | 817-704-5631
June 16, 2020

The Honorable John Cornyn  
United States Senate  
Washington, DC 20510

Dear Senator Cornyn:

Thank you for your letter dated October 7, 2019, supporting the Texas Department of Transportation’s (TxDOT) request for a “pilot project proposal” on U.S. 75 in Collin and Dallas counties, Texas. Specifically, the request is “to designate U.S. 75 as a research corridor to study the benefits of converting high occupancy vehicle (HOV) lanes to single occupancy lanes during rush hour.”

As you may know, these HOV lanes were constructed with Congestion Mitigation and Air Quality Improvement (CMAQ) Program funding. For facilities constructed with CMAQ funding, Section 149(c)(3) of Title 23, United States Code (U.S.C.) requires HOV operations during peak periods and does not allow the Federal Highway Administration (FHWA) to waive the requirement for research purposes. As a result, designating U.S. 75 as a research corridor would not enable TxDOT to remove the HOV restriction.

However, the statute does allow flexibility for single occupant vehicle use outside of peak travel times. Section 149(c)(3) of Title 23, U.S.C., states that “no funds may be provided under this section for a project which will result in the construction of new capacity available to single occupant vehicles unless the project consists of a high occupancy vehicle facility available to single occupant vehicles only at other than peak travel times.” It is our understanding that the HOV lanes on U.S. 75 were changed in October 2019 to operate as free, general purpose lanes outside of peak travel times. The HOV-only restrictions remain for 2-hour time blocks in the southbound direction on weekday mornings, and in the northbound directions on weekday evenings.

Section 166(b)(4) of Title 23, U.S.C. allows for HOV lanes to be repurposed as high occupancy toll lanes. If TxDOT applies electronic tolling, then non-exempted single occupancy vehicles would be allowed to use the facility during HOV hours. This would not require FHWA approval.

Again, I appreciate your request and regret that the designation would not achieve the stated goals. If you have any further questions, please contact me or Mr. Alex Etchen, FHWA Associate Administrator for Highway Policy and External Affairs, by telephone at 202-366-5085, or by email to alex.etchen@dot.gov.
A similar letter is being sent to Senator Cruz.

Sincerely,

Nicole R. Nason
Administrator

cc:
The Honorable Ted Cruz
Mr. Achille Alonzi,
FHWA Texas Division Administrator
The Honorable Ted Cruz  
United States Senate  
Washington, DC 20510

Dear Senator Cruz:

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A similar letter is being sent to Senator Cornyn.

Sincerely,

Nicole R. Nason
Administrator

cc:
The Honorable John Cornyn
Mr. Achille Alonzi,
FHWA Texas Division Administrator
Dear Commissioner Dr. Daniel:


Enclosed is a copy of the 2021 Certification Review report documenting the various components of the review. The report provides an overview of the metropolitan planning organization certification process including various recommendations, commendations and observations. We sincerely appreciate the time and effort spent by the MPO staff preparing for and participating in the review.

If you have any questions regarding the Certification Review process and/or the Certification Review Report, please contact FTA Lynn Hayes at (817) 978-0565, or Marc Oliphant at (817) 978-0554 or FHWA Barbara Maley at (214) 224-2175.

Sincerely yours,

David Bartels
Director, Planning and Program Development
Federal Transit Administration

Michael T. Leary
Director, Planning and Program Development
Federal Highway Administration

Enclosure
Electronic copies:
Texas Department of Transportation (Administration, Divisions, Districts)
  EXD (Marc Williams)
  TPP (Jessica Butler, Roger Beall, Peggy Thurin, Phillip Tindall)
  PTN (Eric Gleason, Karen Burkhard)
  DAL (Mo Bur, Ceason Clemens)
  FTW (Carl Johnson, John Cordary)
  PAR (Noel Paramanantham, Dan Perry)

North Central Texas Council of Governments (Administration, Transportation)
  Administration (Mike Eastland)
  Transportation (Michael Morris, Dan Kessler)

Trinity Metro (Administration, Planning)
  Administration (Paul Ballard)
  Planning (Chad Edwards)

Dallas Area Rapid Transit (Administration, Planning)
  Administration (Nadine Lee)
  Planning (Kay Shelton)

Denton County Transportation Authority (Administration, Planning)
  Administration (Paul Cristina)
  Planning (Whitney Trayler)

North Texas Tollway Authority (Administration, Planning)
  Administration (James Hoffman)
  AED of Infrastructure (Elizabeth Mow)

US Environmental Protection Agency US EPA), Region 6
  Air (Jeff Riley)

Texas Commission on Environmental Quality (TCEQ), Austin
  Air (Jamie Zeck)

Federal Highway Administration (FHWA), Headquarters
  HEPP-10 (Harlan Miller)

US Department of Transportation (US DOT)
  VOLPE Center (Kevin McCoy)

Federal Transit Administration (FTA), Region 6
  PPD (David Bartels, Lynn Hayes, Marc Oliphant)

Federal Highway Administration (FHWA), Texas Division:
  HPP-TX (Mike Leary, Jose Campos, Barbara Maley, Jamik Alexander)
  HDA-TX (Megan Dere)
  OPS (Ujval Patel, Valeria Arocho, Brett Jackson) HTA-TX (Abraham Ramirez, Millie Hayes)
Dallas-Fort Worth-Arlington, Denton-Lewisville and McKinney

Transportation Management Area

May 26, 2022

Summary Report
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1.0 EXECUTIVE SUMMARY

From June 14 to June 16, 2021, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) virtually conducted the certification review of the transportation planning process for the Dallas-Fort Worth-Arlington, Denton-Lewisville and McKinney urbanized area. FHWA and FTA are required to jointly review and evaluate the transportation planning process for each urbanized area over 200,000 in population at least every four (4) years to determine if the process meets the Federal planning requirements.

1.1 Previous Findings and Disposition

The first enhanced planning review for the Dallas-Fort Worth-Arlington, Denton-Lewisville and McKinney urbanized area was conducted in 1996. The first, second, third, etc. certification reviews were conducted in 1999, 2002, 2005, 2009, 2013 2017, respectively. The summary statement from the 2017 review is provided below:

In general, the 2017 review determined the continued existence of a '3-C' metropolitan transportation planning process that satisfies the provisions of 23 U.S.C. 134 and 49 U.S.C. 1607. Based on overall findings, FHWA/FTA hereby certify the Dallas-Fort Worth-Arlington, Denton Lewisville and McKinney TMA planning process.

1.2 Summary of Current Findings

The current review found that the metropolitan transportation planning process conducted in the Dallas-Fort Worth-Arlington, Denton-Lewisville and McKinney urbanized area meets the Federal planning requirements under 23 CFR 450.

Excerpt from FHWA and FTA letter dated September 23, 2021:

Based upon our review, FHWA and FTA find that the planning process for the DFW TMA is in substantial compliance with the requirements of 23 U.S.C. 134 and 49 U.S.C. 1607. Accordingly, we hereby certify the DFW TMA planning process.

As a result of this review, FHWA and FTA are certifying the transportation planning process conducted by Texas Department of Transportation (TxDOT), Metropolitan Planning Organization (MPO) and regional transit authorities of Dallas Area Rapid Transit (DART), Denton County Transportation Authority (DCTA) and Trinity Metro. There are also recommendations in this report that warrant attention, as well as areas that MPO is performing very well in that are to be commended. Details of the items are contained in this report.
<table>
<thead>
<tr>
<th>Review Areas (4.1 to 4.20)</th>
<th>Citations</th>
<th>Findings, Recommendations (2) and Commendations (12)</th>
</tr>
</thead>
<tbody>
<tr>
<td>4.1 Metropolitan Planning Area Boundaries</td>
<td>23 U.S.C. 134(e) 23 CFR 450.312(a)</td>
<td><strong>Finding.</strong> Meets the provisions.</td>
</tr>
<tr>
<td>4.2 MPO Structure and Agreements</td>
<td>23 U.S.C. 134(d) 23 CFR 450.314</td>
<td><strong>Finding.</strong> Meets the provisions.</td>
</tr>
</tbody>
</table>
| 4.3 Unified Planning Work Program | 23 CFR 450.308 & 420 | **Finding.** Meets the provisions.  
**Commendation 1.** The Federal Team appreciates the MPOs funding clarity e.g., 'TPF' versus 'Other'; quality assurance/quality control (QA/QC) and timeliness of responses. The DFW area has done an exemplary job on their UPWP and especially in its participation in the Texas statewide UPWP Working Group. |
| 4.4 Metropolitan Transportation Plan | 23 U.S.C. 134(c),(h)&(i) 23 CFR 450.324 | **Finding.** Meets the provisions.  
**Commendation 2.** The Federal Team is impressed with the MPOs visualization efforts e.g., mapping of Plan and Program; where capacity was added; and where projects originate. |
| 4.6 Transportation Improvement Program | 23 U.S.C. 134(c),(h)&(j) 23 CFR 450.326 | **Finding.** Meets the provisions.  
**Commendation 3.** The NCTCOG/RTC does a great job applying for and winning competitive grants that use project scoring criteria. It understands the project elements needed for a successful grant/project.  
See also **Commendation 2.** above. |
<table>
<thead>
<tr>
<th>Section</th>
<th>Description</th>
<th>Reference</th>
<th>Finding</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>4.7</td>
<td>Public Participation</td>
<td>23 U.S.C. 134(i)(6) 23 CFR 450.316</td>
<td>Finding. Meets the provisions.</td>
<td>Commendation 4. The Federal Team is impressed with public involvement with Joppa (historic African American, ‘Freedman’ town) residents. The proposed project was to ‘include better access and sidewalks at the entrance to the Joppa Neighborhood from Loop 12.’</td>
</tr>
<tr>
<td>4.8</td>
<td>Civil Rights Equity</td>
<td>Title VI Civil Rights Act 23 U.S.C. 324, Age Discrimination Act, Sec. 504 Rehabilitation Act, Americans with Disabilities Act, Executive Order (EO) 13985, Advancing Racial Equity and Support for Underserved Communities Through the Federal Government.</td>
<td>Finding. Meets the provisions.</td>
<td>Commendation 5. The Federal Team is impressed with the MPOs interactive Public Involvement e.g., Map Your Experience. Per NCTCOG, this is a way to ‘gather continuous input on transportation from members of the public . . . to guide upcoming planning efforts’ including the MTP.</td>
</tr>
<tr>
<td>4.9</td>
<td>Consultation and Coordination</td>
<td>23 U.S.C. 134(g)&amp;(i) 23 CFR 450.316 &amp; 450.324(g)</td>
<td>Finding. Meets the provisions.</td>
<td></td>
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<td></td>
<td></td>
<td></td>
<td>Commendation 7. The Federal Team SME Georgi Jasenovec appreciates the NCTCOG - FHWA Freight partnership that began with Kevin Feldt and Becky Karasko then continued with Jeff Hathcock and Michael Johnson under the leadership of Dan Kessler and Dan Lamers and including the assistance of Lisa Keys.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Commendation 8. The Federal Team is impressed with the MPOs Land Use and Livability efforts e.g., DFW Trails Websites and Videos e.g., Regional Trail of the Month Videos, via Vimeo 2019-2020.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Commendation 9. The Federal Team appreciates the MPOs statewide leadership in resiliency. To date, a TEMPO Resilience Working Group has been formed with NCTCOG staff (Jeff Neal) leading the effort. Well attended monthly meetings usually include remarks from subject matter experts.</td>
<td></td>
</tr>
<tr>
<td>Section</td>
<td>Description</td>
<td>Requirement</td>
<td>Finding</td>
<td>Comments</td>
</tr>
<tr>
<td>---------</td>
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<td>-------------</td>
<td>---------</td>
<td>----------</td>
</tr>
<tr>
<td>4.17</td>
<td>Travel Demand Forecasting</td>
<td>23 CFR 450.324(f)(1)</td>
<td><strong>Finding.</strong> Meets the provisions.</td>
<td><strong>Commendation 10.</strong> The Federal Team congratulates MPO staff on Transportation Analytical Forecasting Tool (TAFT) and supports routine 10-year and 5-year updates (including COVID travel trends) and the sharing (and coordination) with its partners e.g., regional toll and transit authorities and consultants.</td>
</tr>
<tr>
<td>4.18</td>
<td>Air Quality Clean Air Act (CAA)</td>
<td>42 U.S.C. 7401 40 CFR Part 93 23 CFR 450.324(m)</td>
<td><strong>Finding.</strong> Meets the provisions.</td>
<td><strong>Commendation 11.</strong> The NCTCOG/RTC coordinated efforts for local transit agencies to take the ‘FTA Sustainable Transit for a Healthy Planet Challenge’ pledge in North Texas. NCTCOG/RTC is also very proactive in leveraging FHWA/FTA ‘flex funds’ such as CMAQ and STBG programs.</td>
</tr>
<tr>
<td>4.20</td>
<td>Performance Based Planning and Programming</td>
<td>23 U.S.C. 134(h)(2) 23 CFR 450.306(d), 450.314(h),450.324(f), 450.326(d) &amp; 450.340.</td>
<td><strong>Finding.</strong> Meets the provisions.</td>
<td><strong>Commendation 12.</strong> The Federal Team appreciates the MPOs willingness to lead Peer2Peer Transportation Performance Management (TPM) efforts.</td>
</tr>
</tbody>
</table>
2.0 INTRODUCTION

2.1 Background/Preface
Pursuant to 23 U.S.C. 134(k) and 49 U.S.C. 5303(k), the FHWA and the FTA must jointly certify the metropolitan transportation planning process in Transportation Management Areas (TMAs) at least every four years. A TMA is an urbanized area, as defined by the U.S. Census Bureau, with a population of over 200,000. After the 2010 Census, the Secretary of Transportation designated 183 TMAs – 179 urbanized areas over 200,000 in population plus four urbanized areas that received special designation. In general, the reviews consist of three primary activities: a site visit, a review of planning products (in advance of and during the site visit), and preparation of a Certification Review Report that summarizes the review and offers findings. The reviews focus on compliance with Federal law and regulations, challenges, successes, and experiences of the cooperative relationship between the MPO(s), the State DOT(s), and public transportation operator(s) in the conduct of the metropolitan transportation planning process. Joint FTA/FHWA Certification Review guidelines provide agency field reviewers with latitude and flexibility to tailor the review to reflect regional issues and needs. As a consequence, the scope and depth of the Certification Review reports will vary significantly.

The Certification Review process is only one of several methods used to assess the quality of a regional metropolitan transportation planning process, compliance with applicable statutes and regulations, and the level and type of technical assistance needed to enhance the effectiveness of the planning process. Other stewardship and oversight activities provide opportunities for this type of review and comment, including Unified Planning Work Program (UPWP) approval, the MTP, metropolitan and statewide TIP findings, air-quality (AQ) conformity determinations (in nonattainment and maintenance areas), as well as a range of other formal and less formal interactions provide both FHWA/FTA an opportunity to comment on the planning process. The results of these other processes are considered in the Certification Review process.

While the Certification Review report itself may not fully document those many intermediate and ongoing checkpoints, the ‘findings’ of Certification Review are, in fact, based upon the cumulative findings of the entire review effort.

The review process is individually tailored to focus on topics of significance in each metropolitan planning area (MPA). Federal reviewers prepare Certification Reports to document the results of the review process. The reports and final actions are the joint responsibility of the appropriate FHWA and FTA field offices, and their content will vary to reflect the planning process reviewed, whether or not they relate explicitly to formal ‘findings’ of the review.

To encourage public understanding and input, FHWA/FTA will continue to improve the clarity of the Certification Review reports.

2.2 Purpose and Objective
Since the enactment of the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991, the FHWA and FTA are required to jointly review and evaluate the transportation planning process in all urbanized areas over 200,000 population to determine if the process meets the Federal planning requirements in 23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR 450. In 2005, the Safe, Accountable, Flexible, Efficient
Transportation Equity Act: A Legacy for Users (SAFETEA-LU), extended the minimum allowable frequency of certification reviews to at least every four years.

The North Central Texas Council of Governments (NCTCOG) and the Regional Transportation Council (RTC) is the designated MPO for the Dallas-Fort Worth-Arlington, Denton-Lewisville and McKinney urbanized area. The TxDOT is the responsible State agency and DART), DCTA and Trinity Metro are the responsible public transportation operator. Current membership of the RTC consists of elected officials, officials of public agencies, public transportation representation, and state officials from the political jurisdictions in the 12-county Dallas-Fort Worth region. The study area includes Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant, and Wise counties.

Certification of the planning process is a prerequisite to the approval of Federal funding for transportation projects in such areas. The certification review is also an opportunity to provide assistance on new programs and to enhance the ability of the metropolitan transportation planning process to provide decision makers with the knowledge they need to make well-informed capital and operating investment decisions.

3.0 SCOPE AND METHODOLOGY

3.1 Review Process

This report details the 2021 review, which consisted of a virtual site visit and a public involvement opportunity, conducted in June 2021.

Participants in the review included representatives of FHWA, FTA, TxDOT, DART and NCTCOG staff. A full list of participants is included in Appendix A.

A desk audit of current documents and correspondence was completed prior to the site visit. In addition to the formal review, routine oversight mechanisms provide a major source of information upon which to base the certification findings.

The certification review covers the transportation planning process conducted cooperatively by the MPO, State, and public transportation operators. Background information, current status, key findings, and recommendations are summarized in the body of the report for the following subject areas selected by FHWA and FTA staff for on-site review:

- Metropolitan Planning Area Boundaries
- MPO Structure and Agreements
- Unified Planning Work Program
- Metropolitan Transportation Plan
• Transit Planning
• Transportation Improvement Program
• Public Participation
• Civil Rights (Title VI, Environmental Justice (EJ), Limited English Proficiency (LEP), and Americans with Disabilities Act (ADA))
• Consultation and Coordination
• List of Obligated Projects
• Freight Planning
• Environmental Mitigation/Planning Environmental Linkage
• Transportation Safety
• Transportation Security Planning
• Nonmotorized Planning/Livability
• Integration of Land Use and Transportation
• Travel Demand Forecasting
• Air Quality
• Congestion Management Process / Management and Operations
• Performance Based Planning and Programming (PBPP)

3.2 Documents Reviewed
Many documents were evaluated as part of this planning process review. For a complete listing see Appendix B.

4.0 PROGRAM REVIEW

4.1 Metropolitan Planning Area Boundaries
4.1.1 Regulatory Basis
23 U.S.C. 134(e) and 23 CFR 450.312(a) state the boundaries of a MPA shall be determined by agreement between the MPO and the Governor. At a minimum, the MPA boundaries shall encompass the entire existing urbanized area (as defined by the Bureau of the Census) plus the contiguous area expected to become urbanized within a 20-year forecast period for the MTP.

4.1.2 Current Status
MPO MPA. The MPA boundary now includes the 12 counties of Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant, and Wise. Including these counties ensures coverage of the Dallas-Fort Worth-Arlington, Denton-Lewisville and McKinney Urbanized Areas (UZA) and 2008 and 2015 nonattainment areas.

Population Served. The 2010 US Census population was 6,417,724; with an estimated population of 10.7 and 11.2 Year 2040 and Year 2045, respectively.

https://www.nctcog.org/nctcg/media/Environment-and-Development/PopProjections_PlanningArea_1.pdf
4.1.3 Findings
The FHWA and FTA review found that the metropolitan transportation planning process conducted in the DFW area meets Federal MPA boundaries requirements.

FHWA/FTA Resources:

4.2 MPO Structure and Agreements
4.2.1 Regulatory Basis
23 U.S.C. 134(d) and 23 CFR 450.314(a) state the MPO, the State, and the public transportation operator shall cooperatively determine their mutual responsibilities in carrying out the metropolitan transportation planning process. These responsibilities shall be clearly identified in written agreements among the MPO, the State, and the public transportation operator serving the MPA. Further, 23 CFR 450.314(h) states that the MPO, the State, and the public transportation operator shall jointly develop specific written provisions for cooperatively developing and sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO, and the collection of data for the State asset management plans for the National Highway System.

4.2.2 Current Status
The 2018 State agreement with the MPO includes the following introductory language:

**THIS AGREEMENT** is made by and between the State of Texas, acting through the Texas Department of Transportation, called the ‘Department,’ the Regional Transportation Council as the Metropolitan Planning Organization (MPO) Policy Committee, called the ‘MPO Policy Committee’, and the North Central Texas Council of Governments which has been designated by the Governor of the State of Texas as the MPO of the Dallas-Fort Worth Arlington, Denton Lewisville, and McKinney urbanized areas’, called the ‘MPO’, which also serves as the Fiscal Agent for the MPO.

The Surface Transportation Technical Committee (STTC) is the MPO technical committee. The 2018 Bylaws and Operating Procedures spells out procedures, membership, and records of each. NCTCOG Transportation Department staff are organized by functional area including, the following:

- Air Quality Management
- Automated Vehicle Technology
- Congestion Management, Innovative Project Delivery and Outreach
- Department of Defense Planning
- Fiscal Management
- Legal Services
- Model and Data Development
- Program Administration
- Streamlined Project Delivery and Data Management
Sustainable Development
Transit Management and Planning
Transportation Planning
Transportation Project Programming

Regional Transit Authorities
The regional transit authorities DART, DCTA and Trinity Metro are responsible for their service areas.

Toll Operator(s)
The regional toll authorities NTTA and Collin County Toll Road Authority (CCTRA) (January 2021 and February 2021) are responsible for their service areas.

There is an 11-page 2018 MOU between the MPO (RTC, NCTCOG); TxDOT (Dallas (DAL), Fort Worth (FTW) and Paris (PAR) Districts); public transit operators (DART, DCTA, Trinity Metro, and the Cities of Arlington Grand Prairie, McKinney, and Mesquite); toll authorities (Collin County and NTTA); and Dallas/Fort Worth International Airport. The MOU includes agency responsibilities.

4.2.3 Findings
The FHWA and FTA review found that the metropolitan transportation planning process conducted in the DFW area meets Federal MPO Structure and Agreements requirements including multi topic, joint agency agreements.

Other. According to the 22-23 UPWP, the NCTCOG and RTC have executed Memorandums of Understanding (MOU) ‘for interregional and interstate cooperation on transportation issues’ (5), ‘advance high-speed rail planning efforts; (1); and rail passenger service and freight rail improvement’ (1) with the following:

- East Texas Council of Governments and East Texas Corridor Council;
- the East Texas Council of Governments, East Texas Corridor Council, and the Northwest Louisiana Council of Governments;
- East Texas Council of Governments, East Texas Corridor Council, Northwest Louisiana Council of Governments, and the North Delta Regional Planning and Development District/Ouachita Council of Governments;
- Heart of Texas Council of Governments and the Waco Metropolitan Planning Organization;
- Metroplan (five-county area designated as the Metropolitan Planning Organization for the Central Arkansas Regional Transportation Study Area);
- Association of Central Oklahoma Governments, the Metropolitan Planning Organization for the Oklahoma City Metropolitan Area; and
- Lone Star Rail District.

FHWA/FTA Resources:
4.3 Unified Planning Work Program
4.3.1 Regulatory Basis
23 CFR 450.308 and 420 set the requirement that planning activities performed under Titles 23 and 49 U.S.C. be documented in a UPWP. The MPO, in cooperation with the State and public transportation operator, shall develop a UPWP that includes a discussion of the planning priorities facing the MPA and the work proposed for the next one- or two-year period by major activity and task in sufficient detail to indicate the agency that will perform the work, the schedule for completing the work, the resulting products, the proposed funding, and sources of funds.

4.3.2 Current Status
The MPO has a two (2) year UPWP: October 1, 2019 to September 30, 2021 that was initially approved September 26, 2019 that was amended five times over the course of the two years. NCTCOG included the following the following financial language in its final amendment:

- The formula-based FHWA PL 112 allocation to the Unified Planning Work Program for the Dallas-Fort Worth Metropolitan Area is $8,728,069 in FY2020 and $8,463,215 in FY2021 for a two-year total of $17,191,284.
- The Federal Transit Administration 5303 funding is $2,920,626 in FY2020 and $3,110,814 in FY2021 for a two-year total of $6,031,440.
- An estimated balance of $4,629,455 in unexpended / unobligated FHWA PL 112 funding will be available from the FY2019 authorization.
- Total FHWA PL 112 and FTA 5303 funding for the FY2020 and FY2021 UPWP is estimated at $27,852,179.
- Transportation Planning Funds in the amount of $23,656,200 have been programmed and allocated to each of the UPWP subtasks . . . These programmed funds include the FTA 5303 allocation of $6,031,440, the estimated FY2019 FHWA PL 112 fund balance of $4,629,455, and $12,995,305 of Fiscal Years 2020 and 2021 FHWA PL 112 funding.
- The remaining balance of Fiscal Years 2020 and 2021 FHWA PL 112 funds of $4,195,979 is anticipated to be carried over to Fiscal Year 2022.

NCTCOG arranges its UPWP subtasks consistent with Texas Department of Transportation-Transportation Planning and Programming (TxDOT-TPP) recommended five (5) task template:

- Task 1 Administration and Management
- Task 2 Transportation Data Development and Maintenance
- Task 3 Short-range Planning and Programming, and Air Quality and Transit Operations
- Task 4 Metropolitan Transportation Plan
- Task 5 Special Studies

Within the five (5) tasks are the following:

A. Objective
B. Expected Products
C. Previous Work
D. Subtasks
E. Funding Summary
Unique to NCTCOG is the separation of Transportation Planning Funds (TPF) and Other Source funding within the UPWP. The following are the various 20-21 UPWP funding sources:

<table>
<thead>
<tr>
<th>Source</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>TPF (11%)</td>
<td>11%</td>
</tr>
<tr>
<td>PL &amp; FTA 5303 monies</td>
<td>11%</td>
</tr>
<tr>
<td>Other (89%)</td>
<td>89%</td>
</tr>
<tr>
<td>Congestion Mitigation and Air Quality Program (CMAQ)</td>
<td>7%</td>
</tr>
<tr>
<td>Local</td>
<td>18%</td>
</tr>
<tr>
<td>Environmental Protection Agency (EPA)</td>
<td>4%</td>
</tr>
<tr>
<td>Department of Energy (DOE)</td>
<td>&lt;1%</td>
</tr>
<tr>
<td>Surface Transportation Block Grant Program (STBG)</td>
<td>38%</td>
</tr>
<tr>
<td>FTA</td>
<td>16%</td>
</tr>
<tr>
<td>Regional Toll Revenue (RTR)</td>
<td>5%</td>
</tr>
<tr>
<td>Texas Commission on Environmental Quality (TCEQ)</td>
<td>&lt;1%</td>
</tr>
<tr>
<td>TxDOT</td>
<td>1%</td>
</tr>
<tr>
<td>Other</td>
<td>&lt;1%</td>
</tr>
</tbody>
</table>

### 4.3.3 Findings

Based on review of the 2020-2021 UPWP, the FHWA and FTA review found that the metropolitan transportation planning process conducted in the DFW area meets Federal Unified Planning Work Program requirements in sufficient detail to indicate priorities, leads, schedule, deliverables, as well as funding source and amount.

**Commendation 1.** The Federal Team appreciates the MPOs funding clarity e.g., 'TPF' vs. 'Other'; QA/QC and timeliness of responses. The DFW area has done an exemplary job on their UPWP and especially in its participation in the Texas statewide UPWP Working Group.

**FHWA/FTA Resources:**


### 4.4 Metropolitan Transportation Plan

#### 4.4.1 Regulatory Basis

23 U.S.C. 134(c), (h) & (i) and 23 CFR 450.324 set forth requirements for the development and content of the MTP. Among the requirements are that the MTP address at least a 20-year planning horizon and that it include both long and short range strategies that lead to the development of an integrated and multi-modal system to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand.

The MTP is required to provide a continuing, cooperative, and comprehensive multimodal transportation planning process. The plan needs to consider all applicable issues related to the transportation system’s development, land use, employment, economic development, natural environment, and housing and community development.

23 CFR 450.324(c) requires the MPO to review and update the MTP at least every 4 years in air quality nonattainment and maintenance areas, and at least every 5 years in attainment areas, to reflect current
and forecasted transportation, population, land use, employment, congestion, and economic conditions and trends.

Under 23 CFR 450.324(f), the MTP is required, at a minimum, to consider the following:

- Projected transportation demand
- Existing and proposed transportation facilities
- Operational and management strategies
- A description of the performance measures and performance targets used
- A system performance report
- Congestion management process
- Capital investment and strategies to preserve transportation infrastructure and provide for multimodal capacity
- Design concept and design scope descriptions of proposed transportation facilities
- Potential environmental mitigation activities
- Pedestrian walkway and bicycle transportation facilities
- Transportation and transit enhancements
- A financial plan

4.4.2 Current Status
The current MTP, Mobility 2045, was adopted by the RTC on June 14, 2018. The Plan includes the following Chapters and Appendices:

**Chapters**
1 - Introduction
2 - Financial Reality
3 - Social Considerations
4 - Environmental Considerations
5 - Operational Efficiency
6 - Mobility Options
7 - Transportation Technology
8 - Regional Performance
9 - Conclusion

**Appendices**
A. Financial Reality
B. Social Considerations
C. Environmental Considerations
D. Operational Efficiency
E. Mobility Options
F. Transportation Technology
G. Regional Performance
H. Policy Bundle
I. Resolutions and Letter of Conformity
It is anticipated that the RTC will approve a draft Mobility 2045: 2022 Update plan June 2022. See Section 3.2 Documents Review - Visualization examples (above) for links to the examples NCTCOG staff provided in advance of this Review.

4.4.3 Findings
Based on the 2018 Conformity Determination, issued November 21, 2018, which included review of Mobility 2045, the FHWA and FTA review found that the metropolitan transportation planning process conducted in the DFW area meets Federal Metropolitan Transportation Plan requirements including a multimodal MTP that addressed a 20-year planning horizon, at adoption; long and short range strategies; the movement of people and goods; and current and future demand. The summary statement in the November 2018 was as follows:

- That the Mobility 2045 MTP and 2019-2022 TIP meet all the requirements for making a joint conformity determination under the Clean Air Act Amendments of 1990;

The letter further stated:

- This action restarts the four-year time clock associated with the update of the MTP. Accordingly, an updated MTP and corresponding transportation conformity Determination will be required by November 21, 2022;

Observation 1. The Federal Team supports the MPO MTP 2045 update efforts.

Commendation 2. The Federal Team is impressed with the MPOs visualization efforts e.g., mapping of Plan and Program; where capacity was added; and where projects originate.

FHWA/FTA Resources:
https://www.planning.dot.gov/planning/topic_scenarioplanning.aspx
https://www.fhwa.dot.gov/planning/scenario_and_visualization/visualization_in_planning/index.cfm

4.5 Transit Planning
4.5.1 Regulatory Basis
49 U.S.C. 5303 and 23 U.S.C. 134 require the transportation planning process in metropolitan areas to consider all modes of travel in the development of their plans and programs. Federal regulations cited in 23 CFR 450.314 state that the MPO in cooperation with the State and operators of publicly owned transit services shall be responsible for carrying out the transportation planning process.

4.5.2 Current Status
See 4.4.2 above.
4.5.3 Findings
The FHWA and FTA review found that the metropolitan transportation planning process conducted in the DFW area meets Federal Transit Planning requirements including cooperation with TxDOT, DART, DCTA and Trinity Metro.

4.6 Transportation Improvement Program
4.6.1 Regulatory Basis
23 U.S.C. 134(c), (h) & (j) set forth requirements for the MPO to cooperatively develop a TIP. Under 23 CFR 450.326, the TIP must meet the following requirements:

- Must cover at least a four-year horizon and be updated at least every four years.
- Surface transportation projects funded under Title 23 U.S.C. or Title 49 U.S.C., except as noted in the regulations, are required to be included in the TIP.
- Make progress toward achieving the performance targets.
- A description of the anticipated effect of the TIP toward achieving the performance targets (to the maximum extent practicable).
- List project description, cost, funding source, and identification of the agency responsible for carrying out each project.
- Projects need to be consistent with the adopted MTP.
- Must be fiscally constrained.
- The MPO must provide all interested parties with a reasonable opportunity to comment on the proposed TIP.

4.6.2 Current Status
Consistent with the statewide efforts, the TIP is fully updated every two (2) years with revisions accomplished quarterly (February, May, August, and November). The current TIP, 21-24 TIP, contains projects with committed funds in FYs 21 to 24. The RTC approved the 21-24 -TIP on June 11, 2020. The 21-24 TIP was compliant with the planning regulations, as noted and approved as part of the 21-24 STIP on July 22, 2021.

The 21-24 TIP, as updated includes the following Chapters and Appendices:

- Acknowledgements
- Table of Contents
- I. Introduction/Background
- II. Public Involvement
- III. Project Selection and Prioritization Process
- IV. Project Implementation/Progress from Previous Years
- V. Transportation Conformity
- VI. Public Transportation Services
- VII. Project Listings
- VIII. Financial Plan
- IX. Regional Performance
- X. Self-Certification
APPENDICES
Table of Contents
A. MPO Designation Agreement
B. RTC Resolution Approving the 2021-2024 Transportation Improvement Program
C. Summary of the Metropolitan Transportation Plan for North Central Texas
D. Environmental Clearance Projects
E. Summary of Regional Congestion Management Process
F. RTC Funding Commitments
G. Federal Approval Letter
H. Non-regional Arterials in Mobility 2045
I. Modifications to the 2021-2024 TIP Listings

21-24 TIP Chapter 3. Includes information regarding the MPOs Project Selection and Prioritization Process. Per NCTCOG Exhibit III-12 outlines the selection criteria for the programs that comprise the 2017-2018 CMAQ/STBG Funding Program. Exhibit III-13 contains more details on the evaluation methodology for the Strategic Partnerships (Round 3)/Intersection Improvements/MTP Policy Bundle TDCs funding initiative. The evaluation criteria for the 2020 TA Set Aside Call for Projects are shown in Exhibit III-14. Exhibit III-15 has details on the scoring for the 2020 Traffic Incident Management Equipment Purchase Call for Projects. There is also a section devoted to ‘Addressing Performance Targets.’

4.6.3 Findings
Based on the 2018 Conformity Determination, issued November 21, 2018, which included review of the 2019-2022 TIP, the FHWA and FTA review found that the metropolitan transportation planning process conducted in the DFW area meets Federal Transportation Improvement Program requirements including a four year span as updated every two years; surface transportation projects; TPM; project design concept and scope, funding, responsible agency; as well as consistency with the adopted, conforming, fiscally constrained Plan.

Commendation 3. The NCTCOG/RTC does a great job applying for and winning competitive grants that use project scoring criteria. It understands the project elements needed for a successful grant/project.

FHWA/FTA Resources:

4.7 Public Participation
4.7.1 Regulatory Basis
Sections 134(i)(6), 134(j)(1)(B) of Title 23 and Section 5303(i)(5) and 5303(j)(1)(B) of Title 49, United States Code, require a MPO to provide adequate opportunity for the public to participate in and comment on the products and planning processes of the MPO. The requirements for public involvement are detailed in 23 CFR 450.316, which requires the MPO to develop and use a documented participation plan that includes explicit procedures and strategies to include the public and other interested parties in the transportation planning process.
Specific requirements include giving adequate and timely notice of opportunities to participate in or comment on transportation issues and processes, employing visualization techniques to describe metropolitan transportation plans and TIPs, making public information readily available in electronically accessible formats and means such as the world wide web, holding public meetings at convenient and accessible locations and times, demonstrating explicit consideration and response to public input, and periodically reviewing the effectiveness of the participation plan.

4.7.2 Current Status
The MPOs public participation efforts are all encompassing. It currently organizes its Departmental efforts as follows:

Input and Meetings
Disadvantage Business Enterprise (DBE) Program
Environmental Justice & Title VI
Legislative Affairs

The Public Participation Plan (first approved November 2018; updated March 2020) outlines the region’s ‘principles, goals and strategies’ when it comes to public involvement. Consistent with their Plan, NCTCOG staff facilitated ONLINE public involvement for this Review (June 7, 2021 to July 6, 2021.)

4.7.3 Findings
The FHWA and FTA review found that the metropolitan transportation planning process conducted in the DFW area meets Federal Public Participation requirements including a documented participation plan that provides the public with multi-formats to participate in MPO processes.

Commendation 4. The Federal Team is impressed with public involvement with Joppa (historic African American, ‘Freedman’ town) residents. The proposed project was to ‘include better access and sidewalks at the entrance to the Joppa Neighborhood from Loop 12.’

Commendation 5. The Federal Team is impressed with the MPOs interactive Public Involvement e.g., Map Your Experience. Per NCTCOG, this is a way to ‘gather continuous input on transportation from members of the public . . . to guide upcoming planning efforts’ including the MTP.

FHWA/FTA Resources:
https://www.planning.dot.gov/planning/topic_Pi.aspx
https://www.fhwa.dot.gov/planning/public_involvement/

4.8 Civil Rights (Title VI, EJ, LEP, ADA)
4.8.1 Regulatory Basis
Title VI of the Civil Rights Act of 1964, prohibits discrimination based upon race, color, and national origin. Specifically, 42 U.S.C. 2000d states that ‘No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.’ In addition to Title VI, there are other nondiscrimination statutes that afford legal protection. These statutes include the following: Section 162(a) of the Federal-Aid Highway Act of 1973 (23 U.S.C. 324),
the Age Discrimination Act of 1975, and Section 504 of the Rehabilitation Act of 1973/ADA of 1990. The ADA specifies that programs and activities funded with Federal dollars are prohibited from discrimination based on disability.

Executive Order #12898 (EJ) directs federal agencies to develop strategies to address disproportionately high and adverse human health or environmental effects of their programs on minority and low-income populations. In compliance with this EO, USDOT and FHWA issued orders to establish policies and procedures for addressing environmental justice in minority and low-income populations. The planning regulations, at 23 CFR 450.316(a)(1)(vii), require that the needs of those ‘traditionally underserved’ by existing transportation systems, such as low-income and/or minority households, be sought out and considered.

Executive Order # 13166 (LEP) requires agencies to ensure that limited English proficiency persons are able to meaningfully access the services provided consistent with and without unduly burdening the fundamental mission of each federal agency.

4.8.2 Current Status
The NCTCOG Title VI 2019 Update, as approved by the RTC on May 9, 2019 and NCTCOG Executive Board on May 23, 2019 is currently under review by FTA. NCTCOG produces the following in support of its Title VI efforts:

- Title VI Policy Statement and Assurances (dated June 2019)
- Title VI Notice to the Public (English, Spanish)
- Title VI Complaint Form (English, Spanish)
- Fair Treatment and Meaningful Involvement in Transportation Planning Brochure (English, Spanish)

While there were no findings from a desk audit of a contract by the Texas Division Civil Rights Subject Matter Expert, it is suggested that NCTCOG clearly specific the VI contact on their website. It is understood in static documents, NCTCOG’s preference may be to reference a VI position to address staff changes.

4.8.3 Findings
The FHWA and FTA review found that the metropolitan transportation planning process conducted in the DFW area meets Federal Civil Rights, environment justice and limited English proficiency requirements.

Commendation 6. The Federal Team appreciates the MPOs consideration of equity in its decision making. For example, in addition to considering current trends, historical Census data, population projections, and economic factors; cultural changes (e.g., housing and transportation affordability, increases in telecommuting, preferences of the various generations, and the relationship between income and mode of travel) are considered.

FHWA/FTA Resources:
https://www.planning.dot.gov/planning/topic_transportationequity.aspx
4.9 Consultation and Coordination
4.9.1 Regulatory Basis
23 U.S.C. 134(g) & (i)(5)-(6) and 23 CFR 450.316(b)-(e) set forth requirements for consultation in developing the MTP and TIP. Consultation is also addressed specifically in connection with the MTP in 23 CFR 450.324(g)(1)-(2) and in 23 CFR 450.324(f)(10) related to environmental mitigation.

In developing the MTP and TIP, the MPO shall, to the extent practicable, develop a documented process that outlines roles, responsibilities, and key decision points for consulting with other governments and agencies as described below:

- Agencies and officials responsible for other planning activities (State, local, economic development, environmental protection, airport operations, or freight)
- Other providers of transportation services
- Indian Tribal Government(s)
- Federal land management agencies

4.9.2 Current Status
NCTCOG staff participates in and/or supports the following additional committees having a nexus to transportation:

- **Air North Texas Coalition** – met virtually on six (6) occasions during 2021
- **Air Quality Technical Committee** – it is unknown if it met during 2021
- **Air Transportation Advisory Committee** – met virtually quarterly during 2021
- **Bicycle and Pedestrian Advisory Committee** - met virtually quarterly during 2021
- **Dallas-Fort Worth Clean Cities** – funded with DOE funds
- **North Texas Clean Air Steering Committee** - it is unknown if it met during 2021
- **Regional Freight Advisory Committee** – met virtually on two (2) occasions during 2021
- **Regional Safety Advisory Committee** - met virtually quarterly during 2021

In addition to RTC and STTC, NCTCOG staff supports statewide initiatives e.g., Texas Association of Metropolitan Planning Organizations (TEMPO) and the Resiliency Work Group.

4.9.3 Findings
The FHWA and FTA review found that the metropolitan transportation planning process conducted in the DFW area meets Federal Consultation and Coordination requirements by identifying in the 2018 MOU, Public Participation Plan and 2018 Bylaws and Operating Procedures various consultation requirements (each cited previously).

**Observation 2.** The Federal Team supports the MPOs coordination with Tribal Nations including but not limited to the locally funded Arkansas, Louisiana, Oklahoma, Texas Red River Navigation System Feasibility Study.

4.10 List of Obligated Projects
4.10.1 Regulatory Basis
23 U.S.C. 134(j)(7) and 23 CFR 450.334 requires that the State, the MPO, and public transportation operators cooperatively develop a listing of projects for which Federal funds under 23 U.S.C. or 49 U.S.C.
Chapter 53 have been obligated in the previous year. The listing must include all federally funded projects authorized or revised to increase obligations in the preceding program year and, at a minimum, the following for each project:

- The amount of funds requested in the TIP
- Federal funding obligated during the preceding year
- Federal funding remaining and available for subsequent years
- Sufficient description to identify the project
- Identification of the agencies responsible for carrying out the project

4.10.2 Current Status

For the last several years, TxDOT-TPP has provided MPOs statewide with the first draft of their Annual Project Listings. To date, TxDOT-TPP and NCTCOG have not come to a final agreement on YRs 2018, 2019, 2020 or 2021. TxDOT-TPP staff have expressed that its challenging due to NCTCOGs TIP structure e.g., use of the same state ID for each phase of the project: engineering, right of way acquisition, right of way utilities and construction matched with transportation development credits (TDC) and construction matched with non-TDCs. While NCTCOG maintains delays are due to first draft numbers provided by TxDOT-TPP staff and subsequent feedback regarding inaccuracies in the data. NCTCOG commits to coordinating further with TxDOT-TPP staff in the finalization of the prior Annual Project Listings.

4.10.3 Findings

The FHWA and FTA review found that the metropolitan transportation planning process conducted in the DFW area meets Federal List of Obligated Projects requirements.

Recommendation 1. The MPO and TxDOT Transportation Planning and Programming Division should resolve ongoing issues regarding jointly agreed upon Annual Listing of Projects consistent with 23 CFR 450.334 Annual Listing of obligated projects.

4.11 Freight Planning

4.11.1 Regulatory Basis

MAP-21 established in 23 U.S.C. 167 a policy to improve the condition and performance of the national freight network and achieve goals related to economic competitiveness and efficiency; congestion; productivity; safety, security, and resilience of freight movement; infrastructure condition; use of advanced technology; performance, innovation, competition, and accountability, while reducing environmental impacts.

In addition, 23 U.S.C. 134 and 23 CFR 450.306 specifically identify the need to address freight movement as part of the metropolitan transportation planning process.

4.11.2 Current Status

Freight is addressed in the MPOs MTP: Subsection 6.2 Freight and Appendix E Mobility Options. Appendix E includes MPO specific policies and programs.
NCTCOG has identified Critical Freight Corridors and Freight Safety Initiatives (truck, rail). While some are dated, the following are examples of NCTCOGs freight publications:

- *Freight North Texas: The North Central Texas Regional Freight System*, 2013
- *Truck Parking Study: A Freight North Texas Study*, 2018

Per the NCTCOG website, anticipated freight studies include:
- Freight Project Prioritization;
- Freight Land Use Capability; and
- Economic Impact of Freight.

4.11.3 Findings
The FHWA and FTA review found that the metropolitan transportation planning process conducted in the DFW area meets Federal Freight Planning requirements.

**Commendation 7.** The Federal Team SME Georgi Jasenovec appreciates the NCTCOG - FHWA Freight partnership that began with Kevin Feldt and Becky Karasko then continued with Jeff Hathcock and Michael Johnson under the leadership of Dan Kessler and Dan Lamers and including the assistance of Lisa Keys.

**Recommendation 2.** The Federal Team suggests updating the 2013 Freight North Texas: The North Central Texas Regional Freight System study.

**FHWA/FTA Resources:**
- [https://www.planning.dot.gov/planning/topic_freight.aspx](https://www.planning.dot.gov/planning/topic_freight.aspx)
- [https://www.fhwa.dot.gov/planning/freight_planning/](https://www.fhwa.dot.gov/planning/freight_planning/)

4.12 Environmental Mitigation/Planning Environmental Linkage
4.12.1 Regulatory Basis
23 U.S.C. 134(i)(2)(D) and 23 CFR 450.324(f)(10) requires environmental mitigation be set forth in connection with the MTP. The MTP is required to include a discussion of types of potential environmental mitigation activities for the transportation improvements and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the plan.

23 U.S.C. 168 and Appendix A to 23 CFR Part 450 provide for linking the transportation planning and the National Environmental Policy Act (NEPA) processes. A Planning and Environmental Linkages (PEL) study can incorporate the initial phases of NEPA through the consideration of natural, physical, and social effects, coordination with environmental resource agencies, and public involvement. This will allow the analysis in the PEL study to be referenced in the subsequent NEPA document once the project is initiated, saving time and money with project implementation.
4.12.2 Current Status
Environment is addressed in the MPOs MTP: Chapter 4 and Appendix C. Each includes the following subsections. Appendix C includes MPO specific policies and programs.

4.12.3 Findings
The FHWA and FTA review found that the metropolitan transportation planning process conducted in the DFW area meets Federal Environmental Mitigation / Planning Environmental Linkage MTP requirements. Within their Plan, NCTCOGs various activities are covered under the auspices of 1) healthy communities, 2) air quality, 3) natural environment, and 4) extreme weather vulnerability and resilience. Specifically, on 4), ‘consider implementation of the strategies identified in the Climate Change/Extreme Weather Vulnerability and Risk Assessment for Transportation Infrastructure in Dallas and Tarrant Counties (March 2015).’

FHWA/FTA Resources:
https://www.fhwa.dot.gov/planning/metroplanfund.cfm
https://www.planning.dot.gov/planning/topic_PEL.aspx

4.13 Transportation Safety
4.13.1 Regulatory Basis
23 U.S.C. 134(h)(1)(B) and (h)(2) require MPOs to consider safety as one of ten planning factors. As stated in 23 CFR 450.306(b)(2), the planning process needs to consider and implement projects, strategies, and services that will increase the safety of the transportation system for motorized and non-motorized users.

In addition, SAFETEA-LU established a core safety program called the Highway Safety Improvement Program (HSIP) (23 U.S.C. 148), which introduced a mandate for states to have Strategic Highway Safety Plans (SHSPs). 23 CFR 450.306(d) requires the metropolitan transportation planning process to be consistent with the SHSP, and other transit safety and security planning.

4.13.2 Current Status
Similar to environmental mitigation (Section 4.12.1), the NCTCOG Safety Program includes policies, programs and partnerships. In the case of safety, these ‘... assist in reducing the number of crashes, serious injuries, and fatalities on our regional roadways.’ The NCTCOGs four (4) ‘Es’ of safety include: 1) engineering, 2) enforcement, 3) education, and 4) emergency response. The MTP includes Subsection 5.3 Transportation System Safety and Appendix D Operational Efficiency. Appendix D includes MPO specific policies and programs. These include policies (TSSF3-001 to TSSF3-006) and programs: TSSF2-001 Traffic Incident Management Training Program; TSSF2-002 Regional Mobility Assistance Patrol Program; TSSF2-003 Regional Safety Information System; TSSF2-004 Safety Education and Training Program; and TSSF2-005 Crash Causal Road Factors Program.

The NCTCOGs Transportation Safety provides performance measure information, including 2020 Transportation Safety Performance Measure Reports, as well as the following:

CY 2020 Regional Crash Summary Fact Sheet
2020 Regional Contributing Factor Analysis Tables

24
Traffic Incident Management including Freeway Incident Management Resolution R08-10 Regional Crash Data – Analysis of Regional Crashes, Crash Contributing Factors
Wrong Way Driving – Combating Wrong Way Driving Throughout the Region
Mobility Assistance Patrol – Roadway Safety and Congestion Reduction
Intersection Safety – Removing Crashes at Signalized Intersections
Commercial Vehicle Enforcement – Violations – Enforcement, Prosecution, and Reporting
Statewide Safety Initiatives – 2021 HSIP Call for Projects (TxDOT)
Regional Safety Advisory Committee – met virtually quarterly during 2021

4.13.3 Findings
The FHWA and FTA review found that the metropolitan transportation planning process conducted in the DFW area meets Federal Transportation Safety requirements of considering and implementing projects, strategies, and services that increase motorized and non-motorized safety. This is demonstrated by NCTCOGs use of a comprehensive safety program of four (4) ‘Es’: 1) engineering, 2) enforcement, 3) education, and 4) emergency response. See 21-24 TIP Chapter 3. for information regarding the MPOs Project Selection and Prioritization Process. There were no issues noted by the Texas Division Subject Mater Experts Steve Ratke and Millie Hayes.

FHWA/FTA Resources:
https://www.planning.dot.gov/planning/topic_safety.aspx
https://www.fhwa.dot.gov/planning/transportation_safety_planning/

4.14 Transportation Security Planning
4.14.1 Regulatory Basis
23 U.S.C. 134(h)(1)(C) requires MPOs to consider security as one of ten planning factors. As stated in 23 CFR 450.306(b)(3), the Metropolitan Transportation Planning process provides for consideration of security of the transportation system.

The regulations state that the degree and consideration of security should be based on the scale and complexity of many different local issues. Under 23 CFR 450.324(h), the MTP may include emergency relief and disaster preparedness plans and strategies and policies that support homeland security, as appropriate.

4.14.2 Current Status
The MTP includes Subsection 5.4 Transportation System Security and Appendix D Operational Efficiency. Appendix D includes MPO specific policies and programs. These include policies (TSSC3-001 to TSSC3-003) and Programs: TSSC2-001 Transportation System Security Improvements, Expansions, Management, and Operations; TSSC2-502 Transportation and Emergency Responder Uniform Communication System; TSSC2-504 Transportation Security Education and Training; and TSSC2-506 Regional Response Plan Development.

4.14.3 Findings
The FHWA and FTA review found that the metropolitan transportation planning process conducted in the DFW area meets Federal Transportation Security requirements via its security policies and programs, as noted above.
4.15 Nonmotorized Planning/Livability

4.15.1 Regulatory Basis
23 U.S.C. 217(g) states that bicyclists and pedestrians shall be given due consideration in the comprehensive transportation plans developed by each MPO under 23 U.S.C. 134. Bicycle transportation facilities and pedestrian walkways shall be considered, where appropriate, in conjunction with all new construction and reconstruction of transportation facilities.

23 CFR 450.306 sets forth the requirement that the scope of the metropolitan planning process will increase the safety for motorized and non-motorized users; increase the security of the transportation system for motorized and non-motorized users; and protect and enhance the environment, promote energy conservation, improve the quality of life. 23 CFR 450.324(f)(2) states the MTP shall include existing and proposed transportation facilities, including nonmotorized facilities, that should function as an integrated metropolitan transportation system.

4.15.2 Current Status
Information regarding NCTCOGs Bicycle – Pedestrian efforts may be found under the Quality of Life website. From this page, one finds a wealth of information spanning the following subtopics:

- Bicycle and Pedestrian Advisory Committee (BPAC) - met virtually quarterly during 2021
- Pedestrian Safety / Action Plan – as Texas is a pedestrian focus state
- Planning Projects – most recently a Bicycle Parking Pilot Project; Bomber Spur Regional Veloweb Trail Preliminary Design, Midlothian-Waxahachie Shared-Use Path Preliminary Design, and Fort Worth Active Transportation Plan.
- Trails and On-Street Bikeways Network
- Bicycle Opinion Survey – 1,250 interviews
- Safety and Education
- Safe Routes to School
- Routes to Rail – an update to the 2003 Access to Rail Study
- Funding Opportunities – Calls for Projects
- Pedestrian & Bicycle Traffic Count Program
- Crash Information
- Bike to Work Month in DFW
- Design Guidelines & Other Resources
- Training and Workshops

4.15.3 Findings
The FHWA and FTA review found that the metropolitan transportation planning process conducted in the DFW area meets Federal Nonmotorized Planning/Livability requirements as demonstrated with its many opportunities, as linked above. See 21-24 TIP Chapter 3, for information regarding the MPOs Project Selection and Prioritization Process.

Commendation 8. The Federal Team is impressed with the MPOs Land Use and Livability efforts e.g., DFW Trails Websites and Videos e.g., Regional Trail of the Month Videos, via Vimeo 2019-2020.
4.16  Integration of Land Use and Transportation
4.16.1  Regulatory Basis
23 U.S.C. 134(g)(3) encourages MPOs to consult with officials responsible for other types of planning activities that are affected by transportation in the area (including State and local planned growth, economic development, environmental protection, airport operations, and freight movements) or to coordinate its planning process, to the maximum extent practicable, with such planning activities.

23 U.S.C. 134 (h)(1)(E) and 23 CFR 450.306(b)(5) set forth requirements for the MPO Plan to protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.

4.16.2  Current Status
The MTP includes Subsection 5.5 Sustainable Development and Appendix D Operational Efficiency. Appendix D includes MPO specific policies and programs. These include policies (SD3-001 to SD3-004) and programs: SD2-001 Land Use-Transportation Connections Program; SD2-002 Community Schools and Transportation Program; SD2-003 Transit-Oriented Development Program; and SD2-004 Sustainable Development Funding Program.

4.16.3  Findings
The FHWA and FTA review found that the metropolitan transportation planning process conducted in the DFW area meets Federal Integration of Land Use and Transportation requirements.

Commentation 9. The Federal Team appreciates the MPOs statewide leadership in resiliency. To date, a TEMPO Resilience Working Group has been formed with NCTCOG staff (Jeff Neal) leading the effort. Well attended monthly meetings usually include remarks from subject matter experts.

4.17  Travel Demand Forecasting
4.17.1  Regulatory Basis
23 CFR 450.324(f)(1) requires that the Metropolitan Transportation Plan include the projected transportation demand of persons and goods in the MPA over the period of the transportation plan. Travel demand forecasting models are used in the planning process to identify deficiencies in future year transportation systems and evaluate the impacts of alternative transportation investments. In air quality non-attainment and maintenance areas, they are also used to estimate regional vehicle activity for use in mobile source emission models that support air quality conformity determinations.

4.17.2  Current Status
NCTCOG staff are responsible for the Travel Demand Model, data management and (some) maps e.g., transportation maps, dfwmaps.com and geographic information systems (GIS).
Per NCTCOG staff, the 2009 DFX travel demand model has been replaced with 2018 TAFT:

- TAFT introduced in 2018
- Alpha testing started in 2018
- Beta testing started in 2019
- Official adoption will be with mobility plan development in 2021
- Version maintenance and archiving in place
- Training and documentation in progress

The TAFT structure was explained as follows:

- Trip-based model
  - Calibration Year: 2014
  - Forecast Validation Year: 2019
  - Back cast Validation Year: 2010

- Connected to American Community Survey (ACS), Census Transportation Planning Products Program (CTPP), and Public Use Microdata Sample (PUMS)

- Enhanced Market Segmentation model

- Innovation in non-home-based trip model

- Mode Choice and Transit models are FTA New Starts compliant

- Time-of-day models for Air Quality Conformity Analysis

- Toll road, Managed Lane, and HOV modeling

- Roadway model follows Highway Capacity Manual 2016

- Environmental Justice analysis capabilities

- Outputs compatible with visualization software

4.17.3 Findings

Based on the 2018 Conformity Determination, issued November 21, 2018, which included review of the outputs of the model, the FHWA and FTA review found that the metropolitan transportation planning process conducted in the DFW area meets Federal Travel Demand Forecasting requirements.

**Commendation 10.** The Federal Team congratulates MPO staff on Transportation Analytical Forecasting Tool (TAFT) and supports routine 10-year and 5-year updates (including COVID travel trends) and the sharing (and coordination) with its reginal toll and transit authorities e.g., NTTA, DART, consultants.

4.18 Air Quality

4.18.1 Regulatory Basis

The air quality provisions of the Clean Air Act (42 U.S.C. 7401) and the MPO provisions of Titles 23 and 49 require a planning process that integrates air quality and metropolitan transportation planning, such that transportation investments support clean air goals. Under 23 CFR 450.324(m), a conformity determination must be made on any updated or amended transportation plan in accordance with the Clean Air Act and the EPA transportation conformity regulations of 40 CFR Part 93. A conformity determination must also be made on any updated or amended TIP, per 23 CFR 450.326(a).
4.18.2 Current Status

The TCEQ website provides an excellent summary on DFWs (2015, 2008) Ozone National Ambient Air Quality Standards (NAAQS) Nonattainment Status:

**2015 Eight-Hour Ozone Standard Designations:** Marginal Nonattainment, effective August 3, 2018  
(83 FR 25776)

On October 1, 2015, the EPA lowered the primary and secondary eight-hour ozone NAAQS to 0.070 parts per million (80 FR 65292). A nine-county DFW area including Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Tarrant, and Wise Counties was designated nonattainment and classified marginal under the 2015 eight-hour ozone NAAQS, effective August 3, 2018. The DFW nonattainment area includes nine of the ten counties that were designated nonattainment under the 2008 eight-hour ozone but does not include Rockwall County, which was designated attainment/unclassifiable. The attainment date for the DFW marginal nonattainment area was August 3, 2021 with a 2020 attainment year.

**2008 Eight-Hour Ozone Standard Designations:** Serious Nonattainment, effective September 23, 2019 (84 FR 44239)

On March 27, 2008, the EPA lowered the primary and secondary eight-hour ozone NAAQS to 0.075 parts per million (73 FR 16436). A 10-county DFW area including Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Rockwall, Tarrant, and Wise Counties was designated nonattainment and classified moderate under the 2008 eight-hour ozone NAAQS, effective July 20, 2012. On August 23, 2019, the EPA reclassified the 10-county DFW area from moderate to serious nonattainment. The attainment date for serious nonattainment areas was July 20, 2021 with a 2020 attainment year.

In areas that do not meet a NAAQS (for ozone 2008 and 2015) transportation conformity is required (CAA Section 176(c)). Transportation conformity is a way to ensure FHWA or FTA funded/supported projects are consistent with (‘conform to’) the purpose of Texas’ State Implementation Plan (SIP). These projects are generally found in MPOs MTP and/or TIP. While conformity determinations are made by FHWA/FTA, consultative partners include EPA, TCEQ and TxDOT. At a minimum, conformity determinations must be made every four years. The public can comment during the MPOs public involvement period. Transportation conformity is determined when projected emissions meet the requirements of the budget test.

On November 18, 2018, the USDOT found that the 2045 MTP and 2019-2022 TIP met all the requirements for making a joint conformity determination under the CAA Amendments. NCTCOG anticipates providing the consultative partners with its documentation on 2045 MTP Update and 2023-2026 TIP in August 2022. NCTCOG anticipates an October / November 2022 conformity determination letter.
4.18.3 Findings
Based on the 2018 Conformity Determination, issued November 21, 2018, which included review of transportation conformity documentation, the FHWA and FTA review found that the metropolitan transportation planning process conducted in the DFW area meets Federal Air Quality requirements.

Commendation 11. The NCTCOG/RTC coordinated efforts for local transit agencies to take the ‘FTA Sustainable Transit for a Healthy Planet Challenge’ pledge in North Texas. NCTCOG/RTC is also very proactive in leveraging FHWA/FTA ‘flex funds’ such as CMAQ and STBG programs.

4.19 Congestion Management Process / Management and Operations
4.19.1 Regulatory Basis
23 U.S.C. 134(k)(3) and 23 CFR 450.322 set forth requirements for the congestion management process (CMP) in TMAs. The CMP is a systematic approach for managing congestion through a process that provides for a safe and effective integrated management and operation of the multimodal transportation system. TMAs designated as non-attainment for ozone must also provide an analysis of the need for additional capacity for a proposed improvement over travel demand reduction, and operational management strategies.

23 CFR 450.324(f)(5) requires the MTP include Management and Operations (M&O) of the transportation network as an integrated, multimodal approach to optimize the performance of the existing transportation infrastructure. Effective M&O strategies include measurable regional operations goals and objectives and specific performance measures to optimize system performance.

4.19.2 Current Status
NCTCOGs Congestion Management Process is made up of three (3) strategies: travel demand management (TDM), transportation systems management (TSM) and Asset Optimization.

Per NCTCOG asset optimization are ‘Projects identified as Asset Optimization are those where corridor deficiencies and performance gaps can be addressed within the existing right-of-way using lower-cost operational and capital improvement strategies that are more cost-effective and quicker to implement than higher-cost capacity expansion projects.’

4.19.3 Findings
The FHWA and FTA review found that the metropolitan transportation planning process conducted in the DFW area meets Federal Congestion Management Process / Management and Operations requirements via travel demand management, transportation system management and asset optimization. See links above.

Since the Federal Team virtual review, the MPO has posted the following: CMP 2021 Update, 2021 workshop

The CMP 2021 Update includes an overview; system identification; performance criteria; and analysis and strategy identification. As part of the Appendices there are corridor fact sheets; corridor outputs; CMP strategies and scoring system.
FHWA/FTA Resources:  
https://www.fhwa.dot.gov/planning/congestion_management_process/

4.20 Performance Based Planning and Programming  
4.20.1 Regulatory Basis  
23 U.S.C. 150(b) identifies the following national goals for the focus of the Federal-aid highway program: Safety, Infrastructure Condition, Congestion Reduction, System Reliability, Freight Movement and Economic Vitality, Environmental Sustainability, and Reduced Project Delivery Delays. Under 23 U.S.C. 134(h)(2), the metropolitan planning process shall provide for the establishment and use of a performance-based approach to transportation decision-making to support the national goals, including the establishment of performance targets.

23 CFR 450.306(d) states that each MPO shall establish performance targets to support the national goals and track progress towards the attainment of critical outcomes. Each MPO shall coordinate with the relevant State to ensure consistency, to the maximum extent practicable, and establish performance targets not later than 180 days after the State or provider of public transportation establishes its performance targets. The selection of performance targets that address performance measures described in 49 U.S.C. 5326(c) and 49 U.S.C. 5329(d) shall be coordinated to the maximum extent practicable, with public transportation providers to ensure consistency with the performance targets that public transportation providers establish under 49 U.S.C. 5326(c) and 49 U.S.C. 5329(d). Additionally, each MPO shall integrate the goals, objectives, performance measures, and targets from other performance-based plans and programs integrated into the metropolitan transportation planning process.

23 CFR 450.314(h) states that the MPO, the State, and the public transportation operator shall jointly develop specific written provisions PBPP, which can either be documented as part of the metropolitan planning agreements or in some other means. See section 4.2 MPO Structure and Agreements for more information.

23 CFR 450.324(f) states that MTPs shall include descriptions of the performance measures and performance targets used in assessing the performance of the transportation system, a system performance report evaluating the condition and performance of the transportation system with respect to the performance targets, and progress achieved in meeting the performance targets in comparison with system performance recorded in previous reports.

23 CFR 450.326(d) states that the TIP shall include, to the maximum extent practicable, a description of the anticipated effect of the programmed investments with respect to the performance targets established in the MTP, the anticipated future performance target achievement of the programmed investments, and a written narrative linking investment priorities to those performance targets and how the other PBPP documents are being implemented to develop the program of projects.

23 CFR 450.340 states that MPOs have two years from the effective dates of the planning and performance measures rule to comply with the requirements.
4.20 **Current Status**
According to their website, NCTCOG currently monitors and/or reports performance via the following:

*Changing Mobility: Data Insights and Delivering Innovative Projects During COVID Recovery* – since ceased.

**Federal Measures** including Committee Action and Targets
- Roadway Safety (PM1)
- Pavement and Bridge (PM2)
- System Performance, Freight, and CMAQ (PM3)

Management Transit
- *Progress North Texas* – an annual summary report
- 511DFW – free traveler information service
- Transportation Safety Program
- Transportation Usage Measures
- Federal Transit Safety – future

4.20 **Findings**
Based on the 2018 Conformity Determination (e.g., 2045 MTP, 19-22 TIP) and 21-24 STIP approval, the FHWA and FTA review found that the metropolitan transportation planning process conducted in the DFW area meets Federal Performance Based Planning and Programming coordination *2018 MOU* MTP (*Mobility 2045 – Regional Performance chapter*) and TIP (*21-24 TIP – Regional Performance chapter*) requirements.

**Commendation 12.** The Federal Team appreciates the MPOs willingness to lead Peer2Peer Transportation Performance Management (TPM) efforts.

**FHWA/FTA Resources:**

5.0 **CONCLUSION AND RECOMMENDATIONS**
The current review found that the metropolitan transportation planning process conducted in the Dallas-Fort Worth-Arlington, Denton-Lewisville and McKinney urbanized area meets the Federal planning requirements.

As a result of this review, FHWA and FTA are certifying the transportation planning process conducted by TxDOT, MPO and regional transit authorities of DART, DCTA and Trinity Metro. There are also recommendations in this report that warrant attention, as well as areas that MPO is performing very well in that are to be commended. Details of the items are contained in this report.
<table>
<thead>
<tr>
<th>Review Areas (4.1 to 4.20)</th>
<th>Citations</th>
<th>Findings, Recommendations (2) and Commendations (12)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>4.1 Metropolitan Planning Area Boundaries</strong></td>
<td>23 U.S.C. 134(e) 23 CFR 450.312(a)</td>
<td><strong>Finding.</strong> Meets the provisions.</td>
</tr>
<tr>
<td><strong>4.2 MPO Structure and Agreements</strong></td>
<td>23 U.S.C. 134(d) 23 CFR 450.314</td>
<td><strong>Finding.</strong> Meets the provisions.</td>
</tr>
<tr>
<td><strong>4.3 Unified Planning Work Program</strong></td>
<td>23 CFR 450.308 &amp; 420</td>
<td><strong>Finding.</strong> Meets the provisions. <strong>Commendation 1.</strong> The Federal Team appreciates the MPOs funding clarity e.g., 'TPF' versus 'Other'; quality assurance/quality control (QA/QC) and timeliness of responses. The DFW area has done an exemplary job on their UPWP and especially in its participation in the Texas statewide UPWP Working Group.</td>
</tr>
<tr>
<td><strong>4.4 Metropolitan Transportation Plan</strong></td>
<td>23 U.S.C. 134(c),(h)&amp;(i) 23 CFR 450.324</td>
<td><strong>Finding.</strong> Meets the provisions. <strong>Commendation 2.</strong> The Federal Team is impressed with the MPOs visualization efforts e.g., mapping of Plan and Program; where capacity was added; and where projects originate.</td>
</tr>
<tr>
<td><strong>4.6 Transportation Improvement Program</strong></td>
<td>23 U.S.C. 134(c),(h)&amp;(j) 23 CFR 450.326</td>
<td><strong>Finding.</strong> Meets the provisions. <strong>Commendation 3.</strong> The NCTCOG/RTC does a great job applying for and winning competitive grants that use project scoring criteria. It understands the project elements needed for a successful grant/project. <strong>See also Commendation 2.</strong> above.</td>
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<tr>
<td>Commendation 4.</td>
<td>The Federal Team is impressed with public involvement with Joppa (historic African American, ‘Freedman’ town) residents. The proposed project was to ‘include better access and sidewalks at the entrance to the Joppa Neighborhood from Loop 12.’</td>
<td></td>
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<tr>
<td>Commendation 5.</td>
<td>The Federal Team is impressed with the MPOs interactive Public Involvement e.g., Map Your Experience. Per NCTCOG, this is a way to ‘gather continuous input on transportation from members of the public . . . to guide upcoming planning efforts’ including the MTP.</td>
<td></td>
</tr>
<tr>
<td>Commendation 6.</td>
<td>The Federal Team appreciates the MPOs consideration of equity in its decision making. For example, in addition to considering current trends, historical Census data, population projections, and economic factors; cultural changes (e.g., housing and transportation affordability, increases in telecommuting, preferences of the various generations, and the relationship between income and mode of travel) are considered.</td>
<td></td>
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<tr>
<td>4.9</td>
<td>Consultation and Coordination</td>
<td>23 U.S.C. 134(g)&amp;(i) 23 CFR 450.316 &amp; 450.324(g)</td>
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<tr>
<td>Recommendation 1.</td>
<td>The MPO and TxDOT Transportation Planning and Programming Division should resolve ongoing issues regarding jointly agreed upon Annual Listing of Projects consistent with 23 CFR 450.334 Annual Listing of obligated projects.</td>
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<tr>
<td>Section</td>
<td>Description</td>
<td>Relevant Codes</td>
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<td></td>
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<td>23 U.S.C. 134(h) 23 CFR 450.306</td>
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<tr>
<td>4.15</td>
<td>Nonmotorized Planning/Livability</td>
<td>23 U.S.C. 134(h) &amp; 217(g) 23 CFR 450.306 &amp; 450.324(f)(2)</td>
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<td>4.16</td>
<td>Integration of Land Use and Transportation Resilience</td>
<td>23 U.S.C. 134(g)(3)&amp;(h)(1)(E) 23 CFR 450.306(b)(5), Executive Order 13653 Preparing the United States for the Impacts of Climate Change</td>
</tr>
<tr>
<td>Section</td>
<td>Description</td>
<td>Code</td>
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<tr>
<td>4.17</td>
<td>Travel Demand Forecasting</td>
<td>23 CFR 450.324(f)(1)</td>
</tr>
<tr>
<td>4.18</td>
<td>Air Quality Clean Air Act (CAA)</td>
<td>42 U.S.C. 7401 40 CFR Part 93 23 CFR 450.324(m)</td>
</tr>
<tr>
<td>4.20</td>
<td>Performance Based Planning and Programming</td>
<td>23 U.S.C 134(h)(2) 23 CFR 450.306(d), 450.314(h),450.324(f), 450.326(d) &amp; 450.340.</td>
</tr>
</tbody>
</table>
APPENDIX A - PARTICIPANTS

The following individuals were involved in the desk and/or (virtual) on-site review:

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Texarkana MPO
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APPENDIX B – DOCUMENTS and/or SITES REVIEWED

- Fiscal Years (FY) 2020 – 2021, Unified Planning Work Program
  https://www.nctcog.org/trans/study/unified-planning-work-program
- Metropolitan Transportation Plan (MTP) 2045 including TPM
  https://www.nctcog.org/trans/plan/mtp
  https://www.nctcog.org/trans/plan/mtp/2045
- Transportation System Security (see Section 5.4)
  https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Plan/MTP/5-Operational-Efficiency.pdf
- Air Quality
  https://www.nctcog.org/trans/quality/air
- Transportation Conformity
  https://www.nctcog.org/trans/quality/air/federal-air-quality
- Current Ozone Activity and Historical Resources
  https://www.nctcog.org/trans/quality/air/ozone
- Emission Inventories
  https://www.nctcog.org/trans/quality/air/emissions-inventories
- For Everyone
  https://www.nctcog.org/trans/quality/air/for-everyone
- For Fleets
  https://www.nctcog.org/trans/quality/air/for-fleets
- For Government
  https://www.nctcog.org/trans/quality/air/for-government
- Funding and Resources
  https://www.nctcog.org/trans/quality/air/funding-and-resources
- Air Quality Handbook -Management and Operations Efforts
- MPO FY-21-24 Transportation Improvement Program (TIP), Self-Certification and TPM
  TIP including various Appendices: Lobbying (Appendix D), Procurement (Appendix E), Internal Compliance Program (Appendix F)
  https://www.nctcog.org/trans/funds/tip/transportation-improvement-program/2021-2024tip
  Appendix F - MPO Self-Certification
- TIP Frequently Asked Questions
  https://www.nctcog.org/trans/funds/tip/frequently-asked-questions-about-the-transportation
- How Projects are Funded
  https://www.nctcog.org/trans/funds/tip/how-are-transportation-projects-funded
- TIP Funding Initiatives
https://www.nctcog.org/trans/funds/tip/funding-initiatives-calls-for-projects
Annual Project Listings
https://www.nctcog.org/trans/funds/tip/annual-project-listings
MTP-TIP Consistency Verification Tool (nctcog.org)

- Public Involvement including the Plan
  www.nctcog.org/trans/involves
  Plan
  https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/Public/Public-Participation-Plan_2020amendment_042720-FINAL.pdf
  Interactive Public Input Tool - Map Your Experience
  www.nctcog.org/mapyourexperience
  Environmental Justice and Title VI
  https://www.nctcog.org/trans/involvsej
  Environmental Justice Index
  https://nctcoggis.maps.arcgis.com/apps/webappviewer/index.html?id=662c9023e2469387ea33c3c66bed41
  YouTube Link
  www.youtube.com/nctcogtrans
  Tribal Consultation

- Congestion Management Process (CMP)
  https://www.nctcog.org/trans/manage/congestion-management-process

- TPMs
  https://nctcog.org/trans/data/info/measures

- Federal Performance Measures
  www.nctcog.org/pm/fed

- COVID-19 ‘Changing Mobility’ Metrics
  www.nctcog.org/pm/covid-19

- TIP TPM Chapter
Additional Links:

- Regional Transportation Council
  https://www.nctcog.org/trans/about/committees/regional-transportation-council

- NCTCOG Executive Board

- NCTCOG Transportation Department
  https://www.nctcog.org/trans/about

- Permittee Responsible Mitigation Database
  https://nctcog.org/trans/quality/environmental-coordination/permittee-responsible-mitigation-database

- Economic and Environmental Benefits of Stewardship

- Environmental Stewardship
  https://nctcog.org/trans/quality/environmental-coordination/environment

- Regional Ecosystem Framework

- Intelligent Transportation System (ITS)
  https://www.nctcog.org/trans/manage/its

- Safety
  https://www.nctcog.org/trans/quality/safety

- Freight
  https://www.nctcog.org/trans/plan/freight

  Freight North Texas
  https://www.nctcog.org/trans/plan/freight/regional-freight-system

- Sustainable Development
  This includes information on Green Infrastructure; Economic Development; Housing; Land Use and Transportation; Parking; School Siting; Transit Oriented Development (TOD); and Bicycle and Pedestrian Planning.
  https://www.nctcog.org/trans/quality/land-use

- Bicycle - Pedestrian
  https://www.nctcog.org/trans/quality/bikeped

- Transportation Usage and Fuel
  https://www.nctcog.org/trans/data/info/measures/fuel
Inventory of Traffic Control Devices

Changing Mobility: Data, Insights and Delivering Innovative Projects During COVID-19

Travel Survey Reports
https://www.nctcog.org/trans/data/info/travel-surveys

Per Arash Mirzaei, NCTCOG: ‘for the (Household Survey Information) report 2009 is the last report we (NCTCOG) wrote. However, we have collected data in 2017 that we have not published a report. We were part of Texas add on data for national household travel survey project in 2017. it is a good data source for pre-pandemic condition.’

Planning and Environmental Linkages

- Visualization examples
  Example Page from RAPTS (TIP online system) with map, project profile, and after pics
  http://rtr.nctcog.org/project/detail/20275
  Changing Mobility: Data, Insights, and Delivering Innovative Projects During COVID Recovery

  Lowest Stemmons- microsimulations of the traffic for the build condition vs no-build
  https://www.youtube.com/watch?v=KtXwj6s-w8A
  Northaven Bridge- Trail bridge over US 75, fly over of the trail
  https://www.youtube.com/watch?v=jXxQN9ZpxPc
  YouTube Playlist for Bicycle / Pedestrian Trail of the Month Videos
  https://youtube.com/playlist?list=PLK43E0JdDgQz3WHDbI0886W1QHVwYahRk
  High-Speed Transportation Connections Study - technology fact sheet

  Traffic Congestion in North Central Texas
  https://nctcoggis.maps.arcgis.com/apps/MapSeries/index.html?appid=97677a04f78b4a37b4692a86d673a487
  Roadway Performance (Web Map)
  https://nctcoggis.maps.arcgis.com/apps/webappviewer/index.html?id=b00ad76c20374464b518fc2307a3cbe
Transit Accessibility Improvement Tool (TAIT)
https://nctcoggis.maps.arcgis.com/apps/webappviewer/index.html?id=cb7420fa96a54b95a6492aeae27075aa

Hunt County Master Thoroughfare Plan
https://nctcoggis.maps.arcgis.com/apps/instant/media/index.html?appid=434863e59ec8421e91b41f1ff3db30dd

IH 35 You Tube Video
https://www.youtube.com/watch?v=yHsKy5m8Avc

The ridership of a train along the proposed Cotton Line (MP4)
https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Data/Model/CityPhi/1_CottonLineTrain.mp4

The morning traffic around Dallas downtown
http://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Data/Model/CityPhi/4_DFWAirportTraffic.webm

Dallas vs Midtown Travel OD 8am~11pm.webm The trip purposes of daily travelers between Dallas and Midtown
https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Data/Model/CityPhi/3_DallasVsMidtownOD_8amto11pm.webm

The morning traffic near DFW Airport
https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Data/Model/CityPhi/4_DFWAirportTraffic.webm

Historical Traffic Counts Visualization
https://trafficcounts.nctcog.org/trafficcount/
APPENDIX C – ELECTED OFFICIAL and PUBLIC COMMENTS

Nineteen (19) RTC Members offered comments on the metropolitan transportation planning process on June 10, 2021 during the 11 am meeting or via voice message or email. During the open period, an additional two (2) RTC Members offered comments.

County (6):
Judge Roger Harmon, Johnson (Chair)
Judge Clay Jenkins, Dallas
Judge Andy Eads, Denton County - June 14, 2021
Judge Hal Richards, Kaufman
Comm. J. Duncan Webb, Collin
Comm. Gary Fickes, Tarrant

City (12):
Mayor W. Jeff Williams, Arlington
Mayor Kevin Falconer, Carrollton
Mayor Ron Jensen, Grand Prairie
Mayor George Fuller, McKinney
Mayor Paul Voelker, Richardson

Deputy Mayor Pro Tem, Adam McGough, Dallas
Mayor Pro Tem, Robert Miklos, Mesquite

Councilmember Cara Mendelsohn, Dallas
Councilmember Jeremy Tompkins, Euless
Councilmember Jungus Jordan, Fort Worth
Councilmember Rich Aubin, Garland
Councilmember Rick Grady, Plano

Dallas Fort Worth International Airport (1)
Bill Meadows - June 11, 2021

Commenters were complimentary of the process, NCTCOG leadership and NCTCOG staff.

Excerpts from the comments included:
- a vital service is provided,
- good training,
- staff works well with city staffs and TxDOT,
- big help to smaller cities,
- regional cooperation,
- professionalism, and
- a focus on solving issues.

There were no public comments received.
# APPENDIX D - LIST OF ACRONYMS

<table>
<thead>
<tr>
<th>Acronym</th>
<th>Description</th>
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<tbody>
<tr>
<td>ACS</td>
<td>American Community Survey</td>
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<td>ADA</td>
<td>Americans with Disabilities Act</td>
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<td>ALOP</td>
<td>Annual Listing of Projects</td>
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<td>AQ</td>
<td>Air Quality</td>
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<td>BPAC</td>
<td>NCTCOG Bicycle and Pedestrian Advisory Committee</td>
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<td>CAA</td>
<td>Clean Air Act</td>
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<td>CCRTA</td>
<td>Collin County Toll Road Authority</td>
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<tr>
<td>CFR</td>
<td>Code of Federal Regulations</td>
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<td>CMAQ</td>
<td>Congestion Mitigation and Air Quality Program</td>
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<td>CMP</td>
<td>Congestion Management Process</td>
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<td>CTPP</td>
<td>Census Transportation Planning Products Program</td>
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<td>DAL</td>
<td>TxDOT Dallas District</td>
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<td>DART</td>
<td>Dallas Area Rapid Transit</td>
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<td>DCTA</td>
<td>Denton County Transportation Authority</td>
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<td>DOE</td>
<td>US Department of Energy</td>
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<td>Environmental Justice</td>
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<td>Executive Order</td>
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<td>Federal Transit Administration</td>
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<td>TxDOT Fort Worth District</td>
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<td>Intermodal Surface Transportation Efficiency Act</td>
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<td>Limited-English-Proficiency</td>
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<td>Memorandum of Understanding</td>
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<tr>
<td>MPA</td>
<td>Metropolitan Planning Area</td>
</tr>
<tr>
<td>MPO</td>
<td>Metropolitan Planning Organization</td>
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<tr>
<td>MTP</td>
<td>Metropolitan Transportation Plan</td>
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<tr>
<td>NAAQS</td>
<td>National Ambient Air Quality Standards</td>
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<tr>
<td>NCTCOG</td>
<td>North Central Texas Council of Governments</td>
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<tr>
<td>NEPA</td>
<td>National Environmental Policy Act</td>
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<td>NTTA</td>
<td>North Texas Toll Authority</td>
</tr>
<tr>
<td>PAR</td>
<td>TxDOT Paris District</td>
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<tr>
<td>PBPP</td>
<td>Performance Based Planning and Programming</td>
</tr>
<tr>
<td>PEL</td>
<td>Planning and Environment Linkages</td>
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<tr>
<td>PPP</td>
<td>Public Participation Plan</td>
</tr>
<tr>
<td>PUMS</td>
<td>Public Use Microdata Sample</td>
</tr>
<tr>
<td>QA/QC</td>
<td>Quality Assurance/Quality Control</td>
</tr>
<tr>
<td>RTC</td>
<td>Regional Transportation Council</td>
</tr>
</tbody>
</table>
RTR  Regional Toll Revenue
SHSP  Strategic Highway Safety Plan
SIP  State Implementation Plan
STBG  Surface Transportation Block Grant Program
STTC  Surface Transportation Technical Committee
TAFT  Transportation Analytical Forecasting Tool
TAIT  Transit Accessibility Improvement Tool
TCEQ  Texas Commission on Environmental Quality
TDC  Transportation Development Credits
TEMPO  Texas Association of Metropolitan Planning Organizations
TDM  Travel Demand Management
TIP  Transportation Improvement Program
TMA  Transportation Management Area
TOD  Transit-Oriented Development
TPF  Transportation Planning Funds
TPM  Transportation Performance Management
TPP  TxDOT Transportation Planning and Programming Division
TxDOT  Texas Department of Transportation
UPWP  Unified Planning Work Program
USDOT  United States Department of Transportation
UZA  Urbanized Areas

*Transportation Acts*

**ISTEA**
1991 – Intermodal Surface Transportation Efficiency Act [PL 102-240](https://www.gpo.gov/fdsys/)  

**TEA-21**
1998 – Transportation Equity Act for the 21st Century [PL 105-178](https://www.gpo.gov/fdsys/)

**SAFETEA-LU**

**MAP-21**
2012 – Moving Ahead for Progress in the 21st Century Act [PL 112-141](https://www.gpo.gov/fdsys/)

**FAST Act**
2015 – Fixing America’s Surface Transportation Act [PL 114-94](https://www.gpo.gov/fdsys/)

**BIL Act**
2021 – Infrastructure Investment and Jobs Act (IIJA) [PL 117-58](https://www.gpo.gov/fdsys/)
September 23, 2021

Refer to: HPP-TX

Dallas-Fort Worth-Arlington, Denton-Lewisville and McKinney Transportation Management Area
2021 FHWA/FTA Certification Action

Theresa Daniel, Ph.D. RTC Chair
Commissioner, Dallas County
411 Elm Street, 2nd Floor
Dallas, Texas 75202

Dear Commissioner Daniel:

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) worked with the Dallas-Fort Worth-Arlington, Denton-Lewisville and McKinney Transportation Management Area (DFW TMA), Texas Department of Transportation (TxDOT) and staff to prepare for and conduct a 2021 planning certification review for the DFW TMA. This review was conducted in accordance with 23 United States Code (U.S.C.), Section 134(k)(5) and consisted of virtual meetings (June 14-16) with DFW TMA, TxDOT and staff, public input and a 30-day comment period. The Certification Review report that documents the various components of the 2021 review including, but not limited to notes, commendations, and recommendations, will be provided separately under separate cover.

Based upon our review, FHWA and FTA find that the planning process for the DFW TMA is in substantial compliance with the requirements of 23 U.S.C. 134 and 49 U.S.C. 1607. Accordingly, we hereby certify the DFW TMA planning process.

If you have any questions or desire a formal presentation to the Regional Transportation Council (RTC), regarding the Certification Review process and/or the Certification Review Report, please contact FTA Lynn Hayes at (817) 978-0565, or Marc Oliphant at (817) 978-0554 or FHWA Barbara Maley at (214) 224-2175.

Sincerely yours,

Michael T. Leary
Director, Planning and Program Development
Federal Highway Administration

David Bartels
Director, Planning and Program Development
Federal Transit Administration
Electronic copies:
Texas Department of Transportation (Administration, Divisions, Districts)
   EXD (Marc Williams)
   TPP (Jessica Butler, Roger Beall, Peggy Thurin, Nick Page)
   PTN (Eric Gleason, Karen Burkhard)
   DAL (Mo Bur, Ceason Clemens)
   FTW (Carl Johnson, John Cordary)
   PAR (Noel Paramanantham, Dan Perry)

North Central Texas Council of Governments (Administration, Transportation)
   Administration (Mike Eastland)
   Transportation (Michael Morris, Dan Kessler)

Trinity Metro (Administration, Planning)
   Administration (Bob Baulsir)
   Planning (Steve Montgomery)

Dallas Area Rapid Transit (Administration, Planning)
   Administration (Nadine Lee)
   Planning (Steve Salin)

Denton County Transportation Authority (Administration, Planning)
   Administration (Raymond Suarez)
   Planning (Whitney Trayler)

North Texas Tollway Authority (Administration, Planning)
   Administration (James Hoffman)
   AED of Infrastructure (Elizabeth Mow)

US Environmental Protection Agency US EPA), Region 6
   Air (Jeff Riley)

Texas Commission on Environmental Quality (TCEQ), Austin
   Air (Jamie Zeck)

Federal Highway Administration (FHWA), Headquarters
   HEPP-10 (Jill Stark)

US Department of Transportation (US DOT)
   VOLPE Center (Kevin McCoy)

Federal Transit Administration (FTA), Region 6
   PPD (David Bartels, Lynn Hayes, Marc Oliphant)

Federal Highway Administration (FHWA), Texas Division:
   HPP-TX (Mike Leary, Jose Campos, Jamik Alexander)
   HDA-TX (Megan Dere)
   HA-TX (Uj Patel, Clarence Rumancik, Brett Jackson)
   HTA-TX (Abraham Ramirez, Steve Ratke, Millie Hayes)
| Identification | Location | Length - feet | Structure | Number of Lanes | Type of Service | Type of Bridge | Beam or Girder | Side Minimum | Roadway Width feet | Sidewalk Width feet (R) | Roadway Deck Clearance - above horizontal feet | Roadway Deck Clearance - above top of footing feet | Min. Lateral Clearance above top of footing | Side Minimum Clearance above top of footing feet | Bridge Posting | Bridge Status | Scour Critical Inspection | Open | Open 5 - Foundations stable Jan-19 | Open N/A Aug-19 | Open N/A Jul-19 | Open N/A Jul-19 | Open N/A Apr-20 | Open N/A Apr-20 | Open N/A Apr-19 | TIP/UTP Improvement (if known) | ELECTRONIC ITEM 10.1 |
|----------------|----------|---------------|-----------|----------------|---------------|---------------|---------------|--------------|------------------|------------------------|-------------------------------|-------------------------------|-----------------------------|-----------------------------|----------------|----------------|----------------------|-------|--------------------------|--------------------------|------------------------|------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| 180570009214197 | Dallas    | 853           | Concrete  | 4             | NHS           | 11            | Interstate    | Yes          | TxDOT           | 1957                   | 1957                       | 1957                         | 1957                         | 1957                        | 1957                        | Yes                         | Open | Open 5 - Foundations stable Jan-19 | Open N/A Aug-19 | Open N/A Jul-19 | Open N/A Jul-19 | Open N/A Apr-20 | Open N/A Apr-20 | Open N/A Apr-19 | TIP/UTP Improvement (if known) | ELECTRONIC ITEM 10.1 |
| 180570000911192 | Dallas    | 465           | Concrete  | 4             | NHS           | 11            | Interstate    | Yes          | TxDOT           | 1955                   | 1955                       | 1955                         | 1955                         | 1955                        | 1955                        | Yes                         | Open | Open 5 - Foundations stable Jan-19 | Open N/A Aug-19 | Open N/A Jul-19 | Open N/A Jul-19 | Open N/A Apr-20 | Open N/A Apr-20 | Open N/A Apr-19 | TIP/UTP Improvement (if known) | ELECTRONIC ITEM 10.1 |
| 182420009214137 | Dallas    | 1432          | Concrete  | 4             | NHS           | 11            | Interstate    | Yes          | TxDOT           | 1957                   | 1957                       | 1957                         | 1957                         | 1957                        | 1957                        | Yes                         | Open | Open 5 - Foundations stable Jan-19 | Open N/A Aug-19 | Open N/A Jul-19 | Open N/A Jul-19 | Open N/A Apr-20 | Open N/A Apr-20 | Open N/A Apr-19 | TIP/UTP Improvement (if known) | ELECTRONIC ITEM 10.1 |
| 180570009214072 | Dallas    | 264           | Concrete  | 4             | NHS           | 11            | Interstate    | Yes          | TxDOT           | 1957                   | 1957                       | 1957                         | 1957                         | 1957                        | 1957                        | Yes                         | Open | Open 5 - Foundations stable Jan-19 | Open N/A Aug-19 | Open N/A Jul-19 | Open N/A Jul-19 | Open N/A Apr-20 | Open N/A Apr-20 | Open N/A Apr-19 | TIP/UTP Improvement (if known) | ELECTRONIC ITEM 10.1 |
| 180570009214073 | Dallas    | 344           | Concrete  | 4             | NHS           | 11            | Interstate    | Yes          | TxDOT           | 1957                   | 1957                       | 1957                         | 1957                         | 1957                        | 1957                        | Yes                         | Open | Open 5 - Foundations stable Jan-19 | Open N/A Aug-19 | Open N/A Jul-19 | Open N/A Jul-19 | Open N/A Apr-20 | Open N/A Apr-20 | Open N/A Apr-19 | TIP/UTP Improvement (if known) | ELECTRONIC ITEM 10.1 |
| 180570009214074 | Dallas    | 860           | Concrete  | 4             | NHS           | 11            | Interstate    | Yes          | TxDOT           | 1957                   | 1957                       | 1957                         | 1957                         | 1957                        | 1957                        | Yes                         | Open | Open 5 - Foundations stable Jan-19 | Open N/A Aug-19 | Open N/A Jul-19 | Open N/A Jul-19 | Open N/A Apr-20 | Open N/A Apr-20 | Open N/A Apr-19 | TIP/UTP Improvement (if known) | ELECTRONIC ITEM 10.1 |
BRIDGE INVESTMENT PROGRAM (BIP) – 2022

JEFFREY C. NEAL – Senior Program Manager
SURFACE TRANSPORTATION TECHNICAL COMMITTEE (STTC) – INFORMATION ITEM
June 24, 2022
# BRIDGE INVESTMENT PROGRAM (BIP) – OVERVIEW

## Funding Availability

<table>
<thead>
<tr>
<th>Amount</th>
<th>Type</th>
</tr>
</thead>
<tbody>
<tr>
<td>$20 Million</td>
<td>Planning Grants</td>
</tr>
<tr>
<td>$1.17 Billion</td>
<td>Large Bridges (&gt; $100M)</td>
</tr>
<tr>
<td>$1.013 Billion</td>
<td>Bridge Projects (≤ $100M)</td>
</tr>
<tr>
<td>$40 Million</td>
<td>Tribal Facilities</td>
</tr>
<tr>
<td>$117 Million</td>
<td>Culvert Rehab / Replacement</td>
</tr>
</tbody>
</table>

**TOTAL FY 22 FUNDING:**

$2.36 BILLION  

## Applicant Eligibility

1. State DOT (or group of State DOTs)
2. Metropolitan Planning Organization (MPO)
3. Local Government (or consortium)
4. Political Subdivision of State / Local Government
5. Special Purpose District / Public Authority
6. Federal Land Management Agency (FLMA)
7. Tribal Government (or consortium)
8. Multi-Jurisdictional Group of Above Entities

## Minimum Award

- $2.5 Million
  - Bridge / Culvert Projects

## Maximum Award

- 50% of Cost
  - Large Bridges
- 80% of Cost
  - Bridge / Culvert Projects

## Federal Cost Share Limit

- 80% of Cost
  - On-System Bridges
- 90% of Cost
  - Off-System Bridges

## Project Cost Eligibility / Commitments

1. Development Phase Activities:
   - Planning, feasibility analyses, revenue forecasting, NEPA / design
2. Bridge Construction Activities:
   - Preservation, rehab, removal, replacement, or reconstruction
   - ROW / equipment acquisition
   - Operational improvements related to system performance
3. Bridge Protective Measures (e.g., seismic / scour defenses)
4. Federal Credit Assistance Subsidy / Administrative Costs
5. Maintenance (Responsible entity, lifecycle costs, & funding sources)
6. Bicycle / Pedestrian Accommodation

---

1. Bridges on roadways maintained by a State DOT.
2. Federal financial participation requires safe accommodation of bicyclists / pedestrians if such operations are allowed at each bridge end, and FHWA determines safe accommodation can be provided at a reasonable cost.
BRIDGE INVESTMENT PROGRAM (BIP) – OVERVIEW (cont.)

- **Project Goals:**
  - Reduce number of & total person-miles traveled over bridges:
    - In poor condition, or in fair condition with risk of falling into poor condition within three years
    - Not meeting current geometric design standards
    - Not meeting load & traffic requirements of the regional transportation network
  - Improve safety, efficiency, & reliability of people / freight movements over bridges
  - Provide financial assistance leveraging & encouraging non-Federal contributions

- **US DOT Priority Considerations:**
  - Bridge(s) in poor condition or at risk of falling into poor condition, plus one or more of the following:
  - Large Bridge Projects ( > $100 Million):
    - Does not meet current geometric design standards
    - Total future eligible project costs > $1 Billion
    - Grant need > $100 Million
    - Readiness verifies award could be distributed over 4-year period
    - FLMA bridge to be divested to a non-Federal entity
    - Next delivery stage can proceed within 12 months of NEPA completion
    - Incorporates transit, such as bus express lanes
    - Demonstrates national or regional economic significance
  - Bridge Projects ( ≤ $100 Million):
    - Readiness for final design within 12 months of NEPA completion
    - Final design completion within 12 months of obligation
    - Construction initiation within 12 months of obligation
    - Construction could not begin without FY 22 grant before 9/30/2025
BRIDGE INVESTMENT PROGRAM (BIP) – OVERVIEW (cont.)

- Application Review:
  - Project Outcome Criteria:
    - State of Good Repair
    - Safety
    - Mobility & Economic Competitiveness
    - Climate Change, Resiliency, & the Environment
    - Quality of Life
    - Innovation
  - Economic (Benefit-Cost) Analysis
  - Project Readiness (Technical Assessment, Financial Completeness, & NEPA / Permitting Risk)

- Overall Rating System:
  - Meets eligibility requirements
  - “Highly Recommended”:
    - State of Good Repair / Safety – “Highly Responsive”
    - Three of remaining Project Outcome Criteria – “Highly Responsive”
    - BCA / Project Readiness – “Medium-High”
  - “Recommended”:
    - State of Good Repair / Safety – “Highly Responsive”
    - Two of remaining Project Outcome Criteria – “Highly Responsive”
    - BCA / Project Readiness – “Medium”

- Statutory Requirements:
  - Obligation Deadline – 9/30/2025
  - During FY 22-26, in each State from which eligible projects are submitted, not fewer than one Large Bridge project or two Bridge projects are to be awarded
  - Expenditure Deadline – 9/30/2030 (General Funds only)
BRIDGE INVESTMENT PROGRAM (BIP) – DRAFT SCHEDULE

June 10, 2022  BIP Notice of Funding Opportunity (NOFO) Released
June 24, 2022  STTC Information
July 14, 2022  RTC Information
July 15, 2022  STTC Agenda Mail-Out
(Scope / cost / funding details finalized for potential NCTCOG “Large Bridge” candidates)
July 22, 2022  STTC Action – “Large Bridge”
July 25, 2022  BIP Planning Grant Application Submittal Deadline – NOT TO BE PURSUED
August 5, 2022  RTC Agenda Mail-Out
(Scope / cost / funding details finalized for potential NCTCOG “Bridge” candidates)
August 9, 2022  BIP “Large Bridge” Grant Application Submittal Deadline
August 11, 2022  RTC Endorsement – “Large Bridge” / RTC Action – “Bridge”
August 26, 2022  STTC Endorsement – “Bridge”
September 8, 2022  BIP “Bridge” Grant Application Submittal Deadline
September 22, 2022  Executive Board Endorsement – “Large Bridge” / “Bridge”
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PRohmer@nctcog.org

STTC Information Item – Bridge Investment Program

USDOT Bridge Investment Program (BIP): https://www.fhwa.dot.gov/bridge/bip/
2023 UNIFIED TRANSPORTATION PROGRAM (UTP) AND REGIONAL 10-YEAR PLAN UPDATE

Regional Transportation Council
July 14, 2022
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

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Category 2</td>
<td>$3.784</td>
<td>$3.607</td>
<td>$3.832</td>
<td>$3.516</td>
<td>$2.913</td>
<td>$2.931</td>
<td>$3.205</td>
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<tr>
<td>Category 4</td>
<td>$0.830</td>
<td>$1.553</td>
<td>$1.637</td>
<td>$1.537</td>
<td>$1.340</td>
<td>$1.348</td>
<td>$1.593</td>
</tr>
<tr>
<td>Category 12</td>
<td>$0.812</td>
<td>$2.130</td>
<td>$1.395</td>
<td>$3.041</td>
<td>$3.089</td>
<td>$2.601</td>
<td>$3.132</td>
</tr>
<tr>
<td>Total Allocation</td>
<td><strong>$5.426</strong></td>
<td><strong>$7.290</strong></td>
<td><strong>$6.864</strong></td>
<td><strong>$8.094</strong></td>
<td><strong>$7.342</strong></td>
<td><strong>$6.880</strong></td>
<td><strong>$7.930</strong></td>
</tr>
</tbody>
</table>

* 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.
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 Project Status
FY 2017 - FY 2032

Legend
- Blue: Funded Projects
- Green: Under Construction
- Pink: Completed
- Orange: Proposed Projects/Additional Funding
- Brown: Proposed Tolled Projects
- Mobility 2045 Roadways
- County Boundary
- Lakes

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

Date: 5/14/2022
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

<table>
<thead>
<tr>
<th>MEETING/TASK</th>
<th>DATE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Funding Targets Received</td>
<td>February 2022</td>
</tr>
<tr>
<td>Initial draft list due to TxDOT</td>
<td>March 1, 2022</td>
</tr>
<tr>
<td>Public Involvement</td>
<td>June 2022</td>
</tr>
<tr>
<td>STTC Information</td>
<td>June 24, 2022</td>
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<tr>
<td><strong>RTC Information</strong></td>
<td><strong>July 14, 2022</strong></td>
</tr>
<tr>
<td>STTC Action</td>
<td>July 22, 2022</td>
</tr>
<tr>
<td><strong>RTC Action</strong></td>
<td><strong>August 11, 2022</strong></td>
</tr>
<tr>
<td>TxDOT Public Involvement for 2023 UTP</td>
<td>July 2022 and August 2022</td>
</tr>
<tr>
<td>Anticipated TTC Approval of 2023 UTP</td>
<td>August 2022</td>
</tr>
</tbody>
</table>
CONTACT/QUESTIONS?

Christie J. Gotti  
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Brian Dell  
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Cody Derrick  
Transportation Planner III  
Ph: (817) 608-2391  
cderrick@nctcog.org
### Collin County Projects

#### FY 2023 - FY 2032

<table>
<thead>
<tr>
<th>Project</th>
<th>Description</th>
<th>Estimated Let Date</th>
<th>Letting FY</th>
<th>Comments</th>
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</thead>
<tbody>
<tr>
<td>0912-01-044</td>
<td>Bridge widening/maintenance/reconstruction of CR 275 to US 380</td>
<td>May 2023</td>
<td>1</td>
<td>$16,946,471</td>
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<tr>
<td>0913-01-044</td>
<td>Countywide intersection improvements</td>
<td>February 2024</td>
<td>2</td>
<td>$2,127,402</td>
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<tr>
<td>0914-01-044</td>
<td>Roadway widening/maintenance/reconstruction of FM 3286 to SH 5</td>
<td>August 2024</td>
<td>3</td>
<td>$3,785,685</td>
</tr>
<tr>
<td>0915-01-044</td>
<td>Roadway widening/maintenance/reconstruction of FM 2551 to FM 2170</td>
<td>June 2025</td>
<td>4</td>
<td>$125,981,920</td>
</tr>
</tbody>
</table>

#### Estimated 10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Planned Projects

<table>
<thead>
<tr>
<th>Category 12 Clear Lane Projects</th>
<th>FY 2023 - FY 2032</th>
<th>Estimated Cost/Revenue</th>
<th>Category 2</th>
<th>Category 4</th>
<th>Category 12</th>
<th>Priority Approved</th>
<th>Priority Proposed</th>
<th>Priority Clear Lanes</th>
<th>Priority Strategic</th>
<th>Score</th>
</tr>
</thead>
<tbody>
<tr>
<td>Breakout of larger US 380 project; Collin County to contribute Regional Outer Loop, so federal funds were moved to CSJ 0047-05-057</td>
<td>September 2018</td>
<td>$26,751,611</td>
<td>$16,751,611</td>
<td>$6,000,000</td>
<td>$6,000,000</td>
<td>$6,000,000</td>
<td>$6,000,000</td>
<td>$6,000,000</td>
<td>$6,000,000</td>
<td>95.22</td>
</tr>
</tbody>
</table>

### Additional Notes

- Project 0915-01-044: Funding previously reduced and moved to CSJ 0135-03-053
- Project 0916-01-044: Funding partially offset by reduction of Category 2 on TIP 55043/CSJ 0047-05-057
- Project 0917-01-044: Funding moved to CSJ 0047-05-057 and realigned to SH 121/SH 5
- Project 0918-01-044: Funding offset by increase in Category 2 funding; funding moved to Breakout project 0932-02-050
- Project 0919-01-044: Funding offset by reduction of Category 2 on TIP 55043/CSJ 0047-05-057
- Project 0921-01-044: Funding offset by reduction of Category 2 on TIP 55043/CSJ 0047-05-057
- Project 0922-01-044: Funding offset by reduction of Category 2 on TIP 55043/CSJ 0047-05-057
- Project 0923-01-044: Funding offset by reduction of Category 2 on TIP 55043/CSJ 0047-05-057

### RTC Information

- RTC Information: July 14, 2022
- Red text indicates funding not being awarded by the RTC
- Green text indicates changes since October 2021 RTC meeting and funding being awarded by the RTC

**Amounts only include Cat 2, 4, 12 Funds**
<table>
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<th>Letting FY</th>
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**10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Planned Projects**

**FY 2023 - FY 2032**

**Amounts only include Cat 2, 4, 13 Funds**

**Green text indicates changes since October 2021 RTC meeting and funding being awarded by the TTC**

**Red text indicates funding not being awarded by the TTC**

**7/14/22**
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<tr>
<th>TIP Code</th>
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<th>Estimated Letting FY</th>
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<th>Revised Construction Cost</th>
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<td>FM 1460 (at FM 1671) to IH 30</td>
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**Dallas County Projects**

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<th>Cat 4 Proposed</th>
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<th>Cat 12 Strategic Priority Approved</th>
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<th>MNO Project Score</th>
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<td>13058</td>
<td>05-08-1770</td>
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<td>I-635 (Loop 820) from I-635 to I-635</td>
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**RTC Information**

July 14, 2022

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<thead>
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<th>Revised Construction Cost</th>
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<th>FY 2023-2032 Cost/Revenue Matrix</th>
<th>TXDOT-Dallas District - Planned Projects</th>
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**TBD**

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- **Amounts only include Cat 2, 4, 12 funds**

**RTC Information**

- **July 14, 2022**

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**10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TXDOT-Dallas District) - Planned Projects**

- **FY 2023 - FY 2032**

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**Project**

- **Score**

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**Clearance Date**

- **Let Date**

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**FY 2023 - FY 2032**

- **Comments**

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**TIP 53003**

- **Category 2/STBG**

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**TBD**

- **TBD**

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**July 14, 2022**

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**RTP Information**

- **July 14, 2022**

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**Amounts only include Cat 2, 4, 12 funds**

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**Note:**

- **TXDOT-FMLS**

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<th>Letting Date</th>
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<th>Revised 2023 Revenue</th>
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<td>05-08</td>
<td>construct and widen 4 to 6 lanes</td>
<td>April 2020</td>
<td>September 2020</td>
<td>Project split out from TIP 0339-01-153; TxDOT and City of Dallas discussing specific early action &quot;breakout&quot; projects to either 8th funding, 12th funding or 12th funding; 12th funding previously owned by TIP 0339-01-153</td>
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<td>53109.2</td>
<td>0339-02-056</td>
<td>US 68</td>
<td>05-08</td>
<td>Construct and widen 6 to 8 mainlines</td>
<td>April 2020</td>
<td>September 2020</td>
<td>Project split out from TIP 0339-01-153; TxDOT and City of Dallas discussing specific early action &quot;breakout&quot; projects to either 8th funding, 12th funding or 12th funding; 12th funding previously owned by TIP 0339-01-153</td>
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<td>East of Belt Line Rd to</td>
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<td>October 2024</td>
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**Denton County Projects**

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<th>Description</th>
<th>Environmental Clearance Date</th>
<th>Estimated Let Date</th>
<th>Letting FY</th>
<th>Comments</th>
<th>Previous Construction Cost</th>
<th>Rebuilt Construction Cost</th>
<th>Proposed Funding (Cat. 2, 4, 12)</th>
<th>Let Date</th>
<th>Letting Date</th>
<th>Revised 2023 Cost</th>
<th>Revised 2023 Revenue</th>
<th>Revised 2023 Cost/Revenue Matrix</th>
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<tbody>
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<td>7BO</td>
<td>7BO</td>
<td>TBO</td>
<td>Category 1 funding previously owned by TIP 05/01-009/05/01-013; Project will be funded in future 10-Year Plans; project includes improving safety/operations on SH 121; project includes improvements to SH 121 frontage road</td>
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<td>SH-35</td>
<td>Complete interchange and 4 to 6 lane</td>
<td>January 2022</td>
<td>September 2025</td>
<td>Project associated with Category 12 Strategic Priority Funding on the 2020 UTP; $40,000,000 of Category 4 funding previously owned by SH-35; Category 4 funding previously owned by SH-35; project split out from TIP 05/01-009/05/01-013</td>
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<td>0501-01-011</td>
<td>SH-35</td>
<td>SH-35</td>
<td>Complete interchange and 4 to 6 lane</td>
<td>November 2023</td>
<td>December 2023</td>
<td>Project associated with Category 12 Strategic Priority Funding on the 2020 UTP; project site includes $40,000,000 of Category 4 funding, $20,000,000 of Category 4 funding moved to SH-35/05/01-009/05/01-013</td>
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<td>$169,590,468</td>
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**RTC Information**

July 14, 2022

Reconstructed interchange and widening, or other modifications, and widened or added 4 to 6 lane

**Notes only include Cat 4, 12, 3 Funds**

Green text indicates changes since October 2020 RTC meeting and funding being awarded by the TTC

Red text indicates funding not being awarded by the TTC
## 10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Planned Projects

<table>
<thead>
<tr>
<th>FY 2023</th>
<th>FY 2032</th>
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<td>13030.2</td>
<td>0195-01-081</td>
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<td>13030.4</td>
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<td>2602.5</td>
<td>0194-01-011</td>
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**Notes:**
- **AMT** indicates the funding not being awarded by the TTC.
- **GMD** indicates changes since October 2021 RTC meeting and funding being awarded by the TTC.
- **Amounts only include Cat 2, 4, 12 funds.**
- **Red text indicates funding not being awarded by the TTC.**
- **Green text indicates changes since October 2021 RTC meeting and funding being awarded by the TTC.**
- **Category 2, 4, 12 funds include Category 2 and Category 4 funds.**

**10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Planned Projects**

**FY 2023 - FY 2032**

**TxDOT Information**

**RTC Information**

**July 4, 2022**
<table>
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<tr>
<th>Code</th>
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<th>Let Date (actual)</th>
<th>Let Date (FY 2023-FY 2032)</th>
<th>Estimated Completion Date</th>
<th>Let Date (FY 2023-FY 2032)</th>
<th>Estimated Cost</th>
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<th>Let Date (FY 2023-FY 2032)</th>
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<tbody>
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**Total Proposed Funding - Denton County:** $393,340,747

**Total Proposed Funding - Ellis County:** $287,305,786

**Total Proposed Funding - Tarrant County:** $396,610,167

---

**Note:**

- Green text indicates changes since October 2021 RTC meeting and funding being awarded by the TTC.
- Red text indicates funding not being awarded by the TTC.
<table>
<thead>
<tr>
<th>TIP Code</th>
<th>TxDOT CLI</th>
<th>Facility</th>
<th>Limits</th>
<th>Description</th>
<th>Estimated Completion Date</th>
<th>Letting FY</th>
<th>Comments</th>
<th>Proposed Funding (Cat. 2, 4, 12)</th>
<th>Cat 2 Approved</th>
<th>Cat 4 Approved</th>
<th>Cat 12 Clear Lanes Approved</th>
<th>Cat 12 Strategic Priority Approved</th>
<th>Total Proposed Funding - Kaufman County</th>
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<tbody>
<tr>
<td>11618.2</td>
<td>0918-00-362 VA</td>
<td>I-20 W of US 287 to</td>
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<td>July 2026 (Actual)</td>
<td>March 2034</td>
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**RTC Information**

July 14, 2022
### Road County Projects

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<th>Environmental Clearance Date</th>
<th>Estimated Let Date</th>
<th>Letting FY</th>
<th>Comments</th>
<th>Previous Construction Cost</th>
<th>Revised Construction Cost</th>
<th>Proposed Funding (Cat. 2, 4, 12)</th>
<th>Cat 2 Approved</th>
<th>Cat 2 Proposed</th>
<th>Cat 4 Approved</th>
<th>Cat 4 Proposed</th>
<th>Cat 12 Clear</th>
<th>Cat 12 Clear Lease Proposed</th>
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<th>MPO Project Score</th>
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<tbody>
<tr>
<td>66308</td>
<td>020810-095</td>
<td>SH 174</td>
<td>North of Rosamore Knoll Bridge to South of FM 111</td>
<td>65K+4/4; 6 lane to 2 lane (with a 4 lane signalized section at each exit; and a 4 lane frontage road and sidewalks on the tronc)</td>
<td>November 2027</td>
<td>September 2026</td>
<td>2027</td>
<td>Project split out from TIP 120810/CSJ 0714-05-043; Project also has Category 1 Funds for any Funding Gap</td>
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<td>8-14</td>
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### Hood County Projects

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<th>Letting FY</th>
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<th>Previous Construction Cost</th>
<th>Revised Construction Cost</th>
<th>Proposed Funding (Cat. 2, 4, 12)</th>
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<th>Cat 2 Proposed</th>
<th>Cat 4 Approved</th>
<th>Cat 4 Proposed</th>
<th>Cat 12 Clear</th>
<th>Cat 12 Clear Lease Proposed</th>
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<th>Letting FY</th>
<th>Comments</th>
<th>Previous Construction Cost</th>
<th>Revised Construction Cost</th>
<th>Proposed Funding (Cat. 2, 4, 12)</th>
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<th>Cat 4 Proposed</th>
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<th>Letting FY</th>
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<th>Previous Construction Cost</th>
<th>Revised Construction Cost</th>
<th>Proposed Funding (Cat. 2, 4, 12)</th>
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<th>Cat 2 Proposed</th>
<th>Cat 4 Approved</th>
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### Wise County Projects

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<th>Previous Construction Cost</th>
<th>Revised Construction Cost</th>
<th>Proposed Funding (Cat. 2, 4, 12)</th>
<th>Cat 2 Approved</th>
<th>Cat 2 Proposed</th>
<th>Cat 4 Approved</th>
<th>Cat 4 Proposed</th>
<th>Cat 12 Clear</th>
<th>Cat 12 Clear Lease Proposed</th>
<th>Cat 12 Strategic Priority Approved</th>
<th>Cat 12 Strategic Priority Proposed</th>
<th>MPO Project Score</th>
</tr>
</thead>
<tbody>
<tr>
<td>66315</td>
<td>020818-002</td>
<td>FM 157</td>
<td>FM 917 to FM 1187</td>
<td>65K; 4 lane to 2 lane urban</td>
<td>August 2024</td>
<td></td>
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<td></td>
<td>$190,000</td>
<td>$190,000</td>
<td>$190,000</td>
<td>$190,000</td>
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<td>$190,000</td>
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### Tarrant County Projects

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<tr>
<th>TIP Code</th>
<th>TxDOT CS</th>
<th>Facility</th>
<th>Limits</th>
<th>Description</th>
<th>Environmental Clearance Date</th>
<th>Estimated Let Date</th>
<th>Letting FY</th>
<th>Comments</th>
<th>Previous Construction Cost</th>
<th>Revised Construction Cost</th>
<th>Proposed Funding (Cat. 2, 4, 12)</th>
<th>Cat 2 Approved</th>
<th>Cat 2 Proposed</th>
<th>Cat 4 Approved</th>
<th>Cat 4 Proposed</th>
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<th>Cat 12 Strategic Priority Approved</th>
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<tr>
<td>66316</td>
<td>020819-003</td>
<td>FM 155</td>
<td>FM 917 to FM 1187</td>
<td>FM 917 to FM 1187</td>
<td>November 2023</td>
<td>May 2022</td>
<td>2022</td>
<td></td>
<td>$4,000,000</td>
<td>$4,000,000</td>
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### Wise County Projects

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<th>TxDOT CS</th>
<th>Facility</th>
<th>Limits</th>
<th>Description</th>
<th>Environmental Clearance Date</th>
<th>Estimated Let Date</th>
<th>Letting FY</th>
<th>Comments</th>
<th>Previous Construction Cost</th>
<th>Revised Construction Cost</th>
<th>Proposed Funding (Cat. 2, 4, 12)</th>
<th>Cat 2 Approved</th>
<th>Cat 2 Proposed</th>
<th>Cat 4 Approved</th>
<th>Cat 4 Proposed</th>
<th>Cat 12 Clear</th>
<th>Cat 12 Clear Lease Proposed</th>
<th>Cat 12 Strategic Priority Approved</th>
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<tbody>
<tr>
<td>66317</td>
<td>020820-004</td>
<td>FM 155</td>
<td>FM 917 to FM 1187</td>
<td>FM 917 to FM 1187</td>
<td>May 2024</td>
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<td>$4,000,000</td>
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<td>Environmental Clearance Date</td>
<td>Letting Perm</td>
<td>Revised Construction Cost</td>
<td>Proposed Funding (Cat. 2, 4, 12)</td>
<td>Cat 12 Clear Lanes Proposed</td>
<td>Cat 12 Strategic Priority Approved</td>
<td>MPO Project Score</td>
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<tr>
<td>10612</td>
<td>1298-03-01</td>
<td>FM 156</td>
<td>Tarrant County Line</td>
<td>December 2022</td>
<td>May 2022 (Actual)</td>
<td>$10,000,000</td>
<td>$17,000,000</td>
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<tr>
<td>10613</td>
<td>1298-03-02</td>
<td>IH 30</td>
<td>IH 30 Freeport-Ftworth Project</td>
<td>April 2023</td>
<td>September 2023</td>
<td>$6,000,000</td>
<td>$8,500,000</td>
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<td>10619</td>
<td>1298-03-38</td>
<td>IH 20</td>
<td>IH 20 IH 20/IH 30 Split to FM 3479/Harmon</td>
<td>August 2022</td>
<td>August 2022</td>
<td>$14,474,805</td>
<td>$16,873,000</td>
<td>$0</td>
<td>$0</td>
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<tr>
<td>10620</td>
<td>1298-03-41</td>
<td>IH 30</td>
<td>IH 30 IH 30 to U.S. 281</td>
<td>May 2023</td>
<td>September 2023</td>
<td>$1,400,000</td>
<td>$1,400,000</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
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</table>

**Tarrant County Projects:**

- **FM 156:** Reconstruct and widen 6 to 8 general purpose lanes; convert 2 continuous managed lanes to 4 Laneway Managed Lanes, and reconstruct exit 4 to 6 continuous frontage road.
  - Let Date: September 2023
  - Revised Construction Cost: $1,025,691,618
  - Proposed Funding (Cat. 2, 4, 12): $1,025,691,618
  - Cat 12 Clear Lanes Proposed: $0
  - Cat 12 Strategic Priority Approved: $0
  - MPO Project Score: 76.91

**Notes:**
- All TxDOT projects are subject to funding availability and are based on the 2023-2037 TIP.
- Funding estimates may change due to project adjustments.
- kittens: New kittens in yellow boxes indicate not being proposed for funding by the TTC.
- **TTC funding:** All proposed TTC funding is for construction.

---

**10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDO T-Fort Worth District) - Planned Projects FY 2023 - FY 2032**

<table>
<thead>
<tr>
<th>Year Plan</th>
<th>Cat 1 Cost</th>
<th>Cat 2 Cost</th>
<th>Cat 4 Cost</th>
<th>Cat 5 Cost</th>
<th>Total Proposed Funding</th>
</tr>
</thead>
<tbody>
<tr>
<td>2023-2027</td>
<td>$146,300,000</td>
<td>$197,820,000</td>
<td>$197,820,000</td>
<td>$0</td>
<td>$42,180,000</td>
</tr>
</tbody>
</table>

**Total Proposed Funding:** $5,000,000
| Project ID | TxDOT CAS | Description | Letting FY | Estimated Let Date | Revised Construction Cost | Previous Construction Cost | Proposed Funding (Cat. 2, 4, 12) | FY 2023 | FY 2024 | FY 2025 | FY 2026 | FY 2027 | FY 2028 | Cat 2 Approved | Cat 2 Proposed | Cat 4 Approved | Cat 4 Proposed | Cat 2/Category 2 (TIP) | Cat 2/Category 2 (TIP) | Cat 12 Strategic Priority Approved | Cat 12 Strategic Priority Proposed | MPO Project Score |
|------------|-----------|-------------|------------|-------------------|--------------------------|---------------------------|---------------------------------|----------|----------|----------|----------|----------|----------|----------------|----------------|----------------|----------------|----------------|----------------|-----------------|-----------------|----------------|----------------|----------------|
| 1030-01-001 | 1030-01-001 | I-820 IH 35 to IH 35 | $1,025,691,618 | 2022-01-01 | $1,020,000,000 | $1,020,000,000 | $1,020,000,000 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| 1031-01-001 | 1031-01-001 | IH 35 IH 35 to IH 35 | $1,025,691,618 | 2022-01-01 | $1,020,000,000 | $1,020,000,000 | $1,020,000,000 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |

**Notes:**
- Funding not being awarded by the TTC is indicated in red text.
- Staff recommendations and changes are underlined.
- Project details are based on the TxDOT Fort Worth District's 10-Year Plan Cost/Revenue Matrix for the Western Subregion.
## 10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District) - Planned Projects

### FY 2023 - FY 2032

<table>
<thead>
<tr>
<th>TIP Code</th>
<th>TxDOT CSJ</th>
<th>Facility</th>
<th>Limits</th>
<th>Description</th>
<th>Environmental Clearance Date</th>
<th>Letting FY</th>
<th>Comments</th>
<th>Previous Construction Cost</th>
<th>Revised Construction Cost</th>
<th>Proposed Funding (Cat. 2, 4, 12)</th>
<th>Cat 2 Approved</th>
<th>Cat 2 Proposed</th>
<th>Cat 4 Approved</th>
<th>Cat 4 Proposed</th>
<th>Cat 12 Clear Approved</th>
<th>Cat 12 Clear Proposed</th>
<th>Cat 12 Strategic Priority Approved</th>
<th>Cat 12 Strategic Priority Proposed</th>
<th>MOPO Project Score</th>
</tr>
</thead>
<tbody>
<tr>
<td>13000.3</td>
<td>0031-09-011-00</td>
<td>BU 81 D</td>
<td>CR 138 - Redigned FM 138 intersection to North of I-820</td>
<td>Alignment of BU 81 D and realigned intersection of US 81/287 and FM 138/BU 81 D</td>
<td>September 2023</td>
<td>Split 3</td>
<td>$1,025,691,618</td>
<td>$431,480,225</td>
<td>$509,910,719</td>
<td>$431,480,225</td>
<td>$509,910,719</td>
<td>67.70</td>
<td>67.70</td>
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<td>67.70</td>
<td>67.70</td>
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<td>67.70</td>
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<tr>
<td>13000.1</td>
<td>0108-01-011-00</td>
<td>FM 3820</td>
<td>FM 1313 to I-1805 to CR 1380</td>
<td>Realignment of FM 1313 and grade separation in alignment with realigned intersection at US 81/287/BU 81 D</td>
<td>September 2023</td>
<td>Split 4</td>
<td>$26,800,000</td>
<td>$17,000,000</td>
<td>$4,200,000</td>
<td>$26,800,000</td>
<td>$17,000,000</td>
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<td>67.70</td>
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<tr>
<td>51001</td>
<td>0102-03-012-00</td>
<td>FM 710</td>
<td>Realignment of 710 intersection 5 miles north to SH 181 to SH 182</td>
<td>Realigned and added crossing 2 to 3 lane division and major bridge and instrument structure</td>
<td>N/L</td>
<td>Split 3</td>
<td>$13,300,000</td>
<td>$13,300,000</td>
<td>$13,300,000</td>
<td>$13,300,000</td>
<td>$13,300,000</td>
<td>60.61</td>
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<td>13000.2</td>
<td>0103-07-085-00</td>
<td>US 81</td>
<td>North of CR 297W to North of US 81</td>
<td>Contract maintenance guardrail at relocated US 81 and US 81D with addition of ramps and 1 to 2 lane frontage roads</td>
<td>September 2023</td>
<td>Split 3</td>
<td>$32,700,000</td>
<td>$32,700,000</td>
<td>$16,700,000</td>
<td>$32,700,000</td>
<td>$16,700,000</td>
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<td>68.44</td>
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### Wise County Projects

<table>
<thead>
<tr>
<th>TIP Code</th>
<th>TxDOT CSJ</th>
<th>Facility</th>
<th>Limits</th>
<th>Description</th>
<th>Environmental Clearance Date</th>
<th>Letting FY</th>
<th>Comments</th>
<th>Previous Construction Cost</th>
<th>Revised Construction Cost</th>
<th>Proposed Funding (Cat. 2, 4, 12)</th>
<th>Cat 2 Approved</th>
<th>Cat 2 Proposed</th>
<th>Cat 4 Approved</th>
<th>Cat 4 Proposed</th>
<th>Cat 12 Clear Approved</th>
<th>Cat 12 Clear Proposed</th>
<th>Cat 12 Strategic Priority Approved</th>
<th>Cat 12 Strategic Priority Proposed</th>
<th>MOPO Project Score</th>
</tr>
</thead>
<tbody>
<tr>
<td>14689.3</td>
<td>0082-03-001-00</td>
<td>VA Regional Mobility Assistance Patrol (Fort Worth District)</td>
<td>Mobility Assistance Patrol that provides assistance to stranded motorists due to vehicle problems or non-injury accidents</td>
<td>N/L</td>
<td>September 2022</td>
<td>N/A</td>
<td>$2,567,500</td>
<td>$3,375,000</td>
<td>$1,500,000</td>
<td>$1,500,000</td>
<td>$1,500,000</td>
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<td>68.44</td>
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### Various County Projects

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<th>Facility</th>
<th>Limits</th>
<th>Description</th>
<th>Environmental Clearance Date</th>
<th>Letting FY</th>
<th>Comments</th>
<th>Previous Construction Cost</th>
<th>Revised Construction Cost</th>
<th>Proposed Funding (Cat. 2, 4, 12)</th>
<th>Cat 2 Approved</th>
<th>Cat 2 Proposed</th>
<th>Cat 4 Approved</th>
<th>Cat 4 Proposed</th>
<th>Cat 12 Clear Approved</th>
<th>Cat 12 Clear Proposed</th>
<th>Cat 12 Strategic Priority Approved</th>
<th>Cat 12 Strategic Priority Proposed</th>
<th>MOPO Project Score</th>
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<tr>
<td>14689.1</td>
<td>0082-03-001-00</td>
<td>VA Regional Mobility Assistance Patrol (Fort Worth District)</td>
<td>Mobility Assistance Patrol that provides assistance to stranded motorists due to vehicle problems or non-injury accidents</td>
<td>N/L</td>
<td>September 2022</td>
<td>N/A</td>
<td>$2,567,500</td>
<td>$3,375,000</td>
<td>$1,500,000</td>
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### Total Proposed Funding

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<thead>
<tr>
<th>Category</th>
<th>Total Proposed Funding</th>
<th>Total Allocation/Authorizations</th>
<th>Total Amount Remaining for Programming</th>
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<tbody>
<tr>
<td>Wise County Projects</td>
<td>$2,587,500</td>
<td>$303,820,000</td>
<td>$429,820,000</td>
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### Total Allocation/Authorizations

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<tr>
<th>Amounts only include Cat 2, 4, 12 funds</th>
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<tr>
<td>Pre-award reallocation changes since October 2021 RTC meeting and funding being awarded by the TTC</td>
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<tr>
<td>Red text indicates funding not being awarded by the TTC</td>
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## Hunt County Projects

<table>
<thead>
<tr>
<th>TIP Code</th>
<th>TxDOT CSJ</th>
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<th>Limits</th>
<th>Description</th>
<th>Estimated Let Date</th>
<th>Letting FY</th>
<th>Comments</th>
<th>Previous Construction Cost</th>
<th>Revised Construction Cost</th>
<th>Project Funding [Cat. 2, 4, 12]</th>
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<th>FY 2023 - FY 2032</th>
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<tbody>
<tr>
<td>13052</td>
<td>2059-01-010</td>
<td>FM 1570</td>
<td>IH 30 to SH 66</td>
<td>Construct 2 lane to 4 lane divided with shoulders (IMAC pavement and RR crossing) north project</td>
<td>June 2023</td>
<td>September 2023 - August 2023</td>
<td>Hunt County is doing environmental clearance; Construction will begin the first quarter of 2024.</td>
<td>$16,800,000</td>
<td>$16,800,000</td>
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<tr>
<td>13051</td>
<td>0062-01-020</td>
<td>FM 1570</td>
<td>SH 34 to IH 30</td>
<td>Widens 2 to 4 lane divided roadway (South Project)</td>
<td>June 2027</td>
<td>October 2027</td>
<td>2028</td>
<td>$24,640,000</td>
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<td>13099</td>
<td>2068-01-013</td>
<td>FM 3642</td>
<td>FM 35 to SH 66</td>
<td>Widens 2 lane to 4 lane divided urban with sidewalks</td>
<td>June 2020</td>
<td>Actual</td>
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<td>$21,056,000</td>
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<td>$8,066,160</td>
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<td>13050</td>
<td>0009-13-187</td>
<td>IH 30</td>
<td>IH 1570</td>
<td>Construct interchange</td>
<td>March 2022</td>
<td>June 2022</td>
<td>2023</td>
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<tr>
<td>55223</td>
<td>0009-13-173</td>
<td>IH 30</td>
<td>IH 1563 to East of FM 1193</td>
<td>Reconstruct overpass and approach</td>
<td>March 2022</td>
<td>June 2022</td>
<td>2023</td>
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<tr>
<td>55224</td>
<td>0009-13-168</td>
<td>IH 30</td>
<td>South of FM 36 to North of FM 36</td>
<td>Reconstruct overpass</td>
<td>March 2022</td>
<td>June 2022</td>
<td>2023</td>
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<td>55225</td>
<td>0009-13-169</td>
<td>IH 30</td>
<td>South of FM 1565 to North of FM 1565</td>
<td>Reconstruct overpass</td>
<td>March 2022</td>
<td>June 2022</td>
<td>2023</td>
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<td>55226</td>
<td>0009-13-170</td>
<td>IH 30</td>
<td>South of CR 2500 to North of CR 2520</td>
<td>Construct new interchange</td>
<td>March 2022</td>
<td>June 2022</td>
<td>2023</td>
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<tr>
<td>13085</td>
<td>0009-13-174</td>
<td>IH 30</td>
<td>FM 2642 to FM 1570</td>
<td>Add project to account for control section break (offset by reduction of Category 2 on TIP 55043/CSJ 2374-05-137)</td>
<td>March 2022</td>
<td>June 2022</td>
<td>2023</td>
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<td>21051</td>
<td>0009-13-175</td>
<td>IH 30</td>
<td>at Monty Stratton Parkway</td>
<td>Widens overpass from 4 lane to 6 lane; Construct eastbound to westbound U-turn</td>
<td>March 2022</td>
<td>June 2022</td>
<td>2023</td>
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<tr>
<td>13053</td>
<td>0768-01-057</td>
<td>SH 28/ SH 11</td>
<td>Culver Street to Live Oak Street and SH 11 from SH 24 to Alonso Street</td>
<td>Construct pedestrian safety and traffic calming improvements</td>
<td>September 2023</td>
<td>Actual</td>
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<tr>
<td>13053.2</td>
<td>0833-11-015</td>
<td>SH 24/ SH 6</td>
<td>Culver Street to Live Oak Street and SH 11 from SH 24 to Alonso Street</td>
<td>Construct pedestrian safety and traffic calming improvements</td>
<td>September 2023</td>
<td>Actual</td>
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### Total Proposed Funding - Hunt County

- **Category 2 and 12 Fundings**: $282,587,756
- **Score**: 82.54
- **Total Amount Remaining for Programming**: $0
- **Total Allocation Authorization**: $282,587,756

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**Notes:**
- Green text indicates changes since October 2021 RTC meeting and funding being awarded by the TCT.
- Red text indicates funding not being awarded by the TCT.
- Amounts only include Cat 2, 4, 12 Funds.

**RTC Information:**
- **Date:** July 14, 2022
### Collin County Projects

<table>
<thead>
<tr>
<th>TIP Code</th>
<th>TxDOT CS/</th>
<th>Facility Limit</th>
<th>Description</th>
<th>Environmental Clearance Date</th>
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<th>Cat 2 RTC Approved</th>
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<th>Cat 12 Clear Lanes RTC Approved</th>
<th>Cat 12 Strategic Priority RTC Approved</th>
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<tbody>
<tr>
<td>54005</td>
<td>2351-01-017</td>
<td>FM 2478</td>
<td>FM 1461 to US 380</td>
<td>Bidden 2 lane rural highway to 4 lane divided; Realign intersection at FM 1461; 6 lane ultimate</td>
<td>September 2017 (Actual)</td>
<td>September 2020 (Actual)</td>
<td>2021</td>
<td>Project also has $97,983 of local funding, Project low bid: $24,834,021</td>
<td>$34,891,277</td>
<td>$34,891,277</td>
<td>$34,793,244</td>
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<td>20089</td>
<td>2679-02-008</td>
<td>FM 2514</td>
<td>FM 2551 to West of FM 1378</td>
<td>Bidden 2 lane rural to 4 lane (Ultimate 6 lane) urban roadway including new pedestrian improvements and left/right turn lanes</td>
<td>May 2014 (Actual)</td>
<td>May 2018 (Actual)</td>
<td>2018</td>
<td>Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Remainder of construction funded with $3,415,689 TIRF and $1,202,000 CMATG; $16,867,792 low bid; Project completed in April 2021</td>
<td>$16,867,792</td>
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<td>55137</td>
<td>2679-03-016</td>
<td>FM 2514</td>
<td>North of Drain Drive to Brown Street</td>
<td>Bidden facility from 2 lane to 4/6 lane urban divided</td>
<td>February 2019 (Actual)</td>
<td>July 2022</td>
<td>2022</td>
<td>Project also has $2,500,000 of Category 1 funding</td>
<td>$24,107,754</td>
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<td>55138</td>
<td>2679-03-015</td>
<td>FM 2514</td>
<td>East of Loomis Parkway to North of Drain Drive</td>
<td>Bidden facility from 2 lane to 4 lane urban divided (Ultimate 6 lane divided)</td>
<td>February 2019 (Actual)</td>
<td>July 2022</td>
<td>2022</td>
<td>Project also has $97,983 of local funding; Project low bid: $3,219,051</td>
<td>$3,985,150</td>
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<td>55045</td>
<td>0816-04-101</td>
<td>FM 455</td>
<td>US 75 to CR 286</td>
<td>Reconstruct and widen 2 lane rural to 4 lane divided</td>
<td>November 2017 (Actual)</td>
<td>December 2018 (Actual)</td>
<td>2018</td>
<td>Funds are Proposition 1 - Category 4; Project completed in August 2020</td>
<td>$2,746,785</td>
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<td>30015</td>
<td>0549-03-024</td>
<td>SH 121</td>
<td>Collin County Outer Loop to North of FM 455</td>
<td>Reconstruct and widen from 2 lane to 4 lane rural divided; Construct 0 to 4 lane discontinuous access road and FM 455 interchange</td>
<td>January 2018 (Actual)</td>
<td>October 2020 (Actual)</td>
<td>2021</td>
<td>Project low bid: $38,917,859</td>
<td>$54,174,694</td>
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<tr>
<td>55078</td>
<td>0931-03-013</td>
<td>SH 100</td>
<td>North of John King to SH 78</td>
<td>Bidden 2 lane rural highway to 4 lane divided (Ultimate 6 lane)</td>
<td>April 2018 (Actual)</td>
<td>July 2022</td>
<td>2022</td>
<td>Low bid amount of $15,863,387; Project completed in April 2020</td>
<td>$19,863,387</td>
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<td>3044</td>
<td>0047-06-161</td>
<td>US 75</td>
<td>At Rigleyview Drive</td>
<td>Reconstruct interchange</td>
<td>June 2019 (Actual)</td>
<td>June 2022 (Actual)</td>
<td>2022</td>
<td>Project also has $2,500,000 of Category 1 funding and $8,945,594 of STBG funding</td>
<td>$37,600,696</td>
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<td>$28,155,102</td>
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### Total Approved Funding - Collin County

$229,176,674

### Dallas County Projects

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<th>Cat 12 Clear Lanes RTC Approved</th>
<th>Cat 12 Strategic Priority RTC Approved</th>
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<tr>
<td>55248</td>
<td>2374-04-085</td>
<td>IH 20</td>
<td>West of Cockrell Hill Road to Ferguson Road</td>
<td>Construct 0 to 4 lane frontage road</td>
<td>July 2019 (Actual)</td>
<td>December 2022</td>
<td>2022</td>
<td>Commitment to Red Bird Mall area; Project low bid: $24,594,664</td>
<td>$40,581,578</td>
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<tr>
<td>52517</td>
<td>1068-04-119</td>
<td>IH 30</td>
<td>SH 161 to NW 7th Street</td>
<td>Construct 0 to 4 lane frontage roads</td>
<td>December 2016 (Actual)</td>
<td>June 2018 (Actual)</td>
<td>2018</td>
<td>Low bid amount of $24,549,664; Category 1 Funds to be used for change orders</td>
<td>$24,549,664</td>
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<tr>
<td>54035</td>
<td>1068-04-149</td>
<td>IH 30</td>
<td>NW 7th Street to Belt Line Road</td>
<td>Construct 0 to 2/3 lane westbound frontage road and ramp modifications</td>
<td>December 2016 (Actual)</td>
<td>June 2018 (Actual)</td>
<td>2018</td>
<td>Low bid amount of $15,291,213; Category 11 funds used to fund the remainder of the project</td>
<td>$15,291,213</td>
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<tr>
<td>55159</td>
<td>0009-11-341</td>
<td>IH 30</td>
<td>Bass Pro Dr to Dalrock Road</td>
<td>Construct 0 to 6 lane frontage roads, Bayouide bridge, and ramp modifications; Reconstruct Dalrock interchange</td>
<td>September 2018 (Actual)</td>
<td>March 2021 (Actual)</td>
<td>2021</td>
<td>Project was awarded Category 4 funds via the 2019 UTP; Project also has $15,200,000 of Category 1 funding for potential cost overruns; Project low bid: $20,574,879</td>
<td>$20,574,879</td>
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<tr>
<td>55179</td>
<td>0009-11-238</td>
<td>IH 30</td>
<td>Bass Pro Dr in Garland to Dalrock Road</td>
<td>Bidden to add shouldder</td>
<td>March 2019 (Actual)</td>
<td>March 2021 (Actual)</td>
<td>2021</td>
<td>Project was awarded Category 12 Clear Lanes funding via the 2020 UTP; Project also has $2,500,000 of Category 1 funding for potential cost overruns; Project low bid: $22,355,107</td>
<td>$30,182,264</td>
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### Total Approved Funding - Dallas County

$120,574,879

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**Amounts only include Category 2, 4, 12, funding.**

**Green text and strikethroughs indicate changes since October 2021 RTMC meeting.**

**RTC Information:**

July 14, 2022
<table>
<thead>
<tr>
<th>TIP Code</th>
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<th>Comments</th>
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<th>Revised Construction Cost</th>
<th>Approved Funding</th>
<th>Cat 2 RTC Approved</th>
<th>Cat 4 RTC Approved</th>
<th>Cat 12 Clear Lanes RTC Approved</th>
<th>Cat 12 Strategic Priority RTC Approved</th>
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<tr>
<td>13012.2</td>
<td>0196-03-274</td>
<td>H 35E</td>
<td>IH 635 to Denton County Line</td>
<td>Reconstruct and widen 6 to 8 general purpose lanes and reconstruct existing 2/8 discontinuous frontage roads to 2/8 discontinuous frontage roads.</td>
<td>March 2013</td>
<td>August 2021</td>
<td>New design-build project; project was awarded $229,655,586 of Category 12 Clear Lanes funding and $182,098,750 of Design-Build funds by the TTC. $614,317,018</td>
<td>$614,317,018</td>
<td>$432,218,268</td>
<td>$202,562,682</td>
<td>$229,655,586</td>
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<tr>
<td>13012.3</td>
<td>0196-03-282</td>
<td>H 35E</td>
<td>IH 635 to Denton County Line</td>
<td>Reconstruct existing 2 managed lanes to 2 managed lanes</td>
<td>March 2013</td>
<td>August 2021</td>
<td>Project split out from TIP 13012.2/CSJ 0196-03-274; Category 2 funds are offset by a reduction in funding on TIP 13012.2/CSJ 0196-03-274; Project was awarded $14,470,000 of Design-Build funds for the remainder of the project. $93,951,732</td>
<td>$93,951,732</td>
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<td>55067</td>
<td>0092-14-08B</td>
<td>IH 45</td>
<td>Lemmon St. to Good Latimer</td>
<td>Reconstruct IH 45 and SM Wright interchange (Phase 2B)</td>
<td>April 2017</td>
<td>December 2019</td>
<td>Project low bid: $50,136,042</td>
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<td>$30,136,042</td>
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<td>55249</td>
<td>0092-02-130</td>
<td>IH 45</td>
<td>At SL 9</td>
<td>Reconstruct existing 2 to 2 lane southbound frontage road and ramp modifications</td>
<td>November 2017</td>
<td>July 2021</td>
<td>Project added to the 10-Year Plan via 2020 UTP; Funding offset by reduction in funding on TIP 55067/CSJ 0092-130; Project also has $935,464 of Category 2 funding; Project low bid: $5,228,798</td>
<td>$5,833,334</td>
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<td>$3,833,334</td>
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<td>54111</td>
<td>2374-01-171</td>
<td>H 635</td>
<td>At Skillman/Audelia</td>
<td>Interchange improvements</td>
<td>June 2015</td>
<td>August 2019</td>
<td>Project has Category 12 funds from the MPO Revolver Swap; $7,202,000 of Design-Build funding to offset reduction in Category 2 funding. $57,972,000</td>
<td>$57,972,000</td>
<td>$50,770,000</td>
<td>$46,393,000</td>
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<td>55060.1</td>
<td>2374-01-137</td>
<td>H 635 (E)</td>
<td>Miller Road to West of the KCS RR (West of SH 78)</td>
<td>Widen 8 to 10 general purpose lanes and reconstruct 4/6 lane discontinuous to 4/6 lane continuous frontage roads.</td>
<td>April 2017</td>
<td>August 2019</td>
<td>Project also has $63,192,281 of Design-Build funding.</td>
<td>$246,941,214</td>
<td>$246,941,214</td>
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<td>55060.2</td>
<td>2374-01-191</td>
<td>H 635 (E)</td>
<td>Miller Road to West of the KCS RR (West of SH 78)</td>
<td>Reconstruct existing 2 HOV/express to 2 lane continuous frontage roads</td>
<td>April 2017</td>
<td>August 2019</td>
<td>Project split out from TIP 55060.1/CSJ 2374-01-137; Project also has $6,513,375 of Design-Build funding.</td>
<td>$49,935,875</td>
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<td>$43,422,500</td>
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<td>55075.1</td>
<td>2374-02-053</td>
<td>H 635 (E)</td>
<td>West of the KCS RR (West of SH 78) to IH 30</td>
<td>Widen 8 to 10 general purpose lanes and reconstruct 4/6 lane discontinuous to 4/6 lane continuous frontage roads.</td>
<td>April 2017</td>
<td>August 2019</td>
<td>Project added to the 10-Year Plan via 2020 UTP; Project split out from TIP 55075.1/CSJ 2374-02-053; Project also has $122,653,801 of Design-Build funding.</td>
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<td>55075.2</td>
<td>2374-02-152</td>
<td>H 635 (E)</td>
<td>West of the KCS RR (West of SH 78) to IH 30</td>
<td>Reconstruct existing 2 HOV/express to 2 lane continuous frontage roads.</td>
<td>April 2017</td>
<td>August 2019</td>
<td>Project also has $122,653,801 of Design-Build funding.</td>
<td>$100,405,486</td>
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<td>55075.3</td>
<td>2374-02-153</td>
<td>H 635 (E)</td>
<td>At IH 30</td>
<td>Reconstruct interchange</td>
<td>April 2017</td>
<td>August 2019</td>
<td>Project also has $122,653,801 of Design-Build funding.</td>
<td>$100,405,486</td>
<td>$100,405,486</td>
<td>$81,872,122</td>
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<td>55161.5</td>
<td>2374-01-183</td>
<td>H 635 (E)</td>
<td>East of US 75 to Mike Road</td>
<td>Widen 8 to 10 general purpose lanes and reconstruct existing 4/6 lane discontinuous to 4/6 lane continuous frontage roads.</td>
<td>April 2017</td>
<td>August 2019</td>
<td>Project also has $125,710,231 of Design-Build funding.</td>
<td>$432,206,048</td>
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<td>55162.5</td>
<td>2374-01-190</td>
<td>H 635 (E)</td>
<td>East of US 75 to Mike Road</td>
<td>Reconstruct existing 2 to 2 managed lanes</td>
<td>April 2017</td>
<td>August 2019</td>
<td>Project split out from TIP 55161.5/CSJ 2374-01-183; Project also has $6,513,375 of Design-Build funding.</td>
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<td>54609</td>
<td>2964-01-048</td>
<td>SH 303</td>
<td>North of SH 183 to North of Belt Line Road</td>
<td>Widen and reconstruct 4 (6 lanes during peak period) to 8 general purpose lanes</td>
<td>January 2018</td>
<td>June 2018</td>
<td>Project split out from TIP 55162.5/CSJ 2374-01-190; Project also has $6,513,375 of Design-Build funding.</td>
<td>$20,927,948</td>
<td>$20,927,948</td>
<td>$16,722,782</td>
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<td>55065</td>
<td>0092-01-059</td>
<td>SH 310/ SM Wright Interchange</td>
<td>Pennsylvania Avenue to North of Al Lipscomb Way</td>
<td>Reconstruct IH 45 and SM Wright interchange (Phase 2B)</td>
<td>April 2017</td>
<td>December 2019</td>
<td>Related to TIP 55067/CSJ 0092-14-08B and TIP 55060.2/CSJ 0092-01-052; Project low bid: $11,916,518</td>
<td>$11,916,518</td>
<td>$11,916,518</td>
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**Amounts only include Category 2, 4, 12 funding.**

Green text and strikethroughs indicate changes since October 2021 RTC meeting.
### Denison County Projects

<table>
<thead>
<tr>
<th>TIP Code</th>
<th>FM Code</th>
<th>Facility</th>
<th>Description</th>
<th>Code</th>
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<th>Cat 12 Strategic Priority RTC Approved</th>
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<tr>
<td>2016-02-072</td>
<td>0370</td>
<td>FM 495</td>
<td>West of FM 2470 to East of Marion Road</td>
<td>September</td>
<td>2021</td>
<td>November 2021</td>
<td>Revised</td>
<td>$13,722,970 of STBG funding; Category 2 funding removed and replaced with STBG funding as part of a funding swap to reduce the region’s STBG carryover balance; Project low bid: $24,307,399</td>
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### Total Approved Funding - Denison County

$2,443,325,160

### Total Approved Funding - Dallas County

$2,449,325,160

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**Amounts only include Category 2, 4, 12 funding.**

Green text and strikethroughs indicate changes since October 2021 RTC meeting.

**RTC Information**

July 14, 2022
2018 0081-04-025 US 377 IH 35E to South of FM 1830 Widened 2 lanes to 6 lane urban divided section with sidewalk improvements January 2018 (Actual) July 2018 (Actual) 2018 Added to the 10-Year Plan via the August 2017 RTC Proposals 3 Adjustments; Project also has $12,127,139 in STBG, $12,465,804 in CMAQ & $3,903,189 in CMAQ; Project low bid: $18,441,508; Project completed in May 2021 $25,702,983 $24,604,172 $1,098,811 $1,098,811

20120 0081-04-048 US 377 Henrietta Creek Rd. to North of US 114K Reconstruct and widen 2½ to 4 lane divided urban August 2015 (Actual) November 2019 (Actual) 2020 Added to the 10-Year Plan via the August 2017 RTC Proposals 4 Adjustments; Project also has $2,847,680 of Category 1 & $5,922,175 of CMAQ; Project low bid: $18,803,011; Project completed in July 2021 $18,214,677 $18,214,677 $13,444,113 $13,444,113

20225 0081-04-035 US 377 At UP RR Overpass 0.4 miles South of IH 35E Replace with 6 lane overpass (2 to 6 Lanes) June 2018 (Actual) July 2018 (Actual) 2018 Added to the 10-Year Plan via the August 2017 RTC Proposals 3 Adjustments; Project also has $2,393,240 in STBG, $4,019,642 of 4P1, and $4,490,906 of Category 1 funds; Project low bid: $16,207,204 $12,479,796 $7,788,690 $1,500,000 $1,500,000

55104 0115-10-057 SL 288 to US 377/US 380 Intersection Add raised median with left turn lanes, add right turn lanes and re-striping for shared use June 2018 (Actual) June 2020 (Actual) 2020 Also has $599,000 local and $685,000 in CMAQ; Local funding is the money required to pay for additional bicycle/pedestrian scope items that TxDOT will not fund; Project low bid: $23,616,737 $18,599,014 $18,599,014 $17,839,014 $17,839,014


11751 1051-01-077 FM 564 (Onna Villa Road) from Westmoreland Road to IH 35E Widened 2 lanes to 6 lanes urban divided including intersection improvements along Villa Road/FM 564 with sidewalk improvements June 2015 (Actual) May 2018 (Actual) 2018 Added to the 10-Year Plan via the August 2017 RTC Proposals 3 Adjustments; Project also has $5,433,628 in CMAQ & $55,173,331 STBG; Low bid in 2018 was $28,247,127, leaving funds in for change orders; Project completed in June 2021 $15,706,939 $30,000,000 $17,100,000 $17,100,000

1364 0848-04-004 ST 9 At FM 387 (Butcher Road) Reconstruct interchange; Reconstruct and widen 4 to 6 lane frontage roads June 2019 (Actual) January 2022 (Actual) 2022 Funding from TIP 5207,153 (044-04-000); Project low bid: $45,084,007 $42,000,000 $42,472,313 $42,000,000

45119.3 2964-12-001 SL 9 From IH 35E to Dallas County Line Construct 0- to 2 lane frontage roads (ultimate 4) including turn lanes November 2017 (Actual) July 2021 (Actual) 2021 Breakout of SL 9 project originally listed in Dallas County (TIP 54119/CSJ 2964-10-000); Project also has $1,490,000 in CMAQ funding and $1,500,000 of Category 1 funding; Category 2 funding removed and replaced with STBG funding as part of a funding swap to reduce the region’s STBG carryover balance; Project low bid: $4,690,541 $4,690,541 $31,004,170 $0 $0

45119.4 2964-12-002 SL 9 Dallas/Ellis County Line to Ellis/Dallas County Line Construct 0- to 2 lane frontage roads (ultimate 6) including turn lanes November 2017 (Actual) July 2021 (Actual) 2021 Breakout of SL 9 project originally listed in Dallas County (TIP 54119/CSJ 2964-10-000); Project also has $96,000 of CMAQ funding and $1,500,000 of Category 1 funding; Category 2 funding removed and replaced with STBG funding as part of a funding swap to reduce the region’s STBG carryover balance; Project low bid: $5,034,801 $5,034,801 $11,893,729 $0 $0

35001 0172-05-115 US 287 At Walnut Grove Road Construct interchange April 2017 (Actual) April 2019 (Actual) 2019 Project also has $976,621 of Category 11 funding; Project low bid: $27,618,577; Project completed in December 2020 $17,676,261 $17,676,261 $26,700,000 $26,700,000

Total Approved Funding - Denton County $228,374,312

Ellis County Projects

17751 1051-01-037 FM 564 (Onna Villa Road) from Westmoreland Road to IH 35E Widened 2 lanes to 6 lanes urban divided including intersection improvements along Villa Road/FM 564 with sidewalk improvements June 2015 (Actual) May 2018 (Actual) 2018 Added to the 10-Year Plan via the August 2017 RTC Proposals 3 Adjustments; Project also has $5,433,628 in CMAQ & $55,173,331 STBG; Low bid in 2018 was $28,247,127, leaving funds in for change orders; Project completed in June 2021 $15,706,939 $30,000,000 $17,100,000 $17,100,000

1304 0848-04-004 ST 9 At FM 387 (Butcher Road) Reconstruct interchange; Reconstruct and widen 4 to 6 lane frontage roads June 2019 (Actual) January 2022 (Actual) 2022 Funding from TIP 5207,153 (044-04-000); Project low bid: $45,084,007 $42,000,000 $42,472,313 $42,000,000

45119.3 2964-12-001 SL 9 From IH 35E to Dallas County Line Construct 0- to 2 lane frontage roads (ultimate 4) including turn lanes November 2017 (Actual) July 2021 (Actual) 2021 Breakout of SL 9 project originally listed in Dallas County (TIP 54119/CSJ 2964-10-000); Project also has $1,490,000 in CMAQ funding and $1,500,000 of Category 1 funding; Category 2 funding removed and replaced with STBG funding as part of a funding swap to reduce the region’s STBG carryover balance; Project low bid: $4,690,541 $4,690,541 $31,004,170 $0 $0

45119.4 2964-12-002 SL 9 Dallas/Ellis County Line to Ellis/Dallas County Line Construct 0- to 2 lane frontage roads (ultimate 6) including turn lanes November 2017 (Actual) July 2021 (Actual) 2021 Breakout of SL 9 project originally listed in Dallas County (TIP 54119/CSJ 2964-10-000); Project also has $96,000 of CMAQ funding and $1,500,000 of Category 1 funding; Category 2 funding removed and replaced with STBG funding as part of a funding swap to reduce the region’s STBG carryover balance; Project low bid: $5,034,801 $5,034,801 $11,893,729 $0 $0

35001 0172-05-115 US 287 At Walnut Grove Road Construct interchange April 2017 (Actual) April 2019 (Actual) 2019 Project also has $976,621 of Category 11 funding; Project low bid: $27,618,577; Project completed in December 2020 $17,676,261 $17,676,261 $26,700,000 $26,700,000

Amounts only include Category 2, 4, 12 funding. Green text and strikethroughs indicate changes since October 2021 RTC meeting.
<table>
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<th>TIP Code</th>
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<th>Facility</th>
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<th>Description</th>
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<th>Construction Cost</th>
<th>Revised Construction Cost</th>
<th>Approved Funding (Cat. 2, 4, 12)</th>
<th>Cat 2 RTC Approved</th>
<th>Cat 4 RTC Approved</th>
<th>Cat 12 Clear Lanes RTC Approved</th>
<th>Cat 12 Strategic Priority RTC Approved</th>
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<tr>
<td>T80</td>
<td>0095-03-085</td>
<td>FM 460</td>
<td>at US 80</td>
<td>Replace bridge and approaches</td>
<td>April 2020 (Actual)</td>
<td>June 2022</td>
<td>Project awarded INFRA grant funding; Category 4 funding was committed as well as part of grant application; Project also has $1,882,263 of Category 6 funding and $5,944,904 of Category 10 funding</td>
<td>$12,270,715</td>
<td>$8,538,882</td>
<td>$6,443,588</td>
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<td>53086</td>
<td>0095-03-080</td>
<td>US 80</td>
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<td>Reconstruct and widen 4 to 6 mainlanes and reconstruct and widen 2/4 lane discontinuous frontage roads to 4/6 lane continuous frontage roads</td>
<td>April 2020 (Actual)</td>
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<td>Project also has $1,000,000 of Category 11 funding</td>
<td>$134,003,816</td>
<td>$111,530,306</td>
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<td>51460</td>
<td>0197-03-054</td>
<td>US 175</td>
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<td>February 2019 (Actual)</td>
<td>October 2020 (Actual)</td>
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<td>$12,925,618</td>
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<tr>
<td>55134</td>
<td>0197-03-074</td>
<td>US 175</td>
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<td>July 2020 (Actual)</td>
<td>October 2020 (Actual)</td>
<td>Project also has $1,000,000 of Category 1 funding for potential cost overruns; Project low bid: $1,238,789; Project completed in December 2021</td>
<td>$5,163,200</td>
<td>$3,163,200</td>
<td>$2,163,200</td>
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<td>83222</td>
<td>1015-01-023</td>
<td>FM 3549</td>
<td>IH 30 to North of SH 66</td>
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<td>March 2016 (Actual)</td>
<td>May 2018 (Actual)</td>
<td>Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project also has $899,000 of CMAQ &amp; $731,798 Category 11; Project low bid: $9,528,063; Project was completed in August 2021</td>
<td>$9,917,861</td>
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<td>$8,325,063</td>
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<td>55222</td>
<td>0009-12-211</td>
<td>IH 30</td>
<td>Dalrock Road (Rockwall County Limit to East of Dalrock Road)</td>
<td>Transition from Dalrock Interchange including reconstruction of existing 4 to 4 lane frontage roads and ramps</td>
<td>September 2018 (Actual)</td>
<td>March 2021 (Actual)</td>
<td>Project split out from TIP 55169/CSJ 0009-11-241; Project was awarded Category 4 funds via the 2019 UTP; Project also has $1,000,000 of Category 1 funding for potential cost overruns; Project low bid: $8,124,858</td>
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<td>2998</td>
<td>1290-02-017</td>
<td>SH 276</td>
<td>SH 205 to FM 549</td>
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<td>February 2016 (Actual)</td>
<td>April 2018 (Actual)</td>
<td>Added to the 10-Year Plan via the August 2017 RTC Proposition 3 Adjustments; Project low bid: $1,658,000 of CMAQ and $699,442 of Category 1; Project low bid: $16,957,442; Project was completed in February 2021</td>
<td>$17,257,442</td>
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<td>55096</td>
<td>1290-03-027</td>
<td>SH 276</td>
<td>FM 549 to East of FM 549</td>
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<td>February 2016 (Actual)</td>
<td>April 2018 (Actual)</td>
<td>Added to the 10-Year Plan via the August 2017 RTC Proposition 3 Adjustments; Category 2 funds will be used to cover overruns; Project low bid: $719,165; Project was completed in February 2021</td>
<td>$719,165</td>
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**Total Category 2, 4, and 12 Funding:**

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<th>Fiscal Year</th>
<th>Category 2</th>
<th>Category 4</th>
<th>Category 12</th>
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<tr>
<td>2016</td>
<td>$0</td>
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<td>$2,746,785</td>
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<td>2017</td>
<td>$77,106,426</td>
<td>$16,677,812</td>
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<td>2018</td>
<td>$148,494,686</td>
<td>$230,726,000</td>
<td>$484,115,800</td>
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<tr>
<td>2019</td>
<td>$88,731,687</td>
<td>$24,020,000</td>
<td>$323,010,000</td>
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<tr>
<td>2020</td>
<td>$495,379,959</td>
<td>$215,526,407</td>
<td>$252,010,893</td>
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<td>2021</td>
<td>$482,045,174</td>
<td>$248,881,567</td>
<td>$279,826,296</td>
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**Total:** $3,274,705,032

**Total Approved Funding - Ellis County:** $3,214,003,789

**Total Approved Funding - Kaufman County:** $154,532,485

**Total Approved Funding - Rockwall County:** $195,344,228

Amounts only include Category 2, 4, 12 funding. Green text and strikethroughs indicate changes since October 2021 RTC meeting.

RTC Information
July 14, 2022
<p>| TIP Code | TxDOT CSJ | Facility | Limits | Description | Environmental Clearance Date | Estimated Let Date | Letting FY | Comments | Construction Cost | Approved Funding (Cat. 2, 4, 12) | Cat 2 FTW RTC Approved | Cat 4 FTW RTC Approved | Cat 12 Clear Lanes FTW RTC Approved | Cat 12 Strategic Priority FTW RTC Approved |
|----------|----------|----------|--------|-------------|-------------------------------|-------------------|------------|----------|-----------------|-----------------------------|-------------------------|-------------------------|-----------------------------|-------------------------------|-----------------------------|
| 54068    | 3559-01-004 | SH 170 | Denton County Line to SH 114 Interchange | Restripe 2 to 4 mainlanes and ramp modifications | May 2020 (Actual) | June 2020 (Actual) | 2020 | Project is a breakout of TIP 54088/CSJ 3559-01-007, Implemented by TxDOT Fort Worth District | $1,000,000 | $1,000,000 |  |  |  | |
| 54114    | 0080-11-001 | US 377 | Johnson/Hood County Line to South of SH 171 | Construct 0 to 4 lane divided roadway with interchange at US 377 and BU 377; Grade separation at FWWR and SH 171 | September 2017 (Actual) | August 2018 (Actual) | 2018 | Category 2 funds for this project have been swapped for Category 7 due to increased cash flow capacity at the federal level; Project also has $11,800,000 in local funding from Hood County; Project low bid: $46,969,449 | $41,000,000 | $0 | $0 |  |  |  |
| 13060    | 0172-10-013 | US 287 | Tarrant County Line to Lone Star Road/FM 157 | Construct freeway auxiliary lanes, new 0 to 2 lane frontage roads, ramps, Texas U-turn at Lone Star Bridge and widen from 2 to 3 lanes, Lone Star Road widen 2 to 3 lanes, shared use path, intersection improvements at US 287 and Lone Star Road/FM 157, retaining wall, drainage structure, sidewalks and signals | August 2021 (Actual) | August 2021 (Actual) | 2021 | Project added to the 10-Year Plan via 2020 UTP; Staff proposed to remove Category 2 funding and replace with STBG funding to help reduce regional carryover balance; Project low bid: $17,554,206 | $22,800,000 | $0 | $0 |  |  |  |
| 54125    | 0080-12-001 | US 377 | North of SH 171 to Johnson/Hood County Line | Construct 0 to 4 lane divided roadway with an interchange at US 377 and BU 377 | September 2017 (Actual) | August 2018 (Actual) | 2018 | Project split out from TIP 54114/CSJ 0080-11-001 in Hood County; Project also has $10,750,000 of Category 12 (425) funds; Project low bid: $13,744,381 | $14,700,000 | $3,950,000 | $3,950,000 |  |  |  |
| 14012    | 0313-02-057 | FM 51 | North of Cottondale Road to Texas Drive | Widen 2 lane roadway to 3 lanes urban; intersection improvements including turn lanes and new signal improvements | March 2019 (Actual) | May 2019 (Actual) | 2019 | Flooding issue; Project also has $3,650,000 of Category 5 and $900,000 of Category 7 funds; Project low bid: $21,057,907; Cost overruns being covered with Category 1 funds | $21,800,000 | $12,000,000 | $12,000,000 |  |  |  |
| 14012.1  | 0171-03-070 | SH 199 | North of Ash Street to North of Old Springtown Road | Reconstruct roadway and intersection improvements | March 2019 (Actual) | May 2019 (Actual) | 2019 | Project split out from TIP 14012/CSJ 0131-02-057; Grouped project; Fully funded with Category 1 funds; Project low bid: $2,303,163 | $0 | $0 | $0 |  |  |  |</p>
<table>
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<th>TIP Code</th>
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<th>Description</th>
<th>Environmental Clearance Date</th>
<th>Estimated Let Date</th>
<th>Letting FY</th>
<th>Comments</th>
<th>Construction Cost</th>
<th>Approved Funding (Cat. 2, 4, 12)</th>
<th>Cat 2 FTC RTC Approved</th>
<th>Cat 4 FTC RTC Approved</th>
<th>Cat 12 Clear Lanes FTC RTC Approved</th>
<th>Cat 12 Strategic Priority FTC RTC Approved</th>
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<tr>
<td>11244.1</td>
<td>0718-02-045 FM 156 US 81/287 to Watauga Rd. (McElroy)</td>
<td>Reconstruct and widen 2 lane to 4 lane divided</td>
<td>July 2018 (Actual)</td>
<td>August 2018 (Actual)</td>
<td>2018</td>
<td>Category 2 funds for this project were swapped for Category 7 due to increased cash flow capacity at the federal level; Project already had $13,109,245 of Category 7 before this change; Low bid of $48.6M; TxDOT wants to keep remainder for potential change orders</td>
<td>$53,350,916</td>
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<tr>
<td>55182</td>
<td>0008-16-042 IH 20</td>
<td>Bryant Irvin Road to Winscott Road</td>
<td>Construct 1 auxiliary lane in each direction and ramp modification</td>
<td>April 2019 (Actual)</td>
<td>April 2020 (Actual)</td>
<td>2020</td>
<td>Project low bid: $20,961,182</td>
<td>$23,000,000</td>
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<td>13006</td>
<td>0353-03-100 SH 114 FM 1938 to Dove Road</td>
<td>Construct 0 to 2 lane eastbound Frontage road from FM 1938 to Solana/ Kirkwood with the addition of auxiliary lanes &amp; construct 0 to 2 lane westbound &amp; 0 to 2 lane eastbound Frontage roads from Solana/ Kirkwood to Dove with the addition of auxiliary lanes &amp; ramp modifications</td>
<td>June 2020 (Actual)</td>
<td>July 2020 (Actual)</td>
<td>2020</td>
<td>Local contribution of $3,000,000 by the City of Southlake; Project low bid: $31,413,964</td>
<td>$36,000,000</td>
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<tr>
<td>13007</td>
<td>0364-01-147 SH 121</td>
<td>Stars andStripes Blvd to South of IH 635</td>
<td>Construct IH 635 and FM 2499 deferred connections</td>
<td>April 2009 (Actual)</td>
<td>March 2018 (Actual)</td>
<td>2018</td>
<td>Design-build; Project also has $1,600,000 of Category 1 funding; Project completed in August 2021</td>
<td>$371,600,000</td>
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<td>13049</td>
<td>0364-01-148 SH 121 Glade Road to SH 183</td>
<td>Interim operational bottleneck improvement, ITS, and illumination</td>
<td>August 2018 (Actual)</td>
<td>September 2018 (Actual)</td>
<td>2019</td>
<td>Also has $1.8M of STBG funds &amp; $1.8M of Category 1 funds; Cat 2 funds replaced with $25,000,000 of Cat 7 funds; Project low bid: $16,964,773; Project completed in December 2020</td>
<td>$28,400,000</td>
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<td>54088</td>
<td>3559-02-007 SH 170 IH 35W to Denton County Line</td>
<td>Construct 0 to 4 mainlanes for the following segments only (IH 35W to Westport Parkway; Park Vista Blvd. to Independence Parkway; UPRR to Denton County Line)</td>
<td>May 2020 (Actual)</td>
<td>June 2020 (Actual)</td>
<td>2020</td>
<td>Project awarded $154,000,000 of Category 12 Strategic Priority funding in the 2020 UTP; Project low bid: $98,999,997</td>
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<td>55173</td>
<td>0171-05-097 SH 199 South end of Lake Worth Bridge to Adams Avenue</td>
<td>Construct 0 to 6 lane freeway, construct bridges over SH 199</td>
<td>April 2020 (Actual)</td>
<td>June 2020 (Actual)</td>
<td>2020</td>
<td>Project low bid: $5,929,113</td>
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<tr>
<td>55176</td>
<td>0171-04-050 SH 199 North of FM 1866 to South end of Lake Worth Bridge</td>
<td>Reconstruct &amp; widen 4 lane arterial to 6 lane freeway; Reconstruct &amp; widen 4 lane to 4 lane frontage roads; Construct bridges over Lake Worth &amp; traffic management system</td>
<td>April 2020 (Actual)</td>
<td>June 2020 (Actual)</td>
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<td>Project low bid: $97,837,881</td>
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<td>51346</td>
<td>2266-02-086 SH 360 North of E. Abram Street to IH 20 interchange</td>
<td>Reconstruct and widen from 6 to 8 lanes</td>
<td>November 2017 (Actual)</td>
<td>February 2018 (Actual)</td>
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<td>Project low bid: $53,391,000; Project completed in April 2021</td>
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<td>13059</td>
<td>0172-09-037</td>
<td>US 287</td>
<td>Union Pacific Railroad to Johnson County Line</td>
<td>Construct freeway auxiliary lanes, construct 0/4 to 4 frontage road lanes, retain walls, drainage structures, sidewalks, and signalisation</td>
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<td>55041</td>
<td>0008-13-125</td>
<td>IH 820/287</td>
<td>IH 20 to Ramey Ave</td>
<td>Reconstruct and widen freeway from I-8 to B/14 main lanes and 4/6 discontinuous frontage road lanes to I-8 continuous frontage road lanes; add shared-use path and sidewalks</td>
<td>September 2020 (Actual)</td>
<td>February 2022 (Actual)</td>
<td>2022</td>
<td>$819,422,670</td>
<td>$469,422,670</td>
<td>$39,820,670</td>
<td></td>
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<td></td>
</tr>
<tr>
<td>55042</td>
<td>0172-09-028</td>
<td>US 287</td>
<td>IH 20 interchange to Sublett Road</td>
<td>Reconstruct and widen 6 to 6 general purpose lanes and 4/6 discontinuous frontage road lanes to 4/6 continuous frontage road lanes; add shared-use path and sidewalks</td>
<td>September 2020 (Actual)</td>
<td>February 2022 (Actual)</td>
<td>2022</td>
<td>$30,000,000</td>
<td>$30,000,000</td>
<td>$30,000,000</td>
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<tr>
<td>55044</td>
<td>0172-06-080</td>
<td>US 287</td>
<td>IH 820 to Village Creek Road</td>
<td>Reconstruct 6 to 6 mainlanes plus 0 to 2 auxiliary lanes with 4 discontinuous frontage road lanes to 4/6 discontinuous frontage road lanes; add shared-use path and sidewalks</td>
<td>September 2020 (Actual)</td>
<td>February 2022 (Actual)</td>
<td>2022</td>
<td>$89,874,140</td>
<td>$89,874,140</td>
<td>$49,874,140</td>
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<tr>
<td>55043</td>
<td>2974-05-045</td>
<td>IH 20</td>
<td>IH 820 to Little Road</td>
<td>Reconstruct &amp; widen I-8 to I-6 general purpose lanes, 4/6 discontinuous frontage road lanes to 4/6 continuous frontage road lanes, add shared-use path and sidewalks</td>
<td>September 2020 (Actual)</td>
<td>February 2022 (Actual)</td>
<td>2022</td>
<td>$536,545,645</td>
<td>$438,671,824</td>
<td>$330,215,646</td>
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<tr>
<td>55045</td>
<td>0008-13-206</td>
<td>IH 20</td>
<td>IH 20/FH 820 interchange to Forest Hill Drive</td>
<td>Reconstruct and widen 8 to 12 mainlanes and 4/6 discontinuous frontage road lanes to 4/8 continuous frontage road lanes and add shared-use path and sidewalks</td>
<td>September 2020 (Actual)</td>
<td>February 2022 (Actual)</td>
<td>2022</td>
<td>$115,402,715</td>
<td>$115,402,715</td>
<td>$115,402,715</td>
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</table>

**Total Category 2, 4, and 12 Funding**

<table>
<thead>
<tr>
<th>Year</th>
<th>Category 2</th>
<th>Category 4</th>
<th>Category 12</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
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<tr>
<td>2018</td>
<td>$65,950,000</td>
<td>$0</td>
<td>$137,000,000</td>
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<td>2019</td>
<td>$12,000,000</td>
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<tr>
<td>2020</td>
<td>$78,006,400</td>
<td>$113,993,000</td>
<td>$155,000,000</td>
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<tr>
<td>2021</td>
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</tr>
<tr>
<td>2022</td>
<td>$53,315,171</td>
<td>$223,000,000</td>
<td>$482,932,000</td>
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**Total Approved Funding - Tarrant County**

$2,019,244,571

$1,938,320,749 | $336,993,000 | $799,602,000 | $208,330,000

**RTC Information**

July 14, 2022

Amounts only include Category 2,4, 12 funding. Green text and strikethroughs indicate changes since October 2021 RTC meeting.
## 10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Paris District) - Let or Completed Projects

**FY2017 - FY2022**

### Hunt County Projects

<table>
<thead>
<tr>
<th>TIP Code</th>
<th>TxDOT CSJ</th>
<th>Facility</th>
<th>Limits</th>
<th>Description</th>
<th>Environmental Clearance Date</th>
<th>Letting FY</th>
<th>Construction Cost</th>
<th>Comments</th>
<th>Approved Funding (Cat. 2, 4, 12)</th>
<th>FY2017 - FY2022</th>
</tr>
</thead>
<tbody>
<tr>
<td>55152</td>
<td>1290-07-001</td>
<td>SH 276</td>
<td>West of FM 36 to SH 34</td>
<td>Construct 4 lane facility on new location (Quinlan Bypass) with a continuous left turn lane</td>
<td>November 2018 (Actual)</td>
<td>October 2020 (Actual)</td>
<td>2021</td>
<td>Project low bid: $14,191,647</td>
<td>$16,400,000</td>
<td>$16,400,000</td>
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**Total Approved Funding** $16,400,000

**Total Category 2 and 12 Funding** $16,400,000

### Project Lettings

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<tr>
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<th>Category 2</th>
<th>Category 12</th>
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<td>2019</td>
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<tr>
<td>2020</td>
<td>$0</td>
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<tr>
<td>2021</td>
<td>$16,400,000</td>
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<tr>
<td>2022</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Total</td>
<td>$16,400,000</td>
<td>$0</td>
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**Amounts only include Category 2 and 12 funding.**

**Green text and strikethroughs indicate changes since October 2021 RTC meeting**

RTC Information

July 14, 2022
### Projects Local Agencies Committed to Implement in FY 2023

<table>
<thead>
<tr>
<th>Project Code</th>
<th>Sponsor</th>
<th>City</th>
<th>Limits</th>
<th>Project Description</th>
<th>Total Funding</th>
<th>Funding Category</th>
<th>Priority Start Date</th>
<th>New Estimate Actual Start Date</th>
<th>February 2021 Recommendation</th>
<th>February 2022 Comments</th>
<th>July 2022 Comments</th>
<th>July 2022 Risk Rating</th>
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<tbody>
<tr>
<td>11237.2</td>
<td>IRVING</td>
<td>IRVING</td>
<td>DALLAS</td>
<td>CONSTRUCT 5 TO 4 LANE DIVIDED FACILITY WITH NEW SIDEWALKS AND SHARED USE PATH</td>
<td>$24,529,721</td>
<td>STBG, LOCAL CONTRIBUTION</td>
<td>02/2023</td>
<td>02/2022</td>
<td>CONFIRM EXISTING FUNDING IN FY 2022; CITY IS REQUESTING THAT THE RTC COVER THE FUNDING GAP, A FUNDING INCREASE WILL BE BROUGHT TO THE RTC FOR CONSIDERATION IN THE NEXT TIP MODIFICATION CYCLE</td>
<td>MEDIUM RISK</td>
<td>CONSTRUCTION PROCEEDINGS HAVE CONCLUDED, TRANSPORTATION DIRECTOR TO CONTINUE TO ENGAGE ON THIS PROJECT TO ENSURE TIMELY IMPLEMENTATION</td>
<td>LOW RISK</td>
</tr>
<tr>
<td>11726.4</td>
<td>DALLAS</td>
<td>COUNTY</td>
<td>DALLAS</td>
<td>RECONSTRUCT 68 LANE TO 6 LANE WITH BIKE/PEDESTRIAN IMPROVEMENTS AND INTERSECTION IMPROVEMENTS</td>
<td>$49,400,000</td>
<td>RTR, LOCAL CONTRIBUTION</td>
<td>08/2022</td>
<td>08/2022</td>
<td>CONFIRM FUNDING IN FY 2022</td>
<td>HIGH RISK</td>
<td>AGREEMENT WITH AND ACQUIRING EASEMENT FROM UNION PACIFIC RAILROAD PUSES POTENTIAL ISSUES; TRANSPORTATION DIRECTOR TO ENGAGE ON THIS PROJECT TO ENSURE TIMELY IMPLEMENTATION</td>
<td>HIGH RISK</td>
</tr>
</tbody>
</table>

### Projects Local Agencies Committed to Implement in FY 2023

<table>
<thead>
<tr>
<th>Project Code</th>
<th>Sponsor</th>
<th>City</th>
<th>Limits</th>
<th>Project Description</th>
<th>Total Funding</th>
<th>Funding Category</th>
<th>Priority Start Date</th>
<th>New Estimate Actual Start Date</th>
<th>February 2021 Recommendation</th>
<th>February 2022 Comments</th>
<th>July 2022 Comments</th>
<th>July 2022 Risk Rating</th>
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<tbody>
<tr>
<td>11572</td>
<td>0902-48-575</td>
<td>TIDOT FORT WORTH</td>
<td>VARIOUS</td>
<td>CONSTRUCT NORTH TARRANT PARKWAY OVER US 81</td>
<td>$15,101,004</td>
<td>STBG, LOCAL CONTRIBUTION</td>
<td>01/2023</td>
<td>10/2022</td>
<td>RTC APPROVAL TO COVER COST OVER Run Amount VIA TIP MODIFICATION HAS BEEN RECEIVED; CONFIRM FUNDING IN FY 2023</td>
<td>MEDIUM RISK</td>
<td>CURRENT LET DATE IS PAST THE ESTABLISHED DEADLINE FOR THE PROJECT, LETTING HAS BEEN PUSHED OUT DUE TO DELAYS IN GETTING ENVIRONMENTAL CLEARANCE, WHICH HAS DELAYED ANTICIPATED RIGHT-OF-WAY ACQUISITION AND UTILITY RELOCATION TIMELINES</td>
<td>LOW RISK</td>
</tr>
<tr>
<td>53029</td>
<td>0910-06-053</td>
<td>TIDOT FORT WORTH</td>
<td>FORT WORTH</td>
<td>RECONSTRUCT 2 TO 2 LANE NORTHBOUND FRONTAGE ROAD</td>
<td>$8,228,000</td>
<td>SW PE, SW ROW, CAT 2M, STBG</td>
<td>01/2023</td>
<td>10/2023</td>
<td>RTC APPROVAL TO COVER COST OVER Run Amount VIA TIP MODIFICATION HAS BEEN RECEIVED; CONFIRM FUNDING IN FY 2023</td>
<td>MEDIUM RISK</td>
<td>CURRENT LET DATE IS PAST THE ESTABLISHED DEADLINE FOR THE PROJECT, LETTING HAS BEEN PUSHED OUT DUE TO DELAYS IN GETTING ENVIRONMENTAL CLEARANCE, WHICH HAS DELAYED ANTICIPATED RIGHT-OF-WAY ACQUISITION AND UTILITY RELOCATION TIMELINES</td>
<td>MEDIUM RISK</td>
</tr>
<tr>
<td>53030</td>
<td>0910-06-054</td>
<td>TIDOT FORT WORTH</td>
<td>FORT WORTH</td>
<td>RECONSTRUCT 2 TO 2 LANE EXISTING SOUTHBOUND FRONTAGE ROAD</td>
<td>$10,008,000</td>
<td>SW PE, SW ROW, CAT 2M, STBG</td>
<td>01/2023</td>
<td>10/2023</td>
<td>RTC APPROVAL TO COVER COST OVER Run Amount VIA TIP MODIFICATION HAS BEEN RECEIVED; CONFIRM FUNDING IN FY 2023</td>
<td>MEDIUM RISK</td>
<td>CURRENT LET DATE IS PAST THE ESTABLISHED DEADLINE FOR THE PROJECT, LETTING HAS BEEN PUSHED OUT DUE TO DELAYS IN GETTING ENVIRONMENTAL CLEARANCE, WHICH HAS DELAYED ANTICIPATED RIGHT-OF-WAY ACQUISITION AND UTILITY RELOCATION TIMELINES</td>
<td>MEDIUM RISK</td>
</tr>
<tr>
<td>53031</td>
<td>0910-06-055</td>
<td>TIDOT FORT WORTH</td>
<td>FORT WORTH</td>
<td>CONSTRUCT NB AND SB EXIT RAMP TO HARMON ROAD NORTH TARRANT PARKWAY AND SB ENTRANCE RAMP FROM HARMON ROAD</td>
<td>$2,038,179</td>
<td>SW PE, CAT 2M</td>
<td>01/2023</td>
<td>10/2023</td>
<td>CONFIRM FUNDING IN FY 2023</td>
<td>MEDIUM RISK</td>
<td>CURRENT LET DATE IS PAST THE ESTABLISHED DEADLINE FOR THE PROJECT, LETTING HAS BEEN PUSHED OUT DUE TO DELAYS IN GETTING ENVIRONMENTAL CLEARANCE, WHICH HAS DELAYED ANTICIPATED RIGHT-OF-WAY ACQUISITION AND UTILITY RELOCATION TIMELINES</td>
<td>MEDIUM RISK</td>
</tr>
<tr>
<td>53032</td>
<td>0910-06-056</td>
<td>TIDOT FORT WORTH</td>
<td>FORT WORTH</td>
<td>CONSTRUCT AUXILIARY LANE FROM NORTHBOUND EXIT TO NORTH TARRANT PARKWAY AND SB ENTRANCE RAMP FROM NORTH TARRANT PKWY</td>
<td>$2,056,479</td>
<td>SW PE, CAT 2M</td>
<td>01/2023</td>
<td>10/2023</td>
<td>CONFIRM FUNDING IN FY 2023</td>
<td>MEDIUM RISK</td>
<td>CURRENT LET DATE IS PAST THE ESTABLISHED DEADLINE FOR THE PROJECT, LETTING HAS BEEN PUSHED OUT DUE TO DELAYS IN GETTING ENVIRONMENTAL CLEARANCE, WHICH HAS DELAYED ANTICIPATED RIGHT-OF-WAY ACQUISITION AND UTILITY RELOCATION TIMELINES</td>
<td>MEDIUM RISK</td>
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<tr>
<td>20108</td>
<td>0916-05-236</td>
<td>LEWISVILLE</td>
<td>LEWISVILLE</td>
<td>CONSTRUCT 4 LANE DIVIDED ROADWAY: SEGMENT 4</td>
<td>$15,002,609</td>
<td>SW PE, CAT 2M</td>
<td>12/2022</td>
<td>01/2022</td>
<td>CONFIRM FUNDING IN FY 2023</td>
<td>MEDIUM RISK</td>
<td></td>
<td>LOW RISK</td>
</tr>
</tbody>
</table>

**Notes:**
- changes since last update are in red text.
- green rows represent low risk, yellow rows represent medium risk, red rows represent high risk ratings.

**RTC Information:**
- July 14, 2022
## Regional Transportation Council Milestone Policy Round 2 Status Update

**TIP Code** | **CSJ** | **Project Sponsor** | **City** | **Category** | **Project Description** | **Total Funding** | **Funding Category** | **Prior Est./Actual Start Date** | **February 2021 Recommendation** | **February 2022 Comments** | **February 2022 Risk Rating** | **July 2022 Comments** | **July 2022 Risk Rating**
--- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | ---
20111 | 0918-46-239 | LEWISVILLE | LEWISVILLE | CORPORATE DR FROM HOLFORD'S PRAIRIE RD TO FM 2281 | CONSTRUCT FOUR LANE DIVIDED ROADWAY; SEGMENT 5 | $6,843,921 | RTR, LOCAL CONTRIBUTION | 05/2022 | 01/2023 | CONFIRM FUNDING IN FY 2023 | CURRENT ESTIMATED LET DATE IS PAST THE ESTABLISHED DEADLINE FOR THE PROJECT; CITY IS NO LONGER ANTICIPATING CONDEMNATION PROCEEDINGS; TxDOT Requires City to GET NEW RTR AGREEMENT THAT WILL COMBINE THIS PROJECT WITH OTHER CORPORATE DRIVE PROJECTS ON THIS LIST. PROJECT MOVED TO FY 2023 AS APPROVED BY THE RTC IN FEBRUARY 2022 | HIGH RISK |
20131 | 0918-46-236 | LEWISVILLE | LEWISVILLE | CORPORATE DRIVE FROM ELM FORK TRINITY RIVER BRIDGE TO DGNO RR | CONSTRUCT FOUR LANE DIVIDED ROADWAY; SEGMENT 2 | $11,812,679 | RTR, LOCAL CONTRIBUTION | 12/2022 | 06/2022 | CONFIRM FUNDING IN FY 2023 | ROADWAY WILL HAVE TO BE RE-ADDED TO THE FEDERAL FUNCTIONAL CLASSIFICATION SYSTEM (FFCS) IN ORDER FOR THE PROJECT TO PROCEED. COORDINATION BETWEEN NCTCOG, TxDOT, AND FEDERAL HIGHWAY ADMINISTRATION ONGOING | LOW RISK |
20152 | 0918-46-237 | LEWISVILLE | LEWISVILLE | CORPORATE DRIVE AT ELM FORK TRINITY RIVER BRIDGE | CONSTRUCT FOUR LANE DIVIDED ROADWAY; SEGMENT 3 | $21,844,715 | RTR, LOCAL CONTRIBUTION | 12/2022 | 06/2022 | CONFIRM FUNDING IN FY 2023 | ROADWAY WILL HAVE TO BE RE-ADDED TO THE FEDERAL FUNCTIONAL CLASSIFICATION SYSTEM (FFCS) IN ORDER FOR THE PROJECT TO PROCEED. COORDINATION BETWEEN NCTCOG, TxDOT, AND FEDERAL HIGHWAY ADMINISTRATION ONGOING | LOW RISK |
11734 | 0902-90-034 | DFW AIRPORT | VARIOUS | EAST-WEST CONNECTOR FROM SH 360 TO RENTAL CAR DRIVE | 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 TO 4 TO 4 LANES DIVIDED) | $40,384,886 | STBG, LOCAL CONTRIBUTION | 12/2023 | 11/2022 | CONFIRM FUNDING IN FY 2024 | ROADWAY WILL HAVE TO BE RE-ADDED TO THE FEDERAL FUNCTIONAL CLASSIFICATION SYSTEM (FFCS) IN ORDER FOR THE PROJECT TO PROCEED. COORDINATION BETWEEN NCTCOG, TxDOT, AND FEDERAL HIGHWAY ADMINISTRATION ONGOING | LOW RISK |
20084 | 0047-14-002 | TxDOT | DALLAS | US 75 FROM NORTH OF CR 310 TO CR 457 (GRAYSON COUNTY LINE) | RECONSTRUCT AND WIDEN FROM 4 LANE TO 8 LANE FREEWAY AND RECONSTRUCT EXISTING 4 LANE TO 4/6 LANE FRONTAGE ROADS | $26,347,270 | SW PE, S102, 4 | 09/2023 | 09/2023 | CONTINUE MONITORING PROJECT PROGRESS AND CONTINUE TO REQUEST TTC APPROVAL OF CATEGORY 12 FUNDS FOR THIS PROJECT | PROJECT IS NOT FULLY FUNDED. TxDOT TO CONTINUE REQUESTING CATEGORY 12 FUNDING FOR THE PROJECT FROM THE TEXAS TRANSPORTATION COMMISSION | MEDIUM RISK |
20115 | 0081-03-041 | TxDOT | ARGYLE | US 377 FROM SOUTH OF FM 1711 TO CRAWFORD ROAD | RECONSTRUCT AND WIDEN ROADWAY FROM 2 LANE RURAL TO 4 LANE DIVIDED URBAN | $52,007,246 | RTR, SW PE, SW ROW, LOCAL CONTRIBUTION | 09/2024 | 12/2023 | KEEP PROJECT IN APPENDIX D UNTIL FUNDING IS SECURED | PROJECT IS NOT FULLY FUNDED. RIGHT-OF-WAY PURCHASES ARE CONTINUING WITH A READY TO LET DATE OF 09/2022 ONCE FUNDING IS SECURED. CONTINUE PURSUING FUNDING FOR THE PROJECT | MEDIUM RISK |

### Projects Local Agencies Committed to Implement in FY 2024 or Beyond

GREEN ROWS REPRESENT LOW RISK, YELLOW ROWS REPRESENT MEDIUM RISK, RED ROWS REPRESENT HIGH RISK RATINGS. CHANGES SINCE LAST UPDATE ARE IN RED TEXT.
<table>
<thead>
<tr>
<th>TIP CODE</th>
<th>CSJ</th>
<th>PROJECT SPONSOR</th>
<th>CITY</th>
<th>LIMITS</th>
<th>PROJECT DESCRIPTION</th>
<th>TOTAL FUNDING</th>
<th>FUNDING CATEGORY</th>
<th>PRIOR EST. START DATE</th>
<th>NEW EST./ACTUAL START DATE</th>
<th>FEBRUARY 2021 RECOMMENDATION</th>
<th>JULY 2022 COMMENTS</th>
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<tr>
<td>20066</td>
<td>2374-03-074</td>
<td>TXDOT</td>
<td>DALLAS</td>
<td>IH 20 AT BONNIE VIEW RD</td>
<td>IMPROVE APPROACH, WIDEN BRIDGE TO ADD TURN LANES, AND REPLACE TRAFFIC SIGNAL SYSTEM</td>
<td>$2,988,645</td>
<td>STBG, LOCAL CONTRIBUTION</td>
<td>05/2021</td>
<td>05/2021 (ACTUAL)</td>
<td>CONFIRM FUNDING IN FY 2021</td>
<td>N/A (PROJECT HAS LET)</td>
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<tr>
<td>20060</td>
<td>0918-24-154</td>
<td>PLANO</td>
<td>PLANO</td>
<td>LEGACY DRIVE FROM INDEPENDENCE PARKWAY TO K AVENUE</td>
<td>ADD RIGHT TURN LANES AND DUAL LEFT TURN LANES</td>
<td>$2,015,500</td>
<td>RTR, LOCAL CONTRIBUTION</td>
<td>05/2021</td>
<td>07/2021 (ACTUAL)</td>
<td>CONFIRM FUNDING IN FY 2021</td>
<td>N/A (PROJECT HAS LET)</td>
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<tr>
<td>20261.2</td>
<td>0918-47-297</td>
<td>MESQUITE</td>
<td>MESQUITE</td>
<td>MGR TRAIL AT MESQUITE CITY LIMITS NEAR DUCK CREEK TO MESQUITE HERITAGE TRAIL NEAR NORTHWEST DR</td>
<td>CONSTRUCT NEW HIKE/BIKE TRAIL FROM MESQUITE HERITAGE TRAIL TO CONNECTING MGR TRAIL IN GARLAND; CONNECTS ACROSS IH 30 AND DUCK CREEK</td>
<td>$827,115</td>
<td>RTR, LOCAL CONTRIBUTION</td>
<td>09/2021</td>
<td>07/2021 (ACTUAL)</td>
<td>CONFIRM FUNDING IN FY 2022</td>
<td>N/A (PROJECT HAS LET)</td>
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<td>20113</td>
<td>0918-46-240</td>
<td>LEWISVILLE</td>
<td>LEWISVILLE</td>
<td>CORPORATE DRIVE FROM FM 544 TO JOSEY LANE</td>
<td>CONSTRUCT FOUR LANE DIVIDED ROADWAY; SEGMENT 6</td>
<td>$19,164,449</td>
<td>RTR</td>
<td>12/2022</td>
<td>12/2021 (ACTUAL)</td>
<td>CONFIRM FUNDING IN FY 2023</td>
<td>N/A (PROJECT HAS LET)</td>
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<tr>
<td>20213</td>
<td>0918-47-051</td>
<td>DALLAS COUNTY</td>
<td>GRAND PRAIRIE</td>
<td>WILDLIFE PARKWAY FROM SH 161 TO BELT LINE RD</td>
<td>CONSTRUCT 0/2 LANE RURAL TO 2/4 LANE DIVIDED INCLUDING BRIDGE OVER TRINITY RIVER</td>
<td>$44,510,339</td>
<td>RTR, LOCAL CONTRIBUTION</td>
<td>08/2022</td>
<td>01/2022 (ACTUAL)</td>
<td>CONFIRM FUNDING IN FY 2022</td>
<td>N/A (PROJECT HAS LET)</td>
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<tr>
<td>20240</td>
<td>0918-47-027</td>
<td>DALLAS</td>
<td>DALLAS</td>
<td>COLLECTIVE MIXED USE DEVELOPMENT</td>
<td>BICYCLE LANES, SIDEWALKS, PEDESTRIAN AND INTERSECTION IMPROVEMENTS BOUNDED BY FORT WORTH AVE, BAHAMA DR, IH 30, AND PLYMOUTH ROAD; AND CONNECTION TO COOMBS CREEK TRAIL ALONG PLYMOUTH RD</td>
<td>$2,482,813</td>
<td>RTR</td>
<td>08/2021</td>
<td>01/2022 (ACTUAL)</td>
<td>CONFIRM FUNDING IN FY 2021</td>
<td>N/A (PROJECT HAS LET)</td>
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TOTAL FUNDING $71,988,861
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<th>TIP CODE</th>
<th>CSJ</th>
<th>PROJECT SPONSOR</th>
<th>CITY</th>
<th>LIMITS</th>
<th>PROJECT DESCRIPTION</th>
<th>TOTAL FUNDING</th>
<th>FUNDING CATEGORY</th>
<th>COMMENTS</th>
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<tbody>
<tr>
<td>83129.1</td>
<td>0000-18-030</td>
<td>FLOWER MOUND</td>
<td>FLOWER MOUND</td>
<td>DENTON CREEK BLVD AT GRAHAM BRANCH</td>
<td>BUILD NEW LOCATION 0 TO 4 LANE BRIDGE</td>
<td>$0</td>
<td>$7,000,000</td>
<td>PROJECT REMOVED FROM THE TIP THROUGH 2023-2026 TIP DEVELOPMENT AT THE REQUEST OF THE TOWN OF FLOWER MOUND</td>
</tr>
<tr>
<td>82384</td>
<td>0000-18-019</td>
<td>FLOWER MOUND</td>
<td>FLOWER MOUND</td>
<td>KIRKPATRICK LN (PHASE III) FROM FM 1171 TO BELLAIRE BLVD</td>
<td>CONSTRUCT 0 TO 4 LANE ROADWAY</td>
<td>$0</td>
<td>$9,500,000</td>
<td>PROJECT REMOVED FROM THE TIP THROUGH 2023-2026 TIP DEVELOPMENT AT THE REQUEST OF THE TOWN OF FLOWER MOUND</td>
</tr>
<tr>
<td>53079</td>
<td>0902-50-104</td>
<td>BURLESON</td>
<td>BURLESON</td>
<td>ALSBURY FROM HULEN ST TO CR 1020 (APPROXIMATELY 0.2 MILES)</td>
<td>CONSTRUCTION OF A 4 LANE EXTENSION OF ALSBURY BOULEVARD</td>
<td>$0</td>
<td>$1,287,680</td>
<td>EARMARK FUNDS WERE REMOVED FROM THE PROJECT DURING 2023-2026 TIP DEVELOPMENT</td>
</tr>
</tbody>
</table>
METROPOLITAN PLANNING ORGANIZATION (MPO) MILESTONE POLICY ROUND 2: STATUS UPDATE

Regional Transportation Council

July 14, 2022
BACKGROUND

• The objective of the MPO Milestone Policy is to ensure that projects which have been funded for at least 10 years and have not gone to construction are being implemented in a timely manner.

• In February 2021, the RTC approved the second round Milestone Policy, including:
  • Establishing deadlines by which projects must go to construction
  • A revamped project tracking process
RTC APPROVED MILESTONE POLICY TRACKING PROCESS

- Periodic status reports are required on all projects on the Milestone Policy list until they go to letting.

- Reports must detail what steps the project sponsor is taking to advance the project (e.g., executing funding or railroad agreements, engaging property owners or utility companies, etc.)

- NCTCOG staff evaluates the reports and “rates” the projects based on how well the project sponsor is implementing the project(s) and a review of risk factors. The rating system is as follows:
  - Green – Low risk of project delays
  - Yellow – Medium risk of project delays
  - Red – High risk of project delays

- If the committed schedule is not met and the project has consistently been graded as red/high risk, the project will likely be recommended for cancellation.
## SUMMARY OF PROJECTS THAT HAVE NOT GONE TO CONSTRUCTION (JULY 2022)\(^1\)

<table>
<thead>
<tr>
<th>PROJECT CATEGORIES</th>
<th>NUMBER OF PROJECTS</th>
<th>TOTAL FUNDING OF PROJECTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Scheduled Letting FY2022</td>
<td>2</td>
<td>$73,929,721</td>
</tr>
<tr>
<td>Scheduled Letting FY2023</td>
<td>9</td>
<td>$93,435,636</td>
</tr>
<tr>
<td>Scheduled Letting FY2024 or Beyond</td>
<td>3</td>
<td>$130,739,407</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>14</strong></td>
<td><strong>$298,104,764</strong></td>
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</table>

\(^1\): To date, six projects have let by their established deadlines and three have been removed from the TIP at the request of the implementing agency.
## SUMMARY OF PROJECT RISK

<table>
<thead>
<tr>
<th>PROJECT RATING</th>
<th>NUMBER OF PROJECTS</th>
<th>TOTAL FUNDING OF PROJECTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Green (Low Risk of Delay)</td>
<td>5</td>
<td>$96,388,810</td>
</tr>
<tr>
<td>Yellow (Medium Risk of Delay)</td>
<td>7</td>
<td>$127,786,233</td>
</tr>
<tr>
<td>Red (High Risk of Delay)</td>
<td>2</td>
<td>$73,929,721</td>
</tr>
<tr>
<td>Total</td>
<td>14</td>
<td>$298,104,764</td>
</tr>
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</table>
## PROJECT RISK BY FISCAL YEAR

<table>
<thead>
<tr>
<th>PROJECT CATEGORY</th>
<th>PROJECT RATING</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Green (Low Risk of Delay)</td>
</tr>
<tr>
<td>Scheduled Letting FY2022</td>
<td>0</td>
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<tr>
<td>Scheduled Letting FY2023</td>
<td>4</td>
</tr>
<tr>
<td>Scheduled Letting FY2024 or Beyond</td>
<td>1</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>5</strong></td>
</tr>
</tbody>
</table>
QUESTIONS/COMMENTS?

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

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

Cody Derrick
Transportation Planner III
Ph: (817) 608-2391
cderrick@nctcog.org
<table>
<thead>
<tr>
<th>TIP CODE</th>
<th>CS</th>
<th>PROJECT SPONSOR</th>
<th>DISTRICT</th>
<th>PHASE</th>
<th>FACILITY</th>
<th>LIMITS FROM</th>
<th>LIMITS TO</th>
<th>PROJECT SCOPE</th>
<th>FEDERAL</th>
<th>STATE</th>
<th>LOCAL</th>
<th>TOTAL FUNDING</th>
<th>OBLIGATION</th>
<th>ESTIMATED START DATE</th>
<th>OBLIGATION STATUS</th>
<th>COMMENTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>53207</td>
<td>0065-00-009</td>
<td>TEXIT-DALLAS</td>
<td>DALLAS</td>
<td>C</td>
<td>US 80</td>
<td>AT SH 180/FM 186</td>
<td></td>
<td>CONSTRUCT INTERSECTION IMPROVEMENTS (SIDEWALKS AND TURN LANES)</td>
<td>$7,076,159</td>
<td>$1,808,900</td>
<td>$0</td>
<td>$9,885,059</td>
<td>$13,638,582</td>
<td>03/2022 (ACTUAL)</td>
<td>OBLIGATED (2022)</td>
<td>FUNDING OBLIGATED FEBRUARY 2022</td>
</tr>
<tr>
<td>14008</td>
<td>0010-07-286</td>
<td>DALLAS</td>
<td>DALLAS</td>
<td>E</td>
<td>CS</td>
<td>BOUNDED BY US 75 TO THE WEST, GREENVILLE AVE TO THE EAST, LOWERS LN TO THE NORTH, AND MOCKINGBIRD LN TO THE SOUTH</td>
<td></td>
<td>PEDESTRIAN IMPROVEMENTS INCLUDING TRAFFIC SIGNALS, SIDEWALKS, CROSSWALKS, WARNING, AND INTERSECTION IMPROVEMENTS</td>
<td>$281,897</td>
<td>$70,474</td>
<td>$352,371</td>
<td>$281,897</td>
<td>$281,897</td>
<td>03/2022 (ACTUAL)</td>
<td>OBLIGATED (2022)</td>
<td>FUNDING OBLIGATED FEBRUARY 2022</td>
</tr>
<tr>
<td>21057.1</td>
<td>0197-03-080</td>
<td>TEXIT-DALLAS</td>
<td>DALLAS</td>
<td>C</td>
<td>US 175</td>
<td>EAST OF FM 1380</td>
<td></td>
<td>INSTALLATION OF CCTV, DSM AND VEHICLE DETECTION UNITS</td>
<td>$790,000</td>
<td>$375,800</td>
<td>$0</td>
<td>$875,800</td>
<td>$1,151,619</td>
<td>03/2022 (ACTUAL)</td>
<td>OBLIGATED (2022)</td>
<td>FUNDING OBLIGATED APRIL 2022</td>
</tr>
<tr>
<td>21057.2</td>
<td>0197-02-133</td>
<td>TEXIT-DALLAS</td>
<td>DALLAS</td>
<td>C</td>
<td>IH 635</td>
<td>KAUFMANN COUNTY LINE</td>
<td></td>
<td>INSTALLATION OF CCTV, DSM AND VEHICLE DETECTION UNITS</td>
<td>$720,000</td>
<td>$180,000</td>
<td>$0</td>
<td>$900,000</td>
<td>$858,047</td>
<td>05/2022 (ACTUAL)</td>
<td>OBLIGATED (2022)</td>
<td>FUNDING OBLIGATED APRIL 2022</td>
</tr>
<tr>
<td>21057.3</td>
<td>0197-04-083</td>
<td>TEXIT-DALLAS</td>
<td>DALLAS</td>
<td>C</td>
<td>IH 635</td>
<td>EAST OF FM 1380</td>
<td></td>
<td>INSTALLATION OF CCTV, DSM AND VEHICLE DETECTION UNITS</td>
<td>$2,949,938</td>
<td>$737,485</td>
<td>$0</td>
<td>$3,687,423</td>
<td>$3,329,526</td>
<td>05/2022 (ACTUAL)</td>
<td>OBLIGATED (2022)</td>
<td>PROJECT ADVANCED FROM FY2023; FUNDING OBLIGATED APRIL 2022</td>
</tr>
<tr>
<td>14018</td>
<td>0918-47-281</td>
<td>DALLAS</td>
<td>DALLAS</td>
<td>C</td>
<td>IH 635</td>
<td>BOUNDED BY US 75 TO THE WEST, GREENVILLE AVE TO THE EAST, LOWERS LN TO THE NORTH, AND MOCKINGBIRD LN TO THE SOUTH</td>
<td></td>
<td>PEDESTRIAN IMPROVEMENTS INCLUDING TRAFFIC SIGNALS, SIDEWALKS, CROSSWALKS, LIGHTING, AND INTERSECTION IMPROVEMENTS</td>
<td>$281,897</td>
<td>$70,474</td>
<td>$352,371</td>
<td>$281,897</td>
<td>$281,897</td>
<td>03/2022 (ACTUAL)</td>
<td>OBLIGATED (2022)</td>
<td>FUNDING OBLIGATED APRIL 2022</td>
</tr>
<tr>
<td>14069</td>
<td>0619-03-061</td>
<td>TEXIT-DALLAS</td>
<td>DALLAS</td>
<td>C</td>
<td>FM 544</td>
<td>AT FM 544 COUNTY LINE</td>
<td></td>
<td>CONSTRUCT INTERSECTION IMPROVEMENTS INCLUDING LEFT AND RIGHT TURN LANES</td>
<td>$2,949,938</td>
<td>$737,485</td>
<td>$0</td>
<td>$3,687,423</td>
<td>$3,329,526</td>
<td>05/2022 (ACTUAL)</td>
<td>OBLIGATED (2022)</td>
<td>FUNDING OBLIGATED APRIL 2022</td>
</tr>
<tr>
<td>14013.2</td>
<td>0918-47-147</td>
<td>DART</td>
<td>DALLAS</td>
<td>C</td>
<td>VA</td>
<td>COTTON BELT VELOWEB TRAIL FROM DFW AIRPORT NORTH COTTON BELT STATION</td>
<td></td>
<td>DESIGN FOR COTTON BELT VELOWEB TRAIL (26 MILES) AND CONSTRUCTION OF MULTIPLE SECTIONS OF THE TRAIL</td>
<td>$8,401,592</td>
<td>$2,100,398</td>
<td>$10,501,990</td>
<td>$8,401,592</td>
<td>07/2022</td>
<td>08/2022</td>
<td>OBLIGATED (2022)</td>
<td>FUNDING OBLIGATED DECEMBER 2021</td>
</tr>
<tr>
<td>14044</td>
<td>0008-13-234</td>
<td>TXDOT-FORT WORTH</td>
<td>FORT WORTH</td>
<td>C</td>
<td>IH 20/35W</td>
<td>IH 20/CAMPUS DRIVE</td>
<td></td>
<td>RELOCATE EXISTING WESTBOUND ENTRANCE RAMP TO REDUCE CIRCUITOUS TRAVEL AND ITS IMPROVEMENTS</td>
<td>$320,000</td>
<td>$80,000</td>
<td>$0</td>
<td>$400,000</td>
<td>$0</td>
<td>07/2020 (ACTUAL)</td>
<td>EXPECTED TO OBLIGATE IN FY2022</td>
<td>ADDITIONAL FUNDING FOR PROJECT ALREADY UNDER CONSTRUCTION</td>
</tr>
<tr>
<td>14052</td>
<td>0902-90-147</td>
<td>COLLEYVILLE</td>
<td>FORT WORTH</td>
<td>C</td>
<td>CS</td>
<td>GLADE ROAD AT BLUEBONNET DRIVE</td>
<td></td>
<td>LOWER INTERSECTION TO COMPLIATE A 3-WAY STOP</td>
<td>$311,222</td>
<td>$77,805</td>
<td>$389,027</td>
<td>$0</td>
<td>10/2021 (ACTUAL)</td>
<td>EXPECTED TO OBLIGATE IN FY2022</td>
<td>ADDITIONAL FUNDING FOR PROJECT ALREADY UNDER CONSTRUCTION</td>
<td></td>
</tr>
<tr>
<td>11657.1</td>
<td>0918-00-298</td>
<td>NCTCOG</td>
<td>DALLAS</td>
<td>I</td>
<td>VA</td>
<td>MBG - AIR QUALITY PUBLIC EDUCATION AND OUTREACH PROGRAM</td>
<td></td>
<td>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 PROGRAM/POLICIES. MAJOR EFFORTS WILL FOCUS ON TRANSPORTATION AND AIR QUALITY, PUBLIC OUTREACH, EDUCATION, AND ENGAGEMENT PROGRAMS</td>
<td>$1,560,000</td>
<td>$0</td>
<td>$1,560,000</td>
<td>$0</td>
<td>07/2022</td>
<td>06/2022</td>
<td>OBLIGATED (2022)</td>
<td>EXPECTED TO OBLIGATE IN FY2022</td>
</tr>
<tr>
<td>11630.7</td>
<td>2964-01-052</td>
<td>GRAND PRARIE</td>
<td>DALLAS</td>
<td>E</td>
<td>SH 161</td>
<td>ON FRONTAGE ROADS FROM IH 30</td>
<td></td>
<td>RELOCATE 6 NEW DSM AND 2 NEW CCTV CAMERAS ALONG SH 161 NB AND SB FRONTAGE ROADS INCLUDING SH 180 AND JEFFERSON</td>
<td>$80,017</td>
<td>$21,004</td>
<td>$0</td>
<td>$100,000</td>
<td>$0</td>
<td>09/2021 (ACTUAL)</td>
<td>OBLIGATED (2022)</td>
<td>FUNDING OBLIGATED OCTOBER 2021</td>
</tr>
<tr>
<td>25093.3</td>
<td>0918-47-361</td>
<td>DART</td>
<td>DALLAS</td>
<td>T</td>
<td>VA</td>
<td>DEEP ELLIUM RIDESHARE PLAZA; NORTHEAST CORNER OF N. GOOD LATIMER AT MONUMENT STREET</td>
<td></td>
<td>CONSTRUCT DEEP ELLIUM RIDESHARE PLAZA TO PROVIDE DFC STREET PASSENGER BUS-UPTOWN-OPT AREA FOR TRANSPORTATION NETWORK COMPANIES IN ORDER TO IMPROVE TRAFFIC FLOW IN DEEP ELLIUM</td>
<td>$320,000</td>
<td>$80,000</td>
<td>$0</td>
<td>$400,000</td>
<td>$0</td>
<td>08/2022</td>
<td>06/2022</td>
<td>OBLIGATED (2022)</td>
</tr>
<tr>
<td>21055.3</td>
<td>0197-07-373</td>
<td>DART</td>
<td>DALLAS</td>
<td>T</td>
<td>VA</td>
<td>COVID-19 TRANSPORTATION CAMPAIGN PROGRAM</td>
<td></td>
<td>PROGRAM WILL FOCUS ON EDUCATION AND OUTREACH TO HELP WITH CONSUMER CONFIDENCE AND PROVIDING INCENTIVES TO INCREASE RIDESHARING</td>
<td>$300,000</td>
<td>$0</td>
<td>$300,000</td>
<td>$0</td>
<td>08/2022</td>
<td>06/2022</td>
<td>OBLIGATED (2022)</td>
<td>EXPECTED TO OBLIGATE IN FY2022</td>
</tr>
</tbody>
</table>

Sorted by Obligation Status, then Estimated Start Date
Estimated Start Dates reflect schedules as of 07/01/2022

RTC INFORMATION
JULY 14, 2022
<table>
<thead>
<tr>
<th>TIP CODE</th>
<th>CV</th>
<th>PROJECT SPONSOR</th>
<th>DISTRICT</th>
<th>PHASE</th>
<th>FACILITY</th>
<th>LIMITS FROM</th>
<th>LIMITS TO</th>
<th>PROJECT SCOPE</th>
<th>FEDERAL</th>
<th>STATE</th>
<th>LOCAL</th>
<th>TOTAL FUNDING</th>
<th>OBLIGATION</th>
<th>ESTIMATED START DATE</th>
<th>OBLIGATED STATUS</th>
<th>COMMENTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>11801.1</td>
<td>0902-10-207</td>
<td>FORT WORTH</td>
<td>T</td>
<td>IH 35W</td>
<td>PARKING TRANSFER CENTER</td>
<td>ALLIANCE</td>
<td>UPGRADE HIGH-INTENSITY BUS SERVICE ALONG THE IH 35W CORRIDOR</td>
<td>$14,600,000</td>
<td>$0</td>
<td>$3,500,000</td>
<td>$18,100,000</td>
<td>$0</td>
<td>Q4 2022</td>
<td>NOT OBLIGATED</td>
<td>TRANSIT TRANSFER REQUEST HAS BEEN SUBMITTED AND IN PROCESS</td>
<td></td>
</tr>
<tr>
<td>20272</td>
<td>0918-10-398</td>
<td>DART</td>
<td>DALLAS</td>
<td>T</td>
<td>VA</td>
<td>ON THE TRE FROM NORTHEAST BRANCH</td>
<td>WEST MEDICAL DISTRICT DRIVE</td>
<td>add two-way bus lanes on the same side of the street and extend the bus route to access the hospital to better serve public transit users</td>
<td>$765,000</td>
<td>$0</td>
<td>$147,000</td>
<td>$912,000</td>
<td>$0</td>
<td>Q4 2022</td>
<td>NOT OBLIGATED</td>
<td>TRANSIT TRANSFER REQUEST HAS BEEN SUBMITTED AND IN PROCESS</td>
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<tr>
<td>11631.3</td>
<td>0902-10-86</td>
<td>NCTCOG</td>
<td>Dallas</td>
<td>I</td>
<td>VA</td>
<td>SOUTH TSX MEDS EXCH</td>
<td>FORT WORTH HEALTH CENTER</td>
<td>COMPLETE PROJECT FINAL REPORT</td>
<td>$1,250,000</td>
<td>$0</td>
<td>$125,000</td>
<td>$1,375,000</td>
<td>$0</td>
<td>Q4 2023</td>
<td>NOT OBLIGATED</td>
<td>PART OF NORTH TSX MEDS BUILD-OUT</td>
</tr>
<tr>
<td>10113.2</td>
<td>0918-10-327</td>
<td>DART</td>
<td>DALLAS</td>
<td>C</td>
<td>VA</td>
<td>COTTON BELT VELOWEB TRAIL FROM CSV AIRPORT CENTER TO NORTH COTTON BELT STATION</td>
<td>NORTH COTTON BELT STATION</td>
<td>DESIGN FOR COTTON BELT VELOWEB TRAIL (30 MILES) AND CONSTRUCTION OF MULTIPLE SECTIONS OF THE TRAIL CORRIDOR IN COPPELL, CARROLLTON, ADDISON, DALLAS PLAINS, AND IRVING</td>
<td>$14,786,590</td>
<td>$0</td>
<td>$0</td>
<td>$14,786,590</td>
<td>$0</td>
<td>Q4 2022</td>
<td>NOT OBLIGATED</td>
<td>FUNDING MOVED TO FISCAL YEAR 2024-2025 FOR DEVELOPMENT</td>
</tr>
<tr>
<td>20272</td>
<td>0918-10-382</td>
<td>DART</td>
<td>FORT WORTH</td>
<td>C</td>
<td>VA</td>
<td>CENTERPORT TRAIL FROM TRINITY GLADEMONT DR</td>
<td>CENTERPORT RAIL STATION</td>
<td>CENTERPORT RAIL STATION</td>
<td>$1,993,734</td>
<td>$0</td>
<td>$992,640</td>
<td>$2,986,374</td>
<td>$0</td>
<td>Q4 2022</td>
<td>NOT OBLIGATED</td>
<td>FUNDING MOVED TO FISCAL YEAR 2024-2025 FOR DEVELOPMENT</td>
</tr>
<tr>
<td>11286.3</td>
<td>0918-10-348</td>
<td>NCTCOG</td>
<td>DALLAS</td>
<td>I</td>
<td>VA</td>
<td>FEDERAL/STATE INCIDENT MANAGEMENT PROGRAM</td>
<td>INCLUDED TRAINING FOR AGENT EXECUTIVE AND FIRST RESPONDERS, QUIRK</td>
<td>CLEARANCE CRASH RECONSTRUCTION TRAINING, OTHER TRAINING AND EDUCATION TO PROMOTE STRATEGIES TO MITIGATE TRAFFIC INCIDENTS, INCLUDES NCTCOG CIVIC TOWN HALL AND CONSULTANT ASSISTANCE</td>
<td>$1,178,480</td>
<td>$0</td>
<td>$0</td>
<td>$1,178,480</td>
<td>$0</td>
<td>Q4 2022</td>
<td>NOT OBLIGATED</td>
<td>FUNDING MOVED TO FISCAL YEAR 2024-2025 FOR DEVELOPMENT</td>
</tr>
<tr>
<td>20251.7</td>
<td>0918-10-360</td>
<td>NCTCOG</td>
<td>DALLAS</td>
<td>E</td>
<td>VA</td>
<td>MOVE TO REGIONAL TRANSIT EDUCATION CAMPAIGN PROGRAM</td>
<td>MOVE TO REGIONAL TRANSIT EDUCATION CAMPAIGN PROGRAM</td>
<td>PROGRAM WILL FOCUS ON EDUCATION AND OUTREACH TO HELP WITH CONSUMER CONFIDENCE AND PROVIDING INCENTIVES TO INCREASE RIDERSHIP</td>
<td>$260,000</td>
<td>$0</td>
<td>$0</td>
<td>$260,000</td>
<td>$0</td>
<td>Q4 2022</td>
<td>NOT OBLIGATED</td>
<td>PROJECT NOT BEEN APPROVED BY IDA, FUNDING UNAVAILABLE</td>
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<tr>
<td>11046.4</td>
<td>1008-10-077</td>
<td>GRAND PRINCE</td>
<td>DALLAS</td>
<td>C</td>
<td>546 S ca</td>
<td>EAST OF NORTHEAST PKWY</td>
<td>GREAT SOUTHWEST PKWY</td>
<td>INSTALLATION OF 2 NEW CCTV CAMERAS AND A NEW DDS ALONG SR 118 TO FACILITATE TRAFFIC MANAGEMENT BY VISITING TRAFFIC CONDITIONS VIA DDS AND ALERTING SIGNAL, TIMING AND PROVIDING FEEDBACK TO MATCHING PUBLIC VS DDS</td>
<td>$600,000</td>
<td>$100,000</td>
<td>$0</td>
<td>$700,000</td>
<td>$0</td>
<td>Q4 2022</td>
<td>NOT OBLIGATED</td>
<td>PROJECT IS ASSOCIATED WITH ANOTHER PROJECT ALONG MAIN STREET AND IS BEING DELAYED TO FOLLOW THE SAME DEVELOPMENT, FUNDING MOVED TO FISCAL YEAR 2024-2025 FOR DEVELOPMENT</td>
</tr>
<tr>
<td>11631.5</td>
<td>0902-10-109</td>
<td>KENNEDALE</td>
<td>DFW</td>
<td>VA</td>
<td>ARROW MIDDLE AND OLSON ELEM SAFE ROUTE TO SCHOOL</td>
<td>ARROW MIDDLE AND OLSON ELEM</td>
<td>ARROW MIDDLE AND OLSON ELEM</td>
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<td>$34,600</td>
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<td>$41,400</td>
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<td>VA</td>
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<td>FUTURE BRIDGEHARK RVR GATEWAY</td>
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<td>CENTERPORT TRAIL</td>
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Sorted by Obligation Status, then Estimated Start Date
Estimated Start Dates reflect schedules as of 05/31/2022

RTC INFORMATION

JULY 14, 2022
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<th>TIP CODE</th>
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<th>PROJECT SCOPE</th>
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<td>WESTMORELAND RD</td>
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<td>REGIONAL VELOCITY TRAFFIC FROM TERMINATION OF FORT WORTH TRAIL TO CITY LIMITS</td>
<td></td>
<td>CONSTRUCT NEW SIDEWALKS, ADA RAMPS, CURB EXTENSIONS, AND RECONSTRUCT/UPGRADE CURB AND SIDEWALKS; INSTALL PEDESTRIAN LIGHTING, AND RECONSTRUCT/UPGRADE CROSSWALKS AND ASSOCIATED TRAFFIC SIGNAL INFRASTRUCTURE</td>
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<td>TRAIL CONNECTIONS TO FUTURE CYPRESS WATERS COTTON BELT RAIL STATION FROM SOUTH END OF CYPRESS WATERS COTTON BELT RAIL STATION TO TERMINATION OF FORT WORTH TRAIL</td>
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<td>CONSTRUCT NEW SIDEWALKS, ADA RAMPS, CURB EXTENSIONS, PEDESTRIAN LIGHTING, AND UPGRADES TO TRAFFIC SIGNALS IN PROXIMITY OF THE FUTURE CYPRESS WATERS COTTON BELT RAIL STATION</td>
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**RTC INFORMATION**
*JULY 14, 2022*
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<th>FACILITY</th>
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<td>BUS 287</td>
<td>BUS 287/NORTH MAIN STREET AT NORTH AIRPORT ENTRANCE</td>
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<td>DALLAS</td>
<td>R</td>
<td>VA</td>
<td>CITY OF DENTON SCHOOL CONNECTION SIDEWALKS</td>
<td>CONSTRUCT NEW SIDEWALK SECTIONS NEAR SCHOOL SITES AT PECAN CREEK ELEMENTARY SCHOOL AND NETTE SHULTZ ELEMENTARY SCHOOL (FORMERLY NAMED WOODROW WILSON ELEMENTARY IN THE CITY OF DENTON)</td>
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<td>$0</td>
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<td>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</td>
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<td>BUS 287/NORTH MAIN STREET AT NORTH HANGAR ENTRANCE</td>
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<td>BUS 287</td>
<td>BUS 287/NORTH MAIN STREET AT NORTH HANGAR ENTRANCE</td>
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<td>$0</td>
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<td>US 75/NORTHBOUND FRONTAGE ROAD FROM RENNER ROAD</td>
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<td>CONSTRUCT SHARED-USE PATH (TRAIL) FROM THE INTERSECTION OF TRINITY BLUFF/SPRY VIEW DR TO CENTERPORT RAIL STATION; PRELIMINARY ENGINEERING FOR CONNECTION TO MIKE LEWIS TRAIL</td>
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**TOTAL**

<p>| TOTAL CLOSOUTS/WITHDRAWALS | ($613,760) |
| TOTAL PROJECT ADJUSTMENTS | $577,987 |
| TOTAL OBLIGATED IN FISCAL | $78,219,208 |
| TOTAL EXPECTED TO OBLIGATE | $18,895,239 |
| TOTAL NOT EXPECTED TO OBLIGATE | $15,738,895 |</p>
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<td>HAMDON RD</td>
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<td>HAMDON RD</td>
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<td>SOUTH ECOLAND</td>
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11636 0836-01-31 TIP-EXCLUSIONS DALLAS E H S A SHERMER RIDGE ROAD LANE LEWISVILLE RR CROSS CONSTRUCT IMPROVEMENTS FOR SHORELINE NORTH TO SH 660 $1,560,000 $500,000 $0 $2,060,000 $0 06/2022 OBLIGATE IN FY2022 OBLIGATE IN FY2022 OBLIGATE IN FY2022 OBLIGATE IN FY2022 OBLIGATE IN FY2022

11802 0932-00-16 VALLEYS IN DALLAS W C D SHIBAR OR EV EAGLE RIDGE AT SH 363 $1,685,000 $0 $0 $1,685,000 $0 06/2022 OBLIGATE IN FY2022 OBLIGATE IN FY2022 OBLIGATE IN FY2022 OBLIGATE IN FY2022 OBLIGATE IN FY2022

11801 0932-00-63 PCCOG DALLAS I VA corridor planning & capital asset management EXPENSES-associated with the development, planning, procurement, and implementation of new and existing projects for the Dallas area. $1,248,000 $0 $0 $1,248,000 $0 06/2022 OBLIGATE IN FY2022 OBLIGATE IN FY2022 OBLIGATE IN FY2022 OBLIGATE IN FY2022 OBLIGATE IN FY2022

31212 0932-00-67 PCCOG DALLAS I VA capital asset management DART SILVER LINE PROJECT SERVICEABILITY OF CAPITAL ASSETS $200,000 $0 $0 $200,000 $0 04/2022 OBLIGATE IN FY2022 OBLIGATE IN FY2022 OBLIGATE IN FY2022 OBLIGATE IN FY2022 OBLIGATE IN FY2022

11899 0932-00-6E PCCOG DALLAS I VA regional air quality initiatives PROCESS MODEL: DEVELOPMENT OF DYNAMIC TRAFFIC ASSIGNMENT MODELS FOR ROADSIDE NEXUS ANALYSIS $2,394,000 $0 $0 $2,394,000 $0 06/2022 OBLIGATE IN FY2022 OBLIGATE IN FY2022 OBLIGATE IN FY2022 OBLIGATE IN FY2022 OBLIGATE IN FY2022

21265 0932-00-25 PCCOG DALLAS W HS ROBERT HILL DRIVE FROM LOW TO STREET CHURCH ROAD $750,000 $0 $0 $750,000 $0 06/2022 OBLIGATE IN FY2022 OBLIGATE IN FY2022 OBLIGATE IN FY2022 OBLIGATE IN FY2022 OBLIGATE IN FY2022

21136 0932-00-71 PCCOG DALLAS E VA REGIONAL DATA HUB - TIP INFO & COMPRESSOR INSTALLATION & DEVELOPMENT OF THE REGIONAL DATA MANAGEMENT AND SERVICE DELIVERY SYSTEM ACTIVITIES ASSOCIATED WITH THE REGIONAL DATA HUB INCLUDING DATA SOURCES AND DATA SHARING AND TECHNICAL ASSISTANCE TO REGIONAL PARTNERS $600,000 $0 $0 $600,000 $0 06/2022 OBLIGATE IN FY2022 OBLIGATE IN FY2022 OBLIGATE IN FY2022 OBLIGATE IN FY2022 OBLIGATE IN FY2022

21152 0932-00-0E PCCOG DALLAS C B US 67 CONCERNING I-30 FREEWAY TO 4101 PARKWAY VALLEYS PARKWAY VALLEYS PARKWAY VALLEYS PARKWAY 165,000 $0 $165,000 $0 06/2022 OBLIGATE IN FY2022 OBLIGATE IN FY2022 OBLIGATE IN FY2022 OBLIGATE IN FY2022 OBLIGATE IN FY2022

12612 0932-00-70 PCCOG DALLAS F I various REGIONAL FREIGHT MANAGEMENT AND ACCESSIBILITY STUDIES REPORTS COVERING A RANGE OF SUPPORTING SYSTEMS $374,000 $0 $0 $374,000 $0 06/2022 OBLIGATE IN FY2022 OBLIGATE IN FY2022 OBLIGATE IN FY2022 OBLIGATE IN FY2022 OBLIGATE IN FY2022

21151 0932-00-0D PCCOG DALLAS G B US 67 CONCERNING PEARL EXPRESSWAY $210,000 $0 $0 $210,000 $0 06/2022 OBLIGATE IN FY2022 OBLIGATE IN FY2022 OBLIGATE IN FY2022 OBLIGATE IN FY2022 OBLIGATE IN FY2022

21150 0932-00-0C PCCOG DALLAS H A US 87 CONCERNING $200,000 $0 $0 $200,000 $0 06/2022 OBLIGATE IN FY2022 OBLIGATE IN FY2022 OBLIGATE IN FY2022 OBLIGATE IN FY2022 OBLIGATE IN FY2022

21151 0932-00-21 PCCOG DALLAS F VA transit priority management PROJECTS IN THE REGION WITH THE GOAL OF IMPROVING THE FUNCTIONALITY AND IMPROVEMENT OF CAPITAL ARTICLES $200,000 $0 $0 $200,000 $0 06/2022 OBLIGATE IN FY2022 OBLIGATE IN FY2022 OBLIGATE IN FY2022 OBLIGATE IN FY2022 OBLIGATE IN FY2022

STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2022

Sorted by Obligation Status, then Estimated Start Date
Estimated Start Dates reflect schedules as of 07/01/2022
Sorted by Obligation Status, then Estimated Start Date

Sorted by Obligation Status, then Estimated Start Date
Estimated Start Dates reflect schedules as of 07/01/2022
## STBG Funded Project Phases Scheduled to Begin in FY2022

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<th>PHASE</th>
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<td>$400,000</td>
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<tr>
<td>563.15</td>
<td>9630 63-063</td>
<td>FORT WORTH</td>
<td>DALLAS</td>
<td>E</td>
<td>TX</td>
<td>EAST ROSEDALE BOUNDED BY ROSEDALE ON THE NORTH, LIBERTY STREET ON THE EAST, PELHAM STREET ON THE SOUTH, AND AMANDA AVENUE ON THE WEST</td>
<td>CONDUCT PLUMBING STUDY TO DETERMINE Pipe LOCATION AND TRANSIT OPTIONS, DESIGN AND CONSTRUCT TRANSIT BIKE CONCRETE NEAR NEW VISION CENTER AND STOP 53</td>
<td>$900,000</td>
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<td>$900,000</td>
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Sorted by Obligation Status, then Estimated Start Date
Estimated Start Dates reflect schedules as of 07/01/2022
Sorted by Obligation Status, then Estimated Start Date

STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2022
<table>
<thead>
<tr>
<th>TOP CODE</th>
<th>CHI</th>
<th>PROJECT SPONSOR</th>
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<th>PHASE</th>
<th>FACILITY</th>
<th>LIMITS FROM</th>
<th>LIMITS TO</th>
<th>PROJECT SCOPE</th>
<th>FEDERAL</th>
<th>STATE</th>
<th>LOCAL</th>
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<th>OBLIGATION</th>
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<th>COMMENTS</th>
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<tr>
<td>14082</td>
<td>9153-03-364</td>
<td>DALLAS CITY</td>
<td>FORT WORTH</td>
<td>K</td>
<td>CS</td>
<td>MCKAYAVEN JOE FROM US 277</td>
<td>SH 26</td>
<td>RECONSTRUCT AND BLDG PROM TO 3 LANES WITH INTERSECTIONS, LSR &amp; SIGNAL ENHANCEMENTS</td>
<td>$43,930</td>
<td>$0</td>
<td>$0</td>
<td>$43,930</td>
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<td>03/2021</td>
<td>2022</td>
<td>05/2022</td>
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<tr>
<td>14085</td>
<td>9155-03-025</td>
<td>TACO FOOD</td>
<td>DALLAS</td>
<td>C</td>
<td>FM 115</td>
<td>FM 115 SOUTH TO FM 115</td>
<td>FM 115</td>
<td>CONSTRUCT EXTENSION OF EXISTING FM 115 SOUTH FLOATING TRAIL STRUCTURE ONLY</td>
<td>$8,200,000</td>
<td>$0</td>
<td>$9,200,000</td>
<td>$46,000,000</td>
<td>01/2024</td>
<td>03/2022</td>
<td>2022</td>
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<tr>
<td>11376</td>
<td>9130-03-517</td>
<td>FORT WORTH</td>
<td>FM 51/FM 171</td>
<td>NEW BYPASS ROUTE FROM FM 2552/US 180</td>
<td>FM 113 MORE TO FM 113 (2 TO 1 LANES)</td>
<td>$155,000</td>
<td>$0</td>
<td>$155,000</td>
<td>$155,000</td>
<td>05/2022</td>
<td>07/2022</td>
<td>2022</td>
<td>$10,000,000</td>
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<tr>
<td>12093</td>
<td>9155-07-028</td>
<td>FTTCUG</td>
<td>DALLAS</td>
<td>E</td>
<td>VA</td>
<td>SMITH-LANE AREA PLANNING STUDY</td>
<td>SMITH-LANE AREA TO THE SOUTH</td>
<td>START PLANNING STUDY TO IDENTIFY SALES PROMOTION ACCESS FACILITIES ALONG MAJOR ROADWAYS TO CREATE CONNECTIONS TO NARROW TRAILS AND THE SMITH-LANE-BACHMAN TRAIL SYSTEM, AND EVALUATE LOW-FIELD ACCEES, INCLUDES NCTCOG STAFF TIME &amp; CONSULTANT ASSISTANCE 3</td>
<td>$8</td>
<td>$0</td>
<td>$0</td>
<td>$8</td>
<td>05/2022</td>
<td>05/2022</td>
<td>2022</td>
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</tr>
<tr>
<td>13023</td>
<td>9155-09-011</td>
<td>WEATHERFORD</td>
<td>FORT WORTH</td>
<td>K</td>
<td>VA</td>
<td>ON WB 8 1/2 WEST COLUMBIA ST FROM US 180</td>
<td>FM 113</td>
<td>IN CONSTRUCT 2 LANE ROADWAY TO 3 LANE ROADWAY INCLUDING BIKE PATHS, SIDEWALKS, LIGHTING AND LANDSCAPING</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>07/2021</td>
<td>07/2021</td>
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<tr>
<td>13024</td>
<td>9155-09-139</td>
<td>WEATHERFORD</td>
<td>FORT WORTH</td>
<td>R</td>
<td>VA</td>
<td>NEW BYPASS ROUTE FROM FM 327/FM 113</td>
<td>FM 113 NORTH OF FM 327</td>
<td>RECONSTRUCT 1/2 LANE ROADWAY TO 2 LANE PARKING INCLUDING BIKE PATHS, SIDEWALKS, LIGHTING AND LANDSCAPING</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>07/2021</td>
<td>07/2021</td>
<td>2021</td>
<td>NOT EXPECTED TO DELEGATE IN FY2022</td>
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<tr>
<td>13025</td>
<td>9155-01-612</td>
<td>WEATHERFORD</td>
<td>FORT WORTH</td>
<td>B</td>
<td>VA</td>
<td>HALSEY ST AT INTERSECTION OF FM 327 AND FM 113</td>
<td>FM 113</td>
<td>INFORMATION IMPROVEMENTS AT FM 327 1 1/2 FOR NEW 1 LANE BYPASS</td>
<td>$0</td>
<td>$0</td>
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<td>$0</td>
<td>07/2022</td>
<td>07/2022</td>
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<tr>
<td>21685</td>
<td>9155-03-273</td>
<td>FTTCUG</td>
<td>DALLAS</td>
<td>I</td>
<td>VA</td>
<td>NATIONALRMATURE SERVICES PARTNERSHIP PHASE 2, DESIGN WRK</td>
<td>SUPPORT NATIONALRMATURE SERVICES PARTNERSHIP PHASE 2, DESIGN WRK</td>
<td>CONDUCT MOBILE COURT EQUIPMENT DEVELOP DOCUMENTATION AND TECHNICAL GUIDES ON THE IMPACT OF WATER TRAIL ACCESS POINT ENHANCEMENT TO THE WATER TRAIL ACCESS POINTS AS IT RELATES TO THE FORT WORTH AND DALLAS REGIONAL TRAIL</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>07/2022</td>
<td>07/2022</td>
<td>2022</td>
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<tr>
<td>23525</td>
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<td>FTTCUG</td>
<td>DALLAS</td>
<td>I</td>
<td>VA</td>
<td>NATIONALRMATURE SERVICES PARTNERSHIP PHASE 2, DESIGN WRK</td>
<td>SUPPORT NATIONALRMATURE SERVICES PARTNERSHIP PHASE 2, DESIGN WRK</td>
<td>PURCHASE INVENTORY FOR PASSENGER RAIL OPERATIONS</td>
<td>$0</td>
<td>$0</td>
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<td>$0</td>
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<tr>
<td>13085</td>
<td>9155-03-260</td>
<td>FTTCUG</td>
<td>FORT WORTH</td>
<td>I</td>
<td>VA</td>
<td>AVL TRAILER INFORMATION SYSTEM (TIS)</td>
<td>DEVELOP AND IMPROVE TRAILER INFORMATION SYSTEM PROGRAMS</td>
<td>$1,380,000</td>
<td>$460,000</td>
<td>$1,380,000</td>
<td>$1,380,000</td>
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<td>06/2022</td>
<td>2022</td>
<td>DELEGATED (2021)</td>
<td>05/2022</td>
<td>06/2022</td>
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| TOTAL    | $310,231,884 | $165,871,027 | $134,450,852 | $529,722,962 | $134,750,252 |

**TOTAL PROJECTS OBLIGATED:** $310,231,884

**TOTAL PROJECTS DELEGATED:** $165,871,027

**TOTAL PROJECTS NOT EXPECTED TO DELEGATE:** $134,450,852

STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2022
<table>
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<tr>
<th>TOP CODE</th>
<th>CSU</th>
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<th>DISTRICT</th>
<th>FACILITY</th>
<th>PHASE</th>
<th>LIMITS FROM</th>
<th>LIMITS TO</th>
<th>PROJECT SCOPE</th>
<th>FEDERAL</th>
<th>STATE</th>
<th>LOCAL</th>
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<th>COMMENTS</th>
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<td>09063</td>
<td>0818-47-020</td>
<td>DALLAS</td>
<td>DALLAS</td>
<td>VA</td>
<td>C</td>
<td>UNIVERSITY CONNECTOR; HOUSTON ST</td>
<td>N-HARRWOOD ST AT WOODALL RODGERS Fwy</td>
<td>CONSTRUCT ON-STREET BIKEWAY FACILITIES</td>
<td>$514,682</td>
<td>SF</td>
<td>$168,670</td>
<td>$683,352</td>
<td>$514,682</td>
<td>OBLIGATED (2022)</td>
<td>FUNDING OBLIGATED NOVEMBER 2021</td>
</tr>
<tr>
<td>09063</td>
<td>0818-47-020</td>
<td>DALLAS</td>
<td>DALLAS</td>
<td>VA</td>
<td>C</td>
<td>UNIVERSITY CONNECTOR; HOUSTON ST</td>
<td>N-HARRWOOD ST AT WOODALL RODGERS Fwy</td>
<td>CONSTRUCT ON-STREET BIKEWAY FACILITIES</td>
<td>$514,682</td>
<td>SF</td>
<td>$168,670</td>
<td>$683,352</td>
<td>$514,682</td>
<td>OBLIGATED (2022)</td>
<td>FUNDING OBLIGATED NOVEMBER 2021</td>
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<tr>
<td>09067</td>
<td>0818-47-020</td>
<td>DALLAS</td>
<td>DALLAS</td>
<td>VA</td>
<td>C</td>
<td>UNIVERSITY CROSSING TRAIL; LIGHTING, ELLESWORTH AVE</td>
<td>SKILJAMN ST</td>
<td>ADD PEDESTRIAN LANDING ALONG UNIVERSITY CROSSING TRAIL FROM GLENCOE PARK IN THE SOUTH TO SKILJAMN IN THE EAST, AND CONNECTING WITH PREEXISTING LIGHTING SOUTH OF SAS AVE</td>
<td>$615,680</td>
<td>SF</td>
<td>$164,610</td>
<td>$820,000</td>
<td>$0</td>
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<td>09067</td>
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<td>DALLAS</td>
<td>DALLAS</td>
<td>VA</td>
<td>C</td>
<td>UNIVERSITY CROSSING TRAIL; LIGHTING, ELLESWORTH AVE</td>
<td>SKILJAMN ST</td>
<td>ADD PEDESTRIAN LANDING ALONG UNIVERSITY CROSSING TRAIL FROM GLENCOE PARK IN THE SOUTH TO SKILJAMN IN THE EAST, AND CONNECTING WITH PREEXISTING LIGHTING SOUTH OF SAS AVE</td>
<td>$31,240</td>
<td>SF</td>
<td>$7,800</td>
<td>$38,050</td>
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<tr>
<td>09069</td>
<td>0818-38-018</td>
<td>HUDSON OAKS</td>
<td>DALLAS</td>
<td>VA</td>
<td>C</td>
<td>HUDSON OAKS MULTIMODAL TRAIL; CONSTRUCTION OF MULTIPLE SECTIONS OF THE TRAIL AND ADDITIONAL FACILITIES (26 MILES)</td>
<td>SOUTH OF SMU BLVD</td>
<td>CONSTRUCT SHARED USE PATH $1,937,647</td>
<td>$0</td>
<td>$484,411</td>
<td>$2,422,058</td>
<td>$0</td>
<td>08/2022</td>
<td>OBLIGATED (2022)</td>
<td>PROJECT ADVANCED FROM FISCAL YEAR 2023; FUNDING OBLIGATED NOVEMBER 2021</td>
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<tr>
<td>09069</td>
<td>0818-38-018</td>
<td>HUDSON OAKS</td>
<td>DALLAS</td>
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<td>C</td>
<td>HUDSON OAKS MULTIMODAL TRAIL; CONSTRUCTION OF MULTIPLE SECTIONS OF THE TRAIL AND ADDITIONAL FACILITIES (26 MILES)</td>
<td>SOUTH OF SMU BLVD</td>
<td>CONSTRUCT SHARED USE PATH $1,937,647</td>
<td>$0</td>
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<td>$2,422,058</td>
<td>$0</td>
<td>08/2022</td>
<td>OBLIGATED (2022)</td>
<td>PROJECT ADVANCED FROM FISCAL YEAR 2023; FUNDING OBLIGATED NOVEMBER 2021</td>
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<td>C</td>
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<td>SOUTH OF SMU BLVD</td>
<td>CONSTRUCT SHARED USE PATH $1,937,647</td>
<td>$0</td>
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<td>$2,422,058</td>
<td>$0</td>
<td>08/2022</td>
<td>OBLIGATED (2022)</td>
<td>PROJECT ADVANCED FROM FISCAL YEAR 2023; FUNDING OBLIGATED NOVEMBER 2021</td>
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<td>0818-38-018</td>
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<td>C</td>
<td>HUDSON OAKS MULTIMODAL TRAIL; CONSTRUCTION OF MULTIPLE SECTIONS OF THE TRAIL AND ADDITIONAL FACILITIES (26 MILES)</td>
<td>SOUTH OF SMU BLVD</td>
<td>CONSTRUCT SHARED USE PATH $1,937,647</td>
<td>$0</td>
<td>$484,411</td>
<td>$2,422,058</td>
<td>$0</td>
<td>08/2022</td>
<td>OBLIGATED (2022)</td>
<td>PROJECT ADVANCED FROM FISCAL YEAR 2023; FUNDING OBLIGATED NOVEMBER 2021</td>
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Sorted by Obligations Status, then Estimated Start Date
Estimated Start Dates reflect schedules as of 07/01/2022

RTC INFORMATION
JULY 14, 2022

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

<table>
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<tr>
<th>TIP CODE</th>
<th>CSU</th>
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<th>DISTRICT</th>
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<th>PHASE</th>
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<th>TOTAL FUNDING</th>
<th>OBLIGATION</th>
<th>ESTIMATED START DATE</th>
<th>OBLIGATION STATUS</th>
<th>COMMENTS</th>
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<tbody>
<tr>
<td>40024.2</td>
<td>0918-47-324</td>
<td>DALLAS</td>
<td>DALLAS</td>
<td>VA</td>
<td>CE</td>
<td>ROSEMONT SETS IMPROVEMENTS, SOUTHERN END AT ARMY CLAY ST (WEST), STEWART ST (NORTH)</td>
<td>TYNEL ST (EAST), AND JEFFERSON ALVO (SOUTH)</td>
<td>CONSTRUCT NEW SIDEWALKS, BIKE LANE, AND TRAFFIC CALMING DEVICES TO CONNECT THE ROSEMONT SCHOOL CAMPUSES AND THE SURROUNDING NEIGHBORHOOD; TRAFFIC CALMING DEVICES INCLUDING ITEMS SUCH AS SPEED BUMPS, SIGNS, AND MARKINGS</td>
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<td>$0</td>
<td>$68,941</td>
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<td>FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT; ADVANCE FUNDING AGREEMENT PENDING EXECUTION</td>
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<td>40066.8</td>
<td>0902-90-177</td>
<td>DART</td>
<td>FORT WORTH</td>
<td>VA</td>
<td>T</td>
<td>COTTON BELT TRAIL (SEGMENT 1) FROM TEXAN TRAIL ROADWAY</td>
<td>FUTURE DPW STATION</td>
<td>CONSTRUCT SHARED-USE PATH</td>
<td>$771,836</td>
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<td>$0</td>
<td>$771,836</td>
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<tr>
<td>40066.4</td>
<td>0902-90-177</td>
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<td>COTTON BELT TRAIL (SEGMENT 1) FROM TEXAN TRAIL ROADWAY</td>
<td>FUTURE DPW STATION</td>
<td>CONSTRUCT SHARED-USE PATH</td>
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<td>DALLAS</td>
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<td>C</td>
<td>SYCAMORE - WELCH ACTIVE TRANSPORTATION CONNECTION; ALONG S WELCH ST FROM EAGLE DR TO W HICKORY ST; AND ALONG W SYCAMORE ST TO DOWNTOWN DENTON DCTA STATION</td>
<td>CONSTRUCT NEW SHARED-USE PATH, BIKE LANES AND CROSSWALKS</td>
<td>TO W HICKORY ST, AND ALONG W SYCAMORE ST TO DOWNTOWN DENTON DCTA STATION</td>
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**Total:** $9,374,103

**Total Adjustments:** ($13,918)

**Total Closeouts/Withdrawals:** $13,918

<table>
<thead>
<tr>
<th>TIP CODE</th>
<th>CSU</th>
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<td>40024.2</td>
<td>0918-47-324</td>
<td>DALLAS</td>
<td>DALLAS</td>
<td>VA</td>
<td>CE</td>
<td>ROSEMONT SETS IMPROVEMENTS, SOUTHERN END AT ARMY CLAY ST (WEST), STEWART ST (NORTH)</td>
<td>TYNEL ST (EAST), AND JEFFERSON ALVO (SOUTH)</td>
<td>CONSTRUCT NEW SIDEWALKS, BIKE LANE, AND TRAFFIC CALMING DEVICES TO CONNECT THE ROSEMONT SCHOOL CAMPUSES AND THE SURROUNDING NEIGHBORHOOD; TRAFFIC CALMING DEVICES INCLUDING ITEMS SUCH AS SPEED BUMPS, SIGNS, AND MARKINGS</td>
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<td>$0</td>
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<td>FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT; ADVANCE FUNDING AGREEMENT PENDING EXECUTION</td>
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<td>VA</td>
<td>T</td>
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<td>FUTURE DPW STATION</td>
<td>CONSTRUCT SHARED-USE PATH</td>
<td>$771,836</td>
<td>$0</td>
<td>$0</td>
<td>$771,836</td>
<td>$0</td>
<td>02/2023</td>
<td>NOT EXPECTED TO OBLIGATE IN FY2022</td>
<td>FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT</td>
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<td>C</td>
<td>COTTON BELT TRAIL (SEGMENT 1) FROM TEXAN TRAIL ROADWAY</td>
<td>FUTURE DPW STATION</td>
<td>CONSTRUCT SHARED-USE PATH</td>
<td>$43,324</td>
<td>$0</td>
<td>$0</td>
<td>$43,324</td>
<td>$0</td>
<td>02/2023</td>
<td>NOT EXPECTED TO OBLIGATE IN FY2022</td>
<td>FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT</td>
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<tr>
<td>40040.2</td>
<td>0918-46-306</td>
<td>DENTON</td>
<td>DALLAS</td>
<td>CS</td>
<td>C</td>
<td>SYCAMORE - WELCH ACTIVE TRANSPORTATION CONNECTION; ALONG S WELCH ST FROM EAGLE DR TO W HICKORY ST; AND ALONG W SYCAMORE ST TO DOWNTOWN DENTON DCTA STATION</td>
<td>CONSTRUCT NEW SHARED-USE PATH, BIKE LANES AND CROSSWALKS</td>
<td>TO W HICKORY ST, AND ALONG W SYCAMORE ST TO DOWNTOWN DENTON DCTA STATION</td>
<td>$434,008</td>
<td>$0</td>
<td>$0</td>
<td>$434,008</td>
<td>$0</td>
<td>12/2023</td>
<td>EXPECTED TO OBLIGATE IN FY2024</td>
<td>FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT</td>
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**Total:** $9,374,103

**Total Adjustments:** ($13,918)

**Total Closeouts/Withdrawals:** $13,918

**Total OBLIGATED IN FY2022:** $3,521,942

**Total Expected to Obligate:** $2,841,683

**Total Not Expected to Obligate:** $13,904,597

Sorted by Obligations Status, then Estimated Start Date

Estimated Start Dates reflect schedules as of 07/01/2022

**RTC INFORMATION**

**JULY 14, 2022**
FISCAL YEAR 2022
PROJECT TRACKING

Regional Transportation Council
July 14, 2022
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

<table>
<thead>
<tr>
<th></th>
<th>OCTOBER 2021</th>
<th>JUNE 2022</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Federal Funding Programmed$^1$</td>
<td>$70,669,684</td>
<td>$40,004,608</td>
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<td>Federal Funding Obligated (2022)$^2,^3$</td>
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<td>FY2022 Project Phases$^4$</td>
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<td>15</td>
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<td>Project Phases Obligated to Date</td>
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</tr>
<tr>
<td>Project Phases Past Their Original Estimated Start Date$^5$</td>
<td>4</td>
<td>14</td>
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</tbody>
</table>

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)
2: Obligations based on the federal fiscal year, which runs from October to September
3: Obligation amounts as of 07/01/2022
4: 29 project phases have been delayed to future years through TIP actions or were canceled
5: Includes projects that were initially in FY2022 and have been delayed to a later year

- 43% of federal funds delayed to future FY
- 70% obligated (only 40% of initial amount)
### SUMMARY OF TIP FY2022 PROJECT FUNDING - STBG

<table>
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<td>Project Phases Obligated to Date</td>
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<tr>
<td>Project Phases Past Their Original Estimated Start Date(^5)</td>
<td>3</td>
<td>34</td>
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</table>

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)
2: Obligations based on the federal fiscal year, which runs from October to September
3: Obligation amounts as of 07/01/2022
4: 51 project phases have been delayed to future years through TIP actions or were canceled
5: Includes projects that were initially in FY2022 and have been delayed to a later year

- 13% of federal funds delayed to future FY
- 94% obligated (only 38% w/o Cat. 2/7 funding swap)
# SUMMARY OF TIP FY2022 PROJECT FUNDING – TRANSPORTATION ALTERNATIVES SET ASIDE

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<tr>
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<td>Project Phases Past Their Original Estimated Start Date⁵</td>
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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)
2: Obligations based on the federal fiscal year, which runs from October to September
3: Obligation amounts as of 07/01/2022
4: 11 project phases have been delayed to future years in the TIP
5: Includes projects that were initially in FY2022 and have been delayed to a later year

- **67% of federal funds delayed to future FY**
- **57% obligated (only 19% of initial amount)**
SUMMARY OF FY2022 PROGRESS

- As of July 2022, we are ten months into the fiscal year, which means the year is 83 percent complete.
- To date:
  - 70 percent of CMAQ funds have been obligated
  - 94 percent of STBG funds have been obligated
  - 57 percent of TA-Set Aside funds have been obligated
NEXT STEPS

- Continue monitoring project progress
- Work with project sponsors and TxDOT to resolve issues that may be causing delays in project implementation
- Bring an update to the committees at the end of the fiscal year
QUESTIONS?

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

Brian Dell  
Principal Transportation Planner  
Ph: (817) 704-5694  
bdell@nctcog.org
North Texas Sidewalk Data Purchase by County and City, 2022

*Purchase cost was provided through the NCTCOG Spatial Data Cooperative Program consultant. Factors in consultant pricing included elements such as size of city area, approximate density, and availability of existing data.

### Collin County

<table>
<thead>
<tr>
<th>City Name</th>
<th>Last Update</th>
<th>Included in NCTCOG 2022 Purchase?</th>
<th>Total Cost*</th>
<th>Match Request</th>
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<td>Josephine</td>
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### Dallas County

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<th>Match Request</th>
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<tr>
<td>Balch Springs</td>
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<td>Cedar Hill</td>
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<tr>
<td>Dallas</td>
<td>2020</td>
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<tr>
<td>DeSoto</td>
<td>2007</td>
<td>Yes</td>
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<td>Duncanville</td>
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<tr>
<td>Irving</td>
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## North Texas Sidewalk Data Purchase by County and City, 2022

<table>
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<th>City Name</th>
<th>Last Update</th>
<th>Included in NCTCOG 2022 Purchase?</th>
<th>Total Cost*</th>
<th>Match Request</th>
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<td>Richardson</td>
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### Denton County

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<td>Trophy Club</td>
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### Ellis County

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<tr>
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<th>Last Update</th>
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<th>Match Request</th>
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### Ellis County

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<th>Total Cost*</th>
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## North Texas Sidewalk Data Purchase by County and City, 2022

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### North Texas Sidewalk Data Purchase by County and City, 2022

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North Central Texas Council of Governments

Regional Sidewalk Data Layer Purchase

Regional Transportation Council | 7.14.2022
Karla Windsor, AICP
BACKGROUND

**GOAL:** Regional data resource for planning and analysis of sidewalk needs and impacts
  - Currently lacking consistent & updated data comparable to other modes of travel

**COORDINATION:** February 2022 - NCTCOG sent a survey to 159 cities asking about sidewalk data availability and interest (multiple emails sent)
SCOPE OF PROJECT

159 Cities: Population over 1,000 in the Metropolitan Planning Area (12 counties)

~20 Cities: NCTCOG already received sidewalk Geographic Information Systems (GIS) data (2019 or later)

~139 Cities: New and updated sidewalk GIS data to be purchased by NCTCOG
NEXT STEPS

Data Purchase: Summer 2022
Transportation Department to purchase initial data layer digitized from aerial imagery via NCTCOG’s Regional Information Services (RIS) SDCP

Longer Term: 2022 and Beyond
• Refine and enhance regional sidewalk data layer as needed (attributes)
• Update with city input and support
• Streamline various sources into consolidated regional layer
NEXT STEPS

**Total Purchase Cost:** $169,233.51

**Voluntary Match Contribution**
- Cities over population of 5,000 and over $1,000 purchase cost to be asked for 50 percent match
- Communication was sent out to qualifying cities requesting partnership
- Cities participating will be prioritized for data clean up and updates

Availability of data for all jurisdictions to be announced later in 2022.

**Deadline to respond:** Friday, July 29, 2022.
Questions?

CONTACT

Karla Windsor, AICP
Senior Program Manager
kwindsor@nctcog.org | 817-608-2376

Travis Liska, AICP
Principal Transportation Planner
tliska@nctcog.org | 817-704-2512
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P = Present  
A = Absent  
R = Represented by Alternate  
-- = Not yet appointed  
E = Excused Absence (personal illness, family emergency, jury duty, business necessity, or fulfillment of obligation arising out of elected service)
## Regional Transportation Council Attendance Roster
### July 2021 - June 2022

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Note: Date in parenthesis indicates when member was 1st eligible to attend RTC meetings

P= Present
A= Absent
R= Represented by Alternate
-- = Not yet appointed

E= Excused Absence (personal illness, family emergency, jury duty, business necessity, or fulfillment of obligation arising out of elected service)
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