

6. Draft Updated Rules for Public Comments at Regional Transportation Council Meetings ([Electronic Item 4.4](#))
7. Air Quality Handbook: Spanish Version Receives Platinum Award Level from Hermes Creative Awards ([Electronic Item 4.5](#))
8. Improved Bicycle/Pedestrian Routes to Rail & Transit Technology Upgrades Program - \$43.75 million project in south Dallas - \$25 million RAISE Grant
9. Air Quality Funding Opportunities for Vehicles (www.nctcog.org/aqfunding)
10. Dallas-Fort Worth Clean Cities Events (<https://www.dfwcleancities.org/events>)
11. 2022 Ozone Season Update ([Electronic Item 4.6](#))
12. TransPOD Certification Facility Proposal ([Electronic Item 4.7](#))
13. Public Comments Report ([Electronic Item 4.8](#))
14. Recent Correspondence ([Electronic Item 4.9](#))
15. Recent News Articles ([Electronic Item 4.10](#))
16. Recent Press Releases ([Electronic Item 4.11](#))

1:45 – 1:55

5. **2023 Unified Transportation Program (UTP) and Regional 10-Year Plan Update**

Action Possible Action Information Minutes: 10

Presenter: Christie Gotti, NCTCOG

Item Summary: Staff will brief the Council on the proposed changes for the Regional 10-Year Plan Update, including two funding exchanges related to the Southeast Connector project. Regional Transportation Council (RTC) approval of the proposed project listings and funding exchanges will be requested.

Background: Since December 2016, the RTC has annually approved a set of projects funded with Category 2 (MPO-selected) and Category 4 (TxDOT District-selected) funds and submitted for Texas Transportation Commission (TTC) consideration with Category 12 (TTC-selected) funds that cover 10 years of highway projects. This 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. The draft 2023 UTP has since been published and revealed which projects are proposed for inclusion. 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. In addition, 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 funds in the 2023 UTP in a partnership with the TTC. 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 5.1](#) includes additional information about the process. [Electronic Item 5.2](#) contains the proposed list of planned projects for the Regional 10-Year Plan. [Electronic Item 5.3](#) contains the 10-Year Plan projects that have let or been completed.

Performance Measure(s) Addressed: Roadway, Safety

1:55 – 2:05

6. **Regional Pedestrian Safety Action Plan Update**

Action Possible Action Information Minutes: 10

Presenter: Karla Windsor, NCTCOG

Item Summary: A recommendation for the Regional Transportation Council to approve the regional Pedestrian Safety Action Plan-2022 Update will be requested.

Background: The regional Pedestrian Safety Action Plan (PSAP) was endorsed by the Regional Transportation Council on June 10, 2021, and was adopted by reference as part of the Metropolitan Transportation Plan, Mobility 2045 Update, on June 9, 2022. NCTCOG staff conducted the first annual review of the PSAP. Proposed updates to the PSAP include an Environmental Justice analysis and a section related to annual monitoring and outcomes. Additionally, minor edits were made to Appendix B to delete duplicative tables and to add Environmental Justice information to the Safety Corridor and county maps. The purpose of the PSAP is to serve as a guide for improving pedestrian safety across the 12-county Metropolitan Planning Area. The PSAP was developed as one of the North Central Texas Council of Governments' many efforts to support the safety positions adopted by the Regional Transportation Council (RTC) and the Texas Transportation Commission. Staff will provide an overview of the Annual Implementation Summary Report, an overview of the PSAP 2022 Update changes and request the RTC to take action to approve the PSAP 2022 Update. The Annual Implementation Summary Report is included as [Electronic Item 6.1](#). The PSAP 2022 Update is included as [Electronic Item 6.2](#). Additional details are provided in [Electronic Item 6.3](#). The PSAP, including appendices, can be viewed at www.nctcog.org/pedsafetyplan.

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

2:05 – 2:15

7. **Regional Parking Garage Policy**

Action Possible Action Information Minutes: 10

Presenter: Michael Morris, NCTCOG

Item Summary: The Regional Transportation Council requested additional detail in the Regional Parking Garage Policy. Proposed changes will be presented.

Background: North Central Texas Council of Governments staff has received several parking-related funding requests from local governments that support strategic land use developments. 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 revised language for the garage policy.

Performance Measure(s) Addressed: Roadway, Transit

2:15 – 2:25

8. **Metropolitan Planning Organization Milestone Policy Round 2: Status Update and Fiscal Year 2022 Project Tracking**

Action Possible Action Information Minutes : 10

Presenter: Christie Gotti, NCTCOG

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

Background: The Milestone Policy was adopted by the RTC to focus on projects that have been funded for more than 10 years and have not gone to construction. By highlighting these projects, the Policy creates agency accountability to implement projects in a timely manner. Staff coordinates with implementing agencies to assess project risk until they go to construction. Similarly, the annual project tracking effort focuses on projects that are slated for implementation in the current fiscal year (FY2022). Projects are monitored early, allowing staff to highlight potential problems that could lead to delays, which enables the RTC to take corrective actions to avoid building up carryover balances in federal funding categories. Milestone Policy status updates, along with the latest risk ratings, can be found in [Electronic Item 8.1](#). FY2022 Project Tracking status updates can be found in [Electronic Item 8.2](#). Details on the project status report can be found in [Electronic Item 8.3](#).

Performance Measure(s) Addressed: Roadway, Transit

2:25 – 2:30

9. **Ratification of Emergency Action for North Texas MOVES BUILD Grant Local Match Contingency**

Action Possible Action Information Minutes: 5

Presenter: Michael Morris, NCTCOG

Item Summary: The Regional Transportation Council (RTC) will be requested to ratify an emergency action to allocate \$2 million in RTC Local funds as a local match contingency related to the North Texas MOVES BUILD Grant.

Background: Pursuant to Policy P20-02 (Policy Position Establishing Guidelines for Ratification Actions) attached as [Electronic Item 9.1](#), the Transportation Director approved, as an emergency action, \$2 million in RTC Local funds as a contingency for the funds committed by BNSF Railway for the North Texas MOVES Build Grant (\$25 million in federal funds). The policy requires RTC ratification of staff emergency actions at the next scheduled meeting. The original BNSF local match commitment (\$2 million) was contingent on additional freight movement through the TRE Corridor, which is owned by Dallas Area Rapid Transit (DART) and Trinity Metro. An amended Trackage Rights Agreement between the transit authorities and BNSF was not going to be effectuated in sufficient time, thus placing the \$25 million in BUILD Grant funds in jeopardy. The Build Grant must be fully executed by September 26, 2022, or the funds will be lost to the region. The path forward is to allocate RTC Local funds as a contingency. BNSF will replace any RTC Local funds used upon execution of an amendment Trackage Rights Agreement between BNSF, DART and Trinity Metro. Additional information is included in [Electronic Item 9.2](#).

Performance Measure(s) Addressed: Transit, Goods Movement

2:30 – 2:40

10. **Fiscal Year 2022 Bridge Investment Program (BIP)**

Action Possible Action Information Minutes : 10

Presenter: Jeff Neal, NCTCOG

Item Summary: Staff will provide the Council additional information on the Fiscal Year 2022 (FY22) Bridge Investment Program (BIP), and request action to apply for a candidate project under the Bridge Projects funding category (eligible costs equal to/less than \$100 million). Applications are due to US DOT by September 8, 2022.

Background: In June 2022, the United States Department of Transportation (US DOT) announced a Notice of Funding Opportunity (NOFO) to solicit applications for FY22 BIP funding. This \$2.36 billion program includes three categories of BIP funding opportunities: (1) Planning; (2) Bridge Projects; and (3) Large Bridge Projects (eligible costs greater than \$100 million). Planning applications were due to US DOT by July 25, 2022, but NCTCOG did not submit applications under that category this year. NCTCOG also did not pursue applications this year under the Large Bridge Projects category, and those applications were due to US DOT on August 9, 2022. Just

over \$1 billion of the overall FY22 BIP funds are available for the Bridge Projects funding category. Funds will be awarded on a competitive basis for bridge replacement, rehabilitation, preservation, and protection projects that: (1) improve the 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 not meeting current geometric design standards or load/traffic requirements typical of the regional transportation network. Available at <https://www.fhwa.dot.gov/bridge/bip/index.cfm>, the FY22 BIP NOFO describes the application requirements, selection and evaluation criteria, applicable program and Federal requirements, and available technical assistance during the grant solicitation period. [Electronic Item 10](#) lists the 92 regional bridges currently rated in poor condition according to 2022 National Bridge Inventory (NBI) data, organized by TxDOT district and county location. Listings shown in green indicate bridges where treatment projects to address condition are either completed, under construction, or funded and scheduled for near-term construction. Listings shown in blue indicate bridges where the scope of potential treatment projects is pending further study. Listings shown in yellow are bridges which were evaluated by NCTCOG, TxDOT, and other partners as potential FY22 BIP candidate projects. Staff will provide information supporting selection of the listing shown in red (Sylvania Avenue @ SH 121 – Fort Worth) and request RTC action to submit a BIP application for this critical project.

Performance Measure(s) Addressed: Roadway, Safety

2:40 – 2:50

11. **Federal Performance Measure Update**

<input type="checkbox"/> Action Presenter: Item Summary: Background:	<input type="checkbox"/> Possible Action Jenny Narvaez and Shannon Stevenson, NCTCOG Staff will update the Regional Transportation Council (RTC) on latest activities related to federal performance measures. Observed progress for the measures will be provided as well as proposed targets for the next reporting period. The performance measures were originally introduced in the Moving Ahead for Progress in the 21st Century Act (MAP21), was signed into law in the Fixing America’s Surface Transportation (FAST) Act and carried through in the Infrastructure Investment and Jobs Act (IIJA). It is required that certain performance measures be included in the long-range metropolitan transportation planning process. These measures were established by a series of four rulemakings: Safety, Infrastructure Condition, System Performance, Freight, Congestion Mitigation, and Air Quality, and Transit Asset Management. Each performance measure rulemaking	<input checked="" type="checkbox"/> Information Minutes : 10
---	---	---

consists of several specific performance measures. The first performance period for all federal performance measures ended in 2021. The second performance period has begun and ends in 2025. An update will be provided on progress for the System Performance, Freight, and CMAQ measures (commonly known as PM3), Public Transportation Agency Safety Plan, and Transit Asset Management (TAM). Draft targets for the PM3 and TAM measures will be included for future adoption by the RTC on September 8, 2022, to meet the required federal due date of October 1, 2022. [Electronic Item 11](#) provides further details.

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

2:50 – 3:00

12. Safe Streets and Roads For All Grant

Action Possible Action Information Minutes: 10

Presenter: Karla Windsor, NCTCOG

Item Summary: Staff will brief the Council on the Fiscal Year 2022 (FY22) Safe Streets and Roads for All (SS4A) Grant program, and a proposed regional SS4A implementation grant application.

Background: The U.S. Department of Transportation has announced a Notice of Funding Opportunity for the solicitation of applications for FY22 SS4A funding. The Bipartisan Infrastructure Law established the new SS4A discretionary program with \$5 billion in appropriated funds over the next five years. In FY22, up to \$1 billion is available. The SS4A program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries. This program solicits applications for two types of grants: (1) Develop or update a comprehensive safety action plan, and (2) Implementation Grants. Eligible agencies that may apply include metropolitan planning organizations; counties, cities, towns, and transit agencies or other special districts that are subdivisions of a state; federally recognized Tribal governments; and Multijurisdictional groups comprised of the above entities. A maximum of one grant application may be submitted per agency. Staff will provide an overview of a proposed regional implementation project by the North Central Texas Council of Governments and the City of Dallas for Martin Luther King Jr. Blvd, which will include a complete street retrofit and reconstruction that will improve the safety of all modes of transportation including motor vehicles, transit, bicycle, and pedestrian. Martin Luther King Jr. Blvd is identified as a Primary Pedestrian Safety Corridor by the Regional Pedestrian Safety Action Plan and is one of the highest-density pedestrian crash locations in the region. The Federal Highway Administration facilitated a Road Safety Audit for the roadway corridor with the City of Dallas in 2021. In addition to the roadway reconstruction, the regional application will include for a request for supplemental planning activities to enhance the existing Action Plan and to conduct additional

roadway safety audits on identified prioritized safety corridors in Collin, Denton, Tarrant, and Dallas counties.

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

13. **Progress Reports**

Action Possible Action Information

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

- RTC Attendance ([Electronic Item 13.1](#))
- STTC Attendance and Minutes ([Electronic Item 13.2](#))

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

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

16. **Next Meeting:** The next meeting of the Regional Transportation Council is scheduled for ***1:00 pm on September 8, 2022.***

MINUTES

REGIONAL TRANSPORTATION COUNCIL
July 14, 2022

The Regional Transportation Council (RTC) met on July 14, 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, Rick Bailey, Adam Bazaldua, Gyna Bivens, Mohamed "Mo" Bur, J.D. Clark, Dianne Costa, Theresa Daniel, Jeff Davis, Janet DePuy, Andy Eads, Gary Fickes, George Fuller, Barry L Gordon, Rick Grady, Lane Grayson, Mojoy Haddad, Ron Jensen, Carl L. Johnson, Brandon Jones, J.J. Koch (Representing Clay Lewis Jenkins), Brad LaMorgese, Mike Leyman, B. Adam McGough, Cara Mendelson, Ed Moore, Omar Narvaez, Jim Ross, Perry Schrag (Representing John Keating), Chris Schulmeister, Gary Slagel (Representing Michele Wong Krause), Bobby Stovall (Representing Dennis Bailey), Jeremy Tompkins, Scott Turnage (Representing Oscar Trevino, Jr.), William Tsao, Duncan Webb, and B. Glen Whitley.

Others present at the meeting included: Vickie Alexander, Pam Bailey, Luigi Basalo, Brandi Bird, Alberta Blair, David Boski, Angie Carson, David Clarke, Clarence Daugherty, Lynn Ducas, Mike Eastland, Chad Edwards, Kevin Feldt, Maribel Gallardo, Carmen Garcia, Christie Gotti, Eric Greenman, Zoe Halfmann, Kristina Holcomb, La'Jada Jackson, Joel James, Dan Kessler, Tony Kimmey, Ken Kirkpatrick, Chris Klaus, Dec Leggett, Eron Linn, Jody Loza, Stanford Lynch, Dan McClendon, Mickey McGuire, Jon McKenzie, Cesar Molino, Erin Moore, John Polster, Kelly Porter, James Powell, Vercie Pruitt-Jenkins, Tito Rodriguez, Kathryn Rotter, Alice Shaw, Madeline Shepherd, Chelsea Smith, Toni Stehling, Shannon Stevenson, Justin Stoker, Beth Webb, Marcus Wood, Casey Wright, and Susan Young.

1. **Opportunity for the Public to Comment on Today's Agenda:** This item allows members of the public an opportunity to comment on agenda items. Regional Transportation Council Chair Duncan Webb asked if there were any public comments. Marcus Wood, of Dallas, spoke in support of Agenda Item 12, Metropolitan Planning Organization Milestone Policy Round 2: Status Update, recommends especially for Dallas County and City of Dallas Riverfront Blvd. reconstruction from Cadiz to Union Pacific Railroad for which he noted the construction let date has been again delayed.
2. **Approval of the June 9, 2022, Minutes:** The minutes of the June 9, 2022, meeting were approved as submitted in Electronic Item 2. B. Glen Whitley (M); Diane Costa (S). The motion passed unanimously.
3. **Consent Agenda:** The following items were included on the Consent Agenda.
 - 3.1. **Modifications to the Fiscal Year 2022 and Fiscal Year 2023 Unified Planning Work Program:** 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. 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.

A motion was made to approve Item 3.1 on the Consent Agenda. Theresa Daniel (M); Rick Grady (S). The motion passed unanimously.

4. **Orientation to the Agenda/Director of Transportation Report:** Michael Morris highlighted items on the Director of Transportation Report. He began by congratulating the new Regional Transportation Council (RTC) officers for the 2022-2023 term: Commissioner Duncan Webb, Chair; Mayor Pro Tem Gyna Bivens, Vice Chair; and Judge Clay Lewis Jenkins, Secretary. RTC Bylaws Revision Subcommittee Chair Andy Eads met with the RTC Bylaws Subcommittee before the full Council meeting. Information on potential updates to the Bylaws will be provided at the August meeting (Electronic Item 4.1). The North Texas Multimodal Operations, Velocity, Efficiency, and Safety (NT MOVES) Program with Burlington Northern Santa Fe (BNSF) Railway, Trinity Metro, and Dallas Area Rapid Transit (DART), which had received a \$25 million BUILD Grant award in 2020, included a \$2 million local match commitment from BNSF contingent on negotiations with Dallas Area Rapid Transit (DART), and Trinity Metro, on additional freight slots for Trinity Railway Express (TRE) double tracking. DART, Trinity Metro, and BNSF need additional time to amend the current Trackage Rights Agreement to accommodate additional freight movement while preserving existing passenger rail service and permitting its expansion. The RTC is not a party to that particular agreement. With a September 30, 2022, BUILD Grant Obligation Agreement deadline approaching, and BNSF not accepting the last offer from public sector transit providers, the proposed August RTC action, if agreed to by all parties, will be to ratify an Emergency \$2 million Backstop of RTC Local funds as a contingency for BNSF's local match commitment enabling timely approval and execution of the Build Grant Agreement— Following a 90-day “cooling off” period, the transportation director will host negotiations to complete a Trackage Rights Agreement amenable between the parties, and upon execution BNSF will replace any RTC Local funds used to fulfill BUILD Grant obligation needs. NCTCOG was awarded \$300,000 from the Federal Transit Administration's Areas of Persistent Poverty Grant to help improve transportation and advance the standard of living in Southeast Fort Worth zip code 76104. The SH 183/Cintra project still have \$1.5 billion to advance improvements on Airport Freeway south of Downtown Fort Worth (slide presented during Director's Report). He mentioned that NCTCOG staff is reviewing decorum policies and rules for public comments at Regional Transportation Council meetings. Michael briefed RTC about the letter NCTCOG sent to the Texas House Representative Terry Canales about the Local Initiatives Projects (LIP) Program and TxDOT on the Texas EV Infrastructure Plan (Electronic Item 4.2). It was announced that the region will host events for the 2026 FIFA World Cup. NCTCOG will provide a 2022 Transportation Safety Performance Report to the RTC this summer to aid in getting the fatality rate turned around. He also highlighted names of additional NCTCOG

staff that worked on the Dallas-Fort-Worth High-Speed Transportation Connections Study, winner of the 2022 Women's Transportation Seminar's Innovative Transportation Solutions Award. Michael provided a copy of the Megaregions and America's Future book to all of the RTC members. Michael complimented Jeff Neal for his work on loading projects and grants for the US DOT competitive grant programs (Electronic Item 4.4). The August RTC meeting will be held on August 18 at the Irving Convention Center in coordination with the annual Irving Transportation Summit. The Innovative Transportation Technology Infrastructure Certification Program was briefly highlighted (Electronic Item 4.5). Michael announced new President/CEO for Trinity Metro, Richard Andreski. The remaining items were not presented.

- 5. Transportation Alternatives Call for Projects:** Kevin Kokes provided an overview for the requested action from Regional Transportation Council to open the 2022 Transportation Alternatives (TA) Set-Aside Program Call for Projects for the North Central Texas Region. Approximately \$40-\$50M 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 for this program include the construction of an 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. 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, and education activities for safe routes to school projects. Construction implementation projects – engineering and environmental phases are 100 percent locally funded and construction phases have a minimum of 20 percent local match. Safe routes to school education activities have a minimum 20 percent local match. Local matches must be cash or Transportation Development Credits (TDCs) with 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 two applicants per agency. All proposed projects must be within one of the three urbanized areas (exceeding 200K population). Program rules along with required documentation are as follows: 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. Projects with pending easements on private properties are not eligible. 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. The Call for Projects opens July 18, 2022, Call for Projects Workshop scheduled on July 19, 2022. The Call for Projects Closes with applications due by 5pm on September 9, 2022. Review of Projects and Scoring by NCTCOG Staff will be in the September through October time frame and the Public Meeting is held in November 2022. RTC action to approve Project Funding Awards scheduled on December 8, 2022. Submittal Deadline for TIP Modifications is January 27, 2023. The deadline for Project Sponsors to execute agreements with TxDOT is December 2023 and the deadline for Project Sponsors to open bids and obligate funds is December 2026. Additional information provided in Electronic Item 5.

A motion was made to approve open of Call for Projects on July 18, 2022, through September 9, 2022, elements related to eligible project areas, eligible activities, application

categories, funding and local match, program rules, and schedule as presented. Adam Balzaldia (M); Omar Narvaez (S). The motion passed unanimously.

6. **Disadvantaged Business Enterprise Program – Fiscal Year 2023 – 2025 Goal Update:**

Ken Kirkpatrick requested Regional Transportation Council approval for the Disadvantaged Business Enterprise (DBE) Program requirements and schedule for updating the DBE Participation Goal for FY2023-FY2025. Certain recipients of federal funds are required to have a DBE Program and the North Central Texas Council of Governments (NCTCOG) is a recipient of those funds and is required to have a DBE Program. Federal guidelines require an updated DBE Goal every three years (with the new goal due August 1, 2022). The current goal of 19.4% covers FY2020-2022 and is active through September 30, 2022. Publication of the DBE goal is required as part of Request for Proposals and that DBEs are certified. In terms of high-level federal principals of the DBE Program, the basic component ensures non-discrimination in award of contracting activities that ensures a level playing field; it's tailored to meet federal Law; ensures DBE firms meet required eligibility standards, helps remove barriers to DBE participation, and assists in development of firms to compete outside of the DBE Program. Development of the DBE goals consists of a two-step process: 1) Determine the relative availability of ready, willing and able DBD firms that are established by the market area and include weighting by contract opportunities for FY23-25 to help establish a base figure, and 2) Consider other DBE data such as historical DBE expenditures, goals from other similar agencies in the Dallas-Fort Worth market, stakeholder comments, and public comments. Following preliminary DBE availability analysis of NCTCOG and its subrecipients and consideration of other DBE data, the proposed overall total weighted DBE goal for FY2023-FY2025 is 17.0 percent. STTC action was requested in June, and RTC and NCTCOG Executive Board action was requested in July. The goal will be submitted to the Federal Transit Administration on August 1 and the DBE program update and goals become effective on October 1, 2022. Electronic Item 6 included additional details.

A motion was made to approve the request for Regional Transportation Council approval of the 17 percent Disadvantaged Business Enterprise Participation Goal for Fiscal Years 2023-2025 for US Department of Transportation contracting opportunities. B. Glen Whitley (M); Omar Narvaez (S). The motion passed unanimously.

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

Rapid Transit: Karla Windsor and Michael Morris requested Regional Transportation Council approval of funding recommendations for parking lot and garages related to major redevelopment projects, and a policy guiding these funding decisions was recommended. Additionally, two initial projects that would apply to this policy were proposed for regional funding, along with a funding partnership with Dallas Area Rapid Transit (DART). North Central Texas Council of Governments (NCTCOG) 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 recommended a regional parking facility funding policy be adopted by the Regional Transportation Council. Through the proposed policy, NCTCOG sought to support a limited number of publicly owned surface and structured parking for strategic purposes that generally meet criteria such as the reuse of public lands; advances safety; supports technology solutions and/or companies; supports 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; and provides environmental, air quality, and/or equity benefits. The policy would not create more auto trips at the expense of transit ridership but would be part of a funding partnership (gap funding); create efficient use of land to accommodate regional growth and fiscal resiliency; increase economic impact and expand transportation options, especially in historically disadvantaged communities; promote data-driven decisions and technology; and support air quality goals. The funding request was for the SMU/Mockingbird Station parking garage where currently 725 surface spaces exist and will be replaced with structured parking to enable mixed income, multi-family residential in phase 1 and future phases including mixed use, future hotel and office tower. Phase 1 of the mixed-income residential and site infrastructure development is \$117.8 million. The City of Dallas is contributing \$29 million to support Phase 1 development. The project will be located adjacent to the Dallas Area Rapid Transit (DART) Light Rail Station at the SMU/Mockingbird Station with a request for an underground public parking garage with 500 spaces on three levels. The cost estimate for the garage is \$31.2 million. DART has committed \$10 million, and the City of Dallas is requesting the RTC to fill the gap. NCTCOG staff recommended a maximum RTC commitment of \$20 million and the developer is working on cost savings to reduce the cost gap. The facility would be owned and operated by DART. The second funding request is for an 811-space parking garage at the Dallas Zoo. The project would be located adjacent to DART Light Rail Station at the Dallas Zoo and would also provide parking for the Southern Gateway Deck Plaza. The cost estimate for the project is \$21.5 million. The City of Dallas has committed \$3.5 million with \$10 million proposed with federal Surface Transportation Block Grant Program funds from the RTC and \$8 million to be paid by the Dallas Zoological Society (private donations). The project be owned by the City of Dallas. Discussions are underway regarding the potential fee structure for garage users.

With the proposed DART/City of Dallas Partnership, an approximate \$100 million partnership would be created with a \$10 million trade (federal to local) for the Zoo garage, \$20 million trade (federal to local) for the Mockingbird Station project (some funding elements of the \$20 million are still to be determined). The partnership would involve a request for a \$10 million Metropolitan Planning Organization (MPO) Revolver and the trade with DART/City of Dallas would create additional RTC local funding capacity in an amount to be determined. Electronic Item 7 contained additional details regarding the proposed policy, funding partnership, and the two projects proposed for funding. Following extensive discussion regarding the draft parking policy, requests for funding for the SMU/Mockingbird Station and Dallas Zoo parking garages, and the DART/City of Dallas funding partnerships, the following motions were made:

A motion was made to separate the three action items: Regional Parking Garage policy, funding partnership, and the two projects, SMU/Mockingbird Station and Dallas Zoo. Cara Mendelsohn (M); B. Glen Whitely (S). The motion passed.

A motion was made to table the Regional Parking Garage Policy. Cara Mendelson (M); Omar Narvaez (S). Mr. Narvaez offered a friendly amendment to characterize the motion as a "motion to delay" instead of a "motion to table", which was accepted. The motion to delay passed.

A motion was made to approve funding as presented for the SMU/Mockingbird Station parking garage project and City of Dallas Zoo parking garage project, and to direct staff to administratively amend the Transportation Improvement Program and other

planning/administrative documents to include these projects. George Fuller (M); Daniel Alemán Jr. (S). The motion passed.

A motion was made to direct staff to pursue a DART/City of Dallas funding partnership as presented. George Fuller (M); Omar Narvaez (S). The motion passed.

8. **Approval of US 75 Technology Lane for Partnership with Local Government and Texas Department of Transportation:** Michael Morris requested Regional Transportation Council approval of the Technology Lane and operation on US 75 between IH 635 and SH 121 in McKinney that is funded and ready for construction. If approved, staff proposes the removal of pylons and joint operation of all freeway lanes; an aggressive response to incidents and accidents for more reliability; advancement of green signal timing on frontage roads to bypass incidents; and begin, again, a permanent improvement plan for US 75. HOV and “alternate fueled vehicles including electric” vehicles can be used in the new lane 24 hours a day. Single Occupant Vehicles can use the inside lane 22 hours per day. The Regional Transportation Council directs staff to present this position to the representatives of Dallas and Collin Counties and the Cities of Dallas, Richardson, Allen, Plano, and McKinney for endorsement. Rick Grady mentioned his appreciation for the intent on this item because the economic impact on the citizens of Plano is approximately \$22 million per year in loss. The project has been endorsed by the Cities of Dallas, Richardson, Plano, Allen, and McKinney.

A motion was made to advance \$57 million in RTC funding, add green vehicles (alternative fuel and electric) to peak periods, and open accessibility to all vehicles on the weekends. Rick Grady (M); Omar Narvaez (S). The motion passed unanimously.

9. **Certification of the Regional Transportation Council for 2021 Federal Highway Administration and Federal Transit Authority (FHWA/FTA):** Ken Kirkpatrick presented on behalf of Michael Morris to the Regional Transportation Council regarding the Certification of 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. Dallas-Fort Worth Transportation Management Area; Dallas-Fort Worth-Arlington Urbanized area, Denton-Lewisville Urbanized area, and McKinney Urbanized area. Overall conclusion: DFW TMA planning process is Certified and meets planning requirements under the Title 23 and Title 49. 20 review areas; 19 meets provisions, 1 marginally meets provisions, 2 recommendations, and 12 commendations. Electronic Item 9 contains the latest reporting materials from Federal Highway Administration and Federal Transit Administration. Chair Duncan Webb requested for everyone to look at the accommodations for this region and lucky we are. He also asked about the recommendation on updating the 2013. Ken Kirkpatrick responded that staff is looking at how to respond to that recommendation and will bring to RTC in the coming year.
10. **Fiscal Year 2022 Bridge Investment Program (BIP):** Due to extensive discussion and time constraints on a previous agenda item, this item was not presented and is postponed for a later date.
11. **2023 Unified Transportation Program (UTP) and Regional 10-Year Plan Update:** Christie Gotti briefed the Council regarding the proposed changes for the Regional 10-Year Plan Update, including two proposed funding exchanges related to the Southeast Connector project. Texas House Bill (HB) 20 requires that Metropolitan Planning Organizations (MPO) develop 10-Year Plans using performance-based planning and project selection methods.

Since December 2016, the Regional Transportation Council has annually approved a set of projects funded with Category 2 (MPO selected) and Category 4 (TxDOT District selected) funds and submitted for Texas Transportation Commission (TTC) consideration with Category 12 (TTC selected) funds that cover 10 years of highway projects. 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. Christie highlighted that not all of the region's requested Category 2 funds were being picked up and noted that staff is in the process of coordinating with TxDOT to determine the reasons for that and a path forward. The principles for the development of the Regional 10-Year Plan and historical funding allocations to the region were briefly highlighted. As part of this update to the 10-Year Plan, proposals for a Category 2/Category 12 funding exchange are being made. The Southeast Connector project came in \$800M over the estimate. The project has been split into four pieces, with only the first one being fully funded. Funding is being pursued for only one additional segment at this time, which costs \$468 million. To address this 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 the \$468 million section of the Southeast Connector to advance it by February 2023. The projects with Category 2 funding which were proposed to change to Category 12 to offset the funding being added to the Southwest Connector segment are: TIP 13070/CSJ 0135-15-002 (\$283,996,800), TIP 13067/CSJ 0135-02-065 (\$120,000,000), TIP 13033.5/CSJ 0196-01-113 (\$61,486,864), and FM 428 Greenbelt (\$2,516,336) (after refunding project with \$50M). 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). Surface Transportation Block Grant (STBG) funds are not being obligated as quickly as needed, so a Category 2/STBG funding exchange is also being 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). Maps displaying the proposed projects and their statuses, as well as other major capacity projects across the region were presented. Christie noted that staff would work on finalizing project selection/update efforts with TxDOT and bring the listings back for approval by the Committee and the RTC. Staff will request action from the Committee in July, RTC action in August, with TxDOT Public Involvement for 2023 UTP in July and August of 2022, and anticipated TTC approval of 2023 UTP in August 2022. 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. Michael Morris highlighted this has potential to receive almost \$500M additional funding. The East is pushing \$500 million to the West. Gyna Bivens commented in support of advancing the Southeast Connector project.

12. **Metropolitan Planning Organization Milestone Policy Round 2: Status Update:** Due to extensive discussion and time constraints on a previous agenda item, this item was not presented and is postponed for a later date.
13. **Fiscal Year 2022 Project Tracking:** Due to extensive discussion and time constraints on a previous agenda item, this item was not presented and is postponed for a later date.
14. **Regional Sidewalk Data Layer:** Due to extensive discussion and time constraints on a previous agenda item, this item was not presented and is postponed for a later date.
15. **Progress Reports:** Regional Transportation Council attendance was provided in Electronic Item 15.1 and Surface Transportation Technical Committee attendance and minutes in Electronic Item 15.2.
16. **Other Business (Old or New):** There was no discussion on this item.
17. **Future Agenda Items:** There was no discussion on this item.
18. **Next Meeting:** The next meeting of the Regional Transportation Council (RTC) is scheduled for 1:00 pm, Thursday, August 18, 2022, at the Irving Convention Center.

The meeting adjourned at 3:05 p.m.



High-Occupancy Vehicle Quarterly Report

Regional Transportation Council
Meeting

August 18, 2022



Toll Managed Lane Data Monitoring

Cumulative December 2013 – May 2022

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

\$ 7,291,360 as of May 2022

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

\$ 12,407 from October 2014 – May 2022

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

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

Have there been any additional NTTA customer service needs?

No, minimal impact

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

No

Toll Managed Lane Data Monitoring

Cumulative December 2013 – May 2022

Facility	HOV 2+ Subsidy Costs	NTTA Customer Service (Additional Needs)	Project Performance Events (Speeds < 35 mph)
North Tarrant Express <ul style="list-style-type: none"> • SH 183/121 from IH 35W to SH 121 • IH 35W from IH 30 to US 287 	\$3,796,595	Negligible	0
LBJ Express <ul style="list-style-type: none"> • IH 635 from Preston Road to Greenville Avenue • IH 35E from Loop 12 to IH 635 	\$3,494,762	Negligible	0
DFW Connector SH 114 from Kimball Avenue to Freeport Parkway	N/A	Negligible	0
IH 30 Managed Lanes IH 30 from SH 161 to Westmoreland Road	N/A	Negligible	0
IH 35E Managed Lanes IH 35E from FM 2181 (Teasley) to LBJ	N/A	Negligible	0



Update

Automated Vehicle Occupancy Verification

Through June 30, 2022



HOV Users

January 24, 2020 – June 30, 2022

Users: 52,857

Vehicles: 52,000

Occupant Passes: 9,351



Total and HOV Transactions

January 24, 2020 – June 30, 2022

Total Transactions – 2,661,459

LBJ/NTE Partners – 1,786,607

TxDOT – 874,852

Total HOV Transactions – 1,146,458 (~43%)

LBJ/NTE Partners – 782,947

TxDOT – 363,511

Unique Vehicles – 45,078



Questions/Contacts

Natalie Bettger

Senior Program Manager

nbettger@nctcog.org

817-695-9280

Dan Lamers

Senior Program Manager

dlamers@nctcog.org

817-695-9263

Amanda Wilson

Program Manager

awilson@nctcog.org

817-695-9284

Berrien Barks

Program Manager

bbarks@nctcog.org

817-695-9282

CHANGING MOBILITY

**DATA, INSIGHTS, AND DELIVERING INNOVATIVE
PROJECTS DURING COVID RECOVERY**

**Regional Transportation Council
August 2022**

**Michael Morris, P.E.
Director of Transportation**

TRAVEL BEHAVIOR BY MODE



Bicycle/Pedestrian (+11%, May)

Toll Road (+7%, April)

Freeway Volumes (+2%, May)

Airport Passengers (1%, May)



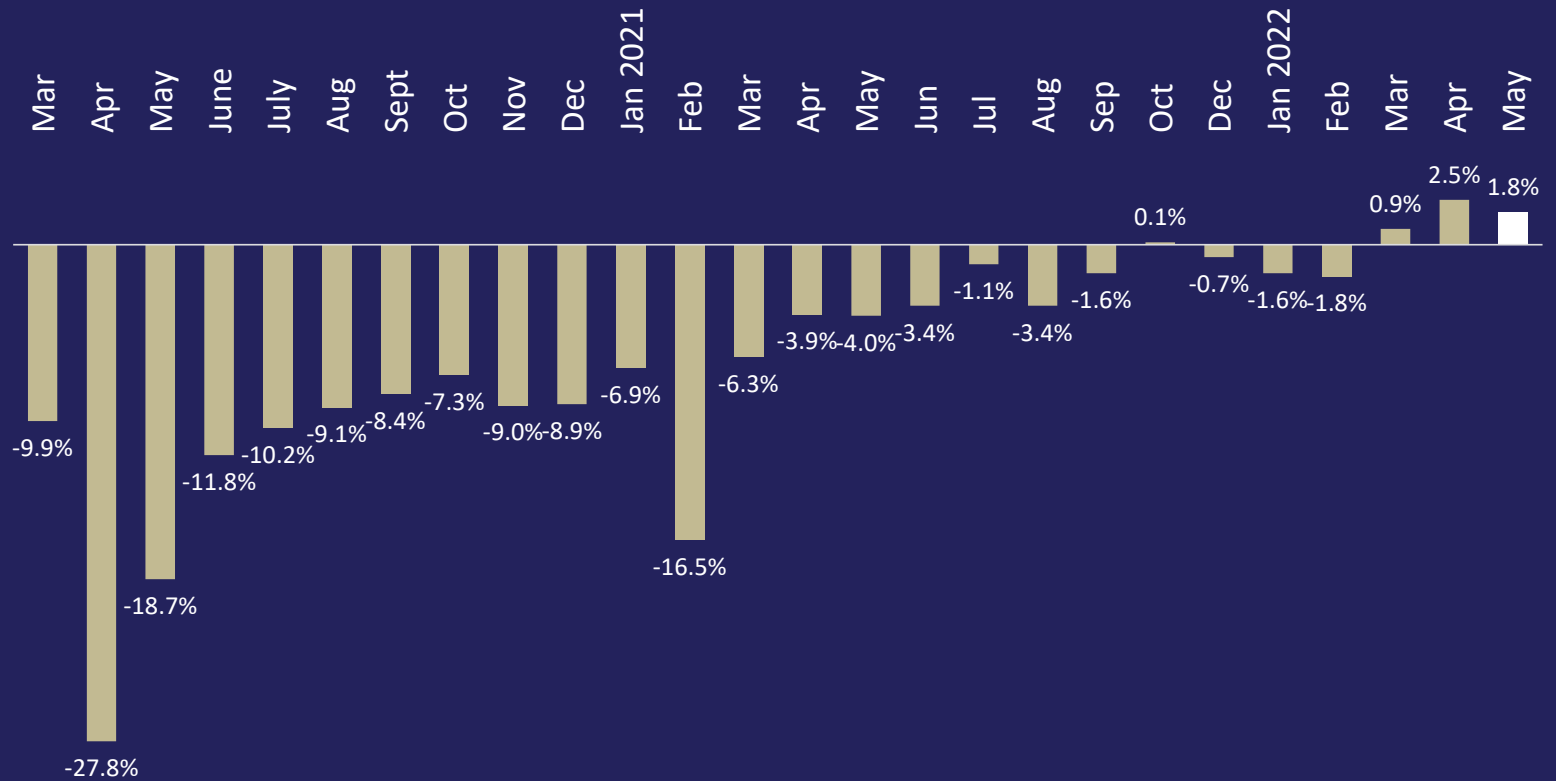
Transit Ridership (-39%, May)



ROADWAY TRENDS

Average Weekday Freeway Volumes

Traffic Decrease vs Baseline



Source: TxDOT Dallas/TxDOT Fort Worth Radar Traffic Counters. As of October 2020, growth was calculated based on Fort Worth.

Note: Baseline is March 2019-February 2020.

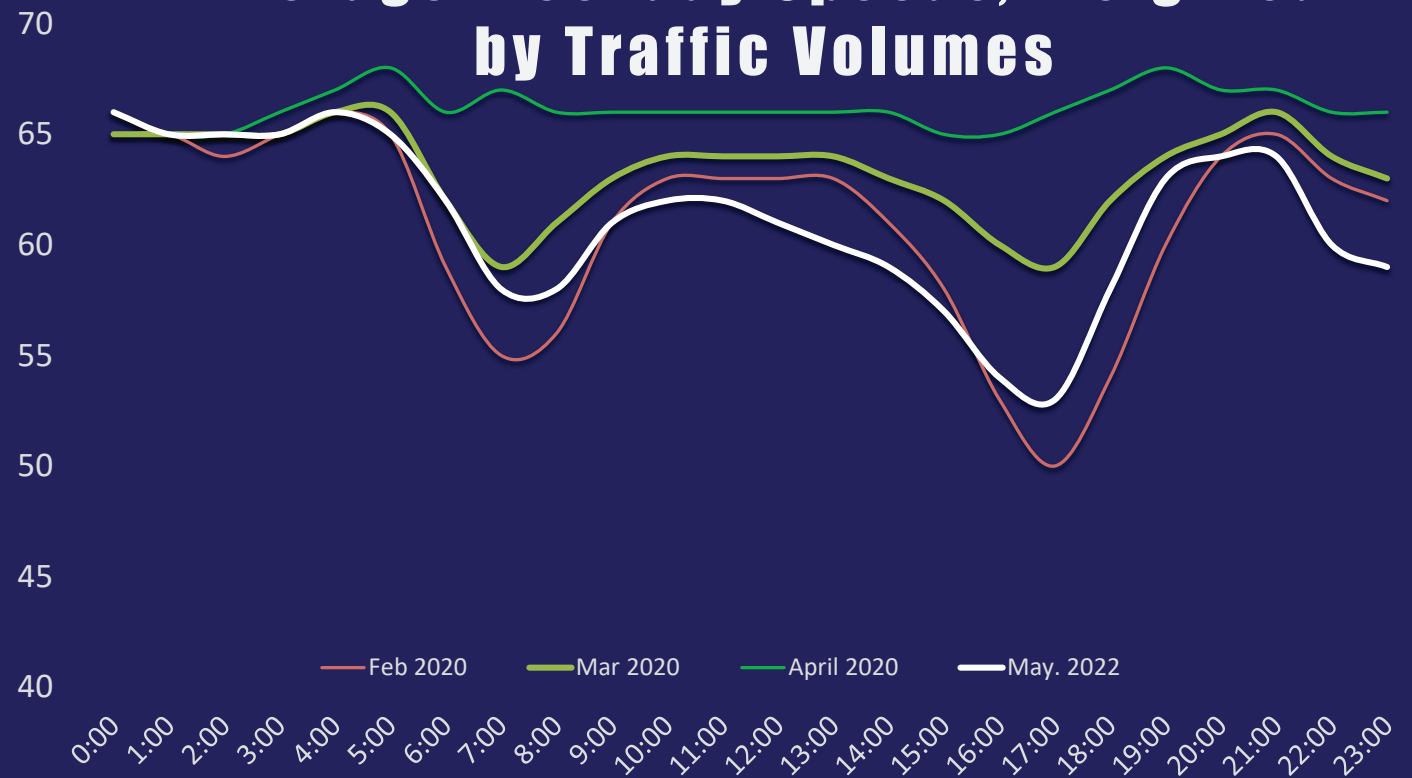
Note: Drop in freeway volumes in Feb 2021 due in large part to week-long winter storm.

Note: Data for November 2021 was not collected for the majority of the locations.

ROADWAY TRENDS

Regional Average
Freeway Speeds

Average Weekday Speeds, Weighted by Traffic Volumes

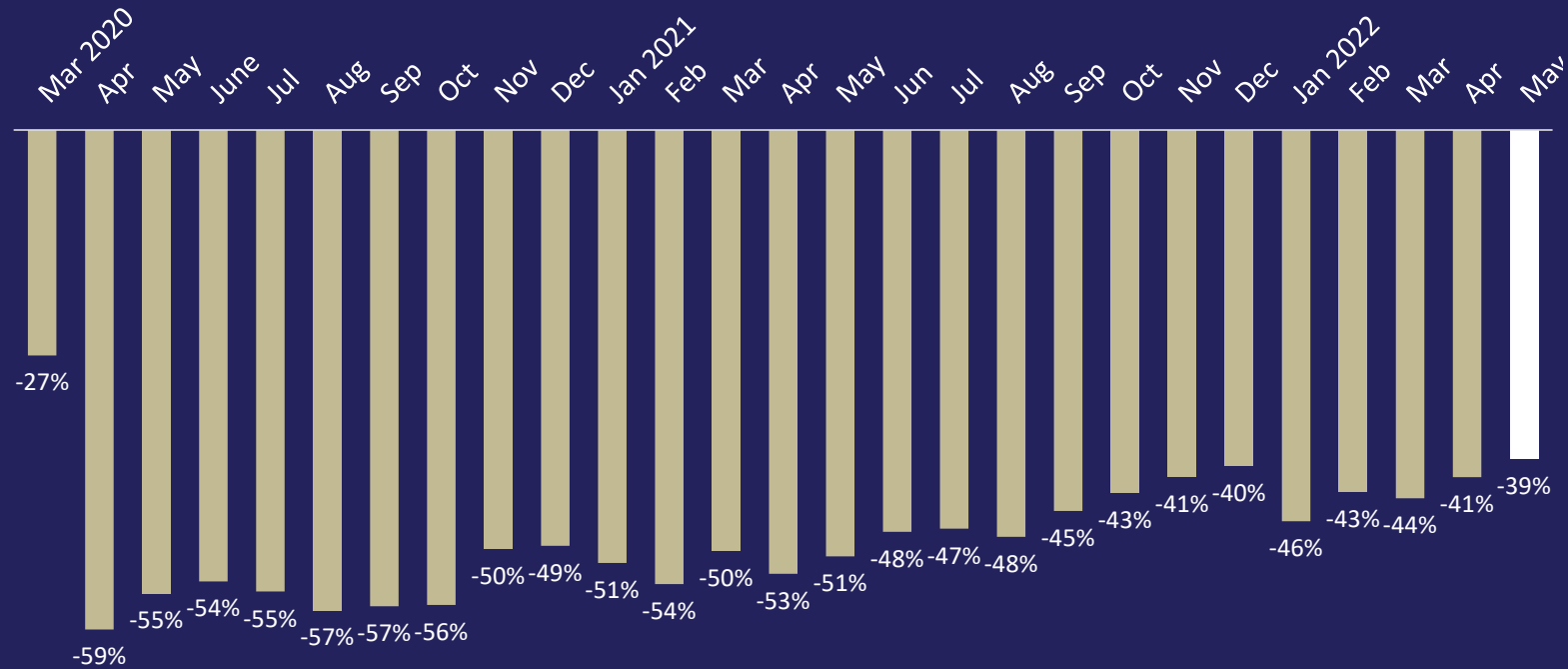


Source: TxDOT Sidefire Devices

TRANSIT IMPACTS

Weekday Ridership

Passenger Decrease vs Baseline



Source: DART, DCTA, and Trinity Metro

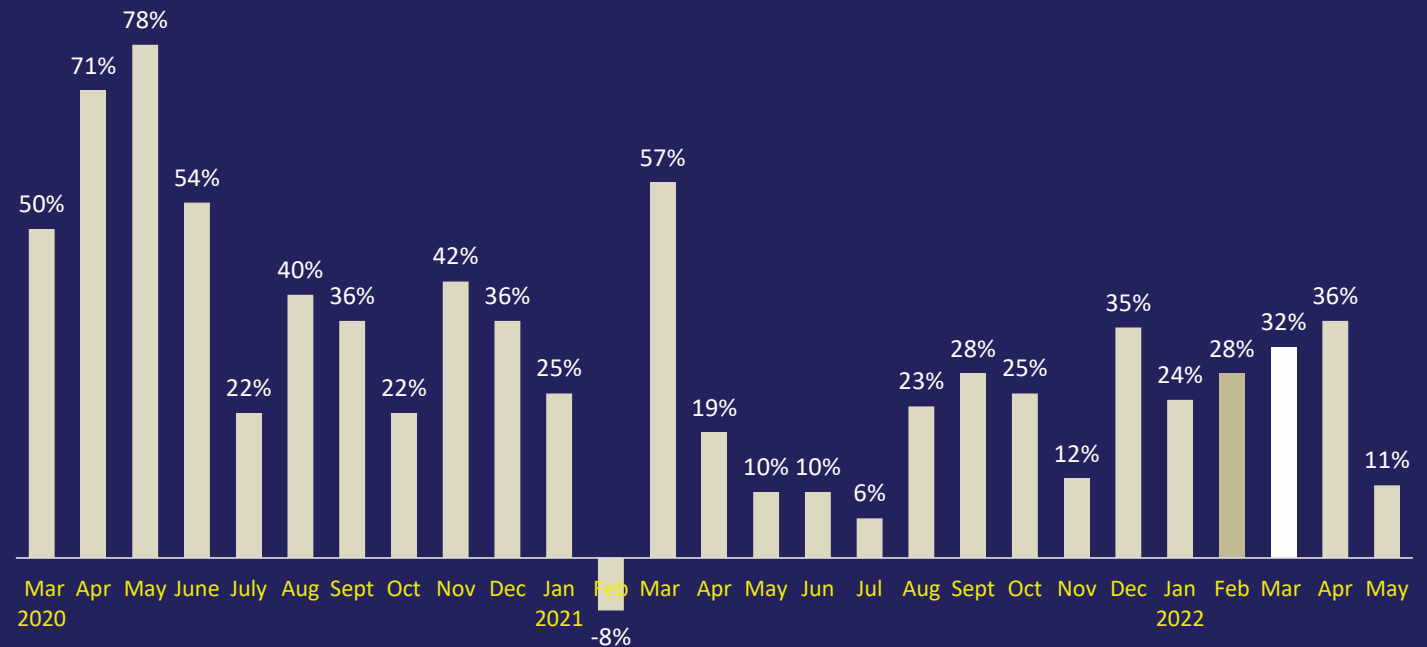
Note: Baseline is March 2019-February 2020.

Note: Transit ridership impacted in Feb 2021 by week-long winter storm.

BICYCLE AND PEDESTRIAN IMPACTS

Trail Counts

Increase in Full Week Trail Usage vs Baseline



Source: NCTCOG - collected at sites located in Plano, North Richland Hills, Denton, Dallas, Fort Worth, and Allen

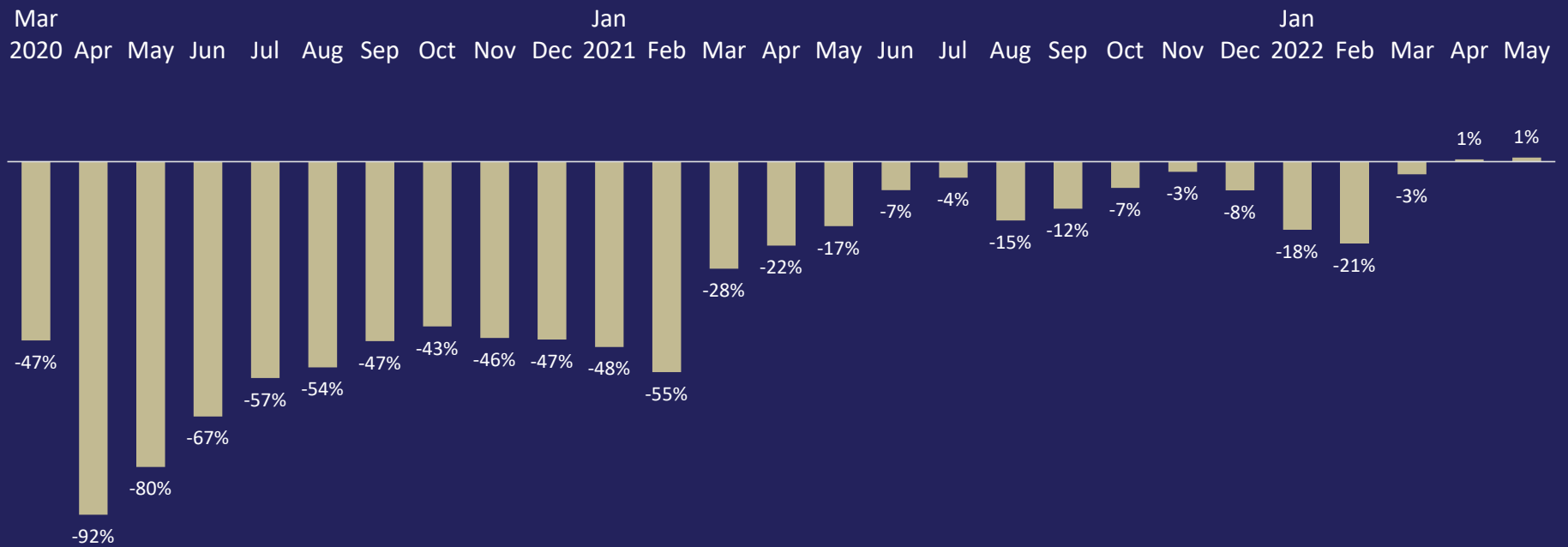
Note: Baseline is March 2019-February 2020; No adjustments for weather were applied.

Note: Trail usage impacted in Feb 2021 by week-long winter storm.

AIRPORT TRENDS

Passengers

Change in Airport Passengers vs Baseline



Source: Dallas Love Field and DFWIA Websites

Note: Baseline is March 2019-February 2020.

Note: Airlines experienced many flight cancellations in Dec. 2021 due to omicron variant affecting staff.

FUNDING IMPACT

NTTA Transactions

Change in Tollway Transactions vs Baseline



Source: NTTA

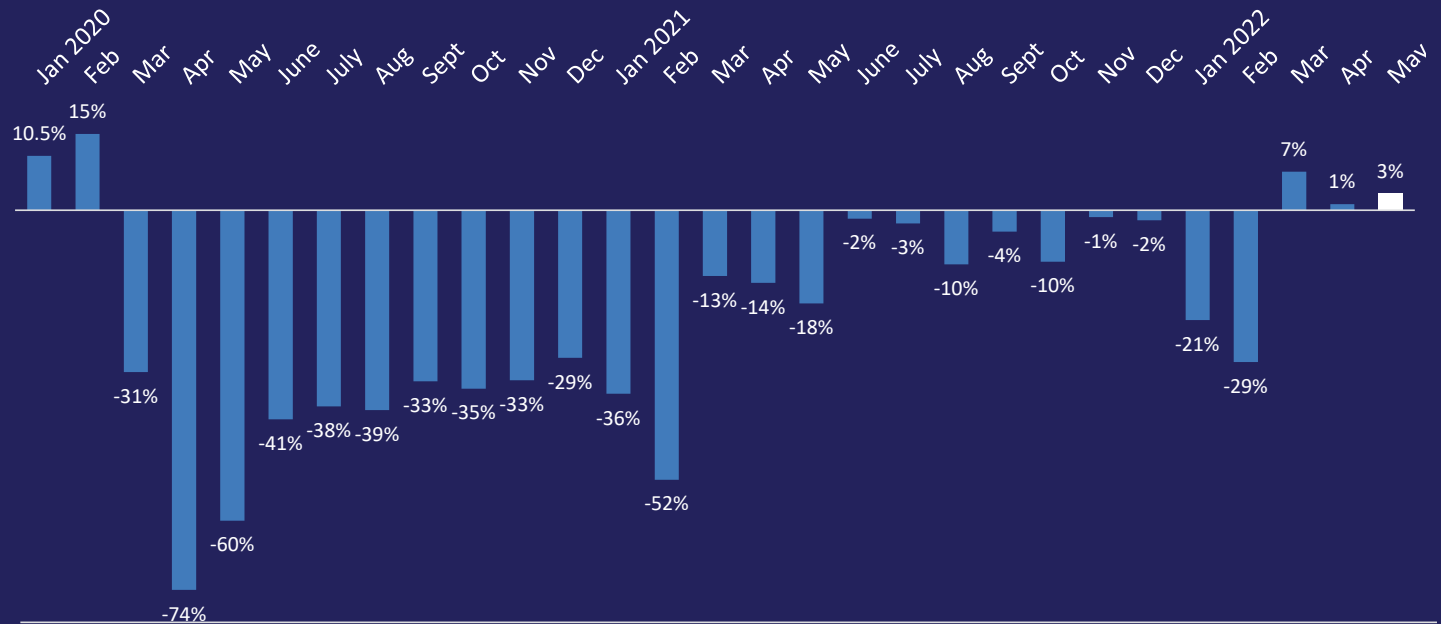
Notes: Baseline is March 2019-February 2020.

Note: Drop in transactions in Feb 2021 due in large part to week-long winter storm.

FUNDING IMPACT

I-35E TEXpress Lane Transactions

Change in Transactions vs Baseline



Source: TxDOT

Note: Baseline is March 2019-February 2020.

Note: Drop in transactions in Feb 2021 due in large part to week-long winter storm.

North Central Texas Regional Vanpool Program Update

**REGIONAL TRANSPORTATION COUNCIL
AUGUST 18, 2022**

Program Overview

What is the Regional Vanpool Program?

- Shared Commuter Transportation Program
- Provides Option For Commuters Traveling Long Distances or In Areas With Limited Or No Fixed-Route Transit Service
- Supports Air Quality Initiatives
- Considered a Transportation Control Measure in the State Implementation Plan

Program Operations

- Managed by DCTA and Trinity Metro
- Both Partner with Commute with Enterprise
- Services are Available Across NCTCOG's 16-county Region

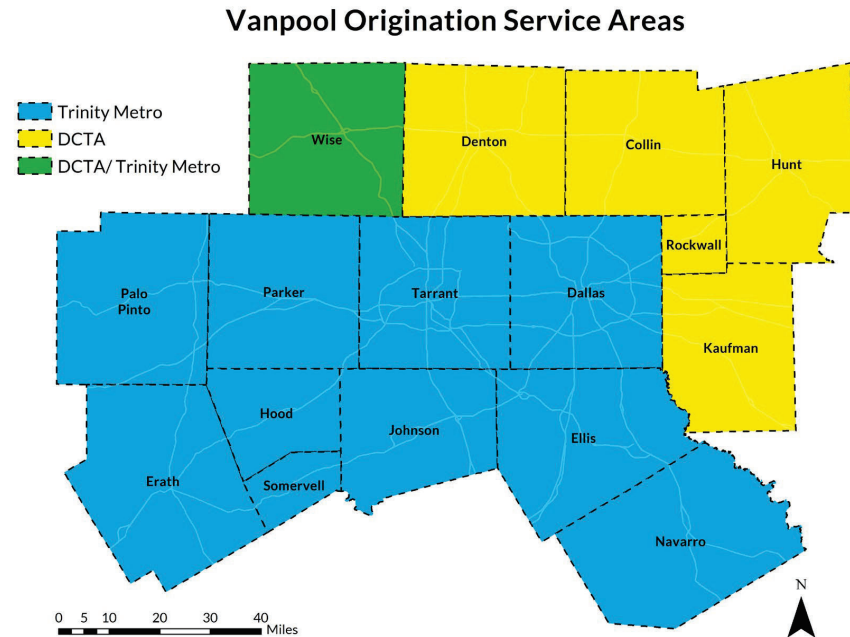
Program Funding Sources

- Federal Funding via Regional Transportation Council (RTC) Subsidies
- Vanpool Program Participants



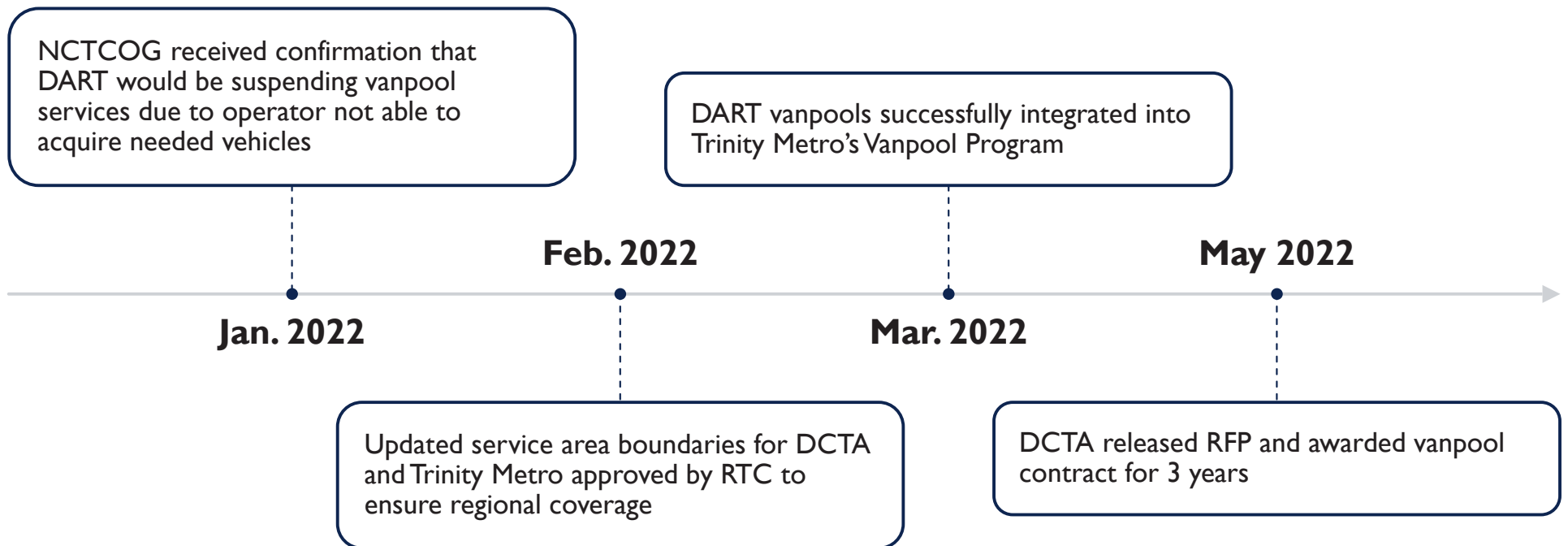
Vanpool Program Boundaries

Transit Agency	Origination	Destinations
DCTA	Denton, Collin, Hunt, Kaufman, and Rockwall Counties	Throughout DFW
	Wise County	Denton County
Trinity Metro	Tarrant, Dallas, Ellis, Johnson, Parker, Hood, Erath, Somervell, Palo Pinto and Navarro Counties	Throughout DFW
	Wise County	Throughout DFW except Denton County



Updated: January 2022

Summary of Recent Changes



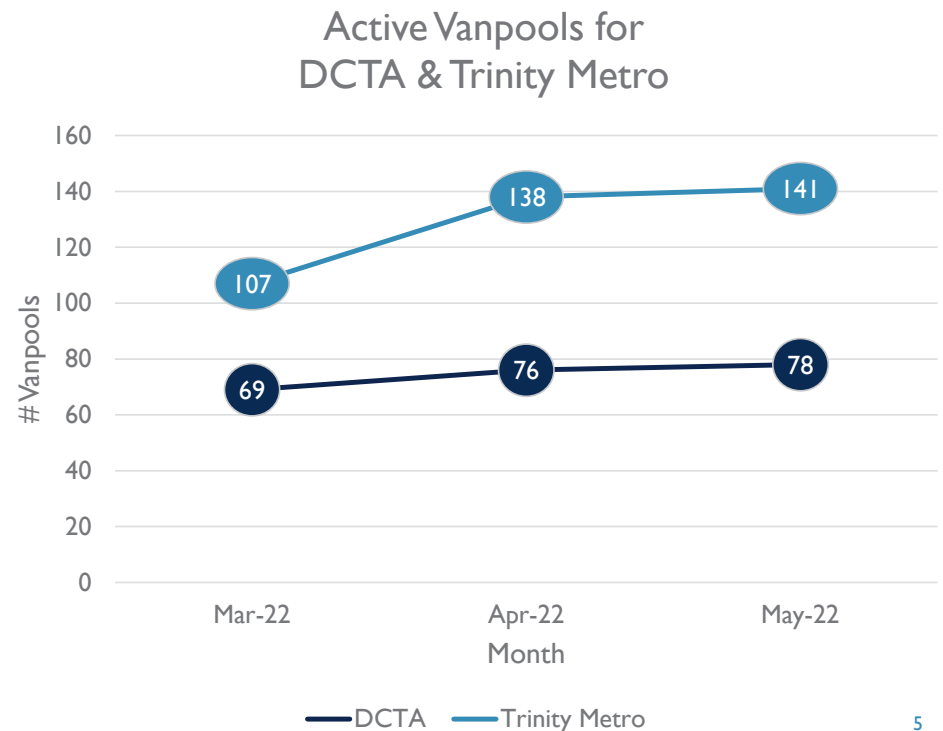
Regional Vanpool Program Trends

Active Vanpool Growth (March to May 2022)

- DCTA – Increase of 13%
- Trinity Metro – Increase of 31%

Active Vanpool Vehicle Sizes as of May 2022

- Offer 7 - 15 passenger vehicles
- Flexibility to the program has helped sustain vanpools during COVID-19



Next Steps



Next Regional Vanpool Program update in early 2023

Prepare for Vanpool Utilization Study in FY2023

Continue Towards One Regional Vanpool Program in FY2025

Contact Information

Shannon Stevenson
Senior Program Manager
Transit Management and Planning
sstevenson@nctcog.org

Gypsy Gavia
Principal Transportation Planner
Transit Management and Planning
ggavia@nctcog.org

Dora Kelly
Transportation Planner
Transit Management and Planning
dkelly@nctcog.org

Evan Paret
Transportation Planner
Transit Management and Planning
eparet@nctcog.org

REGIONAL TRANSPORTATION COUNCIL

Rules for Public Comment

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

Public Attendance and Conduct at RTC Meetings

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

Public Comment

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

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

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

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

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

Speaker Registration

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

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

Speaker Warning and Removal Enforcement

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



HONORING THE MESSENGERS & CREATORS OF TRADITIONAL & EMERGING MEDIA

PLATINUM AWARD LEVEL

2022

Design

Air Quality Handbook - Spanish

NCTCOG

ELECTRONIC ITEM 4.5



JUDGED AND CERTIFIED



North Central Texas Council of Governments

Primavera 2022

Manual de la Calidad del Aire



Conozca el estado actual de la calidad del aire regional y los esfuerzos que el North Central Texas Council of Governments y sus socios están haciendo para reducir la contaminación del aire y ayudar a la región cumplir con los Estándares Federales del Aire.

Contenido

¿Qué es Ozono?.....	1
Índice de Calidad del Aire.....	2
Estándares Federales de Calidad del Aire.....	3
Determinando el Incumplimiento de Ozono.....	4
Estado del Estándar de Ozono en el Centro Norte de Texas.....	6
Abordar el Tema de Ozono en el Centro Norte de Texas.....	8
Áreas de Énfasis en la Calidad del Aire.....	10
Iniciativas Regionales Destacadas sobre la Calidad del Aire.....	12
Otras Iniciativas de Calidad del Aire.....	18
Seleccione Iniciativas de Transporte con Beneficios de Calidad del Aire.....	19
Financiación de la Calidad del Aire.....	22
Esté Atento a los Vehículos con Estas Pegatinas.....	23
Involúcrate.....	24

Lista de Exhibiciones

Exposición 1: Sitios de Monitoreo de Zonas y Ozono.....	2
Exposición 2: Promedio Continuo de Ozono en 8 Horas.....	5
Exposición 3: Método de Cálculo del Valor de Diseño, 2019-2021..... (Monitor de Pilot Point)	5
Exposición 4: Monitor de Ozono del Centro Norte de Texas..... Valores de Diseño Basados en el estándar 70 ppb	6
Exposición 5: Tendencias Históricas del Ozono de 8-Horas Hasta 2021.....	7
Exposición 6: Valor de Diseño Histórico y Datos Demográficos.....	7
Exposición 7: Comparación de Emisiones Totales de VOC y NOx Artificiales..... y Naturales/Plantas	8
Exposición 8: Estimación de NOx en 2020..... Fuentes del Inventario de Emisiones	9
Exposición 9: Impacto Anual de Dallas-Fort Worth Clean Cities Coalition.....	13
Exposición 10: Total de Subvenciones Otorgadas y Actividades Administradas por NCTCOG (2006-2021) Por Tipo de Actividad	22

¿Qué es Ozono?

Ozono es un gas formado en la atmosfera cuando tres átomos de oxígeno se combinan. Ozono se encuentra en la estratosfera superior que rodea la tierra, así como nivel en la tierra en la troposfera, pero está formada y tiene diferentes funciones en cada de sus niveles.









Ozono Estratosférico—Se forma en la atmosfera superior cuando la luz solar es intensa causando que las moléculas de oxígeno (O_2) estén en rompimiento y se reconstruyen como moléculas de ozono (O_3). Comúnmente referido como “buen ozono,” protege a las personas, los árboles, cultivos, propiedades, y microorganismos de los rayos ultravioleta dañinos emitidos por el Sol.

Ozono a Nivel del Suelo—Comúnmente referido como “ozono malo,” a nivel del suelo el ozono se forma cuando las emisiones de transporte, operaciones industriales y comerciales, y fuentes naturales, como la vegetación emiten óxidos de nitrógeno (NO_x) y/o compuestos orgánicos volátiles (VOC por sus siglas en inglés). Estos contaminantes reaccionan en presencia de la luz solar y calor para crear O_3 . Como el ozono es el resultado de esta reacción, NO_x y VOC son conocidas como contaminantes precursores. En consecuencia, para limitar la formación de ozono, muchas de las estrategias de mejora de la calidad del aire implementadas en el norte de Texas reducen los precursores de NO_x y VOC.

Índice de Calidad del Aire

El Índice de calidad del aire (AQI por sus siglas en inglés) es una escala diseñada por el Environmental Protection Agency (EPA por sus siglas en inglés) para informar el estado de la calidad diaria del aire. Muestra que tan limpio o contaminado se encuentra el aire, y cuales podrían ser los efectos en la salud asociados que como resultado podrían ser de preocupación. El EPA asigno un color específico para los varios niveles de concentración de ozono para hacer más fácil de entender con rapidez si los contaminantes del aire alcanzaron un nivel insalubre. El color de AQI para la región y monitoreo individuales puede cambiar cada hora en función de los niveles contaminantes promedio de 8 horas, explicado en la página 4.

Exposición 1: Índice de la Calidad del Aire

Color	Calidad del Aire	Acciones para proteger su salud
	Bueno	Nada es necesario
	Moderado	Personas inusualmente sensibles deberían considerar limitar el esfuerzo prolongado al aire libre
	Insalubre para personas de grupos sensitivos	Niños y adultos activos y personas con enfermedades respiratorias, como asma, deben limitar el esfuerzo prolongado al aire libre
	Insalubre	Niños y adultos activos y las personas con enfermedades respiratorias, como asma, deben evitar el esfuerzo prolongado al aire libre; los demás especialmente los niños deben limitar el esfuerzo prolongado al aire libre
	Muy Insalubre	Niños y adultos activos y personas con enfermedades respiratorias, como asma, deben evitar todo el esfuerzo prolongado al aire libre; los demás especialmente niños deben limitar el esfuerzo prolongado al aire libre
	Peligroso	Más probable que toda la población sea afectada

Fuente: Environmental Protection Agency

Estándares Federales de la Calidad del Aire

National Ambient Air Quality Standards (NAAQS por sus siglas en inglés) del EPA están diseñados para proteger la salud humana y ambiental. Seis contaminantes, conocidos como contaminantes de criterio, son regulados por NAAQS. La región del norte de Texas actualmente cumple con todos los criterios de los contaminantes NAAQS, excepto el ozono.

Contaminante del Aire	Abreviación	Significado
Monóxido de Carbono	CO	Cumplimiento
Plomo	Pb	Cumplimiento
Dióxido de Nitrógeno	NO ₂	Cumplimiento
Ozono a Nivel del Suelo	O ₃	<i>Incumplimiento</i>
Partículas Suspensas	PM	Cumplimiento
Dióxidos de Azufre	SO ₂	Cumplimiento

Significado de Ozono a Nivel del Suelo:

Estudios clínicos indican esfuerzo prolongado en concentraciones elevadas de Ozono a nivel del suelo puede reducir la función pulmonar, aumentar la frecuencia de episodios asmáticos, y reducir la habilidad de que el cuerpo resista infecciones pulmonares. En adición, en la amenaza a la salud humana, altas concentraciones de ozono a nivel del suelo provocan un riesgo al ambiente, la fauna silvestre, y la agricultura. Aunque el ozono a nivel del suelo es monitoreado todo el año, el EPA asigno la temporada de ozono empezando el 1 de marzo hasta el 30 de noviembre, es cuando las altas concentraciones de ozono son más comunes.

Impacto Económico de la Contaminación por Ozono:

El incumplimiento de los estándares federales de calidad del aire podría resultar en requisitos adicionales al control de emisiones que puede afectar desfavorablemente a empresas locales y resultando al congelamiento de fondos federales de transporte. Esto últimamente afectaría trabajos en la región y costaría dinero en pérdida de productividad debido al retraso en la congestión del tráfico.

Determinando el Incumplimiento de Ozono

Diez condados en el Norte de Texas no cumplen las normativas federales por tener alta concentración de ozono al nivel del suelo, de acuerdo con lo último de designaciones del EPA. Esta designación es conocido como el **“incumplimiento.”**

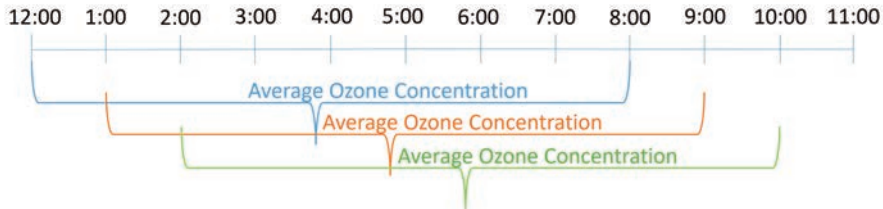
Para hacer esta determinación, los niveles de ozono primero deben ser medidos. Los monitores de ozono se encuentran ubicados en toda la región y otorgan los niveles actuales de ozono en proximidad de sus ubicaciones (refiera a Exhibición 4 para conocer las ubicaciones de estaciones de monitoreo de ozono del Norte de Texas). Las concentraciones de ozono en cada ubicación del monitor se miden y promedian durante un bloque de tiempo continuo de 8 horas, como se ilustra en **Exhibición 2**.

Después, los niveles de ozono se analizan y promedian para determinar el valor de diseño en la región. Para hacer esto, el EPA idéntica la cuarta concentración máxima anual de ocho horas diarias. En el promedio durante un periodo de tres años, esta numeración se conoce como el **valor de diseño (DV por sus siglas en ingles)**. El método de cálculo DV significa que una zona puede ser designada como incumplimiento debido a tan sólo cuatro días de alta contaminación, llamados **días de excedencia**, fuera de la temporada de ozono-incluso si los niveles de contaminación están bajos del estándar en días alternos. Los DV se expresan en términos de partes por billones (ppb por sus siglas en inglés), lo que indica la proporción de un contaminante determinado (en este caso, ozono) a un total de billones de unidades componentes de la atmósfera. Consulte **Exhibición 3** para ver el ejemplo de cálculo DV para el periodo de 2019-2021.

Finalmente, el DV se compara con los estándares federales existentes. Si el DV de la región excede un estándar federal, entonces la región es designada como incumplimiento y debe tomar medidas para reducir el nivel de ozono a través de las reducciones de NOx y VOC.



Exhibición 2: Promedio Continuo de Ozono en 8 Horas



Origen: North Central Texas Council of Governments Transportation Department

Exhibición 3: Método de Cálculo del Valor de Diseño, 2019-2021 (Monitor de Pilot Point)

	2018	2019	2020	2021
Four Highest Recorded Daily Ozone Concentrations (ppb)	80	80	78	89
	76	76	77	89
	75	73	72	85
	74	73	71	85

$DV = (74 + 73 + 71)/3 = 72$

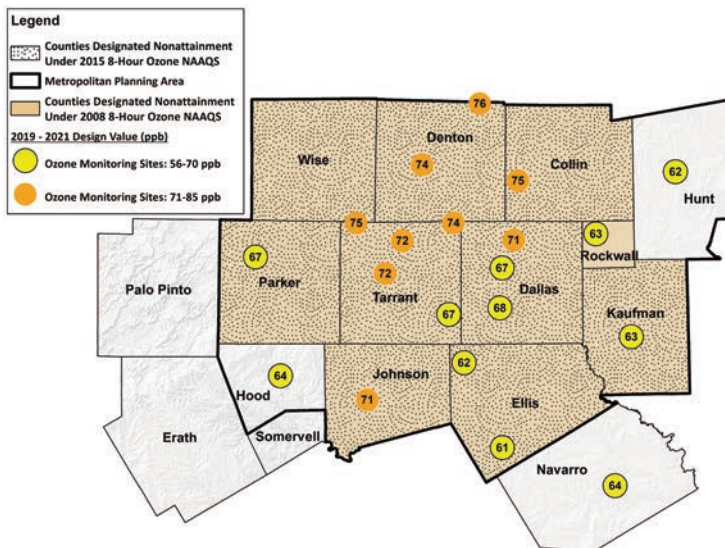
$DV = (73 + 71 + 85)/3 = 76$

Origen: North Central Texas Council of Governments Transportation Department

Estado del Estándar de Ozono en el Centro Norte de Texas

Exhibición 4: muestra el área de incumplimiento de Centro-Norte de Texas y las ubicaciones de monitores de ozono con sus respectivos DV después de la temporada de ozono 2021.

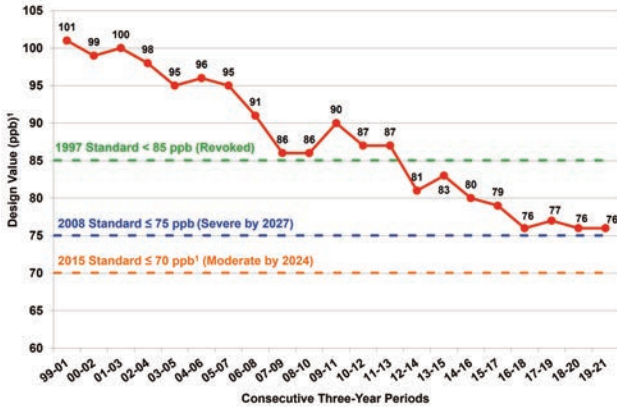
Exposición 4: Monitor de Ozono del Centro Norte de Texas Valores de Diseño Basados en la Normativa de 70 ppb



**Datos de 2021 aún no certificados por el Texas Commission on Environmental Quality por sus siglas en inglés). El valor de cada monitor representa su DV para los años 2019-2021. EL color de cada monitor representa la designación AQI correspondiente basada en el estándar de Ozono de 8 Horas 2015 de ≤ 70 ppb.*

Exhibición 5: presenta la tendencia DV de la región a lo largo del tiempo. Como, se muestra en el gráfico, EPA hace repasos y revisiones a los NAAQS para el ozono periódicamente. El estándar ha sido reducido tres veces desde el establecimiento de la normativa vigente en virtud de las Enmiendas sobre el Clean Air Act de 1990, como estudios indican beneficios de salud adicionales de un estándar más bajo.

Exhibición 5: Tendencias Históricas del Ozono de 8-Hora Hasta 2021

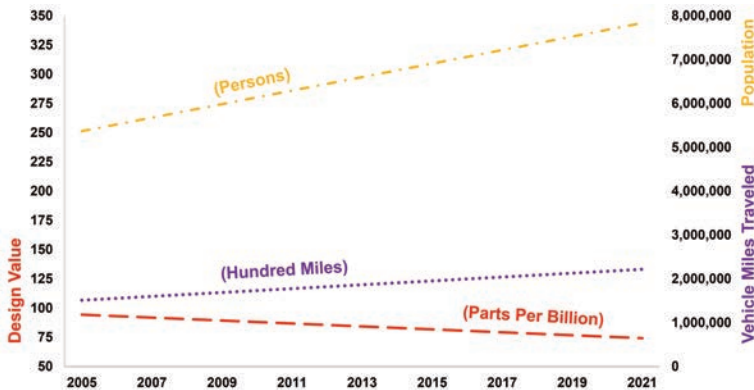


El objetivo de cumplimiento para el estándar de ozono de 2015- Según el NAAQS EPA's, el cumplimiento se alcanza en cada monitor, la DV (promedio de tres años de la cuarta concentración máxima diaria anual de ozono de ocho horas) es inferior o igual a 70ppb. *2021 datos no certificados por el Texas Commission on Environmental Quality.

Origen: North Central Texas Council of Governments Transportation Department

Los niveles de ozono, representados por el DV regional por cada año, siguen mejorando. Este es especialmente notable si se tiene en cuenta el crecimiento de la población regional y el aumento de las millas recorridas por los vehículos (VMT por sus siglas en inglés), lo que puede provocar un aumento de vehículos y más contaminación por el tubo de escape (**Exposición 6**). Sin embargo, los niveles de ozono no disminuyeron lo suficiente como para cumplir la normativa en 2021, que era plazo de cumplimiento de dos normativas distintas sobre el ozono. La región está siendo reclasificada a una categoría de no cumplimiento más estricta según las normas de ozono de 2008 y 2015. Por lo tanto, todavía es necesario un esfuerzo importante para cumplir y mantener las normas.

Exhibición 6: Valor de Diseño Histórico y Datos Demográficos



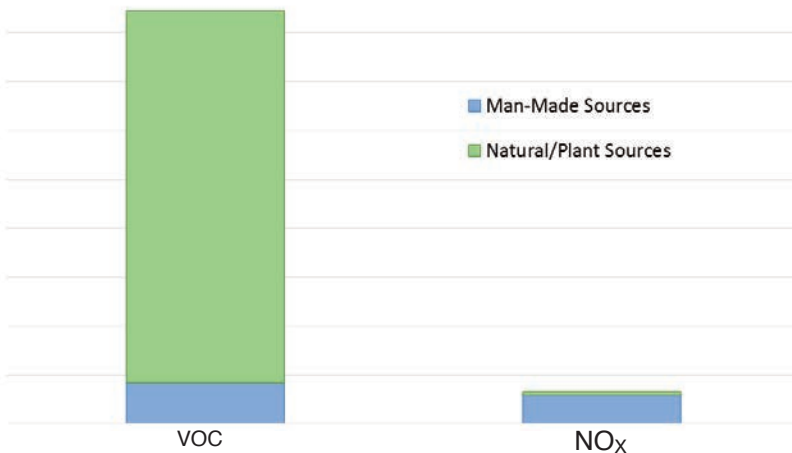
Origen: North Central Texas Council of Governments Transportation Department



Abordar el Tema del Ozono en el Centro Norte de Texas

Como se indica en la página 1 el ozono a nivel del suelo no se emite directamente desde ninguna fuente de emisión, sino que se produce a través de una reacción química con otras emisiones. Conociendo esto, los esfuerzos para mejorar la calidad del aire y reducir el ozono se centran en las fuentes de **contaminantes precursores** del ozono, a saber, NO_x y VOC. Se encuentran muchos más VOC en la atmósfera que NO_x. La gran proporción de VOC y NO_x significa que el centro norte de Texas es **“NO_x limitado”** lo que resulta en formación de ozono siendo mucho más sensible a cambios en NO_x que VOC. Tanto los NO_x como los VOC pueden provenir de fuentes (antropogénicas) o naturales (biogénicas). Sin embargo, la proporción de NO_x artificiales a VOC naturales, como ilustrado en la **Exhibición 7**. El hecho de que el norte de Texas es limitado en cuanto a NO_x, combinando con el control significativamente mayor sobre el NO_x artificial significa que los esfuerzos primarios para abordar el ozono en la región se centran en la reducción de NO_x.

Exhibición 7: Comparación de Emisiones Totales de VOC y NO_x Artificiales y Naturales/Plantas

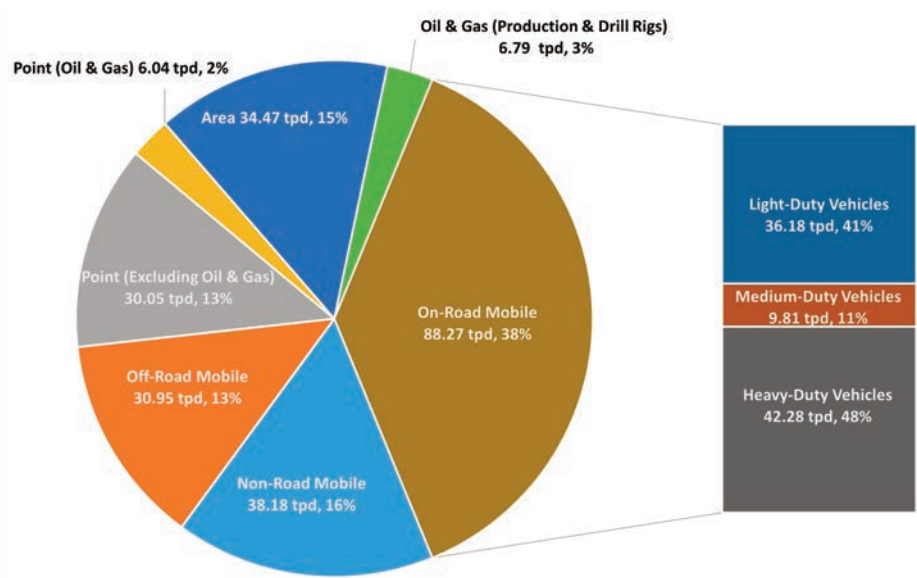


Fuente: Adaptado por el Texas Commission on Environmental Quality

Exhibición 8 Muestra las fuentes de NOx para la región del norte de Texas en 2020. La mayor parte—un combinado de un 67 por ciento—de emisiones de NOx se espera que provengan de dispositivos móviles fuentes de transporte. Por lo tanto, las iniciativas de calidad del aire en la región se enfocan en reducir la contaminación de ese sector, especialmente de automóviles y camiones de carretera.

Exhibición 8: Estimado 2020 NOx Fuentes del Inventario de Emisiones

Total 234.75 toneladas por día (tpd por sus siglas en inglés)



Fuente: El Texas Commission on Environmental Quality

Ejemplos de Fuentes en Categorías de Emisiones:

Fuentes Puntuales: Plantas Eléctricas, Instalaciones de Cemento, etc.

Fuentes de Área: Tintorerías, Panaderías, etc.

Fuentes de Petróleo y Gas: Producción y Equipos de Perforación

Fuentes Móvil No Carreteras: Locomotoras, Aeronaves, etc.

Fuentes Móvil Fijas: Construcción, Agricultura, etc.

Fuentes Móvil en Ruta: Vehículos y Camiones

Áreas de Énfasis en la Calidad del Aire

Para cumplir con el estándar federal de ozono, es necesario abordar los principales factores que contribuyen a las emisiones móviles. El personal de North Central Texas Council of Governments administra los programas de calidad del aire, recomendaciones de políticas, participa en asociaciones, educa a la región y apoya a otros interesados en sus propias actividades de reducción de emisiones. Para ayudar a entender mejor como las diferentes actividades ayudan a la calidad del aire, NCTCOG, junto con el Regional Transportation Council, desarrolló **Áreas de Énfasis en la Calidad del Aire**.

Todos los programas de calidad del aire de NCTCOG abordan una o más de las áreas de énfasis descritas a continuación. Además, mientras que el objetivo principal de la calidad del aire es alcanzar el cumplimiento de ozono, muchos de estos esfuerzos reducen emisiones de partículas y gases de efecto invernadero; por lo tanto, el apoyo a los esfuerzos para mejorar la calidad del aire de manera integral.





Vehículos y Equipos de Alta Emisión: Ciertos vehículos, como los vehículos diésel más antiguos y pesados o los que están en mal estado, contribuyen de forma desproporcionada a la contaminación del aire. **Las iniciativas se centran en retirar o reparar los vehículos/equipos de altas emisiones.**



Bajas Velocidades: Vehículos que operan a velocidades bajas liberan más emisiones porque los motores no funcionan en condiciones óptimas. **Las iniciativas se centran en lograr y mantener la máxima eficiencia del sistema, seguido trabajando para reducir la congestión del tráfico.**



Ralentí: Los vehículos inactivos aumentan la contaminación de emisiones por la combustión innecesaria e incompleta del combustible que se produce mientras el motor no está operando en una temperatura óptima. **Las iniciativas se centran en eliminar el ralentí innecesario.**



Millas Recorridas del Vehículo: Cuantas más millas recorra un vehículo, más contribuye a la contaminación del aire. Las Millas Recorridas del Vehículo (VMT por sus siglas en inglés) es la medida de las millas acumuladas recorridas por todos los vehículos en la región-un número que crece anualmente debido al aumento de la población en el norte de Texas. **Las iniciativas se centran en reducir el total de VMT mientras se mantiene la movilidad máxima para la región.**



Uso de Energía y Combustible: El uso de combustible de cualquier tipo resulta en cierto grado de contaminación del aire, ya sea por las emisiones del tubo de escape o plantas de energía o refinerías como resultado de la producción y fabricación. Los combustibles derivados del petróleo suelen contaminar más que los combustibles alternativos, amenazando la calidad del aire, así como la seguridad de energética. **Las iniciativas se centran en fomentar la adopción de vehículos de combustibles alternativos y la integración de tecnologías energéticas avanzadas para reducir todo el consumo de combustibles.**



Arranque en Frío: Un vehículo libera una mayor cantidad de contaminantes durante los primeros minutos al arrancar porque el motor aún no ha alcanzado una temperatura óptima de funcionamiento. Los viajes frecuentes y cortos aumentan la magnitud de ocurrencia. **Las iniciativas se centran en fomentar la combinación y/o reducir la cantidad el total de viajes.**



Aceleraciones Fuertes: Operar un vehículo en formas que requieren mayor potencia del motor, como las aceleraciones fuertes o de “jackrabbit”, da como resultado un mayor consumo de combustible y emisiones contaminantes. **Las iniciativas se centran en informar y mejorar el comportamiento del conductor para reducir las emisiones innecesarias.**

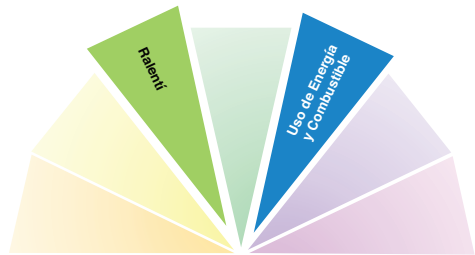
Iniciativas Regionales Destacadas sobre la Calidad del Aire

Los siguientes son programas destinados específicamente para abordar la calidad del aire en el norte de Texas. El NCTCOG trabaja con los gobiernos locales, Texas Commission on Environmental Quality (TCEQ por sus siglas en inglés), el EPA, el U.S. Department of Transportation, y el Department of Energy (DOE por sus siglas en inglés) a través de programas para mejorar la calidad del aire. Para obtener información adicional sobre estos y los muchos otros programas e iniciativas del NCTCOG que benefician la calidad del aire, visite www.nctcog.org/airquality.

ENGINE OFF NORTH TEXAS www.engineoffnorthtexas.org



Engine Off North Texas afronta el ralenti de los vehículos a través de una amplia campaña contra el ralenti que incluye la promoción de restricciones al ralenti para los vehículos pesados, materiales educativos y de concienciación disponibles para su distribución a nivel regional, y asociaciones con gobiernos y empresas locales para desarrollar y mejorar las políticas de reducción del ralenti.



DALLAS-FORT WORTH CLEAN CITIES

www.dfwcleancities.org

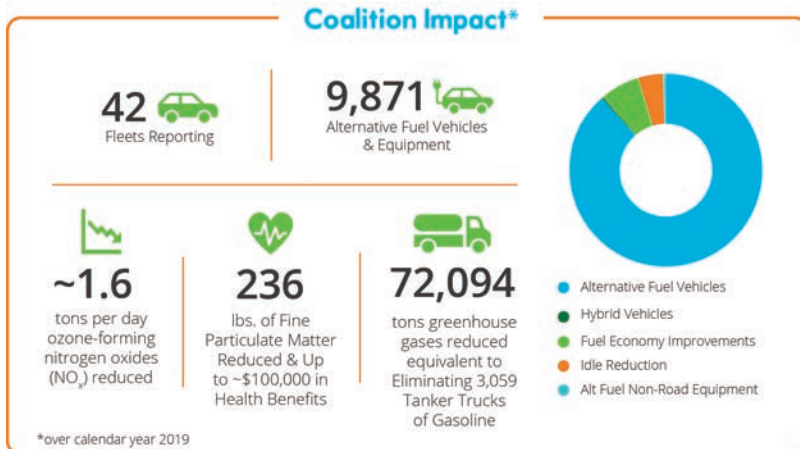


Dallas-Fort Worth CLEAN CITIES

El Dallas-Fort Worth (DFW) Clean Cities Coalition trabaja con flotas locales para promover prácticas y decisiones para reducir el uso de energía en el transporte y mejorar la calidad del aire. DFW fue una de las primeras regiones ser designada como parte de la iniciativa del DOE Clean Cities en 1995. Cada año las partes interesadas de DFW Clean Cities reducen el uso de petróleo en más de 20 millones de galones por el uso de vehículos de combustible alternativo, reduciendo el ralentí, y ahorrando combustible a través de otras mejores prácticas. **Exhibición 9** se destacan otros impactos notables a través de los esfuerzos de DFW Clean Cities.



Exhibición 9: Impacto Anual Dallas-Fort Worth Clean Cities Coalition



ELECTRIC VEHICLES NORTH TEXAS

www.dfwcleancities.org/evnt

Junto con los esfuerzos de Dallas-Fort Worth Clean Cities, Electric Vehicles North Texas (EVNT por sus siglas en inglés) anima y apoya la transición a los vehículos eléctricos a través de las asociaciones de la industria, la capacitación de flotas, la colaboración y el apoyo a las iniciativas de los gobiernos locales y la divulgación entre los consumidores. De 2015 a 2020, la región de DFW observó una tasa de crecimiento anual promedio del 32.5% en vehículos eléctricos registrados. También ha habido un crecimiento sustancial de las estaciones de carga disponibles al público, con más de 600 estaciones disponibles en toda la región en 2021.



GO SOLAR TEXAS

www.gosolartexas.org

NCTCOG ha sido designado como región SolSmart gracias a varios esfuerzos realizados para ayudar a avanzar en la adopción de la energía solar en toda la región. Entre los principales esfuerzos se encuentra el apoyo a los gobiernos locales para que consigan su propia designación SolSmart, eliminando las barreras normativas o políticas a la energía solar, y la creación de un sitio web central en GoSolarTexas.org para mantener la información específica de Texas. Dado que la energía solar es una forma de producir electricidad sin emisiones, puede ayudar a crear una estrategia de transporte limpio convincente cuando se combina con la carga de vehículos eléctricos.



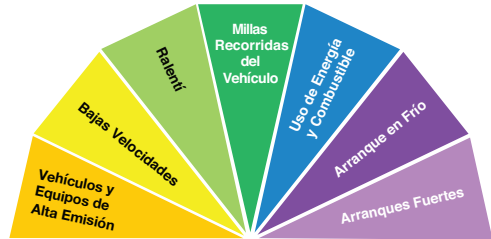
North Central Texas
Council of Governments

www.nctcog.org/airquality

CLEAN FLEET POLICY

www.nctcog.org/fleetpolicy

El Clean Fleet Policy describe las emisiones, el ahorro de combustible y los objetivos de colaboración y proporciona soluciones viables y eficaces para que las flotas locales ayuden a reducir el impacto medioambiental, aumentar la colaboración y compartir las mejores prácticas. Los adoptantes de la política también pueden solicitar financiación para vehículos limpios disponibles por el Regional Transportation Council.



REGIONAL SMOKING VEHICLE PROGRAM

www.nctcog.org/rsvp

El Regional Smoking Vehicle Program (RSVP por sus siglas en inglés) anima a los conductores a reparar y mantener voluntariamente sus vehículos a través de la conciencia pública. Se pueden reportar anónimamente los vehículos que estén emitiendo humo. Los propietarios recibirán información por correo sobre las posibles causas y soluciones a los problemas de emisiones de los vehículos. El alcance al público incluye información sobre la asistencia financiera que puede estar disponible para el reemplazo del vehículo.



REGIONAL EMISSIONS ENFORCEMENT PROGRAM

www.nctcog.org/reep

El Regional Emissions Enforcement Program (REEP por sus siglas en inglés) es una iniciativa para ayudar a identificar y retirar de las carreteras de Texas los vehículos de altas emisiones con inspecciones estatales de emisiones caducadas, fraudulentas e inadecuadas y con placas de papel temporales. Los organismos policiales participantes pueden ingresar en una base de datos centralizada las multas otorgadas por certificados de registro fraudulentos, así como las infracciones a la política de vehículos humeantes, a las restricciones de carriles para camiones y a las ordenanzas contra el consumo de combustible, proporcionando así a los oficiales acceso a las multas escritas a través de múltiples límites jurisdiccionales.



CAR CARE AWARENESS

www.ntxcare.org

El NCTCOG se asocia con organizaciones comunitarias y sin lucro, y con talleres de reparación de vehículos en eventos, talleres de capacitación y eventos para educar a los habitantes del norte de Texas sobre el mantenimiento adecuado de vehículos y qué se debe hacer cuando se enciende la luz del motor. El personal del NCTCOG también proporcionará información y recursos relacionados con el mantenimiento de los vehículos a través del State's Vehicle Inspection Program y reducir las emisiones en la región de Dallas-Fort Worth.



SMARTWAY

www.nctcog.org/smartway



Smartway es un programa voluntario, publico-privado de la EPA que ayuda a reducir las emisiones de flota, mejorar el ahorro del combustible, y aumentar la eficiencia energética. Como afiliado de Smartway, NCTCOG promueve las iniciativas de Smartway proporcionando un alcance educativo a los socios potenciales e industrias afectadas. Gran parte del programa se centra en abordar la industria de transporte de mercancías

(www.epa.gov/smartway), pero los recursos de Smartway también están disponibles para los conductores de vehículos de pasajeros a través del EPA's Green Vehicle Guide (www.epa.gov/greenvehicles).



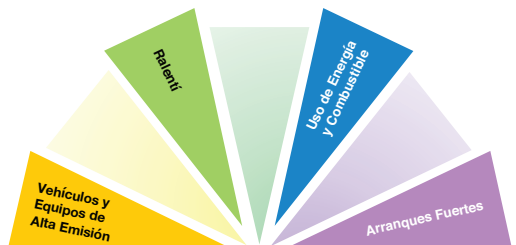
SAVING MONEY AND REDUCING TRUCK EMISSIONS

www.nctcog.org/smart

Saving Money and Reducing Truck Emissions (SMARTE por sus siglas en inglés), una iniciativa del Programa SmartWay, proporciona promoción e información al sector del transporte por carretera para mejorar el conocimiento de las estrategias y tecnologías que ayudan a reducir el consumo de combustible y emisiones, ahorrando al mismo tiempo en costes operativos. SMARTE recomienda a los conductores de camiones y propietarios de flotas a utilizar tecnologías SmartWay Verified ofreciendo un directorio de proveedores locales de tecnología SmartWay Verified. De forma acumulada, de las más de 100 actividades de mejora de la eficiencia del combustible incluidas en el programa, se estima que se han reducido 101,440 galones de diésel al año. Durante su vida útil, estas actividades eliminarán un total de 440 toneladas de NOx y 26,630 toneladas de dióxido de carbono (CO₂).

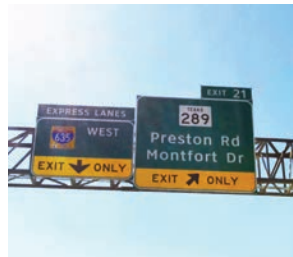
SMARTE

Saving Money and Reducing Truck Emissions



Otras Iniciativas de Calidad del Aire

Además de las iniciativas destacadas en este folleto, las siguientes representan la amplia variedad de programas y estrategias implementadas por NCTCOG.



Para más información sobre las numerosas iniciativas regionales de calidad del aire implementadas por NCTCOG, visite www.nctcog.org/airquality.

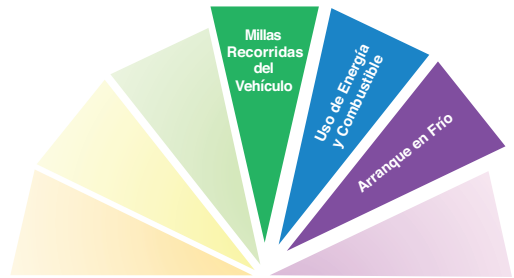


Seleccione Iniciativas de Transporte con Beneficios Para la Calidad del Aire

Muchas iniciativas de transporte del NCTCOG benefician a la calidad del aire, a pesar de estar diseñadas principalmente para reducir la congestión o alcanzar otros objetivos de transporte. Véase el Anexo C del último Metropolitan Transportation Plan (MTP por sus siglas en inglés) de la región (www.nctcog.org/trans/plan/mtp) para obtener una lista completa.

ACTIVE TRANSPORTATION www.nctcog.org/bikeped

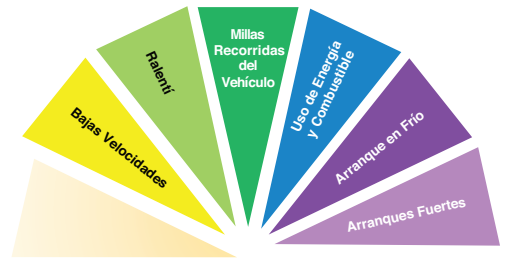
Los modos de viaje en bicicleta y para peatones están reconocidos en todo el país como formas eficaces de abordar los problemas de movilidad y calidad del aire, al tiempo que mejoran la salud física y la calidad de vida. La red de transporte activo de la región proporciona un modo alternativo al transporte tradicional. El NCTCOG apoya los viajes en bicicleta y para peatones trabajando con los gobiernos locales para garantizar la seguridad de las instalaciones para bicicletas y peatones en la región, ayudando a los planificadores y a los responsables de la toma de decisiones mediante el seguimiento de los datos de uso a través del Regional Bicycle and Pedestrian Traffic Count Program, y proporcionando directrices de diseño y recursos para apoyar a las comunidades para que sean favorables para bicicletas y peatones. The Regional Transportation Council apoya el desarrollo de las infraestructuras para bicicletas y peatones mediante la asignación de fondos federales para el transporte que implementan proyectos en toda la región.



TRANSPORTATION SYSTEMS MANAGEMENT

www.nctcog.org/trans/tsm

A través de una mejor gestión y operación de las instalaciones de transporte existentes, NCTCOG trabaja con asociados para mejorar el movimiento de tráfico, movimiento de vehículos y mercancías, y mejorar la accesibilidad y seguridad del sistema. Entre los ejemplos se incluyen sincronización de las señales; mejoras en las intersecciones, como carriles de giro específicos; y la eliminación de cuellos de botella, como mejorar las curvas cerradas o la ampliación de carriles estrechos.



TRAVEL DEMAND MANAGEMENT

www.nctcog.org/trans/cmp/tdm

El enfoque de The Travel Demand Management (TDM por sus siglas en inglés) para la mitigación de la congestión promueve alternativas - compartir el coche, compartir la camioneta, el transporte público, la bicicleta, los peatones, el teletrabajo y los horarios de trabajo flexibles - para los viajeros del DFW. Los esfuerzos de TDM se están llevando a cabo tanto en las áreas urbanas como en las rurales de la región del DFW para reducir la congestión del tráfico y la contaminación del aire, y para aumentar la eficiencia del sistema de transporte. Los programas de TDM que se están implementando ahora mismo en la región incluyen el Regional Employer Trip Reduction Program; el Regional Vanpool Program; un sitio web de localización de viajes y de transporte; instalaciones de park-and-ride; y Transportation Management Associations. En junio de 2021, el NCTCOG ha establecido un objetivo para la reducción de viajes al trabajo en vehículos de un solo ocupante que tiene como propósito reducir los viajes al trabajo en vehículo solo a través de una creciente implementación de estrategias de Travel Demand Management.

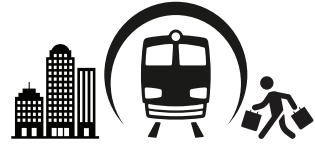


Rideshare. Record. Reward.

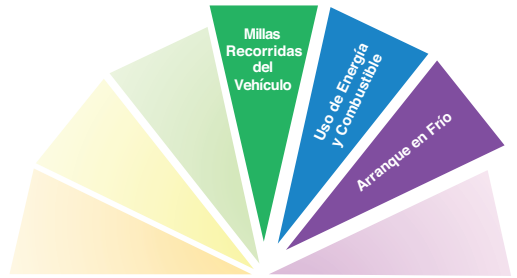


TRANSIT-ORIENTED DEVELOPMENT

www.nctcog.org/sustdev/tod



El Transit-Oriented Development (TOD por sus siglas en inglés) es un estilo de planificación y desarrollo que fomenta la actividad peatonal con la combinación de una de una mayor densidad, de empleo, vivienda y usos del terreno comercial a una distancia de media milla a pie, de una estación de tren para pasajeros. NCTCOG apoya la TOD en la región a través de una combinación de asistencia en implementación, recopilación de datos, y eventos de capacitación. El Sustainable Development Funding Program ha concedido aproximadamente \$160 millones entre 2001-2018 para el apoyo de proyectos de infraestructura y planificación para bicicleta y peatón, vías urbanas, y estaciones de transporte en toda la región.

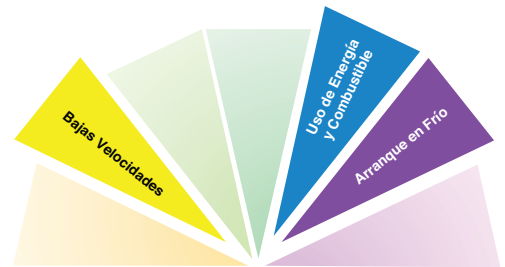


TRUCK LANE RESTRICTION PROGRAM

www.nctcog.org/trucklanes



El Truck Lane Restriction Program identifica los corredores de transporte adecuados para las restricciones de los carriles para camiones, en los que se prohíbe a los camiones de tres o más ejes usar el carril interior izquierdo, excepto cuando pasan por delante del tráfico. Según, estudios de tráfico, se ha demostrado que las restricciones de carriles para camiones mejoran la movilidad, seguridad, y la calidad del aire. Para que un corredor sea considerado para restricciones de carriles para camiones debe de haber tres o más carriles de tráfico (excluyendo las carreteras secundarias) en cada dirección y no puede haber salidas a la izquierda. El programa trabaja con municipios locales para implementar ordenanzas de cumplimiento.

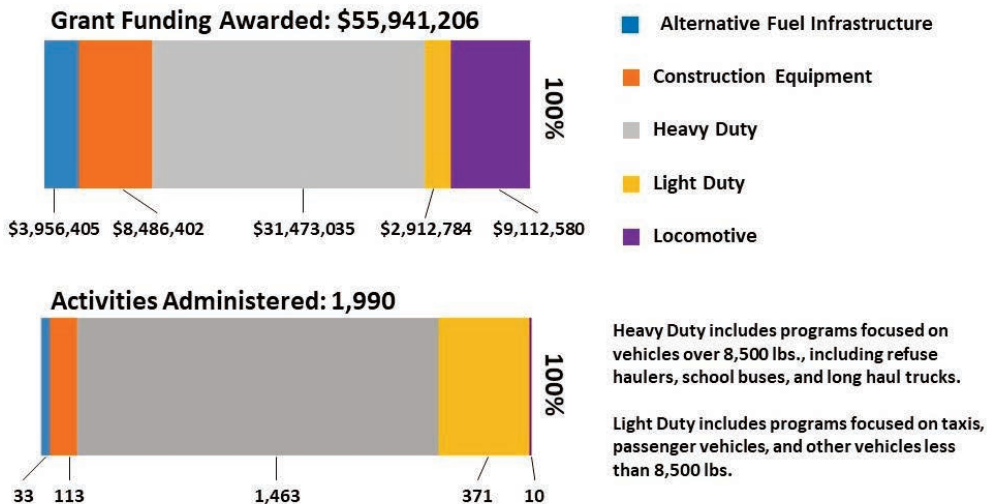


Financiación de la Calidad del Aire

www.nctcog.org/AQfunding

NCTCOG promueve las oportunidades de financiación de la calidad del aire y ocasionalmente distribuye la financiación directamente. Desde 2006, se han concedido más de \$55 millones en subvenciones a más de 1,950 actividades, como se muestra en **Exhibición 10**. Proyectos de ejemplo incluyen el reemplazo de camiones diésel pesados, autobuses o equipo de construcción, la construcción de infraestructuras de reabastecimiento de combustible o la instalación de equipo de reducción de ralentí para camiones pesados. Estas actividades han reducido el NOx en estimado de 1,385 toneladas y CO₂ en más de 636,600 toneladas. La página web de Air Quality Funding Opportunities sirve como un centro de financiación en la región y promueve el uso de incentivos disponibles de otras agencias (como EPA) para actividades que mejoran la calidad del aire.

EXHIBICIÓN 10: Total de Subvenciones Otorgadas y Actividades Administradas por NCTCOG (2006 - 2021) por Tipo de Actividad



Fuente: NCTCOG Transportation Department

Esté Atento a los Vehículos con Estas Pegatinas

Puede identificar algunos de los proyectos y socios que contribuyen a un aire más limpio basándose en calcomanías especiales.

Dallas-Fort Worth Clean Cities Fleet Recognition:

Las flotas que han mostrado esfuerzos ejemplares en las medidas de reducción de petróleo y que han adoptado el Clean Fleet Policy de NCTCOG reciben el estatus de reconocimiento de flota de bronce, plata, y oro.



California Certified Clean Idle:

California Air Resources Board creó calcomanías certified clean idle para identificar los camiones que funcionan con motores de combustión limpia que no emiten más de 30 gramos de NOX por hora mientras están al ralentí – esto es 78 por ciento más limpios que los típicos camiones viejos.



Texas Emissions Reduction Plan:

Los vehículos con funcionamiento limpio o los equipamientos financiados a través del Texas Commission on Environmental Quality's Texas Emissions Reduction Plan Program muestran esta pegatina que indica que están ayudando a la calidad del aire regional a través de sus elecciones de vehículos/equipamientos.



Involúcrate

Aquí hay algunas maneras en que puede involucrarse, proporcionar su opinión, y mostrar su apoyo a las iniciativas de calidad del aire durante todo el año.

Manténgase informado inscribiéndose para recibir notificaciones por correo electrónico (ver código QR en la contraportada) en

www.nctcog.org/trans/involve/subscribe-to-updates

Inscríbese para recibir alertas sobre la contaminación del aire en

www.airnorthtexas.org/signup

AIR NORTH TEXAS

www.airnorthtexas.org



A través del programa Air North Texas, NCTCOG trabaja con TCEQ y otras entidades para mantener al público informado sobre la calidad del aire y sus posibles implicaciones para los grupos sensibles del norte de Texas. Se envían alertas específicas de contaminantes cuando se proyecta que la calidad del aire alcance a un rango de insalubridad.

Air North Texas es una campaña de alcance creada para educar a los habitantes del norte de Texas sobre cosas sencillas que pueden hacer en su vida cotidiana, como el uso de auto compartido y dar mantenimiento adecuado a su vehículo, para ayudar a reducir las emisiones y evitar que el ozono alcance niveles insalubres.

Visite www.airnorthtexas.org para aprender más sobre Arlo el Armadillo y cómo él – y tú – pueden ayudar a mejorar la calidad del aire!



DFW CLEAN CITIES

www.dfwcleancities.org/membership

DFW Clean Cities invita a las partes interesadas del área metropolitana de Dallas-Fort Worth a través de nuestro programa gratuito de membresía. Los beneficios incluyen asistencia técnica y de subvenciones, acceso a eventos y seminarios, y conexiones con nuestra red nacional de expertos en combustibles alternativos y eficiencia energética. Los interesados también tienen la oportunidad de obtener una mayor exposición y reconocimiento al convertirse en patrocinadores de DFW Clean Cities. Los fondos sirven para apoyar talleres y eventos, desarrollar materiales educativos o proporcionar fondos de compensación no federales para las propuestas de subvención.



**Dallas-Fort Worth
CLEAN CITIES**



Mayo: Días de Bike to Work/School

NCTCOG invita a los residentes en la región a participar en National Bike to Work Week, National Bike to Work Day, y Bike to School Day cada mayo. NCTCOG anima a los residentes a viajar en bicicleta u otros medios de transporte alternativos, en apoyo del evento nacional iniciado por League of American Bicyclists.

www.nctcog.org/biketowork



Agosto: Día del Clean Air Action

Clean Air Action Day (CAAD por sus siglas en inglés) es un llamado a nivel regional para ayudar a mejorar la calidad del aire. Se anima a todos a compartir el auto, bicicleta, caminar, o usar el transporte público.

www.airnorthtexas.org/cleanairactionday



Abril y Octubre: Drive Electric Earth Day y Semana de National Drive Electric

El NCTCOG, a través del trabajo de DFW Clean Cities, organiza eventos locales para celebrar los vehículos eléctricos como parte de estos eventos nacionales, coordinados por Plug-In America. Los eventos están diseñados para aumentar la concienciación y cuentan con expositores relacionados con los vehículos eléctricos, interacciones con conductores de vehículos eléctricos y oportunidades de conducirlos.

www.dfwcleancities.org/NDEW



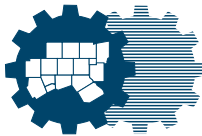
¿Qué es NCTCOG?

El North Central Texas Council of Governments (NCTCOG por sus siglas en inglés) es una asociación voluntaria de gobiernos locales dentro de la región de 16 condados del Centro Norte de Texas. La agencia se estableció en 1966 para ayudar a los gobiernos locales a planificar las necesidades comunes, cooperar para un beneficio mutuo, y coordinar el desarrollo regional sólido. El centro norte de Texas es una región de 16 condados con una población de 6.5 millones, y un área de aproximadamente 12,800 millas cuadradas. NCTCOG tiene 231 miembros gobiernos, incluyendo los 16 condados, 169 ciudades, 19 distrito escolares independientes, y 27 distritos especiales.

Desde, 1974, NCTCOG ha servido como el Metropolitan Planning Organization (MPO por sus siglas en inglés) para el transporte en el Área Metropolitana de Dallas-Fort Worth. El The Regional Transportation Council (RTC por sus siglas en inglés) es el organismo de política para el MPO. El RTC está formado por 44 miembros, predominantemente funcionarios locales electos, que supervisan el proceso de planificación del transporte regional. El Transportation Department de NCTCOG es responsable del apoyo y la asistencia de personal al RTC y sus comités técnicos, que comprenden la estructura de formulación de políticas del MPO.

El RTC supervisa el proceso de planificación del transporte metropolitano. Actividades primarias:

- Guiando el desarrollo de planes y programas de transporte multimodal.
- Determinar la asignación de fondos federales, estatales y regional de transporte.
- Seleccionando proyectos de transporte en algunos programas y recomendando proyectos al Texas Transportation Commission para otros programas.
- Asegurando que los proveedores coordinen los servicios.
- Asegurando que el área metropolitana cumpla con las leyes y regulaciones estatales y federales con respecto al transporte y la calidad del aire.



**North Central Texas
Council of Governments**



www.nctcog.org/airquality

Para más información, puede contactarnos por:

Teléfono: 817-695-9240

Correo Electrónico: transinfo@nctcog.org

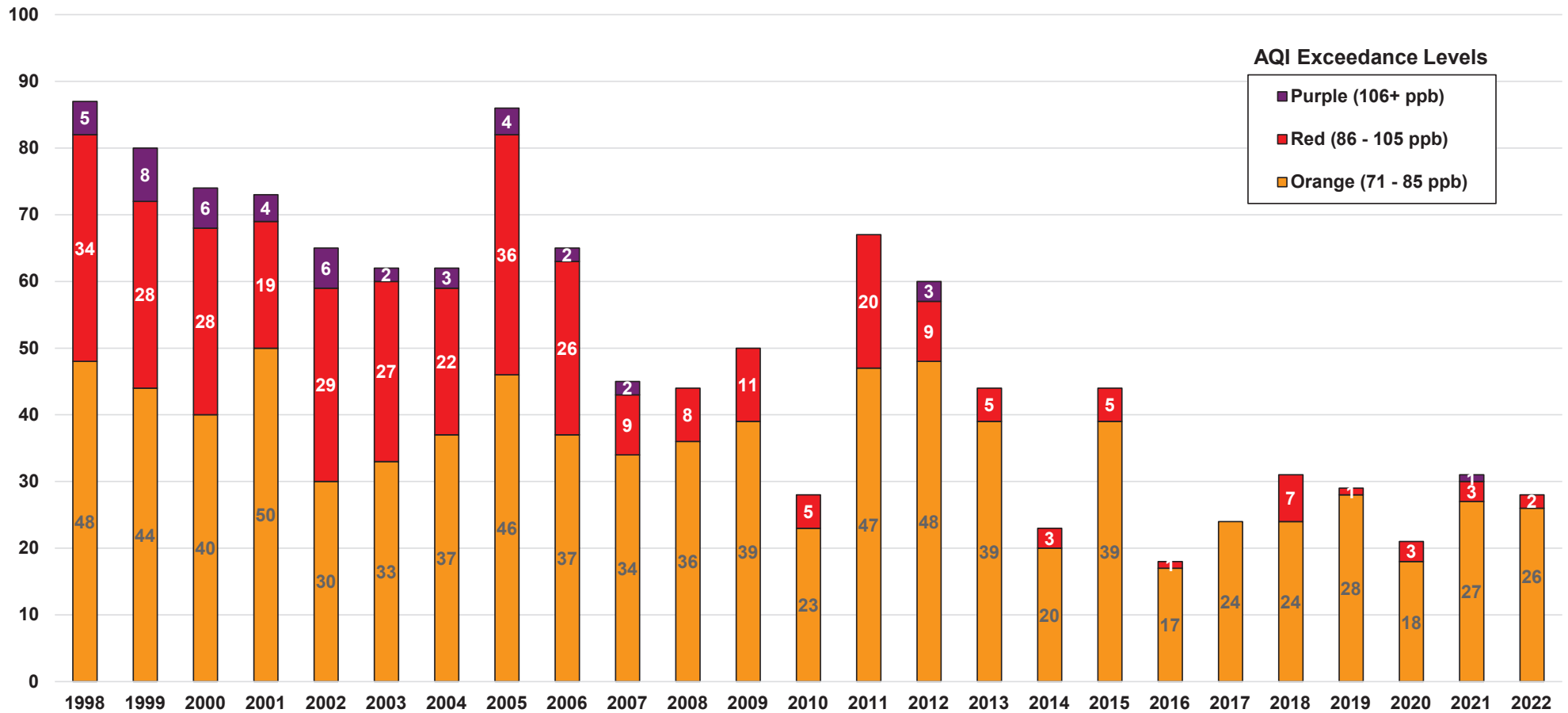
Página Web: NCTCOG.org/trans

Siga a NCTCOG en Redes Sociales:
NCTCOGTRANS

Facebook, Twitter, YouTube, and Instagram

8-HOUR OZONE NAAQS HISTORICAL TRENDS

Based on ≤ 70 ppb (As of August 4, 2022)



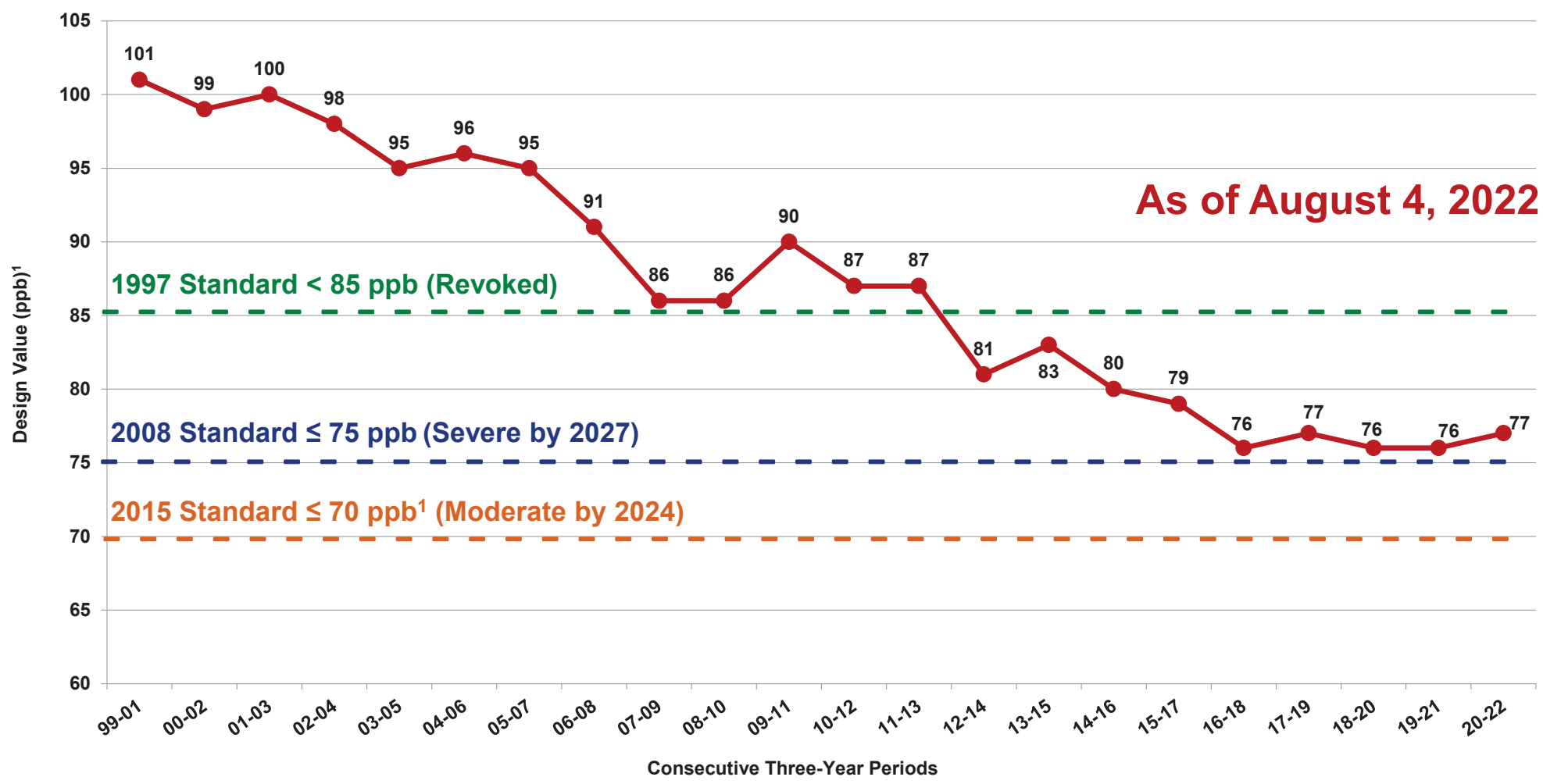
AQI Exceedance Levels

- Purple (106+ ppb)
- Red (86 - 105 ppb)
- Orange (71 - 85 ppb)

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

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

8-HOUR OZONE NAAQS HISTORICAL TRENDS



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

FOR MORE INFORMATION

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

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

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

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

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



NCTCOG

**INNOVATIVE TRANSPORTATION
TECHNOLOGY INFRASTRUCTURE
CERTIFICATION PROGRAM**
STATUS UPDATE

DIRECTOR'S REPORT
REGIONAL TRANSPORTATION COUNCIL
8/18/2022

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

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



RTC POLICY P22-02

Develop Process for the Innovative Transportation Technology Infrastructure Certification Program

Purpose

Provide transparent process for RTC coordination with providers

Periodic solicitation/opportunity for new technology applications

Ensure level playing field for providers and local governments

Guiding Principles

Must serve long-range transportation need (MTP)

Technology provider responsible for certification process

NCTCOG will facilitate mutual cooperation

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



RTC POLICY P22-02

Develop Process for the Innovative Transportation Technology Infrastructure Certification Program

Process:

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



CONTACT US



Brendon Wheeler, PE
Program Manager

bwheeler@nctcog.org | 682-433-0478



Dan Lamers, PE
Senior Program Manager

dlamers@nctcog.org | 817-695-9263



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 Monday, June 20, through Tuesday, July 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, via email and in-person. Safety comments related to DART were in the majority.

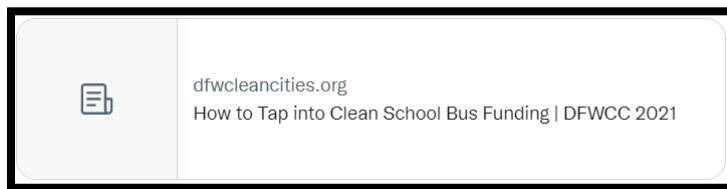
In addition, comments were accepted through Map Your Experience, the Transportation Department's online mapping tool. The tool allows users to drop a pin on a location in the region and leave a detailed comment. This month, there was 1 bicycle-pedestrian comment. To read the comments, visit:

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

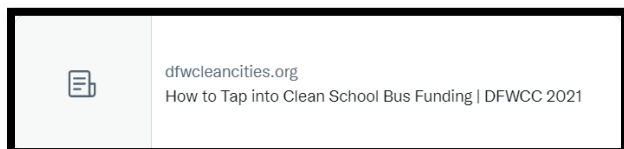
Air Quality

Twitter –

1. NEXT WEEK: School districts can hear from @NCTCOGtrans about funding opportunities and resources to procure clean school buses, made possible by bipartisan infrastructure funding. 📅 July 20, 10 a.m. CT RSVP here – EDF Texas (@EDFtx)



2. Electric school buses are here, thanks to bipartisan infrastructure funding for the Clean School Bus Program 🚌🔋 Learn from @NCTCOGtrans and @EPA about procurement opportunities this Wednesday, July 20 at 10 a.m. CT. Register here – EDF Texas (@EDFtx)



3. TOMORROW, join us and the @NCTCOGtrans for a webinar to learn how to use federal, state, and local funding programs to procure clean school buses. Register at <https://dfwcleancities.org/event-details/how-to-tap-into-clean-school-bus-funding>. – EPA Region6 (EPAregion6)



Bicycle-Pedestrian

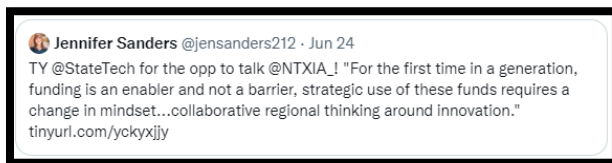
Facebook–

1. Thanks to our friends at NCTCOG Transportation Department for featuring the #RailTrail! – Denton County Transportation Authority (The DCTA Official Page)

Innovative Vehicles & Technology

Twitter –

1. Lots of information on the why, how and what's next! Shoutout to the great work underway by our partners across the region and country! #collaboration @SmartCoalitions @DallasSmartCity @MarketplaceCity @CityofCorinth @Cisco @CityOfDallas @richardson_iq @NCTCOGtrans – NTXIA (@NTXIA_)



Project Planning

Email –

1. **Eric Hunter**

Is there a website or map I can look at online of the future plans extending SH 170 west to Azle?

Thanks

Eric Hunter

Response by NCTCOG Transportation staff

Thank you for reaching out to the NCTCOG Transportation department.

Currently, there are no plans to extend SH 170 as a freeway facility further west than its current terminus at IH 35W per the current long-range Metropolitan Transportation Plan for the region, [Mobility 2045 Update](#). Here is a link to a [Map Packet](#) from the Mobility 2045 Update that includes Major Roadway Recommendations (SH 170 as a freeway between SH 114 and IH 35W) and Arterial Capacity Improvements (showing arterial improvements west of IH 35W connecting to SH 170 at its terminus).

Here are some links to the City of Haslet's [Master Thoroughfare Plan](#) and the [Haslet Parkway Project](#), where you can find more information on this arterial project connecting to SH 170. The City of Fort Worth recently passed their [2022 Bond Program](#) funding improvements on Avondale Haslet Road, which connects to the Haslet Parkway project, extending arterial capacity improvements westward toward US 287.

Thank you for your question. Should you have any comments you wish to provide, please consider our interactive Map Your Experience engagement tool at www.nctcog.org/mye.

Thank you.

2. Teri Satterwhite

Hello

Is town of Fairview planning to add lanes to Country Club road? If so which part?

Teri

Response by NCTCOG Transportation staff

Good afternoon, Teri,

Thank you for reaching out to the NCTCOG Transportation department.

Country Club Road within the Town of Fairview is a TxDOT facility (FM 1378). Portions of this roadway are slated for improvement within the region's long-range transportation plan - Mobility 2045 Update. The TxDOT Dallas district would have the most current information on this project, including the timing of construction, the scope of improvements, and project limits. Tim Wright (Tim.P.Wright@txdot.gov) should be able to help you directly or put you in contact with the appropriate TxDOT Project Manager for this facility.

Additionally, the Town of Fairview has a Master Transportation Plan (<https://fairviewtexas.org/tabsmore.html?singletabid=35>) that shows generally where the future improvements along Country Club Road within the Town's limits are expected.

Thanks.

3. David Moore

I strongly suggest that Waxahachie have a tail option to connect itself to Dallas so I won't have to be forced to either only walk or drive to Downtown and everywhere else that is connected by train in DFW.

Response by NCTCOG Transportation staff

Good afternoon, Mr. Moore,

Thank you for reaching out to us with your questions and comments. The Waxahachie Line from downtown Dallas to Waxahachie is a recommended regional rail corridor included in the Mobility 2045 Update. The Transit Project Listings table (pages E-43 and E-44 in [Appendix E. Mobility Options](#) of the plan update) lists the Waxahachie Line in addition to several other recommendations and includes high-level implementation characteristics considered for each corridor. This project is included in the later years of the plan with a potential implementation timeline between 2037 and 2045 depending on many factors, including funding availability and demand. Page E-45 of this same appendix includes the Transit Corridor Projects map showing this Waxahachie Line as a part of the transit recommendations in this plan update.

For additional context on the considerations involved in advancing a passenger rail project in our region, particularly on an active freight corridor, please refer to the TR2-003: Regional Connections: Next Generation Transit Program section of the [Mobility Options Chapter](#), pages 6-45 through 6-49.

Prior to advancing this project, additional study will be required to better understand the major factors influencing the timing of the Waxahachie Line including: station locations, ridership estimates, transit connections, level of capital infrastructure investment required, operational needs, and governance/funding.

Thanks.

Public Meeting and Forums

July 2022 RTC Meeting--

1. Marcus Wood

I am here to speak about the Riverfront Boulevard re-construction, which has been in progress for well over a decade. In February of 2021, I talked to the RTC about this project being pushed back from January 2021 to June 2022. I am here again today for the same reasons because many issues remain unresolved. Dallas County offered to install rock retainers across the entire width of Riverfront rather than a canopy over the new sidewalks, but we will still have rocks falling on cars and people after the new construction. I have attached photos to my comment sheet that showcase an alternative solution. The real problem is the delay, and it is dead in the water right now. I have submitted my written comments to other entities, such as Dallas County and the City of Dallas, and we all share the same sentiments.

Summary of Response by Michael Morris: I would like to thank you for your ongoing support of transportation in the Dallas-Fort Worth region. The item you have brought forward will be discussed with the RTC today. We have a plan of action moving forward. But I think everyone in this room shares your frustration. We will continue to move this project across the goal line.

Twitter –

1. Proud to be reappointed to the @NCTCOGtrans Regional Transportation Council and continue serving with my Dallas City Council colleagues, @VoteOmarNarvaez, @ServeDallas, and @caraathome. – Adam R. Bazaldua(@AdamBazaldua)



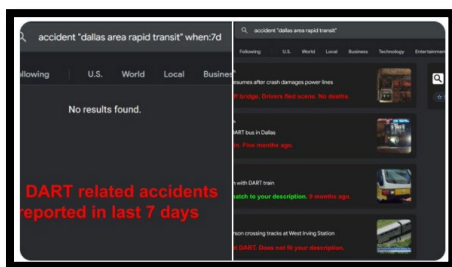
Safety

Twitter –

1. Condolences to the friends and family of the pedestrian killed by @dartmedia green line train. Another death and another accident that underscores the safety concerns of the Neighbors Sharing Cotton Belt Information & Cotton Belt Concerned Citizens Coalition. @NCTCOGtrans – caraathome (🏠) (@caraathome)

Interesting # Twitter accounts with 0-10 followers support Dart. 😊 Since Dart hasn't released crash info: 7/4/22, 10pm, southbound green line, north of Victory station, died at Parkland. Green & orange lines affected & notified if signed up. Dart police investigating. – caraathome (🏠) (@caraathome)

Cara, it's been over 48 hours since you tweeted about a pedestrian killed by train. You've since shared zero details on who, when, where, how accident occurred. There has been no news in last 7 days of pedestrian-train accidents. Last news to match your tweet was 9 months ago. – Hexel (@hexel_co)



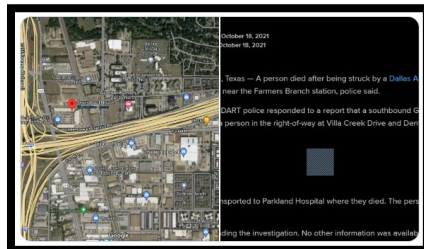
You're right... it's concerning that @dartmedia hasn't shared this tragic incident and media hasn't reported on it yet. Where is DART's transparency about safety incidents? – caraathome (🏠) (@caraathome)

Well... since you know about this tragic incident... why don't you share details on the accident you very publicly announced? Could you at least confirm whether you're talking about a new incident from the last few days, or the incident from October of last year? – Hexel (@hexel_co)

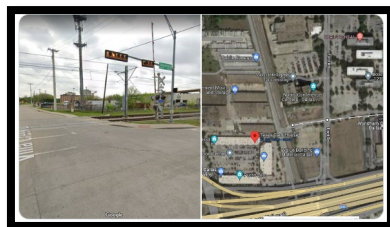
Because you're unwilling to explain incident to public, I will on your behalf.

[thread start]

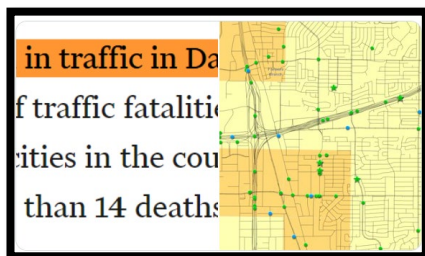
Based on Cara's description & public record, the accident occurred last year, October 18th, Sunday 9:20 pm in front of Texas Card House, a 24-hour poker club on Harry Hines Blvd. – Hexel (@hexel_co)



Police have not released pedestrian's name. The crossing happened in a commercial / industrial area. Chain fence lines both sides of track. Lights, cross guards, traffic light, and sidewalk present. Due to loud zone, horn likely sounded. Residences are half-mile away. – Hexel (@hexel_co)



Last year, 228 killed in Dallas traffic. At that rate, 164 car deaths in Dallas in 9 months since **the only one** DART train-pedestrian reported in 2021. From @NCTCOGtrans heat map, several car accidents & deaths in mile radius of train incident. – Hexel (@hexel_co)



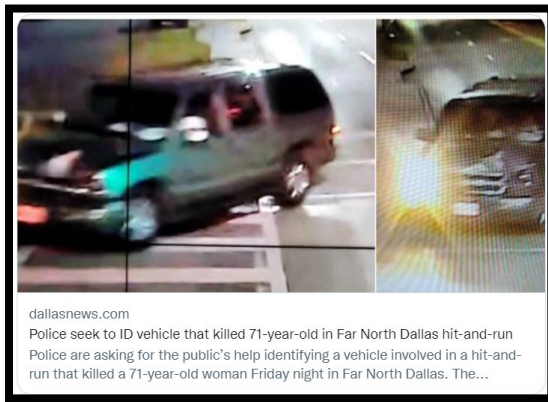
Looking at just Dallas deaths:

- 2021 by train per capita is 0.07 per 100k
- 2021 by car per capita is 14 per 100k
- 2022 suicide per capita is 11 per 100k
- Death by car 200x more likely than train
- Death by suicide 157x more likely than train – Hexel (@hexel_co)

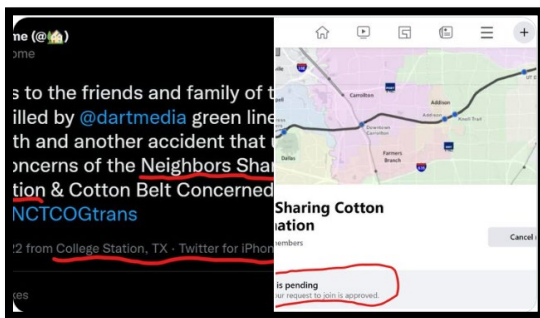
According to numbers from Federal Railroad Administration, 57% of pedestrian-rail deaths attributed to suicide. While I can't say with authority on October Green Line incident, statistical odds & details of circumstance suggest suicide is likely cause. – Hexel (@hexel_co)



While train deaths are rare (and often difficult to distinguish from suicide), car deaths are exceedingly and scarily common. It's so common, 71-YR-OLD **KILLED TODAY** while writing this thread **IN YOUR AREA FAR NORTH DALLAS.** – Hexel (@hexel_co)

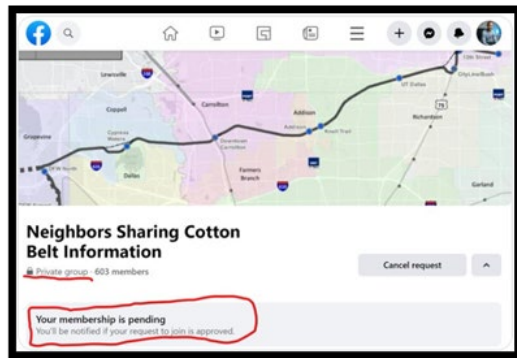


News of SUV killing woman just last night while writing about accident from year ago frustrates me. What prob happened... You tweeted from out of town; you didn't witness rail death nor learn from committee. Old story shared in exclusive private FB group, and you retold as fact – Hexel (@hexel_co)



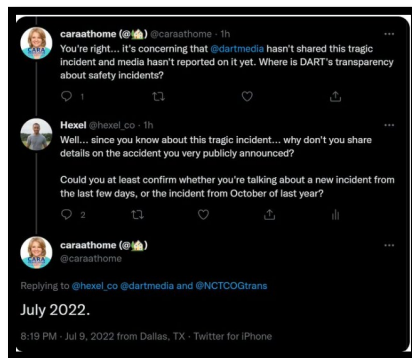
After online search showed nothing & your evasive answers explain nothing, I requested joining the FB group you proudly mention in original post. My request to has been pending for the last 2 days

I suspect my req denied because truth would be revealed if I saw what group shared – Hexel (@hexel_co)



Ok, this went from fact-checking to calling bull

It's unacceptable to pretend accident 9months ago happened days ago. Your BS answer is for plausible deniability; so you can say "I never said it happened in July '22, that's when I heard/reminded about it"— Hexel (@hexel_co)



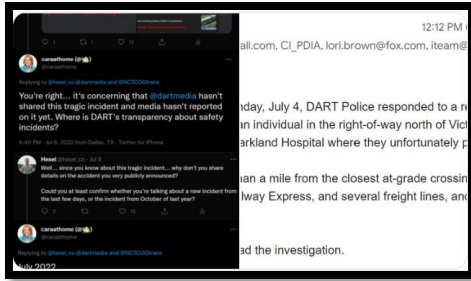
If you want to know more, you can send an open records request to @dartmedia to get the facts. – caraathome (🏠) (@caraathome)

July 2022. – caraathome (🏠) (@caraathome)

Do you really not have any more information than this? Did you just tweet something without having any idea of it was true or not? And now you refuse to admit it? – Chantz Eaton (@chantzEaton)

[thread]

Okay folks. Here is the epic conclusion to this saga. Like before, I'll provide a complete, detailed breakdown of facts w/ sources. Assessment & speculation saved for end. To recap: see timeline of Cara's tweets. Then see response from @dartmedia representative. – Hexel (@hexel_co)



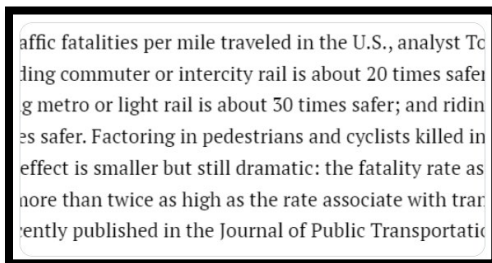
Wow, you're working hard to spin this to save face. Admit you totally made up a scenario that was 100% false. Everything I wrote about the incident - date, time, place & manner of death was confirmed. You're now pivoting to at-grade conversation to deflect. I accept your apology. – caraathome (🏠) (@caraathome)

Maybe if we banned cars people wouldn't feel that it's safer to walk along the rails than the streets – Incoherent Word Hose (@BombyFuntington)

So interesting how people will blame the pedestrian when it is a train that kills someone. When it is a motorist who hits someone, the rally cry is how evil cars are. My call is for @dartmedia to implement safety controls that stop trains when there is a person on tracks. – caraathome (🏠) (@caraathome)

Devastating, but I wish the same concern was given to all of the pedestrians struck and killed by motorists. – Katy! 🚲 (@sustainablekaty)

I mean why not educate ppl instead of leaning into their fears? 🧑‍🎓 – Mitchell Davis (@therealallpro)



Gonna be quite honest I don't like DART that much but there really isn't much they can do when drunk people stumble on the tracks – Laramie! (@LaramieRat)



– Shirts Off Tees (@shirtsoftees)

Are there any more details about when and where this happened? @LoriBrownFox4 – Adam Lamont (@adamhlamont)

Horrible news. – Dee Wadsworth 🗨️ (@DeeWadsworth)

Liar – BigT3x (@big_t3x)

Once the train has a taste for blood it's all the train wants. #bloodlust – Chumbucket (@ObiWanKodos)

OK, so exactly when did this happen? – Gizem Leto (@GizemLeto1)

And their explanation they have "positive train control" is laughable, since that is only intended for rural/freight lines and CLEARLY doesn't work for urban commuter lines. Research doesn't support its use in cities/passenger trains. – caraathome 🏠 (@caraathome)

Cars themselves are not dangerous but we've catered infrastructure towards them for nearly a century, constantly reworking poorly designed roads to accommodate more of them and this makes cars dangerous – Incoherent Word Hose (@BombyFuntington)

It's backwards that we spend so much ridiculous spending on roads that are unsafe for pedestrians in order to accommodate more cars. Cars are the single least efficient means of moving people from one place to another, and such a waste of tax dollars – Incoherent Word Hose (@BombyFuntington)

That's why jaywalking laws exist, to shift blame off the motorist onto the pedestrian. No one blames trains cause it's illegal to walk on the tracks in Texas. Not illegal to walk in the grass next to a busy street or to cross at crosswalks. If I'm hit there it's on the car not me – Cory Krol (@dj_coryt)

Can we call on DART to put up signs that warn people of the risks of walking along train tracks? In cities with light rail that utilize a 3rd rail system for power there are signs everywhere warning of the risks of electrocution from touching the track – Cory Krol (@dj_coryt)

I mean I've almost got hit by cars multiple times when I had the pedestrian signal because they didnt bother to look when taking their right turn. With trains, basic common sense is all you need to stay safe, with cars, well... Doesnt matter how careful you are, you can get hit. – ConnorAlt (@AlternateConnor)

it makes more sense to focus on making roads safer by designing them better because roads are far more dangerous. Focus on the greater danger first imo – ConnorAlt (@AlternateConnor)

The rail is being built now - there is a choice to make it safe or not. It's a diesel train going through a dense part of the city & over a walking trail. It's in the path for children who walk to school unaccompanied. – caraathome 🏠 (@caraathome)

That is why "look both ways" is a horrible answer someone else gave. We should strive to make our infrastructure as safe as possible for all. – caraathome (🏠) (@caraathome)

The preston trial right? Is it a horrible answer for having to cross campbell and Frankford road as well? I agree and would love to eliminate at grade crossings, but it doesnt make sense to demand transit to these bear these higher costs when we don't for car infrastructure. – ConnorAlt (@AlternateConnor)

if all of DART was elevated or buried, that would have just been more resources that could have been used elsewhere. AND same is true for roads, if we had to create a separated path for every crossing, I'd imagine those costs would balloon out of control way too quickly – ConnorAlt (@AlternateConnor)

You're right... it's concerning that @dartmedia hasn't shared this tragic incident and media hasn't reported on it yet. Where is DART's transparency about safety incidents? – caraathome (🏠) (@caraathome)

If @dallasnews can report SUV death under 24hrs on weekend, any network would pick up rail death in 50 hrs Throwing down gauntlet. Hey @FOX4 @wfaa @Dallas_Observer @keranews @DMagazine @CBS11@CBSDFW

Am I, Dallas resident, wrong? Or did City Councilwoman LIE about train death? – Hexel (@hexel_co)

Wrapping thread by tagging all on Twitter whose demands for answers were met w/ silence @adamhlmont @sustainablekaty @GizemLeto1@BombyFuntington @therealallpro @AlternateConnor @WalkableDFW @NeighborsDTX @CityOfDallas @ncoxbarrett

That's /thread

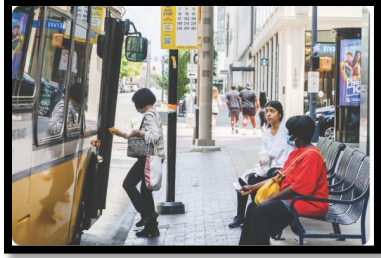
I need a drink. I'll walk. – Hexel (@hexel_co)

Transit

Twitter –

1. Just finished Exec Board meeting for @NCTCOGtrans Lots happening to improve transportation, improve air quality, make procurement easier for cities, & more. Today we approved aviation workforce dev program & automated video sharing pilot. @LMcBee4Dallas @Johnson4Dallas – caraathome (🏠) (@caraathome)

2. Residents who ride @dartmedia tell me it is unreliable. This article shares 1 of Dart's problems & impact on people's lives/transport choices. Missed in article: buses randomly no show w/no notice to riders. Watch @CityOfDallas briefing. @NCTCOGtrans – caraathome (🏠) (@caraathome)



Here is link: Dallas Morning News, 06/27/2022 – Page 1
<http://edition.pagesuite.com/html5/reader/production/default.aspx?edid=e55f2bc9-4ed3-47d8-9ad3-2bd7aeb50671&pnum=0> – caraathome (🏠) (@caraathome)



The buses are indeed unreliable. I typically use the GoPass app to ensure my bus is coming before I walk to the stop – matt h (@matthavener)

I am hearing the app isn't updated when the bus is not going to come at all but usually updated when it will be late. Do you have experience with that? Dart said to city council they decide what routes to not run when staff is short. – caraathome (🏠) (@caraathome)

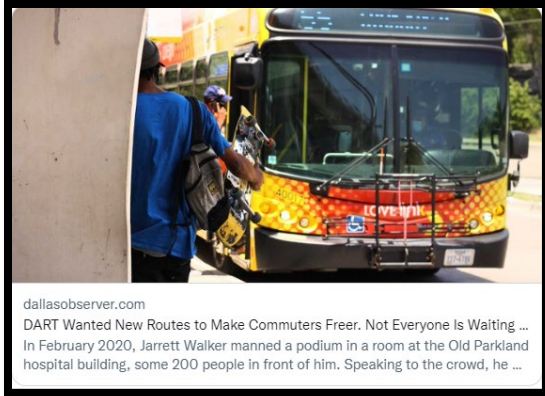
Fun fact! Most of the routes that are cut are routes that primarily serve POC communities - a weird coincidence, huh? – Laramie! (@LaramieRat)

That's true in #D12. The residents who have complained to me & asked for help are POC in low-income apartments. One works for @DallasParkRec and is worried she will be fired for tardiness because of bus/transportation issues. She can't afford @Uber daily & has no car. – caraathome (🏠) (@caraathome)

It's not incompetence - it's pure racial hatred. I've never seen a train or bus in Carrollton or Richardson be delayed. – Laramie! (@LaramieRat)

It's OK, they keep posting "sorry for the bump in the road" ads on IG. – Fancy Bear (@jfpo214)

3. Real life for many @CityOfDallas residents = Concerns about @dartmedia bus service dependability. Affects every part of their life, employment. Fact missing from article: Bus ridership still down 40% pre-COVID per @NCTCOGtrans – caraathome (🏠) (@caraathome)



DART spends ~\$340,000,000 a year for “14.5 million” riders. I’ve never believed their ridership data - has it ever been audited? – Matthew Marchant (@MatthewMarchant)

Doubtful. The fare box certainly doesn't prove that level of ridership, which is still very low. They say they track ridership by sensors on the doors. Haven't seen a reconciliation of these #s. – caraathome (🏠) (@caraathome)

Dallas is one big government shell game to perpetuate debt They want to make ridership free for @dallascollegetx students to boost numbers They use high school students to boost enrollment for Dallas College They use prek kids to boost k-12 enrollment 🌱🌱🌱🌱🌱🌱🌱 – Lynn Davenport (@lynnsdavenport)

I want to make rides free because you're already paying for it with your \$370 million in sales tax per year. – caraathome (🏠) (@caraathome)

You make an excellent point. Otherwise, they are double-dipping and being wasteful. – Lynn Davenport (@lynnsdavenport)

This is only for light rail – Matthew Marchant (@MatthewMarchant)

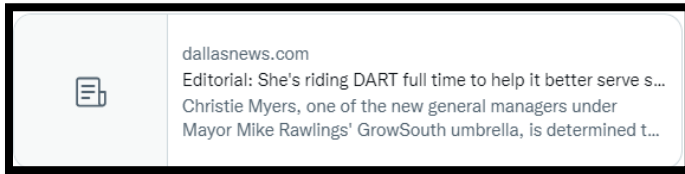
There's only 7.7 million people in the entire metroplex. 14.5 million riders is individual trips, correct? For example, I'm one person, and I ride the light rail 300 times in a year. I account for 300 "riders"? – Foxhole (@foxholestrategy)

DART doesn't serve the entire metroplex though, because most cities in the metroplex don't pay into the system. Fort Worth is served by trinity metro, for instance. Frisco is served by nobody – ConnorAlt (@AlternateConnor)

The shortage is a huge pain. Trips are longer, because buses that came every 15 minutes were timed with the light rail. With the temporary reduction in service, the bus comes every 20, 5 minutes after the train arrived, adding 10 minutes each way :-/ – ConnorAlt (@AlternateConnor)

Six years ago Dallas appointed new DART board members to better support our transportation agenda. Since then, DART is going backwards. Time for a fresh board who can help change the culture at DART from real estate development to transportation? – Dallas As A Hole (@dallasasahole)

We participated in this experiment years ago to prove and document the gaps and inefficiencies. Some improvements were made but the problem remains the same. – Lynn Davenport (@lynnsdavenport)

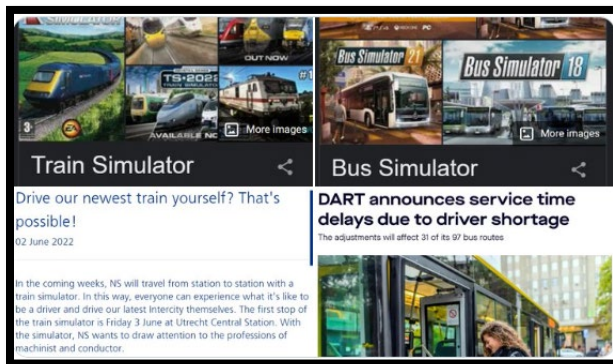


When you say "we participated", are you saying you were part of Neighbor Up Dallas? You're not the woman in article, and your name isn't listed on the website so I'm confused. Nonetheless, if you were part of this, where can we find documented results of experiment? – Hexel (@hexel_co)

Transit planning in DFW is an exercise in groupthink by elected officials with fragile egos and low IQs. And exactly zero of the people that "set policy" actually use the system so they don't really care or know the facts on the ground. – Matthew Marchant (@MatthewMarchant)

Exactly! – Grumpy Old Frog (@GrumpyOldFrog1)

4. I mean, if any North American city could use a train simulator, it would obviously be the one with the longest light rail network in the fastest expanding metro area. Right @dartmedia @NCTCOGtrans @TrinityMetro @RideDCTA ???? – Hexel (@hexel_co)



5. 📷 Here's a snap from Congresswoman Van Duyne's visit to our HQ! We are proud to be part of the ongoing solution of keeping #NorthTexas moving with our partners at @TxDOT and @NCTCOGtrans and thankful for leaders like Congresswoman Van Duyne that advocate for mobility solutions. – TEXpress Lanes 🚗 (@TEXpressLanes)





Regional Transportation Council Speaker Request Card

Instructions:

1. Please mark the box indicating whether you would like to make an oral comment (pursuant to HB 2840), a written comment, or both oral and written comments.
2. Speakers are permitted up to three (3) minutes to speak. A person addressing the RTC through a translator will be provided up to six (6) minutes.
3. Please fill in your name, affiliation and agenda item you are providing comments on.
4. If you are submitting a written comment, please write your comment on this form.
5. Please return this form to an NCTCOG employee.

- I wish to make an oral comment at the Regional Transportation Council meeting
 I wish to submit a written comment at the Regional Transportation Council meeting
 I wish to make both oral and written comments at the Regional Transportation Council meeting

Name MARCUS WOOD
Organization, if any _____
City of Residence Dallas Zip Code 75214
RTC Agenda Item # 17.1 Item 12

Please select one of the following:

- I wish to speak on this topic
 I wish to speak for this topic
 I wish to speak against this topic

Please provide written comments below:

Will provide also.
- Riverfront
- DELAYS

Marcus Wood
President

*Tx Assn of Regional
Councils*

Marcus Wood & Company

5335 Ridgelawn Drive, Dallas, Texas 75214-2034

Mobile 214.215.2235

mwood@advico.com

Member, North Texas Commercial Association of Realtors®

Verbal
Opening
Lpm
1/14/2022

In February 2021 I spoke to RTC about the Riverfront Boulevard reconstruction date being pushed from January 2021 to June 2022 due "in large part to UPRR, its obstructions and delays." I am here again for the same reason.

Many issues remain unresolved. For example, Dallas County offered to install a ballast rock retainer across the entire width of Riverfront rather than some sort of sidewalk canopy UPRR is requiring, but without any guidance as to design. UP says no. Photos show the danger to both vehicles and pedestrians from falling ballast rocks.

I am submitting written comments with details and suggested actions by NCTCOG and the Texas Association of Regional Councils to improve public safety with all Class 1 railroads, not just this UPRR situation.

Marcus Wood

COMMENTS TO RTC ON February 11, 2021

Marcus Wood, Dallas.

I support today's Agenda Item #6, the MPO Milestone Policy recommendations – specifically for the

"Dallas County and City of Dallas Riverfront Boulevard Reconstruction from Cadiz to UPRR" which Construction LET date is being pushed back Again from January 2021 to **June 2022** due in large part to UPRR, its obstructions and delays. This is listed on Page 203 of the February RTC Agenda Packet.

Construction START would then not occur until FALL 2022.

Construction itself is projected to take 3.5 years so COMPLETION is not likely until SPRING 2026!

I fear this project will be very disruptive to the opening and operation of the Trinity Park Conservancy's Harold Simmons Park on the Dallas Trinity Floodway and the Dallas County Criminal Courts and Jail operations.

This project needs regular, detailed high LEVEL attention by all parties through its entirety. It needs THAT SAME attention today.

Thank you.

COMMENTS TO THE REGIONAL TRANSPORTATION COUNCIL OF NCTCOG
Thursday, July 14, 2022

I am Marcus Wood writing about Agenda Item 12.1 about **Riverfront Boulevard Reconstruction Project** in Dallas County adjacent to the Dallas County Criminal Courts budgeted for \$50 million (page 344; High Risk Project TIP Code 11726.4). This project Section B is between UPRR Overhead on the north to Cadiz Street at the south.

The New Estimated Start Date of September this year is unrealistic because the project is stalled by the abject disinterest by and fear of making decisions within UPRR's engineering approval system. A few years ago Class 1 railroad basically eliminated all staff engineering personnel and outsourced the activities to consultants. Approvals of a Stormwater Box Culvert design, enlarged bike and pedestrian sidewalks with long canopies, and an expanded easement on Riverfront under the overhead UPRR tracks are still needed. No one in or associated with UPRR is willing to agree to anything or offer guidance out of fear such approval might be second guessed by UPRR legal staff. This stalling has been going on for years despite the best efforts by Dallas County, City of Dallas, and NCTCOG.

- In March 2019 the construction was scheduled to start in June 2019.
- In October 2019 the construction was scheduled to start in March 2020.
- In May 2020 the construction was scheduled to start in December 2020.
- ...

ROOT OF THE PROBLEM

Class 1 railroads operate without accountability to anyone or consideration of anything than railroad profit.

- Railroads set their own railroads speeds – for example, going up to 79 mph in East Dallas on the UPRR main line within 69' ROW west of Buckner Blvd abutting single families residences on both sides.
- In Dallas Joppa vehicle bridge and at-grade crossing closure without consideration of pedestrians is a safety nightmare. UPRR's desire to do the same at Buckner Blvd (Loop 12/Forney) would be another costly, dangerous mistake on the part of Dallas and RTC.
- Ballast rocks occasionally fall off the UPRR tracks on to Riverfront (see photos) and similar overhead crossings. No railroad crossing over roads in the nation has DOT Crossing Inventory Number or Railroad Name sign. FRA has no method for even being informed about falling items no matter how severe, including injuries to those below.

- Existing railroad management does not appear to have the expertise needed to direct and evaluate engineering consultants resulting in stalled projects here and elsewhere.
- Existing U. S. DOT Crossing Inventory Forms completed by the railroads and reported in FRA data files for Dallas County crossings contain numerous errors and are out of date. One UPRR crossing completed in Mesquite in the 1980s is not in the FRA records even after both TxDOT Rail and FRA were notified nearly a year ago. Two crossings in West Dallas are listed as being in Rockwall County so they are not listed for Dallas County.

PROPOSED ACTIONS

NCTCOG and Texas Association of Regional Councils along with others should lobby FRA, Congress, and Texas officials for additional accountability to and oversight of Class 1 railroads by state and local officials. Such lobbying initiatives are within the stated Charges of the TARC Transportation Committee. Such efforts might force railroads to address their public responsibilities. Typically railroads like to say they came first so they rule, but the cities of Dallas and Fort Worth were here first.

NCTCOG is in a unique position to suggest specific recommendations to Congress because three area Representatives are on the House Transportation Committee:

- Beth Van Duyne (R) District 12
- Eddie Bernice Johnson (D) District 30
- Colin Z. Allred (D) District 32
- Plus other Texans: Brian Babin (R) 36; Randy Weber (R) 14; Troy Nehis (R) 22.

Texas, as a whole, is not receiving hundreds of millions of dollars available from the Federal government that could be used for improved and safer railroads resulting in safer roadways. Civic organizations such as Dallas-based *Texas Rail Advocates* lobby for state funding needed for accessing the Federal funds. COG staffs could play a role in articulating how such increased funding might best be used and the benefits of such.

<https://texasrailadvocates.org/issues/fair-share-for-rail>

✓ 3 ounces



**UPRR Bridge at Riverfront Boulevard
Looking East**

**North Side
of Bridge**

4'

7.5'





**800 Jaguar Lane
Dallas Texas 75226
(214) 803-7285**

July 18, 2022

Marc Williams
Executive Director, Texas Department of Transportation
125 E. 11th Street
Austin, Texas 78701

Dear Executive Director Williams,

A component of the Infrastructure Law passed by Congress last year established a **Corridor Identification and Development Program** for conventional (non-high speed) passenger rail service.

The Corridor ID program establishes a planning framework for project development work and capital investments.

The Federal Railroad Administration (FRA) is encouraging eligible entities (i.e. The Texas Department of Transportation) to submit expressions of interest, outlining specific regional areas for potential passenger rail development.

This is not a commitment to proceed or requires up-front funding, but the expression of interest will shape if and how Texas can participate in future federal rail grant programs.

Texas should not be left out of potential federal grants.

Texas Rail Advocates has pinpointed three specific areas that we would like TxDOT to express interest in being placed for consideration with the FRA:

1. An expression of interest in a **second daily frequency on the Heartland Flyer**. This daily service, established between Fort Worth and Oklahoma City in 1999 also serves Gainesville in North Texas. A second daily round-trip would allow for same day round-trips between Fort Worth, Oklahoma City and intermediate points and dramatically increase ridership and revenue. Fort Worth Mayor Mattie Parker issued a letter of support for the Corridor Identification Program on June 16, 2022. The Denton-Krum area has also expressed interest in a station stop. Kansas and Oklahoma DOT's are currently working on an expansion plan to connect this rail service northward from Oklahoma City to Kansas to connect with the national passenger rail network.
2. An expression of interest in advancing the **next phase of the Texas-Oklahoma Passenger Rail Study** that was completed by TxDOT almost five years ago with **special consideration to focus on the Round Rock-Austin-San Antonio I-35 corridor**. In 2019, a bipartisan group of 20

RECEIVED

JUL 26 2022

TRANSPORTATION

Texas State Representatives signed a letter to consider and study the potential for intercity passenger rail with the initial focus on the greater Austin-San Antonio corridor.

3. An expression of interest in an Amtrak/Canadian Pacific Railroad **extension of service from Fort Worth/Dallas through East Texas and Shreveport to Meridian, Mississippi** to join the existing Crescent service from New Orleans to Atlanta and Washington, DC. The North Central Texas Council of Governments previously signed MOU's with East Texas government entities in support of this service. The I-20 Corridor Council, chaired by former Senator and County Judge Richard Anderson of Marshall has been working with other agencies in Louisiana and Mississippi in support of this service. The State of Louisiana recently appropriated \$10 million for development of this rail service in their state.

Let me again point out that we are talking about conventional (non-high speed) passenger rail that would serve numerous towns and communities.

Development of these services would lead to more mobility and connectivity choices for Texans, create new jobs, increase economic benefits for the cities served, and help to support tourism. All three of these expressions of interest will benefit many smaller Texas cities and towns that lack adequate surface or air transportation choices. These include Gainesville, Marshall, Mineola, Longview, Waco, Temple, Taylor, San Marcos, New Braunfels and others.

I look forward to your response.

Peter J. LeCody
President, Texas Rail Advocates
www.TexasRailAdvocates.org

cc: Chairman J. Bruce Bugg, Jr., Texas Transportation Commission
Commissioner Alvin New, Texas Transportation Commission
Commissioner Laura Ryan, Texas Transportation Commission
Commissioner Robert C. Vaughn, Texas Transportation Commission
Hon. Senator Robert Nichols, Chair Senate Transportation Committee
Hon. Representative Terry Canales, Chair House Transportation Committee
Jeffrey Davis, Director Texas Department of Transportation Rail Division
Michael Morris, Director of Transportation, North Central Texas Council of Governments ✓
Thomas L. "Todd" Stennis III, Director Government Affairs South – National Railroad Passenger Corporation



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

August 2, 2022

Board of Governors
United States Postal Service Headquarters
475 L'Enfant Plaza SW
Washington, DC 20260-0004

To Whom It May Concern:

RE: Request to Prioritize Dallas-Fort Worth Area for United States Postal Service Next
Generation Electric Vehicle Fleet

On behalf of the Regional Transportation Council (RTC) and the North Central Texas Council of Governments (NCTCOG), the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth, Texas area, we would like to request that the United States Postal Service (USPS) prioritize the Dallas-Fort Worth area in selecting locations to use its electric vehicle fleet through the Next Generation Delivery Vehicle Program.

The Environmental Protection Agency currently classifies the Dallas-Fort Worth area as a "Serious" nonattainment zone based on the 2008 National Ambient Air Quality Standards and is proposing to reclassify the area as a "Severe" nonattainment zone based on its failure to meet the Standards by the 2021 attainment date. This determination is based on certified ozone monitoring data from 2018 to 2020. Preliminary data from the 2022 ozone season indicates that the region's design value is going to increase again due to particularly high pollution levels this summer. Therefore, we are in urgent need of emissions reduction measures within the transportation sector – particularly for on-road vehicles, which are the largest source of ozone-forming emissions in our area, at approximately 38 percent.

We appreciate USPS's consideration of this recommendation and look forward to working with USPS to implement its electric vehicle fleet in our region. If you have any questions, please feel free to contact Lori Clark, Air Quality Program Manager and Dallas-Fort Worth Clean Cities Coordinator, at (817) 695-9232 or lclark@nctcog.org.

Sincerely,

A handwritten signature in black ink, appearing to read "Durcan Webb", is written over a large, faint, stylized graphic that resembles the RTC logo.

Durcan Webb
Chair, Regional Transportation Council
North Central Texas Council of Governments

MA:cmg
Enclosure

Proposed Determinations of Attainment by the Attainment Date, Extension of the Attainment Date, and Reclassification of Several Areas Classified as Serious for the 2008 Ozone National Ambient Air Quality Standards

FACT SHEET

SUMMARY OF PROPOSED ACTION

- On March 28, 2022, the U.S. Environmental Protection Agency (EPA) proposed determinations as to whether seven areas have achieved levels of harmful ground-level ozone pollution (or “smog”) that meet the 2008 health-based air quality standards for ozone (National Ambient Air Quality Standards or NAAQS). This rulemaking, which is required by the Clean Air Act, is necessary to ensure that smog-affected communities achieve healthy air and implement the measures that the Clean Air Act requires to protect public health in these areas.
- The areas addressed in this proposal are currently classified as in “Serious” nonattainment, and were required to attain the standards by July 20, 2021. Within six months after this attainment date, Clean Air Act (CAA) section 181(b)(2) requires EPA to determine whether these areas attained the standard by the attainment date, and if not, take specified actions to ensure these areas achieve attainment expeditiously. EPA based these determinations on the most recent publicly available and certified ozone monitoring data, from the years 2018-2020.
- EPA is proposing to determine that the Greater Connecticut, CT, area attained the 2008 ozone NAAQS by July 20, 2021.
- EPA is also proposing to determine that five areas failed to attain the 2008 ozone NAAQS by July 20, 2021. If this proposed action is finalized, these five areas will be reclassified as Severe and will have a new attainment date of July 20, 2027:
 1. Chicago-Naperville, IL-IN-WI
 2. Dallas-Fort Worth, TX
 3. Denver-Boulder-Greeley-Ft. Collins-Loveland, CO
 4. Morongo Band of Mission Indians
 5. New York-N. New Jersey-Long Island, NY-NJ-CT
- EPA is proposing to deny Texas’s request for a 1-year attainment date extension for the Houston-Galveston-Brazoria, Texas, nonattainment area due to air quality concerns and associated environmental justice impacts, and is therefore proposing to determine that the area failed to attain the standards by the attainment date. If EPA denies the state’s request for an attainment date extension and determines in its final action that the area failed to attain by the attainment date of July 20, 2021, the area will be reclassified as Severe by operation of law. EPA is also seeking comment on granting Texas’s attainment date

extension request. EPA will consider comments received on this action before making a final decision on Texas's request.

- Areas reclassified to Severe face more protective CAA requirements designed to achieve attainment of the NAAQS by no later than July 20, 2027. These requirements include expanding the set of major stationary sources that must adopt reasonably available emission controls and that must obtain pre-construction permits for new construction and modifications; additional mobile source controls; and the submission of a new plan demonstrating how the area will attain as quickly as possible. Additionally, the CAA requires that reformulated gasoline be sold in areas reclassified as Severe no later than one year after the effective date of the reclassification.
- In order to provide adequate time both for states to submit new plans and to achieve pollution reductions before the July 20, 2027 attainment deadline, EPA is proposing in this action that states submit SIP revisions addressing all Severe area requirements no later than 18 months after the effective date of the final reclassification action. EPA is also proposing in this action that any controls that air agencies determine are needed for meeting CAA requirements must be implemented as soon as possible but no later than 18 months from the proposed SIP submission deadline.
- For the Morongo Band of Mission Indians nonattainment area, the Morongo Tribe may, but is not required to, submit implementation plans to EPA for approval.
- The Clean Air Act requires these proposed actions to be based on air quality monitoring data from the 2018-2020 time period – the three-year period immediately preceding the July 2021 attainment date. Some areas may be attaining the 2008 ozone NAAQS based on more recent 2019-2021 data, however, and may be eligible for a redesignation to attainment that could relieve such areas of certain planning and control requirements. EPA will continue to work with individual states that have developed or are developing redesignation requests and maintenance plans.
- EPA will accept comment on this proposal for 60 days after publication in the *Federal Register*. The Agency also plans to hold a virtual public hearing 25 days after publication in the *Federal Register*.

BACKGROUND

- On March 27, 2008, EPA strengthened the NAAQS for ozone from an 8-hour average concentration of 0.08 parts per million (ppm) to a more protective 0.075 ppm.

- Effective on July 20, 2012, EPA designated 46 areas throughout the country as nonattainment for the 2008 ozone NAAQS, and the areas were classified as either Marginal, Moderate, Severe or Extreme depending on the severity of each area's ozone problems. Serious nonattainment areas were required to attain the standard by July 20, 2021.
- As of July 20, 2021, nine areas were classified as Serious nonattainment for the 2008 ozone NAAQS. Two of these areas were classified as Serious at the time of initial designations (July 20, 2012) and six of these areas were reclassified to Serious nonattainment after failing to meet the July 20, 2018, Moderate area attainment date.
- As required by section 181(b)(2) of the Clean Air Act, EPA is proposing next steps for seven of these nine areas in the proposed rule. EPA will be addressing the remaining two areas in separate actions.

FOR MORE INFORMATION

- To download a copy of the proposed action, go to EPA's Web site at: <https://www.epa.gov/ground-level-ozone-pollution/2008-ozone-national-ambient-air-quality-standards-naags-nonattainment>.
- The proposed action and other background information are also available either electronically at <http://www.regulations.gov>, EPA's electronic public docket and comment system.
- To review EPA's environmental justice policies and mandates, please visit: <https://www.epa.gov/environmentaljustice/learn-about-environmental-justice>.
- For further technical information about the rule, please contact Robert Lingard with EPA's Office of Air Quality Planning and Standards, at (919) 541-5272 or lingard.robert@epa.gov.

D Magazine

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.

Fort Worth Report

Board tasked with Panther Island oversight reduces meeting schedule

The Trinity River Vision Authority board hasn't met since March.

by Rachel Behrnt

With over \$400 million in hand, the next phase of the [Central City Flood Project](#) is underway. But as the project ramps up, the [Trinity River Vision Authority board](#) is planning to meet less often.

The board decided to move to bi-monthly meetings in [March](#) and has not held a meeting since. In the four months since the last meeting, the board has struggled to get enough members to form a quorum. The board's May meeting was canceled on the day of the meeting when members realized there wouldn't be a quorum.

Along with waiting for project partners to complete the planning phase of the project, the board has transitioned to a mainly advisory role following a [2019 report](#), conducted by Riveron, that clarified their duties.

"We accomplished [the bridges](#) and we [secured the funding](#), and we're at a point now that the [US Army Corps of Engineers](#) and the [water district](#) are doing the lion's share of the work on this project," Board President G.K. Manius said.

"It's not unusual in the summertime for us to skip one or two meetings simply because of vacations and all those reasons," Maenius said.

The Trinity River Vision Authority board has evolved as certain responsibilities were transferred to the Tarrant Regional Water District Board of Directors, per the [2019 report](#). The recreation and economic development aspects of the Panther Island project were transferred to other oversight bodies, including the water district and [community development corporation](#).

"Our mission changed to a certain degree," Maenius said. "We handed back a lot of the efforts with the corps back to the water district since they're their local entity ... But really the core responsibility of the TRVA has never really changed, and that's really to provide a forum."

The executive director, formerly JD Granger, for the Central City Flood Project reports directly to the Trinity River Vision Authority board. The project has not had an executive director since [October 2019](#), when Granger was removed from the position a few months after the board received Riveron's report.

Since leaving his role with the water district, Granger has rejoined as an outside [consultant](#). Now, the river vision authority board serves in an advisory role to the project by receiving updates from project partners like the corps, the city of Fort Worth and Tarrant Regional Water District.

"We don't take any formal action on contracts or anything of that nature," board member [Bob Riley](#) said. "Quite honestly, there was a lack of action that we needed to take."

Water district General Manager [Dan Buhman](#) suggested the change in schedule to give staff more time to prepare reports for the board. He compared the meetings to cooking on a [Traeger](#) grill, which doesn't work as well if the chef opens the lid prematurely.

“If you keep opening up the lid ‘you’re not cooking — you’re just looking,’” Buhman said at the March meeting.

While the corps finalizes and puts in place its work plan, the city is beginning to analyze the [zoning plan for the island](#). The decades-old zoning plan will be analyzed with the help of a working group and then go to the vision authority board for discussion, Maneius said.

The city will play an integral role in the implementation of the project going forward, District 9 council member Carlos Flores, who represents the city on the board, said. However, the Corps will determine the timeline for different aspects of the project.

“We rely on direction from the corps to kind of set the cadence,” Flores said.

The board is scheduled to meet on the fourth Thursday of July, if it can secure a quorum.

“Our goal is to ensure that whenever we hit meaningful marks in the progress of the projects, we review those and discuss them in an open forum,” Maneuis said. “That way we maintain the transparency that we’ve attempted to build this project from the very beginning.”

NBC DFW

Texas DMV to Require Fingerprinting for Car Dealers After Abuse of Paper Tag System

By Scott Friedman, Eva Parks and Jose Sanchez

The Texas DMV Board adopted a plan for stiffer background checks on people applying for Texas car dealer licenses Thursday, including fingerprinting applicants.

This major change stems from a [seven-month-long NBC 5 investigation](#) which revealed how a lack of thorough vetting by the Texas DMV allowed criminals to become licensed car dealers and then sell temporary license plates for millions in black market profits.

NBC 5 Investigates' reporting revealed the DMV did not fingerprint people applying for car dealer licenses – or meet with them in person before giving them a license.

This allowed crooks, some using stolen identities, to obtain dealer's licenses and gain access to the DMV's temporary tag system. Once inside they could print temporary tags and sell them illegally.

Our investigation showed show some dealers that sold illicit tags were willing to enter fake names and addresses into the state's registration system, [creating tags for what police call "ghost cars"](#) that are harder to track.

"Fraudsters are going to do fraud no matter what," said Sgt. Joe Escribano, who pushed for years for DMV to crack down. "But at least you (now) have some measures in place."

NBC 5 Investigates

Uncover. Reveal. Expose.

<https://www.nbcdfw.com/investigations/ex-txdmv-insider-agency-created-unnecessary-obstacles-for-police-pursuing-paper-tag-crooks/3033548/>

<https://www.nbcdfw.com/investigations/texas-power-grid-on-the-edge-of-breaking-a-historic-record/3019860/>

The change requires owners who apply for car dealer licenses to submit fingerprints and existing owners when they renew their licenses.

By one law enforcement estimate, more than 1.2 million illicit tags were sold in 2021 alone.

The DMV is working on other changes as well, including allowing police to access their dealer database to conduct fraud investigations.

NBC 5's Scott Gordon contributed to this report.

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. 13, 2022 - [More Funding Need to Fight Criminals Using Bogus Paper Tags: Police](#)
- Feb. 10, 2022 - [Police Report Drop in Fraudulent Tags But Warn Crooks Are Adapting](#)
- Feb. 9, 2022 - [Texas DMV Shuts Down Six More Dealers Suspected of Selling Paper License Tags](#)
- Feb. 7, 2022 - [TxDMV Director Resigns Amidst Paper Tag Mess](#)
- Jan. 27, 2022 - [TxDMV Takes Emergency Action to Keep Crooks From Selling Paper Tags](#)
- Jan. 21, 2022 - [Dallas Police Operation Targets Fraudulent Paper Tags](#)
- Jan. 17, 2022 - [Recording Shows Police Warned TxDMV of Paper Tag Security Flaw Years Ago](#)
- Dec. 16, 2021 - [DMV Committee Recommends Fingerprinting Some Dealers to Slow Paper Tag Fraud](#)
- Dec. 14, 2021 - [Texas House Transportation Chair Vows to Stop Paper Tag Fraud](#)
- Dec. 6, 2021 - [Texas DMV Boss Deflects Blame for Paper Tag Debacle](#)
- Nov. 23, 2021 - [Illegal Paper Tags Costing Texas Taxpayers and Toll Roads Millions](#)

- Nov. 10, 2021 - [Suspected Paper Tag Peddler Shut Down Tuesday, Reopens Wednesday: Investigators](#)
- Nov. 8, 2021 - [How Texas Paper Tags Became a \\$200M Criminal Enterprise: NBC 5 Investigates](#)

<https://www.nbcdfw.com/investigations/texas-dmv-to-require-fingerprinting-for-car-dealers-after-abuse-of-paper-tag-system/3004274/>

DART names Elizabeth Reich chief financial officer

Reich, who worked in financial leadership for more than 20 years, starts July 18.

By [Jamie Landers](#)

Dallas Area Rapid Transit announced Friday it named former City of Dallas financial chief Elizabeth Reich as the transportation agency's new chief financial officer.

Reich, who has worked in financial leadership for more than 20 years, starts July 18. She will lead accounting, financial reporting, budget, treasury, fare collections and fare payment systems, debt management, investment management and risk management functions.

Elizabeth Reich, who has worked in financial leadership for more than 20 years, starts July 18.(Dallas Area Rapid Transit)

"I'm looking forward to the opportunity to leverage all of my years of finance and business experience to play a role in helping deliver on this vision," Reich said in a written statement. "I'm excited to work with the team to further strengthen the agency's financial growth to ensure that we can expand and develop greater mobility opportunities for our riders."

Prior to joining the City of Dallas, Reich spent 16 years with the Social Security Administration, serving as both the deputy regional commissioner of the Dallas Region and chief financial officer.

"(Reich) brings a diverse skill set to the agency, including deep financial experience, strong analytics, and a track record of achievement," said DART chief executive Nadine S. Lee in a written statement. "She is the right leader to helm our talented finance organization and deliver a comprehensive strategic financial plan that will help drive our rider-focused vision for the future."

For the past nine months, the interim chief financial officer was Nicole Fontayne-Bárdowell, DART's chief administrative officer. Before that it was Joe Costello, who left the agency for a government and transit position based in Illinois.

<https://www.dallasnews.com/news/2022/07/01/dart-names-elizabeth-reich-chief-financial-officer/>

Dallas Morning News

McKinney groups reinvest in area roadways

The city, MEDC and MCDC will commit sales tax dollars to invest in new infrastructure through 2035.

By Anna Caplan

The City of McKinney, along with the McKinney Economic Development Corp. and the McKinney Community Development Corp., are reinvesting in area roadways.

The three entities announced a new initiative to commit sales tax dollars to invest in new roadway infrastructure through 2035 last week, according to a news release.

The announcement follows the adoption of a resolution at the June 21 City Council meeting and comes amid McKinney's continued rapid growth and the mutually-recognized need for more arterial roadways that connect commercial and business corridors in the community.

"Under Texas law, construction of public infrastructure, such as streets and roads, is one of the intended uses of Type A (MEDC) and Type B (MCDC) corporation sales tax revenues for promoting new and expanded businesses in McKinney," according to the release.

"Since 2002, the city has invested nearly \$320 million in new road infrastructure and more than \$112 million in roadway maintenance and reconstruction," Mayor George Fuller said in the news release. "With the rapid growth of our city and the need for expanded roadways, this commitment by MEDC and MCDC will greatly aid our effort to invest in our community's future public infrastructure."

The contributions by MEDC, MCDC, and the city will range from \$150 million to \$300 million through 2035, depending on sales tax performance, the release said.

"Continually improving the quality of life in McKinney is critical for attracting new businesses and providing a vibrant community for our residents," MEDC Board President Michael Jones said in the release. "The dedication of Type A & B sales tax dollars for road infrastructure improvements around McKinney will aid in ensuring that we maintain the highest standards of quality in all aspects of economic development in our community."

MEDC, MCDC, and the city have a proven history of working together, including with the AT&T Byron Nelson tournament.

"The combination of investment among all three entities is a game-changer for how we can fund our roadway infrastructure," City Manager Paul Grimes said in the release. "We can use these dollars to leverage state and federal funds and partner with the county's initiative for expanding arterial roadways."

Dallas Morning News

A Dallas auto dealer's charging hub taps into federally backed EV push

TxDOT is preparing a plan to spend \$408 million on electric vehicle charging stations, and the private sector is seeing the long game.

By Irene Wright

At [Friendly Chevrolet](#), a dealership off I-35E by Dallas Love Field, yellow tape and orange cones block off a section of the parking lot.

The space is being set aside for a first of its kind [EV HQ Charging Hub](#) that would provide eight high-speed chargers for all makes and models of electric vehicles. Friendly plans to install DC 120 kilowatt ultra-fast chargers that claim to provide a full charge in 35 to 45 minutes compared with the standard eight- to 24-hour charge time of others on the market.

“What we are doing here at Friendly is we are going to try and become a real hub of not only electric vehicle sales but also of electric vehicle fueling, electric vehicle information and electric vehicle customer assistance,” said owner and operator Mark Eddins.

The hub will provide not only charging stations but also overhead canopies, a full-time attendant to answer electric vehicle questions, an off-leash dog park and a “Corvette Cafe.”

EV HQ will provide discounted charging to consumers who bought their vehicles from Friendly and will charge others based on Dallas-Fort Worth's average electric rate, currently [a little above 14 cents a kilowatt hour](#). With the ultra-fast chargers being installed, it would cost just over \$3 to fully charge at the hub.

Eddins said the dealership is preparing for a wave of new electric vehicle sales as federal money gets put to use in Texas and across the U.S. to build charging infrastructure.

“We feel like we are addressing a really vital need that consumers may have once they find out about what we [can provide],” Eddins said. “It's going to be quite universal in the addressing of the EV culture.”

North Texas drivers are starting to embrace electric vehicles.

Dallas County drivers have registered [14,066 electric vehicles](#) as of June 21, the majority of which are car models 2020 or newer, and Dallas-Fort Worth accounts for just over 35% of all electric vehicles operating in the state.

Sales of electric vehicles, both fully electric and plug-in hybrid models, have doubled nationally since 2021, according to the annual report from [Global Electric Vehicle Outlook](#).

Friendly has seen those sales, particularly among Dallas young people, Eddins said. Friendly sells the 2022 Bolt EV, the 2022 Bolt EUV LT and the 2022 Bolt EUV Premier, and it's taking reservations for the new Silverado EV pickup that will combine a 400-mile charging range with 10,000 cubic pounds of towing.

“I would say the majority of the interest we have is for someone that's under 35. ... The people that are younger are more in tune with the green movement and the value of electric versus fossil fuels,” he said.

Eddins' lived experience mirrors state trends.

Younger drivers

More than half of Texas voters younger than 45 say they have purchased or would consider buying an electric vehicle as their next car, according to a report from Texas 2036, a [nonprofit public policy think tank founded by Dallas attorney Tom Luce](#).

“Our data shows that young Texas voters have a strong interest in electric vehicles and that up-and-coming drivers are more likely to buy them than their parents or grandparents,” said senior policy adviser Rob Orr in the report. “As electric vehicle adoption rates by consumers and industry grow through natural market forces, this is a rare opportunity where we can plan our infrastructure in a future-focused manner to address an issue before it becomes a problem.”

The Texas Department of Transportation closed public comments last week on an [electric vehicle infrastructure plan](#) that must be submitted to the federal government by Aug. 1. The TxDOT plan is part of a larger initiative by the Biden administration to develop an electric charging network across the country, making electric vehicles more accessible to a wider range of Americans.

The [National Electric Vehicle Infrastructure Formula Program](#) was announced as part of the [Bipartisan Infrastructure Law](#) in November 2021, and states have spent the past seven months writing plans for how they will use the money. The program will dole out \$5 billion to states over the next five years.

Texas will receive more than \$60 million in the 2022 fiscal year and a total of \$407.8 million by 2026.

According to a [draft plan](#), Texas will spend the money to make sure that interstate highways are “corridor ready,” a classification requiring charging stations to be no more than 50 miles apart on interstate roads. Charging stations also can't be more than a mile from interstate exits or highway intersections along the corridor and must include four ports, 600 kilowatts of charging capacity and ports providing a max charge of 150 kilowatts.

TxDOT will focus its efforts on the 3,400 miles of interstate highways first. Another \$2.5 billion will be available through competitive grants for communities and urban areas, with details to come from the Biden administration by the end of the year.

Establishing a charging network addresses the “range anxiety” fears that Eddins said tops potential electric car buyers' concerns. That's the stress EV drivers feel when they don't know if there will be a charging station on their route or whether they'll be stranded in an electric dead zone.

The [Electric Reliability Council of Texas](#) estimates there will be 1 million electric vehicles on Texas roads by 2028, a huge increase over the 131,668 EVs in the state today.

Part of what's driving up EV interest is the spike in gasoline prices.

In March 2022, the average electricity cost for residential use in Texas was [12.42 cents a kilowatt hour](#), meaning an EV owner could completely charge up for around \$3.

Using a [fuel economy calculator](#), it's easy to compare the cost-per-mile of driving a traditional internal combustion engine vehicle with an electric model, both of which are being sold at Friendly.

A six-cylinder [2020 Chevy Impala](#), for example, costs an average of 23 cents a mile to drive at [current gas prices](#). It would cost \$5.70 to drive 25 miles and \$3,416 to drive the average annual mileage of 15,000 miles.

A fully electric [2020 Chevy Bolt EV](#) costs an average of 4 cents a mile, totaling only 92 cents to drive 25 miles and \$559 to drive 15,000 miles in a year.

Just three years ago, these two cars were nearly identical in driving costs.

Lori Clark, coordinator of [Dallas-Fort Worth Clean Cities](#), said North Texas is already electric vehicle-friendly and the new infrastructure will build on the existing culture.

“With all of the new investment coming out of the infrastructure law, there’s going to be a big push for a lot of additional infrastructure and that’s happening right at the same time as we see electric vehicles increase,” Clark said.

DFW Clean Cities was an initiative born from the [North Central Texas Council of Governments](#) in 1994 that still works to reduce carbon emissions and make the air cleaner in North Texas. Over the years, it has pursued alternative fuel vehicle options and promoted EV use.

“Promoting alternative fuel vehicles was one of the strategies that could help us work toward attaining our air quality goals,” Clark said.

The initiative’s efforts have had far-reaching effects.

The [Texas Advanced Energy Business Alliance](#) reports that the “electric transportation sector specifically employed 7,000 workers in more than 1,200 companies across the state in 2019.”

That number is expected to rise to over 13,000 workers by 2024 across 5,000 companies. The alliance estimates that in the next two years, more than 400,000 Texans in multiple industries could directly benefit from growth in the electric transportation sector.

“I think the Texas independence fits really well with electric vehicles, and the electricity consumed in Texas is primarily made in the state of Texas,” Clark said. “If we think about the concept of buying local and apply it to this type of industry, there’s a lot to be said for Texas pride.”

The Chevy charging hub is just one example of how the private sector is getting involved in EV charging.

The Biden administration estimates there is “more than \$700 million in private sector commitments to make electric vehicle charging more affordable and accessible.”

Adding providers

Showcasing that commitment is [Volta](#), an ad-driven electric vehicle charging provider. It operates [208](#) charging stations in Dallas-Fort Worth and is the third-largest charging provider in Texas, behind [ChargePoint](#) and [Blink](#).

The company is growing on two fronts. Its [Volta Media Network](#) allows companies to buy advertising space on charger screens placed in dense, urban areas like grocery stores or movie theaters. Ads allow the Volta chargers to be free for public use.

“In the Dallas area alone, we have big partnerships with Cinemark, Brookfield, Kohl’s and Albertsons,” said [Kevin Samy](#), sustainability and climate policy lead at Volta. “These are all big anchor points of the community, from commerce to driving activity and traffic patterns in the neighborhoods and school [districts] and communities they exist in.”

Volta’s business model of combining advertising with charging means it can front the costs of putting charging stations in locations where there are fewer electric vehicles, particularly in low-income neighborhoods. Its large screens are prime real estate in front of grocery stores and retailers, letting advertisers reach all customers, not just the ones driving EVs.

Volta also offers free advertising to state departments of transportation to help educate the public about electric infrastructure and alternative fuel vehicles. The company places chargers based on its software [PredictEV](#), a machine learning intelligence platform that allows cities, states and utilities to map where EVs are tapping into the electric grid the most so that charging stations can be located where there is scarcity.

“The best version of a policy is not one that picks winners but one that incentivizes innovation,” Samy said. “The goal is to ensure that there is accessible, equitable and effective charging infrastructure.”

Dallas Morning News

How will EPA clean a site that leaked toxic chemicals to Grand Prairie homes?

The Delfasco Forge property has leaked toxic chemicals that damage fetuses and cause cancer to dozens of homes.

By Sarah Bahari

Cleanup of a toxic site that leaked cancer-causing chemicals to [dozens of homes in Grand Prairie](#) will likely begin sometime in 2024, the [Environmental Protection Agency](#) says.

But several residents questioned whether enough is being done — and quickly — to address the public health hazard.

Federal authorities acknowledged anger with the slow-moving process at a public meeting Thursday evening but said the timeline is consistent with this type of toxic site.

“We understand the community has some frustrations about the length of time this process is taking, and we understand those frustrations,” EPA spokesperson Jennah Durant told *The Dallas Morning News*. “Cleanup of sites like this take many years to implement, largely because they are the most complex contaminated sites.”

Once occupied by defense contractor Delfasco Forge, the 1.1-acre property was [placed in 2018](#) on the [Superfund National Priorities List](#), which includes some of the nation’s most polluted sites.

Related: [Industrial site is leaking toxic chemicals into Grand Prairie homes. When will it be cleaned up?](#)

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.

“It’s devastating knowing our air has been contaminated,” said one participant who identified herself as Tina. “Where is the urgency?”

In recent years, tests in the neighborhood have shown that Trichloroethylene, or TCE, contaminated the soil, seeped into the groundwater and then vaporized into the air.

Defense contractor Delfasco Forge — which made practice bombs for U.S. Navy and Air Force pilots and other machinery during the 1980s and 1990s at the site — used TCE, a degreaser, to clean equipment.

The Grand Prairie plant at 114 N.E. 28th St. closed in 1998. In 2008, Delfasco Forge filed for bankruptcy, in part because of liabilities from the contamination. As part of its bankruptcy settlement, the company paid the EPA \$400,000 and the state of Texas \$600,000 for mitigation efforts.

[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.

EPA cleanup

To clean the site, the EPA said it plans to initially adopt two strategies, which will cost the agency nearly \$7 million.

First, it will use a soil vapor extraction system, which is essentially a large vacuum equipped with carbon filters. The technology has been used to clean some 285 other Super Fund sites. Second, a groundwater treatment barrier will block the toxic plume.

The EPA will soon hire a contractor for the final design and construction of the abatement system, which will operate for 30 months, project manager Hope Schroeder said. Agency officials will continue to monitor the air quality during and after the abatement to determine whether to implement additional measures.

Indoor air testing will be conducted at nearby Fannin Middle School, which is just outside the toxic zone, to determine whether the school is at risk, EPA officials said.

For now, the EPA and the Texas State Department of Health Services urged residents to request a free vapor mitigation system from the EPA to be installed in their home.

However, many in the neighborhood are renters, and homeowners must approve the mitigation systems.

Bloomberg

Robot Trucks on Texas Highways Herald Era of Driverless Big Rigs

The startup founded by the former heads of Google's Waymo and Tesla's Autopilot is refining its driverless system ahead of a launch next year.

By Thomas Black

After lumbering through a gravel parking lot like a big blue bull, one of Aurora Innovation Inc.'s self-driving truck prototypes took a wide right turn onto a frontage road near Dallas. The steering wheel spun through the half-clasped hands of its human operator, whose touch may not be needed much longer.

Fittingly for Texas, these Peterbilts are adorned with a sensor display above the windshield that looks much like a set of longhorns. This was the beginning of a 28-mile jaunt up and down Interstate 45 toward Houston in a truck with a computer for a brain, and cameras, radar and lidar sensors for eyes, capturing objects more than 400 meters (437 yards) out in all directions.

The stakes for test drives like this one are incredibly high for the future of freight. If Aurora and other self-driving startups, including Alphabet Inc.'s Waymo, can convince customers and the public that large trucks can be automated safely, the potential efficiency gains are massive. The technology would help ease an unprecedented driver shortage, especially for long hauls that keep truckers away from home for weeks. More importantly, \$150,000 big rigs that carry cargo will be able to roll around the clock, dramatically boosting utilization.

Aurora has designed and configured the hardware and software it will use to launch a service toward the end of next year in which roughly 20 trucks will ply highways without a human on board. "We're now in the phase where we are doing the final refinements and the validation system-wide," Sterling Anderson, the company's co-founder and chief product officer, said in an interview just south of Dallas.

Aurora is starting in the Lone Star state for a few reasons. Texas is the US's largest truck freight market and has long, sometimes very boring, stretches of freeway. Its interstate highway network boasts almost a third more miles than second-ranked California.

Texas also has some quirks that are helping teach Aurora's system how to deal with unexpected scenarios. One is the incessant building and repairing of roads, resulting in 3,100 construction sites statewide, including 40 or so on Aurora's route between Fort Worth and El Paso, Anderson said. There's also the Texas U-turn, the horseshoe-shaped turnabouts at underpasses below major highways in cities and rural areas alike.

"Any Texas U-turn is going to be a slightly different situation on account of who's around you and what they're doing," said Anderson, the former head of Tesla Inc.'s Autopilot. "It's tricky from humans, too."

It took about a month for Aurora's sensors and software to master the Texas U-turn, which allows vehicles to reverse course on a highway without hitting a stoplight. The maneuver requires the autonomous truck to yield to traffic coming at it from multiple sides and part of the methodical learning Aurora's computer does with each test run.

So far, it's working. Human operators who sit with hands poised to grab the wheel aren't having to preemptively disengage the self-driving system as often for situations it's not yet been trained to handle. The ability to navigate through construction sites has improved dramatically, Anderson said. Aurora, whose other co-founder Chris Urmson used to lead Google's self-driving program, declined to offer detailed metrics. Unlike California, Texas doesn't require companies to publicly report the number of times their human test drivers disengage the autonomous-driving systems they're testing on roadways.

The potential savings arising from commercialization of this technology has attracted customers including FedEx Corp. and trucker Werner Enterprises Inc. Aurora's marquee investors include Toyota Motor Corp., Amazon.com Inc. and Uber Technologies Inc., which sold its driverless business to Aurora in 2020.

Safety will be paramount to Aurora's success. Although there are more than 4,500 fatal accidents involving large trucks and buses each year in the US, with most caused by human error, any such incident with a driverless vehicle would be a major setback to the autonomous technology. In 2018, an Uber self-driving prototype vehicle hit and killed a pedestrian in Tempe, Arizona. The company suspended road testing for months and was rebuked by the National Transportation Safety Board.

For all the risk, the productivity gains from safely moving freight with autonomous trucks would reverberate across the shipping industry. The technology would unleash a "complete transformation of the logistics landscape," said Steve Viscelli, a University of Pennsylvania sociologist who studies trucking and labor markets and is on Aurora's advisory board.

Trucks are limited to moving as much as drivers can, which is often limited to eight hours a day or less. In an industry shaped by Sam Walton's innovation of locating [Walmart Inc.](#) stores no farther from a distribution center than a truck driver could reach roundtrip in a day, the range of autonomous trucks may affect a company's decisions on locating distribution centers and how many it needs, Viscelli said.

Autonomous trucks also could alleviate problems such as drivers sitting around waiting to be loaded or unloaded, or hunting for a place to park. These issues — along with being away from home for long stretches — make it difficult to hire and retain long-haul truckers. "We get a much more efficient trucking industry," Viscelli said. "What's really going to change is that greater asset utilization."

During the test run near Dallas, the truck's computer recognized a truck parked on the shoulder of the highway. The driverless rig would normally change lanes to give space for the stopped vehicle, but the system detected a pickup coming up fast on the left impeding Aurora's truck from changing lanes. The autonomous rig instead slowed down as required by law, then sped up after the shoulder cleared.

On the way back to the Aurora terminal, the Peterbilt came to a halt at a busy four-way stop. The truck waited for one vehicle to proceed, then lurched forward to claim its turn to go. When no other vehicle moved, the truck made its turn, the steering wheel spinning by itself, and headed up the road.

Star Local Media

TxDOT working on FM 2931 expansion in Denton County

By Garrett Gravley

The Texas Department of Transportation (TxDOT) is making updates to Denton County's Farm-to-Market Road 2931, and these updates were the subject of a virtual town hall conducted by the state transportation authority Thursday evening.

Plans are currently in place to temporarily convert the two-lane stretch of road to a four-lane divided urban roadway, which will act as a placeholder until the thoroughfare gets converted to a six-lane roadway.

A spokesperson for TxDOT told Star Local Media that they are entering their environmental clearance, right-of-way acquisition (approximately one-half of an acre in Providence Village) and final design phases for the project. Letting (the process of receiving bids) is anticipated to begin in 2024.

A timeframe for the project's completion was not given.

The FM 2931 widening project will consist of two phases. The first of these entails the full reconstruction of the existing roadway to a four-lane divided urban roadway, drainage improvements, 10-foot wide shared use paths and a proposed right-of-way width ranging from 126-244 feet.

For the second and final phase, TxDOT will "widen one lane in each direction within the median."

These endeavors will include an approximately 6.37-mile stretch of road ranging from U.S. Highway 380 to Farm-to-Market 428, affecting towns such as Aubrey, Double Oak and Providence Village.

TxDOT is conducting similar expansion projects for nearby highways including U.S. 380 and FM 2181.

Dallas Morning News

A road that charges your EV as you drive? A Dallas engineering firm is working on that

Jacobs is managing a project in Detroit to build the first U.S inductive charging roadway - a potential game-changer for EV owners.

By Irene Wright

A one-mile stretch of roadway in the heart of [Detroit](#) could become the proving ground for a technology that promises to zap away electric vehicle owners' fears of running out of juice.

The experiment will test how to turn a road into a big wireless charging platform for EVs driving on it. The inductive charging concept is similar to how many Americans now charge cellphones, electric toothbrushes and power tools — without plugging them in.

Dallas-based engineering giant [Jacobs](#) is one of three firms selected by the Michigan Department of Transportation to run the \$1.9 million test. It's teaming with inductive charging developer [Electreon](#) and Detroit-based clean energy accelerator [NextEnergy](#). Jacobs will manage the project and provide design services.

Electreon's technology works by placing charging coils three inches under the roadway and a receiver on the bottom of a car. The receiver holds an opposite charge to the coils, enabling it to draw a current from the roadway that charges the EV.

[Stefan Tongur](#), vice president of the U.S. business development for Electreon, said the company has developed and operated inductive roadways in Europe and Israel, both with great success. A one-mile pilot project in Sweden in 2018 was the first public electric road in the world. The Swedish government is now working with Electreon to build a 20-mile version.

Electreon also made commercial deals for more than 200 electric buses with Israel's largest bus operating company after a successful pilot in Tel Aviv, Tongur said.

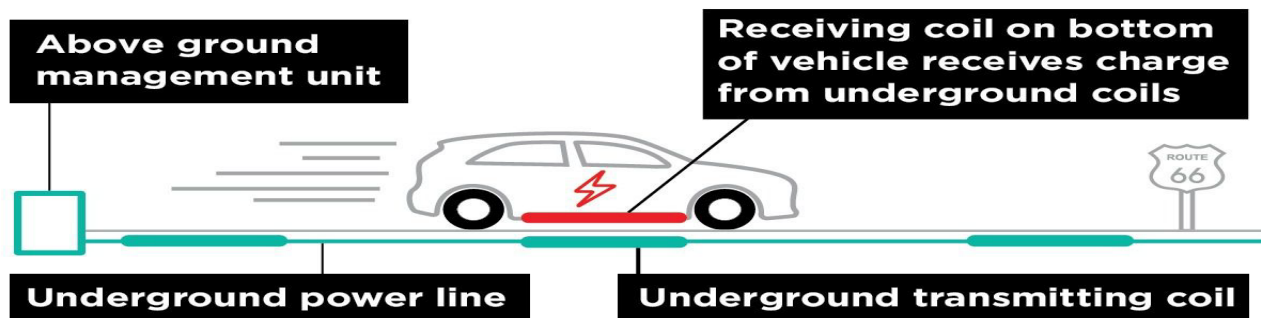
"We're not testing whether or not the technology works," said [Ron Williams](#), Jacobs' senior vice president of building and infrastructure for the Americas. "It's just about how we apply it here in the U.S."

Charging electric vehicles on the fly

Inductive, or wireless, charging allows vehicles to stay on the move while maintaining a charge. Electreon's technology places charged coils three inches under the roadway and a complementary receiver on the bottom of the vehicle. The technology works much like a wireless phone charger: By driving the receiver over the coils, a current can pass from the roadway into the vehicle, giving it a charge. Here are some possible applications:

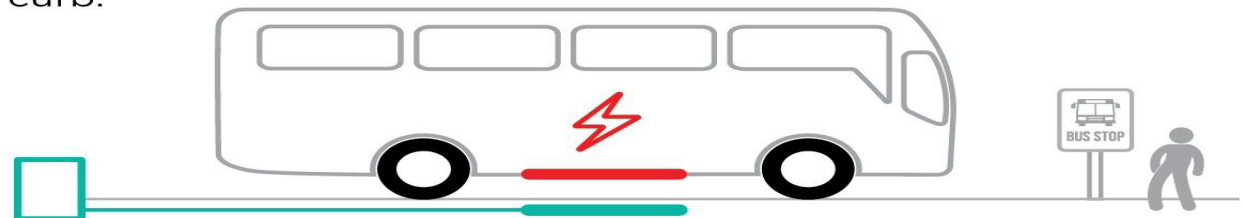
On the highway

One in every ten miles of interstate roadway could be fitted with dynamic charging coils to aid long-distance travel.



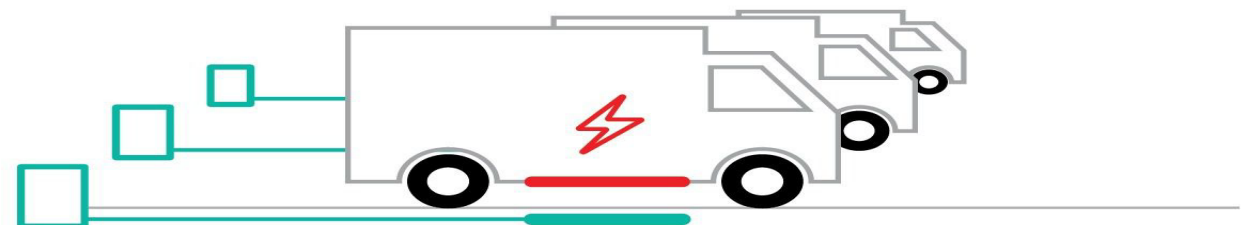
Mass transit

Buses that make frequent stops could pick up a charge — using semi-dynamic coils — when stopping for passengers along the curb.



Overnight parking

Delivery companies, like FedEx or Amazon, could charge their electric fleets overnight using static charging coils.



SOURCE: Electreon

Michael Hogue/Staff Artist

Inductive Charging as explained by project partner Electreon(Michael Hogue)

The project will build and operate three different types of inductive charging, known as dynamic, semi-dynamic and static.

Dynamic charging allows cars, buses or trucks to charge as they drive over the coils in the road. Those would be placed in highways for long-distance driving.

Semi-dynamic charging would be installed in cities and neighborhoods for vehicles that stop often. Coils would be placed in a specific location, like a bus stop, so vehicles could charge as they stopped over the coils for short periods of time. This works best for public transportation or delivery services with frequent stops.

Static charging is an inductive version of the electric charging that EV owners use today. Coils would be put in parking lots or driveways where vehicles could be parked for longer periods of time, typically overnight for bus fleets or to charge your car for the next day while you sleep.

“It would be about 20% faster on an overnight basis,” said NextEnergy president and CEO [Jim Saber](#). “Another advantage is that it would be much easier to do what we refer to as ‘smart charging,’ and manage the energy that would go through a facility and into the vehicles in the most efficient manner.”

Being able to control how much electricity goes to each charger ensures that inductive charging doesn’t increase stress on the existing electric grid, Saber said.

Jacobs is used to tackling visionary projects. With over 55,000 employees and annual revenue of \$14 billion, it’s a company that works on projects around the world from a bulk storage plant in [South Africa](#) for nuclear power to the University of Wollongong [Electron Microscopy Centre](#) in Australia. Jacobs will even be going to space as part of the [Artemis](#) project for NASA.

The goal for the Detroit pilot project is to have the first section operational by fall 2023, with a second section ready the following year.

Seeing inductive roadways on Dallas streets may still be years away, but the practical applications of inductive charging could be game-changing.

“Once we get into the fall of 2023 and we’re able to collect data, it will be shortly thereafter where we can really start to have more serious conversations with the [departments of transportation] across the country about this application,” Williams said.

Transportation accounts for [one-fourth of all carbon dioxide emissions](#), according to Jacobs. In cities, inductive charging-equipped fleets of buses, police cars or delivery trucks could drastically reduce vehicle emissions, resulting in cleaner air.

It could also be a way for cities to turn charging into revenue, especially with the Biden administration pumping billions of dollars into building a coast-to-coast EV charging network.

“Wireless charging is a great opportunity for cities to monetize the curbside,” Saber said. “If you think of the parking meter today in an urban environment, you’re paying so many dollars an hour to park. ... It’ll be an opportunity for cities to offer better infrastructure, better use cases and convenience for people that live, work and visit their communities.”

For Jacobs, inductive charging roadways are just one way the company is working toward an electric future.

Jacobs is involved in decarbonization and green fleet projects and in scaling EV uses and charging stations in the public and private sector, Williams said. It acquired two analytics

companies, Mobility Analytics and Microgrid Labs, to help it provide clients with data on where to put charging stations, how to optimize an electric fleet and how to build microgrids that support increased electrification.

“We have all the tools that can help analyze and discern what infrastructure is needed, what’s the best place so the money that is spent is done so wisely and to the most benefit of the public and community at large,” Williams said.

Jacobs also helped design four of the largest EV manufacturing facilities in the U.S., including Tesla’s [new gigafactory in Austin](#), and multiple EV battery plants.

“The insight that we have gained through all those different avenues really differentiates” the company, Williams said.

Dallas Morning News

DFW Airport lands \$35 million for new zero-carbon power plant

DFW Airport's grant from the Bipartisan Infrastructure Bill will cover about a quarter of the project's construction cost.

By Kyle Arnold

DFW International Airport will get \$35 million from the federal government to cover some of the costs of a new zero-carbon power plant, part of an effort to cut the airport's greenhouse emissions and hit ambitious environmental goals.

The \$35 million grant from the U.S. Department of Transportation and the Federal Aviation Administration is part of the [latest round of money coming to airports from the Bipartisan Infrastructure Bill passed in the fall](#). The Biden administration is set to announce about \$1 billion in grants Thursday to airports across the country.

The [bill already gave DFW Airport \\$63.2 million for other airport projects](#), but those are still being determined.

The FAA announced \$1 billion in grants Thursday, including \$103.4 million going to Texas airports including projects in Houston, Austin, El Paso, Corpus Christi, Laredo and Arlington.

DFW Airport leaders have targeted a new utility plant as a key to plans to reach the goal of having "net zero" carbon emissions by 2030, meaning the airport will have a neutral carbon footprint within the decade, without buying carbon offsets. As part of those plans, the airport hopes to move away from natural gas power toward wind power created in other parts of the state.

"We've set aggressive goals to reach carbon net-zero by 2030," said DFW Airport executive vice president of operations Chris McLaughlin. "We've made progress, but we think this new power plant is the single biggest item in the bucket."

Airport leaders also hope to overhaul the other power plants on the property, replacing aging steam pipes with a high-efficiency hot water piping system.

The \$35 million grant won't cover the entire cost of the projects. [The airport estimates it will cost about \\$158 million in all. DFW has requested \\$105 million from the federal government for the project.](#) More money could be coming later as this is just the first of three rounds of annual allocations from the \$1 trillion budget package. About \$15 billion in total is supposed to go to airport projects.

DFW Airport is now in the design phase for the project and McLaughlin said the hope is to get it started and built as quickly as possible as construction costs continue to increase.

The power plant will be built between the roadways of Terminal C and the parking lot next to the Hyatt Regency Hotel.

Arlington Municipal Airport is getting \$540,000 to replace outdated HVAC systems with more energy-efficient models. Houston's George Bush Intercontinental Airport is getting \$40 million for a terminal expansion project and Houston's other airport, Hobby, is getting \$3.6 million to make it more accessible to people with disabilities.

[Austin Bergstrom International Airport is getting \\$15 million for terminal expansion plans, too.](#)

Dallas Morning News

Environmental cleanup robots being trained at UT Dallas to tackle hurricanes, oil spills

Aided by machine learning, the UTD robots can navigate environmental sites that might be dangerous or challenging for humans to enter.

By Adithi Ramakrishnan

It's not easy for human beings to clean up after a hurricane or oil spill. To find out what hazardous chemicals are in an area, or if the air is safe to breathe, disaster response teams risk putting themselves in danger.

So David Lary, a physics professor at the University of Texas at Dallas, is developing a safer cleanup task force.

It's staffed with robots.

Lary leads a research group called MINTS-AI, which stands for Multi-Scale Integrated Interactive Intelligent Sensing for Actionable Insights. The group is training a fleet of robots that can collect data about the environment all on their own by walking, swimming and flying.

The robots can navigate environmental sites that might be dangerous or challenging for humans to enter, and collect thousands of data points in a matter of minutes. Lary hopes the tech can clue us into our environment without putting people in danger in the process.

Lary's journey to robot research has been 35 years in the making. After creating a model to study ozone loss in the atmosphere as part of his Ph.D. research at Cambridge University, he hit a roadblock.

How could he analyze multiple different sets of data – for example, temperature, air pressure and humidity – to make one conclusive prediction about the environment?

"Many of these observations don't necessarily agree with each other," Lary said. "About 25, 30 years ago ... I was looking around earnestly to find a way to deal with this, because it's a particularly pernicious problem."

Lary found his answer in machine learning: training computers, or robots, to make those accurate predictions.

Using machine learning to study the environment has advantages when it comes to cost as well as safety. The most accurate sensors to study air and water quality can be large and clunky and cost anywhere from \$100,000 to \$1,000,000.

Lary's team acquires sensors that cost around \$500 to \$10,000, and pairs them with machine learning so that they're drawing conclusions with the accuracy of a more expensive sensor.

"How do you go from \$500 to \$100,000?" asked Lakitha Wijeratne, a research associate for the UT Dallas Office of Information Technology and a member of Lary's lab. "The difference can be made up using machine learning."

Teaching a robot is a bit like teaching a baby. Just like a parent might show a child a flashcard with a fluffy-eared mammal, and explain it's called a dog, Lary's team can teach robots what data points – for example, different air temperatures – correspond to good or bad air quality.

After the teaching phase, a parent might test their child by showing them a picture of a dog, and asking them what it is. Lary's team can show his robots new temperature levels they haven't seen before and have the robots make predictions about air quality.

The team can then check the robots' work against their "flashcard" – in this case, a known answer sheet – to make sure they're getting it right.

Last year, Lary and his team tested a team of air and water robots in Plano to see how good the robots were at collecting accurate data on a body of water they had never encountered before. [Their research was published in the journal *Sensors* last year.](#)

Their flying robot was equipped with several sensors, including a special kind of camera called a hyperspectral imager. While a regular camera takes pictures using three wavelengths of light – red, green and blue –, Lary's hyperspectral camera takes pictures with 462 wavelengths. This means each pixel of the camera's image has detailed information about the chemical composition of that square of water.

"All of that information is captured in the spectrum of light that reflects from the water," said John Waczak, a graduate student researcher in Lary's lab. "That's like its little chemical thumbprint."

After giving the aerial robot time to fly over the body of water and get its bearings, Lary's team released a red substance into the water to "contaminate" it. They then sent the robot to test whether the contaminant would come up in its hyperspectral pictures. It did.

Pratap Tokekar is an assistant professor of computer science at the University of Maryland who was not involved in the UTD research. He said Lary's use of flying robots to predict measurements that would be slower to collect from the water's surface is novel.

"The fact that you can make predictions of surface-level measurements from aerial robots is, I think, exciting, and can help scale these systems to larger environments, to monitoring larger bodies of water, and so on," Tokekar said.

Lary's team demo-ed their air and water robots, as well as a walking robot, for their funders at a property in Montague, Texas, this March.

Environmental robots are only a part of Lary's greater mission of harnessing sensing and machine learning to keep people safe. His group is also working on a set of air sensors that take in data about temperature, pressure, humidity and more to measure air quality at different points in Dallas.

Data from around 30 sensors is already publicly available at the [SharedAirDFW](#) website, and Lary's team has built around 100 more to install in the DFW area.

Lary's team continues to fine-tune their sensors, figuring out the best ways to get accurate, real-time data on air and water quality. They're seeking resources and funding to create more air quality sensors and spread them through the DFW area. And they're working on full-body sensors that measure the body's response to the air around it, in hopes of letting people know in real-time what air they're breathing.

Lary hopes his work could help researchers predict changes in the environment in real time. He compared the impact of his research to the canary in the coal mine, whose death let miners know that the air might not be safe to breathe.

“What I’m trying to work towards, and it’s actually quite a challenging goal, is that no canary has to die,” Lary said. “It’s much better that stuff never hits the fan.”

Dallas Morning News

Groups ask feds for compliance review of Texas' top environmental agency

Environmental advocacy groups allege that the Texas Commission on Environmental Quality doesn't do enough to prevent air pollution in underserved communities.

By Everton Baily, Jr.

A Dallas community advocacy group and 12 other organizations are calling for a federal review of the Texas Commission on Environmental Quality, alleging the agency violates civil rights and environmental laws by failing to evaluate how minority and low-income neighborhoods are affected by air pollution from industrial sites.

The [61-page petition filed with the Environmental Protection Agency](#) also alleges the TCEQ limits residents' input during the permitting process. The groups are seeking a compliance review of the state's air permitting program and an order that the TCEQ revamp its regulations. The TCEQ is the state's main environmental regulator.

"A lot of the groups involved have been raising these issues with the TCEQ for years through individual permits, and it was important to go this route because we weren't seeing any changes being made in response," said Erin Gaines, a senior attorney with environmental law nonprofit Earthjustice and co-lead lawyer for the petitioners, on Wednesday. "We believe these are systemic issues and, without EPA stepping in, TCEQ is not going to change their practices."

Stella Wieser, a TCEQ spokeswoman, said the agency declined to comment. The EPA didn't respond to requests for comment on next steps in the petition process.

The local group involved, West Dallas 1, has been trying for [several years to get concrete batch plants and an asphalt shingle plant out of the area](#). It says the majority Latino neighborhoods in West Dallas receive little to no public notice from the TCEQ when an industrial site is seeking permits to operate in the area and that it falls on residents and community advocates to draw attention to how close these sites are to homes, schools and other places where people congregate.

The groups also include national environmental organizations such as the Sierra Club and the Environmental Integrity Project as well as other nonprofits and coalitions based in Houston, El Paso, Corpus Christi, Port Arthur and the Rio Grande Valley. The petition was filed with the EPA on June 28.

Raúl Reyes, president of West Dallas 1, said in a statement that his neighborhood is like many underserved communities across Texas where the burden of proving environmental harm falls to residents.

"It's time TCEQ protected our communities and not the polluters," he said.

Industrial manufacturing and its environmental impacts have deep roots in West Dallas, including with a major lead smelter plant based there from the 1930s to the 1980s that [produced high levels of lead found in children living near the plants](#). Contamination was [also found in the soil at schools, parks and homes](#).

According to 2020 census data, around 28,000 residents live in the 75212 ZIP code and 62% are Hispanic. The median household income is about \$40,000. Close to 24% of residents live below the poverty line, higher than the 11% rate for the Dallas metro area.

A 2020 report by researchers at Paul Quinn College found the air pollution in one West Dallas ZIP code, 75212, [among the worst in the city](#).

Late last year, Dallas reported 38 concrete batch plants were holding active permits in the city and TCEQ records showed at least five concrete manufacturers permitted in the 75212 ZIP code. Residents have cited the batch plants as sources of dust and other particulate matter that they say affects their breathing.

“Texas’ failure to comply with basic Clean Air Act requirements has resulted in densely populated urban areas in the state, such as the Houston, Galveston and Brazoria areas, existing in a state of perpetual nonattainment with health and welfare-based federal standards,” the petition states. “And the evidence is clear that people of color, communities comprised of people living near or below the poverty line and other marginalized populations are disproportionately hurt by this industrial pollution.”

The TCEQ announced last year that it was launching an environmental justice initiative to increase public participation and access in multiple languages to TCEQ decision-making processes. The April 2021 announcement mentioned the creation of goals and an action plan to do so.

Those plans are listed on the state regulator’s website under “[Title VI Compliance](#),” a reference to Title VI of the Civil Rights Act of 1964, which bans programs receiving federal money from discriminating based on race, color or national origin.

Under its [public participation plan](#), the agency says it’ll work in a transparent way “with awareness of and sensitivity to the changing demographics of Texas.” It also lays out strategies such as how to help the public better understand how the TCEQ works, how officials plan to reach underserved communities and who is responsible for coordinating language interpretation and translations at TCEQ events.

But a [state legislative report released in May](#) that reviewed the TCEQ found the agency isn’t open and transparent enough about what it does and how decisions are made, leading to the erosion of public trust.

The report by the state’s Sunset Advisory Commission said permitting meetings “rarely result in meaningful public input” and that publicly available data on TCEQ’s website is missing and hard to find, among other issues.

“While TCEQ reviews research on pollutants and develops scientific standards to protect public health, the public rarely knows of, much less participates in, these processes,” the report said. “This lack of openness and public participation discourages those trying to provide input on how such research and standards impact their day-to-day lives.”

The Sunset Advisory Commission made several recommendations, including that the TCEQ improve its website and public notifications and provide more opportunities for public input on permit applications before they are considered for approval.

The petition also accuses the TCEQ of violating Title VI.

Residents and groups from around the state have asked the TCEQ to evaluate the environmental justice effects of individual air permits before approving them, but the TCEQ has refused to do any, according to the petition.

State law allows people recognized as “affected persons” to seek an administrative hearing to challenge a proposal to approve an air permit application. According to the petition, the TCEQ typically defines that term as people who own property or live within 1 mile of a proposed industrial site.

The groups seeking the EPA review say that cuts out residents who live outside that zone but are still affected and that it doesn’t account for the cumulative effect of having several industrial sites in one area.

The petition also alleges that the state agency allows air permit applicants to withhold public information such as emissions data under the guise that it will disclose trade secrets and sensitive business information.

It’s unclear how long it’ll take before the EPA issues any decision. Gaines pointed to a similar petition sent last fall by several environmental groups calling for the EPA to take over a statewide program to control pollution in surface waters, reasoning that the TCEQ wasn’t properly reviewing permits and their potential effects. She said the federal agency is still reviewing that petition.

Wendi Hammond, an attorney from Legal Aid of Northwest Texas representing West Dallas 1, said she hopes the wait isn’t as long.

“In the petition, we pointed out to EPA that they are required to respond in a reasonable timeframe; but what is considered ‘reasonable’ is variable,” Hammond said. “We don’t know exactly how long it’ll be before the EPA takes up this issue, but hopefully it’s sooner rather than later because the community has waited long enough.”

Issues with the state process have led to more local groups putting pressure on city officials to address air quality concerns. Petitioning from West Dallas 1 [recently led to two batch plants operating illegally in their area being ordered by the city to shut down](#).

The Dallas City Council in May approved changing zoning rules to require all concrete batch plants to receive approval for a specific use permit from the council and city planning commission in order to operate legally.

Both processes have public hearings before the groups vote on an operator’s application.

Previously, properties zoned by Dallas for industrial manufacturing allowed permanent batch plants not to have a specific use permit, which avoids a public hearing process. Plants looking to run temporarily also weren’t required to get a permit.

The city is also considering other regulations such as a zoning code change requiring minimum distances that plants can operate from homes, schools, parks and other public spaces.

Fort Worth Star-Telegram

Naval air station pumped \$2.7 billion into Fort Worth's economy last year, study finds

By Jenny Rudolph

Naval Air Station Joint Reserve Base Fort Worth contributed at least \$2.7 billion to the local economy in 2021, according to a study by the Texas Comptroller of Public Accounts. The base's overall economic impact last year was 27% less than two years earlier, when it was estimated at \$3.7 billion, according to findings from the Texas Military Preparedness Commission's previous biennial report.

The base also employed nearly 4,900 fewer people than in 2019. More than 15,000 Fort Worth residents were directly or indirectly employed by the installation in 2021, the study says. The base is home to units in the Navy, Air Force, Army, Marine Corps and Texas Air National Guard.

"The Fort Worth chamber was instrumental in the site selection process for the NASJRB, then known as Carswell Naval Air, in the early 1900s," said Brandom Gengelbach, president and CEO of the Fort Worth Chamber of Commerce. "The Naval Air Station Joint Reserve Base in Fort Worth has and continues to be an asset for Fort Worth.

This report quantifies the tremendous economic impact the NASJRB has in Fort Worth and DFW." The Texas Military Preparedness Commission's report to the governor's office aims to show the impact of military installations across Texas. The data highlights the success of the state's installations in aiding the nation's defense while bringing career opportunities and financial support to local economies, officials said.

The study showed Fort Worth's joint reserve base contributed to \$1.6 billion in gross domestic product and \$1.1 billion in disposable personal last year. The comptroller estimated the state's military installations contributed more than \$114 billion to the economy.

Joint Base San Antonio was the state's largest with more than 211,000 direct or indirect jobs and \$39.2 billion in economic impact, followed by Fort Hood's nearly 161,000 jobs and \$28.9 billion impact. "Texas is the proud home to 15 military installations and the U.S. Army Futures Command," said Gov. Greg Abbott said in a press release. "Not only are these military installations critical for the defense of our nation, they support more than 622,790 jobs in communities across this great state.

Many are the largest employer in their area; all are key drivers for both the local and state economies." The Naval Air Station Joint Reserve Base Fort Worth includes 40 tenant commands across the Department of Defense with active and reserve information force personnel.

Fort Worth Star-Telegram

New Trinity Metro president sees opportunity in rapid growth of Fort Worth area

By Megan Cardona

A big upside to Fort Worth area public transportation is it's still taking shape, new Trinity Metro President and Chief Executive Officer Richard Andreski recently told the Star-Telegram. "What's different about our area here is that growth is happening now, and we have a chance to shape the growth and make those connections to transit and to develop our transit system to support the growth," Andreski said. "We have a lot to do and we're just going to have to be super-efficient with how we spend resources." He started his new job June 20.

Andreski, who has 23 years of public transportation experience, arrived in North Texas after working in Connecticut and New Jersey. He held positions at the New Jersey Transit Corporation from 1999 and 2015 and recently served as Bureau Chief for Public Transportation for the Connecticut Department of Transportation since 2015. Last year the Dallas-Fort Worth Metroplex had over 7.7 million people, according to the United States Census Bureau, which is over double the statewide population of Connecticut.

The Star-Telegram sat down with Andreski to hear his goals for Trinity Metro and public transit in the region. Here's what he had to say.

Based on your initial impressions, how is North Texas different from previous metros you've worked in such as Connecticut and New Jersey? Well, we've got a great foundation already.

We've got an extensive public transportation system. Our major destinations, especially with the introduction of TEXRail, there is a phenomenal opportunity to grow. We've got a great bus network, but not everyone knows about us. What we found through market research is that brand-awareness among those that don't use our service is very low, so there's an opportunity to bring more people on to existing services. Right now, today, we have capacity.

We have capacity on our trains, we have capacity on our buses. There's an opportunity to introduce our services to new markets. What are some of your short-term goals for Trinity Metro? Very short-term, it's really about listening. Riding with customers, talking with our stakeholders, City Council, mayor, our other participating cities and even those that aren't participating, just hearing what the needs are and expectations are for public transportation.

We have some work underway that we're going to continue to advance. We have an extension of TEXRail to the medical district, we put out a request for proposals to redevelop our T&P Station and then introducing our first bus rapid transit line, working with [North Central Texas Council of Governments] along East Lancaster Avenue.

We're building a new Trinity Lakes Station, that will be opening next year. Lots of projects in the works, so those will continue but then we're going to be doing some thinking about big ideas for the future. What are your long-term goals for Trinity Metro? Where goes the City of Fort Worth, so goes Trinity [Metro] and vice-versa. We're very closely, or should be closely, tied to the aspirations of the city. Where is growth happening? Well, growth is happening in many places.

So, it's not a question of growth, right, the growth is happening. The question for me and for our team here is, "How convenient, fast and efficient will it be to move around this area in five, ten or twenty years?" That's an open question, I don't think it's a matter of the growth.

The question is, are we going to be crushed by growth or is it going to become difficult and challenging to get around in the future? And I think the answer needs to be it's going to be easy to get around and how are we going to accomplish that. There are lots of ways to serve new and existing markets, and we want to have the most efficient and effective way to do that.

It doesn't necessarily need to be bus or rail, there are lots of new ideas. Bus rapid transit is one idea which it's kind of a combination of bus and rail. It has the benefits of rail on dedicated lanes but the flexibility of bus because you're running bus rapid transit with vehicles with rubber tires, you don't need to lay track. When we look at Fort Worth and Tarrant County, and we compare ourselves to other regions — Nashville, Charlotte, other places in the country — we're not keeping pace.

We're not keeping pace with investment in public transportation. That is a problem because talent is mobile. People are willing to pick up and move, and they will move where there is the quality of life and ease of mobility that they're looking for. We're competing with not only Charlotte and Nashville, we're competing with Austin and Houston and Dallas.

Are we making it attractive to people from outside the area? It's about serving the people who rely on our service every day, but it's also about attracting that new workforce. What are some challenges you see in this area that are different or similar to previous markets you've worked in? I worked in mature public transportation systems with very slow population growth.

The transit lines were well-established, the communities had grown up over time around the transit hubs. What's different about our area here is that growth is happening now, and we have a chance to shape the growth and make those connections to transit and to develop our transit system to support the growth. We have a lot to do and we're just going to have to be super-efficient with how we spend resources. What's something you would want to tell people who don't use Trinity Metro services often? If you haven't tried our services, it's really a lot of fun.

I've ridden quite a bit of our services over the last three weeks. I've encountered so many fun people who were going out for a day, going to see a movie. There were a bunch of people that were just taking a ride to look out the window and take in the sights. TEXRail is phenomenal, it's a really first-class service. Come out and try the service. That's going to be our theme for some time here to really try and reach new people.

Strong Towns

TxDOT Proposes to Dig a \$1 Billion Infrastructure Grave in Downtown Dallas

This week on *Upzoned* with Abby Kinney, the [Texas Department of Transportation](#) (TxDOT) makes her co-host, Strong Towns President Charles Marohn, *almost* want to start swearing.

For many years now, TxDOT has studied the feasibility of removing Interstate 345, which is a 1.7-mile segment of elevated highway that dissects [downtown Dallas](#) in Deep Ellum. Proposals to make the downtown stronger and more productive by creating a boulevard have been in the works for almost a decade, supported by prominent urban planners such as Patrick Kennedy.

Then last month, the agency released their official conclusion that [removing the highway](#) is unfeasible.

Instead, TxDOT now recommends tearing down the elevated freeway and rebuilding it in a 65-foot-deep trench that will contain 10 travel lanes and cost more than a billion dollars. An [article by Matt Goodman](#) in *D Magazine* outlines the agency's proposal to bridge local streets over that trench to reconnect the neighborhoods, instead of creating a boulevard to distribute traffic and create neighborhood streets that build wealth in a people-centered design.

If this hybrid approach moves forward, it seems to send a pretty clear message that highway capacity and maintaining commute times are the central priority of the Dallas Metro, not reconnecting neighborhoods or improving the downtown neighborhood quality of life.

Urban planners Kennedy and Brandon Hancock first pitched the idea of tearing I-345 out, which would free up land the city could [re-zone to create a mix of housing, office, and retail](#). The *D Magazine* article says TxDOT estimated in 2016 that removal would generate about \$2.5 billion in new net value, a "significant increase in employment totals," and an additional \$67.4 million in property tax revenue over 30 years.

"This is the quintessential situation where a Strong Towns approach ... says this is a corridor for building wealth and capacity in the community (with an) investment that would be lower cost, the payoff would be way higher," Marohn says. "And that whole mindset is trumped by this delusion that we are going to try to move vehicles quickly. And that somehow the city of Dallas itself is going to benefit more from a marginal, theoretical increase in traffic counts, than it will from billions of dollars of private sector investments."

So, what happened? That's where we almost lose our tempers here at Strong Towns. Find out more on this episode of *Upzoned*.

<https://www.podbean.com/ew/pb-njqmi-12692ae>

Herald Banner

Committee chair gives update on road bond package efforts

By Brad Kellar

Motorists driving Interstate 30 through the Rockwall area have no doubt navigated the long stretches of construction zones and ramp closures for months.

The work is part of an overall effort to widen I-30 throughout Rockwall County.

Similar projects will be coming to Hunt County in the near future.

In fact, W.S. "Dee" Hilton Jr. said some of the work may be starting within a few months.

Hilton is the chairman of the Hunt County Transportation Steering Committee, a panel comprised of government and business leaders from the county and the cities of Greenville, Commerce, Quinlan, Caddo Mills and Royse City, who have helped oversee projects undertaken from a \$24 million road bond package approved by voters in November 2016.

The local funding has been supplemented by state and federal highway funds for a total leveraged amount of available and anticipated funding of more than \$260 million.

Hilton offered an update to the Greenville Rotary Club on the "Yes For Roads" campaign this week.

With the population of the surrounding region rising, along with the need for additional transportation funding, Hilton said the county has one key advantage over adjacent counties which are served by the Texas Department of Transportation.

"Hunt County is the only county in the TxDOT Paris District that actually has a management plan," Hilton said.

The plan is coordinating with the Texas Transportation Commission, North Central Texas Council of Governments and the Regional Transportation Council to prepare for the explosive growth across North Texas.

"That has given everyone a little bit of a different perspective on things," Hilton said.

One area of attention has been the Interstate 30 expansion in Rockwall County.

"That will continue into Hunt County," Hilton said. "In about 2026, the plan is to widen I-30 from four to six lanes."

But there will be lots to do before that happens. Multiple interchanges along the interstate — at FM 1570, FM 1903 and FM 36 — will need to be rebuilt.

"It costs about \$30 million per interchange," Hilton said.

There is also a plan to extend FM 1903/FM 36 to join with FM 6 just west of Caddo Mills to create a regional road that will give access from the Wylie, Nevada and Josephine area all the way to Interstate 30.

“That project actually needs to be done right now, also,” Hilton said. “This project is probably four to five years away, but the engineering should be ready by early next year.”

In fact, the letting of the construction contracts for Interstate 30 and many of the interchanges is expected by the end of this year and into early 2023.

He explained one project under the county’s transportation plan, the expansion of State Highway 276 through the Quinlan area, will be here even sooner.

“The bids on State Highway 276 are expected to open in early August,” Hilton said. “It is taking a lot of partners to make these things work.”

Dallas Morning News

Dallas plan wants west Oak Cliff to be more walkable. Does this spell doom for car shops?

The city says the purpose of the rezoning is to facilitate walking and more mixed transit options in the west Oak Cliff community.

By Arely Contreras

A Dallas city plan to make an Oak Cliff neighborhood more pedestrian-friendly is being met with resistance from owners of car repair and other auto shops that see their livelihood at risk.

Auto shop owners in Oak Cliff are coming together to defend their businesses as they fear a zoning plan could eventually force them to move. The proposed changes include Clarendon Drive and Hampton Road and seek to prohibit automotive-centric businesses in the area, according to the first draft from the Department of Planning and Urban Des

The city began the [West Oak Cliff Area Planning](#) plan in 2020. After several meetings and workshops, a property use rezoning plan was implemented. There are many automotive businesses in the area such as auto repair shops and car washes, as well as Latin food restaurants and supermarkets. The majority of the residents and workers in the area are Hispanic.

The draft plan, developed in March, says the purpose of the rezoning is to facilitate walking and more mixed transit options in the west Oak Cliff community, eliminating uses that hinder pedestrian mobility such as curb cuts and conflict points between pedestrians and vehicles. To proceed with the plan, the city is considering banning automotive-centric businesses such as repair shops, car washes, gas stations and drive-through restaurants and banks.

Although the plan's wording has been modified to target future uses, business owners are worried.

Gerardo "Jerry" Figueroa, 34, owner of J&E Express Auto Service on West Clarendon Drive for the past eight years, organized a petition asking Mayor Eric Johnson and the City Council to allow auto repair shops and other automotive businesses to stay.

"We're scared. This is our livelihood," Figueroa said. "It's not just the owners, it's the workers too and their families. Just because there's five people there doesn't mean it's gonna affect five people, it's gonna affect maybe 30-40 people, depending how big your family is."

Figueroa, along with Albert Mata, an activist and member of Somos Tejas, representing the workers and shop owners in this dispute, drafted three petitions. The first one got more than 100 signatures from Oak Cliff residents and employees from the area, according to records shown to *AI Dia*.

"I think that one of the big things that they pretty much showed through that plan is that they believe a walkable neighborhood can't coexist with auto shops," Mata said.

Although March's draft stated that a ban on automotive-centric businesses would be considered, as of July 1, the new draft states it is important to consider limiting future property uses that don't align with a walkable neighborhood, including uses that may impede pedestrian mobility.

The concern of future expansion of existing auto shops was addressed at a recent meeting of the Comprehensive Land Use Plan Committee. Unless the expansion of the nonconforming business is 35% or larger than the existing floor plan, the design requirements do not apply.

“We need to think about how uses are planned so that in the future we have the safe walking conditions we want,” said Daniel Church, West Oak Cliff Area Planning manager.

Church said the businesses currently within Oak Cliff’s planning area are protected and will not be affected. The modification to the draft would only affect future businesses.

Mata said he understands the city will not force owners to close their businesses directly, but he fears that in the future a resident from the community may initiate a zoning process called amortization to shut down businesses that don’t align with the neighborhood’s character.

Ashley Long, aide to City Council member Chad West, said in an email that it is not the city’s intention to remove current automotive-centric businesses from the area but prohibit future ones.

“A lot of fear and misinformation is being spread about our intentions to force current businesses out and that’s not the case,” Long said.

In 2005, Ross Avenue in Dallas was rezoned by the city to ban automotive-centric businesses in the area. After the plan took effect, many businesses on the avenue had to close or change their line of business. The city was not required to compensate affected business owners, according to the nonprofit [Institute of Justice](#).

“They say nothing’s gonna happen,” Figueroa said. “They put that word ‘autocentric’ in there for a reason, it’s not there just by mistake. That’s their plan to eventually get us out of here.”

The Comprehensive Land Use Plan Committee recommended the removal of the language regarding the removal of autocentric businesses in the plan while still prohibiting drive-through restaurants and banks.

Mata and Figueroa said the city didn’t do enough community outreach. Figueroa said that as they went from shop to shop to request signatures for the petition, most of the employees and business owners were surprised by the existence of the plan.

Church said 29 public meetings were organized, as well as in-person and online events, but many Oak Cliff residents were still unaware of the plan.

One of Mata’s concerns is that the task force in charge of the projects is not representative of the Latino community in Oak Cliff. The plan reported that 86% of Oak Cliff residents identify as Latino. Less than half of task force members are of Hispanic origin.

“I’m for things that make this side of Oak Cliff better for the people that live here and don’t try to cater to people they want to come in,” Mata said.

The plan will move to the city’s planning commission and then to the City Council for a final vote.

Fort Worth Report

Why Fort Worth and North Texas is a hub for autonomous trucking

By Seth Bodine

In a shipping container yard at the [Alliance Mobility Innovation Zone](#), a semi-truck moves around the yard. The steering wheel is turning. The wheels are moving. But there is no driver — at least not inside the truck.

Instead, an [ITS ConGlobal](#) employee is driving the truck from behind a computer, using a steering wheel that looks like a video game controller.

The company, which has a shipping container yard and offices in the north Fort Worth Alliance business district, is partnering with San Francisco-based tech company [Phantom Auto](#) to test the technology. And the company has 10 more trucks on the way, said Wendy Hannon, a spokesperson for the company. It currently has one truck.

“We just have to wait in line until we can get our next round of vehicles,” Hannon said.

Companies are flocking to North Texas, known as a major freight and logistics hub, to test and use technology that drives trucks without a driver in the seat, whether that’s with a remote driver or completely without one.

Autonomous vehicle company [Gatik](#) is starting to use its autonomous box trucks to complete deliveries to Sam’s Clubs across the Dallas-Fort Worth area. The company operates out of [Alliance’s innovation zone](#).

Another company, [Aurora Innovation Inc.](#) is collaborating with Werner to launch a 600-mile autonomous truck route [from Fort Worth to El Paso](#). Alphabet’s [Waymo](#) recently opened a hub that will operate 20 autonomous trucks in Lancaster, and plans to add a self-driving route between Fort Worth and Houston.

Among the reasons the companies are coming to the region is the state’s regulations that incentivize and support the industry. The Texas Legislature passed [Senate Bill 2205](#) in 2017, which allows automated vehicles to legally use the state’s highways if they are insured and equipped with video recording equipment.

Many states across the country have some form of regulation on self-driving vehicles, but how restrictive or loose the laws are vary, [according to reporting](#).

Ian Kinne, director of logistics innovation at Hillwood, said Alliance started with autonomous vehicles about five years ago at Frisco Station with Drive.Ai. But they quickly realized that the self-driving industry would be fueled not so much by vehicles holding people, but vehicles moving freight. That might be because people are still hesitant to get into self-driving cars, Kinne said.

“We don’t really care how my water bottle got here; the water bottle’s here,” Kinne said. “But maybe we’re not ready to get to the autonomous vehicle ourselves.”

According to [a survey](#) by the American Automotive Association in January 2021, 24% of drivers would trust a car that would drive itself. But 86% said they would be afraid or unsure about riding in a self-driving vehicle, [according to previous Fort Worth Report reporting.](#)

Vehicle makers reported nearly 400 vehicle crashes from July 2021 through May 15 with partially automated driver assistance systems, 273 of which involved Teslas, [according to reports.](#)

The National Highway Traffic Safety Administration updated rules to report crashes with advanced driver assistance systems [to the agency.](#) The agency also says vehicles made with these systems have to meet the [same levels of protection](#) that passenger-operated vehicles do.

John Samuelson, international president of the Transport Workers Union, which represents 155,000 members across transit, rail, and airline sectors said unproven and unregulated technology can be prone to stopping unexpectedly, crashes and malfunctions that could injure people.

“We believe that whether they are carrying passengers or cargo, any commercial vehicle must be overseen by a human operator no matter the level of automation,” Samuelson said in a statement. “This is the same approach taken in aviation and on railroads – both of which are much more automated than what we’re talking about for trucks and buses. When autonomous systems fail, trained, qualified workers have to be able to take over or there will be tragedies.”

The technology is still being tested with drivers behind the wheel, and Kinne estimates that the freight vehicles could go fully autonomous as early as 2025.

Why is a real estate company like Hillwood’s Alliance hosting hubs for self-driving vehicles? Kinne said it comes down to thinking about the future.

“You look back at the [Perot legacy](#), and it’s very much an innovation-first focused business,” Kinne said. “And so I think we’re looking at things that might disrupt our business over time. We certainly believe this is one of the impacts of that.”

With the trucking industry going through a [serious labor shortage](#), companies like ITS ConGlobal believe bringing automation into the mix and putting drivers behind a computer could open up the labor pool.

Hannon said it’s more difficult to recruit new employees to drive freight. Remote driving in an office might open up the pool to people who might be unable to work outside, too, she said.

“If you’re in the production environment, that’s not a possibility because you’re having to get in and out of equipment on your own and sometimes that might not be possible if you have a disability,” Hannon said.

Brett Rogers, vice president of advanced solutions at ITS ConGlobal, said automation also creates the ability to manage trucks across different locations with remote drivers.

“If you switch the assets, and no longer require a person to sit in that vehicle, but now I can control an asset in Chicago and then control an asset that’s down in Texas all from one location, I can optimize how and when I use and operate those assets,” Rogers said.

Rogers said the industry for fully autonomous semi-trucks going on highways is consolidated, and there's a growing demand for technology for the freight yards and logistics. The solution also reduces risk, he said.

"So you can think about all of the 'what if' scenarios that you might experience from an autonomous car driving down the highway," Rogers said. "You can constrain some of those unknowns a little bit more in these industrial type sectors."

Tom Bamonte, senior program manager for transportation technology and innovation at the North Central Texas Council of Governments, said the council's policy board approved \$5 million in funding for an automated vehicle truck port near Interstate 35 West, which would feature a customized parking lot designed to support the autonomous vehicle industry.

The council is also working on a \$4.5 million project to help the vehicles get [through intersections without having to stop](#). Another proposal in the works would support 911 call centers in improving emergency response to crashes.

People like Bamonte believe trucking companies are moving very carefully before going fully autonomous, without drivers behind the wheel.

"All of their deployments currently are with safety drivers, as well as remote supervision," Bamonte said. "So, there's a high level of caution in terms of rolling out automated vehicles."

People who are keeping an eye on the industry like Kinne believe trucks will be on the road without drivers in a matter of years, but it could take many more years for the industry to become widespread.

"I think the question is, in 2025, will it be widespread? No," Kinne said. "Will there be certain lanes where this is becoming adopted, like Oklahoma City? Like El Paso? Yes. But I think the reality of it is ... you can't manufacture enough trucks just to fill those lanes right now. So, there will be a gap and then an overall integration of the supply chain over time."

NBC DFW

Latino-Owned Businesses Raise Concerns Over West Oak Cliff Area Plan

Many Latino-owned businesses fear the City of Dallas will once again force businesses to leave, though the city is denying such

By Ken Kalthoff

It's a fight for survival according to some Latino West Oak Cliff business owners, who've voiced concerns about a plan for that area's future.

The West Oak Cliff Area Plan has been in the works for over two years and a draft of the plan has been prepared to move forward toward approval at Dallas City Hall. It roughly covers an area bounded by Illinois Avenue on the south, Davis Street on the north, Cockrell Hill Road on the west and Tyler Street on the east.

Deck Park Talks Reach Public Feedback Phase in McKinney

Three options are being presented in McKinney, including a deck park

By Meredith Yeomans and Alanna Quillen

The city of McKinney is exploring an ambitious new project.

It's looking at [three ways to make it safer for pedestrians to cross Texas Highway 5 between Louisiana and Virginia streets](#), connecting historic downtown McKinney with legacy neighborhoods east of Highway 5.

D Magazine

I-345 Debate: How Much Time Does the Evil Highway Really Save Us?

The Transportation Committee cares more about cars than it does people.

By Tim Rogers

Our Matt Goodman reported Monday on a recent meeting of the city's Transportation Committee.

As FrontBurnervians have come to expect from Matt, his post about the future of I-345 was measured and fair and well-reported. He quoted council members on the committee as they struggled with the complicated subject of what to do with the 1.7-mile elevated highway, and he got feedback from outside folks such as the director of The Congress for the New Urbanism.

But there was one issue with Matt's report: when it came to talking about how much delay in traffic would be created by replacing the highway with a boulevard, after reporting that a TxDOT engineer said a boulevard would add 40 to 50 percent to travel times in the corridor, Matt cited urban designer Patrick Kennedy's competing conclusion, writing: "It would actually be about a five-minute delay."

At which point I took to Twitter and said, "The city of Dallas is about to piss its future away to save 5 minutes of drive time." Then I tweeted a thread along the same lines, saying the city was "bending the knee to TxDOT," even bringing up the ghost of Wick Allison in the process. Man, I was heated.

This post is a mea culpa. I need to correct some inaccurate information that I helped spread.

Let's address those five minutes. It came from Patrick. To be transparent, I consider him a friend. I've never been to his house, but we follow the same Premier League team, and I've watched a match or three with him. He's a member of the DART board, and he's smarter than I am.

Which is one reason I totally jumped onboard with the math he published Monday on Medium. (Mark Lamster published a similarly misleading figure in the *Morning News* on June 9, saying a boulevard would create a three-minute daily delay.)

Here's how the math broke down: TxDOT says that turning 345 into a boulevard would create an additional 19,000 hours of daily traffic. So, Patrick looked at the projections for the year 2045, when 206,000 cars are expected to drive the corridor every day. (There are reasons to give that projection side eye; I'm ignoring that for now.) If you multiply 19,000 hours by 60 minutes and divide by 206,000 cars, then you get about 5.5 minutes per car per day.

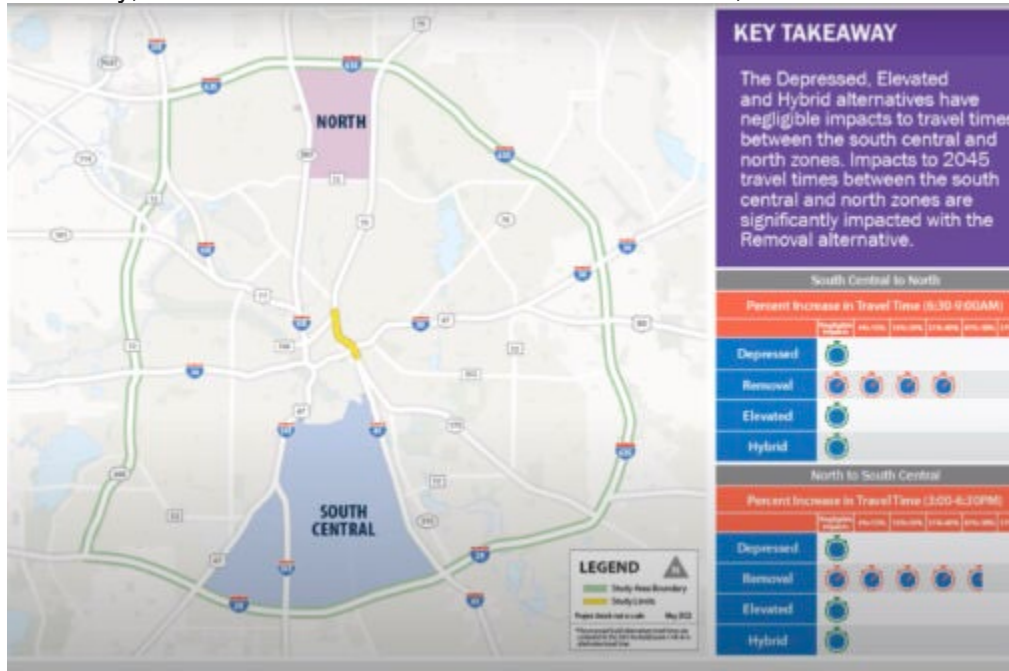
That's the number that sent me to Twitter, the wonderful medium for calmly and cogently expressing complex ideas. Because why the ever-loving hell would we give two shiatsu massages about five minutes in traffic if it meant we could build a boulevard, which is not only the cheapest option but would free up more land than the other options, which means more development, more jobs, more taxable value—more *life*?

Yeah, the math is wrong. Or the math is right, but it doesn't accurately describe the real world.

Wednesday I got two TxDOT engineers in a Zoom call, Mo Bur and Ceason Clemens. They were patient with me. They explained that you can't spread those 19,000 hours evenly across all those

cars, because the cars aren't spread evenly throughout the day. Ninety seconds into the call, I was apologizing for stupidly not grasping that concept when I first saw the math.

Obviously, rush-hour drivers will bear the brunt of those 19,000 hours. Here's a TxDOT slide for you:



TxDOT says that if we replace 345 with a boulevard (what the agency terms “removal”), drivers during peak hours traveling between the north and south-central zones shown above will experience a 31 to 40 percent increase in travel time in the morning and a 41 to 50 percent increase in the evening. You can watch TxDOT’s entire May 24 presentation on the options for dealing with 345 [right here](#); the stuff on travel times for the various options and various zones of town begins on slide 20, at about the 11:20 mark.

Now, do I buy what TxDOT is telling us in that slide above? Hell no. I’m writing this post at 4:20 p.m. on a Thursday. According to Google Maps, right now the trip from the Cooper Institute, in the north zone, to UNT’s Dallas campus, in the south-central zone, would take 43 minutes. AND Google wants me to take the Tollway and 35E, avoiding 345 entirely.

OK, OK, tolls are expensive. Google says taking Central Expressway through downtown, then driving I-45 to I-20 will slow me down by nine minutes. Let’s say I drive the cheaper, slower route, which would take 52 minutes. No way does it feel that the trip will take 16 to 20 minutes longer if 345 were a boulevard.

At this point, you should be asking yourself, “Why should I trust Tim’s *feeling*? That’s crazy. He’s so dumb that he and his Tottenham-loving buddy Patrick screwed up that thing about the five minutes.”

That’s fair. In response, I’m not going to drag you through how TxDOT designed the boulevard option without doing some obvious stuff to improve north-south connections, stuff that would reduce the traffic delays they predicted. It’s complicated. It takes too long.

Instead, I’m going to point you to real-world examples. Just look at other cities that have turned highways into smaller roads and paid more attention to people than cars. Read this story from the Lincoln Institute of Land Policy. Read this *New York Times* story. Or just watch this short Grist video:

<https://youtu.be/O6WtYTThkdU>

One more real-world example: about 5 miles south of I-345, TxDOT is ripping out S.M. Wright Freeway. Here's what the agency says on its own website: "The project transforms the existing S.M. Wright Freeway into a six-lane, street level boulevard with traffic signals. Freeway overpasses will be removed, and the boulevard will include landscaping and sidewalks. The new S.M. Wright Parkway will feature enhanced community gateways to help promote neighborhood identity and local connections, while also helping spur community investment, development, and rejuvenation."

Yeah, that sounds good. Let's do *that*. (And, yes, I realize this comparison isn't perfect, given I-45's proximity to S.M. Wright.)

An apology with a "yeah but" is often worthless, and it can sometimes serve only to alienate the aggrieved. I hope that's not what I've done here. I really am sorry about screwing up the five-minute-delay detail.

This is a big, hairy, complicated undertaking. Whatever we do with 345 will have huge impacts on how our city grows or doesn't. It would be nice if our daily paper had a full-time transportation writer with the expertise to educate us all as we stumble toward our future. Without that, you're pretty much stuck with us. We'll keep working at it.

City of Fort Worth

RTC approves update to Mobility 2045

The Regional Transportation Council recently approved an update of *Mobility 2045*, the North Central Texas Council of Governments' current long-range Metropolitan Transportation Plan, which guides the spending of federal and state transportation funds based on regional goals.

The \$148.3 billion [*Mobility 2045: 2022 Update*](#) makes recommendations for transportation improvements over the next 20-plus years through policies, programs and projects designed to improve regional mobility and increase efficiency, safety and system capacity.

Fort Worth Mayor Pro Tem Gyna Bivens is vice-chair of the Regional Transportation Council and helps lead the 44-member transportation policymaking body.

Long-range transportation plans such as *Mobility 2045* are federally required to be updated at least every four years.

The last comprehensive update of the Metropolitan Transportation Plan happened in 2018 with the adoption of *Mobility 2045*. Since then, planners have continued to refine policy, program, and project recommendations for the 2022 update.

This plan's financial analysis considers capital, operation and maintenance costs associated with the preservation and continued operation of the existing transportation system, as well as the costs associated with the recommended improvements.

Now that the RTC has approved the plan, the U.S. Department of Transportation must determine if the plan complies with federal air quality regulations which will allow the proposed current and future transportation projects to proceed. This is a step required because 10 Dallas-Fort Worth area counties, including Tarrant, are in nonattainment for ozone pollution.

Texas Tribune

Smog levels in Texas surge during heat wave, bringing worst summer air quality in a decade

Emissions are reacting with the summer heat to create high levels of smog, hazardous air pollution that damages the lungs. But state officials are pushing back on ozone pollution controls proposed by the EPA, arguing such rules would compromise the electric grid.

By Erin Douglas

Texas has seen more days with unhealthy levels of smog pollution this year than it has in a decade, state data shows, as vehicle and industrial emissions react with record-high temperatures, spiking ozone concentrations.

Since the beginning of the year, Texas air monitors have recorded 43 days as of Tuesday when ozone concentrations were high enough somewhere in the state to be considered unhealthy by the Environmental Protection Agency. That's double the number of unhealthy ozone days recorded by this time last year, and it's the most in the period of January to mid-July since 2012, air monitoring data maintained by the [Texas Commission on Environmental Quality shows](#).

Ground-level ozone, a component of what's known as smog, irritates and inflames the lungs, leaving them more susceptible to infections such as the coronavirus that causes COVID-19, and making it harder for people to breathe. Ozone can make lung diseases worse, prompt asthma attacks and cause or aggravate chronic bronchitis. The pollutant is especially concerning when combined with extreme heat, experts said.

"Extreme heat is often thought of in this country as an inconvenience rather than a life-threatening danger, but we know that when organ systems in the body are under stress from extreme heat, they're extremely vulnerable to other assaults from air pollution," said Vijay Limaye, an epidemiologist and senior scientist at the Natural Resources Defense Council, an environmental advocacy nonprofit.

State regulators have issued dozens of warnings this summer across the state advising people with asthma, older adults and others at risk of lung complications to stay indoors on days when smog levels are projected to be high. Those who do not have a preexisting condition should take caution as well, Limaye said, since ozone can contribute to the development of asthma and other lung conditions.

Heat makes the smog worse: On sunny, hot and stagnant days, sunlight and high temperatures accelerate reactions between volatile organic compounds and nitrogen oxides to form ozone. Climate change — which has increased average temperatures in Texas — [has made those conditions even more common](#).

"We're beginning to detect this climate change signature on ozone pollution in which we have higher summertime ozone levels because it's hotter outside," Limaye said.

More than 79 million Americans live in areas that do not meet national air quality health standards for smog, according to the EPA. In Texas, at least 12 million people live in a county that doesn't meet the 2008 federal ozone standards, [EPA data](#) shows.

High levels of pollution can disproportionately harm Black and Latino children, researchers have found. [One 2017 Rice University study](#) showed that 13% of Black children in Houston have an asthma diagnosis compared with 7% of Hispanic children and 4% of white children and Asian children.

But while smog levels spike this summer, Texas politicians and regulatory agencies are fighting the federal government, hoping to block stricter regulations on the pollutant.

In March, the EPA proposed a rule that would require about two dozen states, including Texas, to cut ozone pollution from power plants and industrial sources such as natural gas pipelines and chemical manufacturers that contribute to ozone pollution in neighboring states — [strengthening a regulation known as the “good neighbor” rule](#).

“This ‘good neighbor’ plan will better protect the health of Americans across the country,” EPA Administrator Michael Regan said in a statement when the rule was proposed. “Air pollution doesn’t stop at the state line.”

Texas politicians and state agencies have urged the EPA to withdraw its proposal. At the end of June, Attorney General [Ken Paxton](#) argued in a comment on the EPA’s plan that the federal agency had overstepped its authority and that the EPA ignored how the regulations would impact electric grid reliability in Texas.

“The EPA takes on — however poorly — critical reliability issues and ignores the independent nature of the Texas electric grid,” Paxton wrote, stating that it was “inappropriate” for the EPA’s plan to require states to consider shifting electric generation to renewable or lower-emission sources of electricity as a strategy to reduce ozone.

The TCEQ, the Public Utility Commission of Texas and the Electric Reliability Council of Texas have all opposed the federal government’s plan. The agencies argue that the requirements could force power plants to switch sources from natural gas or coal to renewable energy and that such changes are outside of the EPA’s authority and expertise.

The state wants the EPA to instead approve its plan for ozone, which concluded that Texas emissions were not significantly contributing to ozone pollution in neighboring states. The federal agency [said earlier this year that it intends to reject](#) Texas’ plan and analysis, finding that Texas emissions did significantly affect other states.

Environmental groups argue that the EPA’s good neighbor plan is necessary because Texas’ emissions are spilling over into neighboring states.

“Texas is a major contributor to not just air pollution in Texas but really all around the country,” said Neil Gormley, a senior attorney at the environmental nonprofit Earthjustice.

He added that he thought the EPA’s proposal appropriately balanced cutting pollution and maintaining electrical reliability because it allows states to choose from a variety of methods to reduce pollution.

The EPA also [recently cracked down](#) on the Houston and Dallas regions for violating national ozone standards, [seeking to list the metro regions as “severe” violators](#) of 2008 federal ozone

pollution standards. A final determination is expected in October. The two major metro regions have struggled to meet federal thresholds in recent years after decades of progress.

The Houston region has had the most days with ozone levels considered unsafe so far this year, according to TCEQ data, followed by the Dallas-Fort Worth and Austin areas.

At the same time, the EPA has also announced that it is considering redesignating parts of the Permian Basin — the West Texas and New Mexico oil field that produces more than 5 million barrels of oil per day — as not meeting federal standards on ozone pollution. Doing so would require Texas to take steps to attain lower levels of ozone in the region.

The EPA began to consider the redesignation after the environmental nonprofit group WildEarth Guardians in 2021 [petitioned the EPA to take action](#). At the end of June, Gov. [Greg Abbott](#) sent a letter to President Joe Biden, asking him to stop the EPA from proceeding with the plan.

“This action could result in draconian regulations imposed by the EPA that would directly attack America’s most prolific oil field,” Abbott wrote, arguing that regulations could further increase gasoline prices. He also warned that if Biden didn’t respond by late July, “Texas will take the action needed to protect the production of oil.”

Renae Eze, a spokesperson for Abbott, said in a statement that Biden has not yet responded to the letter from the governor and criticized the president for “feigning concern” about gasoline prices. Eze reiterated that Texas will take “any action necessary to protect [Texas] oil production,” but did not specify further what the governor would do.

In a statement, EPA spokesperson Shayla Powell said that if the agency moves forward, it will send a notification letter to the governor soliciting his input on the redesignation and potential boundaries for the area to be regulated.

Victor Flatt, an environmental law professor at the University of Houston Law Center, said he’s not surprised the EPA is considering designating the Permian Basin as a nonattainment area for ozone given the recorded measurements of other pollutants like methane.

“If they’ve got enough evidence to have to respond [to the WildEarth Guardians petition], my instinct would be that they’re going to do it,” he said.

He said Texas may choose to sue over the Permian Basin designation or the good neighbor ozone plan, which will ultimately slow reductions in smog.

“The EPA never gets to do its work because it’s always going to be challenged politically,” Flatt said. “Some states, like Texas, will sue the EPA no matter what. And it delays things.”

Dallas Morning News

Should Texas cut the fuel tax? Economists say it could hurt road and education funding

Lt. Gov. Dan Patrick wants to suspend the state's gas tax for the remainder of 2022.

By Hojun Choi

While motorists may welcome any effort to lower prices at the fuel pump, economists say suspending the state gas tax could impact funding for roads, highways and public education.

In response to Comptroller Glenn Hegar's report on Thursday that he expects the roaring economy to add [\\$13.7 billion to the state surplus](#), Lt. Gov. Dan Patrick announced that he supports suspending state gas taxes through the end of the year as part of a larger effort to return surplus money to taxpayers.

The state collects 20 cents per gallon on gasoline and diesel fuels. Data from the comptroller's office recently showed that revenue from the state's motor fuel taxes is [on pace to meet pre-pandemic levels](#).

"That state gas tax is absolutely critical for funding state highways and local streets," said Bernard Weinstein, an economist based in North Texas. He called the move a "terrible idea," as the lion's share of the state's motor fuels tax revenue is used to build and maintain public roadways. State gas tax revenue is also used to support public education, according to the [Texas comptroller's website](#).

Additionally, Weinstein said it's unclear how big of an impact the suspension of the gas tax could have for the average driver.

"You don't know if the lifting of that tax will be fully reflected in the retail price because there are many factors that affect the retail price of gasoline," he said.

President Joe Biden in June called on Congress to suspend the federal motor fuel tax, 18.4 cents per gallon for regular and 24.4 cents per gallon for diesel, amid historically high prices at the pump.

Ray Perryman, a Waco-based economist, described the impact of state fuel tax suspension on highway and public education funding is a "potential concern."

"However, just the new revenue estimated from the Comptroller of Public Accounts over and above prior expectations is well in excess of the total collection of gasoline taxes. Thus, the state could easily offset the losses from surplus funds," Perryman wrote in an email.

A suspension of the state gasoline tax "should have a modest downward effect" on fuel prices, and consumers would see a "substantial portion" of that impact, Perryman wrote.

He noted that gasoline prices are already declining "modestly" due to consumer reaction to high prices, increases in oil and gas production, refining capacity, and increases in imported refined products.

Regular gasoline cost about \$4.51 per gallon in the first week of June, [according to the U.S. Energy Information Administration](#). This week, the price of regular gasoline was about \$4.18 per gallon, according to the agency's website.

Patrick celebrated the “unprecedented windfall,” and said “any surplus should first go back to the taxpayers of Texas,” in a written statement Thursday.

In addition to a suspension of state gas taxes for the remainder of 2022, Patrick said he supports using \$4 billion of the forecasted surplus for property tax relief as well as using funds for teacher raises, among other things.

“Every member of the Texas Senate will have ideas on how this additional revenue should be spent and I will give them full consideration,” Patrick said in the statement. “However, I believe, first and foremost, any surplus should first go back to the taxpayers of Texas. Texas homeowners must receive tax relief before we commit to any new spending.”

Fort Worth Report

Zoning commission pumps brakes on industrial facility near southeast Fort Worth elementary school

By Haley Samsel and Emily Wolf

After residents and environmental activists voiced opposition to a [proposed industrial facility across the street](#) from a southeast Fort Worth elementary school, zoning commissioners sent the prospective developers packing.

At a July 13 zoning commission hearing, commissioners voted 4-2 to recommend denial of the proposal with prejudice. If finalized by City Council, the denial with prejudice means Leon Capital Group will have to wait a year before re-submitting the application, which sought to rezone the property on 5100 Parker Henderson Road from “agricultural” to “light industrial.”

District 5 Councilmember Gyna Bivens, who represents the Echo Heights neighborhood, and her colleagues will make the final decision on the project’s fate at an Aug. 9 council hearing.

Willie Rankin, who chairs the zoning commission and voted against the proposal, pointed to a 2019 UT-Southwestern study mapping [life expectancy across Texas](#). The state’s shortest life expectancy was found in Fort Worth’s [76104 ZIP code](#), where residents live an average of 66.7 years.

While Echo Heights is located southeast of the 76104 ZIP code, members of the [Echo Heights Stop Six Environmental Coalition](#) have counted more than 180 industrial facilities in the vicinity of about 750 homes. Several residents claim the associated air pollution has led to illnesses and early deaths for their neighbors.

“I would not like to see agriculture go to an industrial zone, especially because that entire industrial corridor has led to a stain in the state of Texas when it came to life expectancy for this particular community,” Rankin said, with audience members breaking into applause. “And we do know some of the historic reasons why industrial zones have been located in communities like this.”

City staff [recommended denial](#) of the zoning request before the meeting, citing a portion of the property west of David Strickland Road that is designated for “open space” in Fort Worth’s comprehensive plan. Building an industrial “distribution and logistics” facility on the land would be inconsistent with the plan, according to staff.

The denial was a change from city staff’s previous stance, when it recommended passage at the initial May meeting. J. Ray Oujesky, an attorney representing Leon Capital, told the commission that the change made little sense, especially because the city hasn’t announced plans to buy the property.

“I would argue it is improper to designate a privately owned piece of property as open space, and tell the property owner there is no future use of your space available except to leave it as undeveloped land,” Oujesky said.

Oujesky said there was no way to know if the industrial facility would cause air quality problems until years later after it has existed in the community for some time. Wanda Conlin, vice chair of the commission, pushed back on the wisdom of approving something without knowing its impact.

“The zoning commission has to look at not just what’s good for a community tomorrow,” Conlin said. “We have to look at 20 years from now. I heard Mr. Oujesky say: ‘Well, test the air.’ Well, why would we test the air after we’ve already made a mistake? We can’t do that.”

Developer made changes, but Fort Worth ISD still opposes

[Leon Capital Group](#) made several site plan revisions in the two months since Fort Worth zoning officials delayed a decision on the zoning application during a May meeting.

Included in the revisions are an increased buffer area between a planned building and W.M. Green Elementary; the elimination of 52 trailer storage spaces adjacent to David Strickland Road; a reduction in the size of the building closest to the school; eliminating access to David Strickland Road for truckers; and adding a sidewalk along the road for pedestrian safety. No sidewalk currently exists on the property across the street from the elementary school.

Zoning commissioners [previously told Leon Capital Group](#) that the company needed to conduct more community outreach, including conversations with parents of W. M. Green Elementary School students. With the help of real estate services firm [Masterplan Texas](#), Leon Capital held two community meetings, on June 23 and July 7, at Eugene McCray Recreation Center.

During the June 23 meeting, Leon Capital Group development manager Ray Abraham said residents should support the proposal because future developers could bring industrial activity that would cause more negative impact than a warehouse or distribution center.

“Everything to the east or northeast of us – I’m sure everybody who are residents know this – is commercial or industrial use,” Abraham told the small group gathered on June 23, according to a recording obtained by the Report. “We build industrial buildings for warehouse distribution. We’re not a concrete batch plant ... We’re not any of those noxious, heavy industrial uses.”

Fort Worth ISD did not formally oppose the zoning change, but a spokesperson confirmed that the district communicated with Leon Capital Group and determined the development would “not be in the best interest” of W.M. Green Elementary.

“While we support economic development efforts in our city, the district shares many of the concerns raised by the community regarding this particular project, including a substantial increase in traffic and the resultant impact on student safety,” spokeswoman Claudia Garibay told the Report.

More than a dozen community members and activists from the Greater Fort Worth Sierra Club and Dallas environmental justice group Downwinders at Risk piled into the meeting room Wednesday. Thirteen people signed up to speak in opposition; they were given nine minutes total to detail their concerns about air quality and the impact of pollution on public health.

“There are so many things to be concerned about,” Letitia Wilbourn, a leader of the Echo Heights environmental coalition, told the zoning commission. “This company is ruthless. It does not care about the children. It does not care about the community. This community is already sick and dying.”

Echo Heights neighborhood leaders at odds over proposal

The president and vice president of the Echo Heights Neighborhood Association were sharply at odds over the zoning proposal. Lucretia Powell, the vice president, expressed support for the proposal, given that Leon Capital Group's promised community investments are part of a contract agreement.

In a [community meeting presentation available online](#), Leon Capital vowed to provide \$100,000 in scholarships for students in the community, an additional \$100,000 in small business loans for residents of the community, and \$50,000 for improvements to the elementary school.

"I am aware even from the last meeting, on the 11th, we had other organizations that are opposing this," Powell told commissioners. "But they do not represent the Echo Heights Neighborhood Association."

Powell said she is a cancer survivor and has been in remission for the past nine years. She's lived in Echo Heights since she was 2 years old, and she said there's no proof her cancer was caused by the industrial facilities in the area.

"I do not see (the development) as a threat to the community, or even the environment," Powell said in an interview. "I'm a living, walking, testimony myself. I'm a cancer survivor, and I will continue to be."

Sherry Dukes, president of the association, registered opposition and said that, although it was unfortunate that she and Powell could not agree, it was important to recognize that many people in the neighborhood also oppose the proposal.

"I hope she will reconsider, as all of our families have grown up in the area," Dukes said.

Activists prepare for August hearing: 'It's a win for today'

Following the meeting, environmental activists and residents of Echo Heights past and present celebrated on the second floor of City Hall. But several members of the environmental coalition said they remain cautious ahead of another public hearing on Aug. 9, this time before the City Council.

"We already know that (industrial zoning of Echo Heights) is in the city's plan, so unless people make havoc about it, it's going to go through," said Mar'Tayshia James, president of the Echo Heights Stop Six Environmental Coalition. "I feel like, overall, it's a win for today. It's a small win, but it's all building up to when we go to the council hearing."

Masterplan Texas employees listed as representatives for the Parker Henderson Road case did not respond to multiple interview requests before the zoning hearing. Abraham declined to comment on the decision after the meeting.

In an email following the commission vote, Oujesky said he continues to believe city staff's basis for denying the application is a mistake.

"Unless the designation of the property is changed, city staff will always have a basis to deny a request to rezone the property to something other than Open Space, which means it will always stay undeveloped," Oujesky said. "I think that is wrong."

In order to prevent future industrial development from coming to Echo Heights, the city will have to make major changes to its comprehensive plan, said Teena James, a member of the environmental coalition and Mar'Tayshia's mother.

"Even when we knock this down, there's going to be another one," James told residents after the meeting. "We're going to have to continue to keep fighting. So, let's see if we can be proactive rather than reactive."

Dallas Morning News

Dallas County shrinks as North Texas' population grows, census says

Census data reports that Dallas County's population has dropped while almost all urban counties across the state grew.

By Josephine Peterson

While North Texas as a whole has grown to 7.8 million people during the pandemic, Dallas County has lost almost a full percentage point of its population.

The U.S Census Bureau says Dallas County's population in July 2021 dropped to 2,556,050 – about 25,000 residents down from the previous year.

North Texas' three other most populous counties: Tarrant, Collin and Denton counties all saw growth of 0.5 percent, 3.4 percent, and 3 percent respectively. Lloyd Potter, director [of the Texas Demographic Center](#), told The Dallas Morning News he isn't surprised.

"A range of people seem to be in a process of moving out of Dallas County into suburban ring counties," he said.

Cullum Clark, the director of the Bush Institute-Southern Methodist University Economic Growth Initiative, said population declines like the one seen in Dallas County are common right now among large U.S cities.

Over the last few years, he said, there have been two driving national demographic trends: a movement from coastal cities to the Sunbelt region and a migration from heavily populated urban areas to suburbs.

Those moving out of urban areas are opting for "fully-formed city" suburbs with jobs, retail and restaurants.

"And in Texas, we've been really good at that, more even than in most other places," Clark said. "We've seen the really explosive growth of several such urbanizing suburbs in North Texas like Plano, Frisco, Allen, McKinney and Denton, but then there's others kind of coming up behind them still further out, like Prosper and Celina."

Even if Dallas County doesn't see the same growth as it has historically, the area is booming. In 2022, local population estimates say, [North Central Texas has surpassed 8 million](#) people.

The North Central Texas Council of Governments includes the less populous counties of Wise, Hunt, Rockwall, Kaufman, Ellis, Johnson, Hood and Parker, all surrounding the Dallas-Fort Worth metroplex, in the Metroplex Planning Area where that growth is tracked. These counties saw a one-year growth increases ranging from Hunt County's 3.2 percent to Kaufman County's 7.3 percent.

Rogers Healy, owner of the real estate firm Rogers Healy Companies, sees the D-FW metroplex as one of the most affordable metropolitan areas in the country, [despite record home prices spiking 31 percent in April](#). He believes the region holds even more growth potential.

"I think it has potential to be the largest metro in the entire country," Healy said. "We literally can build all four directions."

For about a decade, Potter said, Dallas County's population growth has hinged on international immigrant growth and birth rates. Minority population birth rates have carried Dallas County in the net positive for much of the last decade, Potter said. From 2020 to 2021, according to U.S. Census data released in June, those factors did not balance out with the number of people leaving the county.

The global coronavirus pandemic also sped up the migration away from Dallas County for some, Clark said.

The pandemic brought economic uncertainty, which likely stunted birth rates, and more people working from home, which could have more searching for homes further away from downtown Dallas.

"We're seeing people that don't have to be living right next to or within a short commuting distance of their workplace," Potter said. "People are wanting to move out of urban core areas and are interested in moving into suburban ring counties."

Dallas County lost residents in its non-Hispanic white (-3.1 percent), African American (-0.9 percent) and Hispanic (-0.1 percent) categories, according to census data.

The two populations that increased within Dallas County lines between 2020 and 2021 were the Asian population and the Native Hawaiian and Other Pacific Islander populations. The U.S. Census reported that the Dallas-Fort Worth-Arlington area saw the largest increases of these populations nationwide.

The Asian population increased by more than 24,000 totaling 686,834 people for the metropolitan area, and the Native Hawaiian and Other Pacific Islander reached 22,286 last year – a 3.9 percent increase.

People and jobs are following each other out of Dallas as employers prioritize choosing their location on potential employees rather than dense, urban cities. Job growth in other D-FW counties has surpassed Dallas', Clark said.

"Collin County, for example, employers would say, is among the best places they could possibly go in the United States to find a big, deep, well-trained, well-educated pool of potential workers that they can select from, that they can compete for," Clark said.

Higher-end service jobs, such as at Wall Street investment banks and in top law firms, will continue to keep downtown offices. But those who work and live outside of Interstate 635 don't see that much of a draw to Dallas.

"People who live in northern suburban places also work in northern suburban places, and in many cases, very rarely ever even come into the city of Dallas or Dallas County," Clark said.

Healy's company sells property across the D-FW metroplex. He chalks up the migration out of Dallas County to affordable housing.

"Four hundred thousand [dollars] two years ago didn't get too much in the city. It gets you nothing now. So the migration to Collin County, Denton County and Tarrant County, and even Rockwall County is happening in droves."

The housing supply within Dallas County is also much lower than that in surrounding counties. Dallas County is barely building more housing units than it is demolishing, Clark said. Millennials are driving the market, Healy said, and they want their money to go further.

“All the cities that we hadn’t even heard of 10 years ago are the new boom towns because frankly, there’s places to build,” Healy said.

Outside of North Texas, most of the urban corridors across the state netted positive population growth. Statewide, Texas grew by 300,000 to 29,527,941 from 2020 to 2021.

The state demography office reported last week that more African Americans live in Texas than in any other state, and Texas has the second-largest non-Hispanic white population after California.

All urban counties apart from Austin’s Travis County saw a drop in non-Hispanic white population.

Dallas County also saw the largest population drop across large, urban Texas counties. Harris County was the only other urban county with a population decrease, dropping .09 percent to 4,728,030 residents.

Economist and demographer Clark said the Houston-area county is seeing the same trends as Dallas County, but Harris County has more room within county lines to develop. Harris County’s 1,778 square miles is almost twice Dallas County’s 909 square miles.

Healy and Clark expect the D-FW sprawl to continue outside of Dallas County as more look for affordable housing and job growth continues outside the county..

“I think that the question mark is, to what degree does the City of Dallas stay in the game of competition?” Clark said.

Many of Fort Worth's most dangerous roads are in minority areas. Here's a possible fix

By Mariana Rivas

Jessica Tell describes navigating the pot holes and narrow lanes of Miller Avenue as nerve wracking. Other drivers often speed past her, which makes the drive even more difficult. Tell estimates she sees a car accident on the street about once a week. "I don't know what could be done about it," Tell said. Speeding "happens so often. It's so frequent."

Tell is the assistant director of Kids R Us daycare, near the intersection of Hardeman Street and Miller Avenue on Fort Worth's east side, just north of 287. The intersection marks the southern end of a stretch of Miller Avenue that is the corridor that has the highest number of vehicle crashes in the city.

The Miller Avenue corridor is one of eight identified for improvements through the city's new Vision Zero plan, a European design philosophy that aims to eliminate traffic fatalities.

The plan is aimed at improving Fort Worth's roadways by accounting for all modes of transportation, not just vehicles, and using crash data to assess the greatest needs for road repairs. The work will be paid for by the 2022 bond approved by city residents, though not enough money has been set aside to address all eight corridors.

Miller Avenue, like many others assessed as dangerous, is located in or adjacent to what are called "super majority minority areas," a measure the city uses for census blocks that have a minority population of at least 75%. Miller Avenue bisects two super majority minority census blocks: one to the west has a population that is 100% minority and one to the east has 99% minority population.

Tanya Brooks, the city's assistant director of mobility planning and transportation, said the problems with Miller Avenue — its inconsistent street lighting, poor road conditions and design conducive for speeding — are common among roads in Fort Worth's majority minority areas. The condition of such roads and the lack of sidewalks and streetlights has contributed to higher crash rates, city officials say. But they're hopeful that a new equity-based approach in work funded by bond elections and Vision Zero's framework could remedy current problems and eliminate future transportation disparities.

FOOTPRINT OF INVESTMENT

Miller Avenue was rated worst for vehicle crashes in the city's analysis of all accidents in the city limits from TxDOT data from 2015-2019. This Vision Zero High Injury Network report includes lists of three top 10 corridors for problems: one for vehicle accidents, one for bicycle accidents and one for pedestrian accidents. Among these, eight corridors have been identified for upgrades. Among the combined 30 corridors identified, 79% are in or adjacent to super majority minority areas.

WHERE PEOPLE ARE GETTING HIT

This map shows where over 2,200 cyclists and pedestrians were hit by a car in Fort Worth between 2016 and 2021. Most accidents were in the city's urban core where poor sidewalks and

street lighting make it hard for residents to avoid nearby traffic. Tap a cluster for more info or to zoom into that area. You can turn the person type displayed on and off in the legend. To view the map larger, tap "Open" at the bottom of the map. The City of Fort Worth provided the data.

<https://mediaprogram.maps.arcgis.com/apps/instant/interactivelegend/index.html?appid=4b621fb4d1e54af2a33b0506dd32dec6>

Just east of Miller Avenue, Eastland Street is rated as having the 10th highest number of pedestrian accidents.

According to 2018 data from the city's Race and Culture Task Force report, minority areas had 30% of the city's total sidewalks but had 67% of the sidewalks in poor condition.

Streetlights were also limited in communities of color. According to the task force, minority areas had 32% of the city's installed streetlights but 43% of its poor condition streetlights.

According to city officials, a lack of investment in particular communities, older infrastructure, the prioritization of projects and other factors may have contributed to these disparities.

Brooks, the assistant director of mobility planning and transportation, said corridors in majority minority or super majority minority areas that ranked high in the Vision Zero High Injury Network report often had one thing in common: they lacked streetlights, sidewalks, pavement lines and other improvements.

"We know that the speed that drivers drive is essentially a result of that roadway design," Brooks said.

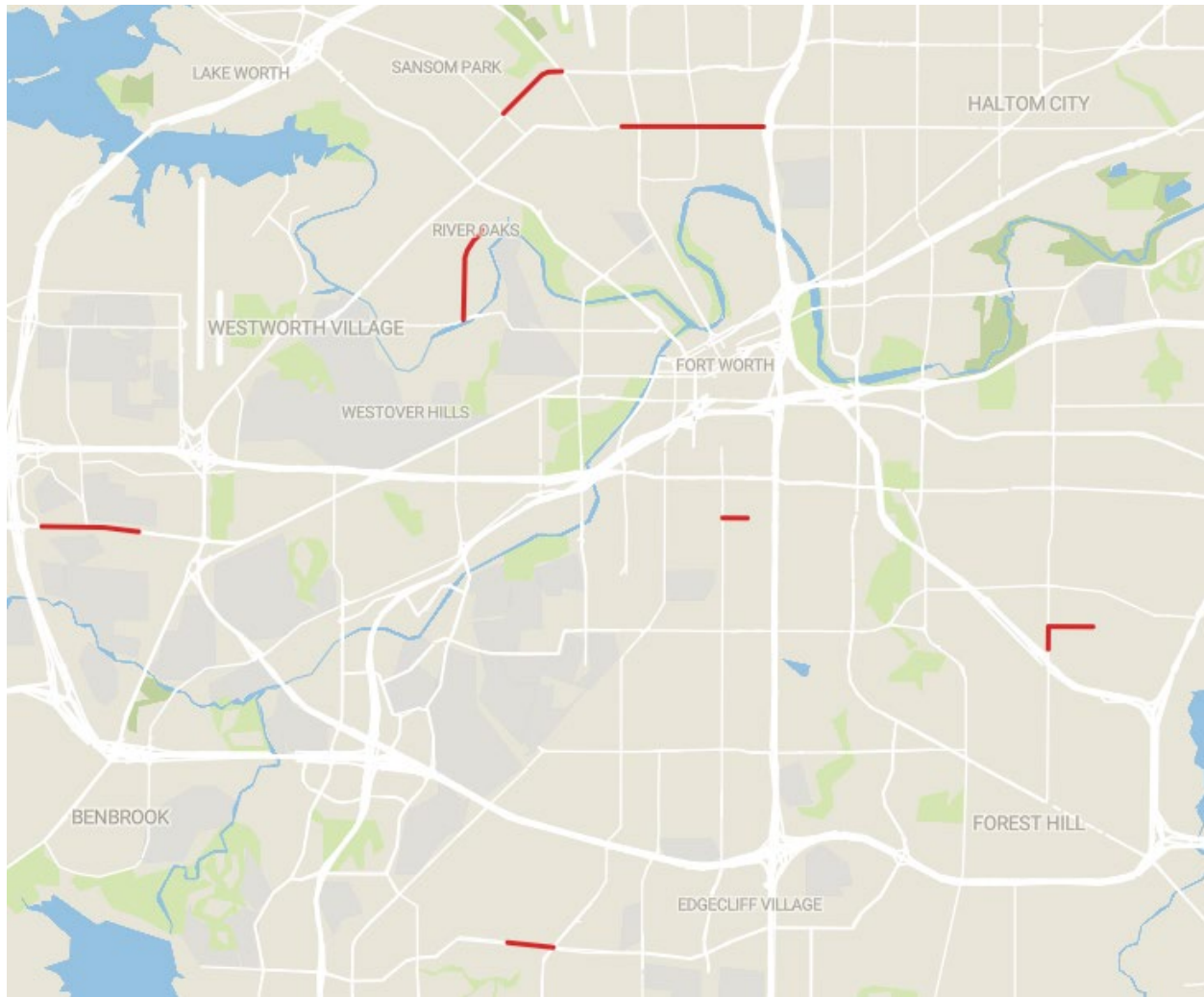
"Typically, if you don't have sidewalks along that corridor when you're driving, the motorist is not looking for pedestrians along that corridor, so they tend to drive a little bit faster." Christina Brooks, chief equity officer in the city's diversity and inclusion department, said she often referenced Fort Worth's redlining maps to understand the causes of infrastructure and crash rate disparities.

At one time, banks often redlined maps to mark off neighborhoods considered dangerous for investments and did not make loans to people in those neighborhoods.

"When you put that layer of the original 1940 redline map over the high injury network where the Vision Zero plans to address, it really does have an uncanny resemblance to that original footprint," Brooks said.

BOND TO PAY FOR VISION ZERO ROAD REPAIRS

City transportation plans to spend over \$22 million on 8 of Fort Worth's most dangerous corridors in an effort to invest in minority areas that have historically lacked infrastructure.



The infrastructure disparities can have life or death consequences. All of Fort Worth's pedestrian fatalities and bicycle crash fatalities occurred in super majority minority areas from 2015 to 2019.

REMEDYING FORGOTTEN ROADS

The aftermath of the Race and Culture Task Force's research and final report at the end of 2018 formally began the incorporation of equity into the 2022 bond election process. In rating of projects to be included in the bond proposal, 10 points were assigned to arterials or neighborhood streets that were located in super majority minority areas on a 100 point scale, said Kelly Porter, assistant director of the city's transportation and public works department. Other points were assigned based on factors such as congestion and the amount of construction needed. Out of the total \$80 million allocated to neighborhood streets through the bond, nearly \$54 million was allocated for streets in super majority minority areas.

"The city of Fort Worth is actively trying to address those needs, understanding that we want every geographic location, every neighborhood in Fort Worth to enjoy the same level of safety of livability," Brooks said. "This is a part of kind of remedying that." Brooks said that for years, road repairs were done in response to complaints. But now the city's approach is proactive, using

data such as high crash rates to prioritize roads that need repair, Brooks said. “We think it’s going to address a lot of the lack of infrastructure in communities that have not traditionally called in and requested the infrastructure,” she said.

The Vision Zero framework is intended to address the way roads have been designed and repaired in the past, Brooks said. “Our roads previously were designed to move vehicles as quickly as possible,” Brooks said. “They were designed to move vehicles only.

There was no consideration for ... our pedestrians or bicyclists or folks who are using transit. But we’ve learned over time that we should design with them in mind so that we can enhance safety.”

Road repair and road design will take into account all aspects of the road and all modes of transportation, including sidewalks, she said. The city also plans to add more buttons to trigger lights for people at crosswalks and flashers along pedestrian paths.

The transportation department is also taking action to mitigate speeding as much as possible. Reducing the width of travel lanes to 11 feet and adding trees and other physical objects along roads are aspects the city will incorporate that have been shown to make drivers more aware of their speed.

ADDITIONAL FUNDING NEEDED

The total cost of repairing the eight selected corridors is about \$22 million, and they’ve been allocated \$5 million from the bond. Brooks said the hope is to complete those repairs in four to five years. Plans have not been made for the order in which the projects will be started, a city representative said.

The eight corridors are:

1. Camp Bowie West Boulevard from Renzel Boulevard to Boston Avenue.
2. Isbell Road from White Settlement Road to Ohio Garden Road.
3. Long Avenue from Azle Avenue to Angle Avenue.
4. Eastland Street from Miller Avenue to Edgewood Terrace.
5. Miller Avenue from Eastland Street to Hardeman Street.
6. 28th Street from Clinton Street to I-35W Southbound Frontage Road.
7. Altamesa Boulevard from Woodway Drive to McCart Avenue.
8. Allen Avenue from Hemphill Street to Main Street.

Brooks said the city will look for additional funding sources beyond the funds from the city bond package.

Tell, the daycare assistant director, said she hopes to see changes on Miller Avenue. “It’s not bright enough” on Miller Avenue, Tell said. She said she hopes to see more streetlights installed.

In the meantime, Tell said, she always waits extra seconds on a green light in case someone speeds through.

Fluor

TxDOT I-635 LBJ East Freeway Project

A Fluor-led joint venture composed of Fluor and Balfour Beatty Infrastructure, Inc. was selected by the Texas Department of Transportation (TxDOT) to design and construct the I-635 LBJ East Project in Dallas.

The I-635 LBJ East Project will improve the capacity and operational efficiency of the portion of the I-635 loop around north and east Dallas from east of U.S. Highway 75 to I-30.

Client's Challenge

I-635, also known as LBJ Freeway, carries more than 200,000 vehicles per day. The overall project goal is to improve mobility and reduce traffic congestion in this main Dallas-Fort Worth commuter corridor. The completed project is also expected to improve safety and mobility within the I-635 corridor as well as improve access to existing roadway connections.

The project involves significant reconstruction and improvements to the I-30 interchange and a section of I-30 from west of Gus Thomasson Road to east of N. Galloway Avenue in Dallas County, Texas. Construction will include the addition of a general-purpose lane in each direction and rebuilding the existing managed lane in each direction to this critical section of I-635.

The project will also feature the construction of continuous frontage roads with numerous intersection improvements for the frontage roads and cross streets to function more efficiently, including the design and construction of a signature bridge at the Skillman/Audelia intersection.

Fluor's Solution

The Fluor team's scope of work includes the widening and full reconstruction of about 11 miles of I-635. The contract also includes an option for Fluor to provide capital maintenance services following construction of the project.

In addition to the management personnel on the project, the Fluor-Balfour joint venture will employ about 500 craft workers at peak.

Conclusion

A Fluor-led joint venture is designing and constructing the I-635 LBJ East Project to improve mobility and reduce traffic congestion in Dallas. Substantial completion is anticipated in late 2024.

WFAA

When Dallas became Dallas: How a train changed the city forever, 150 years ago

The locomotive chugged along the freshly-built tracks of the Houston and Texas Central Railway, which cut through what is now downtown Dallas.

By Ryan Osborne

On July 16, 1872, something arrived in Dallas that, without it, would have left Dallas a shell of the city it is today. Or maybe not even a city at all. The first train rolled into town.

The locomotive chugged along the freshly built tracks of the Houston and Texas Central Railway, which cut through what is now downtown Dallas.

The train arrival marked a major growth period for Dallas; the city's population tripled over the course of a decade, from a small frontier trading post to a bustling market of commerce.

"This single event set Dallas on a growth trajectory like no other city in North Texas," according to the Museum of the American Railroad.

But the growth brought on by the railroad actually started 14 years earlier, on the Texas coast in Galveston, according to several articles by the Texas State Historical Association

Here's how the TSHA recounted the arrival of the railroad in Dallas:

In 1848, Ebenezer Allen, a state official, obtained a charter to build a railway. After several years on hold, the Galveston and Red River Railway company broke ground in Houston in 1853, laying 25 miles of track to Cypress City.

The company was renamed to Houston and Texas Central in 1856 and extended the line to 81 miles to Millican, a small town between Houston and College Station. Then the Civil War put the railroad on pause.

Construction on the Houston and Texas Central didn't pick back up until 1867, and the company continued its stretch northward, reaching Corsicana in 1871.

At this point, Dallas was a young and growing city, but one lacking a spark for major expansion. John Neely Bryan had founded the city as a frontier trading post. But Dallas lacked a major artery of transportation; the Trinity River wasn't practical as a shipping waterway.

So Dallas officials tried to get a railroad, and they succeeded with the expansion of the Houston and Texas Central.

The railway expanded up from Corsicana to Dallas in 1872 and eventually met with the Missouri, Kansas and Texas Railway from the north, connecting Texas to the nation's rail system.

While Dallas got its first railway in 1872, a just-as-notable arrival happened the next year, when the Texas and Pacific railway connected to Dallas and intersected the Texas and Houston

Central. This gave Dallas a rare, at the time, railway crossroads, heading east-west and north-south.

Dallas' population began to boom, growing from around 3,000 in 1870 to 10,000 by 1880. "As rail lines expanded, this story would play out in countless cities and towns across North Texas," the railroad museum said. "But Dallas would experience the most growth and have the greatest impact as a crossroads of commerce and culture in the region."

<https://www.wfaa.com/article/news/local/when-dallas-texas-railroad-history-became-dallas-how-a-train-changed-the-city-forever-150-years-ago/287-37792678-dff2-465d-8373-6205966bb6a4>

Dallas Morning News

Build a healthier future for Dallas

Green infrastructure brings nature back into the city while helping address big challenges

By Suzanne Scott and Robert Kent

Dallas is a diverse and growing community, but it currently sits at a unique crossroads as decision-makers and leaders develop a plan for the city's future.

The Dallas-Fort Worth metropolitan area is already the fourth largest in the nation, and its population is expected to grow by over 50% to an estimated 10.9 million by 2040. As the economy flourishes and more people flock to the region, we can build a healthier, greener, more equitable city today for future generations.

Already, policy initiatives like the Comprehensive Environmental and Climate Action Plan and Forward Dallas Comprehensive Land Use Plan are working to address a trifecta of challenges: social equity, environmental sustainability and economic vitality. Inclusive approaches, like Forward Dallas, can help our city improve everything from air and water quality to flooding and heat islands to a lack of green space — issues that disproportionately impact underserved communities.

Many of these challenges can be addressed with a little help from nature. Nature-based solutions are ways in which nature can be used to address societal challenges and provide benefits for both people and the environment. Bioretention areas, rain gardens, street trees, pocket prairies and parks all function as “green infrastructure” that brings nature back into the city while helping address big challenges such as flooding and air quality — without all the concrete.

A recent report conducted by the Nature Conservancy and Texas A&M AgriLife Extension found that green stormwater infrastructure can be 77% less costly than upgrading gray infrastructure alone in Dallas. The report also found that, when comprehensively deployed, green stormwater infrastructure can provide substantial, cost-effective flood management benefits. As Dallas evaluates its priorities for future investments, nature-based solutions like these should be at the forefront of those discussions.

Our two organizations are putting these ideas into practice. In November, Trust for Public Land commemorated the grand opening of South Oak Cliff Renaissance Park.

There's a lot to celebrate here, from the park's solar-powered lights and innovative playground to its two state-of-the-art bioretention rain gardens. These systems capture and filter rainwater on-site as it falls, managing up to 6,720 gallons of stormwater each storm, or an estimated 97,400 gallons each year, to improve water quality and reduce flooding.

Over the coming years, the Trust for Public Land and the Nature Conservancy will install more of these natural stormwater infrastructure systems in parks across the Five Mile Creek watershed, including at Judge Charles R. Rose Community Park, which Trust for Public Land broke ground at on June 7.

The changing climate will present new challenges for Texas cities, from flooding to drought to record heat waves, which all too often hit hardest in low-income communities and communities

of color. Cities must understand the vital ways that watersheds, open spaces, riparian areas and forests are critical to building an equitable and resilient future.

As we have seen at South Oak Cliff Renaissance Park, nature is infrastructure, and it needs to be prioritized as such in our cities. Nature-based solutions such as bioretention areas and healthy street trees can address multiple challenges such as urban flooding, water quality, cleaning the air and keeping temperatures cool during summertime heat waves. And the best part is, natural solutions are often less costly.

Conservation and a healthy economy are all interconnected. As we strive to become more resilient, equitable and improve quality of life for all, we urge policymakers, city planners and community leaders to come together to accelerate and normalize the use of nature in our infrastructure planning and investment.

Fort Worth Report

Listen: How does Fort Worth prepare for smart growth as population booms?

By Sandra Sadek

In the latest installment of our occasional conversations with Fort Worth newsmakers, Eric Fladager, assistant director of planning and data analytics for the city of Fort Worth, spoke with reporter Sandra Sadek. Fort Worth saw a [huge population increase](#) despite the COVID-19 pandemic, adding 22,000 people in the last year to a region that just topped 8 million.

This conversation has been edited for length and clarity. For the unabridged version, please listen to the audio file attached to this article.

Sandra Sadek: Hi, Eric. Thank you so much for agreeing to do this interview with us today. Can you go ahead and just introduce yourself and what you do for the city of Fort Worth?

Eric Fladager: I'm the assistant director of planning and data analytics for the city of Fort Worth. And our department is responsible for long-range planning for the city. The city's comprehensive plan, which is essentially a 20-year plan for growth and development for the city of Fort Worth. We're also involved in our urban village development program, which is focused on revitalizing locations within Loop 820, essentially.

And we work with our budget colleagues on the city's budget and the city's capital improvement plan, as well, and a variety of other projects.

Sadek: I saw that a couple weeks ago, some new population estimates were released by the North Central Texas Council of Governments that showed tremendous growth, not only for the city of Fort Worth, but for the region. Can you talk a little bit about what those numbers mean for the city of Fort Worth, especially as we continue to grow and add more people to our city?

Fladager: If you saw the NCTCOG numbers that were produced recently, the city of Fort Worth added over 22,000 new residents in one year, which is a significant amount of growth.

If you think about it in comparison to a small city, that's essentially adding a small city in one year. And the region, as you said, the entire metroplex has been growing very rapidly. This particular estimate from the North Central Texas Council of Governments – it is important and valuable.

It's a one-year estimate. So, it's just looking at changes from one year to the next. In this case the 2022 estimate is what we're referring to. So it's a very small snapshot in time. It shows a lot of growth, but really the city of Fort Worth has been growing at this kind of a pace for 20 years. We've been one of the largest and fastest-growing cities in the United States since really about 2000. We've all been really at the top or very close to the top in terms of fastest-growing large cities throughout that period. So, this kind of growth is nothing new to us.

And the physical result of that is what you see on the ground as you drive through Fort Worth. Tremendous amount of growth, tremendous amount of new housing and new businesses going in. We're trying to, as are others in the metropolitan, do our best to manage that growth and to steer it in a way that's going to have the best positive impacts on the city of Fort Worth and its residents and its businesses and to help create the kind of city that people love, and that people want to be in.

That's really our goal. There are lots of cities that are seeking economic development, seeking to grow and develop and change into better communities. It's sort of a competitive economic development environment.

We want to make sure that we're building a city that will be attractive to the new population, particularly a younger, educated, technology-oriented workforce that will help drive the economy of the future in Fort Worth. So, those folks really are interested in a special kind of place, a place that provides a lot of opportunities to do fun things and to be in interesting places and beautiful places.

People want to be able to walk to places and not have to get in their car every time they go anywhere at all. There's a real difference between some of our newer, suburban areas over the last 20 years have grown very rapidly and that have single-family subdivisions that extend over large areas and don't really have a neighborhood center, don't really have a place that can function as sort of a suburban village center, if you will. Those are the kinds of places that we're trying to stimulate the development of in our suburban areas while we're working on revitalization within the central city and really helping the trend that has been going on for a number of years where folks really want to be able to live in the city. They may not want to live all the time there, but they want the opportunity to live in more walkable communities near downtown or near neighborhood centers out in suburban areas. So that's the kind of effort that we're trying to promote near Fort Worth.

And regionally similar kinds of things are being approached. The North Central Texas Council of Governments themselves have been an active proponent of connected, higher density, mixed-use centers for individual cities and connecting those with transit and other opportunities to walk and to bike and so forth.

Sadek: It seems like you have to find a good balance between meeting the needs of the population that's already here and established in Fort Worth versus the needs of the newer, maybe younger population that's coming and is attracted to Fort Worth because their needs are different as well.

Fladager: A lot of it is about balancing needs, and cities have limited amounts of funding available for the wide variety of projects and services and infrastructure that it's responsible for.

There are more needs than we have money to meet, and that's just a constant circumstance for cities across the country. And so we have to be able to prioritize. It's important to ensure that

we're protecting existing neighborhoods that want to retain what brought them to those locations in the first place, while at the same time, building new neighborhoods and rebuilding older neighborhoods or adding to them, adding amenities, adding new opportunities for restaurants and shops and so forth in those locations. We want to be able to meet all those demands. But we also want to be very careful about the cost of doing that because the city of Fort Worth has been reducing the tax rate for a number of years now, and we'd like to be able to continue that.

Sadek: You mentioned costs to fund these developments and services is something that you guys encounter as you're doing your work. Are there any other things that you guys have to deal with that make it a little bit difficult to plan sometimes for the city's growth?

Fladager: There are always competing needs. There are competing interests. Not only for funding, but for the type of neighborhood folks are looking for.

We aim to ensure that we have a variety of different neighborhoods that appeal to different individuals and families. We don't want to create just a sea of rooftops that all looks the same and has limited opportunities for walking and that kind of thing.

We want to ensure that we have neighborhoods that are well linked to each other and to destinations, whether that be shops in our restaurants or schools or community centers and neighborhoods, libraries, things like that. So, it's about creating lots of options for people to choose. But doing so in a way that you know, that meets the housing demand and also creates places that people want to spend time in.

Sadek: You talk about linking the different types of communities in Fort Worth. Can you talk a bit about how you guys could, or would be applying that idea to maybe the big regional plans that are in the works and discussions that include Fort Worth with other partner agencies?

Fladager: If you're talking about the connections, sort of the one that jumps to mind for most people is how you get from place to place. It's really related to transportation. And that's a focus of the city of Fort Worth. It's a focus of the region. A lot of planning for the region takes place through the North Central Texas Council of Governments. They do a great job. They're trying to balance the needs of the fourth-largest metropolitan in the United and those needs vary all across the region. But really the ability to connect those individual cities together in a way that makes them function well and makes them sort of easy to get to and reduces costs of transportation overall it is really a way to energize the region certainly is the same for Fort Worth.

We're working hard to ensure that our neighborhoods are well connected. That's a challenge, especially the neighborhoods that are further out at the outskirts of the city, where they've developed very quickly. They've developed essentially around farm roads, farm to market kinds of roads, two-lane roads and the city just doesn't have the funds to go in and, rebuild those roads early in the growth process, and it tends to take some time to be able to assemble the funding, to, to put those roads into place. But a lot of the activity, a lot of the growth that's

occurring within Loop 820 in the central city area has the benefit of existing infrastructure. So you're not paying for new capital improvements, new roads and so forth when those areas develop further or redevelop. And that's the kind of growth, as I mentioned, we're trying to stimulate areas within the city that'll attract folks that want housing choice.

The same is true on the regional level. There, you've got a transit that becomes a really crucial connection from a regional perspective to connect places, people, to jobs, people, to entertainment and you know, visiting with friends and so forth. Around those stations, it's important to build new development that is compatible with surrounding neighborhoods, but really connects those neighborhoods to the station platform so that people can easily access the train stations and use that to commute, to work or use that to visit other places, go shopping or what have you.

Sadek: Anything else that you want to mention about population growth and its impact on the city's planning moving forward?

Fladager: I'd say that we expect to continue to grow. And that's got great things, great opportunities. But it also creates significant challenges.

It is quite a feat to be able to build capital infrastructure that supports a growing city. It is a real investment to maintain that once you've built it. So, people don't think about that aspect of it often. But there's a significant cost in maintaining all the infrastructure that the city has in place that that the city ultimately is responsible in perpetuity for maintaining that infrastructure. So, the smarter we can develop our city and provide housing options and choices in different types of places, but make sure we provide places that are compact, that are walkable, that provide transportation alternatives, the more that we can be successful at doing that the more that will be in a good position to be able to afford the city that we're building.

<https://fortworthreport.org/2022/07/19/listen-how-does-fort-worth-prepare-for-smart-growth-as-population-booms/>

Dallas Observer

Dockless Vehicles Like Scooters Could Come Back to Dallas by October

By Jacob Vaughn

Nearly two years after they got the boot in Dallas, rental scooters and other dockless vehicles still aren't allowed in the city. Dallas' Department of Transportation has been working on relaunching the dockless vehicle program for some time now and recently proposed a new set of rules.

These rules restrict the number of vehicles and where they can be used and stored. Under the proposed rules, you can't ride them in public parks or plazas, on the State Fair of Texas grounds or on the sidewalks. In other words, you'd be able to use them only on the road, which isn't too comforting considering the city's track record on pedestrian safety.

Briefed on the potential changes, City Council member Chad West said, "It's hard to tell them to stay off the sidewalks and get on the roads when they feel like they're going to die when we're on the roads because the driving is so unsafe."

One problem with dockless vehicles has been where they end up. Some riders would ditch them in inconvenient locations, like the middle of the sidewalk, lying on their side. That's why users will now be required to take a photo of the vehicle when they're done with it to ensure it was parked correctly. If it wasn't, the user could face a \$20 fine. Operators will also have to provide designated parking areas for their vehicles.

When briefed on the proposed rules last month, City Council member Jesse Moreno said if Dallas is going to be so strict with dockless vehicle parking, it should be just as strict about other vehicles, including cars.

He said he supports the dockless vehicle parking rules, but told the Department of Transportation: "We continue to have vehicles, trucks and cars parked on our Dallas downtown city sidewalks. If we're going to have these same rules and implementations for our scooters, we need to do the same thing with our vehicles that are illegally parked, obstructing our [Americans with Disabilities Act] access points and our sidewalks, especially in our urban core."

The rules also present new restrictions for the providers of these vehicles. One item the Department of Transportation wanted to tackle was the number of operators allowed in the city and how many vehicles they'd be allowed to deploy. The department says only three operators should be allowed, and to start, none could have more than 500 vehicles.

If operators can meet certain metrics, primarily a low number of complaints, they may be able to increase their fleet by 250 vehicles every three months. But if an operator gets too many complaints, the city could pull back on the size of its fleet. Whatever the size, an operator can't have more than 25% of its fleet in Dallas' Central Business District. Also, riders would be able to use the vehicles only between 5 a.m. and 9 p.m.

The City Council hasn't voted yet to approve the new dockless vehicles. The transportation department is still holding meetings and gathering comments from residents and operators. If City Council does approve the new rules and operators are willing to come back, dockless vehicles could hit city streets in October.

Herald-Banner

Plans announced to realign U.S. Highway 380

By Brad Kellar

Motorists heading west of Hunt County along U.S. 380, along with anyone who navigates the highway on a regular basis, will want to know about a plan to realign the road as it enters Collin County.

The construction of a new leg of the highway just west of Hunt County is the subject of an upcoming public meeting scheduled by the Texas Department of Transportation.

TxDOT is hosting both virtual and in-person sessions for the project. The in-person meeting is scheduled at 5:30 p.m. Tuesday, Aug. 2 in the cafeteria of Princeton High School, 1000 East Princeton Drive in Princeton. The virtual public hearing will be posted at <https://www.KeepItMovingDallas.com/US380Princeton> starting at 5:30 p.m. Aug. 2 and remaining online through Wednesday, Aug. 17 at 11:59 p.m. While not a live event the materials will be available to be viewed at any time during the period.

TxDOT is proposing a new location freeway for U.S. 380 from FM 1827 to CR 560 in the cities of McKinney, Princeton and Farmersville in Collin County. The approximately 11.8-mile proposed project includes a new location freeway north of the city of Princeton from west of CR 337 to east of CR 458, and a reconstruction and widening of the existing roadway from FM 1827 to west of CR 337 and east of CR 458 to CR 560. The proposed project crossing Lavon Lake includes the reconstruction of the existing highway and the addition of frontage roads.

The existing roadway includes four to six main lanes with turn lanes, limited sidewalks, and no bicycle accommodations. The proposed roadway would be constructed mostly on new location within a proposed 344- to 400-foot right of way as an eight to 10-lane divided freeway with 12-foot main lanes, auxiliary lanes, and ramps, and 10-foot outside and 15-foot inside shoulders. The proposed project would also include continuous, one-way frontage roads with two 12-foot lanes with raised curbs and continuous 10-foot shared-use paths on both sides of the road. The proposed project would, subject to final design considerations, require additional right of way and potential displacement of residences and commercial structures.

TxDOT completed an expansion project of U.S. 380 in Hunt County during the summer of 2013.

The job of widening the highway from two to four lanes through Hunt County began in the fall of 2007. Business 380, where it passed through Floyd, was abandoned in favor of a new path for the highway around the city.

Fort Worth Report

'It gets very dark at night': Northside residents share safety concerns about poor street lighting

By David Moreno

Northside resident Victor Flores worries about how dark his neighborhood can get. The only streetlight on Northwest 27th Street sits in front of his home. When it stops illuminating the quiet street from time to time, the whole neighborhood goes dark.

To combat it, Flores decided to keep up his Christmas lights yearlong.

"It's kind of cheesy, but we just want to have some extra lighting," he said.

The bright red, green and yellow lights illuminate his driveway and sidewalk. Flores' home is the only one on the street that can be fully seen at night, shining brightly.

For the past couple months, that streetlight in front of his home was out again, Flores said. He came home one night and noticed it had been replaced with an LED light.

For new streetlight maintenance requests, the city's transportation and public works department prioritizes based on request and when each is submitted, Clint Hoover, engineering manager with the department, said.

While the streetlight closest to his house burns brightly now, his Northside neighborhood is still mostly shrouded in darkness. Flores remains concerned for his safety.

Flores and other Northside residents said broken streetlights are common to their neighborhood. Although the city is currently updating 871 streetlights to LED lighting in Northside, residents said they haven't seen the effects.

Elsewhere in Northside, the streetlight in front of Sandra Rodriguez' home has been broken since May.

Rodriguez has been living on Northwest 26th Street in Northside for 11 years. This was the first time she's experienced a broken streetlight, and the process to repair it was frustrating, she said.

She put in a report with the city in June after a month of it not working. It will take about three weeks to fix the streetlight, city employees told Rodriguez. A city worker came to fix it in July, she added.

Fort Worth residents can report dangerous street conditions, potholes, traffic sign malfunctions, damaged streetlights or traffic by calling customer service at 817-392-1234. They can also submit a report by using the [myFW app](#).

Even though the city fixed the light within a 60-day time frame, Reyes said the delay put her family and neighbors at higher risk of being victims of crime.

“Nobody had done anything, and this is a dangerous street,” Rodriguez said in Spanish. “It gets very dark at night. My neighbors have been robbed. People enter through their yard.”

Community group shares frustration

Lighting is key to crime prevention, community members said at a neighborhood meeting of the crime-prevention group [Comunidad 27](#). The group has been speaking out about issues that affect Northside since its founding in 2015.

On June 28, the group held its first nightly potluck meeting at organizer Maria Hurtado’s home on Northwest 27th Street. This was the group’s first meeting after a two-year pause because of the COVID-19 pandemic.

Ten residents sat out back in Hurtado’s bold colored patio on the rustic furnishings, with plates of different foods on the side table. The patio had been remodeled by her husband, Rosario Hurtado, to resemble a traditional Mexican design as an homage to their home country.

Hurtado and her family moved to Northside Fort Worth 38 years ago.

The residents formed a circle, caught up with one another and shared laughs. Shortly after, they began discussing problems they had recently seen throughout their neighborhood: trash in the streets, loud noise, street racing and poor street lighting.

Hurtado discussed the recurring vandalism she’s heard her neighbors experience because of the poor lighting along the streets of Northside.

She shared her overall frustration with the city of Fort Worth. Officials don’t pay enough attention to Northside, she said in Spanish.

With scarce street lighting in her neighborhood, Hurtado asks her neighbors to turn on their own porch lights to help with illuminating their street.

“If people turned on their house lights, that would be a change,” she said in Spanish.

Breakdown of streetlight maintenance

The city's transportation and public works department has nine crews addressing streetlight maintenance. The number of crews affect how quickly the department can respond to maintenance requests, Brandon Callicoat, transportation management division superintendent with the department, said.

The department breaks the city into zones with one crew assigned per zone. There are additional crews at work for emergencies or when something gets knocked down, Callicoat said. To ensure streetlights are working, the crews do multiple night drives in areas from time to time, he added.

With every streetlight in the city, there are requirements that street lights have to follow in accordance with the Transportation Engineer Manual, Hoover said.

According to the transportation and public works department's [Transportation Engineering Manual](#), neighborhood streetlights on residential and local streets shall be installed:

- At all intersections.
- At the end of all culs-de-sac and dead-end streets longer than 200 feet.
- At all significant changes in direction of the roadway, defined as those where, when standing in the center of the roadway at one streetlight, you cannot see the next streetlight due to horizontal or vertical changes in the roadway.
- As necessary to achieve an approximate spacing between lights of 300 feet, except along schools, city parks, libraries, and community centers where the spacing will be reduced to 200 feet.

On May 17, 2021, the city signed an agreement with contractor [Bean Electrical Inc](#) to start converting older streetlights in Northside and east Fort Worth to LEDs. The contractor was hired to provide management, assessments and construction services for streetlight installations/repairs and LED conversions in Northside for the city, [according to the contract](#).

The city council authorized about \$1.3 million for an initial two-year term for both of those areas. They also provided one-year options to renew each for about \$669,000. That agreement serves as part of a bigger 2018 bond LED project with Bean Electrical Inc to upgrade streetlights in four areas in the city.

"This bond project is driven by the contractor, they have their own crews, and they know the time frame," Hoover said.

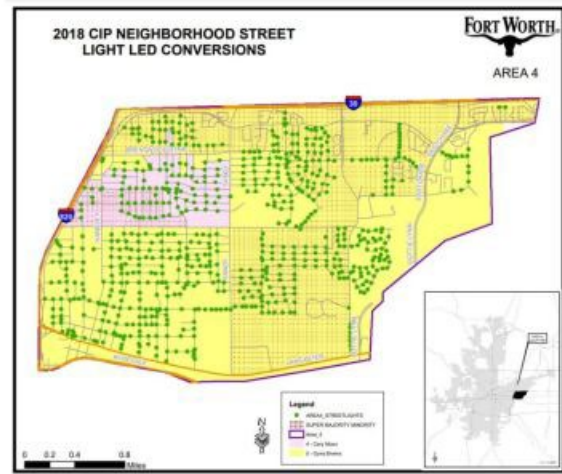
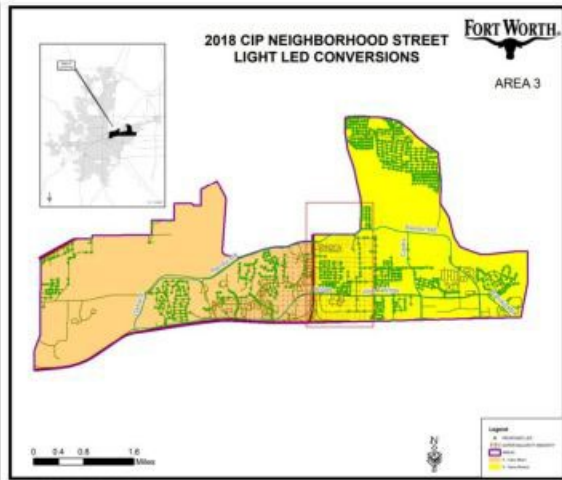
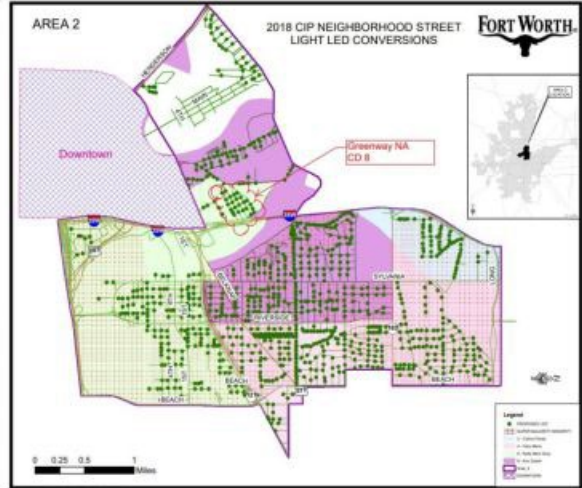
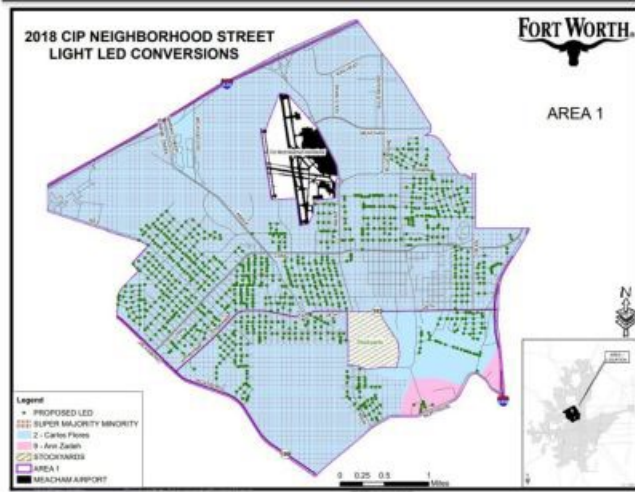
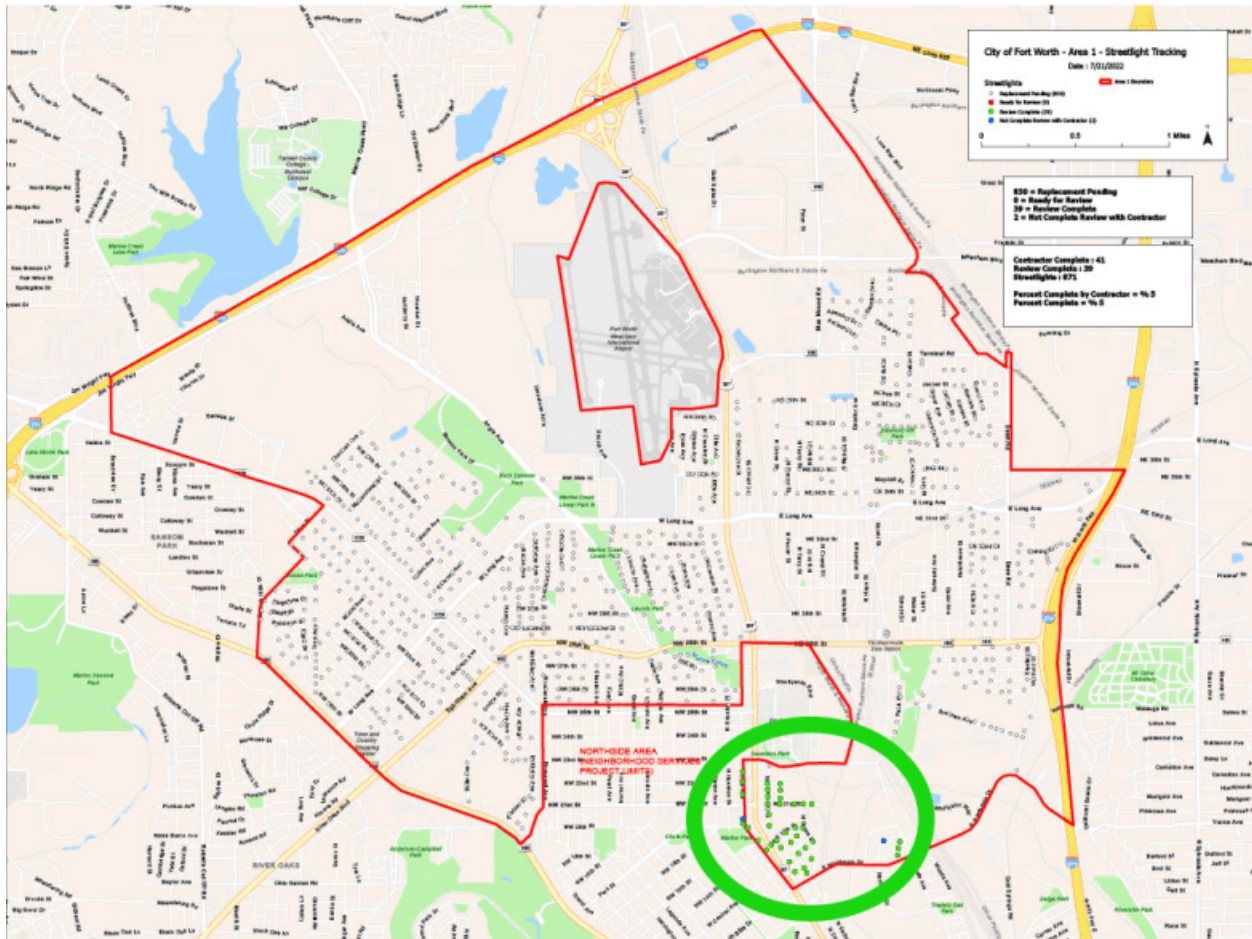


Photo collage of the 2018 CIP Neighborhood Street Light LED Conversions maps. The green dots indicate streetlights that would be receiving replacements. (Courtesy Transportation Public works department)

The city started replacing bulbs in Area 2 and Area 3 first because one contractor is serving both areas. Area 1 and Area 4 are slated to come next.



(Courtesy of Transportation Public Works)

A map obtained by the Fort Worth Report shows the latest LED streetlight tracking in the month of July in the area of Northside carved out by the department.

The green circles show where the contractor has replaced and verified the light replacement, Hoover said. The blue circles indicate that the contractor replaced the light, but they have not sent a project manager to do a monthly inspection, he added.

The white dots in the rest of the red area are those that have not been replaced. There are currently 830 streetlights pending replacement in Northside.

Despite the city's efforts to improve street lighting, Flores hopes the improvements begin reflecting across more parts of Northside.

"I've been seeing extra people on the streets, and they're just looking shady," he said. "So, when that light's out, you can't really see who they are. We've lived here 24 years, and so we pretty much know who lives on our block."

Dallas Morning News

DART may give away \$270 million to cities — and Dallas could get nearly half

DART board members are considering giving excess sales tax money and other revenue to Dallas and 12 other cities for public transportation projects.

By Everton Bailey, Jr.

Dallas Area Rapid Transit is considering a one-time payout of \$270 million in excess revenue to Dallas and the 12 other North Texas cities it serves as long as they use the funds on transportation-related projects.

The DART board of directors could sign off on the deal as early as next month, which was described during a July 12 meeting as a “very nice olive branch” to some city officials who feel their areas are underserved by the transit agency.

The proposal comes as DART challenges have trickled down to customers in recent months. DART president and CEO Nadine Lee in March vowed to Dallas City Council members that the agency [would make improvements after it shut down rail and bus service amid winter storms the month before](#). It was the first time DART had ever suspended bus service and [blindsided many riders who rely on the service](#).

DART officials said last month that the agency is [down more than 160 bus drivers](#), leading to delays for riders and service being cut back for a third of the system. DART redesigned its bus network and launched it in January promising streamlined and more frequent service.

DART provides bus, rail and shared ride services covering 700 square miles from Plano to Glenn Heights.

How much each city could receive is still being finalized, said Gordon Shattles, a DART spokesman.

“It’s still up in the air at this point,” he said. “The goal would be to provide the cities the funds to be able to do things that would enhance public transportation.”

Page Jones, a Dallas spokeswoman, said Monday that the city is expecting it could receive half — around \$134 million of the total \$270 million.

The windfall is made up of \$214.3 million in excess tax revenue collected between 2011 and 2019 and \$55.2 million from a DART fund dedicated to making public transportation more accessible. Federal COVID relief money meant DART brought in more money than usual, Shattles said.

The DART board is planning to decide on whether to move forward with the deal before adopting the agency’s next budget in September. If approved, DART officials would plan to draft agreements with the 13 cities before the end of the year and give them the money by 2025.

In a memo to Dallas City Council members on Friday, Assistant City Manager Robert Perez listed about a dozen projects the city could pay for with the extra money from DART. It included several proposals to improve DART’s infrastructure like paying for incentives for the agency to keep bus drivers and improving bus shelters on routes with the longest wait times.

Other plans called for bike lane upgrades, projects that are part of the city's sidewalk master plan and building curb ramps in compliance with the Americans with Disability Act. The money would likely only pay for a portion of the projects.

The master plan is part of a city initiative to address [more than 2,000 miles of missing or broken sidewalks in Dallas](#). Last year, city officials estimated it would cost \$2 billion to repair 50% of Dallas' defective sidewalks and fill missing gaps.

Perez told council members during a meeting last month that Dallas needs \$54 million to build ADA-complaint curb ramps in sidewalk around the city.

At a separate DART meeting July 12, some board members said the money could go a long way in improving the public transit system as a whole.

"We want to show that we hear you, we want to be good partners, we're going to do things for the region and we also want to fund things that are important to your municipality," said DART board member Rodney Schlosser during the meeting.

Other board members, though, expressed concern about funneling money out of DART when it also has pressing needs.

"I ride the system all the time, and I can tell you it's not clean," said DART board member Hosanna Yemiru. "There are elevators that don't work, escalators that don't work. There are many, many things that we can be doing with this money that does not involve just giving it away."

Fort Worth Report

A simple device has removed 6,000-plus pounds of trash from Fort Worth waterways this year. Here's how

By Haley Samsel

Thanks to a private donor, crew members employed by [Presbyterian Night Shelter's UpSpire program](#) have spent the past four years removing trash from Fort Worth's most polluted parks.

Although the organization has seen enormous progress during that period, UpSpire leaders also realized the limits of manual pickup.

"We were trying to increase the amount of litter that we pulled and increase our efficiency," said Kirsten Ham, the vice president of [workforce and career development](#) at UpSpire. "When we started in Lake Arlington and Echo Lake, the litter was immense. It took us months to fully clean those parks."

The time-intensive work led UpSpire to explore the possibility of installing [watergoats](#) – also known as litter booms or traps – into bodies of water across Fort Worth. The device uses dense foam buoys and a net to collect trash floating on the surface of water without harming fish or other wildlife.

Using its own funds, UpSpire [purchased and installed six watergoats](#) earlier this year in high-litter zones like Willow Lake, Foster Creek and the Trailhead at Clearfork. The effort inspired the [Trinity River Authority of Texas](#) to search for grant opportunities to fund more watergoats in Tarrant County.

With the help of a [\\$39,600 National Fish and Wildlife Foundation grant](#), 10 more watergoats were [installed in May](#) to help improve water quality in the Village Creek and Lake Arlington watershed, which covers 143 miles of North Texas.

The grant – along with support from the Trinity River Authority, [Tarrant Regional Water District](#), UT-Arlington and the city of Fort Worth – funds UpSpire's installation and maintenance of the watergoats, which impact an estimated 21,128 acres of the Village Creek-Lake Arlington watershed.

The string of bright yellow buoys is visible at eight Fort Worth parks and creeks, including Eugene McCray Park, Cobb Park, Echo Lake Park, Krauss Baker Park, Marine Creek at the Stockyards, Wildcat Branch, Prairie Creek and Eastland Creek. The other two devices were installed near Kennedale and North Richland Hills.

UpSpire, which employs people experiencing homelessness, will remove accumulated litter from each watergoat location every two weeks, or within three days of a rain event. The river

authority also plans to regularly monitor the sites and conduct a survey to assess the sources of litter in Lake Arlington and Village Creek.

Each device removes about 120 pounds of trash each month, totaling up to more than 6,000 pounds of litter collected so far, according to a city of Fort Worth estimate.

“We hear from people all the time who care very much about Lake Arlington specifically,” said Avery Pesek, a coordinator for Keep Fort Worth Beautiful, the city’s beautification program. “Hopefully these water goats can be an important visual reminder that trash piles up frequently in our waterways and we all need to be working to remove that.”

The ultimate goal is to get Village Creek back in the good graces of the Environmental Protection Agency, said Heather Firm, a watershed scientist at the Trinity River Authority who works on watershed management and flood mitigation.

Since 2010, Village Creek has been included on the EPA’s list of “impaired waterways,” or not meeting federal water quality standards, due to excessive levels of E. coli bacteria. While most E. coli bacteria is harmless to humans, high numbers of harmless bacteria in lakes or rivers often indicates the presence of harmful bacteria as well, [according to the U.S. Geological Survey](#).

“One avenue to reduce bacteria would be to reduce the amount of trash because as trash runs off and piles up and degrades, other things can grow on it,” Firm said. “The goals are to ensure that we have good drinking water, and so if you take the trash out, you’re going to reduce certain bacterias that are going to get into the water body.”

Lake Arlington – a large source of drinking water in the region – is not included on the impaired waterways list, but officials have noted “[levels of concern](#)” from higher-than-normal amounts of nitrates and chlorophyll a.

High levels of chlorophyll a can be an indicator of excess algae in the water, usually driven by fertilizers, sewage treatment plants or urban runoff, [according to the EPA](#). Too much algae can cause aesthetic problems, such as green scum, or even public health concerns if algae blooms produce harmful toxins.

“If you get a lot of algae that grows in the water bodies, you’re going to have a decay of that algae and when decay happens, you’re going to lower your dissolved oxygen levels in the water body,” Firm said. “You’re going to suffocate your [macroinvertebrates](#) and fish and the water itself ... You can also have it growing on the rocks, and it can out-compete the native plant sources that the fish or invertebrates need to live.”

In 2019, leaders of the Trinity River Authority, the city of Arlington and the Texas Commission on Environmental Quality [developed a watershed protection plan](#) that identified illegal dumping

and litter accumulation as two core issues facing the area. That plan laid the groundwork for the river authority to obtain the grant in 2021, Firn said.

UpSpire and the city of Fort Worth are now looking for additional sponsorships and donations to support the watergoats initiative. An anonymous donor has funded UpSpire's watergoat maintenance budget through the end of its first year, but all parties would like to purchase more litter traps and ensure the program's future, Ham said.

Oneil Johnson Jr., a district superintendent who oversees solid waste for Fort Worth's code compliance department, said the watergoats are part of the [city's larger strategy](#) to clean up heavily littered areas facing years of trash buildup in their neighborhoods.

"The cleaner the neighborhood, the more it resonates with the residents and the people around it to keep it clean," Johnson said. "It's just something that is going to move us forward. We have a ways to go, but the implementations with UpSpire, Keep Fort Worth Beautiful, the increase of our litter crews and listening to our residents and addressing their concerns on a continuous basis, is going to get us where we need to be."

KERA

Arlington's rideshare service Via hits milestones as commuters feel pain at the gas pump

By Kailey Broussard

Ridership with Via, the only government subsidized transportation option in Arlington, broke multiple records in June. City and company officials attribute the rise to inflation, surging gas prices and word spreading that the service launched citywide in early 2021.

Tyriek Colston has used Via since high school, when he missed the school bus. Colston doesn't have a car, so he's continued to use Via to get to work on the southside of town. The ride-hailing app operates like Uber or Lyft—however, fare sits between \$3 and \$5 depending on distance, making it cheaper than their corporate competitors.

"Honestly, if Via didn't exist, I'd probably have to use a different transportation (service) and probably a more expensive one," Colston says.

Riders like Colston are increasingly using the service, especially since early spring when gas prices skyrocketed, says Via co-Chief Operating Officer Alex Lavoie.

"It's pretty clear, I think, from some of those trends that people are choosing to use transit and specifically on-demand public transit as an alternative in a moment when obviously gas prices have been a challenging dynamic for many people," Lavoie says.

Via has charted steady growth in North Texas since rolling into Arlington. The service launched in a small part of the city in 2017 and replaced a downtown bus line that didn't attract enough riders. The service launched citywide in February 2021. Via drivers have conducted around 1.2 million rides in Arlington since launch.

The service's June ridership totaled nearly 60,000, a record high, according to the city. The service also experienced its highest weekday and Saturday ridership rates that month.

Ann Foss, who heads Arlington's transportation department, says there are several factors that have contributed to ridership hikes. Via's citywide service is relatively young and word about the service is still making its way around town. However, the city has heard anecdotally that people are looking for reprieve from the pump.

"Anecdotally, from what we've been hearing from riders, you know, people are looking at alternatives to driving their personal vehicle because of the high cost of gas or they're, you know, making different choices about when they drive their car or when they use public transportation to be as cost-effective as possible," Foss says.

Via's presence made Arlington the first city to operate entirely on microtransit, according to the company's website. Via drivers have conducted around 1.2 million rides since launch.

The service has since also opened service across North Texas. Via in April launched a [partnership with the city of Grand Prairie](#) that offers rides around town and to college campuses including UTA and Tarrant County College. Trinity Metro in Fort Worth offers rides in certain areas of the city through a program called [ZipZone](#).

Denton [County replaced some of its bus services](#) with that of Via through a program called GoZone in late 2021.

Lavoie says all North Texas cities have seen ridership growth, especially during the months gas prices have skyrocketed from last summer's averages.

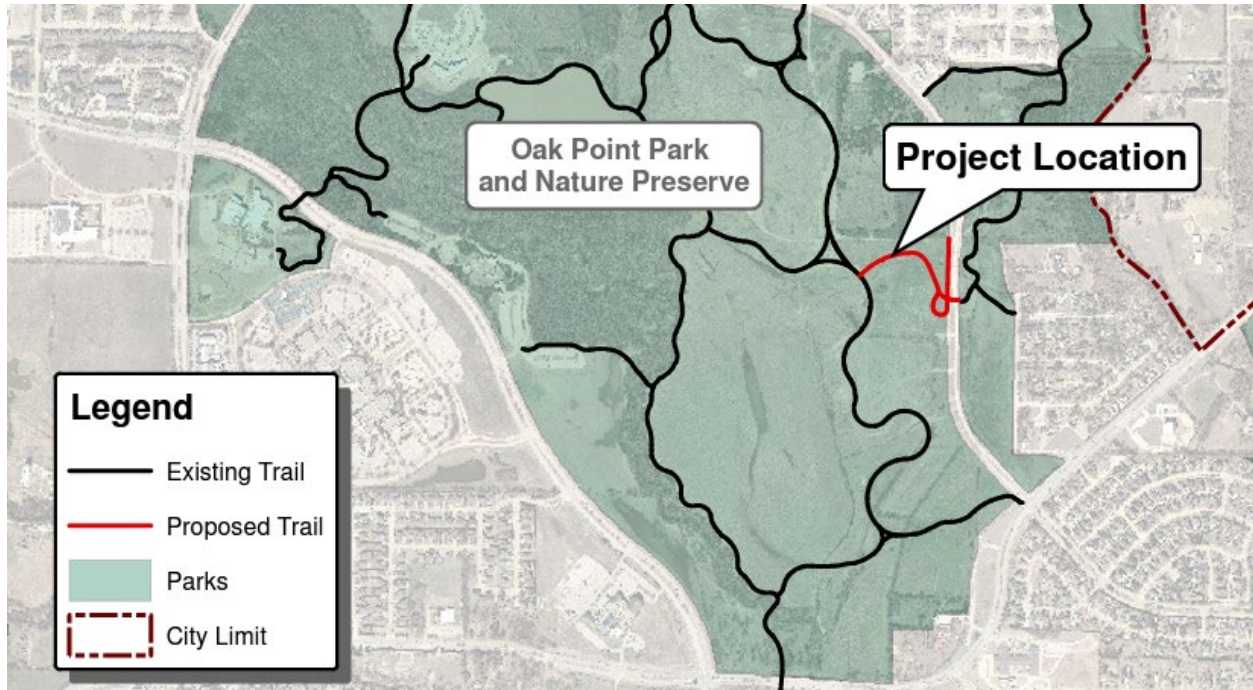
"We're seeing this particular brand of on-demand public transit continue to grow and be at all-time high levels," he says.

Though Via offers services across the region, not all of them connect. Colston says he's grateful for Grand Prairie service, but has to use different apps for each city's service. Booking rides in each city can be tedious, he says, for someone like him who lives near the city borders.

"It's hard to commute from Arlington to literally just down the street because Via doesn't go from Arlington to Grand Prairie," Colston says.

Foss says the city is participating in county discussions with the North Central Texas Council of Governments in order to streamline cross-city services.

Trail Connection, Bridge Repair and Traffic Count Keep Us Moving Forward



Major items approved during the [July 25 City Council Meeting](#) were:

Cottonwood Creek Trail and Oak Point Park Trail Connection

This \$800,000 project fills the gap between [Cottonwood Creek trail and Oak Point Park trail](#). The 12-foot wide trail will extend over a quarter mile from the underpass of Los Rios Boulevard to the eastern trail of the Oak Point Nature Preserve. Pedestrian lighting for the underpass and gabion mattresses for the adjacent headwalls are part of the work. Cottonwood Creek Trail connects to the Trails of Glenwood, Windmill Country and the City of Allen. The connection is vital to regional connectivity in southwest Collin County. Funding for the project is from the 2021-22 and 2022-23 Parks Improvement Community Investment Programs (CIPs).

Bridge Repairs Phase III

Repair of bridge decks, approach slabs, railings, sidewalks and channel erosion are part of this \$2.4 million project. The bridges are in more than 30 locations across the City and must be addressed to prevent more deterioration. Funds to cover the repairs are from the 2021-22 and 2022-23 Street Improvement CIPs.

Horizontal Grinder

A new horizontal grinder is being ordered for the City's compost operations. The \$1.25 million machine has an estimated delivery of 12 months. It replaces the current grinder at the Custer Road facility, which must be replaced due to age and maintenance costs. Once materials are ground, they are hauled to the Melissa site to be processed into mulch, compost and soil blends marketed as [Texas Pure Products](#). Converting these materials into garden nutrients extends the life of the landfill.

2022 Citywide Traffic Count Program

The Engineering department relies on citywide traffic count data for traffic studies, coordinated timing, signal metrics, traffic modeling, long-range planning and economic analysis. Collection of data costs \$460,000. This project collects 7-day and 24-hour traffic volume counts on 324 roadway segments. It also measures morning, midday and evening intersection turning movement counts at 280 intersections. Files containing traffic count data will be provided to incorporate into the City's GIS system. Up-to-date traffic timing plans reduce delays, fuel use and emissions.

The next regular City Council meeting is Wednesday, July 27 at 5 p.m. The [agenda](#) is available now. Watch the meeting live on [Facebook](#), [YouTube](#) or [planotv.org](#).

Dallas Morning News

Balch Springs wildfire should inspire better land management, building safety

Overgrown vegetation and poor land management threaten our communities.

By Dallas Morning News Editorial

After a devastating wildfire Monday, a resident of Balch Springs said he had [“lost everything.”](#) Twenty-six homes were damaged, and nine were destroyed.

Texas wildfires have become more frequent and severe in the last few decades, as climate change heats up and dries out our state. The threat is closing in on Dallas-Fort Worth, which is “the area of most concern” in Texas right now, according to Andy McCrady, a program coordinator for the Texas A&M Forest Service.

As a society, we must work to reduce greenhouse gas emissions and stave off the worst effects of climate change. That includes transitioning to cleaner renewable power.

Rising global temperatures pose a serious risk to our state. But we must also do more to protect our homes and communities from fire risk. That will require taking land management and building safety seriously.

Much is still unknown about Monday’s fires, but early indications suggest that overgrown vegetation played a role, as we [reported](#) Tuesday.

The fire started in a yard with overgrown grass, Balch Springs Fire Marshal Sean Davis said. The owners had received two code citations and a citation to appear in court. The fire broke out while workers were mowing the lawn, Davis said.

Wildfires have always been a fact of life in Texas, but development has exacerbated the problem, according to a 2011 report by the Forest Service.

As rural areas become more residential, the risk for wildfire increases. Practices that help reduce wildfire risk — including animal grazing and, yes, controlled burns — decrease in developed areas. Vegetation can become overgrown. The result? Kindling.

During a drought, this overgrown vegetation is especially dangerous. Dry vegetation can help a fire sweep across the landscape.

We should celebrate Texas’ growth, but we should also responsibly adapt our land management practices to account for the increasing danger wildfires pose.

That includes a review of regulations to ensure they are updated to address the danger fires pose to entire communities. Individual property owners, meanwhile, will have to be more active in taking steps to protect their homes from fire. Government can’t be responsible for cutting the lawn, after all.

The Wildland-Urban Interface, or WUI, code offers guidance on preventing wildfire damage — from building structures to vegetation management. Austin adopted the code in 2020, and other cities could learn from WUI guidance.

The destruction in Balch Springs is devastating. It should also remind Texans to take this growing threat seriously. For individuals who feel helpless, McCrady recommends the Forest Service website, which offers [guidance](#) to protect your home and community from wildfire:

“Anybody that saw that fire yesterday and felt like it could have been me, it’s a great time to go to our website, look at some of those tips.”

Fort Worth Business Newspaper

Government backs \$2.5 billion loan for GM to build electric vehicle battery factories

By AP News

WASHINGTON (AP) — A joint venture between General Motors and South Korean battery company LG Energy Solution is set to receive a \$2.5 billion loan from the Energy Department to build battery cell factories for electric vehicles in three states.

The Energy Department said it has made a conditional commitment to lend the money to Ultium Cells LLC, a joint venture of GM and LG. The loan could help Ultium finance three lithium-ion battery plants planned in Michigan, Ohio and Tennessee, bolstering the Biden administration's efforts to promote electric vehicles and reduce dependence on China for critical components.

The plants will help strengthen U.S. energy independence and support Biden's goal to have electric vehicles make up half of all vehicles sales in the United States by 2030, Energy Secretary Jennifer Granholm said.

The plants are expected to create up to 6,000 construction jobs and 5,100 operations jobs when completed. Ultium Cells is weeks away from opening its first EV battery plant in Lordstown, Ohio, which it says will help it meet strong demand for electric vehicles.

Ultium Cells will supply GM as it works to convert its light-duty fleet to all-electric by 2035.

The loan would be the first exclusively for a battery cell manufacturing project under the Advanced Technology Vehicles Manufacturing program, which provides loans to support U.S. manufacturing of light-duty vehicles, qualifying components and materials that improve fuel economy, the Energy Department said.

Jigar Shah, director of Energy's Loan Programs Office, said the loan would "help build a domestic supply chain to meet the growing demand for electric vehicles" and "create thousands of good-paying jobs across three states while enabling improvements in existing lithium-ion battery technologies."

Ultium Cells has allotted about \$2 billion for construction of each plant, but a GM spokesman said commitments GM and LG have made to fund the joint venture don't preclude them from pursuing a loan under a program designed to advance clean energy technology.

TxDOT plans for more electric vehicle charging stations; Houston starts the process

By Ilana Williams

To support the growth of electric vehicles, Houston is addressing air quality concerns and long-term funding strategies for electric vehicles and charging stations. Texas has also started spending \$400 million of federal money, which will be distributed over the next five years, to fund electric vehicle infrastructure.

Electric vehicles are registered in 233 out of the 254 counties in Texas, according to a plan released by the Texas Department of Transportation this spring.

As of July 19, there were over 19,000 electric vehicles registered in Harris County and over 13,000 in the city of Houston, according to data from Dallas-Fort Worth Clean Cities and the North Central Texas Council of Governments, using information from the Texas Department of Motor Vehicles registration data and the Atlas EV Hub. However, electric vehicles only account for 0.55% and 0.56% of all registered vehicles in Harris County and Houston, respectively.

While electric cars are becoming more accessible, the issue lies with making charging stations more available, said Harry Tenenbaum, director of commercialization and infrastructure at Evolve Houston. The nonprofit works with companies to facilitate installing infrastructure and educating Houston residents about electric vehicles.

Evolve Houston's RISE report, released in 2022, said as of September 2021, 1,200 public chargers for electric vehicles are in the Houston area. That amount supports the electric vehicles on the road today, but the projected electric vehicle growth can quickly outnumber the existing chargers, the report said.

"The first step is learning more and finding out how many people don't have access to charge at home," Tenenbaum said. "Then the next step is figuring out what's acceptable access to charging."

The federal government, the state of Texas and the city of Houston have invested in Houston-area infrastructure to meet the growing demand and improve accessibility.

Health effects

The Electric Reliability Council of Texas estimates Houston will have 1 million electric vehicles on the road by 2028, according to TxDOT's plan.

Ebrahim Eslami, a research scientist specializing in air quality at the Houston Advanced Research Center, said there are between 7 million-10 million cars in Houston, but if there is only a little bit of electrification, there can be an improvement in air quality.

"Assuming 100% of [vehicles] are going to be electric by 2040, we need electricity," he said. "We need the infrastructure for [electric cars] to emerge as the main source of electric

production sources.”

Although it is unclear how much carbon is reduced if more residents switched to electric vehicles, there would be a decrease in ground-level ozone—a harmful air pollutant that can cause health problems—if more electric vehicles are on the road, Eslami said.

“At the end of the day that’s what counts,” he said. “We want to reduce the health impacts.”

Health impact results show that increased ozone and particulate matter will lead to 122 premature deaths annually if there are no changes to air quality in the Greater Houston area, according to a December 2019 report from the Center for Transportation, Environment and Community Health. Eslami said he believes zero emissions from cars is possible.

“In the two weeks during [coronavirus] lockdown there were almost no emissions,” Eslami said. “[This] shows the potential of having better air quality in a big city like Houston.”

EV infrastructure

Electric vehicle infrastructure requires having enough power to generate the cars, transmit energy across the grid and bring energy through electric chargers to the consumer, Tenenbaum said.

The city of Houston is working on a long-term funding strategy to transition a nonemergency, light duty fleet to electric by 2030, said Thomas Pommier, senior staff analyst at Mayor Sylvester Turner’s Office of Resilience and Sustainability, in an email. The city plans to invest in publicly accessible chargers at libraries, parks and community centers, but officials were unable to provide the cost and timeline for when the chargers will be available.

“It’s important to recognize that we cannot do this alone,” Pommier said. “It is expected that most charging needs will be met at home or at work.”

For this to happen, investments will also be required from the private sector to make electric vehicle chargers available at apartment complexes and workplaces, he said.

Under the federal Bipartisan Infrastructure Law passed in November, Texas received more than \$400 million from the National Electric Vehicle Infrastructure Program to be distributed between 2022-26 over the next five years, Pommier said. This is part of President Joe Biden’s administration’s goal of 50% of new car sales to be electric vehicles by 2030, according to a [June](#) White House press release.

This year, TxDOT will deploy chargers at 55 new locations around Texas—mostly near interstate highways. However, TxDOT’s plan does not include locations within the city of Houston, Pommier said in an email.

Beginning in 2023, an estimated \$42 million-\$43 million is expected to flow through the Houston-Galveston Area Council to deploy more electric vehicle chargers in the Houston region, he said.

“Fortunately there are a lot of people and a lot of organizations that are not only interested in this, but passionate as well and provide whichever resources they can ... to investigate the impacts of the human health and environmental impacts of transportation,” Tenenbaum said.

Accessibility efforts

The Mayor's Office of Resilience and Sustainability works with Evolve Houston to coordinate accessible chargers and accelerate the adoption of electric vehicles in the Houston region.

"EVs are a great way to reduce greenhouse gas emissions because it's more efficient to generate power for a whole bunch of vehicles than it is to fuel them with gas," Tenenbaum said.

Evolve Houston's RISE report estimates \$6.7 million has been invested for public charging stations as of March. The money is a combination of private funding from individuals and organizations, such as H-E-B, apartment complexes and parking lot owners; and public funding from grants and incentive programs, Tenenbaum said.

Evolve Houston also helped design a fleet electrification strategy by studying 15,000 public and private fleet vehicles, which are vehicles owned or leased by a business or government agency. The study found if all 15,000 vehicles changed to electric vehicles, it would reduce more than 17,000 tons of carbon emissions in Houston, Tenenbaum said.

To engage residents about electric vehicles, Evolve Houston hosts ride-and-drive events to allow people to test drive an electric vehicle. So far, they have partnered with CenterPoint, Shell and Houston Community College, said Katheryn Abou-Chakra, director of marketing and membership at Evolve Houston.

"A big focus of ours is to raise education and raise awareness," she said. "The best way to do that is to get people into electric vehicles so they can actually drive them themselves."

Evolve Houston also organized an equity program for organizations in underserved communities in Houston to receive grant money.

"We strive to build a more resilient, sustainable and equitable city," Pommier said. "Electrifying our transportation will not be enough. We must also do everything we can to fund and promote the use of multimodal transportation, including transit, biking and walking."

<https://communityimpact.com/houston/bay-area/environment/2022/07/27/txdot-plans-for-more-electric-vehicle-charging-stations-houston-starts-the-process/>

CW33

TxDOT will unveil ‘human billboards’ in North Texas to urge drivers to look out for pedestrians; Here’s where they’ll be

By Tyler Manning

DALLAS (KDAF) — The Texas Department of Transportation has a new initiative encouraging drivers to watch out for pedestrians on the roads.

TxDOT will unveil walking ‘human billboards’ in Dallas and Fort Worth as a part of this campaign. This week, North Texans will witness TxDOT street teams walking around high-traffic areas wearing highly visible sandwich boards.

These boards will display messages reminding Texans and pedestrians to follow the rules of the road and to watch out for each other.

Here’s where these billboards will be:

Wednesday, July 27

- 10 a.m. to 2 p.m. — July 27, McKinney Ave. at Fitzhugh Ave., Dallas
- 3 p.m. to 7 p.m. — July 27, Sam’s Club parking lot of Lower Greenville, Dallas

Thursday, July 28

- 10 a.m. to 2 p.m., July 28, Sundance Square Plaza, Ft. Worth
- 3 p.m. to 7 p.m., July 28, West 7th Street, Ft. Worth

Officials say there were 842 traffic collisions involving pedestrians in Dallas last year. 108 of those led to fatalities and 257 led to serious injuries.

In the last year in Fort Worth, there were 451 traffic collisions with 69 of them being fatal and 148 leading to serious injuries.

For more information, visit txdot.gov.

Texas Standard

As billions pour into Texas highways, activists want to know the real environmental impact

The Texas Department of Transportation says highway expansions have “no significant impact” on the human and natural environment.

By Yvonne Marquez

Over the next 10 years, the Texas Department of Transportation [plans to spend more than \\$74 billion](#) on new roads and highway construction across Texas. It recently updated its plan, [much of it aimed at relieving congestion](#) as the Texas population continues to swell. But if the past is any indication, despite the expected displacement of homes, businesses, green space and more, the impact on the environment won't be much of an issue, at least not for TxDOT.

Austin-based journalist Megan Kimble has been looking into the large number of TxDOT projects that have been greenlit [without full environmental review](#). It's an issue that has some activists turning to the courts. She joined Texas Standard to talk about her latest reporting in Grist, a nonprofit newsroom focused on climate solutions.

Texas Standard: According to activists, TxDOT is obscuring the full impact of projects when it comes to the environment. Could you tell us more about what exactly is happening?

Megan Kimble: Yeah. So TxDOT receives federal funding, and any agency that receives federal funding, according to the National Environmental Policy Act, has to do an environmental review of how its projects impact the human and natural environment. And there are three ways to do that, different levels of environmental review based on a project's perceived impact. And the highest one is what's called an environmental impact statement.

So listeners might be familiar with a proposed I-35 expansion through Austin. There's three segments. In the central segment, TxDOT is doing what's called an environmental impact statement, which is looking at the comprehensive review of how that project is going to impact the human and built environment: displacements, right away taken, lanes added, etc. For the north and south segments of the highway, TxDOT did what's called an environmental assessment, which is a lesser environmental review, looking at the impacts of that project. And then they issued what's called a finding of “no significant impact” for those two segments.

» **FROM KUT: [Where should I-35 be covered? Neighbors fight for relief from planned highway expansion](#)**

So TxDOT is doing the review and also coming up with the ultimate finding of “no significant environmental impact”?

Correct. And so what that means is that they're saying these projects don't have a significant impact on the environment and that requires less public involvement, less review, less analysis, and they can proceed with construction. And TxDOT has a unique arrangement, along with seven other states, where they can self-certify their own projects. So usually other states, the federal government, will say, okay, we agree with your finding of “no significant impact.” But because of a program that was started in 2014, TxDOT is allowed to just approve their own finding of “no significant impact” and proceed with construction.

You mentioned I-35, and obviously that seems to have been perpetually under construction for as long as anyone can remember. But what you write about sort of suggests that this isn't just about I-35, that we're seeing this statewide?

Right. So that's a useful example. But that's happening across the state, that TxDOT is doing environmental reviews for its proposed highways and then issuing findings of "no significant impacts" — people call these FONSI — across the state, project after project after project. So this activist, you know, saw that that FONSI was issued in Austin and said 'hey, I wonder how often this is happening across Texas?' It turns out it's happening extremely frequently. So 130 projects since 2015 have received FONSI, while only six have received full environmental reviews.

So that begs the question: Do those projects actually have "no significant impact"? And what he found is cumulatively they consume thousands of acres of land, will displace hundreds of homes, and will add more carbon to the atmosphere as more people drive.

You mentioned that TxDOT does self-reviews of these projects. Is there anybody who TxDOT has to answer to on that? Do they have to explain their finding to the federal government, for example?

No. So the way that the federal government has sort of set up the program, that compliance happens through the courts. So if people disagree with these FONSI, they are welcome to sue TxDOT. And indeed, they are. The Federal Highway Administration does audits of TxDOT to make sure that they are complying, but essentially there is no federal oversight. And so that's now, I think, on the table — should that arrangement continue?

Do you have a sense that this particular lawsuit that we've been talking about here related to I-35 could have a broader impact on TxDOT's ambitious plans over the next 10 years?

I don't think so. No. I mean, the lawsuit that has been filed is pretty narrowly focused on what's called the legal segmentation. So the plaintiffs are arguing that TxDOT illegally segmented I-35 into three sections instead of looking at the impact of the full project, the full 22-mile project. So that's a pretty narrow, I think, lawsuit.

And I think the hope is that across the state, you know, there are people in Houston, people in Dallas, people in Austin trying to fight these expansions. And so potentially that that activism might get TxDOT to think about its environmental reviews differently. But I think the governor, particularly Gov. Greg Abbott, has really made congestion relief a priority. And so TxDOT is following that mandate.

Dallas Morning News

Texas needs to consider new ways to fund its highways

Relying on gas tax is outdated as travel, vehicles become more diversified.

By Brianne Glover

Amid all the news of record-breaking inflation, it's hard to think of anything that doesn't cost more than it did a year ago — much less 30 years ago. To find one example, though, just think of your vehicle's fuel.

The price we pay for a gallon of gas or diesel recently rose to more than triple what we were paying three decades ago. The tax we pay for that gallon, however, didn't rise at all. In fact, the state motor fuels tax, the major revenue source for our roads and bridges, is the same today as it was in 1991 — 20 cents a gallon.

When we buy pretty much anything else — household supplies, kitchen appliances, a new car — we pay a tax based on a percentage of the cost of the thing we're buying. But that's not how it works when you swipe your credit card at the pump, because in Texas, state fuel taxes are not tied to fuel prices. You pay that 20-cent tax whether the per-gallon price is \$1.89 or \$4.89.

The tax isn't tied to the price of oil, either; that 20-cent levy stays the same no matter how much a barrel of crude may cost.

At first glance, that may sound great. After all, who wants to pay higher taxes, right? The fact that we're paying no more in fuel tax now than we were when the first George Bush was president is a good thing, right?

If you're trying to figure out how to pay for building and maintaining the state's roads and bridges, maybe the answer is no. The tax, such as it is, has throughout most of our highway history, been a primary source of transportation funding.

Consider, however, these factors: Inflation has eroded the value of that source to a point where it pays for less than half of what it paid for in 1991. And the prices for things that go into our highways — concrete, steel, etc. — have gone up even more than many other common expenses.

A growing number of cars sold every year are hybrids, which pay less in gas taxes because, well, they use less gas. Fuel efficiency improvements are expected to continue, meaning still less tax revenue for every mile driven.

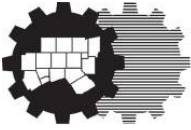
The number of electric vehicles on the road is growing, too, and those cars and trucks pay no gas taxes at all.

In short, the state fuel tax by itself is an increasingly unsustainable funding source. I say "by itself" because we're fortunate to have another source that's actually growing. Texas voters in 2014 approved a transfer of tax funds from oil production in the state to help pay for roads and bridges. Unlike the state gas tax, that funding source is, in fact, tied to the price of oil. When oil prices rise, the revenue to the state increases, too. This year alone, we expect that transfer to yield about \$3 billion for transportation, compared with the \$2.6 billion we expect from the gas tax.

Thanks to Texas voters and that 2014 constitutional amendment, and actions by the Texas Legislature that provided for it, the state has had more highway money to work with in recent years. At the same time, though, demands on the road and bridge system have only intensified. The state's population has grown by more than half since 1991, leading to a 70% growth in roadway travel, and correspondingly more wear and tear on that system. Much of that growth is in-migration, bringing folks (and their cars) from other parts of the country. We can expect the Texas population to swell to 45 million in less than 20 years, further straining a transportation network that's already carrying far more traffic than originally expected.

Given these daunting challenges, what's our best path forward? Through our research at the Texas A&M Transportation Institute, we identified what other states are doing. Many of those jurisdictions are using an increasingly varied mix of ideas, from a sales tax on fuel to local-option taxes to fees on alternative fuel vehicles. We include these and other variables [on a website we created](#) called the Transportation Revenue Estimator and Needs Determination System (TRENDS). Whether you're a highway planner or an everyday commuter, you can [use the TRENDS website to come up with your own ideas](#) of how to pay for our state's growing transportation funding needs.

The travel options and types of vehicles we use to move about have become more diverse in recent years. Perhaps it's time to also diversify how we pay for that mobility.



**North Central Texas
Council of Governments**

PRESS RELEASE

Contact:
Brian Wilson
(817) 704-2511
bwilson@nctcog.org

NCTCOG Awarded Grant to Study Transit Options for 76104 ZIP Code

Area of Fort Worth has lowest life expectancy in state

Aug. 2, 2022 (Arlington, Texas) – The North Central Texas Council of Governments (NCTCOG) has been awarded a grant of approximately \$270,000 to identify innovative, affordable transit solutions to improve access to basic needs and create strategies to reduce greenhouse-gas emissions in a part of Fort Worth identified as an area of persistent poverty.

NCTCOG's plan will focus on finding transit solutions in the 76104 ZIP code, which despite being home to the Fort Worth Medical District has the lowest life expectancy in the state, according to a study by UT-Southwestern Medical Center.

The 2021 Areas of Persistent Poverty Program grant, awarded by the Federal Transit Administration (FTA), will fund a transit needs assessment that could lead to the development of transit solutions to connect the community to healthy food, health care, affordable housing and employment. The study will also look to develop strategies to reduce the formation of greenhouse gases and improve air quality in the community.

Improved transit connections could help residents whose transportation issues lead them to struggle with these necessities. For example, 14% of residents living in areas of the ZIP code identified as facing “persistent poverty” have no vehicle, compared to 4.3% of households throughout Tarrant County.

“NCTCOG and the Regional Transportation Council are committed to working with our valued public-sector and community partners to find solutions to improve access of residents of this area to life-sustaining services,” said Shannon Stevenson, NCTCOG senior program manager, transit management and planning. “We look forward to collaborating with the community to develop strategies that lead to real solutions for those who live and work in the study area.”

NCTCOG will coordinate with residents, nonprofit organizations and community leaders to build consensus and develop a plan to improve access to the basic needs of the community. The area is served by Trinity Metro's fixed-route bus service and on-demand ZIP Zone micro transit. In part, the study will examine current transit options available in the 76104 ZIP code and whether they should be enhanced or revised to better meet demand. The study will also look at transit fares and their impact on equitable access to these transit services.

“We are committed to collaboratively identifying evidence-based solutions to existing disparities in transportation services in our community, specifically in 76104,” said Christina Brooks, chief equity officer and director of the Department of Diversity & Inclusion at the City of Fort Worth.

“Additionally, we can use the data from this study to proactively prevent creating new disparities for the future. Ultimately, every resident, regardless of your ZIP code, should have access to quality, affordable transportation that supports a thriving quality of life in our community.”

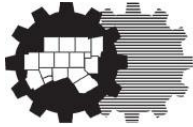
Work on the study is expected to commence in fiscal year 2023 and will include extensive stakeholder engagement and public involvement to inform the final plan. The FTA awarded 40 projects across the nation a total of \$16.2 million to fight persistent poverty.

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'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 229 member governments including 16 counties, 169 cities, 19 school districts and 27 special districts.

###



North Central Texas
Council of Governments



PRESS RELEASE

Contact: Brian Wilson
(817) 704-2511
bwilson@nctcog.org

Kimberlin To
(817) 608-2362
kto@nctcog.org

Clean Air Action Day is Aug. 3; Take the Pledge

Take steps towards improving the region's air quality

July 28, 2022 (Arlington, Texas) – While air quality in North Texas is generally improving, North Texans are being challenged to commit to clean air actions next week, with a focus on continued progress.

Clean Air Action Day is Wednesday, Aug. 3, the day North Texans are asked to make one or more small changes to their routines in an effort to improve the region's air quality.

This is especially important in the Dallas-Fort Worth area, where 10 counties fall under nonattainment for the pollutant ozone and are working to meet the Environmental Protection Agency's standards.

The quality of the air is important to all of us. Poor air can have a direct impact on quality of life and can even affect people's health. Clean Air Action Day is an opportunity for North Texans to make easy changes to their daily routines that can directly impact the air they breathe.

Residents can take their lunch to work, use mass transit to get to the office, or take steps to reduce idling when they do have to drive. Those who are working from home can incorporate active transportation options such as bicycling or walking when they have to run errands. All these actions and more make a difference in improving air quality.

North Texans are encouraged to maintain the commitments they make on Aug. 3 throughout the ozone season, which ends Nov. 30. A good way to take action is to sign up for ozone alerts at www.airnorthtexas.org/signup.

On Clean Air Action Day, share with NCTCOG how you celebrate by logging your commitment at www.airnorthtexas.org/cleanairactionday.

Take a picture and tag us by using #CAAD2022 and @NCTCOGtrans. It is easy to participate on Clean Air Action Day and throughout the year

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 31 special districts. For more information on the NCTCOG Transportation Department, visit www.nctcog.org/trans.

About Air North Texas:

Air North Texas is a regional air quality partnership and general public outreach effort. Air North Texas leverages existing resources and program strengths to offer the public a comprehensive resource for air quality information. Collaborative efforts focus on reducing harmful emissions, protecting public health and welfare, motivating residents to make choices that improve air quality and preserving the economic vitality of the region. Learn more at www.airnorthtexas.org.

#

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

Regional Transportation Council
August 18, 2022



North Central Texas
Council of Governments
Transportation Department

BACKGROUND

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

ACTIVITIES SINCE LAST UPDATE AND PROPOSED PATH FORWARD ON CATEGORY 2 REQUESTS

- 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
 - Discrepancies between the carryover balances that TxDOT Headquarters and NCTCOG/TxDOT Districts are showing led to more funding requested than is available.
- Several Category 2 projects that were part of the SL 9/US 287 funding exchange the RTC approved in 2021 must still be included in the UTP:
 - TxDOT Headquarters prefers not to include all projects at this time
 - Include IH 820 at Trinity Railway Express (TRE) project in the 2023 UTP as it lets May 2023 (\$18 million)
 - Remaining projects from the SL 9/US 287 trade to be added to the 2024 UTP
 - To stay under the available funding, the Category 2 request for US 81/US 287 from South of North Tarrant Parkway to Avondale Haslet Road must be reduced temporarily by \$18 million

PRINCIPLES FOR THE DEVELOPMENT OF THE REGIONAL 10-YEAR PLAN

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

REGIONAL FUNDING ALLOCATIONS FOR 2017-2023 UTPs

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

Amounts shown in billions

PROPOSED SOUTHEAST CONNECTOR FUNDING EXCHANGES

- 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 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.

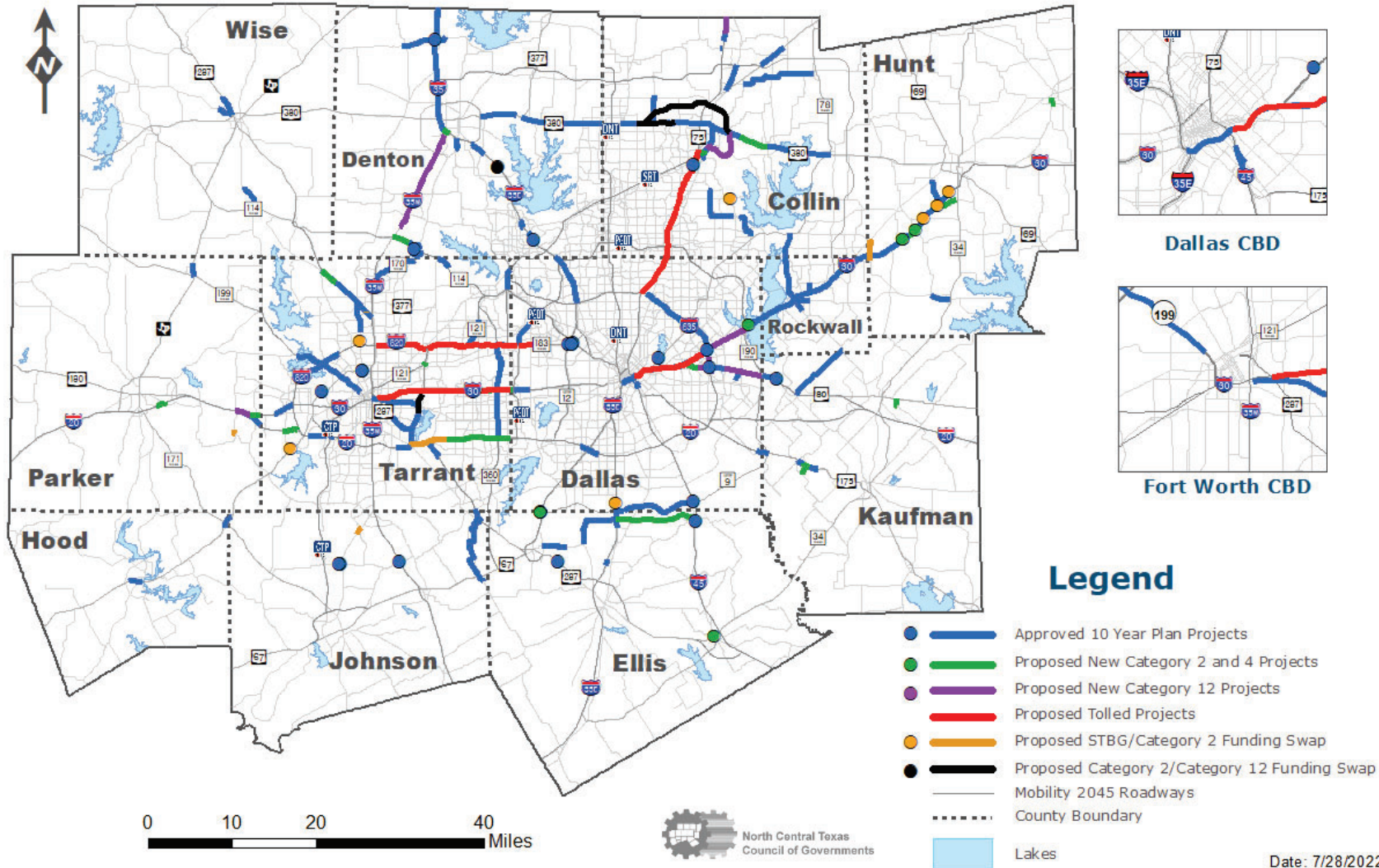
PROPOSED SOUTHEAST CONNECTOR FUNDING EXCHANGES

(CONTINUED)

- 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 the Southeast Connector project are proposed to be exchanged with STBG funds on existing projects since this section can go to construction in FY2022.
- All projects/actions proposed in the exchanges are included in the draft 2023 UTP.
- Refer to comment section in Planned Project list for specific projects.

Dallas-Fort Worth Regional 10 Year Plan Projects

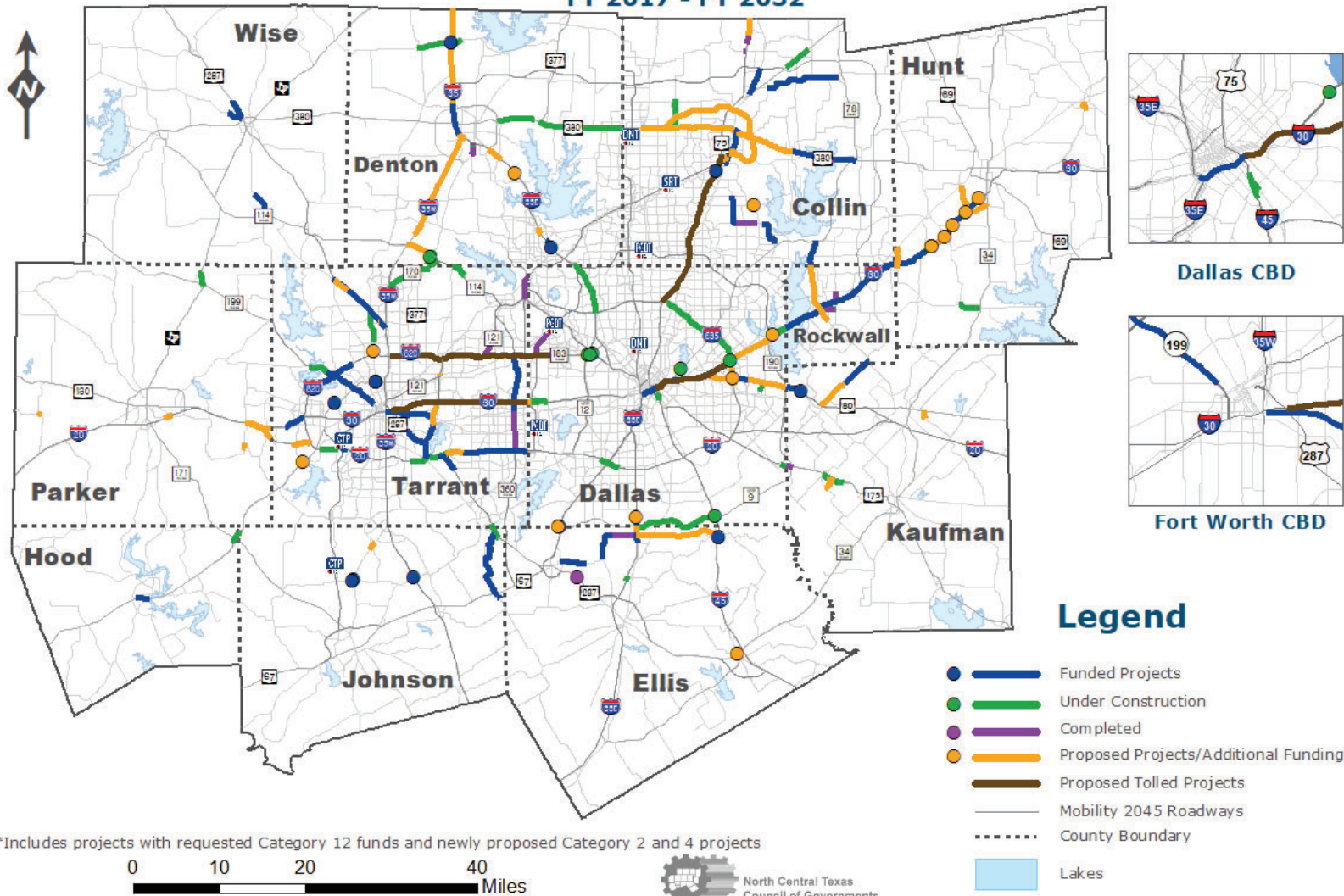
FY 2017 - FY 2032



Date: 7/28/2022

Dallas-Fort Worth Regional 10 Year Plan Project Status

FY 2017 - FY 2032

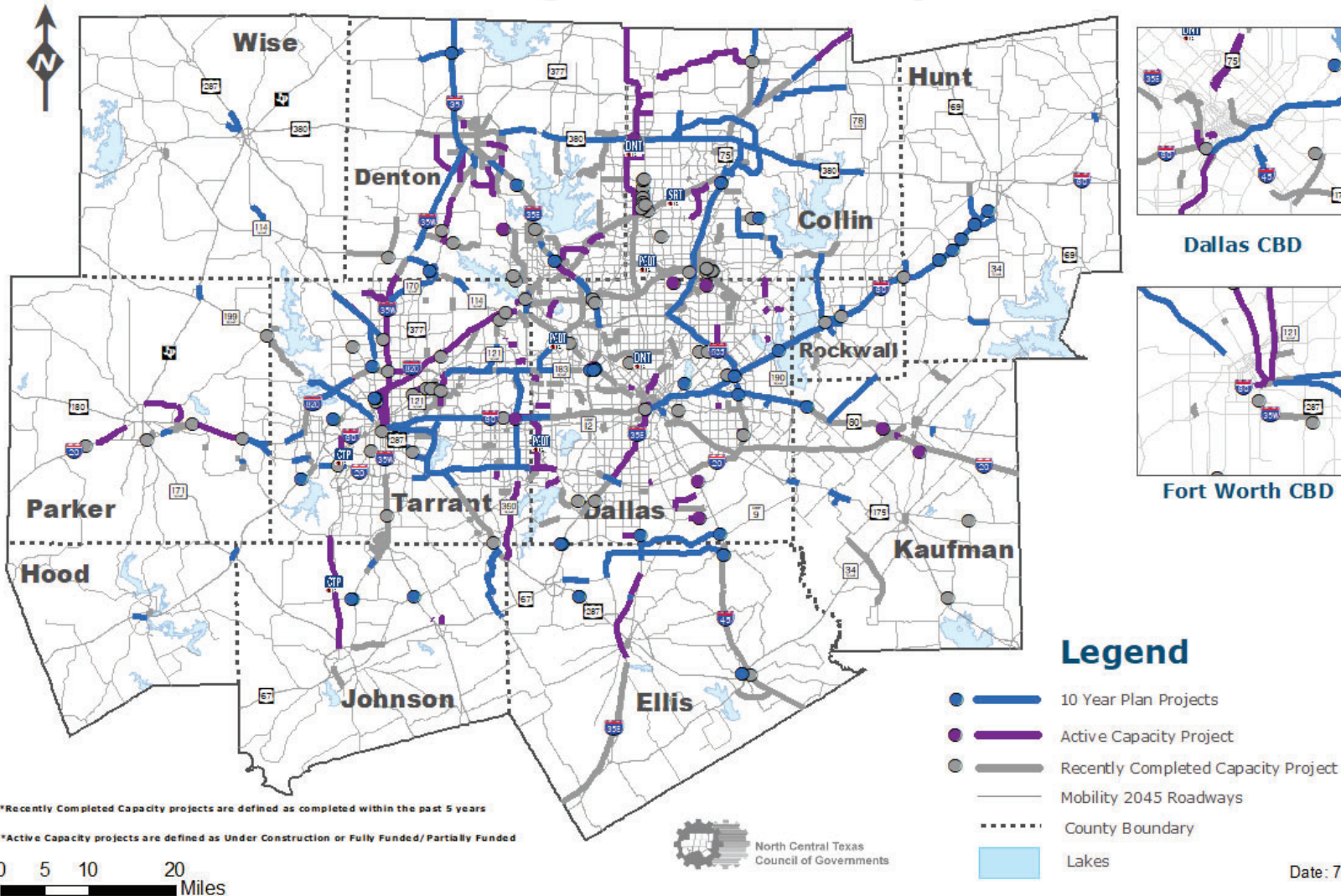


*Includes projects with requested Category 12 funds and newly proposed Category 2 and 4 projects



Date: 7/28/2022

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



NEXT STEPS

- Bring back any project changes (if needed) to the committees once the TTC approves the 2023 UTP
- Continue to coordinate with TxDOT on resolving issues with the region's Category 2 carryover balance
- Finalize overall distribution between the Eastern and Western subregions as a result of the trades/lettings over time

TIMELINE

MEETING/TASK	DATE
Funding Targets Received	February 2022
Initial draft list due to TxDOT	March 1, 2022
Public Involvement	June 2022
STTC Information	June 24, 2022
RTC Information	July 14, 2022
STTC Action	July 22, 2022
RTC Action	August 18, 2022
TxDOT Public Involvement for 2023 UTP	July 8–August 8, 2022
Anticipated TTC Approval of 2023 UTP	August 30, 2022

REQUESTED ACTION

- RTC approval of:
 - The 2022 Regional 10-Year Plan project listing
 - The proposed funding exchanges
 - Administratively amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and amending other planning/administrative documents to incorporate these changes

CONTACT/QUESTIONS?

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

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

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

**10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Planned Projects
FY2023 - FY2032**

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Previous Construction Cost	Revised Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY2023 - FY2032						MPO Project Score		
												Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed		Cat 12 Strategic Priority Approved	Cat 12 Strategic Priority Proposed
												\$1,950,486,878	\$2,043,406,932	\$916,895,477	\$1,083,560,278	\$717,123,838	\$1,060,306,786		\$1,144,033,483	\$1,742,665,442
Collin County Projects																				
14071	1392-01-044	FM 1378	FM 3286 to South of FM 3286	Construct intersection improvements (sidewalks and turn lanes)	February 2020 (Actual)	May 2023	2023	Part of the 2022 SE Connector Category 2/STBG swap; Staff proposes to swap the existing STBG funds on this project for Category 2 funds (offset by reduction of Category 2 on TIP 55043/CSJ 2374-05-066); Project also has \$2,075,000 of CMAQ funding	\$3,333,456	\$3,785,685	\$1,710,685	\$0	\$1,710,685						95.03	
83209	2056-01-042	FM 2551	FM 2514 to FM 2170	Reconstruct and widen 2 lane rural to 6 lane urban divided	November 2010 (Actual)	November 2023	2024	Project also has Category 1 funding for potential cost overruns	\$44,570,571	\$46,353,394	\$44,570,571	\$44,570,571	\$44,570,571						84.79	
14071.2	3476-02-013	FM 3286	FM 1378 to East of FM 1378	Construct intersection improvements (sidewalks and turn lanes)	February 2020 (Actual)	May 2023	2023	Part of the 2022 SE Connector Category 2/STBG swap; Staff proposes to swap the existing STBG funds on this project for Category 2 funds (offset by reduction of Category 2 on TIP 55043/CSJ 2374-05-066); Project also has \$930,000 of CMAQ funding	\$2,628,240	\$2,750,000	\$1,820,000	\$0	\$1,820,000						87.57	
13076	1012-02-030	FM 545	FM 2933 to BS-78D	Realign existing roadway to improve horizontal and vertical alignment and add shoulders	June 2019 (Actual)	September 2025	2026	Funding previously reduced and moved to CSJ 0047-04-031, which is ready to advance sooner	\$26,723,141	\$26,723,141	\$6,000,000			\$6,000,000	\$6,000,000				81.22	
TBD	TBD	North/ South Roadways	West and East of Lake Lavon			TBD	TBD	Feasibility study being done by NCTCOG; In prior years, moved \$100,000,000 of Category 12 funds to the US 380 corridor; Moved \$15,000,000 of Category 2 to TIP 13036/CSJ 0009-12-219 and \$35,000,000 of Category 2 to TIP 55221/CSJ 0009-12-215; Reduction in Category 2 funding offset by increase in Category 12 funding; Funding moved to breakout project CSJ 0135-04-036	TBD	TBD	\$0	\$0	\$0			\$0	\$0		70.56	
TBD	TBD	Regional Outer Loop	DNT to SH 121			TBD	TBD	Working on local environmental document; Collin County desires that local funds be used on Regional Outer Loop, so federal funds were moved to North/South Roadways and US 380 projects; Collin County to contribute \$111,249,684 in bond funds over next 5 years	TBD	TBD	\$0	\$0	\$0						70.00	
TBD	TBD	Regional Outer Loop	US 380 to Rockwall County Line; North/South Arterial			TBD	TBD	Collin County desires that local funds be used on Regional Outer Loop, so federal funds moved to US 380 project; Collin County to contribute \$32,400,000 in bond funds over next 5 years	TBD	TBD	\$0	\$0	\$0						70.00	
13075	0047-04-029	SH 5	South of SH 121 to South of Melissa Rd	Reconstruct and widen 2/4 lane undivided roadway to 4 lane divided urban roadway (ultimate 6)	August 2021 (Actual)	September 2025	2026	Staff proposes to add project to the 10-Year Plan. Project is not being funded at this time due to insufficient available funding	\$2,127,402	\$2,127,402	\$0	\$0	\$0						85.68	
13026.2	0047-04-030	SH 5	South of CR 275 to South of SH 121	Reconstruct and widen 2 lane undivided roadway to 4 lane divided urban roadway (ultimate 6) and realign SH 121/SH 5 interchange	August 2021 (Actual)	September 2025	2026	Staff proposes to add project to the 10-Year Plan. Project is not being funded at this time due to insufficient available funding	\$16,946,471	\$16,946,471	\$0	\$0	\$0						80.73	
13010	0047-09-034	SH 5	Indian Springs Road to Spur 399	Reconstruct and widen 2 lane undivided roadway to 4 lane divided urban roadway	July 2020 (Actual)	June 2027	2027		\$15,002,115	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000						72.39	
13026	0047-05-054	SH 5	Power House St to South of CR 275	Reconstruct and widen 2 lane undivided roadway to 4 lane divided urban roadway (ultimate 6 lanes)	July 2020 (Actual)	June 2028	2028	Category 2 funding moved to breakout project (CSJ 0047-05-057) that is the priority section for Collin County and the City of McKinney	\$125,981,920	\$125,981,920	\$0	\$0	\$0						78.69	
13073	0047-05-057	SH 5	Spur 399 to Power House Street	Reconstruct and widen 2/4 lane undivided roadway to 4/6 lane divided urban roadway	July 2020 (Actual)	June 2026	2026	Breakout project of larger SH 5 project (TIP 13026/CSJ 0047-05-054) that is the priority section for Collin County and the City of McKinney; Funding partially offset by reduction on TIP 13026/CSJ 0047-05-054)	\$86,750,627	\$86,750,627	\$86,750,627	\$86,750,627	\$86,750,627						78.69	
13055	0047-04-031	SH 5	SH 121 to North of Collin County Outer Loop	Reconstruct and widen 2 lane rural to 4 lane urban roadway	September 2018 (Actual)	November 2022	2023		\$31,699,658	\$31,699,658	\$31,699,658			\$31,699,658	\$31,699,658				73.19	
13072	0047-05-058	SH 5	SH 5/Spur 399 to Spur 399 Extension	Reconstruct and widen 4 lane arterial to 6 lane arterial (ultimate 8 lane freeway) and construct 0 to 4/6 lane frontage roads	January 2023	January 2030	2030	Breakout of larger US 380 project; Funding offset by reduction on CSJ 0135-03-053	\$21,952,000	\$21,952,000	\$21,952,000	\$21,952,000	\$21,952,000						60.18	

ELECTRONIC ITEM 5.2

**10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Planned Projects
FY2023 - FY2032**

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Previous Construction Cost	Revised Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY2023 - FY2032								MPO Project Score
												Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed	Cat 12 Strategic Priority Approved	Cat 12 Strategic Priority Proposed	
												\$1,950,486,878	\$2,043,406,932	\$916,895,477	\$1,083,560,278	\$717,123,838	\$1,060,306,786	\$1,144,033,483	\$1,742,665,442	
13070	0135-15-002	US 380	JCT US 380/West University (West of McKinney) to JCT US 380/East of University (East of McKinney)	Construct 0 to 8 lane freeway and 0 to 4/6 lane frontage roads	December 2022	September 2027	2028	Breakout of larger US 380 project; Category 2 funding offset by reduction on CSJ 0135-03-053; Part of the 2023 UTP Southeast Connector funding exchange and will receive Category 12 funding; TxDOT requested Category 12 Clear Lanes funding through 2023 UTP, but the full amount is not being awarded by the TTC	\$807,520,000	\$807,520,000	\$390,820,336	\$109,996,800	\$0	\$104,307,200	\$104,307,200	\$0	\$286,513,136			87.62
55287	0047-10-002	Spur 399	SH 5 to US 380	Construct 0 to 6/8 lane freeway and construct 0 to 4/6 lane frontage roads	March 2023	February 2032	2032	New US 380 breakout project; TxDOT requested Category 12 funding through 2023 UTP, but the full amount is not being awarded	\$254,240,000	\$254,240,000	\$127,120,000					\$0	\$0	\$0	\$127,120,000	50.68
55156	0364-04-049	Spur 399	At SH 5	Construct interchange	July 2020 (Actual)	June 2028	2028	Project added to the 10-Year Plan via 2020 UTP; Project also has \$4,000,000 of Category 1 funding for potential cost overruns	\$34,372,146	\$36,533,536	\$36,533,536	\$19,273,554	\$36,533,536							80.91
13071	0364-04-051	Spur 399	US 75 to SH 5	Reconstruct and widen 4 lane freeway to 8 lane freeway and construct 4/8 discontinuous to 4/8 continuous lane frontage roads	January 2023	August 2027	2027	Breakout of larger US 380 project	\$9,968,000	\$9,968,000	\$9,968,000	\$9,968,000	\$9,968,000							67.27
55281	0135-02-068	US 380	East of SH 289 to West of Lakewood Drive	Reconstruct 6 lane arterial to 6 lane freeway and construct 0 to 4/6 lane frontage roads	April 2023	August 2032	2032	New US 380 breakout project; TxDOT requested Category 12 Clear Lanes funding through 2023 UTP, but the project is not being proposed for funding	\$95,536,000	\$95,536,000	\$0					\$0	\$0			72.90
55280	0135-11-024	US 380	Denton/Collin County Line to East of SH 289	Reconstruct 6 lane arterial to 6 lane freeway and construct 0 to 4/6 lane frontage roads	April 2023	August 2032	2032	New US 380 breakout project; TxDOT requested Category 12 Clear Lanes funding through 2023 UTP, but the project is not being proposed for funding	\$180,320,000	\$180,320,000	\$0					\$0	\$0			72.12
55283	0135-03-056	US 380	FM 1827 to JCT US 380/University Drive	Construct 0 to 10 lane freeway and construct 0 to 4/6 lane frontage roads	March 2023	April 2032	2032	New US 380 breakout project; TxDOT requested Category 12 Clear Lanes funding through 2023 UTP, but the project is not being proposed for funding	\$15,556,800	\$15,556,800	\$0					\$0	\$0			59.54
55284	0135-16-002	US 380	JCT US 380/University Dr (West of Princeton) to JCT US 380/University Dr (East of Princeton)	Construct 0 to 8/10 lane freeway and construct 0 to 4/6 lane frontage roads	March 2023	April 2032	2032	New US 380 breakout project; TxDOT requested Category 12 Clear Lanes funding through 2023 UTP, but the project is not being proposed for funding	\$436,363,200	\$436,363,200	\$0					\$0	\$0			50.00
55285	0135-04-038	US 380	CR 560 to JCT US 380/Audie Murphy (West of Farmersville)	Reconstruct and widen 4 lane arterial to 6 lane freeway and construct 0 to 4/6 lane frontage roads	May 2023	October 2031	2032	New US 380 breakout project; TxDOT requested Category 12 Clear Lanes funding through 2023 UTP, but the project is not being proposed for funding	\$20,944,000	\$20,944,000	\$0					\$0	\$0			67.01
55282	0135-05-028	US 380	West of CR 698 (Collin/Hunt County Line) to CR 698/CR 699 (Collin/Hunt County Line)	Reconstruct 4 lane arterial to 4 lane freeway and construct 0 to 4/6 lane frontage roads	May 2023	October 2031	2032	New US 380 breakout project; TxDOT requested Category 12 Clear Lanes funding through 2023 UTP, but the project is not being proposed for funding	\$35,280,000	\$35,280,000	\$0					\$0	\$0			61.27
55286	0135-17-002	US 380	JCT US 380/Audie Murphy (West of Farmersville) to JCT US 380/Audie Murphy (East of Farmersville)	Construct 0 to 6 lane freeway and construct 0 to 4/6 lane frontage roads	May 2023	October 2031	2032	New US 380 breakout project; TxDOT requested Category 12 Clear Lanes funding through 2023 UTP, but the project is not being proposed for funding	\$506,016,000	\$506,016,000	\$0					\$0	\$0			60.92
55233	0135-03-046	US 380	West of Bridgefarmer Road to 4th Street	Reconstruct and widen 4 lane roadway to 6 lanes divided	January 2020 (Actual)	February 2024	2024	Project added to the 10-Year Plan via 2020 UTP; Project also has \$11,000,000 of Collin County funds	\$63,683,197	\$31,189,901	\$20,189,901	\$52,683,197	\$20,189,901							81.70
55233.1	0135-03-057	US 380	Airport Drive to West of Bridgefarmer Road	Reconstruct and widen 4 lane roadway to 6 lanes divided	January 2020 (Actual)	February 2024	2024	Breakout of TIP 55233/CSJ 0135-03-046; Project also has Category 1 funds for any funding gap	\$24,716,486	\$32,645,653	\$32,493,296	\$0	\$32,493,296							81.70
55234	0135-04-033	US 380	4th Street to CR 458	Reconstruct and widen 4 lane roadway to 6 lanes divided	January 2020 (Actual)	February 2024	2024	Project added to the 10-Year Plan via 2020 UTP; Project also has Category 1 funds that will cover the funding gap	\$5,722,380	\$5,942,471	\$5,722,380	\$5,722,380	\$5,722,380							76.46
TBD	TBD	US 380	Denton County Line to Hunt County Line		December 2021	August 2026	2026	Collin County to contribute \$316,053,616 in bond funds over next 5 years; Funding previously moved to breakout project (CSJ 0135-03-053)	\$450,000,000	\$450,000,000	\$0									72.91
13068	0135-03-053	US 380	SH 5 (New Extension of Spur 399) to FM 1827	Reconstruct 6 lane arterial to 8 lane freeway and add 0 to 4/6 lane frontage roads	October 2022	September 2027	2028	US 380 breakout project	\$16,083,200	\$16,083,200	\$16,083,200	\$16,083,200	\$16,083,200	\$0	\$0					95.51

**10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Planned Projects
FY2023 - FY2032**

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Previous Construction Cost	Revised Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY2023 - FY2032								MPO Project Score	
												Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed	Cat 12 Strategic Priority Approved	Cat 12 Strategic Priority Proposed		
												\$1,950,486,878	\$2,043,406,932	\$916,895,477	\$1,083,560,278	\$717,123,838	\$1,060,306,786	\$1,144,033,483	\$1,742,665,442		
13069	0135-04-036	US 380	JCT US 380/Princeton Drive to CR 560	Reconstruct and widen 4 lane arterial to 8 lane freeway and construct 0 to 4/6 lane frontage roads	April 2023	September 2027	2028	US 380 breakout project; Staff previously placed Collin County North/South roadway placeholder funding on this section of US 380 as it includes a N/S roadway bridge at the lake; Project also includes \$60,000,000 of Collin County funds to complete the funding exchanges on the Panther Creek Parkway and McKinney National Airport runway projects approved by the RTC in November 2020; Project was awarded \$40,008,000 of Category 12 Strategic Priority funding via 2022 UTP	\$127,008,000	\$127,008,000	\$67,008,000	\$27,000,000	\$27,000,000			\$0	\$0	\$40,008,000	\$40,008,000	87.62	
13067	0135-02-065	US 380	Coit Road to JCT US 380/University Drive	Reconstruct 6 lane arterial to 6 lane freeway and add 0 to 4/6 lane frontage roads	December 2022	September 2027	2028	Breakout of larger US 380 project; Category 2 funding offset by reduction on CSJ 0135-03-053; Staff is proposing a funding exchange that would remove Category 2 funds from this project and replace them with Category 12 funds; Funding would be moved to a portion of the SE Connector project (TIP 55041.1/CSJ 0008-13-250) so it can be advanced prior to February 2023	\$165,692,800	\$165,692,800	\$165,692,800	\$120,000,000	\$0	\$45,692,800	\$45,692,800			\$0	\$120,000,000	69.40	
30006	0047-06-158	US 75	Dallas County Line to Bethany Drive	Remove HOV lanes and add technology lanes	September May-2022	December 2022	2023	Funded with \$27,000,000 of STBG funding; Project included on list in order to get TTC concurrence to proceed	\$12,018,135	\$27,000,000	\$0									94.24	
30007	0047-06-163	US 75	Bethany Drive to SH 121	Add technology lanes	September May-2022	December 2022	2023	Funded with \$13,500,000 of STBG funding; Project included on list in order to get TTC concurrence to proceed	\$7,018,135	\$13,500,000	\$0									91.62	
20084	0047-14-053	US 75	North of CR 370 to CR 375 (Grayson County Line)	Reconstruct and widen from 4 lane to 6 lane freeway and reconstruct existing 4 lane to 4/6 lane frontage roads	June 2012 (Actual)	September 2026	2027	MPO Milestone Policy Project (Round 2); TxDOT requested Category 12 Clear Lanes funding through 2023 UTP	\$58,953,568	\$63,727,119	\$63,727,119			\$17,597,275	\$17,597,275	\$0	\$46,129,844			91.35	
											Total Proposed Funding - Collin County								\$1,139,862,109		
Dallas County Projects																					
13000	1068-04-170	IH 30	Dallas County Line to SH 161	Reconstruct and widen from 6 to 8 general purpose lanes with 2 reversible express lanes and construct 0 to 4 lane continuous frontage roads; Modifications to SH 161 connections	March 2023	September 2027	2028	Project being implemented by the Fort Worth District, but using Dallas District Category 4 funding	\$11,000,000	\$16,000,000	\$16,000,000	\$0	\$5,000,000	\$11,000,000	\$11,000,000						88.54
13018	0581-02-146	IH 30	at SL 12	Construct direct connectors (Phase 1)	January 2023	August 2045	2045		\$250,000,000	\$301,896,000	\$0					\$0	\$0			76.19	
13030	0009-11-254	IH 30	IH 35E to IH 45	Reconstruct and widen 6 to 8/12 mainlanes and 0/6 lane discontinuous to 2/6 lane discontinuous frontage roads	December 2020 (Actual)	February 2025	2025	Project was awarded \$213,000,000 of Category 12 Strategic Priority funding and \$62,000,000 of S111 funding in the 2020 UTP; The RTC funded an effort that would look at design elements needed to accommodate automated and electric vehicles along this corridor (first in the country; TIP 21079/CSJ 0918-47-385); Design would be funded with \$2,000,000 STBG and \$2,000,000 of TTC funding for the entire IH 30 corridor; Project was awarded an additional \$101,538,342 of Category 12 funding in 2022 UTP; Project also has Category 1 funds to cover any funding gap	\$451,538,342	\$466,684,007	\$451,538,342	\$0	\$0			\$126,538,342	\$25,000,000	\$325,000,000	\$426,538,342	81.67	
13043.2	0009-11-259	IH 30	IH 635 to Bass Pro Drive (in Garland)	Operational improvements and bottleneck removal	March 2023	August 2029	2029	Funding moved to breakout project (CSJ 0009-11-252); The RTC funded an effort that would look at design elements needed to accommodate automated and electric vehicles along this corridor (first in the country; TIP 21079/CSJ 0918-47-385); Design would be funded with \$2,000,000 STBG and \$2,000,000 of TTC funding for the entire IH 30 corridor; TxDOT requested Category 12 Clear Lanes funding through 2023 UTP, but the full amount is not being awarded	\$70,507,801	\$177,415,824	\$88,707,912					\$0	\$88,707,912			80.71	

**10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Planned Projects
FY2023 - FY2032**

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Previous Construction Cost	Revised Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY2023 - FY2032								MPO Project Score	
												Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed	Cat 12 Strategic Priority Approved	Cat 12 Strategic Priority Proposed		
												\$1,950,486,878	\$2,043,406,932	\$916,895,477	\$1,083,560,278	\$717,123,838	\$1,060,306,786	\$1,144,033,483	\$1,742,665,442		
13043.1	0009-11-252	IH 30	IH 45 to Ferguson Rd	Reconstruct and widen from 8 to 10 general purpose lanes and reconstruct 4/6 discontinuous to 4 2/6 discontinuous frontage roads	April 2023	August 2032	2036	The RTC funded an effort that would look at design elements needed to accommodate automated and electric vehicles along this corridor (first in the country; TIP 21079/CSJ 0918-47-385); Design would be funded with \$2,000,000 STBG and \$2,000,000 of TTC funding for the entire IH 30 corridor; TxDOT requested Category 12 Clear Lanes funding through 2023 UTP, but the project is not being proposed for additional funding	\$1,108,449,456	\$1,049,886,905	\$25,000,000					\$25,000,000	\$25,000,000			77.40	
55253	0009-11-248	IH 30	at Bass Pro Drive	Reconstruct Interchange	September 2018 (Actual)	September 2026	2027	Staff proposes to add project to the 10-Year Plan	\$43,010,908	\$43,010,908	\$43,010,908	\$0	\$23,010,908	\$0	\$20,000,000						88.84
14032.2	0442-02-161	IH 35E	at Bear Creek Road	Construct intersection improvements including reconstructing existing 4 to 4 lane frontage roads with the addition of a Texas U-Turn and sidewalks	April 2019 (Actual)	February 2025	2025	Part of the 2022 SE Connector Category 2/STBG swap; Staff proposes to swap the existing STBG funds on this project for Category 2 funds (offset by reduction of Category 2 on TIP 55043/CSJ 2374-05-066) Project also has \$4,110,077 of CMAQ	\$8,419,982	\$7,721,708	\$3,611,631	\$0	\$3,611,631								78.38
54119.5	0442-02-162	IH 35E	Ellis County Line to Bear Creek Road	Construct interchange at SL 9 and IH 35E	November 2017 (Actual)	September 2023	2023	Project also has \$583,000 of STBG funds	\$13,245,644	\$13,755,092	\$12,662,644	\$12,662,644	\$12,662,644								89.30
55061	0196-03-199	IH 35E	IH 30 to North of Oak Lawn Avenue	Reconstruct 10 to 10/11 general purpose lanes, and reconstruct 4/6 discontinuous to 2/6 lane discontinuous frontage roads and 2/4 to 2/4 collector distributor lanes	July 2005 (Actual)	August 2045	2045		\$428,320,000	\$412,374,508	\$0										72.81
55062	0196-03-266	IH 35E	North of Oak Lawn Avenue to SH 183	Reconstruct 10 to 11/12 general purpose lanes, and reconstruct existing 4/6 to 4/6 lane frontage roads	August 2021	August 2045	2045		\$636,480,000	\$556,200,000	\$0										68.59
55094	0442-02-159	IH 35E	US 67 to Ann Arbor Ave	Construct 0 to 1 reversible express lane	TBD	August 2045	2045	Funding was previously removed from this project	\$0	\$0	\$0										74.33
55163	2374-01-192	IH 635	SL 354 (Denton Drive) to BNSF RR	Construction of ultimate IH 35E/IH 635 interchange, including 8/10 to 8/12 general purpose lanes, 4 discontinuous to 4/6 continuous frontage roads, and 4 to 4 concurrent managed lanes	January 2023	August 2045	2045		\$400,000,000	\$400,000,000	\$0										77.58
55164	2374-07-075	IH 635	West of Luna Road to BNSF RR	Reconstruct and widen 10 to 12 general purpose lanes, 0 to 4 concurrent managed lanes, and 4 to 4/6 continuous frontage roads; Reconstruction of IH 35E/IH 635 interchange	January 2023	August 2045	2045		\$80,000,000	\$80,000,000	\$0										78.18
55294	2374-01-195	IH 635	at US 75	Operational improvements	June 2024 2023	August 2028	2028	TxDOT requested Category 12 Clear Lanes funding through 2023 UTP, but the project is not being proposed for funding	\$43,680,000	\$43,680,000	\$0					\$0	\$0				79.21
53198	0094-07-044	SH 183	1 mile East of Loop 12 to West end of Elm Fork Trinity River Bridge	Reconstruct existing 8 general purpose lanes, 2 to 4 concurrent Managed Lanes, and 4/6 discontinuous to 6/8 lane continuous frontage roads (Ultimate)	TBD	August 2045	2045	Funding previously moved to TIP 11527	\$0	\$0	\$0										71.09
54072	0094-07-045	SH 183	West End of Elm Fork Trinity River Bridge to West of IH 35E	Reconstruct and widen 6/8 to 6/8 general purpose lanes, and reconstruct 4/6 lane discontinuous to 4/8 lane continuous frontage roads (Ultimate)	TBD	August 2045	2045	Funding previously moved to TIP 11527	\$0	\$0	\$0										68.99
TBD	TBD	SH 183	SH 161 to Story Road	Construct 6 to 8 general purpose lanes and 2 to 6 concurrent managed lanes	TBD	TBD	TBD	Project to be funded by the private sector	\$360,000,000	\$360,000,000	\$0										72.81
TBD	TBD	SH 183	PGBT Western Extension (SH 161) to SL 12					Funding previously moved to TIP 53003 and 11527	\$0	\$0	\$0										65.95
TBD	TBD	SH 183	SL 12 to SH 114					Funding previously moved to TIP 11527	\$0	\$0	\$0										65.95

**10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Planned Projects
FY2023 - FY2032**

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Previous Construction Cost	Revised Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY2023 - FY2032								MPO Project Score	
												Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed	Cat 12 Strategic Priority Approved	Cat 12 Strategic Priority Proposed		
												\$1,950,486,878	\$2,043,406,932	\$916,895,477	\$1,083,560,278	\$717,123,838	\$1,060,306,786	\$1,144,033,483	\$1,742,665,442		
55112	0353-05-120	SL 12	At Skillman	Reconstruct grade separation	March 2025	September 2030	2031	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project has \$1,116,185 of Category 1 funding; Funding previously moved to CSJ 0047-04-031; Discussions underway between City of Dallas, TxDOT and NCTCOG regarding project scope; Once scope discussions have concluded, funding will be re-evaluated	\$19,264,001	\$18,000,000	\$0									78.89	
55014.2	0261-02-081	US 67	At Lake Ridge Parkway	Construct interchange	February 2021 (Actual)	March 2027	2027	Project split out from TIP 55014/CSJ 0261-01-041	\$27,487,146	\$21,863,251	\$21,863,251	\$4,421,204	\$21,863,251								64.93
30005	0047-07-232	US 75	IH 635 to Collin County Line	Remove HOV lanes and add technology lanes	September 2022	December 2022	2023	Funded with \$16,500,000 of STBG funding; Project included on list in order to get TTC concurrence to proceed	\$12,018,135	\$16,500,000	\$0										92.85
53110.2	2374-02-162	IH 635	At US 80	Reconstruct existing interchange	April 2020 (Actual)	September 2026	2027	\$90,000,000 previously moved from TIP 53110/CSJ 0095-02-096 and \$10,350,386 moved from TIP 53109/CSJ 0095-02-107 to this breakout project; TxDOT requested Category 12 Clear Lanes funding through 2023 UTP (offset by decrease on TIP 53110/CSJ 0095-02-096)	\$210,426,225	\$165,723,364	\$164,173,306			\$100,350,386	\$100,350,386	\$0	\$63,822,920				74.65
53109	0095-02-107	US 80	East of Town East Blvd. to East of Belt Line Road	Reconstruct and widen 4 to 6/8 mainlanes and 2/4/6 to 4/6 lane continuous frontage roads and reconstruct IH 635 interchange	April 2020 (Actual)	September 2026	2027	TxDOT and City of Mesquite discussing specific early action "breakout" projects to utilize this funding; \$10,350,386 previously moved to TIP 53110/CSJ 2374-02-162	\$94,649,614	\$94,649,614	\$94,649,614			\$94,649,614	\$94,649,614	\$0	\$0				82.45
53110	0095-02-096	US 80	East of Belt Line Road to Lawson Road	Reconstruct and widen 4 to 6 mainlanes and 4 to 4/6 lane continuous frontage roads	April 2020 (Actual)	September 2027	2028	Project split out from TIP 53109; TxDOT and City of Mesquite discussing specific early action "breakout" projects to utilize this funding; Category 4 funding reduced and moved to CSJ 2374-02-162; Project awarded \$103,240,838 of Category 12 Clear Lanes funding via the 2022 UTP; \$63,822,920 of Category 12 funds to be moved to TIP 53110.2/CSJ 2472-02-162	\$206,481,677	\$213,217,788	\$213,217,788			\$10,000,000	\$173,799,870	\$103,240,838	\$39,417,918				79.95
55295	0095-02-125	US 80	East of Town East Blvd. to East of Gus Thomasson Road	Reconstruct and widen 4 to 6 mainlanes and 2/6 to 4/6 lane frontage roads	April 2020 (Actual)	September 2028	2029	TxDOT requested Category 12 Clear Lanes funding through 2023 UTP, but the full amount is not being proposed	\$46,740,796	\$46,740,796	\$23,370,398					\$0	\$23,370,398				65.12
53108	0095-10-033	US 80	IH 30 to East of Town East Blvd	Reconstruct and widen 4 to 6 mainlanes and 2/6 to 4/6 lane continuous frontage roads	April 2020 (Actual)	September 2028	2029	Staff proposes to add project to the 10-Year Plan	\$66,972,608	\$75,833,527	\$75,833,527	\$0	\$37,916,764	\$0	\$37,916,763	\$0	\$0				75.63
Total Proposed Funding - Dallas County																			\$1,233,639,321		
Denton County Projects																					
TBD	0081-05-049	Greenbelt/ Regional Outer Loop	At FM 428	TBD	TBD	TBD	TBD	Category 2 funding previously moved to TIP 13036/CSJ 0009-12-219; Project will be funded in a future 10-Year Plan update; Staff is proposing a funding exchange that would remove \$2,516,336 of \$50,000,000 of proposed Category 2 funds and replace them with Category 12 funds; Funding would be moved to the Southeast Connector project (TIP 55041.1/CSJ 0008-13-250) so it can be advanced prior to February 2023; Instead of funding this project, TxDOT has proposed to increase the amount of the swap on TIP 13070 by \$2,516,336; Remaining requested Category 2 funding not being picked up by TxDOT due to insufficient available funding	\$50,000,000	\$50,000,000	\$0	\$0	\$0							59.61	
13033.3	0195-03-090	IH 35	IH 35W to US 380	Reconstruct interchange and 4 to 4/8 lane frontage roads	January 2012 (Actual)	September 2023	2024	Project awarded Category 12 Strategic Priority funding via the 2020 UTP; \$8,812,906 of Category 12 funding previously moved to CSJ 0195-03-099; Project also has Category 1 funds to cover any funding gap	\$130,812,652	\$132,618,985	\$130,812,652							\$130,812,652	\$130,812,652		82.76

**10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Planned Projects
FY2023 - FY2032**

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Previous Construction Cost	Revised Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY2023 - FY2032								MPO Project Score	
												Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed	Cat 12 Strategic Priority Approved	Cat 12 Strategic Priority Proposed		
												\$1,950,486,878	\$2,043,406,932	\$916,895,477	\$1,083,560,278	\$717,123,838	\$1,060,306,786	\$1,144,033,483	\$1,742,665,442		
55197	0195-02-074	IH 35	US 77 (North of Denton) to South of Belz Road	Reconstruct and widen 4 to 6 lane rural freeway with ramp modifications and reconstruct and widen 4 to 4/6 lane frontage roads	November 2019 (Actual)	December 2025	2026	New project awarded Category 12 Strategic Priority funding via the 2020 UTP; Project also has \$30,664,453 of Category 11 funding; \$196,670,000 of Category 12 funds moved to TIP 55197.2/CSJ 0195-02-081 in the 2022 UTP	\$484,846,537	\$469,590,468	\$469,590,468			\$131,202,084	\$146,610,468			\$322,980,000	\$322,980,000	90.11	
55197.2	0195-02-081	IH 35	South of Belz Road to Cooke County Line	Reconstruct and widen 4 to 6 lane rural freeway with ramp modifications and reconstruct and widen 4 to 4/6 lane frontage roads	October 2019 (Actual)	December 2024	2025	Project split out from TIP 55197/CSJ 0105-02-074; \$196,670,000 Category 12 funds moved to this project from TIP 55197/CSJ 0195-02-074 via the 2022 UTP	\$196,670,000	\$144,618,810	\$196,670,000							\$196,670,000	\$196,670,000	90.11	
55198	0195-03-087	IH 35	US 380 to US 77 North of Denton	Reconstruct and widen 4 to 6 lane rural freeway with ramp modifications and 4 to 4/6 lane frontage roads	November 2019 (Actual)	September 2023	2024	Project awarded \$79,709,425 of Category 12 Strategic Priority and \$100,000,000 of Category 12 Clear Lanes funding via the 2020 UTP	\$223,357,330	\$223,357,330	\$223,357,330			\$43,647,905	\$43,647,905	\$100,000,000	\$100,000,000	\$79,709,425	\$79,709,425	79.11	
13033	0196-02-124	IH 35E	FM 407 to Dallas County Line	Reconstruct and convert 2 reversible to 4 concurrent managed lanes; Reconstruct 6 to 8 collector-distributor lanes (Dallas C/L to SH 121); Reconstruct 8 to 8 general purpose lanes (SH 121 to FM 407); Reconstruct 2/6 to 2/8 continuous frontage (FM 407 to SRT/SH 121); and reconstruct 4/6 to 2/6 continuous frontage from (SRT/SH 121 to Dallas C/L)	TBD	August 2045	2045	Some funding previously moved to TIP 13033.2/CSJ 0196-02-127 and TIP 13033.4/CSJ 0196-02-126; Remaining Category 2 funding moved to IH 35E at Lake Sharon/Dobbs/Corinth project through 2020 10-Year Plan Update; Denton Priority Project #1	\$745,933,304	\$745,933,304	\$0	\$0	\$0							78.82	
13033.1	0196-02-128	IH 35E	At FM 1171/Main Street	Reconstruct grade separation and existing 4 to 4 lane frontage roads	March 2013 (Actual)	January 2023	2023	Project added to the 10-Year Plan via 2020 UTP; Increased Category 2 funding offset by reduction on TIP 25033.2/CSJ 0196-02-125 (2020 10-Year Plan Update); Denton Priority Project #3	\$45,022,538	\$62,438,273	\$62,438,273	\$45,022,538	\$62,438,273							78.08	
13033.2	0196-02-127	IH 35E	At Business 121	Reconstruct grade separation and existing 4 to 4 lane frontage roads	March 2013 (Actual)	January 2025	2025	Project added to the 10-Year Plan via 2020 UTP; Increased Category 2 funding offset by reduction on TIP 25033.2/CSJ 0196-02-125 (2020 10-Year Plan Update); Denton Priority Project #4	\$96,444,954	\$96,444,954	\$96,444,954	\$96,444,954	\$96,444,954							82.90	
13033.4	0196-02-126	IH 35E	At Corporate Drive	Reconstruct grade separation and existing 4 to 4 lane frontage roads	March 2013 (Actual)	January 2025	2025	Project added to the 10-Year Plan via 2020 UTP; Increased Category 2 funding offset by reduction on TIP 25033.2/CSJ 0196-02-125 (2020 10-Year Plan Update); Denton Priority Project #5	\$79,809,723	\$79,809,723	\$79,809,723	\$79,809,723	\$79,809,723							81.45	
13033.6	0195-03-099	IH 35E	North Texas Blvd to IH 35W	Reconstruct interchange and existing 4 to 4/6 lane frontage roads (facility transition area)	October 2019 (Actual)	September 2023	2024	Project split out from TIP 13033.3/CSJ 0195-03-090; Category 12 funding previously moved from TIP 13033.3/CSJ 0195-03-090	\$43,821,225	\$75,215,234	\$75,215,234	\$35,008,319	\$35,008,319	\$0	\$31,394,099			\$8,812,906	\$8,812,906	71.42	
25033.2	0196-02-125	IH 35E	Turbeville Road to FM 407	Reconstruct existing 4 general purpose lanes (NB only); Widen and convert 2 lane reversible to 4 lane concurrent managed lanes; Widen 4/6 lane continuous to 4/8 lane continuous frontage roads	February 2019 (Actual)	May 2028	2028	Funding previously moved to TIP 13033.4/CSJ 0196-02-126 and TIP 13033.1/CSJ 0196-02-128; Remaining Category 2 funding moved to TIP 13033.1/CSJ 0196-02-128, TIP 13033.2/CSJ 0196-02-127, TIP 13033.4/CSJ 0196-02-126, TIP 25033.3/CSJ 0196-01-109, and IH 35E at Lake Sharon/Dobbs/Corinth projects through 2020 10-Year Plan Update	\$671,000,928	\$671,000,928	\$0										76.34
25033.3	0196-01-109	IH 35E	South of Mayhill Road to South of SL 288	Reconstruct grade separation and existing 4 to 4 lane frontage roads	March 2013 (Actual)	June 2025	2025	Split from TIP 25033.2/CSJ 0196-02-125; Increased Category 2 funding offset by reduction on TIP 25033.2/CSJ 0196-02-125 (2020 10-Year Plan Update)	\$72,094,705	\$95,229,619	\$95,229,619	\$72,094,705	\$95,229,619							89.53	

**10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Planned Projects
FY2023 - FY2032**

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Previous Construction Cost	Revised Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY2023 - FY2032						MPO Project Score		
												Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed		Cat 12 Strategic Priority Approved	Cat 12 Strategic Priority Proposed
												\$1,950,486,878	\$2,043,406,932	\$916,895,477	\$1,083,560,278	\$717,123,838	\$1,060,306,786		\$1,144,033,483	\$1,742,665,442
13033.5	0196-01-113	IH 35E	at Lake Sharon Drive/Dobbs Road	Construct interchange	March 2013 (Actual)	January 2028	2028	Denton Priority Project #6; \$34,014,485 of Category 2 funding offset by reduction on TIP 25033.2/CSJ 0196-02-125 (2020 10-Year Plan Update) and TIP 13033/CSJ 0196-02-124; Category 2 funding previously decreased and moved to TIP 13033.1/CSJ 0196-02-128 and TIP 13033.2/CSJ 0196-02-127 and TIP 25033.3/CSJ 0196-01-109; Staff is proposing a funding exchange that would remove Category 2 funds from this project and replace them with Category 12 funds; Funding would be moved to a portion of the Southeast Connector project (TIP 55041.1/CSJ 0008-13-250) so it can be advanced prior to February 2023	\$65,059,297	\$61,486,864	\$61,486,864	\$3,735,754	\$0				\$0	\$61,486,864	68.29	
30001	N/A	IH 35E	TBD	Phase 2 Placeholder	TBD	TBD	TBD	Part of the Loop 9 Category 2/STBG swap approved by the RTC in October 2021; Funding will be placed on a project in a future 10-Year Plan Update; Project also has \$10,574,366 of CMAQ funding	TBD	TBD	\$0	\$0	\$0						N/A	
55230	0081-13-058	IH 35W	Tarrant County Line to SH 114	Reconstruct and widen 4 lane rural to 6 lane urban freeway	August 2022	September 2035	2036		\$90,000,000	\$90,000,000	\$0					\$0	\$0		91.84	
55242	0081-13-050	IH 35W	SH 114 to IH 35W/IH 35E Interchange	Widen and reconstruct 4 lane rural to 6 lane urban freeway	August 2022	September 2035	2036		\$338,580,457	\$338,580,457	\$0					\$0	\$0		86.73	
55259	0081-13-065	IH 35W	Dale Earnhardt Way to South of IH 35E/IH 35W Interchange	Reconstruct 2 lane discontinuous to 4/6 lane discontinuous frontage roads	July 2020 (Actual)	September 2028	2029	TxDOT requested Category 12 Clear Lanes funding through 2023 UTP, but the full amount is not being proposed	\$376,973,505	\$376,973,505	\$188,486,753					\$0	\$0	\$0	\$188,486,753	86.76
55235	0353-02-037	SH 114	East of IH 35W to BUS 114K	Construct 0 to 6 main lanes; Reconstruct and widen 4 to 4/6 lane frontage roads	August 2020 (Actual)	August 2028	2028	Part of the Loop 9 Category 2/STBG swap approved by the RTC in October 2021	\$84,372,179	\$64,977,102	\$64,977,102	\$30,000,000	\$64,977,102			\$0	\$0			93.14
55260	0353-09-003	SH 114	BUS 114K to West of US 377	Construct 0 to 6 main lanes; Reconstruct and widen 4 to 4/6 lane frontage roads	August 2020 (Actual)	August 2025	2025		\$20,467,084	\$26,284,562	\$26,284,562	\$20,467,084	\$26,284,562							93.17
Total Proposed Funding - Denton County																		\$1,770,803,624		
Ellis County Projects																				
14028	0172-12-007	BUS 287S	On BUS 287S/Ennis Ave at UP Railroad	Construct grade separation at the intersection of BUS 287/Ennis Ave and the UPRR Line	December 2022	September 2024	2025	Part of the 2022 SE Connector Category 2/STBG swap; Staff proposes to swap the existing STBG funds on this project for Category 2 funds (offset by reduction of Category 2 on TIP 55043/CSJ 2374-05-066); Project also has \$2,500,000 of Category 11 funding and \$2,000,000 of local funding	\$17,000,000	\$17,000,000	\$12,500,000	\$0	\$12,500,000							67.56
13020	1394-02-027	FM 1387	Midlothian Parkway to FM 664	Reconstruct and widen from 2 lane undivided rural to 4 lane urban divided (6 lane ultimate)	October 2023	March 2026	2026		\$26,260,060	\$85,642,500	\$25,000,000	\$25,000,000	\$25,000,000							70.00
13028	1051-01-052	FM 664	FM 1387 to Westmoreland Road	Reconstruct and widen 2 lane rural to 4 lane divided urban roadway (Ultimate 6 lane)	September 2020 (Actual)	July 2028	2028	Cost increase is not being funded at this time due to insufficient available funding	\$46,661,591	\$45,151,680	\$32,145,761	\$32,145,761	\$32,145,761							82.22
13035.1	1051-01-051	FM 664	IH 35E to West of Ferris Road	Reconstruct and widen 2/4 lane rural roadway to 6 lane divided urban	January 2020 (Actual)	September 2028	2029		\$108,694,468	\$114,038,581	\$114,038,581	\$25,000,000	\$114,038,581							81.42
13035.2	1051-03-001	FM 664	West of Ferris Road to IH 45	Realign existing 2 lane rural undivided roadway to 6 lane urban roadway	January 2020 (Actual)	September 2025	2026	Breakout of TIP 13035.1/CSJ 1051-01-051	\$46,972,575	\$48,233,671	\$48,233,671	\$10,000,000	\$48,233,671							71.72
13034	0442-03-042	IH 35E	At FM 664	Reconstruct interchange	January 2020 (Actual)	September 2023	2024	Project also has Category 1 funds for any funding gap	\$49,432,235	\$50,853,008	\$49,432,235			\$49,432,235	\$49,432,235					78.12
54119.6	0442-03-044	IH 35E	Reese Drive to Dallas County Line	Construct interchange at Loop 9 and IH 35E	November 2017 (Actual)	September 2023	2024	Breakout of SL 9 project originally listed in Dallas County (TIP 54119/CSJ 2964-10-005); Part of the 2022 SE Connector Category 2/STBG swap; Staff proposes to swap the existing STBG funds on this project for Category 2 funds (offset by reduction of Category 2 on TIP 55043/CSJ 2374-05-066)	\$18,648,267	\$18,734,883	\$18,648,267	\$11,998,267	\$18,648,267							80.46
13029	0092-03-053	IH 45	At FM 664	Construct interchange	January 2020 (Actual)	September 2027	2028	Project was awarded Category 12 Strategic Priority funding via the 2019 UTP; Project also has \$4,486,132 of Category 1 funding	\$62,648,178	\$62,648,178	\$62,648,178	\$28,648,178	\$28,648,178					\$34,000,000	\$34,000,000	76.70
55014	0261-01-041	US 67	At Lake Ridge Parkway	Construct interchange	February 2021 (Actual)	March 2027	2027	Project added to the 10-Year Plan via 2020 UTP	\$30,694,054	\$30,694,054	\$30,694,054	\$30,694,054	\$30,694,054							64.93
Total Proposed Funding - Ellis County																		\$393,340,747		

**10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Planned Projects
FY2023 - FY2032**

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Previous Construction Cost	Revised Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY2023 - FY2032								MPO Project Score									
												Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed	Cat 12 Strategic Priority Approved	Cat 12 Strategic Priority Proposed										
												\$1,950,486,878	\$2,043,406,932	\$916,895,477	\$1,083,560,278	\$717,123,838	\$1,060,306,786	\$1,144,033,483	\$1,742,665,442										
Kaufman County Projects																													
83284	0751-05-001	FM 148	South of FM 3039 to US 175	Realign existing 2 lane rural undivided roadway to 2 lane rural undivided roadway	June 2019 (Actual)	September 2026	2027	Staff proposes to add project to the 10-Year Plan; Includes \$5,000,000 of Kaufman County funding	\$10,000,000	\$10,014,472	\$5,014,472	\$0	\$5,014,472							64.61									
13074.1	0697-03-033	FM 429	US 80 to South of US 80	Realign FM 429 with at-grade crossing in order to construct UPRR siding track nearby and to remove offset intersection of US 80 and FM 429	February 2024	August 2028	2028	Part of the Loop 9 Category 2/STBG swap approved by the RTC in October 2021; Project also has local funds for any funding gap	\$5,000,000	\$5,600,000	\$5,000,000	\$0	\$5,000,000								62.29								
13074.2	1089-02-019	FM 429	US 80 to North of US 80	Realign FM 429 with at-grade crossing in order to construct UPRR siding track nearby and to remove offset intersection of US 80 and FM 429	February 2024	August 2028	2028	Part of the Loop 9 Category 2/STBG swap approved by the RTC in October 2021; Project is not being funded at this time due to insufficient available funding; Funding swap will be completed in a future UTP.	\$6,539,788	\$6,539,788	\$0	\$0	\$0								62.29								
55111	2588-01-017	FM 548	Windmill Farms Blvd to South of SH 205 (Rockwall County Line)	Widen and reconstruct 2 lane rural to 4 lane urban divided (6 lane ultimate)	July 2019 (Actual)	March 2029	2029		\$39,613,924	\$40,810,691	\$8,448,796	\$8,448,796	\$8,448,796								80.78								
55111.2	2588-01-022	FM 548	North of US 80 to Windmill Farms Blvd	Widen and reconstruct 2 lane rural to 6 lane urban divided	July 2019 (Actual)	March 2026	2026	Project split out from TIP 55111/CSJ 2588-01-017	\$64,419,678	\$60,525,955	\$60,525,955	\$49,551,204	\$60,525,955								80.78								
13077	0197-03-078	US 175	West of FM 148 Bypass to East of FM 148 Bypass	Construct 4 lane divided highway and 2 lane frontage road	April 2020 (Actual)	September 2026	2027	Staff proposes to add project to the 10-Year Plan	\$28,763,522	\$28,763,522	\$28,763,522	\$0	\$28,763,522								64.93								
Total Proposed Funding - Kaufman County																			\$107,752,745										
Rockwall County Projects																													
13017	2588-02-008	FM 548	S of SH 205 (Kaufman County Line) to SH 205	Widen and reconstruct 2 lane rural to 4 lane divided urban roadway (Ultimate 6)	July 2019 (Actual)	March 2026	2026	Project also has \$2,400,000 of Category 1 funding	\$8,592,968	\$8,844,467	\$6,200,000	\$6,200,000	\$6,200,000								78.71								
13036	0009-12-219	IH 30	SH 205 to West of FM 2642 (Hunt County Line)	Reconstruct & widen 4 to 6 main lanes; Reconstruct & widen 4 to 4/6 lane continuous frontage roads; Construct new & reconstruct existing interchanges; Ramp modifications; Pedestrian improvements	March 2019 (Actual)	November 2022	2023	Project awarded Category 12 Clear Lanes funding via the 2020 UTP; Project also has \$50,000,000 of CMAQ funds	\$304,603,781	\$304,603,782	\$254,603,781	\$76,783,395	\$76,783,395		\$177,820,386	\$177,820,386					80.07								
55195	0009-12-220	IH 30	Dalrock Road to East of Horizon Road	Construct 0/4 to 4/6 lane frontage roads; Reconstruct Horizon Road interchange and ramp modifications	March 2019 (Actual)	October 2022	2023	Split from TIP 13036/CSJ 0009-12-219; Project awarded Category 12 Clear Lanes funding via the 2020 UTP; Project also has Category 1 funds for any funding gap	\$178,424,272	\$178,959,638	\$178,424,272			\$32,000,000	\$32,000,000	\$146,424,272	\$146,424,272				81.35								
55221	0009-12-215	IH 30	Dalrock Road to SH 205	Add shoulder; Reconstruct and widen 6 to 8 mainlanes; Reconstruct 4/6 lane discontinuous to 4/6 lane continuous frontage roads; Ramp modifications and interchange at FM 740	March 2019 (Actual)	October 2022	2023	Project awarded Category 12 Clear Lanes funding via the 2020 UTP	\$93,302,686	\$93,302,686	\$93,302,686	\$55,202,686	\$55,202,686		\$38,100,000	\$38,100,000					83.74								
13038	0451-05-003	SH 205	JCT SH 205/John King (South Goliad Street) to JCT SH 205/John King (North Goliad Street)	Widen 4 to 6 lane divided urban roadway	January 2020 (Actual)	April 2026	2026	Project split out from TIP 55074	\$37,352,578	\$37,352,577	\$37,352,577	\$24,032,505	\$37,352,577								83.19								
55074	0451-04-025	SH 205	JCT SH 205/John King (North Goliad Street) to North of John King (Collin County Line)	Widen 2 lane rural highway to 4 lane divided (6 lane ultimate)	January 2020 (Actual)	April 2026	2026		\$6,206,000	\$6,206,000	\$6,206,000	\$5,525,459	\$6,206,000								88.75								
Total Proposed Funding - Rockwall County																			\$576,089,316										
Various County Projects																													
11618.2	0918-00-341	VA	Regional Mobility Assistance Patrol (Dallas District)	Mobility Assistance Patrol that provides assistance to stranded motorists due to vehicle problems or non-injury accidents	N/A	September 2022	2023	Additional funds would pay for a proposed expansion of this program; Includes \$4,387,500 of STBG; Project was awarded \$1,696,500 of Category 12 Strategic Priority funds in the 2022 UTP	\$6,084,000	\$6,084,000	\$1,696,500							\$1,696,500	\$1,696,500		N/A								
11618.2	0918-00-342	VA	Regional Mobility Assistance Patrol (Dallas District)	Mobility Assistance Patrol that provides assistance to stranded motorists due to vehicle problems or non-injury accidents	N/A	September 2023	2024	Additional funds would pay for a proposed expansion of this program; Includes \$4,575,000 of STBG; Project was awarded \$2,013,000 of Category 12 Strategic Priority funds in the 2022 UTP	\$6,588,000	\$6,588,000	\$2,013,000							\$2,013,000	\$2,013,000		N/A								
11618.2	0918-00-362	VA	Regional Mobility Assistance Patrol (Dallas District)	Mobility Assistance Patrol that provides assistance to stranded motorists due to vehicle problems or non-injury accidents	N/A	September 2024	2025	Additional funds would pay for a proposed expansion of this program; Includes \$4,725,000 of STBG; Project was awarded \$2,331,000 of Category 12 Strategic Priority funds in the 2022 UTP	\$7,056,000	\$7,056,000	\$2,331,000							\$2,331,000	\$2,331,000		N/A								
Total Proposed Funding - Various County																			\$6,040,500										
Total Category 2, 4, and 12 Funding										\$13,561,384,281		\$5,227,528,362		\$1,312,897,559		\$1,478,457,861		\$677,579,157		\$946,098,273		\$717,123,838		\$1,060,306,786		\$1,144,033,483		\$1,742,665,442	
Total Amount Remaining for Programming										\$702,411,076		\$637,589,319		\$564,949,071		\$239,316,320		\$137,462,005		\$0		\$0		\$0		\$0			
Total Allocation/Authorizations										\$5,929,939,438																			

10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District) - Planned Projects
FY 2023 - FY 2032

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Previous Construction Cost	Revised Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY 2023 - FY 2032						MPO Project Score		
												Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed		Cat 12 Strategic Priority Approved	Cat 12 Strategic Priority Proposed
												\$938,000,488	\$1,025,691,618	\$431,480,225	\$509,910,719	\$50,000,000	\$150,000,000		\$33,587,500	\$33,587,500
Hood County Projects																				
54018	0080-03-049	US 377	East of Brazos River Bridge to West of FM 51	US 377: Widen 4 lane to 6 lane (with a 4 lane transitional section at end with auxiliary lanes) with 0 to 4 lane discontinuous access roads and ramps; SH 144: Widen 4 lane undivided to 4/5 divided and intersection improvements; FM 51: Widen 2 lane undivided to 4 lane undivided	October 2023	September 2026	2027	Cost increase is not being funded at this time due to insufficient available funding	\$35,000,000	\$45,000,000	\$25,000,000	\$25,000,000	\$25,000,000						72.76	
Total Proposed Funding - Hood County																	\$25,000,000			
Johnson County Projects																				
13040	0747-05-043	FM 157	8th Street to North of County Road 108B	Realign roadway 2 lane rural to 2 lane urban with sidewalks and turn lanes	August 2021 (Actual)	May 2024	2024	Project split out from TIP 13041/CSJ 0747-05-042; Project also has Category 1 funds for any funding gap	\$7,641,619	\$6,956,984	\$6,700,000	\$6,700,000	\$6,700,000						78.10	
13041	0747-05-042	FM 157	US 67 to 8th Street	Reconstruct from 2 lane rural to 2 lane urban with sidewalks and turn lanes	August 2021 (Actual)	May 2024	2024		\$7,459,763	\$6,800,000	\$6,800,000	\$6,800,000	\$6,800,000						87.39	
54053	0747-05-035	FM 157	BU 287P to US 67	Realign and widen roadway from 2 to 4 lanes urban divided	June 2023	January 2027	2027		\$125,000,000	\$128,000,000	\$78,000,000	\$78,000,000	\$78,000,000						72.84	
11955.1	1181-02-033	FM 917	West of Ave F to Main Street	Construct railroad grade separation and realign FM 917	September 2023	September 2026	2027	Project also has Category 1 funds for any funding gap	\$10,000,000	\$10,005,122	\$10,000,000	\$10,000,000	\$10,000,000						77.01	
11955.2	1181-03-036	FM 917	South Main Street to East of SH 174	Construct railroad grade separation and realign FM 917	September 2023	September 2026	2027	Project split out from TIP 11955/CSJ 1181-02-033	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000						86.06	
13046	0014-03-088	IH 35W	Ricky Lane to US 67	Reconstruct interchange	October 2022	May 2025	2025		\$24,600,000	\$22,000,000	\$22,000,000			\$22,000,000	\$22,000,000				84.42	
14063	0019-01-146	SH 174	North of Elk Dr to Wicker Hill Rd	Widen from 4 to 6 lane rural divided with sidewalks	March 2023	October 2023	2024	Part of the 2022 SE Connector Category 2/STBG swap; Project also has \$900,000 of CMAQ funding; Staff proposes to swap existing STBG funds on this project for Category 2 funds (offset by reduction of Category 2 on TIP 55043/CSJ 2374 05-066); Project also has Category 1 funds for any funding gap	\$7,410,000	\$7,706,400	\$6,510,000	\$0	\$6,510,000						82.15	
Total Proposed Funding - Johnson County																	\$133,010,000			
Parker County Projects																				
14042	0717-01-025	FM 113	Old Millsap Rd to North of Old Millsap Rd	Realign FM 113 (2 to 2 lanes)	March 2024	September 2025	2026	Part of the 2022 SE Connector Category 2/STBG swap; Project also has \$1,400,000 of Category 1 funding; Staff proposes to swap existing STBG funds on this project for Category 2 funds (offset by reduction of Category 2 on TIP 55043/CSJ 2374 05-066)	\$600,000	\$600,000	\$600,000	\$0	\$600,000						71.72	
14041	0008-09-037	FM 1187	Maverick St to FM 5	Reconstruct and widen from 2 lanes (with center turn lane) to 4 lane (with center turn lane) urban roadway (6 lane ultimate); Intersection improvements including a roundabout	July 2023	August 2024	2024	A part of the 2022 SE Connector Category 2/STBG swap; Project also has \$1,290,000 of CMAQ funding; Staff proposes to swap existing STBG funds on this project for Category 2 funds (offset by reduction of Category 2 on TIP 55043/CSJ 2374 05-066)	\$6,440,000	\$6,440,000	\$5,150,000	\$0	\$5,150,000						78.61	
13054	0314-07-061	IH 20	FM 2552 to Bankhead Highway	Construct 0 to 4/6 westbound and eastbound frontage roads and U-turn bridges	August 2023	May 2029	2029	\$31,000,000 of Category 12 Strategic Priority funding awarded in the 2022 UTP	\$68,700,000	\$77,000,000	\$77,000,000			\$21,000,000	\$46,000,000	\$0	\$0	\$31,000,000	\$31,000,000	75.83
13061	0008-03-094	IH 20	IH 20/IH 30 Split to Tarrant/Parker County Line	Construct interchange at Walsh Ranch Parkway including auxiliary lanes	December 2022	May 2023	2023	Project split out from CSJ 1068-05-014; \$9,000,000 of Category 4 funds to be moved to TIP 13061.2/CSJ 0008-16-044; Project also has Category 1 funds for any funding gap	\$29,000,000	\$21,600,000	\$20,000,000			\$29,000,000	\$20,000,000				79.21	
13061.1	0008-03-133	IH 20	FM 1187/FM 3325 to IH 20/IH 30 Split	Reconstruct 2 to 2 lane frontage roads, construct continuous shared use path, construct new ramps on IH 20 between FM 1187/FM 3325 and IH 30, lower IH 20 main lanes at FM 1187/FM 3325 & westbound IH 20, lower IH 30 main lanes	December 2022	May 2023	2023	Project is a breakout of TIP 13061/CSJ 0008-03-094; TxDOT requested Category 12 Strategic Priority funding through 2023 UTP, but the project is not being proposed for Category 12 funds	\$30,000,000	\$30,000,000	\$30,000,000			\$0	\$30,000,000			\$0	\$0	79.21
21093.1	0008-03-131	IH 20	From FM 1187 to US 180	Reconstruct from 6 to 6 general purpose lanes and reconstruct and widen 4 continuous to 4/6 lane continuous frontage roads	May 2027	September 2034	2035	A part of the US 287 Category 2/STBG swap approved by the RTC on October 2021; \$588,436 of STBG to remain on the project; Funding swap will be completed in a future UTP	\$4,000,000	\$448,000,000	\$0	\$0	\$0						61.50	

Amounts only include Cat 2, 4, 12 funds
Green text indicates changes since July 2022 RTC meeting

**10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District) - Planned Projects
FY 2023 - FY 2032**

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Previous Construction Cost	Revised Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY 2023 - FY 2032								MPO Project Score	
												Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed	Cat 12 Strategic Priority Approved	Cat 12 Strategic Priority Proposed		
												\$938,000,488	\$1,025,691,618	\$431,480,225	\$509,910,719	\$50,000,000	\$150,000,000	\$33,587,500	\$33,587,500		
13062	1068-05-014	IH 30	IH 20/IH 30 Split to Tarrant/Parker County Line	Lower the mainline under Walsh Ranch Pkwy at IH 30	December 2022	May 2023	2023	Grouped project; TxDOT requested Category 12 Strategic Priority funding through 2023 UTP, <u>but will be funded with Category 4 funds instead</u>	\$10,000,000	\$17,000,000	\$17,000,000	\$0	\$8,500,000	\$6,000,000	\$8,500,000			\$0	\$0	78.99	
										Total Proposed Funding - Parker County								\$149,750,000			
Tarrant County Projects																					
21024	0718-02-076	FM 156	at Industrial Blvd	Construct intersection improvements including left and right turn lanes and sidewalks	May 2022 (Actual)	June 2023	2023	Part of the 2022 SE Connector Category 2/STBG swap; Staff proposes to swap the existing STBG funds on this project for Category 2 funding (offset by reduction of Category 2 on TIP 55043/CSJ 2374-05-066)	\$3,364,563	\$3,364,563	\$3,364,563	\$0	\$3,364,563							88.97	
11572	0902-48-579	US 81/US 287	at FM 3479/Harmon Rd/North Tarrant Parkway	Construct North Tarrant Parkway over US 81 with turnaround on eastside; Construct Harmon Rd over US 81	August 2022	November 2023	2024	Part of the 2022 SE Connector Category 2/STBG swap; Project also includes \$1,653,702 of local funding; Staff proposes to swap the existing STBG funds on this project for Category 2 funding (offset by reduction of Category 2 on TIP 55043/CSJ 2374-05-066)	\$14,474,805	\$12,821,102	\$12,821,102	\$0	\$12,821,102							100.00	
13061.2	0008-16-044	IH 20	Tarrant/Parker County Line to Markum Ranch Road	Construct new IH 20 interchange at Minor 1 (including auxiliary lanes)	December 2022	May 2023	2023	Project is a breakout of TIP 13061/CSJ 0008-03-094; Project also has Category 1 funds for any funding gap	\$22,400,000	\$22,400,000	\$20,000,000	\$0	\$5,000,000	\$0	\$15,000,000					78.10	
13019	0008-16-043	IH 20	At Chisholm Trail Parkway	Add northbound and southbound direct connect ramps	January 2025	September 2027	2028		\$31,085,095	\$31,085,095	\$31,085,095	\$31,085,095	\$31,085,095							63.16	
13027.1	2374-05-084	IH 20	Park Springs Blvd. to Dallas County Line	Reconstruct freeway from 8 to 10 lanes and 4/6/8 lane to 4/6/8 lane continuous frontage roads	June 2023	August 2031	2031	Split from IH 20 from US 287 to Park Springs Blvd; Funding previously moved to TIP 13027.2/CSJ 2374-05-093	\$365,000,000	\$365,000,000	\$0	\$0	\$0							76.01	
13027.2	2374-05-093	IH 20	Park Springs Blvd. to Dallas County Line	Construct continuous eastbound & westbound frontage roads on IH 20 from Park Springs to Cooper; On eastbound IH 20 exit to Bardin (frt rd) improve drainage due to commercial developments during storm events; Convert IH 20 eastbound ramps to Matlock, intersection improvements on Matlock & convert IH 20 westbound ramps to Great Southwest Parkway	October 2023	September 2026	2027	\$50,000,000 of Category 2 funding previously offset by a reduction on TIP 13027.1/CSJ 2374-05-084; <u>Cost increase is not being funded at this time due to insufficient available funding</u>	\$111,607,149	\$80,000,000	\$50,000,000	\$50,000,000	\$50,000,000					\$0	\$0	76.01	
55043.1	2374-05-094	IH 20	Little Road to Park Springs	Reconstruct and widen from 8 to 10 general purpose lanes, 4/6 discontinuous lanes to 4/8 continuous frontage road lanes; Add shared-use path and sidewalks	September 2020 (Actual)	September 2031	2032	Project is a breakout of TIP 55043/CSJ 2374-05-066; Project is part of the Southeast Connector project; TxDOT requested Category 12 funding through 2023 UTP	\$224,000,000	\$224,000,000	\$100,000,000					\$0	\$100,000,000			82.70	
13002	1068-01-230	IH 30	IH 820 to Chisholm Trail Parkway	Reconstruct from 6 to 8 mainlanes; Reconstruct 2/8 lane to 2/8 lane discontinuous frontage roads and convert 2 way frontage road sections to one way eastbound and westbound (1 lane to 2 lane discontinuous)	January 2024	September 2027	2028	Category 2 funding moved to TIP 55045/CSJ 0008-13-206; Project will be re-funded in a future 10-Year Plan update; TxDOT requested Category 12 Clear Lanes funding through 2023 UTP, but project is not being proposed for funding by the TTC	\$130,000,000	\$130,000,000	\$0	\$0	\$0			\$0	\$0			73.24	
13003	1068-01-214	IH 30	SS 580 (East of Linkcrest Drive) to IH 820	Reconstruct 4 to 6 main lanes; Reconstruct 4 lane discontinuous frontage to 4/6 lane continuous frontage roads; Reconstruct SS 580 interchange	June 2022	March 2024	2024	\$50,000,000 of Category 12 Texas Clear Lanes funding awarded in the 2022 UTP	\$140,000,000	\$140,000,000	\$140,000,000	\$0	\$0	\$90,000,000	\$90,000,000	\$50,000,000	\$50,000,000			79.63	
TBD	1068-02-072	IH 30	East of IH 35W to Cooper Street	Widen 6 to 8/10 general purpose lanes	January 2025	September 2032	2033	Project will be funded in a future 10-Year Plan Update	\$1,000,000,000	\$1,000,000,000	\$0	\$0	\$0							60.78	
13001	1068-02-147	IH 30	West of Cooper Street to Dallas County Line	Reconstruct and widen 6 to 8 general purpose lanes, convert 2 concurrent managed lanes to 2/3 concurrent managed lanes, and reconstruct existing 4/6 to 4/6 discontinuous frontage road lanes	August 2022	September 2027	2028	TxDOT to build safety barriers into managed lane design	\$146,300,000	\$197,820,000	\$197,820,000	\$0	\$42,180,000	\$127,820,000	\$155,640,000						80.82
TBD	0014-02-055	IH 35W	North of IH 20 to South of SH 174	IH 20 Interchange operational improvements	August 2023	September 2027	2028	TxDOT requested Category 12 Clear Lanes funding through 2023 UTP, but project is not being proposed for funding by the TTC	\$75,000,000	\$75,000,000	\$0				\$0	\$0	\$0	\$0		83.01	

Amounts only include Cat 2, 4, 12 funds
Green text indicates changes since July 2022 RTC meeting

10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District) - Planned Projects
FY 2023 - FY 2032

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Previous Construction Cost	Revised Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY 2023 - FY 2032						MPO Project Score		
												Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed		Cat 12 Strategic Priority Approved	Cat 12 Strategic Priority Proposed
												\$938,000,488	\$1,025,691,618	\$431,480,225	\$509,910,719	\$50,000,000	\$150,000,000		\$33,587,500	\$33,587,500
55041.1	0008-13-250	IH 820	Ramey Ave to Brentwood Stair Road	Reconstruct and widen freeway from 4/8 to 8 main lanes and 4/6 discontinuous frontage road lanes to 4/6 continuous frontage road lanes and remove 4 to 0 collector distributor lanes; Add shared-use path and sidewalks	September 2020 (Actual)	September 2022	2023	Project is a breakout of TIP 55041/CSJ 0008-13-125; Project is part of the Southeast Connector project; Staff proposes to transfer Category 2 funds from several projects (TIP 13070/CSJ 0135-15-002, TIP 13067/CSJ 0135-02-065, TIP 13033.5/CSJ 0196-01-113, and FM 428 at Greenbelt) to this project in order to fully fund it	\$468,000,000	\$468,000,000	\$468,000,000	\$0	\$468,000,000						81.89	
13005.1	0008-14-132	IH 820	Navajo Trail/Cahoba Drive to Marine Creek Parkway	Relocate ramps, realign frontage roads, add bridges	February 2026	January 2028	2028	Project is a breakout of TIP 13005/CSJ 0171-05-068	\$20,000,000	\$20,000,000	\$20,000,000	\$20,000,000	\$20,000,000						86.84	
21022	0008-13-248	IH 820	at Trinity Railway Express Line from North of Trinity Blvd to South of SH 10	Reconstruct northbound 2 to 2 general purpose lanes and approaches	January 2023	May 2023	2023	Part of the US 287 Category 2/STBG swap approved by the RTC in October 2021; Staff proposes to move \$18,000,000 of Category 2 funding from TIP 13063/CSJ 0014-15-078 to this project to partially complete US 287 Category 2/STBG swap from 2021 10-Year Plan	\$18,000,000	\$18,000,000	\$18,000,000	\$0	\$18,000,000						90.75	
13056	0008-05-029	Lancaster Avenue/ SH 180	IH 35W to Tierney Road	Reconstruct roadway 6 to 6 lanes with pedestrian improvements	January 2023	September 2026	2027	Project has a \$5,000,000 commitment from City of Fort Worth	\$42,500,000	\$42,500,000	\$37,500,000	\$37,500,000	\$37,500,000						80.42	
13057	0008-06-052	Lancaster Avenue/ SH 180	Tierney Road to IH 820	Reconstruct roadway 6 to 6 lanes with pedestrian improvements	January 2023	September 2026	2027	Split from TIP 13056; Project has a \$5,000,000 commitment from City of Fort Worth	\$17,500,000	\$17,500,000	\$12,500,000	\$12,500,000	\$12,500,000						79.36	
13064	0094-05-070	SH 183	At Pumphrey	Construct intersection improvements including turn lanes and new traffic signal	August 2024	January 2027	2027	Cost increase is not being funded at this time due to insufficient available funding	\$20,740,724	\$20,025,600	\$10,000,000	\$10,000,000	\$10,000,000						61.51	
13066	0094-01-032	SH 183	At UP RR & UP RR Spur	Replace railroad underpass	July 2021 (Actual)	January 2023	2023	Project also has \$12,000,000 of Category 6 funding	\$30,000,000	\$30,000,000	\$18,000,000	\$18,000,000	\$18,000,000						88.61	
TBD	0008-14-059 0364-01-054	SH 183/IH 820	SH 183 from East of IH 820/SH 121 Interchange to Reliance Parkway and IH 820 from East of IH 35W to West of IH 820/SH 121 Interchange	SH 183: Widen from 4 to 6 managed lanes; IH 820: Widen from 4 to 6 general purpose lanes	April 2023	August 2023	2023	Project to be funded by the private sector as part of the North Tarrant Express CDA; NTE Segments 1 and 2	\$162,000,000	\$162,000,000	\$0								72.81	
TBD	0094-02-136 0364-05-039	SH 183	Reliance Parkway to SH 161	Construct 6/8 to 8 general purpose lanes and 2/3 to 6 managed lanes	April 2023	August 2023	2023	Project to be funded by the private sector as part of the North Tarrant Express CDA	\$1,000,000,000	\$1,000,000,000	\$0								72.81	
13005	0171-05-068	SH 199	Azle Ave to Roberts Cutoff	Construct 0/4 with auxiliary lanes to 4/6 main lanes (6 lane ultimate) and interchange at IH 820	February 2026	January 2028	2028	\$20,000,000 of Category 2 funds previously moved to CSJ 0008-14-132 (part of the SH 199 improvements)	\$180,000,000	\$180,000,000	\$180,000,000	\$180,000,000	\$180,000,000						86.64	
13037	0171-05-094	SH 199	West Fork of Trinity River to Roberts Cutoff	Reconstruct and widen 4 to 6 lane divided urban	February 2024	June 2026	2026	Project also has Category 1 funding for any funding gap	\$68,661,515	\$73,943,201	\$68,661,515	\$68,661,515	\$68,661,515						78.28	
13008	2266-02-148	SH 360	North of E. Randol Mill Rd. to South of E. Randol Mill Rd.	Reconstruct 6 to 8 main lanes and railroad underpass and 4/8 lane to 4/8 lane continuous frontage roads	November 2017 (Actual)	December 2026	2027	Project is split out from TIP 51346; Cost increase is not being funded at this time due to insufficient available funding	\$55,000,000	\$70,000,000	\$55,000,000	\$55,000,000	\$55,000,000						94.82	
13058	2266-02-150	SH 360	SH 183 to IH 30	Operational improvements	June 2024	September 2026	2027		\$103,000,000	\$103,000,000	\$20,000,000	\$20,000,000	\$20,000,000						77.49	
14092	2266-02-159	SH 360	From Trinity River to Post and Paddock	Construct 0 to 2 lane southbound frontage road, bridge over Riverside Parkway, and new sidewalks	September 2025	January 2027	2027	Part of the US 287 Category 2/STBG swap approved by the RTC in October 2021; Project also has \$102,097 of CMAQ; Project is not being funded at this time due to insufficient available funding; Funding swap will be completed in a future UTP	\$12,638,436	\$12,638,436	\$0	\$0	\$0						73.82	
55044.1	0172-06-105	US 287	Village Creek Road to Berry St.	Reconstruct 6 to 6 mainlanes plus auxiliary lanes with 4 discontinuous frontage road lanes to 4/6 discontinuous frontage road lanes; Add shared-use path and sidewalks	September 2020 (Actual)	September 2031	2032	Project is a breakout of TIP 55044/CSJ 0172-06-080; Project is part of the Southeast Connector project; TxDOT requested Category 12 Strategic Priority funding through 2023 UTP, but project is not being proposed for funding by the TTC	\$156,800,000	\$156,800,000	\$0						\$0	\$0	80.36	
13063	0014-15-078	US 81/US 287	South of North Tarrant Parkway to Avondale Haslet Road	Operational improvements including ramp modifications, 0 to 2 lane frontage roads, and sidewalks	August 2022 May 2022	September 2026	2027	Project added to the 10-Year Plan via 2020 UTP; Staff proposes to decrease Category 2 request by \$18,000,000 and move to TIP 21022/CSJ 0008-13-248	\$71,600,010	\$122,280,000	\$104,280,000 \$122,280,000	\$5,000,000	\$61,600,000 \$79,600,000	\$8,000,000	\$42,680,000				81.86	
21019	0080-07-099	US 377	at RM 2871	Construct intersection improvements	April 2024	September 2024	2025	Part of the 2022 SE Connector Category 2/STBG swap; Staff proposes to swap the existing STBG funds on this project for Category 2 funding (offset by reduction of Category 2 on TIP 55043/CSJ 2374-05-066); Project also has Category 1 funds for any funding gap	\$5,200,000	\$5,200,000	\$5,000,000	\$0	\$5,000,000						77.66	
												Total Proposed Funding - Tarrant County								
																		\$1,572,032,275		

Amounts only include Cat 2, 4, 12 funds
Green text indicates changes since July 2022 RTC meeting

**10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District) - Planned Projects
FY 2023 - FY 2032**

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Previous Construction Cost	Revised Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY 2023 - FY 2032						MPO Project Score		
												Cat 2 Approved	Cat 2 Proposed	Cat 4 Approved	Cat 4 Proposed	Cat 12 Clear Lanes Approved	Cat 12 Clear Lanes Proposed		Cat 12 Strategic Priority Approved	Cat 12 Strategic Priority Proposed
												\$938,000,488	\$1,025,691,618	\$431,480,225	\$509,910,719	\$50,000,000	\$150,000,000		\$33,587,500	\$33,587,500
Wise County Projects																				
13004.3	0013-09-012	BU 81-D	CR 1160 - Realigned FM 1810 intersection to North of CR 2090	Realignment of BU 81-D at realigned intersection of US 81/287 and FM 1810/BU 81-D	September 2023	September 2027	2028	Split from TIP 13004/CSJ 2418-01-013	\$3,600,000	\$3,600,000	\$3,600,000	\$3,600,000	\$3,600,000					67.70		
13004.1	2418-01-013	FM 1810	West of CR 1170 to CR 1160 - Realigned BU 81D intersection	Realignment of FM 1810 and grade separation & retaining walls at realigned intersection at US 81/287 & BU 81D	September 2023	September 2027	2028	Cost increase is not being funded at this time due to insufficient available funding	\$17,000,000	\$17,000,042	\$13,300,000	\$13,300,000	\$13,300,000					67.70		
53141	0312-04-022	FM 730	Approximately 3 miles north of SH 114 to SH 114 in Boyd	Reconstruct and widen existing 2 to 2 lane roadway and replace bridge and culvert structures	N/A	May 2023	2023	Original Prop 1 project; Project not eligible for Category 4 funding, so previously changed to Category 2; Project also has Category 6 funding under CSJ 0312-04-029	\$26,000,000	\$26,000,000	\$26,000,000	\$26,000,000	\$26,000,000					72.48		
13004.2	0013-07-083	US 81	North of CR 2195 to North of US 380	Construct mainlane grade separation at relocated FM 1810 and US 81D, with addition of ramps and 0 to 2 lane frontage roads	September 2023	September 2027	2028	Split from TIP 13004/CSJ 2418-01-013; Cost increase is not being funded at this time due to insufficient available funding	\$32,700,000	\$32,700,000	\$16,700,000	\$16,700,000	\$16,700,000					68.44		
Total Proposed Funding - Wise County																	\$59,600,000			
Various County Projects																				
11619.1	0902-00-309	VA	Regional Mobility Assistance Patrol (Fort Worth District)	Mobility Assistance Patrol that provides assistance to stranded motorists due to vehicle problems or non-injury accidents	N/A	September 2022	2023	Additional funds would pay for a proposed expansion of this program; Includes \$2,567,500 of STBG; Project was awarded \$812,500 of Category 12 Strategic Priority funding via 2022 UTP	\$3,380,000	\$3,380,000	\$812,500						\$812,500	\$812,500	N/A	
11619.1	0902-00-310	VA	Regional Mobility Assistance Patrol (Fort Worth District)	Mobility Assistance Patrol that provides assistance to stranded motorists due to vehicle problems or non-injury accidents	N/A	September 2023	2024	Additional funds would pay for a proposed expansion of this program; Includes \$2,905,000 of STBG; Project was awarded \$875,000 of Category 12 Strategic Priority funding via 2022 UTP	\$3,780,000	\$3,780,000	\$875,000						\$875,000	\$875,000	N/A	
11619.1	0902-00-311	VA	Regional Mobility Assistance Patrol (Fort Worth District)	Mobility Assistance Patrol that provides assistance to stranded motorists due to vehicle problems or non-injury accidents	N/A	September 2024	2025	Additional funds would pay for a proposed expansion of this program; Includes \$3,132,000 of STBG; Project was awarded \$900,000 of Category 12 Strategic Priority funding via 2022 UTP	\$4,032,000	\$4,032,000	\$900,000						\$900,000	\$900,000	N/A	
Total Proposed Funding - Various County																	\$2,587,500			
Total Category 2, 4, and 12 Funding										\$5,703,978,545	\$1,941,979,775	\$696,846,610	\$1,328,572,275	\$303,820,000	\$429,820,000	\$50,000,000	\$150,000,000	\$33,587,500	\$33,587,500	
Total Amount Remaining for Programming											(\$222,789,938)	\$241,153,878	(\$302,880,657)	\$127,660,225	\$80,090,719	\$0	\$0	\$0	\$0	
Total Allocation/Authorizations											\$1,719,189,837									

**10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Paris District) - Planned Projects
FY 2023 - FY 2032**

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Previous Construction Cost	Revised Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY 2023 - FY 2032				MPO Project Score			
												Cat 2 Approved	Cat 2 Proposed	Cat 12 Approved	Cat 12 Proposed				
												\$51,570,160	\$136,187,756	\$146,400,000	\$146,400,000				
Hunt County Projects																			
13052	2659-01-010	FM 1570	IH 30 to SH 66	Construct 2 lane to 4 lane divided with shoulders (HMAC pavement and RR crossing) North project	June 2025	September 2026	2027	Hunt County is doing environmental clearance	\$16,800,000	\$16,800,000	\$16,800,000	\$15,000,000	\$16,800,000				82.54		
13051	0692-01-020	FM 1570	SH 34 to IH 30	Widen 2 to 4 lane divided roadway (South Project)	June 2027	October 2027	2028		\$24,640,000	\$24,640,000	\$24,640,000	\$0	\$24,640,000				90.27		
13039	2658-01-013	FM 2642	FM 35 to SH 66	Widen 2 lane to 4 lane divided urban with sidewalks	June 2020 (Actual)	October 2022	2023	Part of the 2022 SE Connector Category 2/STBG swap; Staff proposes to swap \$11,485,840 of existing STBG funds for Category 2 funds (offset by reduction of Category 2 on TIP 55043/CSJ 2374-05-066)	\$21,056,000	\$19,552,000	\$19,552,000	\$8,066,160	\$19,552,000				82.30		
13050	0009-13-167	IH 30	At FM 1570	Construct interchange	March 2022 (Actual)	October 2022	2023	Project was awarded Category 12 funds via 2018 UTP; Project was awarded an additional \$1,200,000 of Category 12 Strategic Priority funds in 2022 UTP; Part of the 2022 SE Connector Category 2/STBG swap; Staff proposes to swap \$8,000,000 of existing STBG funds for Category 2 funds (offset by reduction of Category 2 on TIP 55043/CSJ 2374-05-066); Additional \$9,000,000 Category 2 to be moved from TIP 55223/CSJ 0009-13-173	\$31,200,000	\$40,200,000	\$40,200,000	\$0	\$17,000,000	\$23,200,000	\$23,200,000		75.78		
55223	0009-13-173	IH 30	West of FM 1903 to East of FM 1903	Reconstruct overpass and approaches	March 2022 (Actual)	October 2022	2023	Part of the 2022 SE Connector Category 2/STBG swap; Staff proposes to swap \$14,450,000 of existing STBG funds for Category 2 funds, with \$9,000,000 moved to TIP 13050/CSJ 0009-13-167	\$37,908,000	\$28,857,999	\$28,857,999	\$23,408,000	\$28,857,999				76.27		
55224	0009-13-168	IH 30	South of FM 36 to North of FM 36	Reconstruct overpass	March 2022 (Actual)	May 2023	2023	Project was awarded Category 12 funds via 2018 UTP; Project was awarded an additional \$1,000,000 of Category 12 Strategic Priority funds in 2022 UTP	\$26,000,000	\$37,824,526	\$37,824,526	\$0	\$11,824,526	\$26,000,000	\$26,000,000		77.26		
55225	0009-13-169	IH 30	South of FM 1565 to North of FM 1565	Reconstruct overpass	March 2022 (Actual)	May 2023	2023	Project was awarded Category 12 funds via the 2018 UTP; Project was awarded an additional \$1,000,000 of Category 12 Strategic Priority funds in 2022 UTP	\$26,000,000	\$27,323,788	\$27,323,788	\$0	\$1,323,788	\$26,000,000	\$26,000,000		76.40		
55226	0009-13-170	IH 30	South of CR 2509 to North of CR 2509	Construct new interchange	March 2022 (Actual)	May 2023	2023	Project was awarded Category 12 funds via 2018 UTP; Project was awarded an additional \$1,200,000 of Category 12 Strategic Priority funds in 2022 UTP	\$31,200,000	\$31,289,933	\$31,289,933	\$0	\$89,932	\$31,200,000	\$31,200,000		82.02		
13065	0009-13-174	IH 30	FM 2642 to FM 1570	Widen 4 to 6 lane freeway	March 2022 (Actual)	September 2026	2027	Project was awarded Category 12 funds via the 2020 UTP	\$44,800,000	\$155,848,000	\$40,000,000			\$40,000,000	\$40,000,000		62.27		
21051	0009-13-175	IH 30	at Monty Stratton Parkway	Widen overpass from 4 lane to 6 lane; Construct eastbound to westbound U-turn	March 2022 (Actual)	October 2022	2023	Part of the 2022 SE Connector Category 2/STBG swap; Staff proposes to swap \$4,200,000 of existing STBG funds for Category 2 funds (offset by reduction of Category 2 on TIP 55043/CSJ 2374-05-066)	\$4,200,000	\$11,003,511	\$11,003,511	\$0	\$11,003,511				64.92		
13053	0768-01-057	SH 24/SH 11	Culver Street to Live Oak Street and SH 11 from SH 24 to Monroe Street	Construct pedestrian safety and traffic calming improvements	September 2019 (Actual)	March 2023	2023	Move \$600,000 of Category 2 funds to TIP 13053.2/CSJ 0083-11-026 to account for control section break	\$5,096,000	\$4,496,000	\$4,496,000	\$5,096,000	\$4,496,000				65.49		
13053.2	0083-11-026	SH 24/SH 11	Culver Street to Live Oak Street and SH 11 from SH 24 to Monroe Street	Construct pedestrian safety and traffic calming improvements	September 2019 (Actual)	March 2023	2023	Add project to account for control section break (offset by reduction on TIP 13053/CSJ 0768-01-057); Project also has Category 1 funds to cover any funding gap	\$600,000	\$624,000	\$600,000	\$0	\$600,000				65.49		
Total Proposed Funding - Hunt County															\$282,587,756				
Total Category 2 and 12 Funding															\$282,587,756	\$51,570,160	\$136,187,756	\$146,400,000	\$146,400,000
Total Amount Remaining for Programming															\$0	\$0	\$0	\$0	\$0
Total Allocation/Authorizations															\$282,587,756				

**10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Let or Completed Projects
FY2017 - FY2022**

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Revised Construction Cost	Approved Funding (Cat. 2, 4, 12)	FY2017 - FY2022				
												Cat 2 RTC Approved	Cat 4 RTC Approved	Cat 12 Clear Lanes RTC Approved	Cat 12 Strategic Priority RTC Approved	
Collin County Projects																
54005	2351-01-017	FM 2478	FM 1461 to US 380	Widen 2 lane rural highway to 4 lane divided; Realign intersection at FM 1461; 6 lane ultimate	September 2017 (Actual)	September 2020 (Actual)	2021	Project also has \$97,983 of local funding; Project low bid: \$24,834,021	\$34,891,277	\$34,891,277	\$34,793,244	\$34,793,244				
54005.1	2351-02-014	FM 2478	FM 1461 to North of FM 1461	Widen 2 lane rural highway to 4 lane divided; 6 lane ultimate; Realign intersection of FM 1461	September 2017 (Actual)	September 2020 (Actual)	2021	Project split out from TIP 54005/CSJ 2351-01-017; Project low bid: \$3,219,051	\$3,985,550	\$3,985,550	\$3,985,550	\$3,985,550				
20083	2679-02-008	FM 2514	FM 2551 to West of FM 1378	Widen 2 lane rural to 4 lane (Ultimate 6 lane) urban roadway including new pedestrian improvements and left/right turn lanes	May 2014 (Actual)	May 2018 (Actual)	2018	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Remainder of construction funded with \$3,415,689 RTR and \$1,202,000 CMAQ; \$16,867,792 low bid; Project completed in April 2021	\$16,867,792	\$16,867,792	\$13,600,000	\$13,600,000				
55037	2679-03-016	FM 2514	North of Drain Drive to Brown Street	Widen facility from 2 lane to 4/6 lane urban divided	February 2019 (Actual)	July 2022 (Actual)	2022	Project low bid:\$33,641,069	\$24,107,754	\$24,107,754	\$24,107,754	\$24,107,754				
55038	2679-03-015	FM 2514	East of Lavon Parkway to North of Drain Drive	Widen facility from 2 lane to 4 lane urban divided (ultimate 6 lane divided)	February 2019 (Actual)	July 2022 (Actual)	2022	Project low bid: \$16,744,842	\$11,360,404	\$11,360,404	\$11,360,404	\$11,360,404				
35004	0816-04-101	FM 455	US 75 to CR 286	Reconstruct and widen 2 lane rural to 4 lane divided	November 2017 (Actual)	December 2015 (Actual)	2016	Funds are Proposition 1 - Category 4; Project completed in August 2020	\$2,746,785	\$2,746,785	\$2,746,785		\$2,746,785			
13015	0549-03-024	SH 121	Collin County Outer Loop to North of FM 455	Reconstruct and widen from 2 lane to 4 lane rural divided; Construct 0 to 4 lane discontinuous access road and FM 455 interchange	January 2018 (Actual)	October 2020 (Actual)	2021	Project low bid: \$38,917,859	\$54,174,694	\$54,174,694	\$54,174,694		\$54,174,694			
55073	0451-03-013	SH 205	North of John King to SH 78	Widen 2 lane rural highway to 4 lane divided (6 lane ultimate)	April 2018 (Actual)	July 2022 (Actual)	2022	Project low bid: \$31,480,213	\$38,783,754	\$38,783,754	\$38,783,754	\$38,783,754				
13025	0047-14-084	US 75	North of FM 455 to CR 370	Construct interchange	June 2012 (Actual)	June 2018 (Actual)	2018	Low bid amount of \$19,863,387; Project completed in April 2020	\$19,863,387	\$19,863,387	\$19,863,387	\$19,863,387				
13044	0047-06-161	US 75	At Ridgeview Drive	Reconstruct interchange	June 2019 (Actual)	June 2022 (Actual)	2022	Project also has \$2,500,000 of Category 1 funding and \$8,945,594 of STBG funding; Project low bid: 43,578,574	\$37,600,696	\$37,600,696	\$26,155,102	\$26,155,102				
Total Approved Funding - Collin County													\$229,570,674			
Dallas County Projects																
55240	2374-04-085	IH 20	West of Cockrell Hill Road to Hampton Road	Construct 0 to 4 lane frontage road	July 2019 (Actual)	December 2021 (Actual)	2022	Commitment to Red Bird Mall area; Project low bid: \$79,838,372	\$80,581,578	\$88,035,374	\$80,581,578	\$80,581,578				
52527	1068-04-119	IH 30	SH 161 to NW 7th Street	Construct 0 to 4 lane frontage roads	December 2016 (Actual)	June 2018 (Actual)	2018	Low bid amount of \$24,549,664; Category 1 funds to be used for change orders	\$24,549,664	\$24,549,664	\$24,549,664		\$24,549,664			
54033	1068-04-149	IH 30	NW 7th Street to Belt Line Road	Construct 0 to 2/3 lane westbound frontage road and ramp modifications	December 2016 (Actual)	June 2018 (Actual)	2018	Low bid amount of \$13,291,213; Category 11 funds used to fund the remainder of the project	\$13,291,213	\$13,291,213	\$11,000,000		\$11,000,000			
55169	0009-11-241	IH 30	Bass Pro Drive to Dalrock Road	Construct 0 to 6 lane frontage roads, Bayside bridge, and ramp modifications; Reconstruct Dalrock interchange	September 2018 (Actual)	March 2021 (Actual)	2021	Project was awarded Category 4 funds via the 2019 UTP; Project also has \$15,000,000 of Category 1 funding for potential cost overruns; Project low bid: \$120,678,632	\$120,574,879	\$120,574,879	\$120,574,879		\$120,574,879			
55179	0009-11-238	IH 30	Bass Pro Drive in Garland to Dalrock Road	Widen to add shoulder	March 2019 (Actual)	March 2021 (Actual)	2021	Project was awarded Category 12 Clear Lanes funding via the 2020 UTP; Project also has \$3,500,000 of Category 1 funding for potential cost overruns; Project low bid: \$13,601,005	\$30,182,264	\$30,182,264	\$30,182,264	\$7,827,157		\$22,355,107		

ELECTRONIC ITEM 5.3

**10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Let or Completed Projects
FY2017 - FY2022**

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Revised Construction Cost	Approved Funding (Cat. 2, 4, 12)	FY2017 - FY2022			
												Cat 2 RTC Approved	Cat 4 RTC Approved	Cat 12 Clear Lanes RTC Approved	Cat 12 Strategic Priority RTC Approved
13012.2	0196-03-274	IH 35E	IH 635 to Denton County Line	Reconstruct and widen 6 to 8 general purpose lanes and reconstruct existing 2/8 discontinuous frontage roads to 2/8 discontinuous frontage roads	March 2013 (Actual)	August 2021 (Actual)	2021	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	\$614,317,018	\$432,218,268	\$202,562,682		\$229,655,586	
13012.3	0196-03-282	IH 35E	IH 635 to Denton County Line	Reconstruct existing 2 managed lanes to 2 managed lanes	March 2013 (Actual)	August 2021 (Actual)	2021	Project split out from TIP 13012.2/CSJ 0196-03-274; Category 2 funds are offset by a reduction in funding on TIP 13012.2/CSJ 0196-03-274; Project was awarded \$14,470,000 of Design-Build funds for the remainder of the project	\$93,951,732	\$93,951,732	\$79,481,732	\$79,481,732			
55067	0092-14-088	IH 45	Lenway St. to Good Latimer	Reconstruct IH 45 and SM Wright Interchange (Phase 2B)	April 2017 (Actual)	December 2019 (Actual)	2020	Project low bid: \$30,136,042	\$30,136,042	\$30,136,042	\$30,136,042	\$30,136,042			
55249	0092-02-130	IH 45	At SL 9	Reconstruct existing 2 to 2 lane southbound frontage road and ramp modifications	November 2017 (Actual)	July 2021 (Actual)	2021	Project added to the 10-Year Plan via 2020 UTP; Funding offset by reduction in funding on TIP 55094/CSJ 0442-02-159; Project also has \$395,464 of Category 1 funding; Project low bid: \$4,228,798	\$3,833,334	\$3,833,334	\$3,667,581		\$3,667,581		
54111	2374-01-171	IH 635	At Skillman/Audelia	Interchange improvements	June 2015 (Actual)	August 2019 (Actual)	2019	Project has Category 12 funds from the MPO Revolver Swap; \$7,202,000 of Design-Build funding to offset reduction in Category 2 funding	\$57,972,000	\$57,972,000	\$50,770,000	\$46,393,000			\$4,377,000
55060.1	2374-01-137	IH 635 (E)	Miller Road to West of the KCS RR (West of SH 78)	Widen 8 to 10 general purpose lanes and reconstruct 4/6 lane discontinuous to 4/6 lane continuous frontage roads	April 2017 (Actual)	August 2019 (Actual)	2019	Project also has \$63,193,281 of Design-build funding	\$246,941,214	\$246,941,214	\$183,747,933	\$30,500,000	\$132,848,147	\$20,399,786	
55060.2	2374-01-191	IH 635 (E)	Miller Road to West of the KCS RR (West of SH 78)	Reconstruct existing 2 HOV/express to 2 HOV/express lanes	April 2017 (Actual)	August 2019 (Actual)	2019	Project split out from TIP 55060.1/CSJ 2374-01-137; Project also has \$6,513,375 of Design-build funding	\$49,935,875	\$49,935,875	\$43,422,500	\$43,422,500			
55075.1	2374-02-053	IH 635 (E)	West of the KCS RR (West of SH 78) to IH 30	Widen 8 to 10 general purpose lanes and reconstruct 4/6 lane discontinuous to 4/8 lane continuous frontage roads	April 2017 (Actual)	August 2019 (Actual)	2019	Construction also funded with \$25,000,000 CMAQ, \$92,752,017 STBG, and \$7,014,863 Category 11; Project also has \$122,653,801 of Design-Build funding	\$408,845,681	\$408,845,681	\$161,425,000	\$8,430,000	\$42,151,853	\$110,843,147	
55075.2	2374-02-152	IH 635 (E)	West of the KCS RR (West of SH 78) to IH 30	Reconstruct existing 2 HOV/express to 2 HOV/express lanes	April 2017 (Actual)	August 2019 (Actual)	2019	Construction also funded with \$7,142,858 STBG; Project split out from TIP 55075.1/CSJ 2374-02-053; Project also has \$26,139,846 of Design-build funding	\$200,405,486	\$200,405,486	\$167,122,782	\$167,122,782			
55075.3	2374-02-153	IH 635 (E)	At IH 30	Reconstruct interchange	April 2017 (Actual)	August 2019 (Actual)	2019	Construction also funded with \$25,000,000 STBG; Project split out from TIP 55075.1/CSJ 2374-02-053; Project also has \$83,400,711 of Design-build funding	\$303,694,615	\$303,694,615	\$195,293,904	\$195,293,904			
55165.1	2374-01-183	IH 635 (E)	East of US 75 to Miller Road	Widen 8 to 10 general purpose lanes and reconstruct existing 4/8 lane discontinuous to 4/6 lane continuous frontage roads	April 2017 (Actual)	August 2019 (Actual)	2019	Project also has \$125,710,231 of Design-build funds	\$432,206,098	\$432,206,098	\$306,495,867			\$306,495,867	
55165.2	2374-01-190	IH 635 (E)	East of US 75 to Miller Road	Reconstruct existing 2 to 2 managed lanes	April 2017 (Actual)	August 2019 (Actual)	2019	Project split out from TIP 55165.1/CSJ 2374-01-183; Project also has \$8,509,875 of Design-build funding	\$65,242,375	\$65,242,375	\$56,732,500	\$56,732,500			
54069	2964-01-048	SH 161	South of SH 183 to North of Belt Line Road	Widen and reconstruct 4 (6 lanes during peak period) to 8 general purpose lanes	January 2018 (Actual)	June 2018 (Actual)	2018	Project let in June 2018 for \$20,927,948; Category 1 funds to be used for any change orders; Project completed in April 2021	\$20,927,948	\$20,927,948	\$20,927,948		\$20,927,948		
55065	0092-01-059	SH 310/ SM Wright Interchange	Pennsylvania Avenue to North of Al Lipscomb Way	Reconstruct IH 45 and SM Wright Interchange (Phase 2B)	April 2017 (Actual)	December 2019 (Actual)	2020	Related to TIP 55067/CSJ 0092-14-088 and TIP 20062/CSJ 0092-01-052; Project low bid: \$11,916,518	\$11,916,518	\$11,916,518	\$11,916,518	\$11,916,518			

**10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Let or Completed Projects
FY2017 - FY2022**

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Revised Construction Cost	Approved Funding (Cat. 2, 4, 12)	FY2017 - FY2022			
												Cat 2 RTC Approved	Cat 4 RTC Approved	Cat 12 Clear Lanes RTC Approved	Cat 12 Strategic Priority RTC Approved
35000	0430-01-057	SH 352	North of Kearney Street to US 80 EB Frontage Road	Reconstruct 4 lane undivided rural to 4 lane divided urban roadway with intersection and sidewalk improvements	December 2016 (Actual)	March 2020 (Actual)	2020	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Remainder of construction funded with \$701,700 CMAQ and \$1,070,725 Category 11; Category 12 funds are part of MPO Revolver Swap; Category 11 funding to cover cost overruns; Project low bid: \$11,599,215	\$11,687,425	\$11,687,425	\$9,915,000	\$7,900,000			\$2,015,000
13032	0009-02-067	SH 78	At Gaston Ave	Reconfigure intersection with sidewalk improvements	December 2018 (Actual)	May 2021 (Actual)	2021	August 2017 RTC Proposition 1 Adjustment; Remainder of project funded with \$4,500,000 of CMAQ funds; Project low bid: \$6,336,367	\$5,500,000	\$5,500,000	\$1,000,000	\$1,000,000			
11527	0581-02-124	SL 12	At SH 183	Reconstruct interchange (Phase 2)	April 2014 (Actual)	May 2020 (Actual)	2020	Project was awarded Category 12 Clear Lanes funding via the 2019 UTP; Project also has \$2,000,000 of Category 1 funding for potential cost overruns; Project low bid: \$194,356,319	\$194,356,319	\$210,000,000	\$210,000,000			\$210,000,000	
54119.1	2964-10-008	SL 9	IH 35E to Dallas/Ellis County Line	Construct 0 to 2 lane frontage roads (ultimate 6) including turn lanes	November 2017 (Actual)	July 2021 (Actual)	2021	Project split out from TIP 54119/CSJ 2964-10-005; Project also has \$432,000 of CMAQ funding, \$3,788,000 of RTR funding, and \$3,589,488 of STBG funding; 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	\$24,307,399	\$43,045,357	\$0	\$0			
54119.2	2964-10-009	SL 9	Ellis/Dallas County Line to IH 45	Construct 0 to 2 lane frontage roads (ultimate 6) including turn lanes	November 2017 (Actual)	July 2021 (Actual)	2021	Project split out from TIP 54119/CSJ 2964-10-005; Project also has \$408,000 of CMAQ funding and \$13,722,970 of STBG funding; 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: \$54,463,351	\$54,463,351	\$78,608,697	\$0	\$0			
53003	0094-03-060	SS 482	At SH 114 and SH 183	Reconstruct interchange (Phase 2)	April 2014 (Actual)	May 2020 (Actual)	2020	Project was awarded Category 12 Clear Lanes funding via the 2019 UTP; Project low bid: \$91,202,288	\$91,202,288	\$210,000,000	\$210,000,000			\$210,000,000	
55120	0197-02-124	US 175	East of East Malloy Bridge Rd. to Kaufman County Line	Ramp modifications, mill and inlay existing frontage roads	July 2020 (Actual)	October 2020 (Actual)	2021	Project low bid: \$907,339	\$2,163,200	\$2,163,200	\$2,163,200	\$2,163,200			
Total Approved Funding - Dallas County															\$2,443,325,160
Denton County Projects															
83255	0816-02-072	FM 455	West of FM 2450 to East of Marion Road	Reconstruct and widen 2 lane rural highway to 4 lane divided urban	February 2018 (Actual)	July 2022 (Actual)	2022	Project also has \$5,000,000 of Category 1 funding for potential cost overruns; <u>Project low bid: \$70,480,395</u>	\$44,660,582	\$48,894,405	\$44,660,582	\$44,660,582			
55177	0353-09-002	SH 114	West of US 377 to East of US 377	Construct 0 to 6 lane grade separation over US 377	November 2018 (Actual)	June 2021 (Actual)	2021	Project low bid: \$32,367,838	\$52,218,506	\$52,218,505	\$52,218,506	\$26,109,253	\$26,109,253		
51060	0353-02-053	BS 114K	At UP RR Underpass in Roanoke DOT No 795 342V	Replace railroad underpass and improve BS 114-K drainage	August 2015 (Actual)	November 2019 (Actual)	2020	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project also has \$3,000,000 of bridge funds and \$552,921 of CMAQ; Project low bid: \$11,088,528	\$11,052,921	\$10,123,776	\$7,500,000	\$7,500,000			
55250	0195-02-076	IH 35	At FM 455	Reconstruct and widen 4 to 6 mainlanes and reconstruct existing 4 to 4 lane frontage roads	October 2019 (Actual)	July August 2022 (Actual)	2022	Project awarded Category 12 Strategic Priority funding via the 2020 UTP; <u>Project low bid: \$40,791,605</u>	\$27,745,863	\$27,745,863	\$27,745,863		\$883,567		\$26,862,296

**10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Let or Completed Projects
FY2017 - FY2022**

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Revised Construction Cost	Approved Funding (Cat. 2, 4, 12)	FY2017 - FY2022			
												Cat 2 RTC Approved	Cat 4 RTC Approved	Cat 12 Clear Lanes RTC Approved	Cat 12 Strategic Priority RTC Approved
20118	0081-04-025	US 377	IH 35E to South of FM 1830	Widen 2 lane to 6 lane urban divided section with sidewalk improvements	January 2018 (Actual)	July 2018 (Actual)	2018	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project also has \$9,237,129 2MP1, \$12,465,854 4P1, & \$2,901,189 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	0081-03-048	US 377	Henrietta Creek Rd. to North of BS 114K	Reconstruct and widen 2/4 to 4 lane divided urban	August 2015 (Actual)	November 2019 (Actual)	2020	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project also has \$2,847,689 of Category 1 & \$1,922,275 of CMAQ; Project low bid: \$18,803,011; Project completed in May 2021	\$18,214,077	\$18,214,077	\$13,444,113	\$13,444,113			
20215	0081-04-035	US 377	At UP RR Overpass (0.4 miles South of IH 35E)	Replace with 6 lane overpass (2 to 6 Lanes)	January 2018 (Actual)	July 2018 (Actual)	2018	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project also has \$2,269,248 2MP1, \$4,019,642 of 4P1, and \$4,690,906 of Category 1 funds; Project low bid: \$10,207,204	\$12,479,796	\$7,788,890	\$1,500,000	\$1,500,000			
55104	0135-10-057	US 377/380	SL 288 to US 377/US 380 Intersection	Add raised median with left turn lanes, add right turn lanes and re-stripe for shared use	June 2018 (Actual)	June 2020 (Actual)	2020	Also has \$95,000 local and \$665,000 CMAQ; Local funding is the money required to pay for additional bicycle/ pedestrian scope items that TxDOT will not fund; Project low bid: \$20,616,737	\$18,599,014	\$18,599,014	\$17,839,014	\$17,839,014			
20096	0135-10-050	US 380	US 377 to West of CR 26 (Collin County Line)	Widen 4 to 6 lanes divided urban with new grade separations at FM 423, FM 720, Navo Rd., Teel Pkwy, and Legacy Drive with sidewalk improvements	June 2018 (Actual)	July 2021 (Actual)	2021	Construction also funded with \$56,200,000 CMAQ and \$22,277,120 STBG; Project low bid: \$132,896,797	\$140,844,543	\$140,844,543	\$62,367,423	\$62,367,423			
Total Approved Funding - Denton County															\$228,374,312
Ellis County Projects															
11751	1051-01-037	FM 664	(On Ovilla Road) from Westmoreland Road to IH 35E	Widen 2 lanes to 6 lanes urban divided including intersection improvements along Ovilla Road/FM 664 with sidewalk improvements	June 2015 (Actual)	May 2018 (Actual)	2018	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project also has \$3,433,608 CMAQ & \$15,173,331 STBG; Low bid in 5/2018 was \$28,247,127, leaving funds in for change orders; Project completed in June 2021	\$35,706,939	\$30,000,000	\$17,100,000	\$17,100,000			
13042	0048-04-094	IH 35E	At FM 387 (Butcher Road)	Reconstruct interchange; Reconstruct and widen 4 to 4/6 lane frontage roads	June 2019 (Actual)	January 2022 (Actual)	2022	Funding from TIP 55092/CSJ 0048-04-090; Project low bid: \$45,984,067	\$42,000,000	\$42,472,310	\$42,000,000		\$42,000,000		
54119.3	2964-12-001	SL 9	From IH 35E to 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 2964-10-005); Project also has \$734,000 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: \$4,690,541	\$4,690,541	\$11,004,170	\$0	\$0			
54119.4	2964-12-002	SL 9	Dallas/Ellis County Line to Ellis/Dallas County Line	Construct 0 to 2 lane frontage roads (ultimate 6) including turn lanes	November 2017 (Actual)	July 2021 (Actual)	2021	Breakout of SL 9 project originally listed in Dallas County (TIP 54119/CSJ 2964-10-005); Project also has \$96,000 of CMAQ funding and \$1,500,000 of Category 1 funding; 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: \$27,616,577; Project completed in December 2021	\$27,676,261	\$27,676,261	\$26,700,000		\$26,700,000		
Total Approved Funding - Ellis County															\$85,800,000

**10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) - Let or Completed Projects
FY2017 - FY2022**

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Revised Construction Cost	Approved Funding (Cat. 2, 4, 12)	FY2017 - FY2022			
												Cat 2 RTC Approved	Cat 4 RTC Approved	Cat 12 Clear Lanes RTC Approved	Cat 12 Strategic Priority RTC Approved
Kaufman County Projects															
TBD	0095-03-085	FM 460	at US 80	Replace bridge and approaches	April 2020 (Actual)	June 2022 (Actual)	2022	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 \$3,944,904 of Category 10 funding; Project low bid: \$6,723,349	\$12,270,755	\$8,538,882	\$6,443,588		\$6,443,588		
53086	0095-03-080	US 80	Lawson Rd. (Dallas/Kaufman C/L) to FM 460	Reconstruct and widen 4 to 6 mainlanes and reconstruct and widen 2/4 lane discontinuous frontage roads to 4/6 lane continuous frontage roads	April 2020 (Actual)	June 2022 (Actual)	2022	Project also has \$1,000,000 of Category 11 funding; Project low bid: \$112,819,452	\$134,003,816	\$111,530,306	\$133,000,000		\$133,000,000		
51460	0197-03-054	US 175	FM 148 to CR 4106 in Crandall	Construct new 2 lane frontage roads; Convert existing frontage road from 2 lane, 2-way to 2 lane, 1-way frontage road and ramp modifications	February 2019 (Actual)	October 2020 (Actual)	2021	Project low bid: \$12,972,961	\$12,925,618	\$12,925,618	\$12,925,618	\$12,925,618			
55134	0197-03-074	US 175	Dallas County Line to West of FM 1389	Ramp modifications, mill and inlay existing frontage roads	July 2020 (Actual)	October 2020 (Actual)	2021	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	\$3,163,200	\$3,163,200	\$2,163,200	\$2,163,200			
											Total Approved Funding - Kaufman County				\$154,532,406
Rockwall County Projects															
83222	1015-01-023	FM 3549	IH 30 to North of SH 66	Widen from 2 lane rural to 4 lane urban divided section with sidewalk improvements	March 2016 (Actual)	May 2018 (Actual)	2018	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project also has \$859,000 of CMAQ & \$733,798 Category 11; Project low bid: \$9,250,063; Project was completed in August 2021	\$9,917,861	\$9,917,861	\$8,325,063	\$8,325,063			
55222	0009-12-221	IH 30	Dalrock Road (Rockwall County Line) to East of Dalrock Road	Transition from Dalrock Interchange including reconstruction of existing 4 to 4 lane frontage roads and ramps	September 2018 (Actual)	March 2021 (Actual)	2021	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	\$8,000,000	\$8,000,000	\$7,000,000		\$7,000,000		
2998	1290-02-017	SH 276	SH 205 to FM 549	Reconstruct and widen 2 lane rural to 4 lane divided urban (Ultimate 6)	February 2016 (Actual)	April 2018 (Actual)	2018	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project let 4/18; Project also has \$1,658,000 of CMAQ and \$699,442 of Category 1; Project low bid: \$16,957,442; Project was completed in February 2021	\$17,257,442	\$17,257,442	\$14,900,000	\$14,900,000			
55096	1290-03-027	SH 276	FM 549 to East of FM 549	Reconstruct and widen 2 lane rural to 4 lane divided urban (Ultimate 6)	February 2016 (Actual)	April 2018 (Actual)	2018	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Category 1 funds will be used to cover overruns; Project low bid: \$719,165; Project was completed in February 2021	\$719,165	\$719,165	\$719,165	\$719,165			
											Total Approved Funding - Rockwall County				\$30,944,228
Total Category 2, 4, and 12 Funding										\$3,971,878,628	\$3,172,546,780	\$1,374,765,032	\$654,777,959	\$1,109,749,493	\$33,254,296

Project Lettings			
	Category 2	Category 4	Category 12
2016	\$0	\$2,746,785	\$0
2018	\$77,106,426	\$56,477,612	\$0
2019	\$547,894,686	\$201,700,000	\$442,115,800
2020	\$88,735,687	\$0	\$422,015,000
2021	\$435,379,059	\$211,526,407	\$252,010,693
2022	\$225,649,174	\$182,327,155	\$26,862,296
Total	\$1,374,765,032	\$654,777,959	\$1,143,003,789

**10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District) - Let or Completed Projects
FY2017 - FY2022**

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Approved Funding (Cat. 2, 4, 12)	FY2017 - FY2022			
											Cat 2 FTW RTC Approved	Cat 4 FTW RTC Approved	Cat 12 Clear Lanes FTW RTC Approved	Cat 12 Strategic Priority FTW RTC Approved
Denton County Projects														
54068	3559-01-004	SH 170	Denton County Line to SH 114 Interchange	Restripe 2 to 4 mainlanes and ramp modifications	May 2020 (Actual)	June 2020 (Actual)	2020	Project is a breakout of TIP 54088/CSJ 3559-02-007; Implemented by TxDOT Fort Worth District	\$1,000,000	\$1,000,000				\$1,000,000
Total Approved Funding - Denton County											\$1,000,000			
Hood County Projects														
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			
Total Approved Funding - Hood County											\$0			
Johnson County Projects														
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			
Total Approved Funding - Johnson County											\$3,950,000			
Parker County Projects														
14012	0313-02-057	FM 51	North of Cottdale 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 0313-02-057; Grouped project; Fully funded with Category 1 funds; Project low bid: \$2,303,163	\$0	\$0	\$0			
Total Approved Funding - Parker County											\$12,000,000			

Amounts only include Category 2,4, 12 funding.
Green text and strikethroughs indicate changes since July 2022 RTC meeting

**10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District) - Let or Completed Projects
FY2017 - FY2022**

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Approved Funding (Cat. 2, 4, 12)	FY2017 - FY2022			
											Cat 2 FTW RTC Approved	Cat 4 FTW RTC Approved	Cat 12 Clear Lanes FTW RTC Approved	Cat 12 Strategic Priority FTW RTC Approved
Tarrant County Projects														
11244.1	0718-02-045	FM 156	US 81/287 to Watauga Rd. (McElroy)	Reconstruct and widen 2 lane to 4 lane divided	July 2018 (Actual)	August 2018 (Actual)	2018	Category 2 funds for this project were swapped for Category 7 due to increased cash flow capacity at the federal level; Project already had \$13,109,245 of Category 7 before this change; Low bid of \$48.6M; TxDOT wants to keep remainder for potential change orders	\$53,350,916	\$0	\$0			
55182	0008-16-042	IH 20	Bryant Irvin Road to Winscott Road	Construct 1 auxiliary lane in each direction and ramp modification	April 2019 (Actual)	April 2020 (Actual)	2020	Project low bid: \$20,961,182	\$23,000,000	\$23,000,000		\$23,000,000		
13006	0353-03-100	SH 114	FM 1938 to Dove Road	Construct 0 to 2 lane eastbound frontage road from FM 1938 to Solana/Kirkwood with the addition of auxiliary lanes & construct 0 to 2 lane westbound & 0 to 2 lane eastbound frontage roads from Solana/ Kirkwood to Dove with the addition of auxiliary lanes & ramp modifications	June 2020 (Actual)	July 2020 (Actual)	2020	Local contribution of \$3,000,000 by the City of Southlake; Project low bid: \$31,413,964	\$36,000,000	\$33,000,000	\$33,000,000			
13007	0364-01-147	SH 121	Stars and Stripes Blvd to South of IH 635	Construct IH 635 and FM 2499 deferred connections	April 2009 (Actual)	March 2018 (Actual)	2018	Design-build; Project also has \$1,600,000 of Category 1 funding; Project completed in August 2021	\$371,600,000	\$370,000,000			\$370,000,000	
13049	0364-01-148	SH 121	Glade Road to SH 183	Interim operational bottleneck improvement, ITS, and illumination	August 2018 (Actual)	September 2018 (Actual)	2019	Also has \$1.6M of STBG funds & \$1.8M of Category 1 funds; Cat 2 funds replaced with \$25,000,000 of Cat 7 funds; Project low bid: \$16,964,773; Project completed in December 2020	\$28,400,000	\$0	\$0			
54088	3559-02-007	SH 170	IH 35W to Denton County Line	Construct 0 to 4 mainlanes for the following segments only (IH 35W to Westport Parkway; Park Vista Blvd. to Independence Parkway; UPRR to Denton County Line)	May 2020 (Actual)	June 2020 (Actual)	2020	Project awarded \$154,000,000 of Category 12 Strategic Priority funding in the 2020 UTP; Project low bid: \$98,999,997	\$154,000,000	\$154,000,000				\$154,000,000
55173	0171-05-097	SH 199	South end of Lake Worth Bridge to Azle Avenue	Construct 0 to 6 lane freeway, construct bridges over SH 199	April 2020 (Actual)	June 2020 (Actual)	2020	Project low bid: \$5,929,113	\$22,000,000	\$22,000,000		\$22,000,000		
55176	0171-04-050	SH 199	North of FM 1886 to South end of Lake Worth Bridge	Reconstruct & widen 4 lane arterial to 6 lane freeway; Reconstruct & widen 4 lane to 4 lane frontage roads; Construct bridges over Lake Worth & traffic management system	April 2020 (Actual)	June 2020 (Actual)	2020	Project low bid: \$97,837,881	\$113,999,400	\$113,999,400	\$45,006,400	\$68,993,000		
51346	2266-02-086	SH 360	North of E. Abram Street to IH 20 Interchange	Reconstruct and widen from 6 to 8 lanes	November 2017 (Actual)	February 2018 (Actual)	2018	Project low bid: \$53,391,000; Project completed in April 2021	\$62,000,000	\$62,000,000	\$62,000,000			

**10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District) - Let or Completed Projects
FY2017 - FY2022**

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Approved Funding (Cat. 2, 4, 12)	FY2017 - FY2022			
											Cat 2 FTW RTC Approved	Cat 4 FTW RTC Approved	Cat 12 Clear Lanes FTW RTC Approved	Cat 12 Strategic Priority FTW RTC Approved
13059	0172-09-037	US 287	Union Pacific Railroad to Johnson County Line	Construct freeway auxiliary lanes, construct 0/4 to 4 frontage road lanes, Texas U-turn, retaining walls, drainage structures, sidewalks, and signalization	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: \$12,193,894	\$11,250,000	\$0	\$0			
55041	0008-13-125	IH 820	IH 20 to Ramey Ave	Reconstruct and widen freeway from 4/8 to 8/14 main lanes and 4/6 discontinuous frontage road lanes to 4/8 continuous frontage road lanes; Add shared-use path and sidewalks	September 2020 (Actual)	February 2022 (Actual)	2022	Project is part of the Southeast Connector; Design-build project; Project awarded \$340,202,000 of Category 12 Clear Lanes funding via the 2019 UTP and an additional \$89,400,000 via the 2020 UTP; Project also awarded \$350,000,000 of Design-Build funding; Project low bid: \$575,822,671	\$819,422,670	\$469,422,670	\$39,820,670		\$429,602,000	
55042	0172-09-028	US 287	IH 20 Interchange to Sublett Road	Reconstruct and widen 4 to 6 general purpose lanes and 4/6 discontinuous frontage road lanes, and add shared-use path and sidewalks	September 2020 (Actual)	February 2022 (Actual)	2022	Project is part of the Southeast Connector; Design-build project; Project low bid: \$36,400,000	\$30,000,000	\$30,000,000		\$30,000,000		
55044	0172-06-080	US 287	IH 820 to Village Creek Road	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	September 2020 (Actual)	February 2022 (Actual)	2022	Project is part of the Southeast Connector; Design-build project; Project low bid: \$109,474,141	\$89,874,140	\$89,874,140	\$49,874,140	\$40,000,000		
55043	2374-05-066	IH 20	IH 820 to Little Road	Reconstruct & widen 8/10 to 10 general purpose lanes, 4/6 discontinuous frontage road lanes to 4/8 discontinuous frontage road lanes, & 0 to 8 CD lanes (from IH 820 to US 287) and add shared-use path and sidewalks	September 2020 (Actual)	February 2022 (Actual)	2022	Split from IH 20 from US 287 to Park Springs Blvd; Project is part of the Southeast Connector project; Project a part of the 2022 Category 2/STBG swap; Project also includes \$97,873,821 of STBG funding; Project low bid: \$726,945,646	\$536,545,645	\$536,545,646	\$330,215,646	\$153,000,000		\$53,330,000
55045	0008-13-206	IH 20	IH 20/IH 820 Interchange to Forest Hill Drive	Reconstruct and widen 8 to 12 mainlanes and 4/6 discontinuous frontage road lanes and add shared-use path and sidewalks	September 2020 (Actual)	February 2022 (Actual)	2022	Project is part of the Southeast Connector; Project low bid: \$142,692,716	\$115,402,715	\$115,402,715	\$115,402,715			
Total Category 2, 4, and 12 Funding										\$2,036,194,571	\$691,269,571	\$336,993,000	\$799,602,000	\$208,330,000
Total Approved Funding - Tarrant County														\$2,019,244,571

Project Lettings			
	Category 2	Category 4	Category 12
2017	\$0	\$0	\$0
2018	\$65,950,000	\$0	\$370,000,000
2019	\$12,000,000	\$0	\$0
2020	\$78,006,400	\$113,993,000	\$155,000,000
2021	\$0	\$0	\$0
2022	\$535,313,171	\$223,000,000	\$482,932,000
Total	\$691,269,571	\$336,993,000	\$1,007,932,000

Amounts only include Category 2,4, 12 funding.
Green text and strikethroughs indicate changes since July 2022 RTC meeting

10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Paris District) - Let or Completed Projects

FY2017 - FY2022

TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Approved Funding (Cat. 2, 4, 12)	FY2017 - FY2022	
											Cat 2 Hunt RTC Approved	Cat 12 Hunt RTC Approved
Hunt County Projects												
55152	1290-07-001	SH 276	West of FM 36 to SH 34	Construct 4 lane facility on new location (Quinlan Bypass) with a continuous left turn lane	November 2018 (Actual)	October 2020 (Actual)	2021	Project low bid: \$14,191,647	\$16,400,000	\$16,400,000	\$16,400,000	
										Total Approved Funding		\$16,400,000
										Total Category 2 and 12 Funding		\$0

Project Lettings		
	Category 2	Category 12
2017	\$0	\$0
2018	\$0	\$0
2019	\$0	\$0
2020	\$0	\$0
2021	\$16,400,000	\$0
2022	\$0	\$0
Total	\$16,400,000	\$0

Pedestrian Safety Action Plan Annual Implementation Summary Report 2022

The regional Pedestrian Safety Action Plan was endorsed by the Regional Transportation Council (RTC) on June 10, 2021 and adopted by reference in the Metropolitan Transportation Plan, Mobility 2045 Update, on June 9, 2022. This annual Progress Report provides updates on the Action Items listed in the Plan.

Action Item Status	Underway
	Ongoing
	Future

	Recommended Action	Action Item Type	Implementors	Timeline <i>(from June 2021 RTC Endorsement)</i>	Recommended Policy	Costs (H/M/L)
1	Facilitate collaboration with TxDOT, local governments and regional organizations in support of projects and programs that improve regional pedestrian safety.	Engineering	TxDOT, local governments, regional organizations, and NCTCOG	Continuous	1, 2, 3, 5	Low
	Status		Next Steps			
	NCTCOG is continually working with TxDOT, local governments, and regional organizations to support ongoing collaboration for projects and programs that improve pedestrian safety in the region.		NCTCOG will continue to work with TxDOT, local governments, and regional organizations for ongoing collaboration for regional pedestrian safety projects and programs.			
2	Conduct Roadway Safety Audits (RSA) for the pedestrian safety corridors.	Engineering	TxDOT, local governments, and NCTCOG	2-3 years (2023-2024)	2, 3, 4	Medium
	Status		Next Steps			
	<ul style="list-style-type: none"> In partnership with FHWA, two Roadway Safety Audits have been conducted in the region: MLK Blvd (Dallas) and Belknap Ave (Fort Worth). Both are Primary Pedestrian Safety Corridors as highlighted in the Plan. A Road Safety Audit is anticipated to be conducted in fall 2022 in Richardson. The location is a Primary Pedestrian Safety Corridor highlighted in the Plan. The City of Fort Worth engaged a consultant to conduct safety audits on eight corridors from the City's designated High Injury Network (HIN). Five of the corridors are designated part of the city's Pedestrian HIN and two are designated part of the city's Bike HIN. Three of these corridors are identified as Primary Pedestrian Safety Corridors by the Regional Pedestrian Safety Action Plan. 		<ul style="list-style-type: none"> Continue supporting RSA efforts through collaboration with FHWA. Identify funding to initiate additional RSAs. 			
3	Implement safety improvements based on RSA findings for pedestrian safety corridors.	Engineering	TxDOT, local governments, and NCTCOG	10 years (2031)	2, 3, 4	Medium-High
	Status		Next Steps			
	Implementing safety improvements based on RSA findings will occur once RSAs can be completed, recommendations provided, and funding secured. However, NCTCOG actively pursues funding opportunities, whether from the state or federal government, to fund safety audits and/or improvements.		Continue supporting RSA efforts and pursue funding opportunities to fund safety improvements.			

	Recommended Action	Action Item Type	Implementors	Timeline (from June 2021 RTC Endorsement)	Recommended Policy	Costs (H/M/L)
4	Develop performance measures to evaluate the effectiveness of implemented countermeasures based on measurable data.	Education/Evaluation/Encouragement	TxDOT, local governments, and NCTCOG	2-5 years (short-term) and 10 years (long-term) (2023-2026; 2031)	2, 3, 4	Low
	Status		Next Steps			
	With focus on first conducting safety audits and then implementing recommended safety improvements, development of performance measures will come after.		Performance measures are expected to be developed in the next couple of years as more safety audits are conducted and safety improvements funded and constructed.			
5	Coordinate and/or support the development of educational workshops and webinars aimed at informing law enforcement of pedestrian rights and responsibilities and the importance of accurate pedestrian crash reporting.	Education/Evaluation/Encouragement	Local governments, Police/enforcement agencies, and NCTCOG	2-3 years (2023-2024)	6	Medium
	Status		Next Steps			
	<ul style="list-style-type: none"> Texas A&M Transportation Institute (TTI) hosted Law Enforcement Trainings on Pedestrian and Bicycle Laws in the DFW region in March and June 2022. NCTCOG hosts Traffic Incident Management First Responder and Managers Training six times throughout the year. This training includes addressing the importance of accurate crash reporting. NCTCOG's Regional Safety Advisory Committee is discussing creating a crash report working group, which would include law enforcement personnel. 		NCTCOG will begin developing a plan to coordinate and support workshops and webinars aimed at law enforcement professionals to inform of pedestrian rights and responsibilities and accurate pedestrian crash reporting.			
6	Coordinate and/or support educational programs and marketing campaigns aimed at informing the public, including drivers and pedestrians, of their rights and responsibilities when traveling on the roadway. Education campaigns, including Lookout Texans, should be cognizant of their intended audience, based on the demographics historically involved in reported pedestrian crashes.	Education/Evaluation/Encouragement	City offices for community planning, schools, and educational institutions,	1-2 years; Continuous (Education) (2022-2023)	5, 6	Medium
	Status		Next Steps			
	<ul style="list-style-type: none"> Through its Look Out Texans brand, NCTCOG shared safety messaging aimed at pedestrians and drivers through a variety of marketing avenues, including: social media (paid and unpaid); Spotify paid ads; Google paid ads; two promotional appearances on Good Morning Texas; paid ads in Dallas Morning News; and, paid ads with Community Impact. Partner campaign Walk.Bike.Safe. from TTI and TxDOT shared pedestrian safety messaging throughout the year, including statewide messaging on billboards, tv ads, and social media. 		NCTCOG will continue to share safety messaging through the Look Out Texans campaign, and will continue to coordinate with other partners sharing pedestrian safety messaging.			

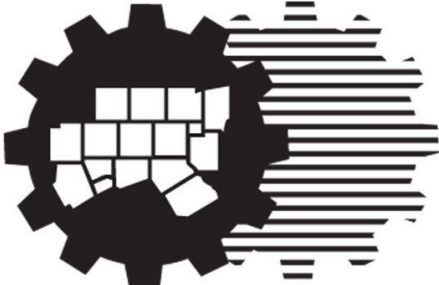
	Recommended Action	Action Item Type	Implementors	Timeline (from June 2021 RTC Endorsement)	Recommended Policy	Costs (H/M/L)
7	Coordinate and/or support the development and implementation of policies, programs and marketing campaigns aimed at improving safety and higher levels of physical activity for students.	Education/Evaluation/Encouragement	NCTCOG, local governments, independent school districts (ISDs) and other educational institutions	1-2 years; Continuous (Education) (2022-2023)	5	Low
	Status		Next Steps			
	<ul style="list-style-type: none"> Prepared a Safe Routes to School (SRTS) Action Plan for three elementary schools for City of Dallas and Dallas ISD Prepared a SRTS Action Plan for Webb Elementary School for City of Arlington and Arlington ISD. NCTCOG has the following resources available to schools: School District-Transit Coordination in the Dallas-Fort Worth Region (2020), and Planning for Community-Oriented Schools: A Guide to School Siting in North Texas (2017) 		NCTCOG is working on developing a Safe Routes to School Action Plan, which will create a region-wide strategic approach to enabling safe travel by walking and/or biking, and identify where improvements are most needed. It is expected to be completed in late 2022.			
8	Complete updates to the Regional Pedestrian Safety Action Plan (PSAP) at least every five years to integrate as part of the Metropolitan Transportation Plan, using updated data and regional analysis.	Education/Evaluation/Encouragement	NCTCOG	5 years (2026)	1	Low
	Status		Next Steps			
	<ul style="list-style-type: none"> The PSAP was adopted by reference in the Mobility 2045 Update, endorsed by the Regional Transportation Council on June 9, 2022. NCTCOG staff conducted the first annual review of the Plan. Proposed updates include an Environmental Justice analysis and a section related to annual monitoring and outcomes. Minor edits were made to Appendix B to delete duplicative tables. The PSAP 2022 Update is expected to be scheduled for action by the Regional Transportation Council in August 2022. 		NCTCOG expects to update the Plan with updated annual crash and other data as needed at least every five years.			
9	Conduct annual monitoring of pedestrian safety trends and reported crashes.	Education/Evaluation/Encouragement	NCTCOG, TxDOT, local governments	1 year; Continuous (2022)	1	Low
	Status		Next Steps			
	<ul style="list-style-type: none"> NCTCOG produces an annual Safety Program Performance Measures report each year, which reports on the number of crashes and fatalities in the region and safety performance measure targets. This report can be found on NCTCOG's website: https://www.nctcog.org/trans/quality/safety/transportation-safety The Regional Transportation Council approved safety performance targets for all modes for 2019-2022, which include a target of 2% reductions by 2022 of number of fatalities, fatality rate, and number of serious injuries. TxDOT has set targets of 50% reduction in fatalities and fatality rate by 2035, and to be zero by 2050. 		<ul style="list-style-type: none"> Continue producing the Safety Program Performance Measures report. NCTCOG Transportation Department staff will determine if additional performance measures need to be included in that annual report. Reducing pedestrian fatalities is one of the focus areas of the Statewide Safety Task Force. TxDOT and MPOs are identifying countermeasures to be implemented as part of the Task Force initiatives over the next year. 			

Recommended Action	Action Item Type	Implementors	Timeline <i>(from June 2021 RTC Endorsement)</i>	Recommended Policy	Costs (H/M/L)
Support a Regional Transportation Council (RTC) legislative program that addresses lower traffic speeds, yielding to pedestrians, and the use of wireless communication devices while operating a motor vehicle.	Enforcement	Local governments, Police/enforcement agencies, and NCTCOG	2-3 years (2023-2024)	7	Low
Status			Next Steps		
<p>In the 2021 Texas legislative session, SB1055 was passed and signed by the Governor. The new law requires vehicle drivers to stop and yield for pedestrians in crosswalks and included a penalty to drivers that do not.</p>			<p>The RTC's legislative program will be updated in fall 2022. It is expected to include programs related to increased safety, including but not limited to texting while driving, speed limits, driving under the influence, and bicycle and pedestrian safety.</p>		

10

2021

Regional Pedestrian Safety Action Plan



North Central Texas Council of Governments

The Surface Transportation Technical Committee took action to recommend the Plan on 05/28/2021, and action was taken by the Regional Transportation Council to endorse the Plan on:

06/10/21
2022 Update

Table of Contents

1.	About the Metropolitan Planning Area	1
2.	Regional Infographics	4
3.	Introduction	6
3.1	Purpose and Goals.....	8
4.	Development of the Plan	9
5.	National Trends	10
6.	State Trends	11
7.	Regional Trends.....	12
7.1	Overview of Regional Data.....	13
7.2	Performance Targets and Walking as a Mode Share Within the MPA.....	15
7.3	Pedestrian Safety Survey.....	16
8.	Identification of the Primary Pedestrian Safety Corridors and Secondary Pedestrian Safety Corridors	18
8.1	Overview of the PPSC and SPSC Corridor Datasets	19
8.2	Refinement of Safety Corridors Through Outreach and Comparisons to Existing Corridor Datasets	19
8.3	Primary Pedestrian Safety Corridors	20
8.4	Secondary Pedestrian Safety Corridors	21
8.5	<u>Environmental Justice</u>	21
9.	Recommended Policies and Next Steps	31
10.	Action Items	33
10.1	<u>Monitoring and Outcomes</u>	33
11.	Conclusion	34
Appendix A	Reported Pedestrian Crash Density Using Square-Mile Grid Mapping	
Appendix B	Primary and Secondary Pedestrian Safety Corridors	
Appendix C	Regional Analysis Supportive Data	
Appendix D	Mobility 2045 Policies and Programs in Support of Pedestrian Safety	
Appendix E	Online Engagement Results, Pedestrian Safety Public Survey	
Appendix F	Project 0-6983: North Texas Bicycle and Pedestrian Crash Analysis (2020)	

(Supports RTC and the TxDOT/TTC safety goals)

2. Balance the safety and needs of all users of all ages and abilities in the transportation system design, maintenance, and operation phases, with priority given to the most vulnerable users.
3. Provide a high level of comfort in the design, construction, and maintenance of transportation facilities.
4. Integrate within roadway design the most direct facility alignments that prioritize safe pedestrian movements.
5. Implement all reasonable pedestrian safety countermeasures to achieve adopted regional safety performance targets.

4. Development of the Plan

A Pedestrian Safety Action Plan Committee comprised of regional professionals provided technical guidance and assisted in developing the PSAP's purpose, goals, and action plan. The committee members had expertise and experience in a diverse array of pedestrian-related fields, including federal, State, and local transportation planning, school districts, health agencies, transit agencies, senior and disability advocates, and law enforcement, amongst others. The Committee met three times between April 2019 and January 2021.

Data was compiled and analyzed to determine the regional trends, using five years of pedestrian crash reports as detailed in Section 7. In addition, an online public opinion survey was conducted with assistance by TxDOT between May 6 and July 5, 2019. [On June 10, 2019, NCTCOG hosted a public meeting to solicit additional feedback and promote the online survey.](#) The survey is further detailed in Section 7.3 with a summary of [outreach, engagement, and](#) results located in Appendix E.

A collaborative research project by the TxDOT Research and Technology Implementation Office and their partners at the University of Texas at El Paso, was instrumental in informing the PSAP by providing substantial assistance in reviewing crash records that summarized contributing factors of pedestrian crashes. The research project further identified both bicycle and pedestrian corridor datasets, the latter of which helped guide the identification of pedestrian high crash corridor datasets (detailed further in Section 8.1). The final TxDOT Research Project report is included as Appendix F.

[In March 2020, NCTCOG hosted an internal peer review of the data and methodology used for the PSAP, providing the opportunity for inter-governmental coordination with a diverse array of disciplines including freight planning, roadway planning, transit-oriented development, and safety planning. Additionally, the data and methodology was presented specifically to the Environmental Justice team at NCTCOG for their review and feedback.](#)

The PSAP document was presented to NCTCOG's Bicycle and Pedestrian Advisory Committee in February of 2021, and feedback was solicited. After comments and edits were incorporated and the PSAP was finalized,

to a somewhat lesser degree. Comments on these barriers further noted lack of connectivity to destinations, scooters and other micro-mobility devices as obstacles, and a lack of tree coverage/shade as concerns.

Participants identified their top safety concerns as speeding vehicles along pedestrian routes, areas lacking sidewalks along roadways, and an overall lack of pedestrian facilities to cross highways. Respondents also indicated that lighting was the topmost safety improvement to improve pedestrian comfort levels on facilities, followed closely by buffered separations between sidewalks/paths and roads. Respondents also noted that minimum 5-10-foot-wide sidewalks or a shared-use paths were the preferred type of pedestrian facility, in lieu of narrow sidewalks or using roadway shoulders as walking areas.

Overall opinions indicated that survey participants would like to use walking as a mode choice more often than they already do. Further, feedback indicated that most respondents would walk more, given a higher degree of existing sidewalks and trails near their residences that could connect them to destinations. [Information regarding the public outreach and engagement for the public survey, along with a detailed summary of results, is located in Appendix E.](#)

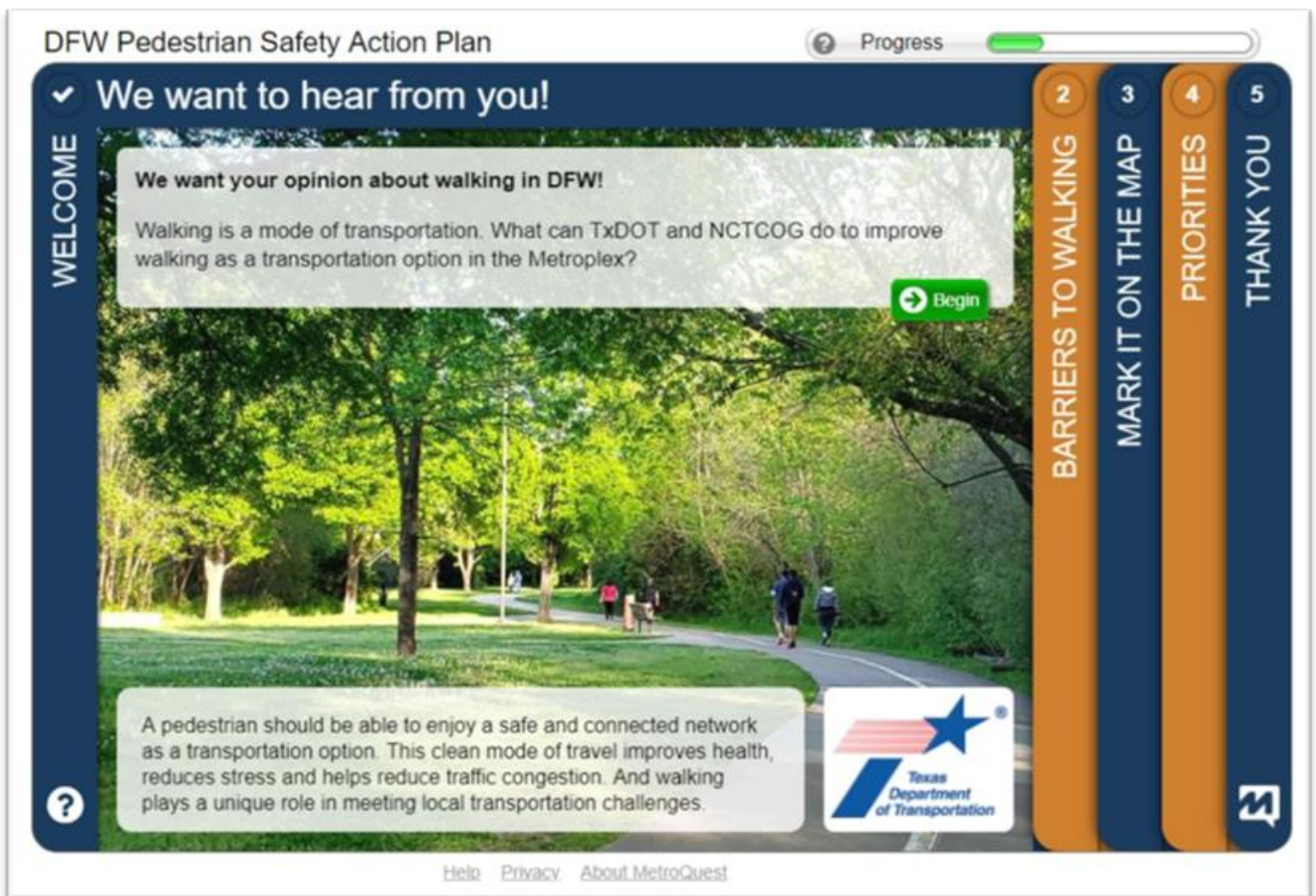


Figure 5: The introductory slide of the 2019 PSAP Public Opinion Survey.

PPSC across the region. Maps for each of the ~~individual~~ counties containing corridors (Dallas, Denton, and Tarrant) ~~can are be found~~located in Appendix B.

8.4 Secondary Pedestrian Safety Corridors

A total of 37 SPSC were derived from square-mile grid cells containing 10-19 reported crashes. The number of crashes reported along the SPSC comprises more than seven percent of all reported pedestrian crashes in the MPA from 2014-2018, whereas the total linear mileage of the SPSC equals only 0.28 percent of the MPA's total centerline roadway miles. In total, the corridors average five crashes per linear mile of roadway. Figure 7 identifies the region's SPSC. Maps for each of the ~~individual~~ counties containing corridors (Dallas, Denton, Collin, and Tarrant) ~~can are located be found~~ in Appendix B.

8.5 Environmental Justice

Each of the 105 Primary and Secondary Pedestrian Safety Corridors were reviewed with NCTCOG's Environmental Justice Index (EJI)²⁴ dataset. This analysis was conducted to determine the corridors located within an "EJ Area", defined as Census block groups that are above the regional percentage for both low-income (below poverty) individuals and aggregate minority individuals. This analysis demonstrates the correlation between the selected Safety Corridors with a high crash history and underserved populations in the region.

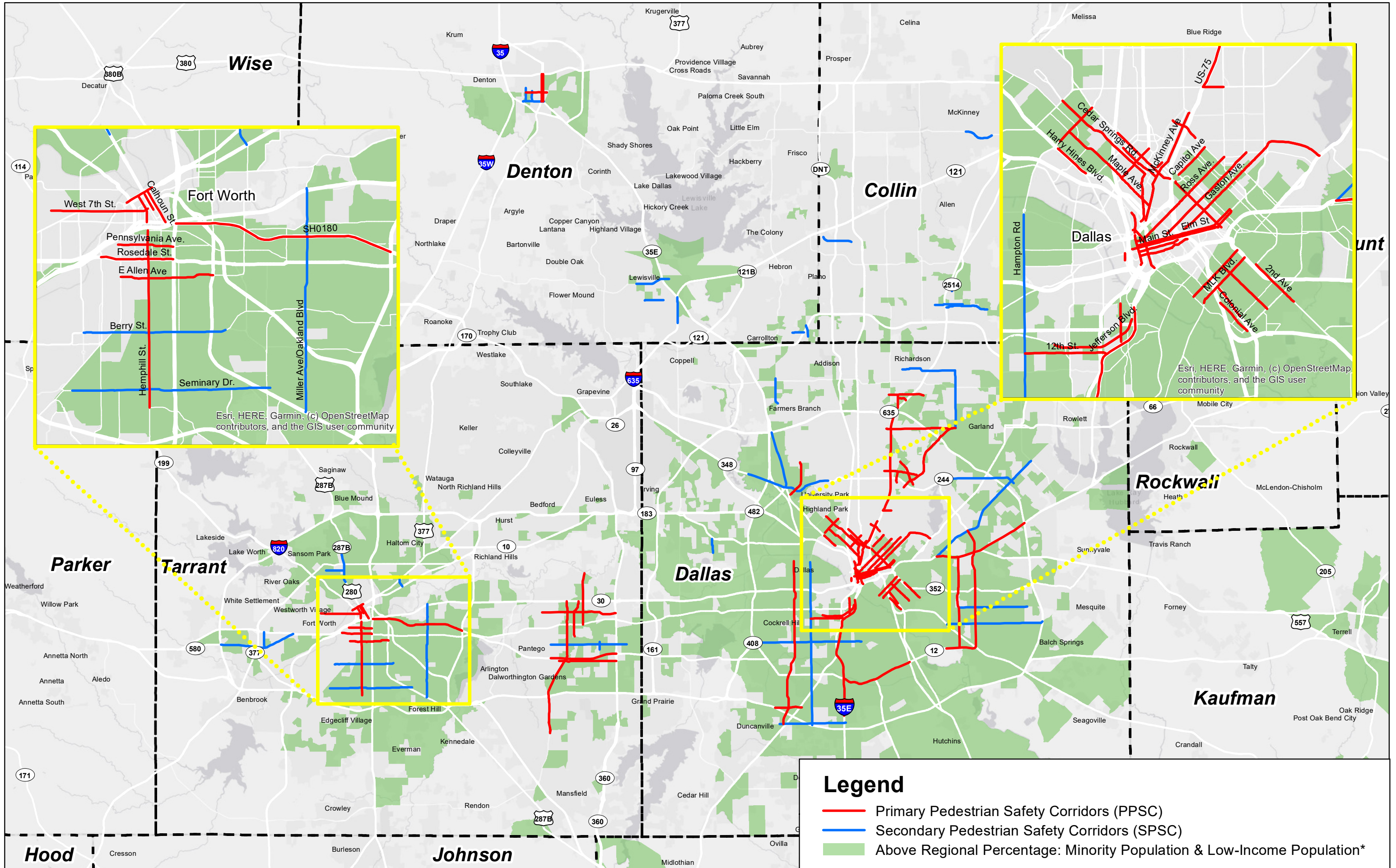
Of the PPSCs, 52 of the 68 corridors (seventy-seven percent) are within or partially within an EJ Area. Of the SPSCs, 33 of the 37 corridors (eighty-nine percent) are within or partially within an EJ Area. Taken as a whole, 85 of the 105 Safety Corridors (eighty-one percent) identified by this Plan are located in areas that are above the regional percentage for both low-income individuals and minority individuals (i.e. EJ Area). Figure 8 identifies the PPSCs and SPSCs with the Environmental Justice Index. Tables 5 and 6 note the EJ Area designation of each Safety Corridor as Yes, Partial, or No. Maps for each of the counties containing corridors (Dallas, Denton, Collin, and Tarrant,) are located in Appendix B.

²⁴ The Environmental Justice Index is a method to identify environmental justice populations using demographic data at the Census block group level. The method was developed by the North Central Texas Council of Governments (NCTCOG). Executive Order 12898 defines environmental justice populations as low-income and/or minority groups. This rule states that federally funded agencies must identify and address disproportionately high and adverse impacts of their programs, policies, and activities on environmental justice populations.

Primary and Secondary Pedestrian Safety Corridors (PPSC/SPSC) Urbanized Area: Environmental Justice Index



Figure 8: Identified Primary and Secondary Pedestrian Safety Corridors in the MPA with EJI.



* = Boundaries are from NCTCOG's 2021 Environment Justice Index (EJI) based on the 2015-2019 ACS 5-year Estimates

Table 5: Primary Pedestrian Safety Corridors based on the ~~number of total~~ average number of crashes per mile.

Primary Pedestrian Safety Corridors (PPSC)										
Name	County	City	Begin Point	End Point	On / Off-System	# of Lanes	Length (Miles)	Total Crashes	Avg # of Crashes Per Mile	EJ Area ²⁵
Main St.	Tarrant	Fort Worth	Weatherford (N)	9th St (S)	Off	4	0.45	20	44.19	No
Lamar St.	Dallas	Dallas	Victory (N)	Canton (S)	Off	4	1.16	43	37.22	Partial
Cole Ave.	Dallas	Dallas	Lemmon Ave. (S)	Blackburn (N)	Off	3	0.16	5	31.22	No
Riverfront Blvd.	Dallas	Dallas	Reunion Blvd. (S)	Commerce St. (N)	Off	8	0.17	5	28.62	No
Knox St. Henderson Ave.	Dallas	Dallas	Abbott (N)	Homer (S)	Off	4	0.73	20	27.34	No
MLK Blvd.	Dallas	Dallas	Junis St. (N)	Parnell St. (S)	Off	4	1.52	39	25.60	Yes
Houston St.	Dallas	Dallas	Houston Viaduct (S)	McKinney (N)	Off	4	0.76	18	23.82	Partial
Taylor St.	Tarrant	Fort Worth	Belknap (N)	Lancaster (S)	Off	2	0.73	15	20.60	No
Shady Brook Ln.	Dallas	Dallas	Dallas Park Lane (N)	Southwestern (S)	Off	2	0.70	14	20.13	Yes
Belknap St.	Tarrant	Fort Worth	Lexington St (W)	N Pecan (E)	Off	5	0.75	14	18.56	No
McKinney Ave	Dallas	Dallas	N Akard (S)	Atwater Alley (N)	Off	4	2.94	49	16.69	No
Jackson St.	Dallas	Dallas	Houston (W)	S. Cezar Chavez Blvd. (E)	Off	5	1.01	16	15.77	No
Young St.	Dallas	Dallas	S Houston St. (W)	US 75 (as Canton St) (E)	Off	4	1.29	20	15.54	No
Oak Lawn Ave.	Dallas	Dallas	Maple (W)	Blackburn (E)	Off	4	1.01	14	13.89	No
Elm St	Dallas	Dallas	Houston (W)	Carroll (E)	Off	5	2.54	35	13.80	Partial
SL 12 (Ledbetter Dr)	Dallas	Dallas	Julius Schepps Loop (E)	IH 35E Service Rd. (W)	On	6	4.42	59	13.34	Yes
Maple Ave.	Dallas	Dallas	Inwood Dr. (W)	McKinney Ave. (SE)	Off	4	2.76	36	13.06	Yes
Inwood Rd.	Dallas	Dallas	Redfield (SW)	Lemmon (NE)	Off	6	1.16	15	12.94	Yes
Main St.	Dallas	Dallas	US 77 (SW)	S Carroll Ave. (NE)	Off	4	2.75	35	12.73	Partial
S Malcolm X Blvd.	Dallas	Dallas	Elsie Faye Heggins St. (SE)	Al Lipscomb Way (NW)	Off	4	1.53	19	12.40	Yes

²⁵ A Safety Corridor was considered “Yes” for EJ Area if at least 50% of the corridor was located in Census block groups above the regional percentage for low-income and minority populations. A Safety Corridor was considered “Partial” for EJ Area if up to 50% of the corridor was located in Census block groups above the regional percentage for low-income and minority populations. A Safety Corridor was considered “No” for EJ Area if none of the corridor was located in Census block groups above the regional percentage for low-income and minority populations. See Figure 8.

Primary Pedestrian Safety Corridors (PPSC)										
Name	County	City	Begin Point	End Point	On / Off-System	# of Lanes	Length (Miles)	Total Crashes	Avg # of Crashes Per Mile	EJ Area ²⁵
W Hickory St.	Denton	Denton	Ave C (W)	S Bell Ave. (E)	Off	2	1.30	16	12.33	Partial
Mockingbird	Dallas	Dallas	US 75/N Central Expy (W)	Greenville (E)	Off	6	0.49	6	12.25	No
Cedar Springs Rd.	Dallas	Dallas	N Mockingbird Lane (N)	Field St. (S)	Off	6	4.02	49	12.18	Partial
SH 180 (Lancaster Ave.)	Tarrant	Fort Worth	US 35 W (W)	US 820 (E)	Off	6	5.67	68	11.99	Yes
Förrest Ln.	Dallas	Dallas	Park Central Dr (W)	Plano Dr. (E)	Off	6	4.27	51	11.95	Yes
N Collins St. (FM 157)	Tarrant	Arlington	NE Green Oaks Blvd. (N)	E Division St. (S)	On	4	3.15	37	11.74	Yes
N Hall St.	Dallas	Dallas	Wycliff (W)	McKinney (E)	Off	2	1.11	13	11.67	No
Jefferson Blvd.	Dallas	Dallas	N Edgefield Ave (W)	Fleming Pl. (E)	Off	4	2.25	26	11.53	Yes
Park Ln.	Dallas	Dallas	Abrams Rd. (E)	Boedecker (W)	Off	4	2.00	23	11.51	Yes
Camp Wisdom Rd.	Dallas	Dallas	Chaucer Pl. (E)	1H 20 Frontage Rd. (W)	Off	6	1.65	18	10.91	Yes
Midpark Rd.	Dallas	Dallas	Esperanza (W)	N Central Expressway	Off	2	0.55	6	10.87	Yes
Pineland / Eastridge Dr.	Dallas	Dallas	Abrams Rd. (S)	Greenville Ave. (N)	Off	2	1.66	18	10.82	Yes
Ross Ave.	Dallas	Dallas	N Houston	Greenville Ave.	Off	4	3.07	32	10.44	Yes
SL 12 Buckner/Great Trinity Forest.	Dallas	Dallas	Ferguson Rd (N)	Stoneport (S)	On	8	9.17	93	10.14	Yes
N Washington Ave.	Dallas	Dallas	Lemmon Ave. (NW)	Benson St (SE)	Off	2	1.62	16	9.86	Partial
2nd Ave.	Dallas	Dallas	S Fitzhugh Ave. (N)	Dixon Ave. (S)	Off	4	1.32	13	9.86	Yes
Lemmon Ave.	Dallas	Dallas	Lomo Alto Dr. (NW)	US 75 (Couplet)	Off	6	1.76	17	9.69	No
US 310 (S.M. Wright Fwy)	Dallas	Dallas	Martin Luther King Jr. Blvd (N)	Pine St. (S)	On	4	0.93	9	9.68	Yes
Live Oak St.	Dallas	Dallas	N Harwood St. (W)	La Vista (E)	Off	4	2.84	27	9.51	Partial
Colonial Ave.	Dallas	Dallas	Julius Schepps Service NB (NW)	Herald (SE)	Off	2	0.97	9	9.29	Yes
Esperanza Rd.	Dallas	Dallas	W Spring Valley Rd. (N)	Central Expressway (S)	Off	4	0.80	7	8.72	Yes
Marsalis Ave.	Dallas	Dallas	E Colorado Blvd. (N)	E 12 th St. (S)	Off	4	0.95	8	8.42	Yes
E Allen Ave.	Tarrant	Fort Worth	8th Ave. (W)	S Riverside Dr. (E)	Off	2	2.38	19	7.98	Yes
Spring Valley Rd.	Dallas	Richardson	Peyton Dr. (W)	S Greenville Ave	Off	4	2.15	17	7.91	Yes
Houston St.	Dallas	Dallas	Continental Ave. (S)	All-Star Way (N)	Off	3	0.52	4	7.73	No

Primary Pedestrian Safety Corridors (PPSC)										
Name	County	City	Begin Point	End Point	On / Off-System	# of Lanes	Length (Miles)	Total Crashes	Avg # of Crashes Per Mile	EJ Area ²⁵
Harry Hines Blvd.	Dallas	Dallas	800 ft. (NW) of Butler (W)	Market Center Blvd. (SE)	Off	6	0.92	7	7.58	Yes
Al Lipscomb Way	Dallas	Dallas	Lamar (S)	Robert B Cullum Blvd (N)	Off	4	1.59	12	7.55	Yes
Calhoun St.	Tarrant	Fort Worth	E Belknap (NW)	E Lancaster Ave. (S)	Off	2	0.93	7	7.51	No
12th St.	Dallas	Dallas	IH 35 (E)	S Hampton Rd. (W)	Off	2	2.04	15	7.37	Yes
Gaston Ave.	Dallas	Dallas	N Good Fair Park Ln (W)	E Grand Ave.	Off	4	4.36	32	7.33	Partial
Hemphill St.	Tarrant	Fort Worth	W Vickery Blvd. (N)	W Felix St. (S)	Off	4	4.52	30	6.63	Yes
Elm St.	Denton	Denton	Eagle Dr. (S)	E University Dr. (N)	On	3	1.68	11	6.56	Yes
Capitol Ave.	Dallas	Dallas	N Haskell Ave. (W)	N Henderson Ave (E)	Off	2	0.95	6	6.32	Yes
West 7th St.	Tarrant	Fort Worth	Dorothy (W)	Throckmorton (E)	Off	4	2.50	15	6.01	No
Ldcust St.	Denton	Denton	Eagle Dr. (S)	E University Dr. (N)	On	3	1.67	10	5.99	Yes
Rosedale St.	Tarrant	Fort Worth	South Fwy 35 W Frontage Rd. (E)	Forest Park Blvd. (W)	Off	4	1.85	11	5.94	Partial
IH 30	Dallas	Dallas	Ferguson and IH 30	IH 30 & US 635	On	7	5.94	35	5.89	Yes
FM 157 (Cooper St.)	Tarrant	Arlington	US 30 (N)	FM 157 & Hardisty Dr. (S)	On	4	8.43	49	5.82	Yes
Skillman St.	Dallas	Dallas	Southwestern Blvd (W)	Forest Lane (E)	Off	6	5.02	29	5.78	Yes
Jim Miller Rd.	Dallas	Dallas	IH 30 Frontage (S)	S. Great Trinity Forest Way	Off	6	5.60	31	5.53	Yes
IH 35E	Dallas	Dallas	E Kirnwood Dr. (S)	Comal St. (N)	On	8	7.68	39	5.08	Yes
Pioneer Parkway / TX-303	Tarrant	Arlington	S Fielder Rd.	TX 360 (E)	On	6	4.07	20	4.91	Yes
Arkansas Ln.	Tarrant	Arlington	S Davis Dr. (W)	S SH 360 Fwy (E)	Off	4	3.52	17	4.82	Yes
IH 75	Dallas	Dallas	IH 635 (N)	E Mockingbird Ln. (S)	On	8	6.18	29	4.69	Partial
Webb Chapel	Dallas	Dallas	Walnut Hill (N)	Denton (S)	Off	6	2.26	9	3.99	Yes
N Center St.	Tarrant	Arlington	IH 30 (N)	W Mitchell St. (S)	Off	3	2.25	8	3.55	Yes
W Randol Mill	Tarrant	Arlington	Oakwood Ln. (W)	S SH 360 Fwy (E)	Off	6	4.57	15	3.28	Yes
Pennsylvania Ave.	Tarrant	Fort Worth	9th St. (W)	IH 35 Frontage Rd. (E)	Off	4	1.42	4	2.82	Partial
S Westmoreland Rd.	Dallas	Dallas	Canada (N)	Wheatland (S)	Off	6	10.25	15	1.46	Yes

Table 6: Secondary Pedestrian Safety Corridors based on the average number of crashes per mile. number of total crashes.

Secondary Pedestrian Safety Corridors (SPSC)										
Name	County	City	Begin Point	End Point	On / Off-System	# of Lanes	Length (Miles)	Total Crashes	Avg # of Crashes Per Mile	<u>EJ Area</u> ²⁶
Camp Wisdom Rd. (II)	Dallas	Dallas	Brierfield Dr.	Altaire Ave. (E)	Off	6	0.49	9	18.37	<u>Yes</u>
Archerwood	Collin	Plano	Parker/FM 2514 (N)	Park (S)	Off	2	0.40	6	15.00	<u>No</u>
Lackland	Tarrant	Fort Worth	IH 30 (N)	Camp Bowie West (S)	Off	4	0.96	10	10.39	<u>Yes</u>
25th St.	Tarrant	Fort Worth	Roosevelt Ave (W)	N Main St.	Off	2	1.12	11	9.83	<u>Yes</u>
Welch St.	Denton	Denton	W Oak St. (N)	Eagle Dr. (S)	Off	2	0.62	6	9.63	<u>Yes</u>
New York Ave.	Tarrant	Arlington	Reever St. (N)	Kent Dr. (S)	Off	4	0.32	3	9.38	<u>Yes</u>
S Josey Ln.	Dallas	Carrollton	Pearl/Walnut Plaza (N)	Dennis Ln. (S)	Off	6	1.60	15	9.35	<u>Yes</u>
N Beach St.	Tarrant	Fort Worth	Ermis St. (N)	US 121 (S)	Off	4	0.66	6	9.09	<u>Yes</u>

²⁶ A Safety Corridor was considered “Yes” for EJ Area if at least 50% of the corridor was located in Census block groups above the regional percentage for low-income and minority populations. A Safety Corridor was considered “Partial” for EJ Area if up to 50% of the corridor was located in Census block groups above the regional percentage for low-income and minority populations. A Safety Corridor was considered “No” for EJ Area if none of the corridor was located in Census block groups above the regional percentage for low-income and minority populations. See Figure 8.

Secondary Pedestrian Safety Corridors (SPSC)

Name	County	City	Begin Point	End Point	On / Off-System	# of Lanes	Length (Miles)	Total Crashes	Avg # of Crashes Per Mile	EJ Area ²⁶
SH 121	Denton	Lewisville	IH 35E (N)	Forestbrook (S)	Off	6	1.57	13	8.29	Yes
Berry St.	Tarrant	Fort Worth	University (W)	Old Mansfield Hwy (E)	Off	6	3.63	29	7.98	Yes
Frankford Rd.	Dallas	Dallas	Crestone Dr. (W)	Texas 190 Access Rd. (E)	Off	6	0.70	5	7.11	Yes
Legacy	Collin	Plano	Corporate Dr. (W)	Hedgcoxe Rd.	Off	6	1.83	12	6.55	No
North Main St (287B)	Tarrant	Fort Worth	Long (N)	14th St. (S)	Off	4	1.77	11	6.23	Yes
Bruton Rd.	Dallas	Dallas	N. Jim Miller Rd. (W)	Haney St. (E)	Off	6	4.21	26	6.18	Yes
Ave C	Denton	Denton	Scripture (N)	Eagle Dr. (S)	Off	2	0.83	5	6.05	Yes
Park Row	Tarrant	Arlington	Fielder Rd. (W)	Timberlake Dr. (E)	Off	4	4.68	27	5.77	Yes
MacArthur Blvd.	Dallas	Irving	Haley St. (N)	W. Shady Grove Rd. (S)	Off	4	0.87	5	5.75	Yes
Marsh Ln.	Dallas	Dallas	Timberglen (N)	Briargrove Ln. (S)	Off	6	0.70	4	5.74	Yes
Eagle Dr.	Denton	Denton	North Texas Blvd. (W)	S Bell (E)	Off	4	1.27	7	5.50	Partial
SL 12 / Northwest Hwy.	Dallas	Dallas	Luna (W)	Midway (East)	On	4	5.28	29	5.49	Yes
Ferguson Rd./Centerville Rd.	Dallas	Dallas	IH 30 (SW)	Broadway (NE)	Off	6	8.44	46	5.45	Yes
Illinois Ave.	Dallas	Dallas	Duncanville Rd. (W)	Corinth St. (E)	Off	6	6.11	30	4.91	Yes
N Plano Rd.	Dallas	Richardson	E Cityline Dr. (N)	Forest Ln. (S)	Off	6	3.55	17	4.80	Yes
Camp Bowie	Tarrant	Fort Worth	820 (W)	IH 30 (E)	Off	5	4.65	20	4.30	Yes
Hampton Rd.	Dallas	Dallas	Canada Dr. (N)	IH 20 (S)	Off	6	10.03	43	4.29	Yes
Miller Ave./Oakland Blvd.	Tarrant	Fort Worth	Bridge St. (W)	Mansfield Hwy (S)	Off	4	5.74	24	4.18	Yes
E Wheatland Rd.	Dallas	Dallas	S. Cockrell Hill Rd. (W)	Pawnee St. (E)	Off	6	4.08	17	4.17	Yes

Secondary Pedestrian Safety Corridors (SPSC)

Name	County	City	Begin Point	End Point	On / Off-System	# of Lanes	Length (Miles)	Total Crashes	Avg # of Crashes Per Mile	<u>EJ Area²⁶</u>
15th St.	Collin	Plano	Columbia (W)	P Ave. (E)	Off	4	1.71	7	4.08	<u>Yes</u>
Harry Hines Blvd.	Dallas	Dallas	12 W Northwest Hwy (S)	N Stemmons Fwy (NW)	On	6	3.51	14	3.99	<u>Yes</u>
Seminary Dr.	Tarrant	Fort Worth	Surrey (W)	Ollie (E)	Off	6	5.08	20	3.94	<u>Yes</u>
FM 1171 / Main St.	Denton	Lewisville	Garden Ridge Blvd. (W)	S Cowan Ave. (E)	Off	6	2.08	8	3.85	<u>Yes</u>
Northwest Hwy	Dallas	Dallas/ Garland	Classen (W)	Arrowhead Dr. (E)	Off	6	4.57	16	3.50	<u>Yes</u>
14th St.	Collin	Plano	US 75 (W)	Shiloh (E)	Off	4	2.63	8	3.05	<u>Yes</u>
Arapaho Rd.	Dallas	Richardson	Woodland Way (W)	N Plano Rd.	Off	6	3.12	9	2.88	<u>No</u>
Eldorado	Collin	McKinney	Lake Forest (W)	Cheverny (E)	Off	4	1.77	5	2.82	<u>No</u>
Lake June	Dallas	Dallas	C F Hawn Service Rd. WB (US 175) (W)	IH 635 (E)	Off	6	5.89	16	2.72	<u>Yes</u>
Bellaire St.	Denton	Lewisville	Old Orchard (W)	Timberbrook (E)	Off	4	1.17	3	2.57	<u>Partial</u>

10. Action Items

Each recommended action is associated with one of the three Es: Engineering, Education/Encouragement/Evaluation (combined), and Enforcement. Whereas engineering action steps involve improvements to existing or new infrastructure, non-engineering actions take the form of educational programs or outreach campaigns, encouragement through policy support, evaluation of implemented actions, and the enforcement of traffic laws.

10.1 Monitoring and Outcomes

These action items will be assessed on an annual basis. NCTCOG will develop a progress report card and provide it to the Pedestrian Safety Action Plan Committee and various NCTCOG technical committees. In addition to providing an annual update on the progress of the Action Items, the report will include statistics focused on outcomes such as total pedestrian crashes and fatalities in the region during the prior year. The reported outcomes will track the progress toward reaching the stated goal of the Plan to eliminate all serious and fatal pedestrian crashes in the region by 2050.

	Recommended Action	Action Item Type	Implementors	Timeline <i>(from June 2021 RTC endorsement)</i>	Recommended Policy	Costs (H/M/L)
1	Facilitate collaboration with TxDOT, local governments and regional organizations* in support of projects and programs that improve regional pedestrian safety.	Engineering	TxDOT, local governments, regional organizations and NCTCOG	Continuous	1, 2, 3, 5	Low
2	Conduct Roadway Safety Audits (RSA) for the pedestrian safety corridors.	Engineering	TxDOT, local governments and NCTCOG	2-3 years <i>(2023-2024)</i>	2, 3, 4	Medium
3	Implement safety improvements based on RSA findings for pedestrian safety corridors.	Engineering	TxDOT, local governments and NCTCOG	10 years <i>(2031)</i>	2, 3, 4	Medium-High
4	Develop performance measures to evaluate the effectiveness of implemented countermeasures based on measurable data.	Education/Evaluation/Encouragement	TxDOT, local governments and NCTCOG	2-5 years (short-term) and 10 years (long-term) <i>(2023-2026; 2031)</i>	2, 3, 4	Low

	Recommended Action	Engineering, Education, Enforcement, Encouragement, Evaluation	Implementors	Timeline	Recommended Policy	Costs (H/M/L)
6	Coordinate and/or support educational programs and marketing campaigns aimed at informing the public, including drivers and pedestrians, of their rights and responsibilities when traveling on the roadway. Education campaigns, including Lookout Texans, should be cognizant of their intended audience, based on the demographics historically involved in reported pedestrian crashes.	Education/Evaluation/Encouragement	City offices for community planning, schools, and educational institutions, and NCTCOG	1-2 years; Continuous (Education) (2022-2023)	5, 6	Medium
7	Coordinate and/or support the development and implementation of policies, programs and marketing campaigns aimed at improving safety and higher levels of physical activity for students.	Education/Evaluation/Encouragement	NCTCOG, local governments, independent school districts (ISDs) and other educational institutions	1-2 years; Continuous (Education) (2022-2023)	5	Low
8	Complete updates to the Regional Pedestrian Safety Action Plan at least every five years to integrate as part of the Metropolitan Transportation Plan, using updated data and regional analysis.	Education/Evaluation/Encouragement	NCTCOG	5 years (2026)	1	Low
9	Conduct annual monitoring of pedestrian safety trends and reported crashes	Education/Evaluation/Encouragement	NCTCOG, TxDOT, local governments	1 year; Continuous (2022)	1	Low
10	Support a Regional Transportation Council (RTC) legislative program that addresses lower traffic speeds, yielding to pedestrians, and the use of wireless communication devices while operating a motor vehicle.	Enforcement	Local governments, Police/enforcement agencies, and NCTCOG	2-3 years (2023-2024)	7	Low

*Regional organizations refer to regional safety coalitions, active transportation advocacy groups, and other stakeholders whose work promotes or involves active transportation.

11. Conclusion

The policies and suggested action items outlined in the Pedestrian Safety Action Plan serve as the initial steps to reduce the total number of regionwide pedestrian crashes; and, to comprehensively improve the level of safety and comfort across the MPA's pedestrian network. However, in order to improve safety and reduce the number of crashes and fatalities across the region it is essential for cities and counties to take action at the local level.

While NCTCOG is the primary implementing agency for this Plan at the regional level. NCTCOG encourages the use of the PSAP as a guide to develop local pedestrian safety action plans, inclusive of locally significant safety corridors/networks, policies, action steps and measurable safety performance measures. There may be state and federal funding available for various projects in the future, however local capital investment programs and county bond programs should be the primary mechanism for allocating funds and systematically improving areas over time.

A multi-government effort must be made for the region to achieve the level of educational programming and resource dissemination outlined in the PSAP's recommended policies and action items. Cities must work in tandem with their law enforcement partners to ensure all roadway users are aware of their responsibilities, across all modes, and that enforcement is effective and robust.

Efforts must be made to identify areas experiencing pedestrian safety issues, and engineering designs must be thoughtfully planned and implemented to improve upon existing infrastructure. Practitioners must work collaboratively to ensure best practices in roadway design, traffic engineering, city planning, and project selection are shared across the region. In these efforts, safety, and level of comfort for the roadway's most vulnerable users is of the utmost importance.

As the development of schools, retail, special interests, and other essential urban components expand to meet the region's increasing population, careful design of our transportation system is needed. As a targeted approach in mitigating the MPA's most dangerous areas for pedestrians, a grouping of the safety corridors identified in the PSAP will be selected for extensive road safety audits, based on criteria that examines the number of crashes along the route and the proximity to schools and transit. As the region's transportation professionals evaluate current practices and develop ways to improve, NCTCOG will be available to assist.



North Central Texas Council of Governme

Regional Pedestrian Safety Action Plan (2022 Update)

Regional Transportation Council
8.18.2022

Karla Weaver

BACKGROUND

“Even one death on the transportation system is unacceptable. Staff will work with our partners to develop projects, programs, and policies that assist in eliminating serious injuries and fatalities across all modes of travel.”

Regional Safety Position,
approved by the Regional Transportation Council, December 14, 2017
and reaffirmed on February 14, 2019



BACKGROUND

The **Regional Pedestrian Safety Action Plan (PSAP)** was endorsed by the RTC on June 20, 2021.

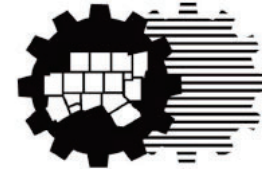
RTC adopted the Plan by reference as part of Mobility 2045 (2022 Update) on June 9, 2022.



Pedestrian Safety Action Plan 2022 Update

2021

Regional Pedestrian Safety Action Plan



**North Central Texas
Council of
Governments**

The Surface Transportation Technical Committee took action to recommend the Plan on 05/28/2021, and action was taken by the Regional Transportation Council to endorse the Plan on:

06/10/21

ANNUAL IMPLEMENTATION SUMMARY REPORT

Action Item Status

Underway
Ongoing
Future

Action Item	Timeline	Status
1) Facilitate collaboration with TxDOT, local governments, and regional organizations in support of projects and programs that improve regional pedestrian safety.	Continuous	Ongoing
2) Conduct Roadway Safety Audits (RSA) for the pedestrian safety corridors.	2-3 years	Underway
3) Implement safety improvements based on RSA findings for pedestrian safety corridors.	10 years	Future
4) Develop performance measures to evaluate the effectiveness of implemented countermeasures based on measurable data.	2-5 years (short-term) 10 years (long-term)	Future



ANNUAL IMPLEMENTATION SUMMARY REPORT

Action Item Status	Underway
	Ongoing
	Future

Action Item	Timeline	Status
5) Coordinate and/or support the development of educational workshops and webinars aimed at informing law enforcement of pedestrian rights and responsibilities and the importance of accurate pedestrian crash reporting.	2-3 years	Underway
6) Coordinate and/or support educational programs and marketing campaigns aimed at informing the public, including drivers and pedestrians, of their rights and responsibilities when traveling on the roadway. Education campaigns, including Look Out Texans, should be cognizant of their intended audience, based on the demographics historically involved in reported pedestrian crashes.	1-2 years; Continuous	Underway
7) Coordinate and/or support the development and implementation of policies, programs, and marketing campaigns aimed at improving safety and higher levels of physical activity for students.	10 years	Underway



ANNUAL IMPLEMENTATION SUMMARY REPORT

Action Item Status	Underway
	Ongoing
	Future

Action Item	Timeline	Status
8) Complete updates to the Regional Pedestrian Safety Action Plan at least every five years to integrate as part of the Metropolitan Transportation Plan, using updated data and regional analysis.	5 years	Underway
9) Conduct annual monitoring of pedestrian safety trends and reported crashes.	1-2 years; Continuous	Underway
10) Support a Regional Transportation Council (RTC) legislative program that addresses lower traffic speeds, yielding to pedestrians, and the use of wireless communication devices while operating a motor vehicle.	2-3 years	Future



PEDESTRIAN SAFETY ACTION PLAN (2022 UPDATE)

- ❑ Added Environmental Justice Analysis
- ❑ Added more information on annual monitoring and outcomes
- ❑ Removed duplicative tables of Safety Corridors in Appendix B

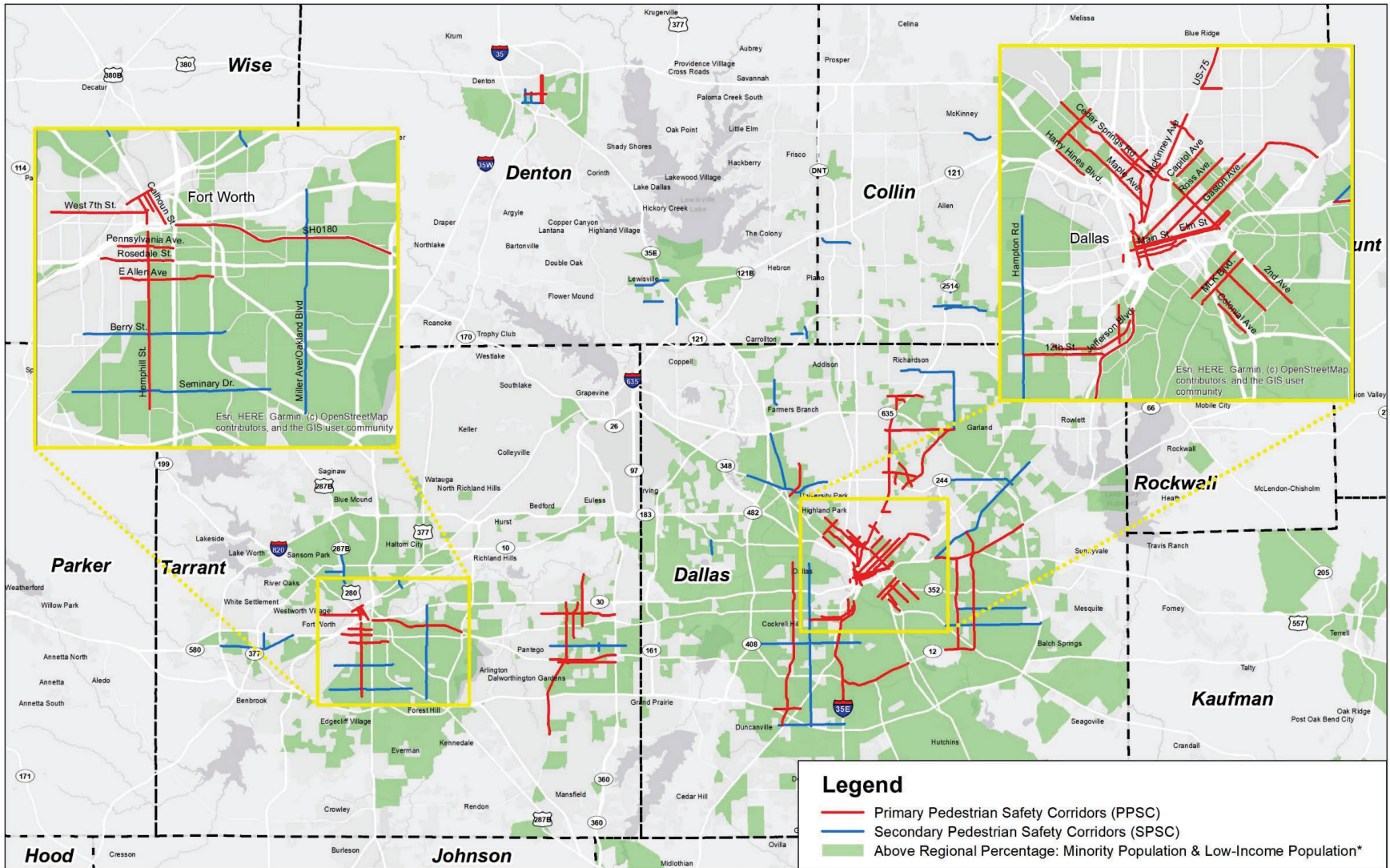
Public comment period open
June 21 – August 8

A redline version was posted to
the NCTCOG website.

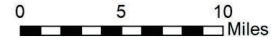
Information was provided to
the PSAP Committee and the
Bicycle and Pedestrian Advisory
Committee to review and
provide comments.



Primary and Secondary Pedestrian Safety Corridors (PPSC/SPSC) Urbanized Area: Environmental Justice Index



* = Boundaries are from NCTCOG's 2021 Environment Justice Index (EJI) based on the 2015-2019 ACS 5-year Estimates



81%

of identified **PEDESTRIAN SAFETY CORRIDORS**
are located in a low income/
minority population area.



Source: NCTCOG's 2021 Environmental Justice index, 2015-2019 ACS 5-year estimates




PEDESTRIAN SAFETY ACTION PLAN (2022 Update)

Monitoring and Outcomes

- PSAP reviewed on an annual basis
- Produce an annual implementation summary report
- Track progress towards goal of zero pedestrian fatalities by 2050



PEDESTRIAN SAFETY ACTION PLAN (2022 Update)

Date	Milestone
June 21 – August 17, 2022	Public Comment Period
June 21, 2022	PSAP Updates Redline distributed to PSAP Committee and BPAC for review and comment
July 22, 2022	STTC Action
August 8, 2022	Public meeting
August 17, 2022	BPAC briefing
 August 18, 2022	RTC Action



REQUESTED ACTION

*Regional Transportation Council
Approval of the Pedestrian Safety
Action Plan (2022 Update)*



Karla Windsor, AICP
Senior Program Manager

kwindsor@nctcog.org | 817-608-2376

CONTACT



Kevin Kokes, AICP
Program Manager

kkokes@nctcog.org | 817-695-9275

Julie Anderson

Senior Transportation Planner

janderson@nctcog.org | 817-704-5625



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~~ **limited** purposes that generally meet criteria including, but not limited to:

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



**REGIONAL TRANSPORTATION COUNCIL MILESTONE POLICY (ROUND 2)
STATUS UPDATE**

TIP CODE	CSJ	PROJECT SPONSOR	CITY	LIMITS	PROJECT DESCRIPTION	TOTAL FUNDING	FUNDING CATEGORY	PRIOR EST. START DATE	NEW EST./ ACTUAL START DATE	FEBRUARY 2021 RECOMMENDATION	FEBRUARY 2022 COMMENTS	FEBRUARY 2022 RISK RATING	JULY 2022 COMMENTS	JULY 2022 RISK RATING
PROJECTS LOCAL AGENCIES COMMITTED TO IMPLEMENT IN FY 2022														
11237.2	0918-45-812	IRVING	IRVING	CONFLANS RD FROM SH 161 TO VALLEY VIEW LANE	CONSTRUCT 0 TO 4 LANE DIVIDED FACILITY WITH NEW SIDEWALKS AND SHARED USE PATH	\$24,529,721	STBG, LOCAL CONTRIBUTION	03/2022	08/2022 06/2022-03/2022	CONFIRM EXISTING FUNDING IN FY 2022; CITY IS REQUESTING THAT THE RTC COVER THE FUNDING GAP; A FUNDING INCREASE WILL BE BROUGHT BACK TO THE RTC FOR CONSIDERATION IN THE NEXT TIP MODIFICATION CYCLE	CONDEMNATION PROCEEDINGS HAVE CONCLUDED; TRANSPORTATION DIRECTOR TO CONTINUE TO ENGAGE ON THIS PROJECT TO ENSURE TIMELY IMPLEMENTATION	MEDIUM RISK	CONDEMNATION PROCEEDINGS HAVE CONCLUDED; TRANSPORTATION DIRECTOR TO CONTINUE TO ENGAGE ON THIS PROJECT TO ENSURE TIMELY IMPLEMENTATION; PLANS AND AFA AMENDMENT ARE BEING FINALIZED	HIGH RISK
11726.4	0918-47-168	DALLAS COUNTY	DALLAS	RIVERFRONT BLVD FROM CADIZ STREET TO UNION PACIFIC RAILROAD	RECONSTRUCT 6/8 LANE TO 6 LANE WITH BIKE/PEDESTRIAN IMPROVEMENTS AND INTERSECTION IMPROVEMENTS	\$49,400,000	RTR, LOCAL CONTRIBUTION	06/2022	09/2022 08/2022	CONFIRM FUNDING IN FY 2022	AGREEMENT WITH AND ACQUIRING EASEMENT FROM UNION PACIFIC RAILROAD POSES POTENTIAL ISSUES; TRANSPORTATION DIRECTOR TO ENGAGE ON THIS PROJECT TO ENSURE TIMELY IMPLEMENTATION	HIGH RISK	AGREEMENT WITH AND ACQUIRING EASEMENT FROM UNION PACIFIC RAILROAD IS A CONTINUED ISSUE; DESIGN ISSUES WITH UNION PACIFIC NEED TO BE RESOLVED AS WELL; TRANSPORTATION DIRECTOR ENGAGED ON THIS PROJECT TO ENSURE TIMELY IMPLEMENTATION; PROJECT WILL LIKELY NOT LET ON TIME	HIGH RISK
PROJECTS LOCAL AGENCIES COMMITTED TO IMPLEMENT IN FY 2023														
11572	0902-48-579	TXDOT FORT WORTH	VARIOUS	US 81/US 287 AT FM 3479/HARMON ROAD/NORTH TARRANT PARKWAY	CONSTRUCT NORTH TARRANT PARKWAY OVER US 81 WITH TURNAROUND ON EASTSIDE; CONSTRUCT HARMON RD OVER US 287	\$15,101,054	STBG, LOCAL CONTRIBUTION	01/2023	10/2023 4/2023	RTC APPROVAL TO COVER COST OVERRUN AMOUNT VIA TIP MODIFICATION HAS BEEN RECEIVED; CONFIRM FUNDING IN FY 2023		LOW RISK	CURRENT LET DATE IS PAST THE ESTABLISHED DEADLINE FOR THE PROJECT; LETTING HAS BEEN PUSHED OUT DUE TO DELAYS IN GETTING ENVIRONMENTAL CLEARANCE, WHICH HAS DELAYED ANTICIPATED RIGHT-OF-WAY ACQUISITION AND UTILITY RELOCATION TIMEFRAMES	MEDIUM RISK
53029	0014-15-033	TXDOT FORT WORTH	FORT WORTH	US 81 FROM NORTH OF HARMON ROAD TO NORTH OF IH 35W	RECONSTRUCT 2 TO 2 LANE NORTHBOUND FRONTAGE ROAD	\$8,228,000	SW PE, SW ROW, CAT 2M, STBG	01/2023	10/2023 4/2023	RTC APPROVAL TO COVER COST OVERRUN AMOUNT VIA TIP MODIFICATION HAS BEEN RECEIVED; CONFIRM FUNDING IN FY 2023		LOW RISK	CURRENT LET DATE IS PAST THE ESTABLISHED DEADLINE FOR THE PROJECT; LETTING HAS BEEN PUSHED OUT DUE TO DELAYS IN GETTING ENVIRONMENTAL CLEARANCE, WHICH HAS DELAYED ANTICIPATED RIGHT-OF-WAY ACQUISITION AND UTILITY RELOCATION TIMEFRAMES	MEDIUM RISK
53030	0014-15-034	TXDOT FORT WORTH	FORT WORTH	US 81 FROM NORTH OF HARMON ROAD TO NORTH OF IH 35W	RECONSTRUCT 2 TO 2 LANE EXISTING SOUTHBOUND FRONTAGE ROAD	\$10,008,000	SW PE, SW ROW, CAT 2M, STBG	01/2023	10/2023 4/2023	RTC APPROVAL TO COVER COST OVERRUN AMOUNT VIA TIP MODIFICATION HAS BEEN RECEIVED; CONFIRM FUNDING IN FY 2023		LOW RISK	CURRENT LET DATE IS PAST THE ESTABLISHED DEADLINE FOR THE PROJECT; LETTING HAS BEEN PUSHED OUT DUE TO DELAYS IN GETTING ENVIRONMENTAL CLEARANCE, WHICH HAS DELAYED ANTICIPATED RIGHT-OF-WAY ACQUISITION AND UTILITY RELOCATION TIMEFRAMES	MEDIUM RISK
53031	0014-15-035	TXDOT FORT WORTH	FORT WORTH	US 81 FROM NORTH OF HARMON ROAD TO NORTH OF IH 35W	RECONSTRUCT NB AND SB EXIT RAMP TO HARMON ROAD/NORTH TARRANT PARKWAY AND SB ENTRANCE RAMP FROM HARMON ROAD	\$2,038,179	SW PE, CAT 2M	01/2023	10/2023 4/2023	CONFIRM FUNDING IN FY 2023		LOW RISK	CURRENT LET DATE IS PAST THE ESTABLISHED DEADLINE FOR THE PROJECT; LETTING HAS BEEN PUSHED OUT DUE TO DELAYS IN GETTING ENVIRONMENTAL CLEARANCE, WHICH HAS DELAYED ANTICIPATED RIGHT-OF-WAY ACQUISITION AND UTILITY RELOCATION TIMEFRAMES	MEDIUM RISK
53032	0014-15-036	TXDOT FORT WORTH	FORT WORTH	US 81 FROM NORTH OF FM 3479 TO NORTH OF IH 35W INTERCHANGE	CONSTRUCT AUXILIARY LANE FROM NORTHBOUND EXIT TO NORTH TARRANT PARKWAY; AUXILIARY LANE FOR SOUTHBOUND ENTRANCE FROM NORTH TARRANT PKWY	\$2,056,479	SW PE, CAT 2M	01/2023	10/2023 4/2023	CONFIRM FUNDING IN FY 2023		LOW RISK	CURRENT LET DATE IS PAST THE ESTABLISHED DEADLINE FOR THE PROJECT; LETTING HAS BEEN PUSHED OUT DUE TO DELAYS IN GETTING ENVIRONMENTAL CLEARANCE, WHICH HAS DELAYED ANTICIPATED RIGHT-OF-WAY ACQUISITION AND UTILITY RELOCATION TIMEFRAMES	MEDIUM RISK
20108	0918-46-238	LEWISVILLE	LEWISVILLE	CORPORATE DR FROM HOLFORD'S PRAIRIE RD TO ELM FORK TRINITY RIVER BRIDGE	CONSTRUCT FOUR LANE DIVIDED ROADWAY; SEGMENT 4	\$15,502,609	RTR, LOCAL CONTRIBUTION	12/2022	01/2023 12/2022	CONFIRM FUNDING IN FY 2023		LOW RISK		LOW RISK

ELECTRONIC ITEM 8.1

**REGIONAL TRANSPORTATION COUNCIL MILESTONE POLICY (ROUND 2)
STATUS UPDATE**

TIP CODE	CSJ	PROJECT SPONSOR	CITY	LIMITS	PROJECT DESCRIPTION	TOTAL FUNDING	FUNDING CATEGORY	PRIOR EST. START DATE	NEW EST./ ACTUAL START DATE	FEBRUARY 2021 RECOMMENDATION	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	12/2022 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		LOW RISK
20131	0918-46-236	LEWISVILLE	LEWISVILLE	CORPORATE DRIVE FROM ELM FORK TRINITY RIVER BRIDGE TO DGNO RR	CONSTRUCT FOUR LANE DIVIDED ROADWAY; SEGMENT 2	\$11,812,679	RTR, LOCAL CONTRIBUTION	12/2022	05/2022 12/2022 09/2022	CONFIRM FUNDING IN FY 2023		LOW RISK		LOW RISK
20152	0918-46-237	LEWISVILLE	LEWISVILLE	CORPORATE DRIVE AT ELM FORK TRINITY RIVER BRIDGE	CONSTRUCT FOUR LANE DIVIDED ROADWAY; SEGMENT 3	\$21,844,715	RTR; LOCAL CONTRIBUTION	12/2022	05/2022 12/2022 09/2022	CONFIRM FUNDING IN FY 2023		LOW RISK		LOW RISK
PROJECTS LOCAL AGENCIES COMMITTED TO IMPLEMENT IN FY 2024 OR BEYOND														
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 2 TO 4 LANES DIVIDED)	\$40,384,886	STBG, LOCAL CONTRIBUTION	12/2023	06/2022 12/2022 05/2022 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	ROADWAY IS BEING RE-ADDED TO THE FEDERAL FUNCTIONAL CLASSIFICATION SYSTEM (FFCS); AWAITING FHWA APPROVAL TO PROCEED; COORDINATION BETWEEN NCTCOG, TXDOT, AND FEDERAL HIGHWAY ADMINISTRATION ONGOING	LOW RISK
20084	0047-14-053	TXDOT DALLAS	VARIOUS	US 75 FROM NORTH OF CR 370 TO CR 375 (GRAYSON COUNTY LINE)	RECONSTRUCT AND WIDEN FROM 4 LANE TO 6 LANE FREEWAY AND RECONSTRUCT EXISTING 4 LANE TO 4/6 LANE FRONTAGE ROADS	\$38,347,275	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	PROJECT IS NOT FULLY FUNDED; TXDOT TO CONTINUE REQUESTING CATEGORY 12 FUNDING FOR THE PROJECT FROM THE TEXAS TRANSPORTATION COMMISSION	MEDIUM RISK
20115	0081-03-047	TXDOT DALLAS	ARGYLE	US 377 FROM SOUTH OF FM 1171 TO CRAWFORD ROAD	RECONSTRUCT AND WIDEN ROADWAY FROM 2 LANE RURAL TO 4 LANE DIVIDED URBAN	\$52,007,246	RTR, SW PE, SW ROW, LOCAL CONTRIBUTION	09/2024	09/2024 12/2023	KEEP PROJECT IN APPENDIX D (ENVIRONMENTAL CLEARANCE SECTION OF TIP) UNTIL FUNDING IS SECURED	PROJECT IS NOT FULLY FUNDED; RIGHT-OF-WAY PURCHASES ARE CONTINUING WITH A READY TO LET DATE OF 09/2022 ONCE FUNDING IS SECURED; CONTINUE PURSUING FUNDING FOR THE PROJECT	MEDIUM RISK	PROJECT IS NOT FULLY FUNDED; RIGHT-OF-WAY PURCHASES ARE CONTINUING WITH A READY TO LET DATE OF 12/2023 09/2022; CONTINUE PURSUING FUNDING FOR THE PROJECT	MEDIUM RISK
TOTAL FUNDING						\$298,104,764								

**REGIONAL TRANSPORTATION COUNCIL MILESTONE POLICY (ROUND 2)
STATUS UPDATE - PROJECTS UNDER CONSTRUCTION**

TIP CODE	CSJ	PROJECT SPONSOR	CITY	LIMITS	PROJECT DESCRIPTION	TOTAL FUNDING	FUNDING CATEGORY	PRIOR EST. START DATE	NEW EST./ ACTUAL START DATE	FEBRUARY 2021 RECOMMENDATION	JULY 2022 COMMENTS	JULY 2022 RISK RATING
20066	2374-03-074	TXDOT DALLAS	DALLAS	IH 20 AT BONNIE VIEW RD	IMPROVE APPROACH, WIDEN BRIDGE TO ADD TURN LANES, AND REPLACE TRAFFIC SIGNAL SYSTEM	\$2,988,645	STBG, LOCAL CONTRIBUTION	05/2021	05/2021 (ACTUAL)	CONFIRM FUNDING IN FY 2021		<u>N/A (PROJECT HAS LET)</u>
20060	0918-24-154	PLANO	PLANO	LEGACY DRIVE FROM INDEPENDENCE PARKWAY TO K AVENUE	ADD RIGHT TURN LANES AND DUAL LEFT TURN LANES	\$2,015,500	RTR, LOCAL CONTRIBUTION	05/2021	07/2021 (ACTUAL)	CONFIRM FUNDING IN FY 2021		<u>N/A (PROJECT HAS LET)</u>
20261.2	0918-47-297	MESQUITE	MESQUITE	MGR TRAIL AT MESQUITE CITY LIMITS NEAR DUCK CREEK TO MESQUITE HERITAGE TRAIL NEAR NORTHWEST DR	CONSTRUCT NEW HIKE/BIKE TRAIL FROM MESQUITE HERITAGE TRAIL TO CONNECTING MGR TRAIL IN GARLAND; CONNECTS ACROSS IH 30 AND DUCK CREEK	\$827,115	RTR, LOCAL CONTRIBUTION	09/2021	07/2021 (ACTUAL)	CONFIRM FUNDING IN FY 2022		<u>N/A (PROJECT HAS LET)</u>
20113	0918-46-240	LEWISVILLE	LEWISVILLE	CORPORATE DRIVE FROM FM 544 TO JOSEY LANE	CONSTRUCT FOUR LANE DIVIDED ROADWAY; SEGMENT 6	\$19,164,449	RTR	12/2022	12/2021 (ACTUAL) 10/2021-07/2021	CONFIRM FUNDING IN FY 2023		<u>N/A (PROJECT HAS LET)</u>
20213	0918-47-051	DALLAS COUNTY	GRAND PRAIRIE	WILDLIFE PARKWAY FROM SH 161 TO BELT LINE RD	CONSTRUCT 0/2 LANE RURAL TO 2/4 LANE DIVIDED INCLUDING BRIDGE OVER TRINITY RIVER	\$44,510,339	RTR, LOCAL CONTRIBUTION	06/2022	01/2022 (ACTUAL) 11/2021-08/2022	CONFIRM FUNDING IN FY 2022		<u>N/A (PROJECT HAS LET)</u>
20240	0918-47-027	DALLAS	DALLAS	COLLECTIVE MIXED USE DEVELOPMENT	BICYCLE LANES, SIDEWALKS, PEDESTRIAN AND INTERSECTION IMPROVEMENTS BOUNDED BY FORT WORTH AVE, BAHAMA DR, IH 30, AND PLYMOUTH ROAD; AND CONNECTION TO COOMBS CREEK TRAIL ALONG PLYMOUTH RD	\$2,482,813	RTR	06/2021	01/2022 (ACTUAL) 12/2021-09/2021	CONFIRM FUNDING IN FY 2021		<u>N/A (PROJECT HAS LET)</u>
TOTAL FUNDING						\$71,988,861						

**REGIONAL TRANSPORTATION COUNCIL MILESTONE POLICY (ROUND 2)
STATUS UPDATE - CANCELLED PROJECTS**

TIP CODE	CSJ	PROJECT SPONSOR	CITY	LIMITS	PROJECT DESCRIPTION	TOTAL FUNDING	FUNDING CATEGORY	COMMENTS
83129.1	0000-18-030	FLOWER MOUND	FLOWER MOUND	DENTON CREEK BLVD AT GRAHAM BRANCH	BUILD NEW LOCATION 0 TO 4 LANE BRIDGE	\$7,000,000 \$0	LOCAL CONTRIBUTION	PROJECT REMOVED FROM THE TIP THROUGH 2023-2026 TIP DEVELOPMENT AT THE REQUEST OF THE TOWN OF FLOWER MOUND
82384	0000-18-019	FLOWER MOUND	FLOWER MOUND	KIRKPATRICK LN (PHASE III) FROM FM 1171 TO BELLAIRE BLVD	CONSTRUCT 0 TO 4 LANE ROADWAY	\$9,500,000 \$0	LOCAL CONTRIBUTION	PROJECT REMOVED FROM THE TIP THROUGH 2023-2026 TIP DEVELOPMENT AT THE REQUEST OF THE TOWN OF FLOWER MOUND
53079	0902-50-104	BURLESON	BURLESON	ALSBURY FROM HULEN ST TO CR 1020 (APPROXIMATELY 0.2 MILES)	CONSTRUCTION OF A 4 LANE EXTENSION OF ALSBURY BOULEVARD	\$1,287,880 \$0	CAT 10 (CONGRESSIONAL EARMARK), LOCAL CONTRIBUTION	EARMARK FUNDS WERE REMOVED FROM THE PROJECT DURING 2023-2026 TIP DEVELOPMENT

CMAQ FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2022

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	FACILITY	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
55207	0095-04-069	TXDOT-DALLAS	DALLAS	C	US 80	AT SH 205/FM 148		CONSTRUCT INTERSECTION IMPROVEMENTS (SIDEWALKS AND TURN LANES)	\$7,479,959	\$1,869,990	\$0	\$9,349,949	\$13,638,582	03/2022 (ACTUAL)	OBLIGATED (2022)	FUNDING OBLIGATED FEBRUARY 2022
14018	0918-47-281	DALLAS	DALLAS	E	CS	BOUNDED BY US 75 TO THE WEST, GREENVILLE AVE TO THE EAST,	LOVERS LN TO THE NORTH, AND MOCKINGBIRD LN TO THE SOUTH	PEDESTRIAN IMPROVEMENTS INCLUDING TRAFFIC SIGNALS, SIDEWALKS, CROSSWALKS, LIGHTING, AND INTERSECTION IMPROVEMENTS	\$281,897	\$0	\$70,474	\$352,371	\$281,897	03/2022 (ACTUAL) 10/2022	OBLIGATED (2022)	FUNDING OBLIGATED FEBRUARY 2022
21047.1	0197-03-080	TXDOT-DALLAS	DALLAS	C	US 175	DALLAS COUNTY LINE	EAST OF FM 1390	INSTALLATION OF CCTV, DMS AND VEHICLE DETECTION UNITS	\$720,000	\$180,000	\$0	\$900,000	\$858,047	05/2022 (ACTUAL) 06/2022	OBLIGATED (2022)	FUNDING OBLIGATED APRIL 2022
21047.2	0197-02-133	TXDOT-DALLAS	DALLAS	C	US 175	IH 635	KAUFMAN COUNTY LINE	INSTALLATION OF CCTV, DMS AND VEHICLE DETECTION UNITS	\$700,000	\$175,000	\$0	\$875,000	\$1,015,458	05/2022 (ACTUAL) 06/2022	OBLIGATED (2022)	FUNDING OBLIGATED APRIL 2022
21047.3	0197-04-083	TXDOT-DALLAS	DALLAS	C	US 175	EAST OF FM 1390	SH 34	INSTALLATION OF CCTV, DMS AND VEHICLE DETECTION UNITS	\$660,000	\$165,000	\$0	\$825,000	\$694,106	05/2022 (ACTUAL) 06/2022	OBLIGATED (2022)	FUNDING OBLIGATED APRIL 2022
14069	0619-03-061	TXDOT-DALLAS	DALLAS	C	FM 544	AT FM 1378 (COUNTRY CLUB ROAD)		CONSTRUCT INTERSECTION IMPROVEMENTS INCLUDING LEFT AND RIGHT TURN LANES	\$2,949,938	\$737,485	\$0	\$3,687,423	\$3,329,526	05/2022 (ACTUAL)	OBLIGATED (2022)	PROJECT ADVANCED FROM FY2023; FUNDING OBLIGATED APRIL 2022
14013.2	0918-48-004	DART	DALLAS	C	VA	COTTON BELT VELOWEB TRAIL FROM DFW AIRPORT NORTH COTTON BELT STATION	SHILOH COTTON BELT STATION	DESIGN FOR COTTON BELT VELOWEB TRAIL (26 MILES) AND CONSTRUCTION OF MULTIPLE SECTIONS OF THE TRAIL CORRIDOR (IN COPPELL, CARROLLTON, ADDISON, DALLAS, PLANO, AND RICHARDSON)	\$8,401,592	\$0	\$2,100,398	\$10,501,990	\$8,401,592	07/2022-08/2022	OBLIGATED (2022)	FUNDING OBLIGATED DECEMBER 2021
14044	0008-13-234	TXDOT-FORT WORTH	FORT WORTH	C	IH 20	IH 35W	CAMPUS DRIVE	RELOCATE EXISTING WESTBOUND ENTRANCE RAMP TO REDUCE CIRCUITOUS TRAVEL AND ITS IMPROVEMENTS	\$320,000	\$80,000	\$0	\$400,000	\$0	07/2020 (ACTUAL)	EXPECTED TO OBLIGATE IN FY2022	ADDITIONAL FUNDING FOR PROJECT ALREADY UNDER CONSTRUCTION
14052	0902-90-147	COLLEYVILLE	FORT WORTH	C	CS	GLADE ROAD AT BLUEBONNET DRIVE		LOWER INTERSECTION TO ELIMINATE A 3-WAY STOP	\$311,222	\$0	\$77,805	\$389,027	\$0	10/2021 (ACTUAL)	EXPECTED TO OBLIGATE IN FY2022	ADDITIONAL FUNDING FOR PROJECT ALREADY UNDER CONSTRUCTION
11657.1	0918-00-298	NCTCOG	DALLAS	I	VA	M&O - AIR QUALITY PUBLIC EDUCATION AND OUTREACH PROGRAM	IMPLEMENT STRATEGIC COMMUNICATION EFFORTS TO EDUCATE AND INFORM THE REGION ON TRANSPORTATION AND AIR QUALITY RELATED	ISSUES, INCLUDING STRATEGIES FOR IMPROVEMENT, FUNDING OPPORTUNITIES, TRAINING INITIATIVES, AND NEW PROGRAMS/POLICIES; MAJOR EFFORTS WILL FOCUS ON TRANSPORTATION AND AIR QUALITY, PUBLIC OUTREACH, EDUCATION, AND ENGAGEMENT PROGRAMS	\$1,560,000	\$0	\$0	\$1,560,000	\$0	07/2022 06/2022	EXPECTED TO OBLIGATE IN FY2022	
11630.7	2964-01-052	GRAND PRAIRIE	DALLAS	E	SH 161	ON FRONTAGE ROADS FROM IH 20	IH 30	INSTALL 6 NEW DMS AND 2 NEW CCTV CAMERAS ALONG SH 161 NB AND SB FRONTAGE ROADS INCLUDING SH 180 AND JEFFERSON	\$84,017	\$21,004	\$0	\$105,021	\$0	08/2022-02/2022	EXPECTED TO OBLIGATE IN FY2022	
25093.3	0918-47-361	DART	DALLAS	T	VA	DEEP ELLUM RIDESHARE PLAZA; NORTHEAST CORNER OF N. GOOD LATIMER	AT MONUMENT STREET	CONSTRUCT DEEP ELLUM RIDESHARE PLAZA TO PROVIDE OFF-STREET PASSENGER PICK-UP/DROP-OFF AREA FOR TRANSPORTATION NETWORK COMPANIES IN ORDER TO IMPROVE TRAFFIC FLOW IN DEEP ELLUM	\$320,000	\$0	\$80,000	\$400,000	\$0	08/2022 06/2022	EXPECTED TO OBLIGATE IN FY2022	TRANSIT TRANSFER REQUEST HAS BEEN SUBMITTED AND IS PENDING
21015.3	0918-47-373	DART	DALLAS	T	VA	COVID-19 TRANSIT EDUCATION CAMPAIGN PROGRAM		PROGRAM WILL FOCUS ON EDUCATION AND OUTREACH TO HELP WITH CONSUMER CONFIDENCE AND PROVIDING INCENTIVES TO INCREASE RIDERSHIP	\$300,000	\$0	\$0	\$300,000	\$0	08/2022 04/2022	EXPECTED TO OBLIGATE IN FY2022	PROJECT HAS NOT BEEN APPROVED BY FHWA, PENDING ELIGIBILITY DETERMINATION

ELECTRONIC ITEM 8.2

CMAQ FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2022

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	FACILITY	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
14090.1	0902-00-297	FWTA	FORT WORTH	T	IH 35W	DR. DENNIS DUNCANS TRANSFER CENTER	ALLIANCE	IMPLEMENT HIGH-INTENSITY BUS SERVICE ALONG THE IH 35W CORRIDOR	\$14,000,000	\$0	\$3,500,000	\$17,500,000	\$0	12/2022 04/2022	EXPECTED TO OBLIGATE IN FY2022	TRANSIT TRANSFER REQUEST HAS BEEN SUBMITTED AND IS PENDING
25072	0918-00-390	DART	DALLAS	T	VA	ON THE TRE FROM NOBLE BRANCH	WEST OF MEDICAL DISTRICT DRIVE	ADD TRACK TO CREATE A DOUBLE TRACKED SECTION OF THE TRE RESULTING IN FASTER SPEEDS AND REDUCED DELAY FOR PASSENGERS	\$750,000	\$0	\$187,500	\$937,500	\$0	12/2022 01/2022	EXPECTED TO OBLIGATE IN FY2022	TRANSIT TRANSFER REQUEST HAS BEEN SUBMITTED AND IS PENDING
25072.1	0918-00-367	NCTCOG	DALLAS	I	VA	NORTH TEXAS MOVES EASTERN SUBREGION TRE PROJECT FROM IH 35E TO MEDICAL MARKET CENTER STATION	DOUBLE TRACK MEDICAL MARKET CENTER TO STEMMONS FRWY TO BEGINNING OF EXISTING DOUBLE-TRACKED SECTION W OF MEDICAL MARKET CENTER STATION	REHAB EXISTING BRIDGE OVER INWOOD ROAD AND ADD ADJACENT BRIDGE FOR NEW SECOND TRACK; ADD NEW BRIDGE AT KNIGHTS BRANCH FOR A NEW SECOND TRACK; REPLACE CURRENT NOBLE BRANCH BRIDGE AND ADD ADJACENT BRIDGE FOR SECOND TRACK	\$1,250,000	\$0	\$312,500	\$1,562,500	\$0	01/2023	EXPECTED TO OBLIGATE IN FY2022	PART OF NORTH TEXAS MOVES BUILD GRANT; FUNDING MUST OBLIGATE BY THE END OF SEPTEMBER 2022
14013.2	0918-00-337	DART	DALLAS	C	VA	COTTON BELT VELOWEB TRAIL FROM DFW AIRPORT NORTH COTTON BELT STATION	SHILOH COTTON BELT STATION	DESIGN FOR COTTON BELT VELOWEB TRAIL (26 MILES) AND CONSTRUCTION OF MULTIPLE SECTIONS OF THE TRAIL CORRIDOR (IN COPPELL, CARROLLTON, ADDISON, DALLAS, PLANO, AND RICHARDSON)	\$14,786,590	\$0	\$0	\$14,786,590	\$0	07/2022-08/2022	NOT EXPECTED TO OBLIGATE IN FY2022	FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT
25022	0902-90-050	FORT WORTH	FORT WORTH	C	VA	CENTERPOINT TRAIL FROM TRINITY BLVD/SKYVIEW DR	TRINITY RAILWAY EXPRESS (TRE) CENTREPORT RAIL STATION	CONSTRUCT SHARED-USE PATH (TRAIL) FROM THE INTERSECTION OF TRINITY BLVD/SKYVIEW DR TO CENTREPORT RAIL STATION; PRELIMINARY ENGINEERING FOR CONNECTION TO MIKE LEWIS TRAIL	\$3,930,734	\$0	\$982,683	\$4,913,417	\$0	07/2022	NOT EXPECTED TO OBLIGATE IN FY2022	FUNDING MOVED TO FY2023 DUE TO DELAYS WITH GETTING ENVIRONMENTAL CLEARANCE
11186.6	0918-00-348	NCTCOG	DALLAS	I	VA	FREEWAY/TRAFFIC INCIDENT MANAGEMENT PROGRAM	INCLUDES TRAINING FOR AGENCY EXECUTIVES AND FIRST RESPONDERS, QUICK	CLEARANCE CRASH RECONSTRUCTION TRAINING, OTHER TRAINING AND EDUCATION TO PROMOTE STRATEGIES TO MITIGATE TRAFFIC INCIDENTS; INCLUDES NCTCOG STAFF TIME AND CONSULTANT ASSISTANCE	\$245,460	\$0	\$0	\$245,460	\$0	08/2022	NOT EXPECTED TO OBLIGATE IN FY2022	FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT
21015.7	0918-00-369	NCTCOG	DALLAS	E	VA	COVID-19 REGIONAL TRANSIT EDUCATION CAMPAIGN PROGRAM		PROGRAM WILL FOCUS ON EDUCATION AND OUTREACH TO HELP WITH CONSUMER CONFIDENCE AND PROVIDING INCENTIVES TO INCREASE RIDERSHIP	\$250,000	\$0	\$0	\$250,000	\$0	08/2022	NOT EXPECTED TO OBLIGATE IN FY2022	PROJECT HAS NOT BEEN APPROVED BY FHWA, PENDING ELIGIBILITY DETERMINATION
11630.6	0008-08-077	GRAND PRAIRIE	DALLAS	C	SH 180	EAST OF HENSLEY	GREAT SOUTHWEST PKWY	INSTALLATION OF 4 NEW CCTV CAMERAS AND 5 NEW DMS ALONG SH 180 TO FACILITATE TRAFFIC MANAGEMENT BY VIEWING TRAFFIC CONDITIONS VIA CCTV AND ADJUSTING SIGNAL TIMING AND PROVIDING FEEDBACK TO MOTORING PUBLIC VIA DMS	\$400,000	\$100,000	\$0	\$500,000	\$0	09/2022-11/2022	NOT EXPECTED TO OBLIGATE IN FY2022	PROJECT IS ASSOCIATED WITH ANOTHER PROJECT ALONG MAIN STREET AND IS BEING DELAYED TO FOLLOW THE SAME SCHEDULE; STAFF WILL CONFIRM THE ESTIMATED START DATE AND COORDINATE WITH TXDOT TO MOVE THE PROJECT TO THE APPROPRIATE YEAR. FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT
11651.5	0902-90-199	KENNEDALE	FORT WORTH	ENV	VA	ARTHUR INTERMEDIATE AND DELANEY ELEM SAFE ROUTES TO SCHOOL, BOUNDED BY ARTHUR DR TO THE N	W KENNEDALE PARKWAY TO THE S, RUTH DR TO THE E, CORY A EDWARDS DR TO THE W	CONSTRUCT NEW AND RECONSTRUCT EXISTING SIDEWALKS, CROSSWALKS, AND CROSSING SAFETY IMPROVEMENTS; CONSTRUCT NEW SIGNAGE, TRAFFIC CALMING TREATMENTS, AND LIGHTING	\$24,000	\$0	\$6,000	\$30,000	\$0	09/2022-06/2022	NOT EXPECTED TO OBLIGATE IN FY2022	PROJECT DELAYED DUE TO INACTIVITY; UNABLE TO ESTABLISH CONTACT WITH CITY OF KENNEDALE
11651.5	0902-90-199	KENNEDALE	FORT WORTH	E	VA	ARTHUR INTERMEDIATE AND DELANEY ELEM SAFE ROUTES TO SCHOOL, BOUNDED BY ARTHUR DR TO THE N	W KENNEDALE PARKWAY TO THE S, RUTH DR TO THE E, CORY A EDWARDS DR TO THE W	CONSTRUCT NEW AND RECONSTRUCT EXISTING SIDEWALKS, CROSSWALKS, AND CROSSING SAFETY IMPROVEMENTS; CONSTRUCT NEW SIGNAGE, TRAFFIC CALMING TREATMENTS, AND LIGHTING	\$91,273	\$0	\$22,818	\$114,091	\$0	09/2022-06/2022	NOT EXPECTED TO OBLIGATE IN FY2022	PROJECT DELAYED DUE TO INACTIVITY; UNABLE TO ESTABLISH CONTACT WITH CITY OF KENNEDALE
19005	0918-24-251	PLANO	DALLAS	C	VA	PLANO CITYWIDE CCTV CAMERA EXPANSION		INSTALL NEW CCTV CAMERAS CITYWIDE	\$1,867,000	\$0	\$0	\$1,867,000	\$0	10/2022 12/2021	NOT EXPECTED TO OBLIGATE IN FY2022	FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT
21057	0918-24-269	PLANO	DALLAS	E	VA	BRECKENRIDGE TRAIL FROM BRADSHAW DR	FUTURE SHILOH RD SILVER LINE DART STATION	CONSTRUCT NEW SHARED-USE PATH	\$1,000,000	\$0	\$0	\$1,000,000	\$0	10/2022-06/2022	NOT EXPECTED TO OBLIGATE IN FY2022	FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT
14013.3	0902-00-235	FORT WORTH	FORT WORTH	R	CS	CENTREPORT TRAIL FROM CENTREPORT STATION	CITY LIMITS	CONSTRUCT 12' WIDE SHARED-USE PATH	\$165,200	\$0	\$0	\$165,200	\$0	11/2022	NOT EXPECTED TO OBLIGATE IN FY2022	STAFF WILL CONFIRM THE ESTIMATED START DATE AND COORDINATE WITH TXDOT TO MOVE THE PROJECT TO THE APPROPRIATE YEAR. PROJECT PHASE DELAYED TO FY2023 THROUGH FEBRUARY 2022 TIP MODIFICATION CYCLE

CMAQ FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2022

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	FACILITY	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
14046	0918-47-286	DALLAS	DALLAS	C	VA	UPTOWN MCKINNEY/COLE COUPLER: ON ALLEN ST FROM CARLISLE ST TO MCKINNEY AVE; ON CARLISLE ST FROM COLE AVE TO ALLEN ST;	ON COLE AVE FROM HARVARD AVE TO CARLISLE ST; ON MCKINNEY AVE FROM HARVARD AVE TO ALLEN ST	CONVERSION OF 3 LN ONE-WAY RDWYS TO TWO-WAY RDWYS; INTERSECTION, SIGNAL, SIGNAGE, PEDESTRIAN, LIGHTING, LANDSCAPING, AND ASSOCIATED IMPROVEMENTS INCLUDING TROLLEY RELOCATION	\$6,700,000	\$0	\$1,675,000	\$8,375,000	\$0	12/2022	NOT EXPECTED TO OBLIGATE IN FY2022	STAFF WILL CONFIRM THE ESTIMATED START DATE AND COORDINATE WITH TXDOT TO MOVE THE PROJECT TO THE APPROPRIATE YEAR; PROJECT IS BEING RE-ADVERTISED TO SOLICIT MORE BIDDERS AND IS ANTICIPATED TO BEGIN IN FY2023
14058	0902-90-153	FORT WORTH	FORT WORTH	E	CS	TRINITY TRAIL FROM TRINITY BLVD.	TRINITY LAKES STATION	CONSTRUCT SHARED USE PATH	\$40,267	\$0	\$0	\$40,267	\$0	12/2022-12/2024	NOT EXPECTED TO OBLIGATE IN FY2022	FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT
25066.1	0918-47-310	DALLAS	DALLAS	R	CS	ON LINFIELD RD OVER UPRR RAIL YARD FROM SH 310 TO CARBONDALE ST	AND ON CARBONDALE ST FROM LINFIELD RD TO SL 12	CONSTRUCT BICYCLE AND PEDESTRIAN BRIDGE ON LINFIELD ROAD OVER THE UPRR RAIL YARD; ADD LANDSCAPING TO THE PROJECT AREA INCLUDING ALONG CARBONDALE STREET	\$350,000	\$0	\$0	\$350,000	\$0	12/2022	NOT EXPECTED TO OBLIGATE IN FY2022	STAFF WILL CONFIRM THE ESTIMATED START DATE AND COORDINATE WITH TXDOT TO MOVE THE PROJECT TO THE APPROPRIATE YEAR FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT
21063	0918-47-368	DALLAS	DALLAS	E	CS	CAMP WISDOM RD FROM US 67	WESTMORELAND RD	RECONSTRUCT AND WIDEN SIDEWALKS, INSTALL PEDESTRIAN LIGHTING, AND RECONSTRUCT/UPGRADE CROSSWALKS AND ASSOCIATED TRAFFIC SIGNAL INFRASTRUCTURE	\$400,000	\$0	\$100,000	\$500,000	\$0	01/2023-08/2022	NOT EXPECTED TO OBLIGATE IN FY2022	FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT
14080	0902-90-163	GRAND PRAIRIE	FORT WORTH	R	VA	REGIONAL VELOWEB TRAIL FROM TERMINATION OF FORT WORTH TRAIL AT CITY LIMITS	MIKE LEWIS PARK AT EXISTING TRAIL NEAR ROY ORR BLVD	CONSTRUCT SHARED-USE PATH	\$508,880	\$0	\$127,220	\$636,100	\$0	03/2023-11/2022	NOT EXPECTED TO OBLIGATE IN FY2022	STAFF WILL CONFIRM THE ESTIMATED START DATE AND COORDINATE WITH TXDOT TO MOVE THE PROJECT TO THE APPROPRIATE YEAR FUNDING DELAYED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT; RIGHT-OF-WAY ACQUISITION CANNOT BEGIN UNTIL ENVIRONMENTAL CLEARANCE IS RECEIVED
14080	0902-90-163	GRAND PRAIRIE	FORT WORTH	U	VA	REGIONAL VELOWEB TRAIL FROM TERMINATION OF FORT WORTH TRAIL AT CITY LIMITS	MIKE LEWIS PARK AT EXISTING TRAIL NEAR ROY ORR BLVD	CONSTRUCT SHARED-USE PATH	\$60,000	\$0	\$15,000	\$75,000	\$0	03/2023-06/2022	NOT EXPECTED TO OBLIGATE IN FY2022	FUNDING DELAYED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT; UTILITY RELOCATIONS CANNOT BEGIN UNTIL ENVIRONMENTAL CLEARANCE IS RECEIVED
14013	0918-47-236	DALLAS CO	DALLAS	C	VA	TRAIL CONNECTIONS TO FUTURE CYPRESS WATERS COTTON BELT RAIL STATION; FROM SOUTH OF CYPRESS WATERS COTTON BELT STATION	TO EXISTING TRAIL NORTH OF OLYMPUS BLVD	CONSTRUCT SHARED USE PATH AND RELATED PEDESTRIAN AND BICYCLE IMPROVEMENTS (PEDESTRIAN CROSSWALKS, SIGNAGE, LIGHTING, AND SIGNALS) IN PROXIMITY OF THE FUTURE CYPRESS WATERS COTTON BELT RAIL STATION	\$1,834,068	\$0	\$458,517	\$2,292,585	\$0	05/2023	NOT EXPECTED TO OBLIGATE IN FY2022	PROJECT IMPACTED BY CONSTRUCTION OF HUNTINGTON ROAD IN THE CYPRESS WATERS DEVELOPMENT; STAFF WILL CONFIRM THE ESTIMATED START DATE AND COORDINATE WITH TXDOT TO MOVE THE PROJECT TO THE APPROPRIATE YEAR FUNDING MOVED TO FY2023 THROUGH MAY 2022 TIP MOD CYCLE
25093	0918-47-362	DALLAS	DALLAS	E	VA	DEEP ELLUM AREA PEDESTRIAN AND TRAFFIC SIGNAL IMPROVEMENTS, BOUNDED BY LIVE OAK ST TO THE NORTH,	HALL ST TO THE EAST, IH 30 TO THE SOUTH, AND CESAR CHAVEZ BLVD TO THE WEST	CONSTRUCT NEW SIDEWALKS, ADA RAMPS, CURB EXTENSIONS, PEDESTRIAN LIGHTING, AND UPGRADES TO TRAFFIC SIGNALS IN THE DEEP ELLUM AREA	\$400,000	\$0	\$0	\$400,000	\$0	05/2023-08/2022	NOT EXPECTED TO OBLIGATE IN FY2022	FUNDING MOVED TO FY2024 THROUGH 2023-2026 TIP DEVELOPMENT
21053	0918-47-372	DALLAS	DALLAS	E	CS	ALONG PINE ST FROM US 175 TO MALCOLM X BLVD	ALONG ELSIE FAYE HEGGINS ST (PREVIOUSLY HATCHER RD) FROM US 175 TO 2ND AVE	CONSTRUCT SIDEWALKS	\$120,000	\$0	\$30,000	\$150,000	\$0	06/2023-08/2022	NOT EXPECTED TO OBLIGATE IN FY2022	FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT
11614.5	0918-46-267	DENTON	DALLAS	C	VA	CITY OF DENTON SCHOOL CONNECTION SIDEWALKS		CONSTRUCT NEW SIDEWALK SEGMENTS NEAR SCHOOL SITES AT PECAN CREEK ELEMENTARY SCHOOL AND NETTE SHULTZ ELEMENTARY SCHOOL (FORMERLY NAMED WOODROW WILSON ELEMENTARY) IN THE CITY OF DENTON	\$325,280	\$0	\$81,320	\$406,600	\$0	09/2023-03/2022	NOT EXPECTED TO OBLIGATE IN FY2022	
14058	0902-90-153	FORT WORTH	FORT WORTH	C	CS	TRINITY TRAIL FROM TRINITY BLVD.	TRINITY LAKES STATION	CONSTRUCT SHARED USE PATH	\$372,467	\$0	\$0	\$372,467	\$0	12/2023	NOT EXPECTED TO OBLIGATE IN FY2022	DELAY ON THE START OF DESIGN HAS PUSHED THE REST OF THE SCHEDULE OUT; STAFF WILL CONFIRM THE ESTIMATED START DATE AND COORDINATE WITH TXDOT TO MOVE THE PROJECT TO THE APPROPRIATE YEAR FUNDING MOVED TO FY2024 THROUGH 2023-2026 TIP DEVELOPMENT
25066.2	0581-01-157	DALLAS	DALLAS	U	SL 12	AT CARBONDALE		CONSTRUCT INTERSECTION IMPROVEMENTS INCLUDING REGRADING, REPAVING, AND SIDEWALKS	\$40,000	\$10,000	\$0	\$50,000	\$0	01/2024	NOT EXPECTED TO OBLIGATE IN FY2022	STAFF WILL CONFIRM THE ESTIMATED START DATE AND COORDINATE WITH TXDOT TO MOVE THE PROJECT TO THE APPROPRIATE YEAR FUNDING MOVED TO FY2024 THROUGH 2023-2026 TIP DEVELOPMENT
21020	0902-90-219	FOREST HILL	FORT WORTH	C	CS	FOREST HILL DR AT FOREST HILL CIRCLE		CONSTRUCT SIGNAL AND INTERSECTION IMPROVEMENTS, INCLUDING SIGNAL RETIMING	\$500,000	\$0	\$0	\$500,000	\$0	03/2024-06/2022	NOT EXPECTED TO OBLIGATE IN FY2022	

CMAQ FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2022

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	FACILITY	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
14037	0902-90-137	FORT WORTH	FORT WORTH	U	BUS 287	BUS 287/NORTH MAIN STREET AT NORTH AIRPORT ENTRANCE		ADD RIGHT TURN LANE FOR SOUTHBOUND TRAFFIC INTO NORTHERN AIRPORT ENTRANCE (MAIN ENTRANCE FOR JET FUEL TRUCKS)	\$45,000	\$0	\$0	\$45,000	\$0	08/2024	NOT EXPECTED TO OBLIGATE IN FY2022	STAFF WILL CONFIRM THE ESTIMATED START DATE AND COORDINATE WITH TXDOT TO MOVE THE PROJECT TO THE APPROPRIATE YEAR. <u>FUNDING MOVED TO FY2024 THROUGH THE MAY 2022 TIP MODIFICATION CYCLE</u>
11614.5	0918-46-267	DENTON	DALLAS	R	VA	CITY OF DENTON SCHOOL CONNECTION SIDEWALKS		CONSTRUCT NEW SIDEWALK SEGMENTS NEAR SCHOOL SITES AT PECAN CREEK ELEMENTARY SCHOOL AND NETTE SHULTZ ELEMENTARY SCHOOL (FORMERLY NAMED WOODROW WILSON ELEMENTARY) IN THE CITY OF DENTON	\$0	\$0	\$0	\$0	\$0	N/A 04/2022	NOT EXPECTED TO OBLIGATE IN FY2022	<u>FUNDING MOVED TO THE CONSTRUCTION PHASE AT THE REQUEST OF THE CITY OF DENTON</u>
14036	0902-90-139	FORT WORTH	FORT WORTH	E	BUS 287	BUS 287/NORTH MAIN STREET AT NORTH HANGAR ENTRANCE		ADD RIGHT TURN LANES FOR SOUTHBOUND TRAFFIC	\$0	\$0	\$0	\$0	\$0	N/A 12/2021	NOT EXPECTED TO OBLIGATE IN FY2022	CITY HAS OPTED TO CANCEL PROJECT; <u>PROJECT CANCELED AND FUNDING MOVED TO TIP 14037/CSJ 0902-90-137</u>
14036	0902-90-139	FORT WORTH	FORT WORTH	U	BUS 287	BUS 287/NORTH MAIN STREET AT NORTH HANGAR ENTRANCE		ADD RIGHT TURN LANES FOR SOUTHBOUND TRAFFIC	\$0	\$0	\$0	\$0	\$0	N/A 08/2022	NOT EXPECTED TO OBLIGATE IN FY2022	CITY HAS OPTED TO CANCEL PROJECT; <u>PROJECT CANCELED AND FUNDING MOVED TO TIP 14037/CSJ 0902-90-137</u>
14037	0902-90-137	FORT WORTH	FORT WORTH	E	BUS 287	BUS 287/NORTH MAIN STREET AT NORTH AIRPORT ENTRANCE		ADD RIGHT TURN LANE FOR SOUTHBOUND TRAFFIC INTO AIRPORT'S NORTHERN ENTRANCE (MAIN ENTRANCE FOR JET FUEL TRUCKS)	\$0	\$0	\$0	\$0	\$0	N/A 02/2023	NOT EXPECTED TO OBLIGATE IN FY2022	STAFF WILL CONFIRM THE ESTIMATED START DATE AND COORDINATE WITH TXDOT TO MOVE THE PROJECT TO THE APPROPRIATE YEAR; <u>ENGINEERING BEING FUNDED BY THE CITY OF FORT WORTH</u>
14073	0918-47-965	RICHARDSON	DALLAS	E	US 75	US 75 NORTHBOUND FRONTAGE ROAD FROM RENNER ROAD	W CITY LINE DRIVE	WIDEN US 75 NB FRONTAGE ROAD BRIDGE OVER SPRING CREEK TO CONSTRUCT SHARED-USE PATH	\$0	\$0	\$0	\$0	\$0	N/A 09/2021	NOT EXPECTED TO OBLIGATE IN FY2022	<u>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</u>
19007	0918-24-253	PLANO	DALLAS	C	SH 121 FRTG RD	CUSTER	SPRING CREEK PKWY	SIGNAL CONTROLLER AND SOFTWARE UPGRADES	\$0	\$0	\$0	\$0	\$0	N/A 07/2022	NOT EXPECTED TO OBLIGATE IN FY2022	<u>SPLIT INTO TWO PROJECTS (TIP 19007.1/CSJ 0364-04-052 AND 19007.2/CSJ 0364-03-106) THAT WILL OBLIGATE IN FY2023</u>
25022	0902-90-050	FORT WORTH	FORT WORTH	R	VA	CENTERPOINT TRAIL FROM TRINITY BLVD/SKYVIEW DR	TRINITY RAILWAY EXPRESS (TRE) CENTREPORT RAIL STATION	CONSTRUCT SHARED-USE PATH (TRAIL) FROM THE INTERSECTION OF TRINITY BLVD/SKYVIEW DR TO CENTREPORT RAIL STATION; PRELIMINARY ENGINEERING FOR CONNECTION TO MIKE LEWIS TRAIL	\$0	\$0	\$0	\$0	\$0	N/A 11/2022	NOT EXPECTED TO OBLIGATE IN FY2022	<u>STAFF WILL CONFIRM THE ESTIMATED START DATE AND COORDINATE WITH TXDOT TO MOVE THE PROJECT TO THE APPROPRIATE YEAR; FUNDING MOVED TO CONSTRUCTION PHASE (RIGHT-OF-WAY DONATED)</u>
25022	0902-90-050	FORT WORTH	FORT WORTH	U	VA	CENTERPOINT TRAIL FROM TRINITY BLVD/SKYVIEW DR	TRINITY RAILWAY EXPRESS (TRE) CENTREPORT RAIL STATION	CONSTRUCT SHARED-USE PATH (TRAIL) FROM THE INTERSECTION OF TRINITY BLVD/SKYVIEW DR TO CENTREPORT RAIL STATION; PRELIMINARY ENGINEERING FOR CONNECTION TO MIKE LEWIS TRAIL	\$0	\$0	\$0	\$0	\$0	N/A 11/2022	NOT EXPECTED TO OBLIGATE IN FY2022	<u>STAFF WILL CONFIRM THE ESTIMATED START DATE AND COORDINATE WITH TXDOT TO MOVE THE PROJECT TO THE APPROPRIATE YEAR; FUNDING MOVED TO CONSTRUCTION PHASE (NO UTILITY RELOCATIONS REQUIRED)</u>
TOTAL									\$66,782,988	\$1,468,489	\$9,756,761	\$78,008,238	\$28,219,208			

TOTAL CLOSEOUTS/WITHDRAWALS	(\$613,760)
TOTAL PROJECT ADJUSTMENTS	\$527,657
TOTAL OBLIGATED IN FY2022	\$28,219,208
TOTAL EXPECTED TO OBLIGATE	\$18,895,239
TOTAL NOT EXPECTED TO OBLIGATED	\$15,738,895

STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2022

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	FACILITY	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
14032	0918-47-246	TXDOT-DALLAS	DALLAS	E	CS	ON EAST BEAR CREEK ROAD FROM HAMPTON ROAD	IH 35E	RECONSTRUCT AND WIDEN FROM 2 LANES RURAL UNDIVIDED TO 4 LANES URBAN DIVIDED WITH BICYCLE/PEDESTRIAN ACCOMMODATIONS AND INTERSECTION IMPROVEMENTS	\$800,000	\$0	\$200,000	\$1,000,000	\$800,000	10/2021 <u>(ACTUAL)</u>	OBLIGATED (2022)	FUNDING OBLIGATED OCTOBER 2021 (ADVANCE CONSTRUCTION)
52553	0171-05-081	TXDOT-FORT WORTH	FORT WORTH	C	SH 199	AT BYPASS CHANNEL (ON HENDERSON)	NEAR FW CBD & TRINITY RIVER	CONSTRUCT 4 LANE BRIDGE AT NEW LOCATION OF PROPOSED BYPASS CHANNEL	\$22,858,937	\$5,714,734	\$0	\$28,573,671	\$22,858,937	12/2021 <u>(ACTUAL)</u> 08/2021	OBLIGATED (2022)	FUNDING OBLIGATED DECEMBER 2021; UPDATE ON THE STATUS OF THE PROJECT FROM TXDOT-PENDING
11618.1	0918-00-346	TXDOT-DALLAS	DALLAS	I	VA	REGIONAL MOBILITY ASSISTANCE PATROL (DALLAS DISTRICT)		MOBILITY ASSISTANCE PATROL THAT PROVIDES ASSISTANCE TO STRANDED MOTORISTS DUE TO VEHICLE PROBLEMS OR NON-INJURY ACCIDENTS	\$3,450,000	\$862,500	\$0	\$4,312,500	\$3,450,000	12/2021 <u>(ACTUAL)</u> 11/2021	OBLIGATED (2022)	FUNDING OBLIGATED DECEMBER 2021
11649	0918-00-343	NCTCOG	DALLAS	I	VA	DART VANPOOL PROGRAM		OPERATE A VANPOOL SUBSIDY INITIATIVE FOR COMMUTERS TRAVELING LONG DISTANCES AND IN AREAS WITH LITTLE OR NO FIXED ROUTE SERVICE; SUBSIDIZE A PORTION OF THE COST FOR STAFFING, VEHICLE LEASE COSTS, VANPOOL VEHICLE WRAPPINGS, AND EMERGENCY RIDE HOME SERVICES	\$2,146,000	\$0	\$536,500	\$2,682,500	\$2,146,000	12/2021 <u>(ACTUAL)</u> 11/2021	OBLIGATED (2022)	FUNDING OBLIGATED DECEMBER 2021
11559	0902-48-799	FWTA	FORT WORTH	T	CS	TRE CROSSING	AT CALLOWAY CEMETERY	UPGRADE TO QUAD GATES AND RESURFACE CROSSING	\$504,186	\$0	\$126,047	\$630,233	\$100,000	02/2020 <u>(ACTUAL)</u>	OBLIGATED (2022)	FUNDING OBLIGATED DECEMBER 2021; ADDITIONAL FUNDING FOR PROJECT ALREADY UNDER CONSTRUCTION; TRANSIT TRANSFER REQUEST HAS BEEN SUBMITTED AND IS PENDING
11612.2	0902-00-234	NCTCOG	FORT WORTH	I	VARIOUS	REGION-WIDE EMPLOYER TRIP REDUCTION PROGRAM (ETR)	TRACK AND IMPLEMENT ETR STRATEGIES THROUGH COMMUTER/EMPLOYER OUTREACH; MANAGEMENT/OVERSIGHT OF TRYPARKINGIT.COM	PERFORMANCE MONITORING/REPORTING; MAINTAIN/UPDATE THE TDM TOOLKIT, TRIP REDUCTION MANUAL FOR EMPLOYERS, OUTREACH MATERIALS; MANAGED LANE REIMBURSEMENT; INCLUDES NCTCOG STAFF TIME AND CONSULTANT ASSISTANCE	\$875,000	\$0	\$0	\$875,000	\$875,000	01/2022 <u>(ACTUAL)</u> 06/2022	OBLIGATED (2022)	FUNDING OBLIGATED JANUARY 2022
25061	0918-47-294	NCTCOG	DALLAS	E	VA	IRVING BICYCLE MASTER PLAN; CITYWIDE		DEVELOP A CITYWIDE BICYCLE MASTER PLAN TO IDENTIFY CORRIDORS AND METHODOLOGIES FOR PROVIDING BICYCLE CONNECTIVITY FROM EXISTING FACILITIES AND TRAILS TO ADDITIONAL AREAS OF THE CITY; INCLUDES NCTCOG STAFF TIME AND CONSULTANT ASSISTANCE	\$400,000	\$0	\$0	\$400,000	\$400,000	03/2022 <u>(ACTUAL)</u> 11/2021	OBLIGATED (2022)	FUNDING OBLIGATED FEBRUARY 2022
55205	1310-01-043	TXDOT-DALLAS	DALLAS	C	FM 407	GULF AVE	WEST OF SAGE DRIVE	REALIGN EXISTING 2 TO 2 LANE ROADWAY TO ADDRESS LANE SAFETY ISSUE	\$1,292,175	\$323,043	\$0	\$1,615,218	\$1,692,803	03/2022 <u>(ACTUAL)</u> 01/2022	OBLIGATED (2022)	FUNDING OBLIGATED FEBRUARY 2022
25080.1	0902-00-303	NCTCOG	FORT WORTH	E	VA	INTEGRATED TRANSPORTATION STORMWATER MGMT PROJECT; APPROX 2,816 SQ MI STUDY AREA WITHIN CLEAR, ELM, & WEST FORK TRINITY;	INCLUDES WISE CO & PORTIONS OF DALLAS, DENTON, ELLIS, HOOD, JOHNSON, PARKER & TARRANT CO; ASSESS CURRENT & FUTURE FLOOD	RISK VULNERABILITY FOR TRANS INFRASTRUCTURE & DEVELOPED LAND TO MINIMIZE & MITIGATE IMPACTS OF TRANS PROJECTS & DETERMINE ADAPTIVE & SUSTAINABLE STRATEGIES TO ACCOMMODATE URBAN GROWTH WHILE ALSO INTEGRATING STORMWATER NEEDS & ENVIR STEWARDSHIP	\$3,000,000	\$0	\$0	\$3,000,000	\$3,000,000	02/2022 <u>(ACTUAL)</u> 11/2021	OBLIGATED (2022)	FUNDING OBLIGATED FEBRUARY 2022 (ADVANCE CONSTRUCTION)
11696.2	0902-00-301	NCTCOG	FORT WORTH	I	VA	REGIONWIDE OPTIMIZED FREIGHT MOVEMENT PROJECT; INCLUDES RESEARCH, DEPLOYMENT,	& MONITORING OF TRANSPORTATION INNOVATIONS AND TECHNOLOGY TO IMPROVE FLOW OF FREIGHT VEHICLES	THROUGH INTERSECTIONS IN DALLAS-FORT WORTH IN PARTNERSHIP WITH INDUSTRY AND GOVERNMENTS; INCLUDES NCTCOG STAFF TIME	\$4,800,000	\$0	\$0	\$4,800,000	\$4,800,000	02/2022 <u>(ACTUAL)</u> 11/2021	OBLIGATED (2022)	FUNDING OBLIGATED FEBRUARY 2022
55043	2374-05-066	TXDOT-FORT WORTH	FORT WORTH	C	IH 20	IH 820	LITTLE ROAD	RECONSTRUCT AND WIDEN FROM 8/10 TO 10 GENERAL PURPOSE LANES, 4/6 DISCONTINUOUS FRONTAGE ROAD LANES TO 4/8 DISCONTINUOUS FRONTAGE ROAD LANES, 0 TO 8 COLLECTOR DISTRIBUTOR LANES (FROM IH 820 TO US 287), AND ADD SHARED-USE PATH AND SIDEWALKS	\$78,299,057	\$19,574,764	\$0	\$97,873,821	\$78,299,057	02/2022 <u>(ACTUAL)</u>	OBLIGATED (2022)	FUNDING OBLIGATED FEBRUARY 2022; PROJECT IS PART OF A FUNDING SWAP BEING IMPLEMENTED AS PART OF THE REGIONAL 10-YEAR PLAN UPDATE, CATEGORY 7 FUNDS PLACED ON THIS PROJECT
14085.2	0918-47-307	NCTCOG	DALLAS	E	VA	OAK FARMS REG CORR CONCEPTUAL ENG STUDY; ALONG JEFFERSON BLVD VIADUCT FROM YOUNG TO EWING; ALONG HOUSTON ST VIADUCT FRM	YOUNG TO GREENBRIAR LN; ON GREENBRIAR LN FRM JEFFERSON BLVD TO BECKLEY AVE; ON EADS AVE FRM COLORADO TO HUTCHINS	CONCEPTUAL ENGINEERING STUDY TO RECONST ROADWAYS TO IMPLEMENT COMPLETE STREETS, INCLUDING: ON-STREET PARKING, SIDEWALKS, BIKE LANES/PATHS, CONVERT TO 2-WAY OPERATIONS, REMOVE RAMPS, IMPROVE ACCESSIBILITY BY STREETCAR, ADD TRAFFIC CALMING	\$3,405,000	\$0	\$0	\$3,405,000	\$3,405,000	03/2022 <u>(ACTUAL)</u> 11/2021	OBLIGATED (2022)	FUNDING OBLIGATED MARCH 2022
14024	0918-47-240	SACHSE	DALLAS	R	CS	ON MERRITT RD/WOODBRIDGE PKWY FROM PLEASANT VALLEY ROAD	NORTH OF SACHSE ROAD	RECONSTRUCT AND WIDEN 2 TO 4 LANE DIVIDED URBAN; INTERSECTION, SIGNAL, AND SHARED-USE PATH IMPROVEMENTS ALONG MERRITT ROAD, INCLUDING ILLUMINATION AND MEDIAN LANDSCAPE	\$800,000	\$0	\$200,000	\$1,000,000	\$810,800	04/2022 <u>(ACTUAL)</u> 11/2021	OBLIGATED (2022)	ROW CSJ 0918-47-304; FUNDING OBLIGATED APRIL 2022
14038.1	0902-00-250	NCTCOG	FORT WORTH	I	VA	DFW REGION; MANAGEMENT & OVERSIGHT OF NEW REGIONAL SAFETY PROJECT FUNDING PROGRAM; INCLUDES DEVELOPMENT OF A REGIONAL	TRANSPORTATION SAFETY PLAN; GENERAL SAFETY PLANNING/IMPLEMENTATION ACTIVITIES; CONDUCTING REGIONAL & FEDERAL SAFETY	PERFORMANCE TRACKING/REPORTING REQUIREMENTS; ANALYSIS OF WRONG-WAY DRIVING AND INTERSECTION SAFETY IMPLEMENTATION PLAN COUNTERMEASURE EFFECTIVENESS; COLLECTING/ANALYZING CRASH DATA & INCIDENT PERFORMANCE MEASURES	\$362,000	\$0	\$0	\$362,000	\$362,000	05/2022 <u>(ACTUAL)</u> 03/2022	OBLIGATED (2022)	FUNDING OBLIGATED MAY 2022
13044	0047-06-161	TXDOT-DALLAS	DALLAS	C	US 75	AT RIDGEVIEW DRIVE		RECONSTRUCT INTERCHANGE	\$7,156,475	\$1,789,119	\$0	\$8,945,594	\$7,156,475	06/2022 <u>(ACTUAL)</u>	OBLIGATED (2022)	FUNDING OBLIGATED MAY 2022

STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2022

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	FACILITY	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
25068	0196-02-131	TXDOT-DALLAS	DALLAS	C	IH 35E	GARDEN RIDGE BLVD	LAKE LEWISVILLE BRIDGE	CONSTRUCT NB ENTRANCE RAMP FOR HIGHLAND VILLAGE RD TO NB IH 35E	\$2,400,000	\$600,000	\$0	\$3,000,000	\$2,543,950	07/2022 03/2022	OBLIGATED (2022)	FUNDING OBLIGATED MAY 2022
14082	0902-90-164	HALTOM CITY	FORT WORTH	E	CS	BROADWAY AVE FROM US 377	SH 26	RECONSTRUCT AND WIDEN FROM 2 TO 3 LANES WITH INTERSECTION, SIDEWALK AND SIGNAL IMPROVEMENTS	\$659,190	\$0	\$0	\$659,190	\$0	08/2022 06/2022	EXPECTED TO OBLIGATE IN FY2022	
11647.1	0918-00-311	NCTCOG	DALLAS	I	VA	LAND USE/TRANSPORTATION AND BIKE/PEDESTRIAN INITIATIVES INCLUDES BICYCLE/PEDESTRIAN PLANNING,	TRANSIT ORIENTED DEVELOPMENT, REGIONAL PEDESTRIAN SAFETY PROGRAM, IMPLEMENTATION OF SUSTAINABLE DEVELOPMENT INITIATIVES;	INCLUDES NCTCOG STAFF TIME AND POSSIBLE CONSULTANT ASSISTANCE TO DEVELOP AND IMPLEMENT FUNDING PROGRAMS, COLLECT AND ANALYZE DATA; SCHOOL SITING/LAND USE CONNECTIONS, SAFE ROUTES TO SCHOOL, SAFETY AND EDUCATION	\$1,524,000	\$0	\$0	\$1,524,000	\$0	08/2022 01/2022	EXPECTED TO OBLIGATE IN FY2022	
11650	0902-00-263	NCTCOG	FORT WORTH	I	VA	CORRIDOR STUDIES AND CAPITAL ASSET MANAGEMENT	IDENTIFY STRATEGIES TO EXTEND OPERATIONAL LIFE OF TRANSPORTATION FACILITIES BY PROMOTING USE OF STRATEGIC MAINTENANCE,	REPAIR, AND EXPANSION; INCLUDES CONTINUED DEVELOPMENT, MONITORING, AND TECHNICAL ASSISTANCE TO REGIONAL PARTNERS TO BALANCE PRESERVATION VS. UPGRADE OF ASSETS	\$292,000	\$0	\$0	\$292,000	\$0	08/2022 01/2022	EXPECTED TO OBLIGATE IN FY2022	
11621.1	0902-00-267	NCTCOG	FORT WORTH	I	VA	PLANNING STUDIES AND STREAMLINED PROJECT DELIVERY (REGIONAL)		PROVIDE MPO PLANNING SUPPORT AND TECHNICAL ASSISTANCE FOR SURFACE TRANSPORTATION PROJECTS WITHIN THE METROPOLITAN PLANNING AREA INCLUDING PLANNING STUDIES AND EXPEDITE ENVIRONMENTAL REVIEW PROCESS	\$1,248,000	\$0	\$0	\$1,248,000	\$0	08/2022 06/2022	EXPECTED TO OBLIGATE IN FY2022	
11622.3	0918-00-314	NCTCOG	DALLAS	I	VA	TRAVEL SURVEY & DATA COLLECTION PROGRAM: TO PROVIDE TRAVEL INFORMATION USED TO CREATE ANALYTICAL TOOLS FOR ALL PLANNING,	AIR QUALITY, AND MANAGEMENT PROJECTS IN THE MPA; ANALYSIS OF TRANSIT PERFORMANCE IN REAL-TIME AND	FORECAST FUTURE RIDERSHIP AMONGST THE THREE MAJOR TRANSIT AGENCIES; INCLUSION OF NON-MOTORIZED TRIPS IN THE REGIONAL TRAVEL MODEL; DEVELOPMENT OF DYNAMIC TRAFFIC ASSIGNMENT MODEL FOR ROADWAY NETWORK ANALYSIS	\$1,695,000	\$0	\$0	\$1,695,000	\$0	08/2022 06/2022	EXPECTED TO OBLIGATE IN FY2022	
11694	0918-00-318	NCTCOG	DALLAS	I	VA	REGIONAL AIR QUALITY INITIATIVES	IDENTIFY AND IMPLEMENT POLICIES/BEST PRACTICES TO IMPROVE AIR QUALITY AND ENSURE COMPLIANCE WITH FEDERAL STANDARDS;	INCLUDING STRATEGIES TO REDUCE EMISSIONS FROM COMMERCIAL AND CONSUMER VEHICLES, IMPLEMENTATION OF NEW VEHICLE TECHNOLOGIES, AND ASSIST LOCAL GOVERNMENTS AND BUSINESS WITH THE DEPLOYMENT OF LOW-EMISSION TECHNOLOGIES	\$2,594,000	\$0	\$0	\$2,594,000	\$0	08/2022 06/2022	EXPECTED TO OBLIGATE IN FY2022	
21013	0902-90-224	NCTCOG	FORT WORTH	E	CS	FOREST HILL DRIVE FROM LON STEPHENSON ROAD	SHELBY ROAD	PLANNING STUDY OF TRANSPORTATION, LAND USE, AND FLOODING; ENGINEERING TO RECONSTRUCT AND WIDEN FROM 2 LANES TO 4 LANES WITH SIGNAL RETIMING AND INTERSECTION IMPROVEMENTS	\$500,000	\$0	\$0	\$500,000	\$0	08/2022 06/2022	EXPECTED TO OBLIGATE IN FY2022	
21016.1	0918-00-371	NCTCOG	DALLAS	E	VA	REGIONAL DATA HUB - DFW MPO BOUNDARY	DEPLOYMENT AND ADAPTATION OF THE CALTRANS TRANSPORTATION SYSTEM MANAGEMENT AND OPERATIONS DATA ENGINE	TO IMPROVE OPERATIONAL EFFICIENCY ON THE REGION'S ROADWAYS BY INTEGRATING DATA SOURCES, INCLUDING REGIONAL 511 AND OTHER TRAFFIC MANAGEMENT AND TRAVELER INFORMATION SYSTEMS, AND FACILITATING DATA SHARING WITHIN THE REGION; INCLUDES NCTCOG STAFF TIME	\$600,000	\$0	\$0	\$600,000	\$0	08/2022 06/2022	EXPECTED TO OBLIGATE IN FY2022	
11237.2	0918-45-812	IRVING	DALLAS	C	CS	ON CONFLANS RD FROM SH 161	VALLEY VIEW LANE	CONSTRUCT 0 TO 4 LANE DIVIDED FACILITY WITH NEW SIDEWALKS AND SHARED USE PATH	\$13,500,000	\$0	\$3,375,000	\$16,875,000	\$0	08/2022	EXPECTED TO OBLIGATE IN FY2022	PROJECT ADVANCED TO FY2022; PART OF MPO MILESTONE POLICY ROUND 2 AND HAS A LETTING DEADLINE OF THE END OF FY2022
11237.2	0918-45-812	IRVING	DALLAS	CE	CS	ON CONFLANS RD FROM SH 161	VALLEY VIEW LANE	CONSTRUCT 0 TO 4 LANE DIVIDED FACILITY WITH NEW SIDEWALKS AND SHARED USE PATH	\$625,000	\$0	\$156,250	\$781,250	\$0	08/2022	EXPECTED TO OBLIGATE IN FY2022	PROJECT ADVANCED TO FY2022; PART OF MPO MILESTONE POLICY ROUND 2 AND HAS A LETTING DEADLINE OF THE END OF FY2022
11613.2	0902-00-273	NCTCOG	FORT WORTH	I	VARIOUS	REGIONAL GOODS MOVEMENT/CORRIDOR STUDIES; CONDUCT GENERAL CORRIDOR STUDIES & PLANNING ACTIVITIES IN SUPPORT OF THE	REGION'S GOOD MOVMT INCL; NCTCOG STAFF TIME & CONSULTANT ASSISTANCE TO ASSESS IMPACT OF TRUCK, RAIL, & OTHER FREIGHT	MOVMT, DATA COLLECTION & ANALYSIS, SAFETY, COORD WITH PRIVATE SECTOR PARTNERS IN FREIGHT BUSINESS; MONITORING TRUCK LANE CORRIDORS, HAZMAT, ECON ANALYSIS, LAND USE COMPATIBILITY, PASSENGER & FREIGHT RAIL INTEGRATION, PUBLIC OUTREACH/EDUCATION	\$674,000	\$0	\$0	\$674,000	\$0	08/2022	EXPECTED TO OBLIGATE IN FY2022	
14013.6	0918-47-329	DART	DALLAS	I	VA	REGIONAL COTTON BELT VELOWEB TRAIL - DART SILVER LINE PROJECT		CONSTRUCT SAFETY WALLS IN RAIL CORRIDOR NEAR FAIRHILL SCHOOL AND IVY MONTESSORI ACADEMY	\$245,000	\$0	\$0	\$245,000	\$0	08/2022	EXPECTED TO OBLIGATE IN FY2022	PROJECT ADVANCED FROM FY2023; TRANSIT TRANSFER REQUEST HAS BEEN MADE TO TXDOT
21015.4	0918-00-374	DCTA	DALLAS	T	VA	TRANSIT PREVENTIVE MAINTENANCE		ACTIVITIES TO PRESERVE AND EXTEND THE FUNCTIONALITY AND SERVICEABILITY OF CAPITAL ASSETS	\$200,000	\$0	\$0	\$200,000	\$0	08/2022 04/2022	EXPECTED TO OBLIGATE IN FY2022	TRANSIT TRANSFER REQUEST HAS BEEN MADE TO TXDOT

STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2022

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	FACILITY	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
21015.5	0902-90-231	FWTA	FORT WORTH	T	VA	TRANSIT PREVENTIVE MAINTENANCE		ACTIVITIES TO PRESERVE AND EXTEND THE FUNCTIONALITY AND SERVICEABILITY OF CAPITAL ASSETS	\$250,000	\$0	\$0	\$250,000	\$0	08/2022 04/2022	EXPECTED TO OBLIGATE IN FY2022	TRANSIT TRANSFER REQUEST HAS BEEN MADE TO TXDOT
21015.6	0918-24-270	DART	DALLAS	E	VA	ON SILVER LINE FROM DFW AIRPORT	SHILOH ROAD	EXPEDITE DESIGN REVIEW BY CLASS I AND SHORT LINE FREIGHT RAILROADS FOR THE SILVERLINE RAIL AND TRAIL PROJECT	\$800,000	\$0	\$0	\$800,000	\$0	08/2022 04/2022	EXPECTED TO OBLIGATE IN FY2022	PROJECT HAS NOT BEEN APPROVED BY FHWA, PENDING ELIGIBILITY DETERMINATION
21015.8	0902-90-233	FWTA	FORT WORTH	T	VA	CONSTRUCT NEW STOPS ACCOMODATIONS IN THE TRINITY METRO SERVICE AREA		IDENTIFY AND CONSTRUCT BUS STOPS LACKING CONCRETE PADS AND OVERHEAD SHELTERS	\$1,000,000	\$0	\$0	\$1,000,000	\$0	08/2022 04/2022	EXPECTED TO OBLIGATE IN FY2022	TRANSIT TRANSFER REQUEST HAS BEEN MADE TO TXDOT
21017	0918-00-370	NCTCOG	DALLAS	E	VA	PAVEMENT CONDITION ON RTC-FOCUSED (NHS) OFF SYSTEM ROADWAYS	REGIONWIDE	REVIEW PAVEMENT SCORES AND PERFORM ENGINEERING TO IDENTIFY IMPROVEMENTS TO BE MADE (RESPONSE TO FEDERAL PERFORMANCE MEASURES)	\$1,000,000	\$0	\$0	\$1,000,000	\$0	08/2022 06/2022	EXPECTED TO OBLIGATE IN FY2022	
11639.1	0918-46-313	DCTA	DALLAS	T	VA	DCTA VANPOOL PROGRAM		OPERATE A VANPOOL SUBSIDY INITIATIVE FOR COMMUTERS TRAVELING LONG DISTANCES AND IN AREAS WITH LITTLE OR NO FIXED ROUTE SERVICE	\$327,600	\$0	\$81,900	\$409,500	\$0	09/2022 01/2024	EXPECTED TO OBLIGATE IN FY2022	FUNDS ARE NOT ANTICIPATED TO BE NEEDED UNTIL 2024 DUE TO REDUCED EXPENSES IN RECENT YEARS; STAFF WILL CONFIRM THE ESTIMATED START DATE AND COORDINATE WITH TXDOT TO MOVE THE PROJECT TO THE APPROPRIATE YEAR; DCTA HAS RECEIVED NEW PRICING FOR VANPOOLS AND WILL NEED THIS FUNDING SOONER THAN ANTICIPATED
14032	0918-47-246	TXDOT-DALLAS	DALLAS	R	CS	ON EAST BEAR CREEK ROAD FROM HAMPTON ROAD	IH 35E	RECONSTRUCT AND WIDEN FROM 2 LANES RURAL UNDIVIDED TO 4 LANES URBAN DIVIDED WITH BICYCLE/PEDESTRIAN ACCOMMODATIONS AND INTERSECTION IMPROVEMENTS	\$2,000,000	\$0	\$500,000	\$2,500,000	\$0	02/2022 01/2022	NOT EXPECTED TO OBLIGATE IN FY2022	RIGHT-OF-WAY CSJ 0918-47-317; FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT
21092	0422-05-011	TXDOT-FORT WORTH	FORT WORTH	E	VA	ON NOLAN RIVER ROAD FROM NORTH OF US 67 FRONTAGE ROAD	SOUTH OF US 67 FRONTAGE ROAD	RECONSTRUCT AND WIDEN FROM 2 TO 4 LANES INCLUDING BRIDGE AT US 67	\$800,000	\$200,000	\$0	\$1,000,000	\$0	06/2022 03/2022	NOT EXPECTED TO OBLIGATE IN FY2022	FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT
25078	0918-47-313	BALCH SPRINGS	DALLAS	E	CS	ON HICKORY TREE ROAD FROM ELAM ROAD	LAKE JUNE ROAD	RECONSTRUCT FROM 2 TO 3 LANES WITH PEDESTRIAN IMPROVEMENTS, INCLUDING SIDEWALKS AND SHARED-USE PATH	\$1,300,000	\$0	\$0	\$1,300,000	\$0	06/2022	NOT EXPECTED TO OBLIGATE IN FY2022	FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT; AFA IS BEING DRAFTED
25013	0902-90-172	FORT WORTH	FORT WORTH	R	CS	MEANDERING ROAD FROM SH 183 TO ANAHUAC AVE	LTJG BARNETT FROM MEANDERING ROAD TO NASIRB EAST GATE	RECONSTRUCT MEANDERING ROAD FROM 4 TO 3 LANES, REALIGN INTERSECTION AT ROBERTS CUT OFF, CONSTRUCT INTERSECTION IMPROVEMENTS AT YALE ST AND LTJG BARNETT, ADD SIDEWALKS AND SIDEPATHS WITHIN PROJECT LIMITS AND BIKE LANES ON LT JG BARNETT	\$800,000	\$0	\$0	\$800,000	\$0	07/2022 04/2022	NOT EXPECTED TO OBLIGATE IN FY2022	FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT; ENVIRONMENTAL CLEARANCE IS STILL PENDING AND RIGHT-OF-WAY ACQUISITION CANNOT BEGIN UNTIL CLEARANCE IS RECEIVED
11678	0918-00-324	NCTCOG	DALLAS	I	VA	DFW AUTOMATED VEHICLE PROVING GROUNDS PROJECT (REGION-WIDE)		ADVANCE HIGH-SPEED AUTOMATED VEHICLE PROGRAM THROUGH SHARED-USE MOBILITY COLLABORATIONS AND OTHER AV-RELATED TECHNOLOGIES AND PARTNERSHIPS	\$250,000	\$0	\$0	\$250,000	\$0	08/2022 11/2021	NOT EXPECTED TO OBLIGATE IN FY2022	FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT; PROJECT HAS NOT BEEN APPROVED BY FHWA, PENDING ELIGIBILITY DETERMINATION
21015.1	0918-00-375	NCTCOG	DALLAS	E	VA	ENGINEERING FOR PASSENGER RAIL/ROADWAY INTERFACES	REGIONWIDE	ESTABLISH ENGINEERING AGREEMENTS WITH FREIGHT AND PASSENGER RAILROADS, ALLOWING FOR STREAMLINED DESIGN AND REVIEW OF DESIGN PLANS FOR REGIONALLY SIGNIFICANT TRANSPORTATION PROJECTS	\$3,100,000	\$0	\$0	\$3,100,000	\$0	08/2022	NOT EXPECTED TO OBLIGATE IN FY2022	FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT; PROJECT HAS NOT BEEN APPROVED BY FHWA, PENDING ELIGIBILITY DETERMINATION
21016.2	0918-00-364	TXDOT-DALLAS	DALLAS	I	VA	REGIONAL DATA HUB - DFW MPO BOUNDARY	DEPLOYMENT AND ADAPTION OF THE CALTRANS TRANSPORTATION SYSTEM MANAGEMENT AND OPERATIONS DATA ENGINE	TO IMPROVE OPERATIONAL EFFICIENCY ON THE REGION'S ROADWAYS BY INTEGRATING DATA SOURCES, INCLUDING REGIONAL 511 AND OTHER TRAFFIC MANAGEMENT AND TRAVELER INFORMATION SYSTEMS, AND FACILITATING DATA SHARING WITHIN THE REGION	\$1,000,000	\$0	\$0	\$1,000,000	\$0	08/2022 06/2022	NOT EXPECTED TO OBLIGATE IN FY2022	FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT
21027	0918-47-392	DALLAS	DALLAS	E	VA	DALLAS TRAFFIC SIGNAL PROJECT AREA BOUNDED BY IH 35 ON THE W, IH 635 ON THE E & N, AND NORTHWEST HWY TO THE S	ALONG HAMPTON ROAD FROM LEATH STREET TO CAMP WISDOM; ALONG LANCASTER ROAD FROM ELMORE AVENUE TO SHELLHORSE DRIVE	DESIGN AND CONSTRUCT 22 SIGNALS IN AREA DAMAGED BY 2019 TORNADO; 9 SIGNALS ALONG HAMPTON ROAD; AND 13 SIGNALS ALONG LANCASTER RD; ALL SIGNAL WORK INCLUDES SIGNAL RETIMING	\$2,350,000	\$0	\$587,500	\$2,937,500	\$0	08/2022	NOT EXPECTED TO OBLIGATE IN FY2022	FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT; AFA IS BEING DRAFTED
21033	0902-90-223	FORT WORTH	FORT WORTH	E	VA	EAST ROSEDALE BOUNDED BY ROSEDALE ON THE NORTH, LIBERTY STREET ON THE EAST,	POLLARD-SMITH ON THE SOUTH, AND AMANDA AVENUE ON THE WEST	CONDUCT PLANNING STUDY TO DETERMINE PARCEL LOCATION AND TRANSIT DEMAND; DESIGN AND CONSTRUCT TRANSIT BUS CENTER NEAR NEW ENVISION CENTER AND STOP SIX	\$200,000	\$0	\$0	\$200,000	\$0	08/2022 06/2022	NOT EXPECTED TO OBLIGATE IN FY2022	FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT; PROJECT DELAYED DUE TO DELAYED FHWA APPROVAL

STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2022

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	FACILITY	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
25092	0918-47-363	DALLAS	DALLAS	E	VA	DEEP ELLUM PARKING IMPROVEMENTS; FROM ELM ST	IH 30	CONSTRUCT NEW PARKING FACILITIES IN THE VACANT LAND UNDER IH 345 AND CONSTRUCT IMPROVEMENTS TO THE EXISTING PARKING LOTS UNDER IH 345, INCLUDING ELECTRIC VEHICLES CHARGING TECHNOLOGY, PARKING METERS, WAYFINDING, AND OTHER INNOVATIVE IMPROVEMENTS	\$500,000	\$0	\$0	\$500,000	\$0	08/2022	NOT EXPECTED TO OBLIGATE IN FY2022	FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT; PROJECT HAS NOT BEEN APPROVED BY FHWA, PENDING ELIGIBILITY DETERMINATION
11663.2	0902-00-220	TXDOT-FORT WORTH	FORT WORTH	i	VA	REGIONAL MANAGED LANE SYSTEM		DEVELOP, TEST, & IMPLEMENT TECHNOLOGY TO DETECT & VERIFY AUTO OCCUPANCY ON REGIONAL MANAGED LANE SYSTEM INCLUDING PUBLIC OUTREACH, EDUCATION, & INTEGRATION INTO EXISTING TOLLING SOFTWARE/HARDWARE; PROJECT INVOLVES CONSULTANT ASSISTANCE	\$279,610	\$69,902	\$0	\$349,512	\$0	09/2022 09/2021	NOT EXPECTED TO OBLIGATE IN FY2022	
11663.2	0902-00-220	TXDOT-FORT WORTH	FORT WORTH	I	VA	REGIONAL MANAGED LANE SYSTEM		DEVELOP, TEST, & IMPLEMENT TECHNOLOGY TO DETECT & VERIFY AUTO OCCUPANCY ON REGIONAL MANAGED LANE SYSTEM INCLUDING PUBLIC OUTREACH, EDUCATION, & INTEGRATION INTO EXISTING TOLLING SOFTWARE/HARDWARE; PROJECT INVOLVES CONSULTANT ASSISTANCE	\$287,821	\$71,955	\$0	\$359,776	\$0	09/2022	NOT EXPECTED TO OBLIGATE IN FY2022	
11684.5	0918-47-389	RICHARDSON	DALLAS	E	VA	CITY OF RICHARDSON CONNECTED & AUTOMATED VEHICLE (AV) TEST BED & COMMUNITY CONNECTOR; TRAFFIC DETECTION & COMMS UPGRADES	INCLUDE CELLULAR VEHICLE-TO-EVERYTHING/LTE-TO-EVERYTHING ROADSIDE & ON-BOARD UNITS; RAPID FLASHING BEACONS AT	GREENVILLE/ARAPAHO STATION; RECTANGLE RAPID FLASHING BEACONS XING; SYSTEMS ENG FOR CONNNECTED VEHICLE-TO-EVERYTHING IMP; ON-DEMAND AV SERVICES CONNECTING POINTS-OF-INTEREST AROUND ARAPAHO STATION, INCL NETWORK OF NEIGHBORHOODS AND COMMUNITY CENTERS	\$277,868	\$0	\$0	\$277,868	\$0	09/2022 08/2022	NOT EXPECTED TO OBLIGATE IN FY2022	FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT
20304.3	0918-47-330	TXDOT-DALLAS	DALLAS	I	VA	HIGHWAY INCIDENT REPORTING SOFTWARE & EQUIPMENT		PURCHASE OF HIGHWAY INCIDENT REPORTING SOFTWARE & EQUIPMENT TO MITIGATE CRASH RISK BY IMPROVING EFFICIENCY AND MINIMIZING TIME REQUIRED PER INCIDENT	\$66,540	\$0	\$0	\$66,540	\$0	09/2022	NOT EXPECTED TO OBLIGATE IN FY2022	FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT
21062	0902-50-142	ALVARADO	FORT WORTH	E	CS	ON CUMMINGS DRIVE FROM US 67	NORTH OF CR 508	RECONSTRUCT 2 TO 3 LANE ROADWAY WITH NEW SIDEWALKS AND INTERSECTION IMPROVEMENTS INCLUDING TURNING LANES AND SIGNALIZATION AT US 67 AND CUMMINGS	\$1,200,000	\$0	\$300,000	\$1,500,000	\$0	09/2022 06/2022	NOT EXPECTED TO OBLIGATE IN FY2022	FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT; AFA IS BEING DRAFTED
21086	0047-05-059	MCKINNEY	DALLAS	E	SH 5	LOUISIANA STREET	VIRGINIA STREET	CONCEPTUAL ENGINEERING TO IDENTIFY IMPROVEMENTS TO CONNECT ADJACENT NEIGHBORHOODS IN ORDER TO REKNIT THE COMMUNITY	\$1,600,000	\$0	\$0	\$1,600,000	\$0	09/2022 01/2022	NOT EXPECTED TO OBLIGATE IN FY2022	FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT
21094	0902-20-232	TXDOT-FORT WORTH	FORT WORTH	E	CR 4668	AT BOBO'S CROSSING		RECONSTRUCT BRIDGE TO ELEVATE OUT FLOOD PLAIN FOR SAFETY	\$3,000,000	\$0	\$0	\$3,000,000	\$0	09/2022 03/2022	NOT EXPECTED TO OBLIGATE IN FY2022	FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT; COORDINATION TO DETERMINE IMPLEMENTING AGENCY IS ONGOING
21079	0918-47-385	NCTCOG	DALLAS	E	VA	ON IH 30 FROM DALLAS/TARRANT COUNTY LINE	IH 635	PLANNING STUDY TO REVIEW DESIGN ELEMENTS NEEDED TO ACCOMMODATE AUTOMATED AND ELECTRIC VEHICLES, INCLUDING DYNAMIC INDUCTIVE CHARGING TECHNOLOGY USABLE BY ALL VEHICLE TYPES	\$3,200,000	\$800,000	\$0	\$4,000,000	\$0	10/2022 06/2022	NOT EXPECTED TO OBLIGATE IN FY2022	FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT
21080	1068-02-156	NCTCOG	FORT WORTH	E	IH 30	IH 35W	DALLAS/TARRANT COUNTY LINE	PLANNING STUDY TO REVIEW DESIGN ELEMENTS NEEDED TO ACCOMMODATE AUTOMATED AND ELECTRIC VEHICLES, INCLUDING DYNAMIC INDUCTIVE CHARGING TECHNOLOGY USABLE BY ALL VEHICLE TYPES	\$800,000	\$200,000	\$0	\$1,000,000	\$0	10/2022 06/2022	NOT EXPECTED TO OBLIGATE IN FY2022	FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT
14085.1	0918-47-277	DALLAS	DALLAS	E	VA	DALLAS CENTRAL BUSINESS DISTRICT (HIGH SPEED RAIL STATION AREA) BOUNDED BY MEMORIAL DR. ON THE NORTH	CADIZ ST. ON THE SOUTH, RIVERFRONT BLVD ON THE WEST, S. LAMAR ST. ON THE EAST	CONCEPTUAL STUDY TO SUPPORT DEVELOPMENT AND ROADWAY INFRASTRUCTURE FOR NEW MULTIMODAL FACILITY IN AND AROUND DOWNTOWN DALLAS; FACILITY WILL INTERFACE WITH HIGH SPEED RAIL, BUS, RAIL, AND OTHER MODES	\$2,800,000	\$0	\$700,000	\$3,500,000	\$0	11/2022	NOT EXPECTED TO OBLIGATE IN FY2022	STAFF WILL CONFIRM THE ESTIMATED START DATE AND COORDINATE WITH TXDOT TO MOVE THE PROJECT TO THE APPROPRIATE YEAR; PROJECT IS ON HOLD
14091.1	0902-90-229	FORT WORTH	FORT WORTH	E	VA	BUTLER HOUSING PROJECT BOUNDED BY IH 35W, IH 30, AND US 287		PLANNING STUDY TO CONDUCT AN ANALYSIS OF ALTERNATIVES TO IMPROVE ROADWAY ACCESSIBILITY TO FORMER BUTLER PLACE HISTORIC DISTRICT THAT WILL ASSESS ECONOMIC AND SOCIAL OPPORTUNITIES, INCLUDING TRAFFIC STUDY OF THE E LANCASTER AVE INTERSECTIONS OF JONES ST	\$2,000,000	\$0	\$500,000	\$2,500,000	\$0	11/2022 06/2022	NOT EXPECTED TO OBLIGATE IN FY2022	FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT; PROJECT DELAYED DUE TO DELAYED FHWA APPROVAL
14046	0918-47-286	DALLAS	DALLAS	C	VA	UPTOWN MCKINNEY/COLE COUPLET: ON ALLEN ST FROM CARLISLE ST TO MCKINNEY AVE; ON CARLISLE ST FROM COLE AVE TO ALLEN ST;	ON COLE AVE FROM HARVARD AVE TO CARLISLE ST; ON MCKINNEY AVE FROM HARVARD AVE TO ALLEN ST	CONVERSION OF 3 LN ONE-WAY RDWYS TO TWO-WAY RDWYS; INTERSECTION, SIGNAL, SIGNAGE, PEDESTRIAN, LIGHTING, LANDSCAPING, AND ASSOCIATED IMPROVEMENTS INCLUDING TROLLEY RELOCATION	\$6,700,000	\$0	\$1,675,000	\$8,375,000	\$0	12/2022	NOT EXPECTED TO OBLIGATE IN FY2022	STAFF WILL CONFIRM THE ESTIMATED START DATE AND COORDINATE WITH TXDOT TO MOVE THE PROJECT TO THE APPROPRIATE YEAR; FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT; PROJECT IS BEING RE-ADVERTISED TO SOLICIT MORE BIDDERS AND IS ANTICIPATED TO BEGIN IN FY2023

STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2022

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	FACILITY	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
11684.2	0081-12-053	FORT WORTH	FORT WORTH	ENV	VA	IH 35W AUTOMATED VEHICLE (AV) TRUCKPORT; ALLIANCE - SOUTHEAST CORNER OF SH 170 AND IH 35W		PILOT PROJECT TO DEVELOP AND BUILD AUTOMATED FREIGHT FACILITY TO COLLECT/DISTRIBUTE FREIGHT AND TEST AUTOMATED TRUCK TECHNOLOGY TO IMPROVE AV USES IN FREIGHT/SUPPLY CHAIN/LOGISTICS	\$100,000	\$0	\$0	\$100,000	\$0	01/2023 06/2022	NOT EXPECTED TO OBLIGATE IN FY2022	FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT; PROJECT HAS NOT BEEN APPROVED BY FHWA, PENDING ELIGIBILITY DETERMINATION
11684.2	0081-12-053	FORT WORTH	FORT WORTH	E	VA	IH 35W AUTOMATED VEHICLE (AV) TRUCKPORT; ALLIANCE - SOUTHEAST CORNER OF SH 170 AND IH 35W		PILOT PROJECT TO DEVELOP AND BUILD AUTOMATED FREIGHT FACILITY TO COLLECT/DISTRIBUTE FREIGHT AND TEST AUTOMATED TRUCK TECHNOLOGY TO IMPROVE AV USES IN FREIGHT/SUPPLY CHAIN/LOGISTICS	\$758,953	\$0	\$0	\$758,953	\$0	01/2023 06/2022	NOT EXPECTED TO OBLIGATE IN FY2022	FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT; PROJECT HAS NOT BEEN APPROVED BY FHWA, PENDING ELIGIBILITY DETERMINATION
21029	0918-47-370	DALLAS	DALLAS	E	VA	PEDESTRIAN ROUTES TO RAIL STATIONS AT DALLAS ZOO DART STATION		CONSTRUCT SIDEWALKS AND OTHER PEDESTRIAN IMPROVEMENTS AT AND AROUND THE DALLAS ZOO DART STATION/SOUTHERN GATEWAY PUBLIC GREEN AND MAKE SYSTEM CONNECTIONS TO THE PEROT MUSEUM/KLYDE WARREN PARK	\$400,000	\$0	\$0	\$400,000	\$0	01/2023 08/2022	NOT EXPECTED TO OBLIGATE IN FY2022	FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT
54119.5	0442-02-162	TXDOT-DALLAS	DALLAS	C	IH 35E	ELLIS COUNTY LINE	BEAR CREEK ROAD	CONSTRUCT INTERCHANGE AT LOOP 9 AND IH 35E	\$466,400	\$116,600	\$0	\$583,000	\$0	02/2023	NOT EXPECTED TO OBLIGATE IN FY2022	PROJECT TO BE DELAYED TO FY2023; STAFF WILL CONFIRM THE ESTIMATED START DATE AND COORDINATE WITH TXDOT TO MOVE THE PROJECT TO THE APPROPRIATE YEAR; PROJECT MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT
21022	0008-13-248	TXDOT-FORT WORTH	FORT WORTH	C	IH 820	AT TRINITY RAILWAY EXPRESS (TRE) LINE FROM NORTH OF TRINITY BLVD	SOUTH OF SH 10	RECONSTRUCT NORTHBOUND 2 TO 2 GENERAL PURPOSE LANES AND APPROACHES	\$14,400,000	\$3,600,000	\$0	\$18,000,000	\$0	05/2023 11/2022	NOT EXPECTED TO OBLIGATE IN FY2022	STAFF WILL CONFIRM THE ESTIMATED START DATE AND COORDINATE WITH TXDOT TO MOVE THE PROJECT TO THE APPROPRIATE YEAR; FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT
21044	0918-47-380	NCTCOG	DALLAS	E	VA	MIDTOWN PEOPLE MOVER BOUNDED BY IH 635 TO THE SOUTH, DALLAS NORTH TOLLWAY	TO THE WEST, PRESTON ROAD TO THE EAST, AND SPRING VALLEY ROAD TO THE NORTH	ENGINEERING, TESTING, AND CONSTRUCTION OF AN AUTOMATED PEOPLEMOVER SYSTEM IN THE DALLAS MIDTOWN DISTRICT	\$2,000,000	\$0	\$0	\$2,000,000	\$0	06/2023 06/2022	NOT EXPECTED TO OBLIGATE IN FY2022	FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT
11554.1	0902-00-270	NCTCOG	FORT WORTH	E	VA	PEOPLE MOVER TEST TRACK		INCLUDING ANALYSIS OF VARIOUS TECHNOLOGIES AND ALIGNMENT OPTIONS FOR WARRANTED PEOPLE MOVER LOCATIONS IN THE DFW REGION AND CONNECT THOSE LOCATIONS TO EXISTING REGIONAL TRANSPORTATION NETWORKS	\$382,000	\$0	\$0	\$382,000	\$0	08/2023 08/2022	NOT EXPECTED TO OBLIGATE IN FY2022	FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT
11655.1	0902-00-241	NCTCOG	FORT WORTH	I	VA	REVENUE AND PROJECT TRACKING SYSTEM (RAPTS)		TRACK, MONITOR, AND ASSESS REGIONAL TRANSPORTATION AND AIR QUALITY PROJECTS THROUGH THE RAPTS WEBSITE; INCLUDES SOFTWARE DEVELOPMENT AND NCTCOG STAFF TIME	\$790,400	\$0	\$0	\$790,400	\$0	08/2023 06/2022	NOT EXPECTED TO OBLIGATE IN FY2022	FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT
11649.2	0918-00-363	NCTCOG	DALLAS	I	VA	REGIONAL VANPOOL PROGRAM		SUPPORT REGIONAL VANPOOL PROGRAM ACTIVITIES INCLUDING COORDINATION WITH TRANSIT PARTNERS, EDUCATION AND OUTREACH INITIATIVES, STAFF TIME, AND CONSULTANT ASSISTANCE FOR VANPOOL UTILIZATION STUDY TO IMPROVE OVERALL EFFECTIVENESS	\$1,197,000	\$0	\$0	\$1,197,000	\$0	09/2023 06/2022	NOT EXPECTED TO OBLIGATE IN FY2022	FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT
14002	0918-47-208	DALLAS CO	DALLAS	R	CS	ON WINTERGREEN RD FROM JEFFERSON STREET	WEST OF CARPENTER ROAD	RECONSTRUCT AND WIDEN 2 LANE UNDIVIDED RURAL TO 4 LANE DIVIDED URBAN	\$560,000	\$0	\$140,000	\$700,000	\$0	09/2023 01/2023	NOT EXPECTED TO OBLIGATE IN FY2022	DESIGN IS NOT EXPECTED TO START UNTIL SPRING 2022, WHICH WILL DELAY THE START OF RIGHT-OF-WAY ACQUISITION; STAFF WILL CONFIRM THE ESTIMATED START DATE AND COORDINATE WITH TXDOT TO MOVE THE PROJECT TO THE APPROPRIATE YEAR; FUNDING MOVED TO FY2024 THROUGH 2023-2026 TIP DEVELOPMENT
14003	0918-47-239	DALLAS CO	DALLAS	R	CS	JEFFERSON ST FROM WINTERGREEN RD TO PLEASANT RUN RD AND PLEASANT RUN RD FROM JEFFERSON ST	LANCASTER-HUTCHINS RD	WIDEN AND RECONSTRUCT 2 LANE UNDIVIDED RURAL TO 4 LANE DIVIDED URBAN	\$329,152	\$0	\$82,288	\$411,440	\$0	09/2023 01/2023	NOT EXPECTED TO OBLIGATE IN FY2022	DESIGN IS NOT EXPECTED TO START UNTIL SPRING 2022, WHICH WILL DELAY THE START OF RIGHT-OF-WAY ACQUISITION; STAFF WILL CONFIRM THE ESTIMATED START DATE AND COORDINATE WITH TXDOT TO MOVE THE PROJECT TO THE APPROPRIATE YEAR; FUNDING MOVED TO FY2024 THROUGH 2023-2026 TIP DEVELOPMENT
21033	0902-90-223	FORT WORTH	FORT WORTH	C	VA	EAST ROSEDALE BOUNDED BY ROSEDALE ON THE NORTH, LIBERTY STREET ON THE EAST,	POLLARD-SMITH ON THE SOUTH, AND AMANDA AVENUE ON THE WEST	CONDUCT PLANNING STUDY TO DETERMINE PARCEL LOCATION AND TRANSIT DEMAND; DESIGN AND CONSTRUCT TRANSIT BUS CENTER NEAR NEW ENVISION CENTER AND STOP SIX	\$800,000	\$0	\$0	\$800,000	\$0	09/2023 08/2023	NOT EXPECTED TO OBLIGATE IN FY2022	STAFF WILL CONFIRM THE ESTIMATED START DATE AND COORDINATE WITH TXDOT TO MOVE THE PROJECT TO THE APPROPRIATE YEAR; FUNDING MOVED TO FY2024 THROUGH 2023-2026 TIP DEVELOPMENT

STBG FUNDED PROJECT PHASES SCHEDULED TO BEGIN IN FY2022

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	PHASE	FACILITY	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
14082	0902-90-164	HALTOM CITY	FORT WORTH	R	CS	BROADWAY AVE FROM US 377	SH 26	RECONSTRUCT AND WIDEN FROM 2 TO 3 LANES WITH INTERSECTION, SIDEWALK AND SIGNAL IMPROVEMENTS	\$42,500	\$0	\$0	\$42,500	\$0	01/2024	NOT EXPECTED TO OBLIGATE IN FY2022	RIGHT-OF-WAY PHASE TO BE DELAYED TO FY2024 DUE TO DELAYS IN GETTING AGREEMENT EXECUTED AND ENGINEERING STARTED; STAFF WILL CONFIRM THE ESTIMATED START DATE AND COORDINATE WITH TXDOT TO MOVE THE PROJECT TO THE APPROPRIATE YEAR; FUNDING MOVED TO FY2024 THROUGH 2023-2026 TIP DEVELOPMENT
14070	0196-07-034	TXDOT-DALLAS	DALLAS	C	SS 366	WEST OF AKARD ST	SAINT PAUL ST	CONSTRUCT EXTENSION OF EXISTING KLYDE WARREN PARK DECK PLAZA; STRUCTURE ONLY	\$36,800,000	\$0	\$9,200,000	\$46,000,000	\$0	01/2024 03/2022	NOT EXPECTED TO OBLIGATE IN FY2022	PROJECT TO BE DELAYED DUE TO THE NEED TO CONDUCT A VALUE ENGINEERING ASSESSMENT AFTER BIDS CAME IN OVER AVAILABLE FUNDING
14042	0717-01-025	TXDOT-FORT WORTH	FORT WORTH	C	FM 113	OLD MILLSAP ROAD	NORTH OF OLD MILLSAP ROAD	REALIGN FM 113 (2 TO 2 LANES)	\$480,000	\$120,000	\$0	\$600,000	\$0	09/2025	NOT EXPECTED TO OBLIGATE IN FY2022	PROJECT IS EXPERIENCING DELAYS DUE TO ISSUES WITH ENVIRONMENTAL CLEARANCE AND RAILROAD COORDINATION; STAFF WILL CONFIRM THE ESTIMATED START DATE AND COORDINATE WITH TXDOT TO MOVE THE PROJECT TO THE APPROPRIATE YEAR FUNDING MOVED TO FY2026 THROUGH 2023-2026 TIP DEVELOPMENT
11176.8	0902-90-157	FWTA	FORT WORTH	T	VA	FWTA VANPOOL PROGRAM		OPERATE VANPOOL SUBSIDY INITIATIVE FOR COMMUTERS TRAVELING LONG DISTANCES AND IN AREAS WITH LITTLE OR NO FIXED ROUTE SERVICE; INCLUDES COST OF VEHICLE LEASING AND PART OF ADMINISTRATIVE COSTS, BALANCE OF COST ARE 100% LOCAL	\$635,000	\$0	\$159,000	\$794,000	\$0	01/2027	NOT EXPECTED TO OBLIGATE IN FY2022	BASED ON PROJECTED EXPENDITURES FOR THE VANPOOL PROGRAM, THIS FUNDING WILL NOT BE NEEDED IN FY2022 AS THERE ARE SUFFICIENT FUNDS ALREADY OBLIGATED
21009.1	0918-47-328	NCTCOG	DALLAS	E	VA	BACHMAN LAKE AREA PLANNING STUDY; BOUNDED BY MOCKINGBIRD LANE TO THE SOUTH, IH 35E TO THE WEST,	INWOOD ROAD TO THE EAST, AND ROYAL LANE TO THE NORTH	CONDUCT PLANNING STUDY TO IDENTIFY SAFE PEDESTRIAN ACCESS/FACILITIES ALONG MAJOR ROADWAYS TO CREATE CONNECTIONS TO NEARBY TRAILS AND THE DART BACHMAN STATION, AND EVALUATE LOVE FIELD ACCESS; INCLUDES NCTCOG STAFF TIME & CONSULTANT ASSISTANCE	\$0	\$0	\$0	\$0	\$0	N/A	NOT EXPECTED TO OBLIGATE IN FY2022	STBG FUNDING IS NO LONGER NEEDED FOR THIS STUDY; WORK WILL BE COMPLETED WITH RTC LOCAL FUNDS
14026.1	0902-38-141	WEATHERFORD	FORT WORTH	E	VA	ON WACO ST/WEST COLUMBIA ST FROM US 180	FM 51/FM 171	RECONSTRUCT AND WIDEN 2 LANE ROADWAY TO 4 LANE ROADWAY INCLUDING BICYCLE FACILITIES, SIDEWALKS, LIGHTING AND LANDSCAPING	\$0	\$0	\$0	\$0	\$0	N/A 04/2022	NOT EXPECTED TO OBLIGATE IN FY2022	PROJECT HAS BEEN CANCELLED AT THE REQUEST OF THE CITY OF WEATHERFORD
14026.2	0902-38-139	WEATHERFORD	FORT WORTH	R	VA	NEW BYPASS ROUTE FROM FM 2552/US 180 NORTHWEST TO FM 51/MAIN ST	FM 51/MAIN ST SOUTHWEST TO US 180/WACO ST	RECONSTRUCT 2/4 LANE ROADWAY TO 4 LANE BYPASS INCLUDING NEW BICYCLE LANES AND SIDEWALKS	\$0	\$0	\$0	\$0	\$0	N/A 01/2024	NOT EXPECTED TO OBLIGATE IN FY2022	STAFF WILL CONFIRM THE ESTIMATED START DATE AND COORDINATE WITH TXDOT TO MOVE THE PROJECT TO THE APPROPRIATE YEAR; PROJECT HAS BEEN CANCELLED AT THE REQUEST OF THE CITY OF WEATHERFORD
14026.5	0365-01-052	WEATHERFORD	FORT WORTH	E	FM 51/FM 171	SOUTH OF INTERSECTION OF FM 51/FM 171 AND W COLUMBIA STREET	NORTH OF INTERSECTION OF FM 51/FM 171 AND W COLUMBIA STREET	INTERSECTION IMPROVEMENTS AT FM 51/FM 171 FOR NEW 4 LANE BYPASS	\$0	\$0	\$0	\$0	\$0	N/A 04/2022	NOT EXPECTED TO OBLIGATE IN FY2022	PROJECT HAS BEEN CANCELLED AT THE REQUEST OF THE CITY OF WEATHERFORD
21088	0918-00-372	NCTCOG	DALLAS	I	VA	NATIONAL PARK SERVICE PARTNERSHIP (PHASE 2); REGION WIDE	SUPPORT TRINITY RIVER NATIONAL WATER TRAIL COMMITTEE BY COORDINATING WITH LOCAL AGENCIES TO INSTALL NCTCOG -	OWNED MOBILE COUNT EQUIPMENT, DEVELOP DOCUMENTATION AND BEST PRACTICE GUIDES ON THE IMPACT OF WATER TRAIL ACCESS POINTS ON TRAIL USAGE, AND THE ECO-TOURISM BENEFITS OF WATER TRAIL ACCESS POINTS AS IT RELATES TO THE FORT WORTH AND DALLAS REGIONAL TRAIL	\$0	\$0	\$0	\$0	\$0	N/A 06/2022	NOT EXPECTED TO OBLIGATE IN FY2022	PROJECT HAS BEEN CANCELLED AS IT IS NOT ELIGIBLE FOR STBG FUNDS
21015.2	0918-00-376	NCTCOG	DALLAS	I	VA	INSURANCE FOR PASSENGER RAIL INTEGRATION	REGIONAL	PURCHASE INSURANCE FOR PASSENGER RAIL OPERATIONS	\$0	\$0	\$0	\$0	\$0	N/A 09/2022	NOT EXPECTED TO OBLIGATE IN FY2022	PROJECT CANCELLED THROUGH 2023-2026 TIP DEVELOPMENT DUE TO ELIGIBILITY ISSUES
11893.5	0902-00-260	NCTCOG	FORT WORTH	I	VA	511 TRAVELER INFORMATION SYSTEM (ITS)		DEVELOP AND IMPLEMENT TRAVELER INFORMATION SYSTEM IN REGION	\$1,380,000	\$345,000	\$0	\$1,725,000	\$0	08/2022	OBLIGATED (2021)	FUNDING OBLIGATED IN FY2021; FUNDS MOVED TO FY2021 THROUGH 2023-2026 TIP DEVELOPMENT
TOTAL									\$256,315,864	\$34,387,617	\$18,519,485	\$309,222,966	\$132,700,022			

TOTAL CLOSEOUTS/WITHDRAWALS	(\$2,087,014)
TOTAL PROJECT ADJUSTMENTS	\$15,315,198
TOTAL OBLIGATED IN FY2022	\$132,700,022
TOTAL EXPECTED TO OBLIGATE	\$27,733,790
TOTAL NOT EXPECTED TO OBLIGATE	\$94,653,244

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

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	FACILITY	PHASE	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
40043	0918-47-210	DALLAS	DALLAS	VA	C	UNION BIKEWAY CONNECTOR; HOUSTON ST	N HARWOOD ST AT WOODALL RODGERS FWY	CONSTRUCT ON-STREET BIKEWAY FACILITIES	\$554,682	\$0	\$138,670	\$693,352	\$554,682	05/2022 (ACTUAL) 04/2022	OBLIGATED (2022)	FUNDING OBLIGATED NOVEMBER 2021
40043	0918-47-210	DALLAS	DALLAS	VA	CE	UNION BIKEWAY CONNECTOR; HOUSTON ST	N HARWOOD ST AT WOODALL RODGERS FWY	CONSTRUCT ON-STREET BIKEWAY FACILITIES	\$55,468	\$0	\$13,867	\$69,335	\$55,468	05/2022 (ACTUAL) 04/2022	OBLIGATED (2022)	FUNDING OBLIGATED NOVEMBER 2021
14013.5	0918-24-263	DART	DALLAS	VA	I	COTTON BELT BRIDGE FROM NORTH OF EAST PLANO PARKWAY	SOUTH OF EAST PLANO PARKWAY	CONSTRUCT NEW SHARED-USE PATH BRIDGE AT EAST PLANO PARKWAY	\$2,911,792	\$0	\$727,948	\$3,852,740	\$2,911,792	02/2023	OBLIGATED (2022)	PROJECT ADVANCED FROM FY2023; FUNDING OBLIGATED NOVEMBER 2021
40047	0918-47-204	DALLAS	DALLAS	VA	C	UNIVERSITY CROSSING TRAIL LIGHTING; ELLSWORTH AVE	SKILLMAN ST	ADD PEDESTRIAN LIGHTING ALONG UNIVERSITY CROSSING TRAIL FROM GLENCOE PARK IN THE SOUTH TO SKILLMAN IN THE EAST, AND CONNECTING WITH PREEXISTING LIGHTING SOUTH OF SMU BLVD	\$656,040	\$0	\$164,010	\$820,050	\$0	06/2022 03/2022	EXPECTED TO OBLIGATE IN FY2022	
40047	0918-47-204	DALLAS	DALLAS	VA	CE	UNIVERSITY CROSSING TRAIL LIGHTING; ELLSWORTH AVE	SKILLMAN ST	ADD PEDESTRIAN LIGHTING ALONG UNIVERSITY CROSSING TRAIL FROM GLENCOE PARK IN THE SOUTH TO SKILLMAN IN THE EAST, AND CONNECTING WITH PREEXISTING LIGHTING SOUTH OF SMU BLVD	\$31,240	\$0	\$7,810	\$39,050	\$0	06/2022 03/2022	EXPECTED TO OBLIGATE IN FY2022	
40069	0902-38-138	HUDSON OAKS	FORT WORTH	VA	C	HUDSON OAKS MULTIMODAL TRAIL; ON OAKRIDGE DRIVE FROM SOUTH OF SONORA CANYON ROAD TO INSPIRATION DRIVE AND	ON INSPIRATION DRIVE FROM OAKRIDGE ROAD TO HUDSON OAKS DRIVE	CONSTRUCT SHARED USE PATH	\$1,937,647	\$0	\$484,411	\$2,422,058	\$0	08/2022 04/2022	EXPECTED TO OBLIGATE IN FY2022	PROJECT MUST LET BY AUGUST APRIL 2022 PER STATE TASA RULES
40069	0902-38-138	HUDSON OAKS	FORT WORTH	VA	CE	HUDSON OAKS MULTIMODAL TRAIL; ON OAKRIDGE DRIVE FROM SOUTH OF SONORA CANYON ROAD TO INSPIRATION DRIVE AND	ON INSPIRATION DRIVE FROM OAKRIDGE ROAD TO HUDSON OAKS DRIVE	CONSTRUCT SHARED USE PATH	\$114,394	\$0	\$28,599	\$142,993	\$0	08/2022 04/2022	EXPECTED TO OBLIGATE IN FY2022	PROJECT MUST LET BY AUGUST APRIL 2022 PER STATE TASA RULES
54062	0008-13-221	TXDOT-FORT WORTH	FORT WORTH	IH 820	C	SH 121/SH 183 INTERCHANGE	RANDOL MILL ROAD	INTERIM PROJECT TO CNST IH 820/SH 121 DIRECT CONNECTORS; FROM RANDOL MILL RD TO TRINITY BLVD: RECNST FROM 4 TO 6 LNS PLUS 2 AUX LNS; FROM TRINITY BLVD TO N INT WITH SH 121/SH 183: WDN FROM 9 TO 11 LNS & 4/6 LN DISC FR RDS TO 2/6 LN DISC FR RDS (INTERIM)	\$102,362	\$25,591	\$0	\$127,953	\$0	08/2022 11/2021	EXPECTED TO OBLIGATE IN FY2022	FUNDING WILL BE OBLIGATED VIA A CHANGE ORDER
14013.2	0918-00-337	DART	DALLAS	VA	T	COTTON BELT VELOWEB TRAIL FROM DFW AIRPORT NORTH COTTON BELT STATION	SHILOH COTTON BELT STATION	DESIGN FOR COTTON BELT VELOWEB TRAIL (26 MILES) AND CONSTRUCTION OF MULTIPLE SECTIONS OF THE TRAIL CORRIDOR (IN COPPELL, CARROLLTON, ADDISON, DALLAS, PLANO, AND RICHARDSON)	\$4,648,925	\$0	\$0	\$4,648,925	\$0	08/2022	NOT EXPECTED TO OBLIGATE IN FY2022	FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT
14013.2	0918-00-350	DART	DALLAS	VA	T	COTTON BELT VELOWEB TRAIL FROM DFW AIRPORT NORTH COTTON BELT STATION	SHILOH COTTON BELT STATION	DESIGN FOR COTTON BELT VELOWEB TRAIL (26 MILES) AND CONSTRUCTION OF MULTIPLE SECTIONS OF THE TRAIL CORRIDOR (IN COPPELL, CARROLLTON, ADDISON, DALLAS, PLANO, AND RICHARDSON)	\$2,161,569	\$0	\$540,392	\$2,701,961	\$0	08/2022	NOT EXPECTED TO OBLIGATE IN FY2022	FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT
40067	0918-47-298	DALLAS CO	DALLAS	VA	C	ON HARRY HINES BLVD FROM WEBB CHAPEL EXT	MANANA DR	CONSTRUCT NEW SHARED-USE PATH AND SIDEWALKS WITH GREEN BUFFERS FOR PEDESTRIANS AND BICYCLISTS	\$2,399,747	\$0	\$599,937	\$2,999,684	\$0	08/2022	NOT EXPECTED TO OBLIGATE IN FY2022	FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT
40024.2	0918-47-324	DALLAS	DALLAS	VA	C	ROSEMONT SRTS IMPROVEMENTS BOUNDED BY MARY CLIFF ST (WEST), STEWART ST (NORTH),	TYLER ST (EAST), AND JEFFERSON BLVD (SOUTH)	CONSTRUCT NEW SIDEWALKS, BIKE LANE, AND TRAFFIC CALMING DEVICES TO CONNECT THE ROSEMONT SCHOOL CAMPUSES AND THE SURROUNDING NEIGHBORHOODS; TRAFFIC CALMING DEVICES INCLUDING ITEMS SUCH AS SPEED BUMPS, SIGNS, AND MARKINGS	\$689,410	\$0	\$0	\$689,410	\$0	11/2022-09/2022	NOT EXPECTED TO OBLIGATE IN FY2022	FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT; ADVANCE FUNDING AGREEMENT PENDING EXECUTION

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

TIP CODE	CSJ	PROJECT SPONSOR	DISTRICT	FACILITY	PHASE	LIMITS FROM	LIMITS TO	PROJECT SCOPE	FEDERAL	STATE	LOCAL	TOTAL FUNDING	OBLIGATION	ESTIMATED START DATE	OBLIGATION STATUS	COMMENTS
40024.2	0918-47-324	DALLAS	DALLAS	VA	CE	ROSEMONT SRTS IMPROVEMENTS BOUNDED BY MARY CLIFF ST (WEST), STEWART ST (NORTH),	TYLER ST (EAST), AND JEFFERSON BLVD (SOUTH)	CONSTRUCT NEW SIDEWALKS, BIKE LANE, AND TRAFFIC CALMING DEVICES TO CONNECT THE ROSEMONT SCHOOL CAMPUSES AND THE SURROUNDING NEIGHBORHOODS; TRAFFIC CALMING DEVICES INCLUDING ITEMS SUCH AS SPEED BUMPS, SIGNS, AND MARKINGS	\$68,941	\$0	\$0	\$68,941	\$0	11/2022-09/2022	NOT EXPECTED TO OBLIGATE IN FY2022	FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT; ADVANCE FUNDING AGREEMENT PENDING EXECUTION
40068	0918-47-311	BALCH SPRINGS	DALLAS	CS	C	ON SHEILAH, MANON, HICKORY, AND QUAIL DR	BETWEEN LAKE JUNE RD AND GLENSHIRE	FLOYD ELEMENTARY SAFE ROUTES TO SCHOOL; CONSTRUCT NEW SIDEWALK, REMOVE/REPLACE EXISTING SIDEWALK AND ADA RAMPS, RELOCATION OF SCHOOL FLASHER AND SIGNAGE	\$718,797	\$0	\$0	\$718,797	\$0	05/2023	NOT EXPECTED TO OBLIGATE IN FY2022	STAFF WILL CONFIRM THE ESTIMATED START DATE AND COORDINATE WITH TXDOT TO MOVE THE PROJECT TO THE APPROPRIATE YEAR; FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT
40068	0918-47-311	BALCH SPRINGS	DALLAS	CS	CE	ON SHEILAH, MANON, HICKORY, AND QUAIL DR	BETWEEN LAKE JUNE RD AND GLENSHIRE	FLOYD ELEMENTARY SAFE ROUTES TO SCHOOL; CONSTRUCT NEW SIDEWALK, REMOVE/REPLACE EXISTING SIDEWALK AND ADA RAMPS, RELOCATION OF SCHOOL FLASHER AND SIGNAGE	\$9,891	\$0	\$0	\$9,891	\$0	05/2023	NOT EXPECTED TO OBLIGATE IN FY2022	STAFF WILL CONFIRM THE ESTIMATED START DATE AND COORDINATE WITH TXDOT TO MOVE THE PROJECT TO THE APPROPRIATE YEAR; FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT
40066	0902-90-171	GRAPEVINE	FORT WORTH	VA	C	COTTON BELT TRAIL (SEGMENT 1) FROM TEXAN TRAIL ROADWAY	FUTURE DFW STATION	CONSTRUCT SHARED-USE PATH	\$777,936	\$0	\$194,484	\$972,420	\$0	06/2023-02/2023	NOT EXPECTED TO OBLIGATE IN FY2022	DESIGN HAS BEEN PAUSED UNTIL DART DETERMINES THE EXACT LOCATION OF THE STATION TO BE CONSTRUCTED NEAR THIS PROJECT; STAFF WILL CONFIRM THE ESTIMATED START DATE AND COORDINATE WITH TXDOT TO MOVE THE PROJECT TO THE APPROPRIATE YEAR; FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT
14013.4	0902-90-177	DART	FORT WORTH	VA	T	COTTON BELT VELOWEB TRAIL FROM FUTURE DFW THROUGH STATION	GRAPEVINE EASTERN CITY LIMITS	CONSTRUCT GRAPEVINE SECTION OF THE COTTON BELT TRAIL CORRIDOR	\$1,923,024	\$0	\$480,756	\$2,403,780	\$0	08/2023-04/2022	NOT EXPECTED TO OBLIGATE IN FY2022	FUNDING MOVED TO FY2023 THROUGH 2023-2026 TIP DEVELOPMENT
40040	0918-46-306	DENTON	DALLAS	CS	C	SYCAMORE - WELCH ACTIVE TRANSPORTATION CONNECTION; ALONG S WELCH ST FROM EAGLE DRIVE	TO W HICKORY ST; AND ALONG W SYCAMORE ST TO DOWNTOWN DENTON DCTA STATION	CONSTRUCT NEW SHARED-USE PATH, BIKE LANES AND CROSSWALKS	\$471,698	\$0	\$117,925	\$589,623	\$0	12/2023-06/2022	NOT EXPECTED TO OBLIGATE IN FY2022	FUNDING MOVED TO FY2024 THROUGH 2023-2026 TIP DEVELOPMENT
40040	0918-46-306	DENTON	DALLAS	CS	CE	SYCAMORE - WELCH ACTIVE TRANSPORTATION CONNECTION; ALONG S WELCH ST FROM EAGLE DRIVE	TO W HICKORY ST; AND ALONG W SYCAMORE ST TO DOWNTOWN DENTON DCTA STATION	CONSTRUCT NEW SHARED-USE PATH, BIKE LANES AND CROSSWALKS	\$34,659	\$0	\$8,665	\$43,324	\$0	12/2023-06/2022	NOT EXPECTED TO OBLIGATE IN FY2022	FUNDING MOVED TO FY2024 THROUGH 2023-2026 TIP DEVELOPMENT
TOTAL									\$20,268,222	\$25,591	\$3,507,474	\$24,014,287	\$3,521,942			

TOTAL CLOSEOUTS/WITHDRAWALS	(\$13,918)
TOTAL PROJECT ADJUSTMENTS	(\$250,168)
TOTAL OBLIGATED IN FY2022	\$3,521,942
TOTAL EXPECTED TO OBLIGATE	\$2,841,683
TOTAL NOT EXPECTED TO OBLIGATE	\$13,904,597

PROJECT STATUS REPORT

Regional Transportation Council

August 18, 2022



North Central Texas
Council of Governments
Transportation Department

BACKGROUND

- MPO Milestone Policy
 - Focuses on projects funded 10+ years that have not gone to construction
 - Creates agency accountability to implement projects
- FY 2022 Project Tracking
 - Focuses on projects slated for implementation in FY 2022
 - Highlights potential problems in order to prevent delays
 - Provides earlier monitoring
 - Enables the Regional Transportation Council (RTC) to take corrective actions to avoid accumulation of carryover balances
 - With this status report, we are ten months into the fiscal year (83 percent complete), but two funding categories have not obligated an equivalent amount

**METROPOLITAN PLANNING
ORGANIZATION (MPO)
MILESTONE POLICY**

SUMMARY OF PROJECTS THAT HAVE NOT GONE TO CONSTRUCTION (JULY 2022)¹

PROJECT CATEGORIES	NUMBER OF PROJECTS	TOTAL FUNDING OF PROJECTS
Scheduled Letting FY2022	2	\$73,929,721
Scheduled Letting FY2023	9	\$93,435,636
Scheduled Letting FY2024 or Beyond	3	\$130,739,407
Total	14	\$298,104,764

1: To date, six projects have let by their established deadlines and three have been removed from the TIP at the request of the implementing agency.

PROJECT RISK BY FISCAL YEAR

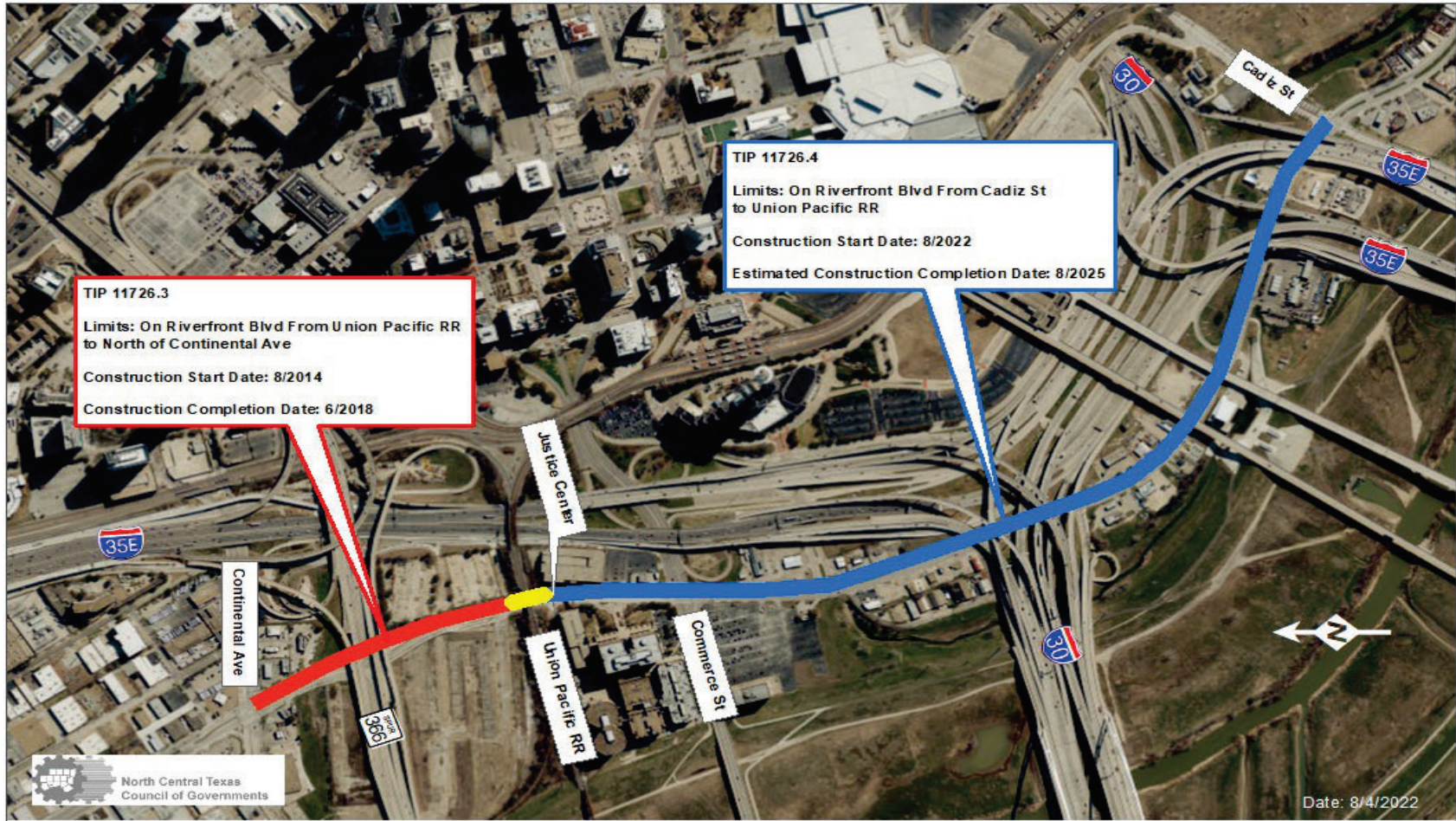
PROJECT CATEGORY	PROJECT RATING		
	Green (Low Risk of Delay)	Yellow (Medium Risk of Delay)	Red (High Risk of Delay)
Scheduled Letting FY2022	0	0	2
Scheduled Letting FY2023	4	5	0
Scheduled Letting FY2024 or Beyond	1	2	0
TOTAL	5	7	2

- Projects at High Risk
 - Conflans Road (City of Irving) – likely to let with active monitoring by the City and Texas Department of Transportation
 - Riverfront Blvd. (Dallas County) – likely to be delayed; developing a plan of action

RIVERFRONT BLVD. PROPOSAL

- The project originally went from Cadiz St. to Continental Ave.
- The project was later divided in to two sections/projects:
 - City of Dallas led the Continental Ave. to Union Pacific Railroad (UPRR) project
 - Dallas County leading the Cadiz St. to UPRR project
- The first section was completed in 2018, but due to ongoing railroad coordination, the Dallas County project has been delayed
- Dallas County has proposed a solution:
 - Reduce the limits to Cadiz St. to Justice Center Way (omitting ~350 feet around UPRR)
 - Allows the project to go to construction by next spring/summer 2023
- Dallas County and NCTCOG staff will continue to work on a solution for the remaining section (Justice Center Way to UPRR)

Riverfront Blvd Projects



FISCAL YEAR 2022 PROJECT TRACKING

SUMMARY OF TIP FY2022 PROJECT FUNDING - CMAQ

	OCTOBER 2021	JUNE 2022
Total Federal Funding Programmed ¹	\$70,669,684	\$40,004,608
Federal Funding Obligated (2022) ^{2, 3}	\$0	\$28,133,105
FY2022 Project Phases ⁴	44	15
Project Phases Obligated to Date	0	7
Project Phases Past Their Original Estimated Start Date ⁵	4	14

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

	OCTOBER 2021	JUNE 2022
Total Federal Funding Programmed ¹	\$178,455,967	\$154,729,664
Federal Funding Obligated (2022) ^{2, 3}	\$0	\$145,928,206
FY2022 Project Phases ⁴	77	26
Project Phases Obligated to Date	0	16
Project Phases Past Their Original Estimated Start Date ⁵	3	34

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

	OCTOBER 2021	JUNE 2022
Total Federal Funding Programmed ¹	\$17,356,430	\$5,676,345
Federal Funding Obligated (2022) ^{2,3}	\$0	\$3,257,856
FY2022 Project Phases ⁴	18	7
Project Phases Obligated to Date	0	3
Project Phases Past Their Original Estimated Start Date ⁵	0	8

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)

REQUESTED ACTION

- RTC approval of:
 - The proposed changes to the Riverfront Blvd. project limits and MPO Milestone Policy deadline of June 2023
 - Administratively amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and other administrative/planning documents as needed

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

Policy Position Establishing Guidelines for Ratification Actions

July 9, 2020

(P20-02)

The Transportation Improvement Program Modification Policy contains a provision for emergency changes that need approval quickly, but for which timing is not aligned with the Regional Transportation Council (RTC) meeting schedule. These changes would come to the RTC for ratification at the next scheduled meeting.

This policy does not change the existing Transportation Improvement Program Modification Policy. The purpose of this policy is to protect both North Central Texas Council of Governments (NCTCOG) staff and the RTC for any anticipated misunderstandings.

The goal of this policy is to develop a better understanding of this need by developing more guidelines protecting the speed for emergency actions, as well as the interest of the Regional Transportation Council. This policy proposes that staff can take action in emergency situations related to either time or consequence. It is anticipated that this provision would be used rarely, less than one time per year. The time-related emergencies are those transportation items that would have significant harm or opportunity if not advanced previous to the next Regional Transportation Council meeting. An emergency of consequence would be a situation where some safety-related event occurred that would bring harm to the citizens of the region or the traveling public without an immediate solution. The following items are guidelines and not specific requirements. It is difficult to anticipate every possible emergency event; however, the following is RTC direction for staff decision making.

The specific guidelines are:

- These projects or initiatives would be lower cost. It is anticipated these would mostly likely be less than \$5 million. Emergencies over this dollar amount could require the Chair to call a special meeting of the Regional Transportation Council.
- As stated previously, these would occur infrequently. They would require approval by the NCTCOG Transportation Director. The Transportation Director would be required to notify the Regional Transportation Council Chair.
- The item would need to be placed on the next scheduled meeting of the Regional Transportation Council for ratification. If an item is not ratified, staff would be required to outline the implications from the lack of action.
- To minimize complications related to federal funds, the Regional Transportation Council encourages staff to use RTC Local funds for emergency purposes. The benefit of such a policy is the sensitivity to federal regulations and is limited to relatively small balances of RTC Local funds. Although federal funds could be used, they are discouraged in this policy.

This policy permits the Regional Transportation Council to bring this policy back for reevaluation if members feel staff is misusing this policy for non-emergency purposes due to time or consequence.

Approved: July 9, 2020

Preservation of BUILD Grant on Trinity Railway Express

BUILD Discretionary Grant	\$25M
BNSF Construction Funds	\$ 2M
Remaining Federal, Public and Private Funds	\$46M
<hr/>	
TOTAL PROGRAM	\$73M



RTC Ratification of Emergency Action (Agreed to by All Parties)

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

Priority is to Get Grant Agreements Completed (*September 26, 2022*)

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

Trackage Rights Agreement Amendment Triggers BNSF \$2M Commitment



FY 2022 BRIDGE INVESTMENT PROGRAM (BIP): NCTCOG REGION - POOR CONDITION BRIDGES (2022 NBI DATA)

Formal project yet to be identified, confirmed, or advanced into NEPA (BIP Candidate)

IDENTIFICATION		CLASSIFICATION				AGE & SERVICE				STRUCTURE		CONDITION						GEOMETRIC DATA				LOAD RATING		APPRAISAL		RESPONSE																
Structure Number	County Code Name	Feature(s) Intersected	Facility Carried	Latitude	Longitude	Highway System Inventory	Functional Classification	Designated National Truck Network	Maintenance Responsibility	Owner	Year Built	Year Reconstructed	Type of Service (On/Under)	Structure on Lane	Average Daily Traffic (ADT)	Average Daily Truck Traffic	Bypass Length/ Detour	Structure Type, Main	Structure Type, Design	Deck	Superstructure	Substructure	Channel Protection	Culvert	Structure Length - feet	Sidewalk Width - feet (L)	Sidewalk Width - feet (R)	Roadway Width - feet	Deck Width - feet	Approach Roadway Width - feet	Total Horizontal Clearance - feet	Min. Vertical Clearance - Over	Min. Vertical Clearance - Under	Bridge Posting	Structure Status	Scour Critical	Inspection Date	TIP/UTP Improvement Projects (If known)	Improvement Type	Status		
DALLAS DISTRICT: Total = 57 "Poor" Condition Bridges (31 - NHS); "On-System" - 39 (30 - NHS); "Off-System" - 18 (1 - NHS)																																										
18043002759005	985 - Collin	Pittman Creek	W Parker Rd	33.04111	-96.75877	0 - Non NHS	16 - Urban Minor Art	No	Municipal	City of Plano	1974	1995	Highway/Waterway	6	31,559	947	1.9	1 - Concrete	19 - Culvert	N/A	N/A	N/A	N/A	N/A	28.9	9.8	9.8	65.9	101.7	65.9	33.1	N/A	N/A	5 - Equal to or above	Open	8 - Foundations stable; Scour above top of footing	Oct-20	CS# 0918-24-285 Plano 2022-5-8(R)	Replacement	Funded (FY 26)		
18057000100029	113 - Dallas	Keller Branch	Belt Line Rd	32.85156	-96.75061	1 - NHS	16 - Urban Minor Art	No	Municipal	City of Lancaster	1960	N/A	Highway/Waterway	2	3,673	N/A	1.2	2 - Concrete Continuous	1 - Slab	7 - Good	4 - Poor	5 - Poor	N/A	N/A	102	0	0	25.9	28.9	24	25.9	N/A	N/A	5 - Equal to or above	Open	5 - Foundations stable	Apr-21	CS#	Replacement	Funded (FY 25)		
18057000091196	113 - Dallas	St. Francis Ave (NB)	HI 30	32.79529	-96.69176	0 - Non NHS	19 - Urban Local	No	State DOT	TxDOT	1959	N/A	Highway/Highway	2	6,050	303	1.2	4 - Steel Continuous	2 - Stringer/Multi-beam or Girder	4 - Poor	5 - Fair	7 - Good	N/A	N/A	323.2	0	3.3	22	29.2	24	22	N/A	13.8	5 - Equal to or above	Posted for load	N/A	Jun-21	CS# 0009-11-250	Repair	Under Construction		
180570237402444	113 - Dallas	SH 78 & RTS R/R	HI 635 EB	32.86824	-96.66835	1 - NHS	11 - Interstate	Yes	State DOT	TxDOT	1967	N/A	Highway/Rail	5	76,110	9,894	1.9	4 - Steel Continuous	2 - Stringer/Multi-beam or Girder	4 - Poor	6 - Satisfactory	7 - Good	N/A	N/A	308.1	0	0	69.2	70.5	67.9	69.2	N/A	22.5	5 - Equal to or above	Open	N/A	Aug-21	CS# 2374-02-053 HI 635 EB East	Reconstruction	Under Construction		
180570237402110	113 - Dallas	KCS R/R	HI 635 EB	32.8705	-96.67437	1 - NHS	11 - Interstate	Yes	State DOT	TxDOT	1967	N/A	Highway/Rail	4	76,110	9,894	1.9	4 - Steel Continuous	2 - Stringer/Multi-beam or Girder	4 - Poor	6 - Satisfactory	6 - Satisfactory	N/A	N/A	317.9	0	0	56.1	70.9	56.1	56.1	N/A	22.5	5 - Equal to or above	Open	N/A	Aug-21	CS# 2374-02-053 HI 635 EB East	Reconstruction	Under Construction		
180570009502332	113 - Dallas	US 80/H 635	US 80 EB Conn A (HI 635 NB)	32.79178	-96.62735	1 - NHS	12 - Other Freq/Excess	No	State DOT	TxDOT	1971	N/A	3rd Level Interchange/Highway	1	N/A	N/A	3.7	4 - Steel Continuous	2 - Stringer/Multi-beam or Girder	4 - Poor	7 - Good	7 - Satisfactory	7 - Satisfactory	N/A	N/A	1630.9	0	0	24	25.9	24	24	18	16.9	5 - Equal to or above	Open	8 - Foundations stable; Scour above top of footing	May-20	CS# 2374-02-162 HI 635/US 80 Interchange	Reconstruction	Funded (FY 27)	
180570009502331	113 - Dallas	US 80/H 635	US 80 WB Conn B (HI 635 SB)	32.79042	-96.62569	1 - NHS	12 - Other Freq/Excess	No	State DOT	TxDOT	1971	N/A	3rd Level Interchange/Highway	1	N/A	N/A	1.2	4 - Steel Continuous	2 - Stringer/Multi-beam or Girder	4 - Poor	7 - Good	6 - Satisfactory	N/A	N/A	1367.1	0	0	24	25.9	24	24	16.8	17	5 - Equal to or above	Open	N/A	May-20	CS# 2374-02-162 HI 635/US 80 Interchange	Reconstruction	Funded (FY 27)		
180570000911372	113 - Dallas	St. Francis Ave (SB)	HI 30	32.79607	-96.69221	0 - Non NHS	19 - Urban Local	No	State DOT	TxDOT	1959	N/A	Highway/Highway	2	6,050	303	1.2	4 - Steel Continuous	2 - Stringer/Multi-beam or Girder	4 - Poor	5 - Fair	6 - Satisfactory	N/A	N/A	323.2	3.3	0	22	29.2	24	22	N/A	14.9	5 - Equal to or above	Posted for load	N/A	Jun-21	CS# 0009-11-250	Repair	Under Construction		
180570009119363	113 - Dallas	HI 30/Riverfront Blvd/Trinity River	Jefferson Blvd	32.76361	-96.81173	0 - Non NHS	17 - Urban Collector	No	Municipal	City of Dallas	1975	N/A	Highway/Bike-Ped/Highway-Waterway-Rail	3	3,050	580	1.2	4 - Steel Continuous	2 - Stringer/Multi-beam or Girder	4 - Poor	5 - Fair	6 - Satisfactory	7 - Satisfactory	N/A	N/A	520.0	0	3.6	17.4	32.8	18	62.3	N/A	24.8	5 - Equal to or above	Open	8 - Foundations stable; Scour above top of footing	Jul-20	North Oak Cliff Planning/CE Study	Rehabilitation/Reconstruction	Feasibility Study Pending	
180570000911357	113 - Dallas	HI 635	HI 30 WB Frontage	32.82474	-96.62683	1 - NHS	17 - Urban Collector	No	State DOT	TxDOT	1971	N/A	Highway/Highway	1	N/A	N/A	1.2	4 - Steel Continuous	2 - Stringer/Multi-beam or Girder	4 - Poor	7 - Good	5 - Fair	N/A	N/A	1888.1	0	0	24	25.9	25.9	24	18.4	16.4	5 - Equal to or above	Open	N/A	Apr-20	CS# 2374-02-053 HI 635 EB East	Reconstruction	Under Construction		
180570000911353	113 - Dallas	HI 635	HI 30 WB	32.82357	-96.62936	1 - NHS	11 - Interstate	Yes	State DOT	TxDOT	1971	1998	Highway/Rail	3	81,504	6,520	1.2	4 - Steel Continuous	2 - Stringer/Multi-beam or Girder	4 - Poor	6 - Satisfactory	6 - Satisfactory	N/A	N/A	350.1	0	0	50.9	54.1	47.9	50.9	16.7	16	5 - Equal to or above	Open	N/A	May-20	CS# 2374-02-053 HI 635 EB East	Reconstruction	Under Construction		
1805709F4300312	113 - Dallas	Parking Lot (Fair Park)/UP Rail	S Fitzhugh Ave	32.7803	-96.74832	0 - Non NHS	16 - Urban Minor Art	No	Municipal	City of Dallas	1973	N/A	Highway/Rail	3	7,500	150	1.2	3 - Steel	5 - Box Beam or Girders (Multiple)	6 - Satisfactory	3 - Serious	6 - Satisfactory	N/A	N/A	595.1	3.9	5.6	32.8	43.6	33.1	32.8	N/A	22.9	4 - 0.1-9.9% below	Open	N/A	Aug-21	City of Dallas Resolution 22-0138	Repair	Funded (FY 22)		
180570237402341	113 - Dallas	US 80/H 635	HI 635 NB Conn D (US 80 WB)	32.79035	-96.62413	0 - Non NHS	11 - Interstate	Yes	State DOT	TxDOT	1971	N/A	4th Level Interchange/Highway	1	16,420	2,135	1.9	4 - Steel Continuous	2 - Stringer/Multi-beam or Girder	3 - Serious	6 - Satisfactory	5 - Fair	N/A	N/A	2067.9	0	0	24.3	25.9	24	24.3	N/A	17	4 - 0.1-9.9% below	Open	N/A	Aug-21	CS# 2374-02-162 HI 635/US 80 Interchange	Reconstruction	Funded (FY 27)		
180570237402340	113 - Dallas	US 80/H 635	HI 635 SB Conn C (US 80 EB)	32.79457	-96.62636	1 - NHS	11 - Interstate	Yes	State DOT	TxDOT	1971	N/A	4th Level Interchange/Highway	1	16,420	2,135	1.9	4 - Steel Continuous	2 - Stringer/Multi-beam or Girder	3 - Serious	7 - Good	6 - Satisfactory	N/A	N/A	1592.8	0	0	24.3	25.9	24	24.3	N/A	16.8	4 - 0.1-9.9% below	Open	N/A	Jun-21	CS# 2374-02-162 HI 635/US 80 Interchange	Reconstruction	Funded (FY 27)		
180570237402110	113 - Dallas	TAP RR	HI 635 EB	32.8705	-96.67467	1 - NHS	11 - Interstate	Yes	State DOT	TxDOT	1967	N/A	Highway/Rail	5	76,110	9,894	1.9	4 - Steel Continuous	2 - Stringer/Multi-beam or Girder	4 - Poor	6 - Satisfactory	6 - Satisfactory	N/A	N/A	317.9	0	0	68.6	70.9	67.9	68.6	N/A	22.5	5 - Equal to or above	Open	N/A	Aug-21	CS# 2374-02-053 HI 635 EB East	Reconstruction	Under Construction		
180570237402066	113 - Dallas	TAP RR	HI 635 WB	32.87075	-96.67389	1 - NHS	11 - Interstate	Yes	State DOT	TxDOT	1967	N/A	Highway/Rail	5	76,110	9,894	1.9	4 - Steel Continuous	2 - Stringer/Multi-beam or Girder	4 - Poor	6 - Satisfactory	6 - Satisfactory	N/A	N/A	317.9	0	0	68.2	70.9	67.9	68.2	N/A	23.7	5 - Equal to or above	Open	N/A	Aug-21	CS# 2374-02-053 HI 635 EB East	Reconstruction	Under Construction		
180570100935005	113 - Dallas	Ten Mile Creek	Peasant Run Rd	32.69425	-96.84335	0 - Non NHS	16 - Urban Minor Art	No	Municipal	City of Desoto	1966	1986	Highway/Waterway	5	6,000	N/A	1.9	1 - Concrete	2 - Stringer/Multi-beam or Girder	6 - Satisfactory	6 - Satisfactory	4 - Poor	5 - Fair	N/A	N/A	200.1	4.9	4.9	66.6	92.2	65.9	33.1	N/A	N/A	3 - 10.0-19.9% below	Open	5 - Foundations stable	Mar-21		Replacement	Funded (FY 26)	
1805709M4580021	113 - Dallas	White Rock Creek Trib	Military Pkwy	32.7777	-96.71938	0 - Non NHS	16 - Urban Minor Art	No	Municipal	City of Dallas	1940	1965	Highway/Waterway	4	9,390	N/A	1.2	1 - Concrete	19 - Culvert	N/A	N/A	N/A	4 - Severely Damaged	4 - Significant Deterioration	N/A	N/A	25.9	0	0	N/A	N/A	44	22	N/A	N/A	0 - Greater than 39.9% below	Open	4 - City Street	Jan-21	Dallas 2017 Bond Prgm ID 41012550	Replacement	Funded (FY 26)
180570009201048	113 - Dallas	S Lamar/Budd St/UP RR	SH 310	32.74017	-96.75767	1 - NHS	14 - Other Principal Art	No	State DOT	TxDOT	1953	N/A	Highway/Rail	4	9,068	363	6.2	4 - Steel Continuous	2 - Stringer/Multi-beam or Girder	4 - Poor	5 - Fair	5 - Fair	N/A	N/A	1908.1	0	0	52.2	62	56.1	25.9	N/A	22	0 - Greater than 39.9% below	Posted for load	N/A	May-20	CS# 0092-01-057	Replacement	Under Construction		
180570009110179	113 - Dallas	HI 30/Riverfront Blvd/Trinity River	Houston St	32.76979	-96.80894	0 - Non NHS	17 - Urban Collector	No	Municipal	City of Dallas	1941	N/A	Highway/Rail/Bike-Ped/Highway-Waterway-Rail	2	3,050	580	N/A	3 - Steel	2 - Stringer/Multi-beam or Girder	4 - Poor	5 - Fair	6 - Satisfactory	6 - Fair	N/A	N/A	474.4	3.9	9.5	25.3	52.5	46.9	33.1	N/A	16.9	5 - Equal to or above	Open	3 - Scour Critical; Foundations unstable	Jul-20	North Oak Cliff Planning/CE Study	Rehabilitation/Reconstruction	Feasibility Study Pending	
180570190310130	113 - Dallas	HI 35E SB	Spur 348 NB to HI 35E NB	32.86875	-96.89824	1 - NHS	12 - Other Freq/Excess	Yes	State DOT	TxDOT	1970	N/A	Highway/Highway	3	66,000	2,640	N/A	4 - Steel Continuous	2 - Stringer/Multi-beam or Girder	4 - Poor	6 - Satisfactory	6 - Satisfactory	N/A	N/A	419.0	0	0	56.1	57.7	56.1	56.1	N/A	16.6	5 - Equal to or above	Open	N/A	May-20	Evaluation pending	TBD	Under Review		
180570050102010	113 - Dallas	BMSF/TRE/Drainage	Loop 12 SB	32.81498	-96.92189	1 - NHS	12 - Other Freq/Excess	No	State DOT	TxDOT	1948	1969	Highway/Rail-Waterway	4	58,703	4,109	1.2	3 - Steel	2 - Stringer/Multi-beam or Girder	7 - Good	6 - Satisfactory	4 - Poor	7 - Satisfactory	N/A	N/A	405.8	0	0	63.3	65.9	64	63.3	N/A	21.7	5 - Equal to or above	Open	8 - Foundations stable; Scour above top of footing	May-20	CS# 0581-01-151	Rehabilitation	Under Construction	
180570190310103	113 - Dallas	Turtle Creek	HI 35E NB Frontage	32.79857	-96.81805	0 - Non NHS	17 - Urban Collector	No	State DOT	TxDOT	1959	N/A	Highway/Waterway	2	12,920	775	1.2	1 - Concrete	2 - Stringer/Multi-beam or Girder	4 - Poor	4 - Poor	7 - Good	6 - Fair	N/A	N/A	121.1	3.6	5.2	24	34.1	24	N/A	N/A	5 - Equal to or above	Open	8 - Foundations stable; Scour above top of footing	Apr-20	CS# 0196-03-268 Lowest Stemmons	Rehabilitation	Complete		
180570019702145	113 - Dallas	US 175	Lake June Rd	32.73359	-96.71336	1 - NHS	16 - Urban Minor Art	No	State DOT	TxDOT	1964	N/A	Highway/Highway	2	10,510	N/A	1.9	4 - Steel Continuous	2 - Stringer/Multi-beam or Girder	4 - Poor	6 - Satisfactory	6 - Satisfactory	N/A	N/A	242	0	0	27.9	32.5	27.9	27.9	N/A	15.3	5 - Equal to or above	Open	N/A	May-20	CS# 0197-02-131 Dallas Loop Trail (RAISE)	Reconstruction	Pre-NEPA/Funded		
180570009202316	113 - Dallas	Malloy Bridge Rd	HI 45 SB	32.56118	-96.65020	1 - NHS	11 - Interstate	Yes	State DOT	TxDOT	1965	N/A	Highway/Highway	3	28,266	6,501	1.2	5 - Prestressed Concrete	5 - Box Beam or Girders (Multiple)	5 - Fair	4 - Poor	7 - Good	N/A	N/A	149.0	0	0	49.9	52.5	49.9	52.5	N/A	16.7	5 - Equal to or above	Open	N/A	Mar-20	CS# 0092-02-135	Repair	Funded (FY 23)		
180570009202315	113 - Dallas	Malloy Bridge Rd	HI 45 NB	32.56121	-96.66475	1 - NHS	11 - Interstate	Yes	State DOT	TxDOT	1995	N/A	Highway/Highway	3	26,991	6,208	1.2	5 - Prestressed Concrete	5 - Box Beam or Girders (Multiple)	5 - Fair	4 - Poor	7 - Good	N/A	N/A	149.0	0	0	51.8	54.5	52.2	51.8	N/A	16.7	5 - Equal to or above	Open	N/A	Mar-20	CS# 0092-02-135	Repair	Funded (FY 23)		
180570058102053	113 - Dallas	Elm Fork Trinity River	Loop 12	32.85115	-96.90768	1 - NHS	12 - Other Freq/Excess	No	State DOT	TxDOT	1969	N/A	Highway/Waterway	8	114,832	8,038	1.9	4 - Steel Continuous	2 - Stringer/Multi-beam or Girder	6 - Satisfactory	4 - Poor	6 - Satisfactory	6 - Fair	N/A	N/A	2001	0	0	107	116.1	107	38.1	N/A	N/A	5 - Equal to or above							

18190000912132	397 - Rockwall	Sabine Creek Relief	IH 30 WB	32.97663	-96.31429	1 - NHS	11 - Interstate	Yes	State DOT	TxDOT	1956	1987	Highway/Waterway	2	26,134	7,318	1.2	1 - Concrete	2 - Stringer/Multi-beam or Girder	4 - Poor	4 - Poor	5 - Fair	5 - Poor	N/A	121.1	0	0	38.1	40	38.1	38.1	N/A	N/A	5 - Equal to or above	Open	8 - Foundations stable; Scour above top of footing	Sep-21	CSJH 0009-12-219 (IH 30 Rockwall Expansion)	Reconstruction	Funded (FY 23) / Scheduled
18190000912385	397 - Rockwall	East Creek Trinity River	IH 30	32.88865	-96.49169	1 - NHS	11 - Interstate	Yes	State DOT	TxDOT	1995	N/A	Highway/Waterway	6	82,077	9,028	21.1	5 - Prestressed Concrete	2 - Stringer/Multi-beam or Girder	7 - Good	7 - Good	4 - Poor	8 - Stable	N/A	1049.9	0	0	112.9	118.1	113.8	56.4	N/A	N/A	5 - Equal to or above	Open	8 - Foundations stable; Scour above top of footing	Sep-21	CSJH 0009-12-215 (IH 30 Rockwall Expansion)	Reconstruction	Funded (FY 23) / Scheduled

FY 2022 BRIDGE INVESTMENT PROGRAM (BIP): NCTCOG REGION - POOR CONDITION BRIDGES (2022 NBI DATA)

Formal project yet to be identified, confirmed, or advanced into NEPA (BIP Candidate)

Structure Number	County Code Name	Feature(s) Intersected	Facility Carried	Latitude	Longitude	CLASSIFICATION				AGE & SERVICE				STRUCTURE		CONDITION					GEOMETRIC DATA					LOAD RATING		APPRAISAL		RESPONSE											
						Highway System of Inventory	Functional Classification	Designated National Truck Network	Maintenance Responsibility	Owner	Year Built	Year Reconstructed	Type of Service (On/Under)	Lanes on Structure	Average Daily Traffic (ADT)	Average Daily Truck Traffic	Bypass Detour Length (miles)	Structure Type, Main	Structure Type, Design	Deck	Superstructure	Substructure	Channel Protection	Culvert	Structure Length - feet	Sidewalk Width - feet (L)	Sidewalk Width - feet (R)	Roadway Width - feet	Deck Width - feet	Approach Roadway Width - feet	Total Horizontal Clearance - feet	Min. Vertical Clearance - Over	Min. Vertical Clearance - Under	Bridge Posting	Structure Status	Scour Critical	Inspection Date	TIP/UTP Improvement Projects (if known)	Improvement Type	Status	
FORT WORTH DISTRICT: Total = 32 "Poor" Condition Bridges (11 - NHS); "On-System" - 12 (8 - NHS); "Off-System" - 20 (3 - NHS)																																									
021120AA031002	221 - Hood	Walnut Creek	Old Granbury Rd P4	32.48916	-97.68003	0 - Non NHS		No	County	Hood County	1921	N/A	Highway/Waterway	2	221	0	14.3	1 - Concrete	1 - Slab	4 - Poor	4 - Poor	5 - Fair	7 - Satisfactory	N/A	22	0	0	21	23	18	21	N/A	N/A	5 - Equal to or above	Posted for load	8 - Foundations stable; Scour above top of footing	Apr-21	CSJH 0902-51-029	Replacement (Design - 100%)	Funded (FY 25) / Scheduled	
0211200036502012	221 - Hood	Weaver Brook	FM 4	32.51773	-98.04275	0 - Non NHS		No	State DOT	TxDOT	1947	N/A	Highway/Waterway	2	1,512	151	5	1 - Concrete	1 - Slab	6 - Satisfactory	6 - Satisfactory	4 - Poor	6 - Fair	N/A	49.9	0	0	23.6	25.3	20	23.6	N/A	N/A	5 - Equal to or above	Open	8 - Foundations stable; Scour above top of footing	Dec-20	CSJH 0385-02-030	Replacement (Design - 100%)	Funded (FY 25) / Scheduled	
021120001403194	251 - Johnson	IH 35W NB Alvarado Exit Ramp	IH 35W NB	32.42056	-97.28223	1 - NHS	11 - Interstate	Yes	State DOT	TxDOT	1963	N/A	Highway/Highway	2	12,590	3,022	N/A	4 - Steel Continuous	2 - Stringer/Multi-beam or Girder	5 - Fair	4 - Poor	6 - Satisfactory	N/A	N/A	210.0	0	0	37.7	41.7	49.9	37.7	N/A	14.1	5 - Equal to or above	N/A	7 - Countermeasures installed for mitigation	Oct-20	CSJH 0014-03-087 (INFRA - NTKS Bridge)	Removal (Design - 100%)	Funded (FY 22) / Scheduled	
0218400031401006	367 - Parker	Bracos River	IH 20 Frontage (N)	32.66697	-98.03242	0 - Non NHS		No	State DOT	TxDOT	1934	N/A	Highway/Waterway	2	1,160	348	N/A	3 - Steel	10 - Truss (Thru)	5 - Fair	4 - Poor	7 - Good	6 - Fair	N/A	892.1	0	0	24	27.2	32.2	24	14.8	N/A	N/A	2 - 30.0-29.9% below	Posted for load	7 - Countermeasures installed for mitigation	Sep-20	CSJH 0314-01-084 (NEPA)	Replacement	Funded (FY 26) / Scheduled
021840001410002	367 - Parker	Branch of Rock Creek	Knight Rd	32.82248	-98.05661	0 - Non NHS		No	Municipal	City of Mineral Wells	1942	N/A	Highway/Waterway	2	50	0	1.9	7 - Wood or Timber	2 - Stringer/Multi-beam or Girder	5 - Fair	6 - Satisfactory	1 - Imminent Failure	6 - Fair	N/A	65	0	0	24.3	24.9	22	24.3	N/A	N/A	0 - Greater than 39.9% below	Closed	5 - Foundations stable	Feb-21	CSJH 0902-38-129	Replacement	Under Construction	
021840001410001	367 - Parker	Branch of Rock Creek	Knight Rd	32.82262	-98.05665	0 - Non NHS		No	Municipal	City of Mineral Wells	1932	N/A	Highway/Waterway	2	50	0	1.9	7 - Wood or Timber	2 - Stringer/Multi-beam or Girder	1 - Imminent Failure	2 - Critical	2 - Critical	7 - Satisfactory	N/A	48.9	0	0	24	24.9	22	24	N/A	N/A	0 - Greater than 39.9% below	Closed	5 - Foundations stable	Feb-19	CSJH 0902-38-129	Replacement	Under Construction	
021840AA0229002	367 - Parker	Walnut Creek Tributary	McVold Rd (PCT 1)	32.9949	-97.6273	0 - Non NHS	9 - Rural/Local	No	County	Parker County	1949	N/A	Highway/Waterway	2	205	N/A	1.9	4 - Steel Continuous	2 - Stringer/Multi-beam or Girder	7 - Good	6 - Satisfactory	4 - Poor	6 - Fair	N/A	26.9	0	0	19.4	19.4	17.1	19.4	N/A	N/A	1 - 30.0-39.9% below	Posted for load	5 - Foundations stable	Jan-20	CSJH 0902-39-136	Replacement	Funded (FY 23) / Scheduled	
021840AA041001	367 - Parker	Threes Mile Brook Tributary	Harmony Circle	32.68167	-97.81409	0 - Non NHS	9 - Rural/Local	No	County	Parker County	1944	N/A	Highway/Waterway	1	160	N/A	1.2	4 - Steel Continuous	2 - Stringer/Multi-beam or Girder	7 - Good	6 - Satisfactory	3 - Serious	7 - Satisfactory	N/A	38.1	0	0	16.7	18	13.1	16.7	N/A	N/A	2 - 30.0-29.9% below	Posted for load	5 - Foundations stable	Dec-21	Parker County	Repair	Complete	
021840AA0259001	367 - Parker	Browders Creek	Lynch Bend Rd (PCT 2)	32.95081	-97.69598	0 - Non NHS	9 - Rural/Local	No	County	Parker County	1991	N/A	Highway/Waterway	2	100	N/A	1.9	3 - Steel	2 - Stringer/Multi-beam or Girder	7 - Good	6 - Satisfactory	4 - Poor	5 - Poor	N/A	65.9	0	0	24	24.9	18	24	N/A	N/A	5 - Equal to or above	Open	8 - Foundations stable; Scour above top of footing	Nov-21	Parker County	Repair	Under Construction	
022200001416192	439 - Tarrant	IH 35W SB	SH 121 WB	32.76516	-97.31879	1 - NHS	14 - Other Principal Art	No	State DOT	TxDOT	1961	N/A	Highway/Highway	3	28,470	854	N/A	4 - Steel Continuous	2 - Stringer/Multi-beam or Girder	4 - Poor	6 - Satisfactory	6 - Satisfactory	N/A	N/A	196.9	5.9	5.9	38.1	51.8	38.1	38.1	N/A	15	5 - Equal to or above	Open	N/A	Sep-21	CSJH 0014-16-268 (NTE Sep. 3A Ultimate)	Reconstruction	EA Re-Eval/ CDA	
022200036303014	439 - Tarrant	SH 121	N Sylvania Ave	32.76745	-97.30878	1 - NHS	19 - Urban Local	No	State DOT	TxDOT	1963	N/A	Highway/Highway	4	11,374	N/A	1.9	4 - Steel Continuous	2 - Stringer/Multi-beam or Girder	5 - Fair	4 - Poor	6 - Satisfactory	N/A	N/A	234.9	4.3	4.3	74.8	103.7	47.9	44	N/A	14	5 - Equal to or above	Open	N/A	May-21	CSJH 0014-16-268 (NTE Sep. 3A Ultimate)	Reconstruction	EA Re-Eval/ CDA	
02220001720607	439 - Tarrant	Carey St	US 287 NB	32.69341	-97.24328	1 - NHS	12 - Other Front/Express	No	State DOT	TxDOT	1965	N/A	Highway/Highway	3	34,052	1,703	N/A	4 - Steel Continuous	2 - Stringer/Multi-beam or Girder	5 - Fair	4 - Poor	6 - Satisfactory	N/A	N/A	149	0	0	54.1	55.8	54.1	46.6	N/A	14	5 - Equal to or above	Open	N/A	Jun-21	CSJH 0172-06-080 (Southeast Connector)	Reconstruction	Funded (FY 23) / Scheduled	
022200080985040	439 - Tarrant	International Pkwy & N Service Rd	Terminal E Ramp (Inbound)	32.89148	-97.0396	1 - NHS	19 - Urban Local	No	Municipal	DFW Airport	1974	N/A	Highway/Highway	2	3,000	60	N/A	4 - Steel Continuous	5 - Box Beam or Girders (Multiple)	6 - Satisfactory	4 - Poor	6 - Satisfactory	N/A	N/A	754.9	0	0	29.9	33.8	29.9	29.9	N/A	15.6	5 - Equal to or above	Open	N/A	May-20	DFW Airport (Airport Terminal Program)	Reconstruction	FONS/Partial Funded (ATP)	
022200080985028	439 - Tarrant	International Pkwy & N Service Rd	Terminal C Ramp (Inbound)	32.89869	-97.03869	1 - NHS	19 - Urban Local	No	Municipal	DFW Airport	1974	N/A	Highway/Highway	2	3,000	60	N/A	4 - Steel Continuous	5 - Box Beam or Girders (Multiple)	6 - Satisfactory	4 - Poor	6 - Satisfactory	N/A	N/A	754.9	0	0	29.9	33.8	29.9	29.9	N/A	15.5	5 - Equal to or above	Open	N/A	May-20	DFW Airport (Airport Terminal Program)	Reconstruction	FONS/Partial Funded (ATP)	
022200080985019	439 - Tarrant	International Pkwy & N Service Rd	Terminal B Ramp (Inbound)	32.90365	-97.0415	1 - NHS	19 - Urban Local	No	Municipal	DFW Airport	1974	N/A	Highway/Highway	2	3,000	60	N/A	4 - Steel Continuous	5 - Box Beam or Girders (Multiple)	6 - Satisfactory	4 - Poor	6 - Satisfactory	N/A	N/A	754.9	0	0	29.9	33.8	29.9	29.9	N/A	15	5 - Equal to or above	Open	N/A	May-20	DFW Airport (Airport Terminal Program)	Reconstruction	FONS/Partial Funded (ATP)	
022200040280001	439 - Tarrant	Gilmore Branch	Grants Ln	32.93843	-97.45497	0 - Non NHS		No	County	Tarrant County	1939	N/A	Highway/Waterway	2	100	0	N/A	1 - Concrete	19 - Culvert	N/A	N/A	N/A	7 - Satisfactory	4 - Significant Deterioration	24	0	0	20	23	18	20	N/A	N/A	5 - Equal to or above	Posted for load	8 - Foundations stable; Scour above top of footing	Nov-21	CSJH 0902-48-850	Replacement	Complete	
022200L0020001	439 - Tarrant	Big Bear Creek	S White Chapel Blvd	32.91985	-97.15778	0 - Non NHS	17 - Urban Local	No	Municipal	City of Colleyville/Southlake Town of Westlake	1971	N/A	Highway/Waterway	2	7,923	158	3.7	1 - Concrete	1 - Slab	6 - Satisfactory	6 - Satisfactory	4 - Poor	4 - Severely Damaged	N/A	75.1	0	0	23	24.9	20	23	N/A	N/A	5 - Equal to or above	Posted for load	5 - Foundations stable	Dec-20	CSJH 0902-48-893	Replacement	Complete	
022200NN00450001	439 - Tarrant	Marshall Branch	J T Drieger Rd	32.99039	-97.21574	0 - Non NHS	17 - Urban Local	No	Municipal	City of Westlake	1989	N/A	Highway/Waterway	2	500	25	3.7	3 - Steel	2 - Stringer/Multi-beam or Girder	6 - Satisfactory	6 - Satisfactory	4 - Poor	4 - Severely Damaged	N/A	36.1	0	0	23	23.3	19	23	N/A	N/A	5 - Equal to or above	Open	5 - Foundations stable	Jul-20	CSJH Pending AFA Initiated	Replacement	Funded (FY 26) / Scheduled	
022200HH0243002	439 - Tarrant	Village Creek Trib	Kennedale-New Hope Rd	32.62553	-97.21906	0 - Non NHS		No	County	Tarrant County	1939	N/A	Highway/Waterway	2	1,961	39	1.9	2 - Concrete Continuous	1 - Slab	4 - Poor	4 - Poor	5 - Fair	5 - Poor	N/A	21	0	0	25.9	35.4	25.9	25.9	N/A	N/A	5 - Equal to or above	Posted for load	5 - Foundations stable	Feb-20	CSJH 0902-90-057	Replacement	Funded (FY 22) / JAR	
022200254528003	439 - Tarrant	Live Oak Creek	Silver Creek Rd	32.79281	-97.49294	0 - Non NHS	17 - Urban Local	No	Municipal	City of Fort Worth	1940	N/A	Highway/Waterway	2	5,269	105	6.8	1 - Concrete	4 - Tee Beam	6 - Satisfactory	4 - Poor	6 - Satisfactory	6 - Fair	N/A	105	0	0	22	24	20	22	N/A	N/A	5 - Equal to or above	Posted for load	5 - Foundations stable	Apr-20	CSJH 0902-48-502	Replacement	Funded (FY 23) / Scheduled	
022200295050001	439 - Tarrant	West Fork Trinity River	Riverside Dr SB	32.75088	-97.30349	0 - Non NHS	19 - Urban Local	No	Municipal	City of Fort Worth	1931	N/A	Highway/Waterway	3	19,580	4,920	1.2	4 - Steel Continuous	2 - Stringer/Multi-beam or Girder	4 - Poor	6 - Satisfactory	6 - Satisfactory	6 - Fair	N/A	292	0	0	44.9	40	40	N/A	N/A	3 - 10.0-19.9% below	Posted for load	5 - Foundations stable	Mar-20	CSJH 0902-90-019	Rehabilitation	Funded (FY 23) / Scheduled		
022200L26785004	439 - Tarrant	Little Fossil Creek	Long Ave WB	32.80951	-97.29148	0 - Non NHS	19 - Urban Local	No	Municipal	City of Fort Worth	1980	N/A	Highway/Waterway	3	7,580	1,137	1.2	5 - Prestressed Concrete	5 - Box Beam or Girders (Multiple)	7 - Good	4 - Poor	6 - Satisfactory	5 - Poor	N/A	180.1	4.3	5.6	36.4	48.6	37.1	36.4	N/A	N/A	5 - Equal to or above	Open	5 - Foundations stable	Apr-21	CSJH 0902-48-894	Replacement	Funded (FY 23) / Scheduled	
022200L26785003	439 - Tarrant	Little Fossil Creek	Long Ave EB	32.80965	-97.29126	0 - Non NHS	19 - Urban Local	No	Municipal	City of Fort Worth	1980	N/A	Highway/Waterway	3	7,580	1,137	1.2	5 - Prestressed Concrete	5 - Box Beam or Girders (Multiple)	8 - Very Good	4 - Poor	6 - Satisfactory	6 - Fair	N/A	180.1	4.3	5.6	36.4	48.6	37.1	36.4	N/A	N/A	5 - Equal to or above	Open	5 - Foundations stable	Apr-21	CSJH 0902-48-894	Replacement	Funded (FY 23) / Scheduled	
022200000813136	439 - Tarrant	IH 820	SH 183 WB	32.80909	-97.20959	1 - NHS	14 - Other Principal Art	Yes	State DOT	TxDOT	1963	N/A	Highway/Highway	2	15,963	1,756	1.2	4 - Steel Continuous	2 - Stringer/Multi-beam or Girder	5 - Fair	4 - Poor	6 - Satisfactory	N/A	N/A	348.1	4.9	0	25.9	33.1	25.9	25.9	N/A	16.4	5 - Equal to or above	Open	N/A	May-20	CSJH 0008-13-221 (Keep 820 Moving)	Reconstruction	Under Construction	
022200000813122	439 - Tarrant	Wilberger St	IH 820 SB	32.69755	-97.2373	1 - NHS	11 - Interstate	Yes	State DOT	TxDOT	1963	N/A	Highway/Highway	2	42,650	2,559	N/A	5 - Prestressed Concrete	2 - Stringer/Multi-beam or Girder	6 - Satisfactory	4 - Poor	6 - Satisfactory	N/A	N/A	168	0	0	32.2	35.4	36.1	32.2	N/A	13.9	5 - Equal to or above	Open	N/A	May-21	CSJH 0172-06-080 (Southeast Connector)	Reconstruction	Funded (FY 23) / Scheduled	
02220001705017	439 - Tarrant	West Fork Trinity River	SH 199	32.76491																																					



FEDERAL PERFORMANCE MEASURES UPDATE

SYSTEM PERFORMANCE, FREIGHT, AIR QUALITY (PM₃),
TRANSIT ASSET MANAGEMENT, and
PUBLIC TRANSPORTATION AGENCY SAFETY PLAN

JENNY NARVAEZ AND SHANNON STEVENSON
REGIONAL TRANSPORTATION COUNCIL

08.18.2022

Federal Performance Measure Rules

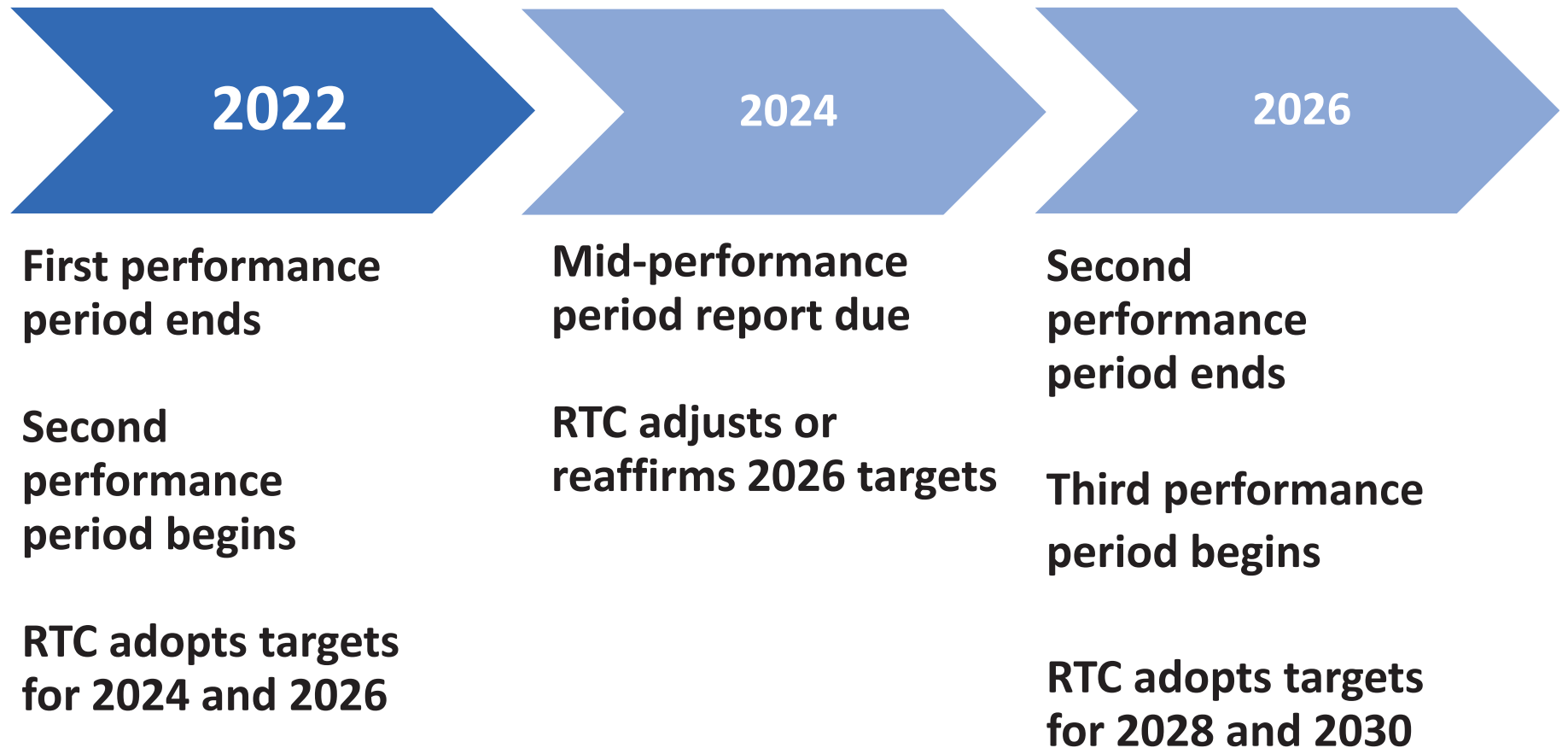
Rulemaking	Next Anticipated STTC Action	Next Anticipated RTC Action	Upcoming Measure Milestone
PM1 – Roadway Safety	Late 2022	Late 2022 Early 2023	February 27, 2023 180-day mark for MPOs to agree with DOT targets or establish their own
PM2 – Pavement and Bridge	Early 2023	Early 2023	April 2023 180-day mark for MPOs to agree with DOT targets or establish their own
PM3 – System Performance, Freight, and CMAQ	August 26, 2022	September 8, 2022	September 19, 2022 MPOs submit Planning Management Forms to DOT
Transit Safety (PTASP)	Early 2025	Early 2025	Early 2025 Provide targets to TxDOT and FTA
Transit Asset Management	August 26, 2022	September 8, 2022	October 2022 Provide targets to TxDOT and FTA

STTC – Surface Transportation Technical Committee
 RTC – Regional Transportation Council
 MPO – Metropolitan Planning Organizations

DOT – Department of Transportation
 TxDOT – Texas Department of Transportation
 FTA – Federal Transit Administration

PM3: System Performance, Freight, and CMAQ

PM3 Schedule



Interstate Reliability

Percentage of travel on Interstates in the Metropolitan Planning Area (MPA) that are reliable

Measures predictability of travel times

Measure has been steadily improving over time

Somewhat impacted by COVID-19 pandemic

2021 values returned to near normal

The RTC continues to implement policies and programs aimed at maximizing the existing system capacity, reducing demand through implementation of travel demand management strategies, and strategically adding new Interstate capacity.

Measure	Desired Trend Indicating Improvement	Original Targets (Updated 2020)		Baseline (2021 Observed)	New Targets Forecast/Trend	
		2020	2022		2024	2026
Interstate Reliability		78.6%	79.5%	78.9%	80.9%	82.1%



Non-Interstate Reliability

Percentage of travel on Non-Interstates in the MPA that are reliable


Measures predictability of travel times

Measure has been steadily improving over time

More significantly impacted by COVID-19 pandemic

2021 values remain high, but expected to return to normal patterns over time similarly to Interstates

The RTC continues to implement policies and programs aimed at increasing traffic flow through signal timing coordination, implementing travel demand management strategies, and strategically adding new arterial street capacity.

Measure	Desired Trend Indicating Improvement	Original Targets (Updated 2020)		Baseline (2021 Observed)	New Targets Forecast/Trend	
		2020	2022		2024	2026
Non-Interstate Reliability		N/A	71.1%	86.1%	77.8%	79.5%



Peak Hour Excessive Delay

Hours of “excessive” delay experienced per capita on the National Highway System (NHS) in an urbanized area

Now required for Dallas-Fort Worth-Arlington, Denton-Lewisville, and McKinney Urbanized Areas (**2010 boundaries**) - Less data and stability for newer reporting areas

Measure has been slightly improving over time

Strongly impacted by COVID-19 pandemic – 2022 data indicates return to previous trends for Dallas-Fort Worth-Arlington

The RTC continues to implement policies and programs such as robust incident management during peak hours, as well as providing other travel options such as express managed lanes, regional rail, and express bus service

Measure	Desired Trend Indicating Improvement	Original Targets (Updated 2020)		Baseline (2021 Observed)	New Targets Forecast/Trend	
		2020	2022		2024	2026
Dallas-Ft. Worth-Arlington		N/A	15.00 hrs.	11.40 hrs.	12.91 hrs.	12.51 hrs.
Denton-Lewisville		New Measure		4.70 hrs.	4.10 hrs.	3.70 hrs.
McKinney		New Measure		1.90 hrs.	1.30 hrs.	0.90 hrs.

Truck Travel Time Reliability


Measures predictability of travel times for trucks

Measure has been worsening over time

Addressed by Freight Policies and Programs:

- **FP3-007:** Improve efficiency by promoting safety, mobility, and accessibility on the freight networks.
- **FP3-002:** Encourage the freight industry to participate in freight system planning and development to improve air quality and delivery time reliability
- **FP2-120:** Freight System/Network Planning

Somewhat impacted by COVID-19 pandemic - analysis indicates a return to previous pre-pandemic trends

Measure	Desired Trend Indicating Improvement	Original Targets (Updated 2020)		Baseline (2021 Observed)	New Targets Forecast/Trend	
		2020	2022		2024	2026
Truck Travel Time Reliability		1.83	1.90	1.76	2.10	2.60






Percent Non-Single Occupancy Vehicle Travel

Percentage of commuters who use a mode other than “Drove Alone” (bicycle, transit, carpool, etc.)

Now required for Dallas-Fort Worth-Arlington, Denton-Lewisville, and McKinney Urbanized Areas
Recent trends:

- Changes to travel patterns during the COVID-19 pandemic
- Census Bureau data collection issues in 2020
- Assumption that some changes to travel patterns will persist

Addressed by Regional Trip Reduction Program, implementation of additional transit service and infrastructure, implementation of bicycle-pedestrian connections



Measure	Desired Trend Indicating Improvement	Original Targets (Updated 2020)		Baseline (2021 Observed)	New Targets Forecast/Trend	
		2020	2022		2024	2026
Dallas-Ft. Worth-Arlington		19.8%	20.2%	22.2%	22.7%	23.0%
Denton-Lewisville		New Measure		22.7%	22.8%	22.9%
McKinney		New Measure		22.7%	22.8%	22.9%

Total Emissions – NO_x and VOC

Total emission reductions for carbon monoxide (CO), nitrogen oxides (NO_x), volatile organic compounds (VOC), and Particulate Matter (PM₁₀ and PM_{2.5}) for CMAQ-funded projects in designated nonattainment areas for those pollutants

Established for National Performance Management Measures to assess the CMAQ Program – On-Road Mobile Source Emissions

CMAQ-funded projects that fall within Dallas-Fort Worth Ozone 10-County Nonattainment Area

Measure		Desired Trend Indicating Improvement	Original Targets (Updated 2020)		Baseline (2021 Observed)	New Targets Forecast/Trend	
			2020	2022		2024	2026
On-Road Mobile Source Emissions Reductions (Cumulative)	NO _x (kg/day)		5,884.42	7,403.95	1,942.20	2330.64	4,195.15
	VOC (kg/day)		1,418.56	1,814.02	466.90	599.90	1,035.83



TAM: Transit Asset Management

**PTASP: Public Transportation
Agency Safety Plans**

TAM: Performance & Target Update

Business model that prioritizes funding based on the condition of transit assets to achieve or maintain transit networks in a state of good repair (SGR)

Regional targets established in coordination with providers





Challenge to establish uniform definition for vehicle useful life benchmark due to varying operating environments across region

Proposing to establish targets for large transit agencies and separate targets for small transit providers

NCTCOG is actively working with small transit providers to meet targets through the Cooperative Vehicle Procurement Program







TAM: Targets & Regional Performance (Large Agencies)

Asset Category	Metric	Desired Trend Indicating Improvement	2018 Target	Performance		
				FY 2018	FY 2019	FY 2020
Rolling Stock (Transit Vehicles)	Vehicles that meet or exceed the industry standard, defined as either the Federal Transit Administration (FTA) Default Useful Life Benchmark (ULB) or custom agency benchmarks		0%	2%	5.7%	5.8%
Infrastructure (Rail Track)	Rail track segments with performance restrictions		0%	0.34%	0.14%	3.39%
Equipment (Support Vehicles)	Vehicles that meet or exceed the industry standard, defined as either the FTA Default ULB or custom agency benchmarks		0%	23%	50.4%	59.8%
Facilities (Buildings, Stations, Park & Rides)	Transit facilities rated below “Adequate” (3.0) on the industry standard Transit Economic Requirements Model (TERM) scale		0%	0%	2.2%	1.7%



TAM: Targets & Regional Performance (Small Providers)

Asset Category	Metric	Desired Trend Indicating Improvement	2018 Target	Performance		
				FY 2018	FY 2019	FY 2020
Rolling Stock (Transit Vehicles)	Vehicles that meet or exceed the industry standard, defined as either the Federal Transit Administration (FTA) Default Useful Life Benchmark (ULB) or custom agency benchmarks		0%	24%	24%	14.7%
Infrastructure (Rail Track)	Rail track segments with performance restrictions		0%	0%	0%	0%
Equipment (Support Vehicles)	Vehicles that meet or exceed the industry standard, defined as either the FTA Default ULB or custom agency benchmarks		0%	56%	64.9%	62.2%
Facilities (Buildings, Stations, Park & Rides)	Transit facilities rated below “Adequate” (3.0) on the industry standard Transit Economic Requirements Model (TERM) scale		0%	0%	0%	0%



TAM: Various Target Setting Methods

Providers in region employ a variety of methods to set targets and measure performance

Most set targets based on overall performance of each individual asset category and type and use a mix of FTA and custom definitions for Useful Life Benchmarks (ULB)

TxDOT (Transit Division) Group Plan contains 15% targets

NEW: 2021 Bipartisan Infrastructure Law added that USDOT now requires project sponsors for **Fixed Guideway Capital Investment Grant** applications to have made progress toward TAM targets. This is also a consideration for **State of Good Repair Grant** rail vehicle replacement applications.

TAM: Targets Recommendation (Large Agencies)

Recommend maintaining previous targets for all asset categories and types, except Equipment, for FY2023-2026

Goals for Maintained Targets

- Continue the consistent approach from the original adopted targets
- Encourage continued improvement for individual providers and the overall region
- Provide an aspirational goal to guide regional coordination and assistance in keeping critical transit assets and infrastructure in a State of Good Repair

Category	Target
Rolling Stock Target	0%
Infrastructure Target	0%
Equipment Target	25%
Facilities Target	0%



TAM: Targets Recommendation (Small Providers)

Recommend new targets for all asset categories and types be adopted for FY2023-2026

Goals for Proposed Targets

- Maintain strong performance in Infrastructure and Facilities asset categories
- Provide targets that are closer to regional performance, while still encouraging continued improvement for individual providers
- Reflect the challenges transit providers face in replacing vehicles at or past ULB amidst supply chain and operational struggles

Category	Target
Rolling Stock Target	5%
Infrastructure Target	0%
Equipment Target	25%
Facilities Target	0%



Public Transportation Agency Safety Plan (PTASP) Annual Progress Update

Targets have four-year time horizon, adopted in 2021 by RTC, to be met by 2025

Most recent year of available data (FY2020, "Year 1") has been calculated to determine progress toward the targets

Measure	Desired Trend Indicating Improvement	Target*	FY 2020
1. Fatalities - Total Number	↘	0.00	10
2. Fatalities - Rate per 100K Miles	↘	0.00	0.015
3. Injuries - Total Number	↘	142.98	293
4. Injuries - Rate per 100K Miles	↘	0.22	0.445
5. Safety Events - Total Number	↘	490.20	148
6. Safety Events - Rate per 100K Miles	↘	0.77	0.22
7. System Reliability - Miles Between Major Mechanical Failures	↗	19,841	16,328



*Except Fatalities, all targets are a 5% Improvement over initial baseline average (2016-2019)

Committee Schedule

Date	Committee Meeting
July 22	STTC Information Item - Performance Measures and Draft Targets
August 18	RTC Information Item - Performance Measures and Draft Targets
August 26	STTC Action Item - Recommend Approval of Final Targets
September 8	RTC Action Item - Approval of Final Targets
October 1	Deadline for Targets



Contacts

Jenny Narvaez
Program Manager
817-608-2342
jnarvaez@nctcog.org

James McLane
TR Info. Systems Manager
817-704-5636
jmclane@nctcog.org

Ezra Pratt
Transportation Planner II
817-695-9259
epratt@nctcog.org

Chris Klaus
Senior Program Manager
817-695-9286
cklaus@nctcog.org

Shannon Stevenson
Senior Program Manager
817-608-2304
sstevenson@nctcog.org

www.nctcog.org/pm/fed



**Regional Transportation Council Attendance Roster
August 2021 - July 2022**

RTC MEMBER	Entity	8/12/21	9/9/21	10/14/21	11/11/21	12/9/21	1/13/22	2/10/22	3/10/22	4/14/22	5/12/2022	6/9/2022	7/14/2022
Daniel Alemán Jr (01/22)	Mesquite	--	--	--	--	--	P	P	P	P	P	P	P
Steve Babick (06/22)	Carrollton	--	--	--	--	--	--	--	--	--	--	P	E
Dennis Bailey (02/21)	Rockwall County	P	A	P	A	P	P	E(R)	P	P	P	E(R)	E(R)
Rick Bailey (07/22)	Johnson County	-	-	-	-	-	-	-	-	-	-	-	P
Adam Bazaldua (09/21)	Dallas	--	E	P	E(R)	P	P	P	P	P	E	P	P
Elizabeth M. Beck (08/21)	Fort Worth	P	P	P	P	P	P	A	P	P	E	P	A
Gyna Bivens (08/21)	Fort Worth	P	P	P	P	P	P	P	E	P	E	P	P
Mohamed Bur (06/18)	TxDOT, Dallas	P	P	P	P	E(R)	P	P	P	E(R)	P	E(R)	P
J. D. Clark (07/22)	Wise County	-	-	-	-	-	-	-	-	-	-	-	P
Dianne Costa (10/19)	DCTA	P	P	P	P	P	P	P	P	P	P	P	P
Michael Crain (06/22)	Fort Worth	--	--	--	--	--	--	--	--	--	--	E(R)	A
Theresa Daniel (11/18)	Dallas County	P	P	P	P	P	P	P	P	P	P	P	P
Jeff Davis (11/19)	Trinity Metro	P	A	P	P	P	P	P	P	P	P	P	P
Janet DePuy (09/21)	Richardson	--	P	P	P	P	P	P	P	P	P	P	P
Andy Eads (1/09)	Denton County	P	P	P	P	P	P	P	P	P	E	P	P
Gary Fickes (12/10)	Tarrant County	P	P	P	P	P	P	A	P	P	P	P	P
George Fuller (07/17)	McKinney	P	P	E(R)	P	A	P	P	P	E(R)	E	P	P
Raul H. Gonzalez (09/21)	Arlington	--	P	E	P	P	P	P	P	P	P	P	A
Barry L. Gordon (12/20)	Duncanville	P	P	P	E	P	E(R)	P	E(R)	P	E	A	P
Rick Grady (09/18)	Plano	P	P	P	P	P	P	P	P	P	P	P	P
Lane Grayson (01/19)	Ellis County	P	P	P	P	P	P	P	E	P	P	A	P
Mojoy Haddad (10/14)	NTTA	P	P	P	A	P	P	E	E	A	P	P	P
Clay Lewis Jenkins (04/11)	Dallas County	P	P	E(R)	P	E(R)	P	P	P	P	P	P	P
Ron Jensen (06/13)	Grand Prairie	P	P	P	P	P	P	P	E(R)	P	P	P	P
Carl L. Johnson (09/20)	TxDOT, FW	P	P	P	P	P	E(R)	P	P	E(R)	P	P	P
Brandon Jones (05/21)	Lewisville	P	P	P	P	P	P	P	P	P	A	P	P
John Keating (12/19)	Frisco	E(R)	P	A	E	E(R)	A	A	A	P	A	A	A(R)
Brad LaMorgese (07/22)	Irving	--	--	--	--	--	--	--	--	--	--	--	P
Mike Leyman (09/19)	Mansfield	P	P	P	P	P	P	E(R)	P	P	P	P	P
Alison Maguire (07/21)	Denton	P	P	P	P	P	P	P	P	P	P	P	A
B. Adam McGough (07/20)	Dallas	P	P	P	P	P	P	P	P	P	P	P	P
William Meadows (02/17)	DFW Airport	E(R)	P	P	A	P	A	P	A	P	E	E	E
Cara Mendelsohn (07/20)	Dallas	P	E	P	P	P	P	P	P	P	P	P	P
Ed Moore (07/22)	Garland	--	--	--	--	--	--	--	--	--	--	--	P
Omar Narvaez (09/21)	Dallas	--	E	P	P	P	P	P	P	E(R)	P	P	P
Philip J. Ritter (07/20)	Dallas	P	P	E	P	P	P	P	P	P	P	P	A

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
August 2021 - July 2022**

RTC MEMBER	Entity	8/12/21	9/9/21	10/14/21	11/11/21	12/9/21	1/13/22	2/10/22	3/10/22	4/14/22	5/12/2022	6/9/2022	7/14/2022
Jim R. Ross (07/21)	Arlington	E(R)	P	P	P	P	P	P	P	P	P	E(R)	E(R)
Chris Schulmeister (07/20)	Allen	P	P	P	P	P	P	P	P	P	E(R)	P	P
Jeremy Tompkins (10/19)	Eules	P	P	P	P	E	P	P	P	P	P	P	P
T. Oscar Trevino Jr. (6/02)	Nrth Rch Hills	P	P	E(R)	P	E	P	P	P	P	E(R)	P	A(R)
William Tsao (3/17)	Dallas	P	P	P	P	P	P	P	P	P	P	P	P
Duncan Webb (6/11)	Collin County	P	P	P	P	P	P	P	P	E	P	P	P
B. Glen Whitley (2/97)	Tarrant County	P	E	E(R)	P	E	P	P	E	P	E(R)	E(R)	P
Michele Wong Krause	DART	--	--	--	E(R)	P	P	P	P	P	P	E(R)	E(R)

Note: Date in parenthesis indicates when member was
1st eligible to attend RTC meetings

P= Present
A= Absent
R=Represented by Alternate
--= Not yet appointed

E= Excused Absence (personal illness, family emergency,
jury duty, business necessity, or fulfillment
of obligation arising out of elected service)

Surface Transportation Technical Committee Attendance Roster
June 2021 - July 2022

STTC MEMBERS	Entity	6/25/21	8/27/21	9/24/21	10/22/21	12/3/21	1/28/22	2/25/22	03/25/22	04/22/22	05/27/22	6/24/2022	7/22/2022
Joe Atwood	Hood County	*	*	*	*	*	*	*	*	*	*	*	*
Melissa Baker	Irving	*	*	*	*	*	*	*	*	*	*	*	*
Micah Baker	Dallas County	*	*	*	*	*	*	*	*	*	*	*	*
Bryan Beck	Grapevine	*	*	*	*	*	*	*	*	*	*	*	*
Marc Bentley	Farmers Branch	*	*	*	*	*	*	*	*	*	*	*	*
David Boski	Mansfield	*	*	*	*	*	*	*	*	*	*	*	*
Keith Brooks	Arlington	*	*	*	*	*	*	*	*	*	*	*	*
Shon Brooks	Waxahachie	*	*	*	*	*	*	*	*	*	*	*	*
Tanya Brooks	Fort Worth	*	*	*	*	*	*	*	*	*	*	*	*
Robert Caskey	Frisco	--	--	--	*	*	*	*	*	*	*	*	*
Ceason Clemens	TxDOT Dallas	*	*	*	*	*	*	*	*	*	*	*	*
Robert Cohen	Southlake	*	*	*	*	*	*	*	*	*	*	*	*
Kent Collins	Coppell	*	*	*	*	*	*	*	*	*	*	*	*
John Cordary, Jr.	TxDOT FW	*	*	*	*	*	*	*	*	*	*	*	*
Hal Cranor	Euless	*	*	*	*	*	*	*	*	*	*	*	*
Jackie Culton	Duncanville	--	--	--	--	--	--	--	--	--	--	--	*
Clarence Daugherty	Collin County	*	*	*	*	*	*	*	*	*	*	*	*
Chad Davis	Wise County	*	*	*	*	*	*	*	*	*	*	*	*
Arturo Del Castillo	Dallas	*	*	*	*	*	*	*	*	*	*	*	*
Caryl DeVries	Grand Prairie	*	*	*	*	*	*	*	*	*	*	*	*
Greg Dickens	Hurst	*	*	*	*	*	*	*	*	*	*	*	*
David Disheroon	Johnson County	*	*	*	*	*	*	*	*	*	*	*	*
Phil Dupler	FWTA	*	*	*	*	*	*	*	*	*	*	*	*
Rebecca Diviney	Denton	--	--	*	*	*	*	*	*	*	*	*	*
Chad Edwards	Trinity Metro	--	--	--	--	*	*	*	*	*	*	*	*
Claud Elsom	Rockwall County	*	*	*	*	*	*	*	*	*	*	*	*
Eric Fladager	Fort Worth	*	*	*	*	*	*	*	*	*	*	*	*
Chris Flanigan	Allen	*	*	*	*	*	*	*	*	*	*	*	*
Ann Foss	Arlington	*	*	*	*	*	*	*	*	*	*	*	*
Mike Galizio	Tarrant County	*	*	*	*	*	*	*	*	*	*	*	*
Eric Gallt	Mesquite	--	--	--	--	--	--	--	--	--	--	*	*
Ricardo Gonzalez	TxDOT FW	*	*	*	*	*	*	*	*	*	*	*	*
Gary Graham	McKinney	*	*	*	*	*	*	*	*	*	*	*	*
Tom Hammons	Carrollton	*	*	*	*	*	*	*	*	*	*	*	*
Ron Hartline	The Colony	*	*	*	*	*	*	*	*	*	*	*	*
Shannon Hicks	Addison	*	*	*	*	*	*	*	*	*	*	*	*
Matthew Hotelling	Flower Mound	*	*	*	*	*	*	*	*	*	*	*	*
John Hudspeth	TxDOT Dallas	*	*	*	*	*	*	*	*	*	*	*	*
Jeremy Hutt	Cleburne	*	*	*	*	*	*	*	*	*	*	*	*
Thuan Huynh	McKinney	*	*	*	*	*	*	*	*	*	*	*	*
Joel James	NTTA	--	--	--	--	--	--	--	*	*	*	*	*

P=Present A=Absent R=Represented E=Excused (personal illness, family emergency, jury duty, business necessity)
-- =Not yet eligible to attend *Meeting held by vido/audio conference. Individual attendance not taken.

Surface Transportation Technical Committee Attendance Roster
June 2021 - July 2022

STTC MEMBERS	Entity	6/25/21	8/27/21	9/24/21	10/22/21	12/3/21	1/28/22	2/25/22	03/25/22	04/22/22	05/27/22	6/24/2022	7/22/2022
Kelly Johnson	NTTA	*	*	*	*	*	*	*	*	*	*	*	*
William Johnson	Fort Worth	*	*	*	*	*	*	*	*	*	*	*	*
Gus Khankarli	Dallas	*	*	*	*	*	*	*	*	*	*	*	*
Alonzo Liñán	Keller	*	*	*	*	*	*	*	*	*	*	*	*
Eron Linn	DART	*	*	*	*	*	*	*	*	*	*	*	*
Clay Lipscomb	Plano	*	*	*	*	*	*	*	*	*	*	*	*
Paul Luedtke	Garland	*	*	*	*	*	*	*	*	*	*	*	*
Stanford Lynch	Hunt County	*	*	*	*	*	*	*	*	*	*	*	*
Chad Marbut	Weatherford	--	--	--	--	--	--	--	--	--	*	*	*
Alberto Mares	Ellis County	*	*	*	*	*	*	*	*	*	*	*	*
Wes McClure	Mesquite	*	*	*	*	*	*	*	*	*	*	*	*
Brian Moen	Frisco	*	*	*	*	*	*	*	*	*	*	*	*
Mark Nelson	Richardson	*	*	*	*	*	*	*	*	*	*	*	*
Jim O'Connor	Irving	*	*	*	*	*	*	*	*	*	*	*	*
Eric Oscarson	Burleson	--	--	--	--	--	--	--	--	--	--	--	*
Kenneth Overstreet	Bedford	*	*	*	*	*	*	*	*	*	*	*	*
Kevin Overton	Dallas	*	*	*	*	*	*	*	*	*	*	*	*
Tim Palermo	DCTA	*	*	*	*	*	*	*	*	*	*	*	*
Dipak Patel	Lancaster	*	*	*	*	*	*	*	*	*	*	*	*
Matt Phillips	Frisco												
Shawn Poe	Richardson	*	*	*	*	*	*	*	*	*	*	*	*
John Polster	Denton County	*	*	*	*	*	*	*	*	*	*	*	*
Kelly Porter	Fort Worth	*	*	*	*	*	*	*	*	*	*	*	*
Tim Porter	Wylie	*	*	*	*	*	*	*	*	*	*	*	*
Greg Royster	DFW Int. Airport	*	*	*	*	*	*	*	*	*	*	*	*
Kathryn Rush	Dallas	*	*	*	*	*	*	*	*	*	*	*	*
Moosa Saghian	Kaufman County	*	*	*	*	*	*	*	*	*	*	*	*
David Salmon	Lewisville	*	*	*	*	*	*	*	*	*	*	*	*
Kay Shelton	DART	--	--	--	--	--	--	--	--	--	--	--	*
Brian Shewski	Plano	*	*	*	*	*	*	*	*	*	*	*	*
Walter Shumac, III	Grand Prairie	*	*	*	*	*	*	*	*	*	*	*	*
Ray Silva-Reyes	Colleyville	*	*	*	*	*	*	*	*	*	*	*	*
Randy Skinner	Tarrant County	*	*	*	*	*	*	*	*	*	*	*	*
Caleb Thornhill	Plano	*	*	*	*	*	*	*	*	*	*	*	*
Dave Timbrell	Garland	*	*	*	*	*	*	*	*	*	*	*	*
Press Tompkins	Greenville	*	*	*	*	*	*	*	*	*	*	*	*
Logan Tucker	Duncanville	--	--	--	--	--	--	--	--	--	--	*	*
Gregory Van	Haltom City	*	*	*	*	*	*	*	*	*	*	*	*
Daniel Vedral	Irving	*	*	*	*	*	*	*	*	*	*	*	*
Caroline Waggoner	North Richland Hills	*	*	*	*	*	*	*	*	*	*	*	*
Robert Woodbury	Cedar Hill	*	*	*	*	*	*	*	*	*	*	*	*
Jamie Zech	TCEQ	*	*	*	*	*	*	*	*	*	*	*	*

P=Present A=Absent R=Represented E=Excused (personal illness, family emergency, jury duty, business necessity)

-- =Not yet eligible to attend *Meeting held by vido/audio conference. Individual attendance not taken.