

## AGENDA

### SURFACE TRANSPORTATION TECHNICAL COMMITTEE Friday, July 22, 2022 North Central Texas Council of Governments

**1:30 pm Full STTC Business Agenda**

- 1:30 – 1:35**      1. **Approval of June 24, 2022, Minutes**  
 Action             Possible Action     Information            Minutes:    5  
Presenter:        Ceason G. Clemens, STTC Chair  
Item Summary:    Approval of the June 24, 2022, meeting minutes contained in [Electronic Item 1](#) will be requested.  
Background:      N/A
- 1:35 – 1:35**      2. **Consent Agenda (There are no items on the Consent Agenda)**  
 Action             Possible Action     Information            Minutes :    0
- 1:35 – 1:45**      3. **FY22 Bridge Investment Program (BIP)**  
 Action             Possible Action     Information            Minutes:    10  
Presenter:        Jeff Neal, NCTCOG  
Item Summary:    Staff will provide the Committee additional information on the Fiscal Year 2022 (FY22) Bridge Investment Program (BIP), and potentially request approval for Regional Transportation Council (RTC) action to submit applications on candidate projects under the Bridge Projects funding category.  
Background:      In June 2022, the United States Department of Transportation (US DOT) announced a Notice of Funding Opportunity (NOFO) for the solicitation of applications for FY22 BIP funding. This \$2.36 billion program includes three categories of BIP funding opportunities: (1) Planning; (2) Bridge Projects (eligible costs less than \$100 million); and (3) Large Bridge Projects (eligible costs greater than/equal to \$100 million). A total of \$20 million in FY 22 BIP funds are available for planning opportunities. These funds will be awarded on a competitive basis for planning, feasibility analysis, and revenue forecasting associated with development of a project that would subsequently be eligible for BIP funding under either the Bridge Projects or Large Bridge Projects funding categories. Planning applications are due to US DOT by July 25, 2022, but NCTCOG plans to not submit applications under this category this year. A total of \$2.34 billion in FY22 BIP funds are available for the Bridge Projects and Large Bridge Projects opportunities. Funds will be awarded on a competitive basis for bridge replacement, rehabilitation, preservation, and protection projects that: (1) improve 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 (and total person-miles traveled over 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. Large Bridge Project applications are due to US DOT by August 9, 2022. Bridge Project applications are due to US DOT by September 8, 2022. [Electronic Item 3](#) lists regional bridges currently rated in poor condition according to 2021 National Bridge Inventory (NBI) data. Regional agencies submitting projects must complete the [www.grants.gov](http://www.grants.gov) registration process, usually requiring two-four weeks for completion, prior to submitting applications. Assuming the projected timing for application development per each FY22 BIP funding category, agency requests to receive a Regional Transportation Council (RTC) letter of support should be submitted to Kyle Roy, at [kroy@nctcog.org](mailto:kroy@nctcog.org), by the following deadlines:

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

Performance Measure(s) Addressed: Roadway, Safety

1:45 – 1:55

4. **2023 Unified Transportation Program and Regional 10-Year Plan Update**

Action       Possible Action       Information      Minutes: 10

Presenter: Cody Derrick, NCTCOG

Item Summary: Staff will brief the Committee on the proposed changes for the Regional 10-Year Plan Update, including two funding exchanges related to the Southeast Connector project. A recommendation for 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. In

recent weeks, feedback was received from TxDOT Headquarters regarding the region's funding requests. As part of this update to the 10-Year Plan, proposals for a Category 2/Category 7 and a Category 2/Category 12 funding exchange are being made. To reduce the region's carryover balance of Category 7 funds and help the State access additional federal apportionment, Category 7 funds are proposed to be removed from several projects and replaced with Category 2 funds. The freed-up Category 7 funds would then be used to replace Category 2 funds on a section of the Southeast Connector that is obligating in FY2022. To address a funding gap on the Southeast Connector project, staff is proposing that Category 2 funds be removed from several out-year projects and be replaced with Category 12 funds in the 2023 UTP. The freed-up Category 2 funds would then be used on a section of the Southeast Connector to advance it by February 2023. [Electronic Item 4.1](#) includes additional information about the process. [Electronic Item 4.2](#) contains the proposed list of planned projects for the Regional 10-Year Plan. [Electronic Item 4.3](#) contains the 10-Year Plan projects that have let or been completed.

Performance Measure(s) Addressed: Roadway, Safety

1:55 – 2:05

5. **Regional Pedestrian Safety Action Plan – 2022 Update**

Action       Possible Action       Information      Minutes: 10

Presenter: Julie Anderson, 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 (RTC) 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 Plan. Proposed updates to the Plan 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 Surface Transportation Technical Committee to take action to recommend the RTC approve the PSAP 2022 Update. The Annual Implementation

Summary Report is included as [Electronic Item 5.1](#). The PSAP 2022 Update is included as [Electronic Item 5.2](#). Additional details are provided in [Electronic Item 5.3](#). The PSAP, including appendices, can be viewed at [www.nctcog.org/pedsafetyplan](http://www.nctcog.org/pedsafetyplan).

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

2:05 – 2:20

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

Action       Possible Action       Information      Minutes: 15

Presenter: Michael Morris, NCTCOG

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

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

1. NCTCOG Awarded Federal Transit Administration's Areas of Persistent Poverty Grant to Help Improve Transportation in SE Fort Worth ([Electronic Item 6.1](#))
2. Status of BUILD Grant with Burlington Northern Santa Fe (BNSF), Trinity Metro, and Dallas Area Rapid Transit (DART) ([Electronic Item 6.2](#))
3. New President and CEO for Trinity Metro – Richard Andreski
4. Changing Mobility: Data, Insights, and Delivering Innovative Projects During COVID Recovery ([Electronic Item 6.3](#))
5. [Megaregions and America's Future](#) Book
6. IJJA USDOT Competitive Grant Program Matrix ([Electronic Item 6.4](#))
7. RTC/Irving Summit on August 18, 2022
8. TransPOD Certification Facility Proposal ([Electronic Item 6.5](#))
9. Parking Garage Policy Update
10. US 75 Technology Lane for Partnership with Local Government and Texas Department of Transportation

Performance Measure(s) Addressed: Roadway, Safety

2:20 – 2:30

7. **Safe Streets and Roads for All Regional Grant Application**

Action       Possible Action       Information      Minutes: 10

Presenter: Julie Anderson, NCTCOG

Item Summary: Staff will brief the Committee 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. Information about the SS4A grant is available at: [www.transportation.gov/grants/SS4A](http://www.transportation.gov/grants/SS4A). 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. 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 PSAP 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 is expected to include funding 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: Roadway, Safety

2:30 – 2:35

8. **COVID Transit Recovery Campaign Update**

Action       Possible Action       Information      Minutes: 5

Presenter: Carli Baylor, NCTCOG

Item Summary: Staff will provide the Committee an update on the Transit COVID Recovery Campaign, and how entities can become involved with the education effort.

Background: The COVID-19 pandemic caused transit ridership to decline significantly in the North Texas region. Due to the decline, in November 2020, the Regional Transportation Council (RTC) approved \$25 million in Surface Transportation Block Grant (STBG) funds for investments in transit in the COVID-19 Round 3 Infrastructure Program. Discussions then occurred on how to allocate the funding, and in February 2021, the Committee approved the RTC fund the COVID-19 Infrastructure Program: Transit Partnership Investments, which was approved by the Council in March 2021. Part of the

program approved was \$1 million for a Regional Transit Educational Campaign Program or COVID Transit Recovery Campaign. NCTCOG staff have been working with staff from Dallas Area Rapid Transit, Denton County Transportation Authority, and Trinity Metro to develop a campaign and messaging to encourage ridership on transit. The campaign is broken into two phases, Phase 1 – Growing Consumer Confidence and Phase 2 – Focus on Increasing Ridership. Campaign. Tactics in Phase 1 include developing branded communications pieces to educate potential riders on health and safety precautions and benefits of transit, as well as developing and implementing a partnership program that includes a partner portal where branded materials can be accessed and shared by local governments and the business community. The partner portal is located at [www.nctcog.org/transitrecovery](http://www.nctcog.org/transitrecovery). Other Phase 1 tactics include additional funding for transits to increase advertising and incorporating influencers which includes local media personalities who are trusted in the North Texas region. Campaign tactics in Phase 2 include promoting Transit is Your Friend and increasing ridership through an event(s). Additional details are included in [Electronic Item 8](#).

Performance Measure(s) Addressed: Transit

2:35 – 2:45

9. **Federal Performance Measures Update**

Action       Possible Action       Information      Minutes: 10

Presenter: Jenny Narvaez, NCTCOG

Item Summary: Staff will update the Surface Transportation Technical Committee (STTC) on federally required performance measures. Observed progress for the measures will be provided as well as proposed targets for the next reporting period. The targets are set in cooperation and coordination with the Texas Department of Transportation.

Background: The performance measures were originally introduced in the Moving Ahead for Progress in the 21st Century Act (MAP-21), 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 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. Draft targets for the PM3 measures will be included for future adoption by the Regional Transportation Council (RTC) on September 8, 2022, to meet the required Federal due date of October 1, 2022.

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

2:45 – 2:50

10. **Status Report on Engine Off North Texas**

Action       Possible Action       Information      Minutes: 5

Presenter: Huong Duong, NCTCOG

Item Summary: Staff will provide a brief overview and update on the Engine Off North Texas Program.

Background: The Engine Off North Texas Program was developed to reduce the impacts of idling in North Central Texas to help mitigate the region's ozone nonattainment status. The program focuses on providing resources to local governments to implement idle reduction policies that focus on heavy-duty diesel vehicles and educational and outreach material about the impacts of idling. Since the RTC Resolution R21-06 update was approved in October 2021, staff will provide a status update on the Engine Off North Texas Program, encourage local governments to consider adopting an idling reduction ordinance, and remind local governments and businesses of the resources available for idle reduction outreach and education. [Electronic Item 10](#) provides additional details.

Performance Measure(s) Addressed: Air Quality

2:50 – 2:55

11. **Status Report on I45 ZEV Corridor Infrastructure Plan**

Action       Possible Action       Information      Minutes: 5

Presenter: Soria Adibi, NCTCOG

Item Summary: Staff will provide an update on the IH 45 Zero Emission Vehicle (ZEV) Corridor Plan.

Background: NCTCOG, which houses the Dallas-Fort Worth Clean Cities (DFWCC), received a planning grant in March 2020 to develop a ZEV corridor plan along IH 45 connecting the NCTCOG and Houston-Galveston Area Council (H-GAC) regions. The plan seeks to advance adoption of ZEV, including both battery electric vehicles (BEV) and hydrogen fuel cell-electric vehicles (FCEV) by outlining a plan for build-out of recharging and hydrogen fueling infrastructure. The scope includes recommendations for infrastructure to support both light- and medium/heavy-duty BEVs, and hydrogen fueling infrastructure to support medium/heavy-duty vehicles. Through the planning process, NCTCOG has convened stakeholder groups and conducted technical analyses to develop siting recommendations. [Electronic Item 11](#) provides additional details.

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

2:55 – 3:05

12. **Access North Texas 2022 Update**

Action       Possible Action       Information      Minutes: 10

Presenter: Gypsy Gavia, NCTCOG

Item Summary: Staff will provide information on the 2022 Access North Texas Update, including a brief overview of outreach efforts and a summary of developed regional goals. The plan outlines strategies to address transit needs and serves as a guide to improve access to work, medical appointments, education, and the community during the next four years.

Background: Access North Texas is the regional public transportation coordination plan for the North Central Texas region. Federal guidelines require this region to update the plan every four years. The North Central Texas Council of Governments is the lead agency in developing this plan for the 16-county region and on March 8, 2018, the Regional Transportation Council adopted the previous version of the plan. The purpose of the Access North Texas plan is to identify the public transportation needs of older adults, individuals with disabilities, low-income individuals, and others with transportation challenges. The plan also specifies strategies to address identified transit needs, eliminate gaps in service, and avoid duplication of transit services. Additionally, regional projects funded through the Federal Transit Administration's Enhanced Mobility of Seniors and Individuals with Disabilities Program must align with strategies in this locally developed plan. Since April 2021, staff has coordinated with a wide range of stakeholders, transit users, and other members of the public to document these transportation needs and develop strategies to better serve these populations with public transportation. The draft plan document will be available at [www.accessnorthtexas.org](http://www.accessnorthtexas.org) for public input in August. More information is available in [Electronic Item 12](#).

Performance Measure(s) Addressed: Administrative, Transit

3:05 – 3:05

13. **Fast Facts**

Action       Possible Action       Information      Minutes: 10

Item Summary: Staff presentations will not be made. Please reference the material provided for each of the following topics.

1. TIP/MOD for November 2022 Cycle Deadline is July 22, 2022 (<https://rtrinternal.nctcog.org/login>)
2. Air Quality Handbook: Spanish Version Receives Platinum Award Level from Hermes Creative Awards ([Electronic Item 13.1](#))
3. Comments to Texas Department of Transportation (TxDOT) on Texas Electric Vehicles Infra Plan ([Electronic Item 13.2](#))
4. Regional Vanpool ([Electronic Item 13.3](#))
5. High Occupancy Vehicle Quarterly Report ([Electronic Item 13.4](#))



6. Air Quality Funding Opportunities for Vehicles ([www.nctcog.org/aqfunding](http://www.nctcog.org/aqfunding))
  7. Dallas-Fort Worth Clean Cities Events ([www.dfwcleancities.org](http://www.dfwcleancities.org))
  8. Status Report on Texas Volkswagen Environmental Mitigation Program Funding ([Electronic Item 13.5](#))
  9. 2022 Ozone Season Update ([Electronic Item 13.6](#))
  10. NCTCOG Comments Letter Regarding EPA's Heavy-Duty Engine and Vehicle Standards Rule Proposal ([Electronic Item 13.7](#))
  11. June Public Meeting Minutes ([Electronic Item 13.8](#))
  12. August Public Meeting Notice ([Electronic Item 13.9](#))
  13. Public Comments Report ([Electronic Item 13.10](#))
  14. Written Progress Reports:
    - Partner Progress Reports ([Electronic Item 13.11](#))
14. **Other Business (Old or New):** This item provides an opportunity for members to bring items of interest before the group.
15. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for ***1:30 pm on August 26, 2022.***

## MINUTES

### **SURFACE TRANSPORTATION TECHNICAL COMMITTEE June 24, 2022**

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, June 24, 2022, at 2:30 pm by videoconference. The Regional Transportation Council Bylaws establish that the Technical Committee approved membership in attendance at a meeting shall constitute a quorum for action to be taken, therefore individual attendance was not taken for committee members or other attendees.

1. **Approval of May 27, 2022, Minutes:** The minutes of the May 27, 2022, meeting were approved as submitted in Electronic Item 1. Stanford Lynch (M); Kelly Porter (S). The motion passed unanimously.
2. **Consent Agenda:** The following items were included on the Consent Agenda.
  - 2.1. **Modifications to the Fiscal Year 2022 and Fiscal Year 2023 Unified Planning Work Program:** A recommendation for Regional Transportation Council (RTC) approval of modifications to the FY2022 and FY2023 Unified Planning Work Program (UPWP) was requested. Direction for staff to also administratively amend the Transportation Improvement Program and other administrative/planning documents, as appropriate, to reflect the approved modifications was 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 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 2.1.1. Additional information is provided in Electronic Item 2.1.2. Comments received as a result of the public outreach process, if any, will be provided.

A motion was made to approve Item 2.1 on the Consent Agenda. Jim O'Connor (M); Walter Shumac, III (S). The motion passed unanimously.

3. **Proposed Transportation Alternatives Call for Projects:** Daniel Snyder provided information and the schedule for the 2022 Transportation Alternatives (TA) Set Aside Call for Projects for the North Central Texas region. A recommendation for Regional Transportation Council approval was requested. Projects eligible under this program may include the construction of on- and off-road pedestrian and bicycle facilities, multi-modal connections to public transportation, SRTS-related education activities, and pedestrian and bicycle infrastructure that will substantially improve safety. Eligible uses of the TA Set-Aside funds under the Bipartisan Infrastructure Law (BIL) include all projects and activities that were previously eligible under the Moving Ahead for Progress in the 21st Century Act (MAP-21). Additional changes under the BIL include an increased TA Set-Aside federal funding (more than 60% increase), with metropolitan planning organizations (MPO) suballocated a larger share, and education activities related to safe routes to school projects are now eligible. Approximately \$40-\$50 million is anticipated to be available to award. Project

sponsors are required to provide a minimum 20 percent local match. The local match must be cash or Transportation Development Credits (TDCs). Agencies qualified through the Mobility Transportation Plan (MTP) Policy Bundle process may request Transportation Development Credits (TDCs). Agencies may submit up to two applications requesting the use of Regional TDCs to implement the Regional Veloweb as identified in Mobility 2045 (2022 update). All proposed projects must be within one of the three large, urbanized areas. Program rules require documentation such as letter of funding commitment to confirm the availability of the local match contribution or requested use of TDCs and Right-of-way/Easement property must be under public ownership. Project sponsors must execute an agreement (LPAFA) with the Texas Department of Transportation (TxDOT) within one year of the funding award by the Regional Transportation Council (RTC) and projects must advance to construction within three years (or less) of the funding award by the RTC or the funding may be reprogrammed. After receiving approval from the Surface Transportation Technical Committee and RTC, the Call for Projects opens July 18, 2022. A Call for Projects Workshop will be held on July 19, 2022, and the Call for Projects will close September 9, 2022, with applications due by 5pm. Additional information was provided in Electronic Item 3.

A motion was made to approve the Elements related to eligible activities, eligible project areas, application categories, schedule, funding and local match, and program rules for the Transportation Alternatives Call for Projects as presented. Kelly Porter (M); Eric Fladager (S). The motion passed unanimously.

- 4. Disadvantaged Business Enterprise Goal Update:** Ken Kirkpatrick requested Committee 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 will be 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 4 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. Robert Woodbury (M); Tim Palermo (S). The motion passed unanimously.

5. **Regional Parking Garage Policy and Funding; Potential Partnership with Dallas Area Rapid Transit (DART):** Travis Liska requested Committee approval of funding recommendations for parking lot and garages related to major redevelopment projects, 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 recommends a regional parking facility funding policy be adopted by the Regional Transportation Council. Through a policy, the North Central Texas Council of Governments (NCTCOG) seeks to support 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. The purpose of the policy will not create more auto trips at the expense of transit ridership but will 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 historically disadvantaged communities, promote data-driven decisions and technology, and support air quality goals. Current request is the Mockingbird station where currently 725 surface spaces exist and will be replaced with structured parking to enable mixed income, mixed use – transit oriented, underground public parking garage requested, 500 spaces, three levels, located adjacent to Dallas Area Rapid Transit (DART) Light Rail Station at the Mockingbird Station with \$31.2 million cost estimate. DART has committed \$10M, the city is requesting for RTC to fill the gap, NCTCOG staff recommends a maximum \$20M RTC commitment (to be split with DART), and developer working on cost savings to reduce cost gap. Facility will be owned and operated by DART. Another current request is the Dallas Zoo where 811 space garage requested, located adjacent to DART Light Rail Station at the Dallas Zoo, provided parking for Southern Gateway Deck Plaza with a cost estimate of \$21.5M. City of Dallas has committed \$3.5M, \$10M proposed with federal STBG funds from the RTC, and \$8M to be paid by Dallas Zoological Society (private donations). Facility will be owned by the City of Dallas. With the DART Partnership, it creates approximately \$100M partnership, \$10M trade (federal to local) for Zoo garage, \$20M trade (federal to local) for Mockingbird Station project, partnership will involve request for \$10M MPO Revolver, and trade with DART to create additional RTC local funding capacity. Electronic item 5 contains additional details regarding the proposed policy and two projects proposed for funding. Mike Galizio with Tarrant County asked how much the developer's contribution to the Mockingbird Station? Gus Khankarli clarified the City of Dallas is not providing subsidy for the DART garage but has made a \$29M commitment for current and future TOD district funds to offset the public infrastructure for affordable housing and other costs to make that current estimated \$117M for phase one excluding DART's garage.

A motion was made to approve recommended RTC approval of the parking policy with strategic purpose/criteria for parking funding requests, recommended RTC fund City of Dallas request for SMU/Mockingbird Station parking garage with \$20 million in federal STBG funds to be matched by existing local funds on project, recommended RTC fund City of Dallas Zoo parking garage request for \$10 million in federal STBG funds to be matched by local funds, and recommend staff to pursue DART funding partnership as presented. Chad Marbut (M); Shannon Hicks (S). The motion passed unanimously.

6. **2023 Unified Transportation Program (UTP) and Regional 10-Year Plan Update:** Brian Dell briefed the Committee 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. Brian 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. Brian 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 6.1 includes additional information about the process. Electronic Item 6.2 contains the proposed list of planned projects for the Regional 10-Year Plan. Electronic Item 6.3 contains the 10-Year Plan projects that have let or been completed. Michael Morris highlighted this has potential to receive \$500M additional

funding. TxDOT is proposing to advance the next project on the Southeast Connector but with \$200M going to the West and \$300M going to the East. The East is pushing \$500 million to the West. John Polster asked for clarification in reference to page 7 of the presentation, which references the Greenbelt and exchange \$2.5M after refunding project with \$50M. The \$50M has been moved per previous actions. Brian clarified that Mr. Polster was right and staff originally proposed to put that \$50 million back on the project, but at this point that is one of the Category 2 projects that TxDOT did not pick up. It is one of the projects that is being discussed with TxDOT.

7. **Regional Sidewalk Data Layer:** Travis Liska provided information on the upcoming purchase and creation of a regional geographic information systems (GIS) layer for existing sidewalks for qualifying municipalities of the metropolitan planning area (MPA). The NCTCOG Transportation Department is developing a regional sidewalk spatial data layer. This data layer will support improved regional level planning for pedestrian safety, transit access, context sensitive street needs, and improved walkable land-use planning and coordination. In February 2022 Transportation Department staff emailed various staff at 159 municipal governments in the MPA (those with 2021 populations estimated to be over 1,000) asking if they have existing sidewalk GIS data. Staff is recommending that new data be created for 139 cities needing new or updated sidewalk data. The Transportation Department is using the NCTCOG Spatial Data Cooperative Program (SDCP) to purchase sidewalk data digitized from aerial imagery. Applicable cities with data being collected for their jurisdiction have received communication requesting a funding partnership for the data purchase. The deadline to respond is July 29, 2022. A table of cities is included in Electronic Item 7.1. Additional details are available in Electronic Item 7.2.
8. **Metropolitan Planning Organization Milestone Policy Round 2 – Status Update:** Cody Derrick provided the Committee with an update on the status of the Metropolitan Planning Organization Milestone Policy Round 2 projects that have not let for construction. The MPO Milestone Policy was adopted by the Regional Transportation Council to ensure that projects which have been funded for more than 10 years and have not gone to construction are being implemented in a timely manner. In February 2021, the RTC took action on the second round of the Milestone Policy, including a project tracking process and revised a set of policy procedures. Staff coordinates with implementing agencies to assess project risk on all Milestone Policy projects until they go to construction. The responses are reviewed, and a rating is assigned to each project. If the committed schedule is not met and the project has consistently been graded as red/high risk, the project will likely be recommended for cancellation. 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. Status updates on each project, along with their latest ratings, can be found in Electronic Item 8.1. Details on the MPO Milestone Policy can be found in Electronic Item 8.2.
9. **FY2022 Project Tracking Initiative:** Brian Dell provided the Committee with an update on the status of projects that are part of the FY2022 Project Tracking Initiative created to reduce the region's carryover funding balances. Almost every year, Regional Transportation Council (RTC)-selected projects being implemented by local governments experience delays. Due to significant implementation delays on projects across the region and a need to draw down the region's carryover balances; the TIP team has started a more robust project tracking effort in order to highlight potential problems and prevent delays. Brian noted that project sponsors are being asked to report project statuses on a more frequent basis and these updates would continue to be presented to the Committee and the RTC. Brian highlighted the latest programmed amounts and obligation balances for Congestion Mitigation and Air Quality Improvement Program (CMAQ), Surface Transportation Block

Grant Program (STBG), and Transportation Alternatives (TA) Set-Aside funds. Staff will continue monitoring project progress and bring an update back to the STTC and RTC at the end of the fiscal year. A list of project phases scheduled to begin in FY2022 can be found in Electronic Item 9.1. Additional details on this initiative can be found in Electronic Item 9.2.

10. **Director of Transportation Report on Selected Items:** Michael Morris provided an update on items on the Director's Report. The Regional Transportation Council (RTC) Bylaws Revision Subcommittee met on June 9, 2022. Surface Transportation Technical Committee and RTC Officers will begin their new terms in July. Michael congratulated the new STTC officers: Ceason Clemens, Chair, TxDOT; Walter Shumac, Vice Chair, City of Grand Prairie; and Gus Khankarli, Secretary, City of Dallas. He also announced new RTC officers Commissioner Duncan Webb, Chair, Collin County; Mayor Pro Tem Gyna Biven, Vice Chair, City of Fort Worth; and Judge Clay Jenkins, Secretary, Dallas County. It was noted that innovative work is being done to advance the Eastern side of the Haslet/Intermodal Parkway "L" \$2.5 Change Order to Advance Completion to March 2023. NCTCOG staff members were recognized for the 2022 WTS Innovative Transportation Solutions Award for the DFW High-Speed Transportation Connections Study. NCTCOG's Progress North Texas was recently published. Copies can be requested at [North Central Texas Council of Governments - Progress North Texas 2022 \(nctcog.org\)](http://North Central Texas Council of Governments - Progress North Texas 2022 (nctcog.org)). Staff has received clarification that the cash contribution is needed for endorsement of the Western Subregion Transit Partnership and RTC Transportation Development Credits will not be used, a partnership with DART is anticipated. Michael noted that NCTCOG is working hard to get the \$1.5 billion for SH 183/Cintra. North Central Texas Council of Governments was written up in the Transportation Research Board's Report 26555, Metropolitan Planning Organizations Strategies for Future Success. Michael thanked the staff for all of the work on the Mobility Plan Update. He mentioned correspondence addressed to Texas House Representative Terry Canales regarding the Local Initiatives Projects (LIP) Program. More information was provided in Electronic Item 10.2. The region has received news that area game sites are being added for the FIFA World Cup. The Regional Transportation Council has received re-certification of the metropolitan transportation planning process from the Federal Highway Administration and Federal Transit Administration. The Federal Certification Review of the Dallas-Fort Worth-Arlington, Denton-Lewisville and McKinney Transportation Management Area occurs at least once every four years. Regarding safety, staff wishes to bring \$50 million in safety projects to the region over the next few years as part of the TxDOT Safety Task Force commitment to reduce fatality rates statewide. The remaining items were not presented.
11. **Fiscal Year (FY) 2022 Bridge Investment Program (BIP):** Jeff Neal briefed the Committee on the Fiscal Year 2022 (FY22) Bridge Investment Program (BIP). This \$2.36 billion program solicits applications for three categories of BIP funding opportunities: (1) Planning; (2) Bridge Projects (eligible costs less than \$100 million); and (3) Large Bridge Projects (eligible costs greater than/equal to \$100 million). Eligible applicants may submit applications for any of the three funding categories, but each category has distinct eligibility/selection criteria and application deadlines to be summarized. In June 2022, the United States Department of Transportation (US DOT) announced a Notice of Funding Opportunity (NOFO) for the solicitation of applications for FY22 BIP funding. A total of \$20 million in FY22 BIP funds are available for planning opportunities. These funds will be awarded on a competitive basis for planning, feasibility analysis, and revenue forecasting associated with development of a project that would subsequently be eligible for BIP funding under either the Bridge Projects or Large Bridge Projects funding categories. Planning applications are due to US DOT by July 25, 2022, but NCTCOG does plan to submit applications this year within this funding category. A total of \$2.34 billion in FY22 BIP funds

are available for the Bridge Projects and Large Bridge Projects opportunities. Funds will be awarded on a competitive basis for bridge replacement, rehabilitation, preservation, and protection projects that: (1) improve 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 (and total person-miles traveled over 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. Large Bridge Project applications are due to the US DOT by August 9, 2022. Bridge Project applications are due to the US DOT by September 8, 2022. The Electronic Item 11 contained a list of regional bridges currently rated in poor condition according to 2021 National Bridge Inventory (NBI) data. Regional agencies submitting projects must complete the [www.grants.gov](http://www.grants.gov) registration process, usually requiring two-four weeks for completion, prior to submitting applications. Assuming the projected timing for application development per each FY22 BIP funding category, agency requests to receive a Regional Transportation Council (RTC) letter of support should be submitted to Kyle Roy at [kroy@nctcog.org](mailto:kroy@nctcog.org) by the following deadlines: planning, July 14, 2022, large bridge projects, July 29, 2022, bridge projects, August 29, 2022. The deadline for submittal of BIP planning grant applications is July 25, 2022. Large Bridge grant applications are due by August 9, 2022, and the deadline for Bridge grant applications is September 8, 2022. RTC endorsement of BIP Large Bridge and RTC approval of Bridge applications are anticipated on August 11, 2022. STTC endorsement is expected on August 26, 2022, for Bridge applications, and Executive Board endorsement on Large Bridge/Bridge applications on September 22, 2022.

12. **2022 Transportation Safety Performance Report:** Camille Fountain provided an update on items included in the 2021 Safety Program Performance Measures Report. The North Central Texas Council of Governments (NCTCOG) Safety Program Performance Measures Report provides an annual report on the performance of various NCTCOG safety programs, projects, and statistics such as regional crash and fatality data, top 10 contributing factors for regional crashes, county-level crash rates, attendance statistics for the Traffic Incident Management Training courses, and Roadside Assistance Program statistics. Also included in the performance report are updates on requirements to meet Safety Performance Targets. The 2021 NCTCOG Safety Program Performance Measures Report is included as Electronic Item 12.1 and NCTCOG Regional Crash Fact Sheet is included as Electronic Item 12.2.
13. **Fast Facts:** Staff presentations were not given. Information was provided to members electronically for the following items.
  1. Air Quality Funding Opportunities for Vehicles ([www.nctcog.org/aqfunding](http://www.nctcog.org/aqfunding))
  2. Dallas-Fort Worth Clean Cities Events ([www.dfwcleancities.org](http://www.dfwcleancities.org))
  3. Status Report on Texas Volkswagen Environmental Mitigation Program Funding (Electronic Item 13.1)
  4. 2022 Ozone Season Update (Electronic Item 13.2)
  5. NCTCOG Comments Letter Regarding EPA's Heavy-Duty Engine and Vehicle Standards Rule Proposal (Electronic Item 13.3)
  6. TransPod Certification Facility Proposal (Electronic Item 13.4)
  7. IIJA USDOT Competitive Grant Program Matrix (Electronic Item 13.5)
  8. May Public Meeting Minutes (Electronic Item 13.6)
  9. June Public Meeting Notice (Electronic Item 13.7)



10. Public Comments Report (Electronic Item 13.8)
11. Written Progress Reports:
  - Local Motion (Electronic Item 13.9)
  - Partner Progress Reports (Electronic Item 13.10)

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

15. **Next Meeting**: The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on July 22, 2022.

Adjourned at 3:56 PM.



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

Surface Transportation Technical Committee  
July 22, 2022



North Central Texas  
Council of Governments  
Transportation Department

# BACKGROUND

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

# ACTIVITIES SINCE LAST UPDATE

- 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
  - There are discrepancies between the carryover balances that TxDOT Headquarters and NCTCOG/TxDOT Districts are showing, leading to more funding being 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:
  - FM 429 (partial - \$5M of \$10M included)
  - SH 360 at Riverside (\$12.6M)
  - IH 20 from FM 1187 to US 180 (\$3.4M)
  - IH 820 at TRE (\$18M)
  - IH 35E Phase 2 Placeholder (\$25.7M) (cannot be added until actual project identified)

# PROPOSED PATH FORWARD ON CATEGORY 2 REQUESTS

- Compromise
  - 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 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
<b>Total Allocation</b>	<b>\$5.426</b>	<b>\$7.290</b>	<b>\$6.864</b>	<b>\$8.094</b>	<b>\$7.342</b>	<b>\$6.880</b>	<b>\$7.930</b>

*Amounts shown in billions*



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

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

# PROPOSED CATEGORY 2/CATEGORY 12 FUNDING EXCHANGE (CONTINUED)

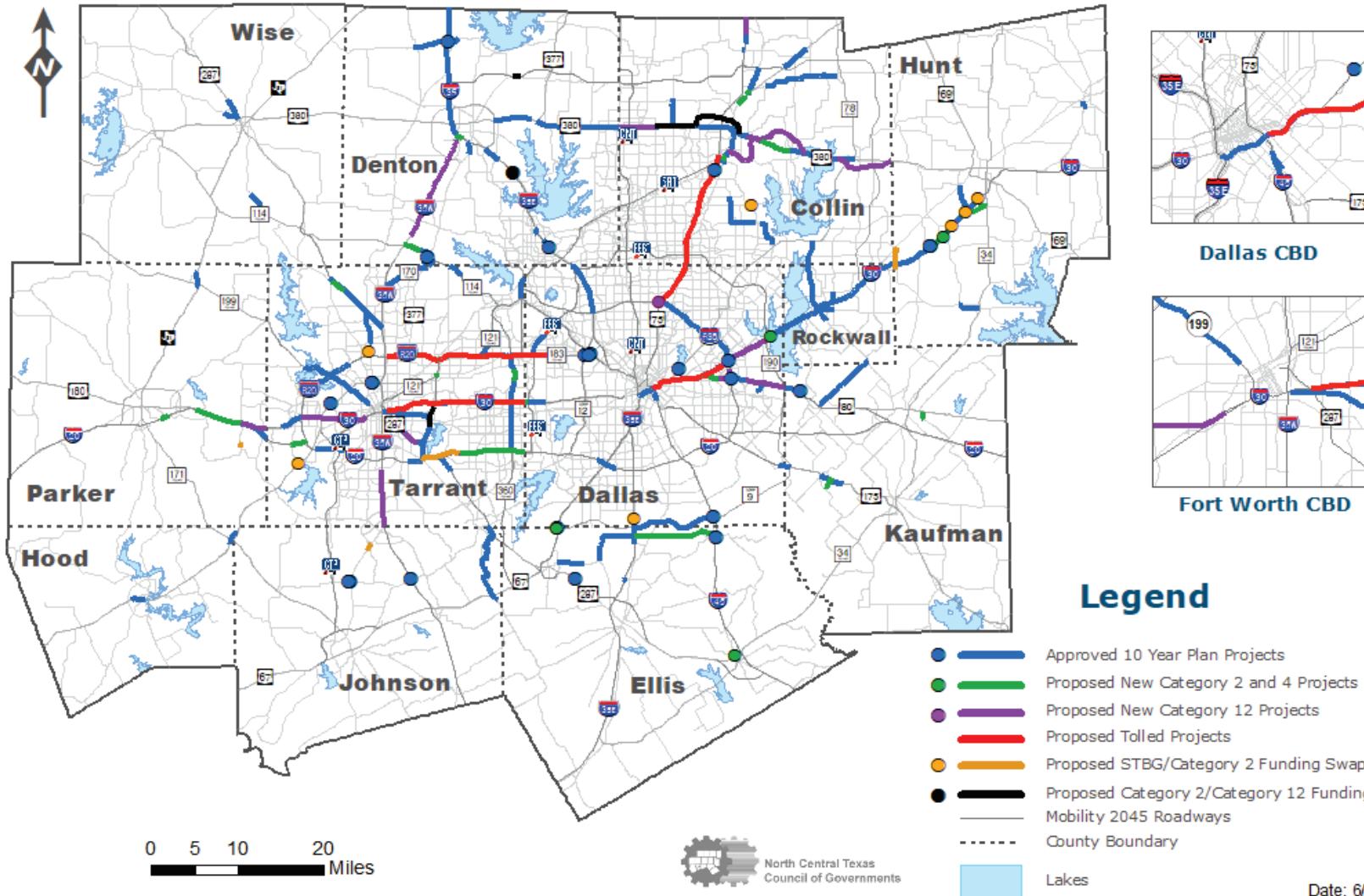
- Below are the projects with Category 2 funding (\$468 million in total) proposed to change to Category 12 to offset the funding being added to the Southeast Connector:
  - US 380 from JCT US 380/West University (West of McKinney) to JCT US 380/East of University (East of McKinney) [TIP 13070/CSJ 0135-15-002]
    - Exchange ~~\$283,996,800~~ \$286,513,136
  - US 380 from Coit Road to JCT US 380/University Drive [TIP 13067/CSJ 0135-02-065]
    - Exchange \$120,000,000
  - IH 35E at Dobbs Road [TIP 13033.5/CSJ 0196-01-113]
    - Exchange \$61,486,864
  - FM 428 Greenbelt
    - Exchange ~~\$2,516,336~~ \$0
- Instead of funding the FM 428 Greenbelt project, TxDOT is proposing to increase the amount of the swap on TIP 13070 by the same amount (to \$286,513,136).

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

- Surface Transportation Block Grant (STBG) funds are not being obligated as quickly as needed, so a Category 2/STBG funding exchange is proposed.
- \$97.9 million of Category 2 funds currently on a section of the Southeast Connector project are proposed to be exchanged with STBG funds.
- Since this Southeast Connector section can go to construction in FY2022, 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).
- **All projects/actions proposed in the exchange are included in the draft 2023 UTP.**

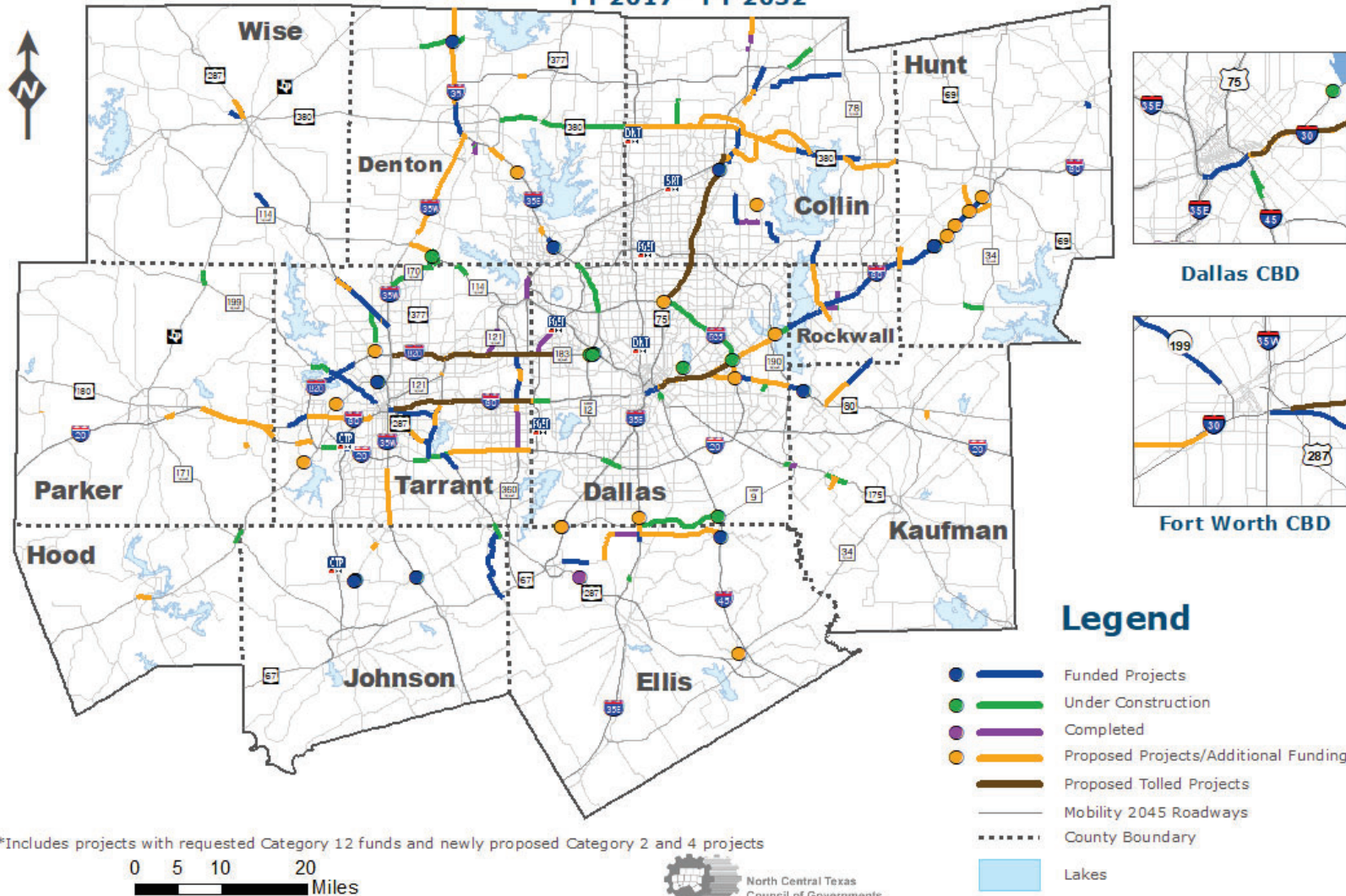
# Dallas-Fort Worth Regional 10 Year Plan Projects

FY 2017 - FY 2032



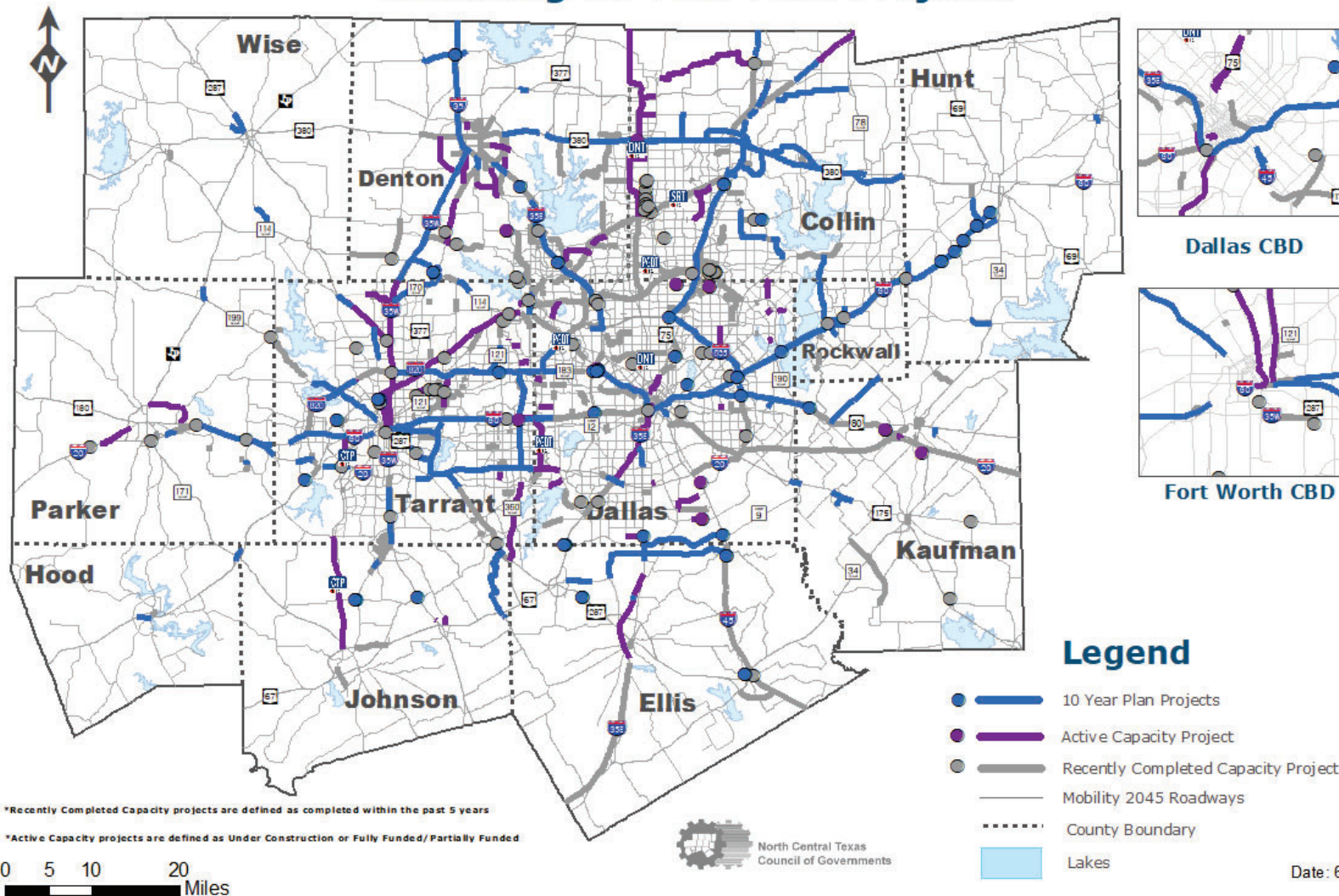
# Dallas-Fort Worth Regional 10 Year Plan Project Status

FY 2017 - FY 2032



Date: 6/14/2022

# 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 Western and Eastern subregions as a result of the trades/lettings over time

# TIMELINE

<b>MEETING/TASK</b>	<b>DATE</b>
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
<b>STTC Action</b>	<b>July 22, 2022</b>
RTC Action	August 11, 2022
TxDOT Public Involvement for 2023 UTP	July 8–August 8, 2022
Anticipated TTC Approval of 2023 UTP	August 30, 2022



# REQUESTED ACTION

- Recommend 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](mailto:cgotti@nctcog.org)

Brian Dell  
Principal Transportation Planner  
Ph: (817) 704-5694  
[bdell@nctcog.org](mailto:bdell@nctcog.org)

Cody Derrick  
Transportation Planner III  
Ph: (817) 608-2391  
[cderrick@nctcog.org](mailto: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
<b>Collin County Projects</b>																				
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	<del>Staff proposes to add project to the 10-Year Plan. Project is not being funded at this time due to insufficient available funding.</del>	\$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	<del>Staff proposes to add project to the 10-Year Plan. Project is not being funded at this time due to insufficient available funding.</del>	\$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		

**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	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	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	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		
<b>Total Proposed Funding - Collin County</b>												<b>\$1,139,862,109</b>								
<b>Dallas County Projects</b>																				
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-May-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	
<b>Total Proposed Funding - Dallas County</b>																		<b>\$1,233,639,321</b>		
<b>Denton County Projects</b>																				
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; <u>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</u>	\$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	
<b>Total Proposed Funding - Denton County</b>																		<b>\$1,770,803,624</b>		
<b>Ellis County Projects</b>																				
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
<b>Total Proposed Funding - Ellis County</b>																		<b>\$393,340,747</b>		

**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										
<b>Kaufman County Projects</b>																													
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; <b>Project is not being funded at this time due to insufficient available funding; Funding swap will be completed in a future UTP</b>	\$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								
<b>Total Proposed Funding - Kaufman County</b>																									<b>\$107,752,745</b>				
<b>Rockwall County Projects</b>																													
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								
<b>Total Proposed Funding - Rockwall County</b>																										<b>\$576,089,316</b>			
<b>Various County Projects</b>																													
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								
<b>Total Proposed Funding - Various County</b>																												<b>\$6,040,500</b>	
<b>Total Category 2, 4, and 12 Funding</b>										<b>\$13,561,384,281</b>	\$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										
<b>Total Amount Remaining for Programming</b>											\$702,411,076	\$637,589,319	\$564,949,071	\$239,316,320	\$137,462,005	\$0	\$0	\$0	\$0										
<b>Total Allocation/Authorizations</b>											\$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
<b>Hood County Projects</b>																				
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	<u>Cost increase is not being funded at this time due to insufficient available funding</u>	\$35,000,000	\$45,000,000	\$25,000,000	\$25,000,000	\$25,000,000					72.76		
<b>Total Proposed Funding - Hood County</b>																	<b>\$25,000,000</b>			
<b>Johnson County Projects</b>																				
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		
<b>Total Proposed Funding - Johnson County</b>																	<b>\$133,010,000</b>			
<b>Parker County Projects</b>																				
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; <u>Funding swap will be completed in a future UTP</u>	\$4,000,000	\$448,000,000	\$0	\$0	\$0					61.50		

**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 mainlane 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	
<b>Total Proposed Funding - Parker County</b>															\$149,750,000					
<b>Tarrant County Projects</b>																				
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 (frtg 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	

**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; <a href="#">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</a>	\$18,000,000	\$18,000,000	<a href="#">\$18,000,000</a>	\$0	<a href="#">\$18,000,000</a>						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	<a href="#">Cost increase is not being funded at this time due to insufficient available funding</a>	\$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	<a href="#">Project is split out from TIP 51346; Cost increase is not being funded at this time due to insufficient available funding</a>	\$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; <a href="#">Project is not being funded at this time due to insufficient available funding; Funding swap will be completed in a future UTP</a>	\$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	<a href="#">August 2022</a> <a href="#">May 2022</a>	September 2026	2027	Project added to the 10-Year Plan via 2020 UTP; <a href="#">Staff proposes to decrease Category 2 request by \$18,000,000 and move to TIP 21022/CSJ 0008-13-248</a>	\$71,600,010	\$122,280,000	<a href="#">\$104,280,000</a> <del>\$122,280,000</del>	\$5,000,000	<a href="#">\$61,600,000</a> <del>\$79,600,000</del>	\$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	
												<b>Total Proposed Funding - Tarrant County</b>								
																		\$1,572,032,275		

**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
<b>Wise County Projects</b>																				
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	<u>Cost increase is not being funded at this time due to insufficient available funding</u>	\$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; <u>Cost increase is not being funded at this time due to insufficient available funding</u>	\$32,700,000	\$32,700,000	\$16,700,000	\$16,700,000	\$16,700,000					68.44		
<b>Total Proposed Funding - Wise County</b>																<b>\$59,600,000</b>				
<b>Various County Projects</b>																				
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	
<b>Total Proposed Funding - Various County</b>																<b>\$2,587,500</b>				
<b>Total Category 2, 4, and 12 Funding</b>										<b>\$5,703,978,545</b>	<b>\$1,941,979,775</b>	<b>\$696,846,610</b>	<b>\$1,328,572,275</b>	<b>\$303,820,000</b>	<b>\$429,820,000</b>	<b>\$50,000,000</b>	<b>\$150,000,000</b>	<b>\$33,587,500</b>	<b>\$33,587,500</b>	
<b>Total Amount Remaining for Programming</b>											<b>(\$222,789,938)</b>	<b>\$241,153,878</b>	<b>(\$302,880,657)</b>	<b>\$127,660,225</b>	<b>\$80,090,719</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	
<b>Total Allocation/Authorizations</b>											<b>\$1,719,189,837</b>									

**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		
<b>Hunt County Projects</b>																	
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
<b>Total Category 2 and 12 Funding</b>												\$282,587,756	\$51,570,160	\$136,187,756	\$146,400,000	\$146,400,000	
<b>Total Amount Remaining for Programming</b>												\$0	\$0	\$0	\$0	\$0	
<b>Total Allocation/Authorizations</b>												\$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	
<b>Collin County Projects</b>																
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	<a href="#">Project low bid: \$33,641,069</a>	\$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	<a href="#">Project low bid: \$16,744,842</a>	\$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	<a href="#">Project low bid: \$31,480,213</a>	\$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; <a href="#">Project low bid: 43,578,574</a>	\$37,600,696	\$37,600,696	\$26,155,102	\$26,155,102				
<b>Total Approved Funding - Collin County</b>													<b>\$229,570,674</b>			
<b>Dallas County Projects</b>																
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 4.3



**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			
<b>Total Approved Funding - Dallas County</b>															<b>\$2,443,325,160</b>
<b>Denton County Projects</b>															
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)	<del>July August</del> 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			
<b>Total Approved Funding - Denton County</b>												<b>\$228,374,312</b>			
<b>Ellis County Projects</b>															
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		
<b>Total Approved Funding - Ellis County</b>												<b>\$85,800,000</b>			

**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
<b>Kaufman County Projects</b>															
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; <u>Project low bid: \$6,723,349</u>	\$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; <u>Project low bid: \$112,819,452</u>	\$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			
<b>Total Approved Funding - Kaufman County</b>															<b>\$154,532,406</b>
<b>Rockwall County Projects</b>															
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			
<b>Total Approved Funding - Rockwall County</b>															<b>\$30,944,228</b>
<b>Total Category 2, 4, and 12 Funding</b>										<b>\$3,971,878,628</b>	\$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
<b>Total</b>	<b>\$1,374,765,032</b>	<b>\$654,777,959</b>	<b>\$1,143,003,789</b>

**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
<b>Denton County Projects</b>														
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
<b>Total Approved Funding - Denton County</b>											<b>\$1,000,000</b>			
<b>Hood County Projects</b>														
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			
<b>Total Approved Funding - Hood County</b>											<b>\$0</b>			
<b>Johnson County Projects</b>														
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			
<b>Total Approved Funding - Johnson County</b>											<b>\$3,950,000</b>			
<b>Parker County Projects</b>														
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			
<b>Total Approved Funding - Parker County</b>											<b>\$12,000,000</b>			

Amounts only include Category 2,4, 12 funding.  
Green text and strikethroughs indicate changes since June 2022 STTC 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
<b>Tarrant County Projects</b>														
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; <a href="#">Project low bid: \$575,822,671</a>	\$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; <a href="#">Project low bid: \$36,400,000</a>	\$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; <a href="#">Project low bid: \$109,474,141</a>	\$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; <a href="#">Project low bid: \$726,945,646</a>	\$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; <a href="#">Project low bid: \$142,692,716</a>	\$115,402,715	\$115,402,715	\$115,402,715			
<b>Total Category 2, 4, and 12 Funding</b>										\$2,036,194,571	\$691,269,571	\$336,993,000	\$799,602,000	\$208,330,000
<b>Total Approved Funding - Tarrant County</b>														<b>\$2,019,244,571</b>

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
<b>Total</b>	<b>\$691,269,571</b>	<b>\$336,993,000</b>	<b>\$1,007,932,000</b>

Amounts only include Category 2,4, 12 funding.  
Green text and strikethroughs indicate changes since June 2022 STTC 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
<b>Hunt County Projects</b>												
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	
										<b>Total Approved Funding</b>		<b>\$16,400,000</b>
										<b>Total Category 2 and 12 Funding</b>		<b>\$0</b>

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
<b>Total</b>	<b>\$16,400,000</b>	<b>\$0</b>

Amounts only include Category 2 and 12 funding.

Green text and strikethroughs indicate changes since June 2022 STTC meeting



# 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.

<b>Action Item Status</b>	Underway
	Ongoing
	Future

	Recommended Action	Action Item Type	Implementors	Timeline <i>(from June 2021 RTC Endorsement)</i>	Recommended Policy	Costs (H/M/L)
<b>1</b>	<b>Facilitate collaboration with TxDOT, local governments and regional organizations in support of projects and programs that improve regional pedestrian safety.</b>	Engineering	TxDOT, local governments, regional organizations, and NCTCOG	Continuous	1, 2, 3, 5	Low
	<b>Status</b>		<b>Next Steps</b>			
	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.			
<b>2</b>	<b>Conduct Roadway Safety Audits (RSA) for the pedestrian safety corridors.</b>	Engineering	TxDOT, local governments, and NCTCOG	2-3 years (2023-2024)	2, 3, 4	Medium
	<b>Status</b>		<b>Next Steps</b>			
	<ul style="list-style-type: none"> <li>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.</li> <li>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.</li> <li>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.</li> </ul>		<ul style="list-style-type: none"> <li>Continue supporting RSA efforts through collaboration with FHWA.</li> <li>Identify funding to initiate additional RSAs.</li> </ul>			
<b>3</b>	<b>Implement safety improvements based on RSA findings for pedestrian safety corridors.</b>	Engineering	TxDOT, local governments, and NCTCOG	10 years (2031)	2, 3, 4	Medium-High
	<b>Status</b>		<b>Next Steps</b>			
	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.			

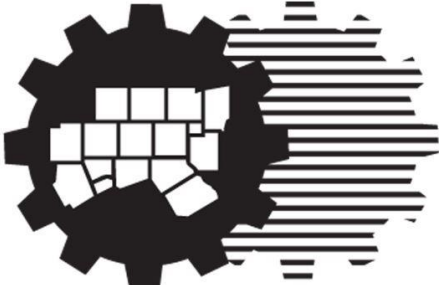
	Recommended Action	Action Item Type	Implementors	Timeline (from June 2021 RTC Endorsement)	Recommended Policy	Costs (H/M/L)
4	Develop performance measures to evaluate the effectiveness of implemented countermeasures based on measurable data.	Education/Evaluation/Encouragement	TxDOT, local governments, and NCTCOG	2-5 years (short-term) and 10 years (long-term) (2023-2026; 2031)	2, 3, 4	Low
	<b>Status</b>		<b>Next Steps</b>			
	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
	<b>Status</b>		<b>Next Steps</b>			
	<ul style="list-style-type: none"> <li>Texas A&amp;M Transportation Institute (TTI) hosted Law Enforcement Trainings on Pedestrian and Bicycle Laws in the DFW region in March and June 2022.</li> <li>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.</li> <li>NCTCOG's Regional Safety Advisory Committee is discussing creating a crash report working group, which would include law enforcement personnel.</li> </ul>		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
	<b>Status</b>		<b>Next Steps</b>			
	<ul style="list-style-type: none"> <li>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.</li> <li>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.</li> </ul>		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"> <li>Prepared a Safe Routes to School (SRTS) Action Plan for three elementary schools for City of Dallas and Dallas ISD</li> <li>Prepared a SRTS Action Plan for Webb Elementary School for City of Arlington and Arlington ISD.</li> <li>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)</li> </ul>		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"> <li>The PSAP was adopted by reference in the Mobility 2045 Update, endorsed by the Regional Transportation Council on June 9, 2022.</li> <li>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.</li> </ul>		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"> <li>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: <a href="https://www.nctcog.org/trans/quality/safety/transportation-safety">https://www.nctcog.org/trans/quality/safety/transportation-safety</a></li> <li>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.</li> <li>TxDOT has set targets of 50% reduction in fatalities and fatality rate by 2035, and to be zero by 2050.</li> </ul>		<ul style="list-style-type: none"> <li>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.</li> <li>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.</li> </ul>			

	Recommended Action	Action Item Type	Implementors	Timeline <i>(from June 2021 RTC Endorsement)</i>	Recommended Policy	Costs (H/M/L)
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
	Status			Next Steps		
	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.			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.		

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.](#)

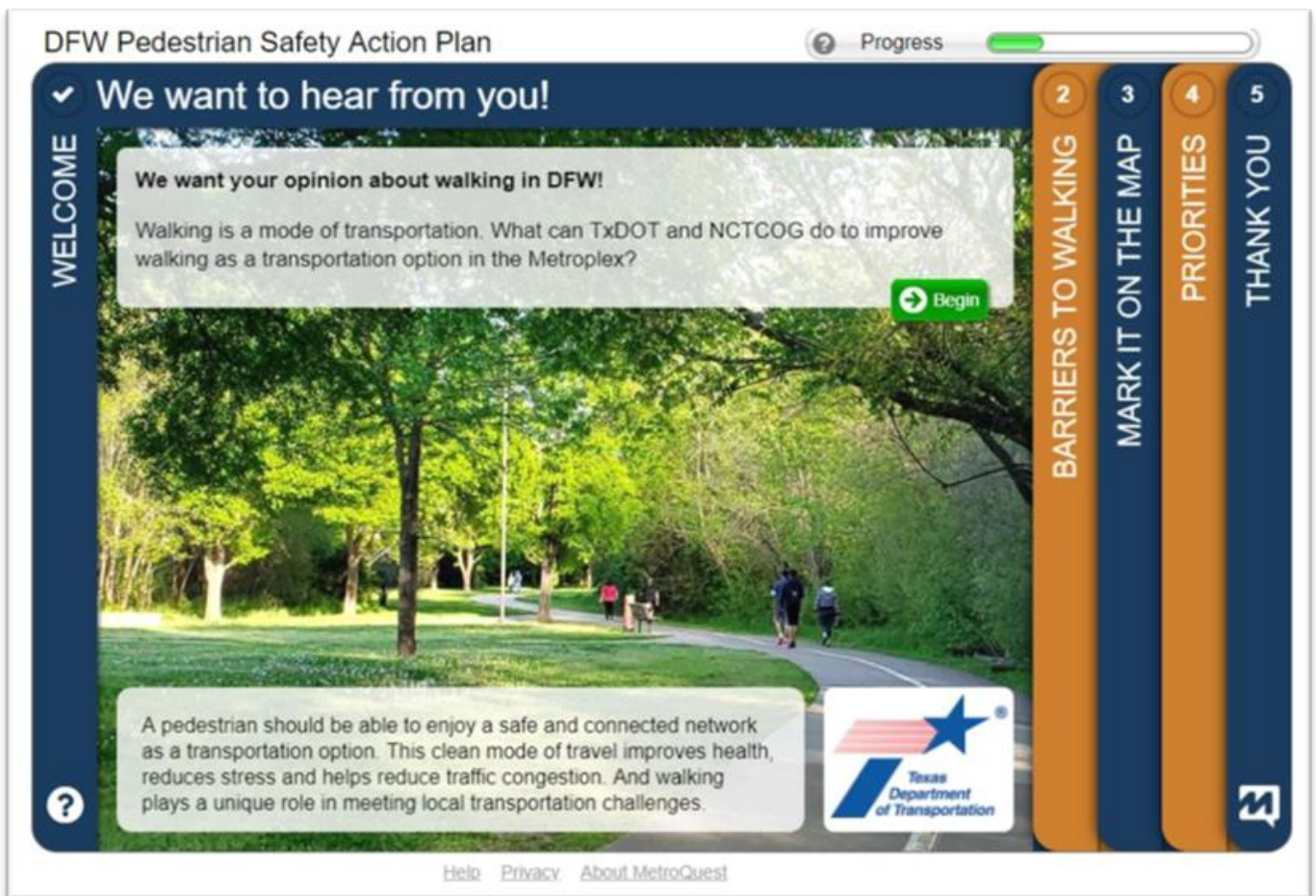


Figure 5: The introductory slide of the 2019 PSAP Public Opinion Survey.



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)<sup>24</sup> 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.

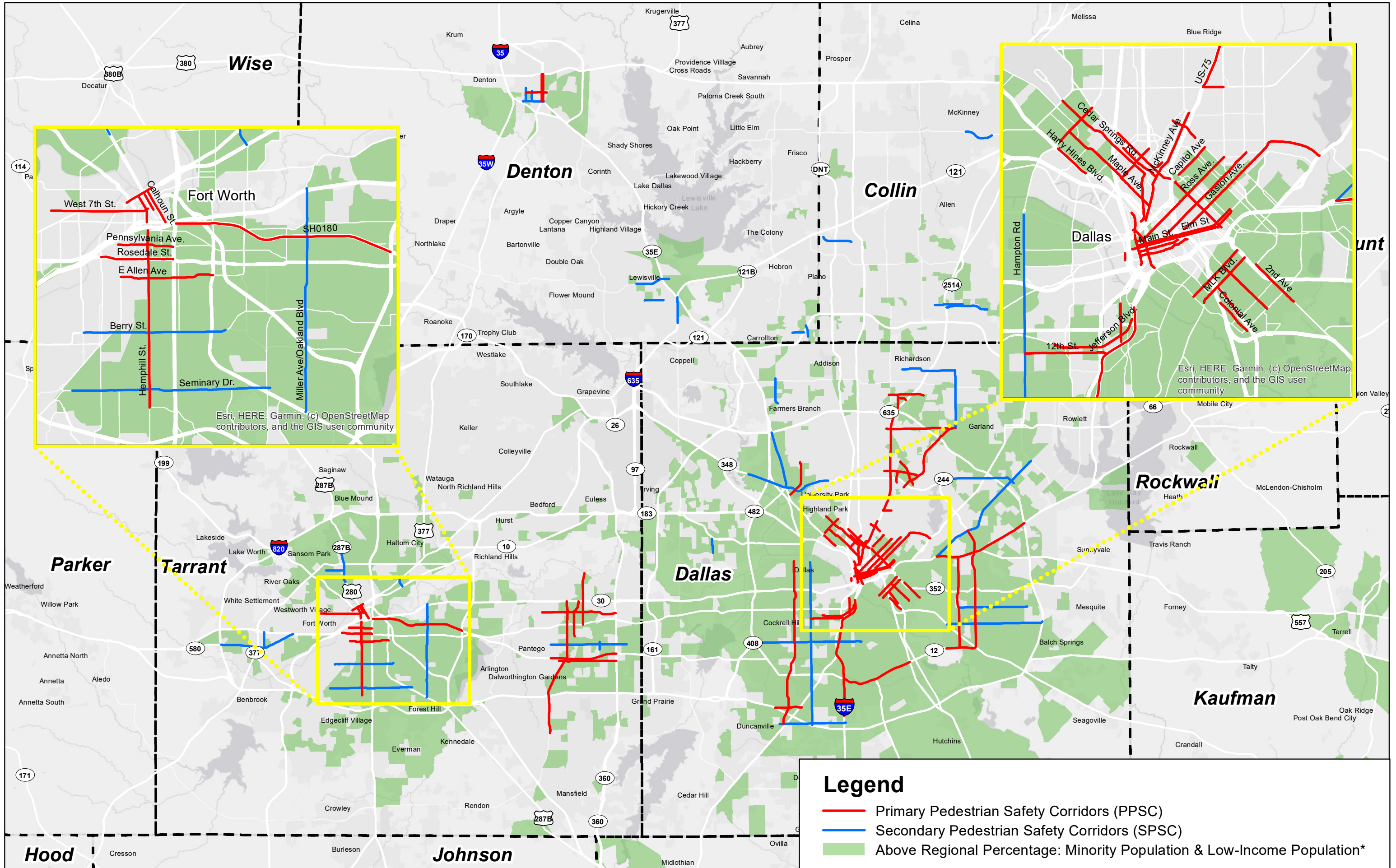
Of the PPSCs, 52 of the 68 corridors (seventy-seven percent) are within or partially within an EJ Area. Of the SPSCs, 33 of the 37 corridors (eighty-nine percent) are within or partially within an EJ Area. Taken as a whole, 85 of the 105 Safety Corridors (eighty-one percent) identified by this Plan are 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.

<sup>24</sup> 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.

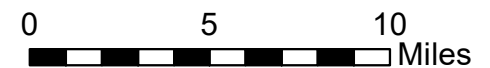
# Primary and Secondary Pedestrian Safety Corridors (PPSC/SPSC) Urbanized Area: Environmental Justice Index



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 <sup>25</sup>
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

<sup>25</sup> 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 <sup>25</sup>
W Hickory St.	Denton	Denton	Ave C (W)	S Bell Ave. (E)	Off	2	1.30	16	12.33	<u>Partial</u>
Mockingbird	Dallas	Dallas	US 75/N Central Expy (W)	Greenville (E)	Off	6	0.49	6	12.25	<u>No</u>
Cedar Springs Rd.	Dallas	Dallas	N Mockingbird Lane (N)	Field St. (S)	Off	6	4.02	49	12.18	<u>Partial</u>
SH 180 (Lancaster Ave.)	Tarrant	Fort Worth	US 35 W (W)	US 820 (E)	Off	6	5.67	68	11.99	<u>Yes</u>
Förrest Ln.	Dallas	Dallas	Park Central Dr (W)	Plano Dr. (E)	Off	6	4.27	51	11.95	<u>Yes</u>
N Collins St. (FM 157)	Tarrant	Arlington	NE Green Oaks Blvd. (N)	E Division St. (S)	On	4	3.15	37	11.74	<u>Yes</u>
N Hall St.	Dallas	Dallas	Wycliff (W)	McKinney (E)	Off	2	1.11	13	11.67	<u>No</u>
Jefferson Blvd.	Dallas	Dallas	N Edgefield Ave (W)	Fleming Pl. (E)	Off	4	2.25	26	11.53	<u>Yes</u>
Park Ln.	Dallas	Dallas	Abrams Rd. (E)	Boedecker (W)	Off	4	2.00	23	11.51	<u>Yes</u>
Camp Wisdom Rd.	Dallas	Dallas	Chaucer Pl. (E)	1H 20 Frontage Rd. (W)	Off	6	1.65	18	10.91	<u>Yes</u>
Midpark Rd.	Dallas	Dallas	Esperanza (W)	N Central Expressway	Off	2	0.55	6	10.87	<u>Yes</u>
Pineland / Eastridge Dr.	Dallas	Dallas	Abrams Rd. (S)	Greenville Ave. (N)	Off	2	1.66	18	10.82	<u>Yes</u>
Ross Ave.	Dallas	Dallas	N Houston	Greenville Ave.	Off	4	3.07	32	10.44	<u>Yes</u>
SL 12 Buckner/Great Trinity Forest.	Dallas	Dallas	Ferguson Rd (N)	Stoneport (S)	On	8	9.17	93	10.14	<u>Yes</u>
N Washington Ave.	Dallas	Dallas	Lemmon Ave. (NW)	Benson St (SE)	Off	2	1.62	16	9.86	<u>Partial</u>
2nd Ave.	Dallas	Dallas	S Fitzhugh Ave. (N)	Dixon Ave. (S)	Off	4	1.32	13	9.86	<u>Yes</u>
Lemmon Ave.	Dallas	Dallas	Lomo Alto Dr. (NW)	US 75 (Couplet)	Off	6	1.76	17	9.69	<u>No</u>
US 310 (S.M. Wright Fwy)	Dallas	Dallas	Martin Luther King Jr. Blvd (N)	Pine St. (S)	On	4	0.93	9	9.68	<u>Yes</u>
Live Oak St.	Dallas	Dallas	N Harwood St. (W)	La Vista (E)	Off	4	2.84	27	9.51	<u>Partial</u>
Colonial Ave.	Dallas	Dallas	Julius Schepps Service NB (NW)	Herald (SE)	Off	2	0.97	9	9.29	<u>Yes</u>
Esperanza Rd.	Dallas	Dallas	W Spring Valley Rd. (N)	Central Expressway (S)	Off	4	0.80	7	8.72	<u>Yes</u>
Marsalis Ave.	Dallas	Dallas	E Colorado Blvd. (N)	E 12 <sup>th</sup> St. (S)	Off	4	0.95	8	8.42	<u>Yes</u>
E Allen Ave.	Tarrant	Fort Worth	8th Ave. (W)	S Riverside Dr. (E)	Off	2	2.38	19	7.98	<u>Yes</u>
Spring Valley Rd.	Dallas	Richardson	Peyton Dr. (W)	S Greenville Ave	Off	4	2.15	17	7.91	<u>Yes</u>
Houston St.	Dallas	Dallas	Continental Ave. (S)	All-Star Way (N)	Off	3	0.52	4	7.73	<u>No</u>

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 <sup>25</sup>
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> <sup>26</sup>
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>

<sup>26</sup> 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 <sup>26</sup>
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 Area<sup>26</sup></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 Government

# Regional Pedestrian Safety Action Plan (2022 Update)

Surface Transportation Technical Committee  
7.22.2022

Julie Anderson

# 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.

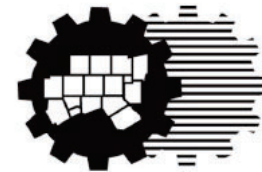
RTC adopted the Plan by reference as part of Mobility 2045 (2022 Update) on June 9, 2022.



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



# PSAP (2022 UPDATE)

- ❑ Added Environmental Justice Analysis
- ❑ Added more information on annual monitoring and outcomes
- ❑ Removed duplicative tables of Safety Corridors in Appendix B

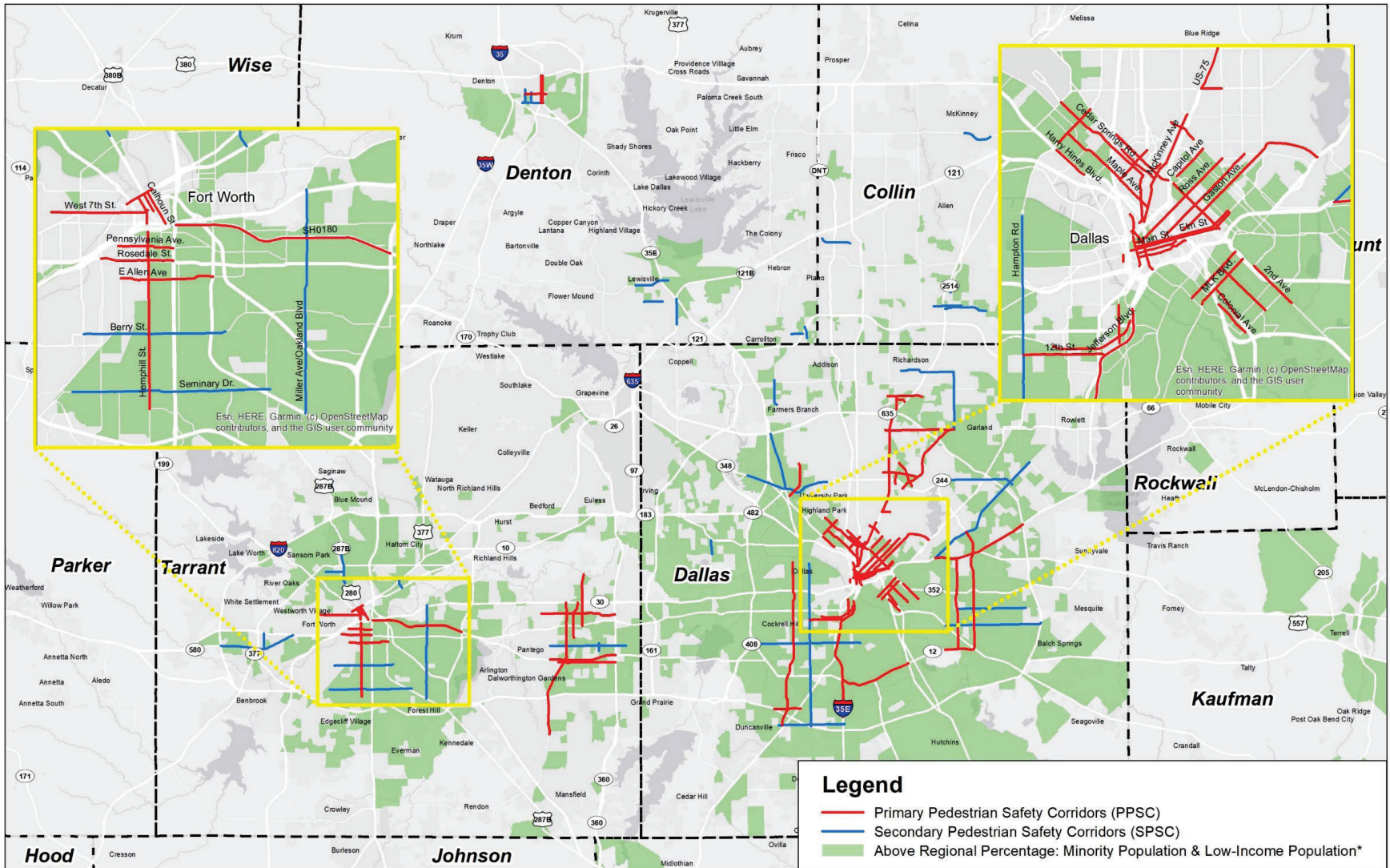
Public comment period open  
June 21 – August 8

A redline version was posted to  
the NCTCOG website.

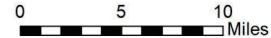
Information was provided to  
the PSAP Committee and the  
Bicycle and Pedestrian Advisory  
Committee to review and  
provide comments.



# 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



# PSAP (2022 UPDATE)



Table 5 Excerpt

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 <sup>25</sup>
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

# 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*


# PSAP (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



# PSAP (2022 UPDATE) Schedule

Date	Milestone
June 21 – August 17, 2022	Public Comment Period
June 21, 2022	PSAP Redline distributed to PSAP Committee and BPAC for review and comment
 July 22, 2022	<b>STTC Action</b>
August 8, 2022	Public meeting
August 18, 2022	RTC Action



# REQUESTED ACTION

Recommend Regional  
Transportation Council Approval  
of the PSAP (2022 Update)





Karla Windsor, AICP  
Senior Program Manager

[kwindsor@nctcog.org](mailto:kwindsor@nctcog.org) | 817-608-2376

## CONTACT



Kevin Kokes, AICP  
Program Manager

[kkokes@nctcog.org](mailto:kkokes@nctcog.org) | 817-695-9275

Julie Anderson

Senior Transportation Planner

[janderson@nctcog.org](mailto:janderson@nctcog.org) | 817-704-5625



# Recommendations in South and Southeast Fort Worth<sup>1</sup>

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

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

# Proposed Preservation of BUILD Grant on Trinity Railway Express

BUILD Discretionary Grant \$25M

BNSF Construction Funds \$ 2M

Remaining Federal, Public and Private Funds \$46M

---

**TOTAL PROGRAM \$73M**



# Proposed August RTC Action (Agreed to by All Parties)

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

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

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

Trackage Rights Agreement Amendment Triggers BNSF \$2M Commitment



# **CHANGING MOBILITY**

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

**Surface Transportation Technical Committee  
July 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)

0

---

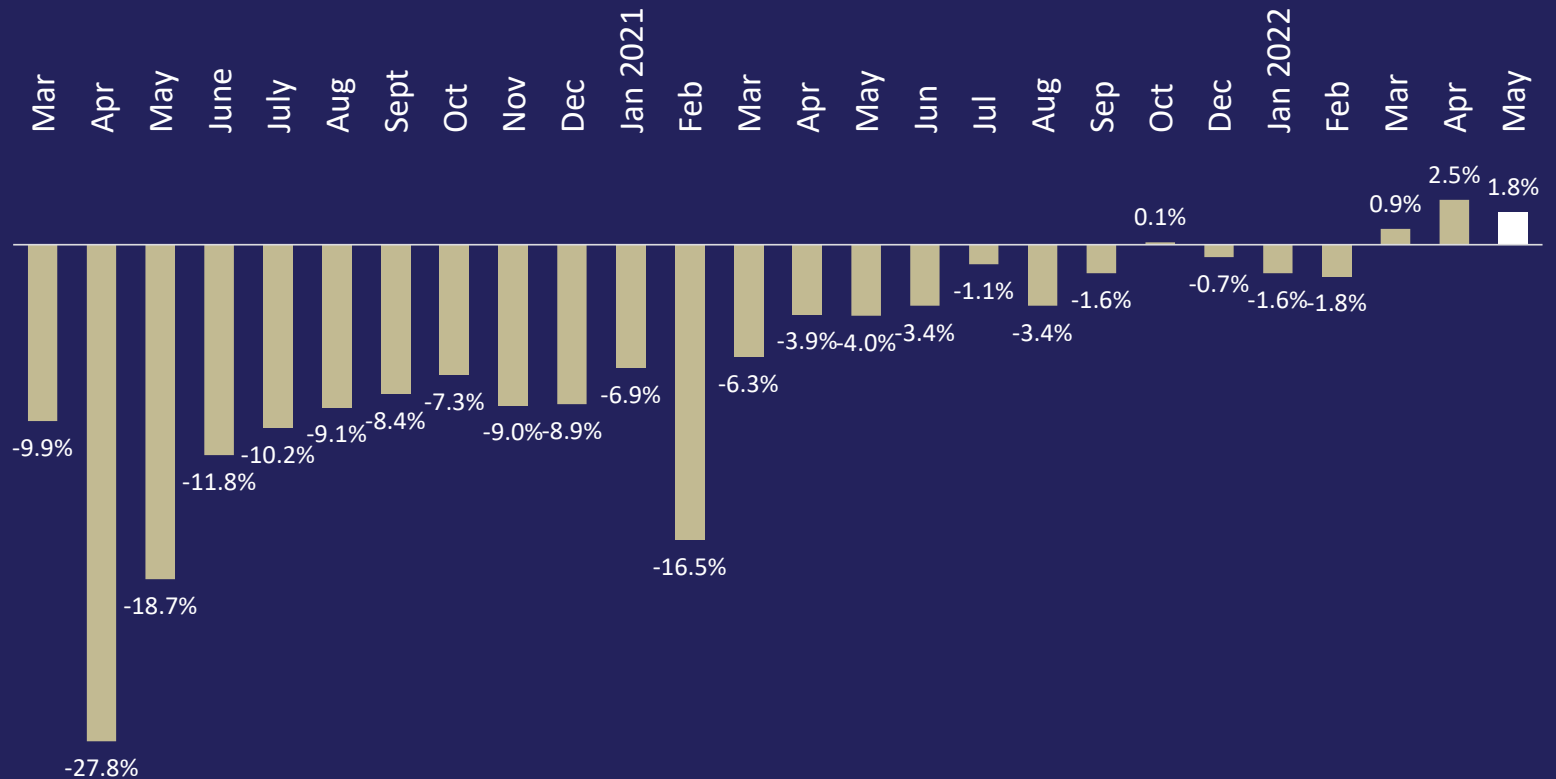
Transit Ridership (-39%, May)



# 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.

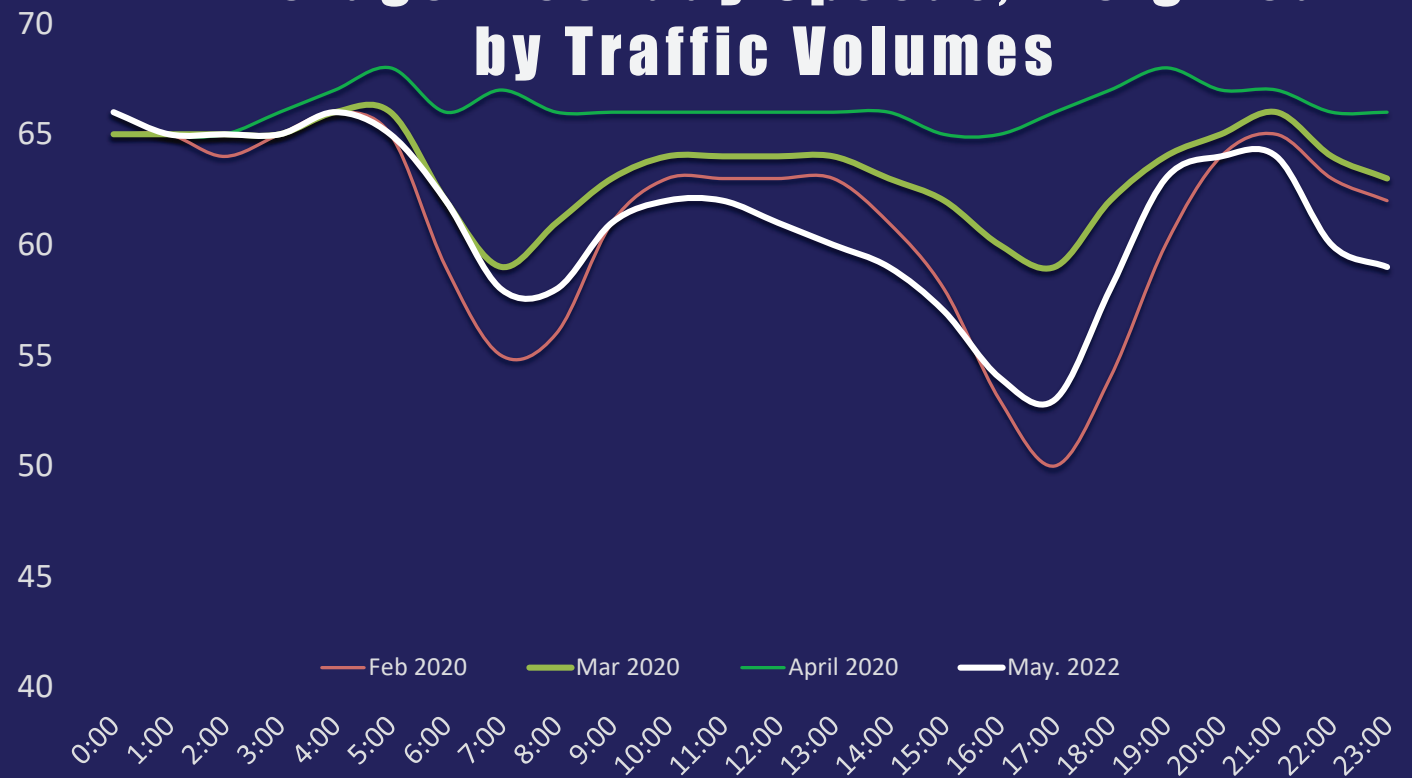
Note: Drop in freeway volumes in Feb 2021 due in large part to week-long winter storm.

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



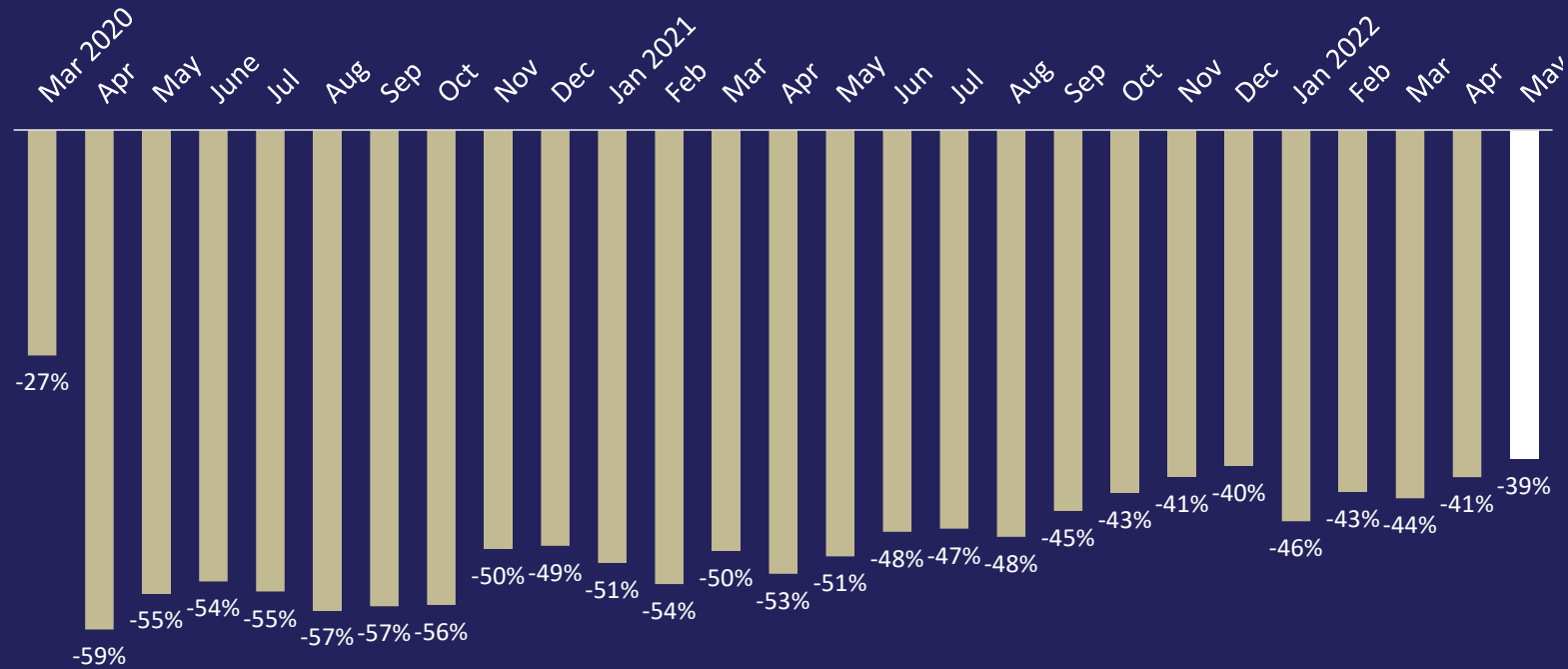
Source: TxDOT Sidefire Devices



# TRANSIT IMPACTS

Weekday Ridership

## Passenger Decrease vs Baseline



Source: DART, DCTA, and Trinity Metro

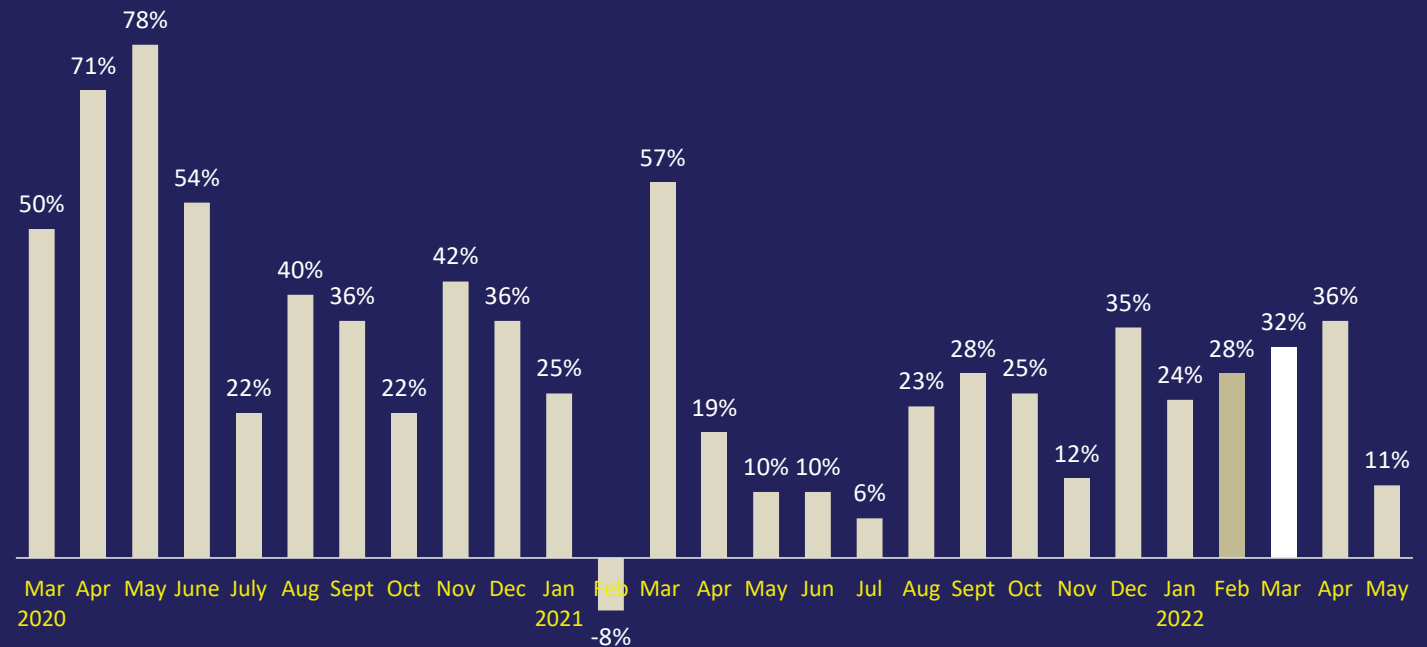
Note: Baseline is March 2019-February 2020.

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

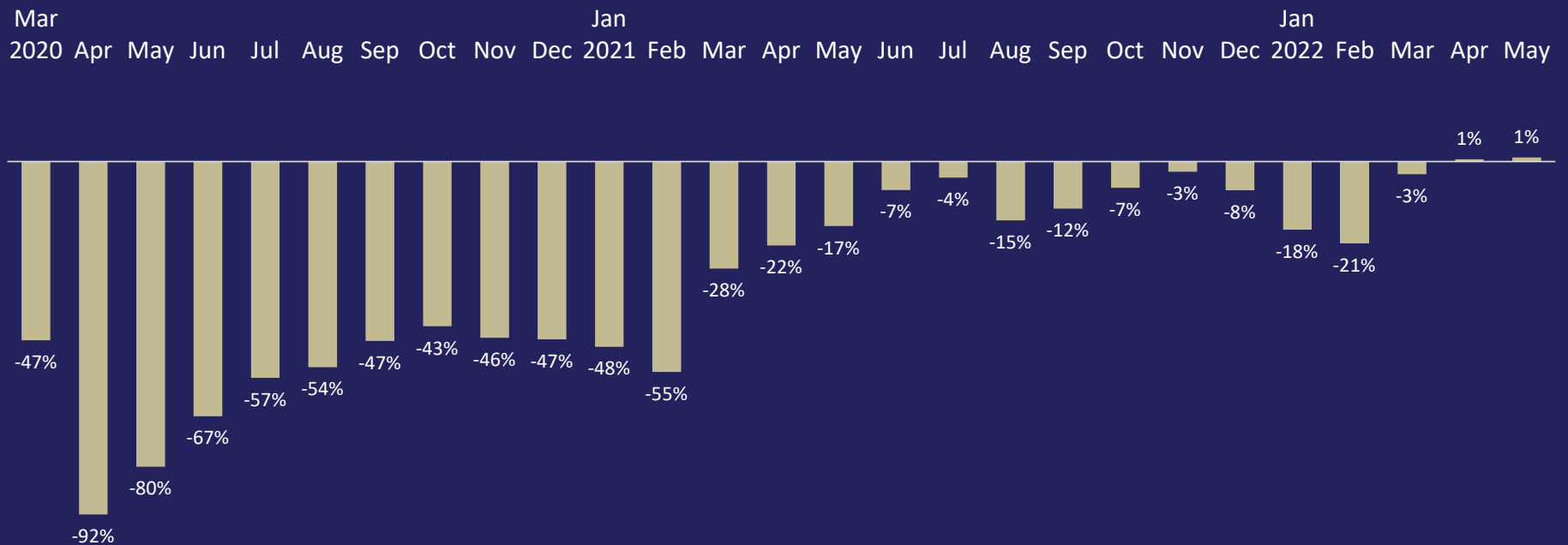
Note: Baseline is March 2019-February 2020; No adjustments for weather were applied.

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

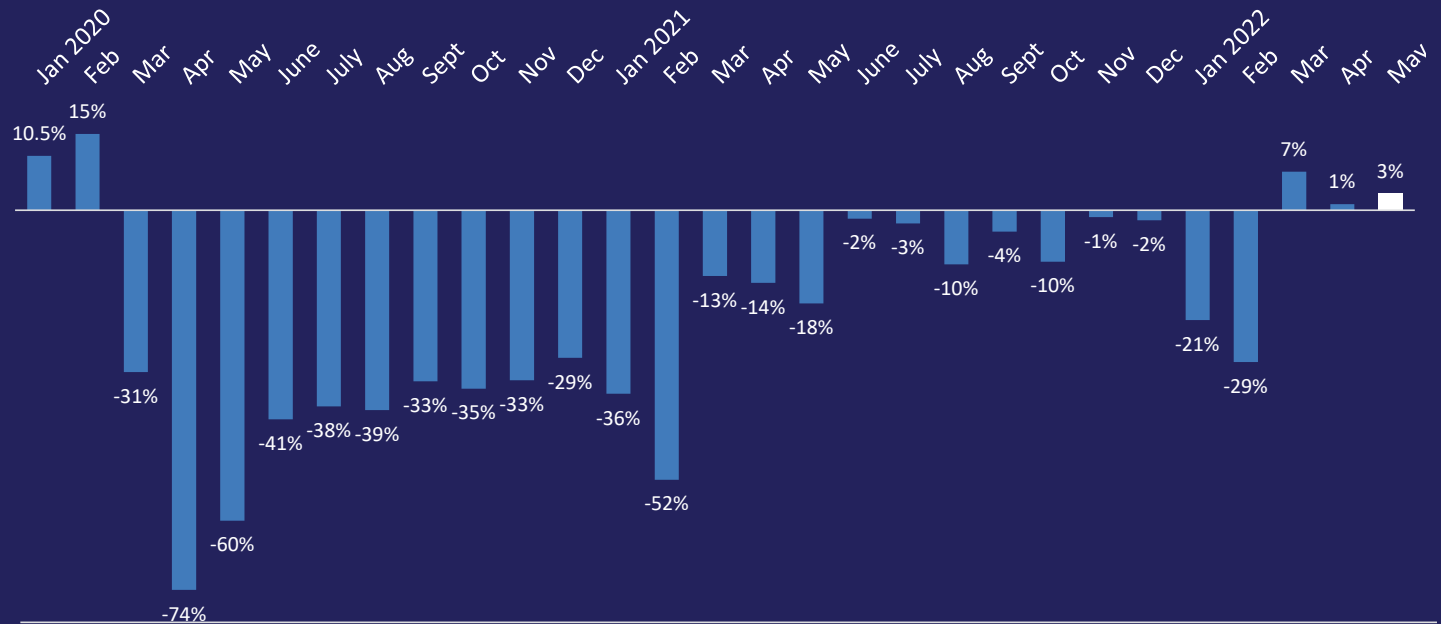
Notes: Baseline is March 2019-February 2020.

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.

**Infrastructure Investment and Jobs Act (IIJA): Fiscal Year (FY) 2022 - 2026  
Characteristics of New/Existing USDOT Competitive Discretionary Grant Programs for Planning and Capital Projects**

- Existing Program
- New Program
- Active Solicitation (FY 22 NOFO released)
- FY 22 Solicitation Closed
- FY 22 Solicitation Not Funded (per FY 22 Appropriations)

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

PROGRAM NAME	IIJA SECTION	NEW/ EXISTING	RULE- MAKING	PURPOSE	NCTCOG CONTACT	ELIGIBILITY					FUNDING					GRANT TIMING (FY 2022)				MERIT CRITERIA	AGENCY SUBMITTAL LIMIT/YR	NOTES	WEBSITE(S)
						Recipients	Project Types	Total Amount	Project Cost Limits	Award Limits	Set-Aside Limits	Federal Share	NOFO Release	Solicitation Period/Deadline	Award Announcement	Obligation/Expenditure							
<b>Nationally Significant Freight &amp; Highway Projects (INFRA)</b>	11110	Existing	Complete	Construct multimodal freight and highway projects of regional and national significance.	<b>Jeff Neal</b>	State Department of Transportation (DOT) Metropolitan Planning Organization (MPO) Local Government Political Subdivision of State/Local Government Special Purpose Transportation District/Authority Tribal Government Multi-State Corridor Organization Federal Land Management Agency (apply jointly w/ State)	National Multimodal Freight Network (NMFN): Highways Bridges Highway/Railroad Grade Separations Freight (Rail, Intermodal, or Port Facilities) Wildlife Crossings International Border Crossings	<b>\$ 8 billion</b> FY 22 - \$ 1.55 billion	*Large* Project: Min. - \$ 100 million Max. - N/A *Small* Project: Min. - \$ 10 million Max. - < \$ 100 million	*Large* Project: Min. - \$ 25 million Max. - N/A *Small* Project: Min. - \$ 5 million Max. - N/A	*Large* Projects - 85% *Small* Projects - 15%  Urban - 70% Rural - 30%  < 10% Max./State	60% - Grant 80% - Total	<b>3/22/2022</b>  (Closed for FY 22)	<b>5/23/2022</b>  (60 days)	Not specified  (Likely Aug/Sept 2022)	<b>Obligation:</b> Available 3 yrs after award announcement  <b>Construction:</b> Must begin 18 mths after obligation  <b>Expenditure:</b> Available 5 yrs after obligation	Supporting national/regional economic vitality Climate change & environmental justice impacts Racial equity & barriers to opportunity Leveraging of Federal funds Innovation (technology, delivery, & financing) Performance & accountability Project readiness (feasibility, schedule, & approvals) Assessment of project risks & mitigation strategies	3 (All)	Also known as Infrastructure for Rebuilding America (INFRA) grants. NOFO released under combined Multimodal Projects Discretionary Grant (MPDG) Program.	<a href="https://www.transportation.gov/grants/mpdg-announcement">https://www.transportation.gov/grants/mpdg-announcement</a>			
<b>Nationally Significant Federal Lands &amp; Tribal Projects Program (NSFLTP)</b>	11127	Existing	Complete	Improve transportation accessibility to Federal and tribal lands.	<b>Dan Lamers</b>	Any entity eligible for tribal transportation or Federal transportation or lands access program (including any sponsored State and local governments)	Projects to construct, reconstruct, or rehabilitate transportation facilities to access Federal/tribal lands.	<b>\$ 275 million</b> (\$ 55 million/yr)	Min. - \$ 12.5 million	Not specified	50% - Federal lands 50% - Tribal lands	90% - Federal lands 100% - Tribal lands	Pending  (Expected July 2022)	Not specified	Not specified	Not specified	Address USDOT goals: - Safety & state of good repair - Economic competitiveness & quality of life Improves critical multimodal facility conditions Construction, reconstruction, or rehabilitation needs Available matching funds National Register of Historic Places eligibility Increased efficiency via new technology/innovations	Unknown	Of annual Federal lands projects, at least 1 must occur in a National Park System unit with > 3 million visitors.	<a href="https://highways.dot.gov/federal-lands/programs/signiflcant">https://highways.dot.gov/federal-lands/programs/signiflcant</a>			
<b>Local &amp; Regional Project Assistance Program (RAISE)</b>	21202	Existing	Complete	Fund eligible projects that will have a significant local or regional impact and improve transportation infrastructure.	<b>Jeff Neal</b>	State Department of Transportation (DOT) Territorial Government Local Government Special Purpose Transportation District/Authority Transit Agency Tribal Government Public Agency/Chartered Authority (established by one or more States)	Federal aid-eligible highway/bridge projects Public transportation projects Passenger or freight rail projects Port infrastructure investments Surface transportation components of an airport Tribal land surface transportation facility projects Culvert rehabilitation/replacement projects Stormwater runoff prevention projects Other surface transportation projects to advance program goals	<b>\$ 15 billion</b> FY 22 - \$ 2.275 billion	*Urban* Project: Min. - \$ 6.25 million Max. - N/A *Rural* Project: Min. - \$ 1 million Max. - N/A	*Urban* Project: Min. - \$ 5 million Max. - N/A *Rural* Project: Min. - \$ 1 million Max. - N/A	< 15% - single State  50% - "Urban"  50% - "Rural"	80% - "Urban"  > 80% - "Rural", historically disadvantaged, or persistent poverty area	<b>1/14/2022</b>  (Closed for FY 22)	<b>4/14/2022</b>  (90 days)	<b>8/12/2022</b>	<b>Obligation:</b> Available 3 yrs after award announcement  <b>Expenditure:</b> Available 5 yrs after obligation	Improves safety Improves environmental sustainability Improves quality of life Increases economic competitiveness & opportunities Contributes to a state of good repair Enhances mobility and community connectivity Collaboration w/ other public/private entities Adopts innovative technology, delivery, & financing Demonstrates project readiness Cost-effectiveness	3 (All)	Also known as Rebuilding American Infrastructure With Sustainability and Equity (RAISE) grants.  \$ 7.5 billion IIJA appropriation plus added \$ 7.5 billion subject to Congress approval.	<a href="https://www.transportation.gov/RAISEgrants">https://www.transportation.gov/RAISEgrants</a>			
<b>Consolidated Rail Infrastructure &amp; Safety Improvement (CRISI) Grant Program</b>	22103/ 22303	Existing	Complete	Planning or capital projects improve safety, efficiency, or reliability of passenger or freight rail.	<b>Dan Lamers/ Shannon Stevenson</b>	State Department of Transportation (DOT) Group of State DOTs Interstate Compact Amtrak or other Intercity Rail Passenger Carrier Class II or Class III Railroad TRB w/ Rail-Related Research Contract Entity University Transportation Center (rail research) Public Agency/Chartered Authority (established by one or more States)	Railroad safety technology deployment, incl. positive train control (PTC) & rail integrity inspection systems  Intercity passenger rail service project  Addressing congestion challenges affecting rail service  Highway-rail grade crossing improvements  Rail relocation and improvement projects  Improve short-line or regional rail infrastructure  Multimodal connection or service integration enhancements between rail service & other modes  Development/implementation of safety program or institute designed to improve rail safety  Preparation of regional rail service development plans & corresponding environmental analyses  Workforce development & training activities	<b>\$ 5 billion</b> (\$ 1 billion/yr)	Not specified	Not specified	Not specified	Not specified	Pending  (Expected August 2022)	90 days	Not specified	Not specified	Eligibility, risk review, & application completeness Project benefits/effects: - System/service performance & trip/transit times - Safety, competitiveness, reliability, & resilience - Improved integration efficiency w/ other modes - Ability to meet existing/anticipated demand Technical merit: - Appropriateness to achieve expected outcomes - Readiness & meeting project track(s) requirements - Technical qualifications/experience - Potential business plan private sector participation - Adopt innovative technology, delivery, & financing - Consistency w/ planning guidance/documents - Construction/maintenance capacity & willingness Incorporation of key DOT objectives: - Safety - Equitable economic strength & opportunities - Investment racial equity & economic inclusiveness - Addressing resilience & climate change - Transformation of nation's transportation assets	Applicant must identify 1 or more of the following project tracks: 1 - Planning 2 - PE/NEPA 3 - FD/ Construction 4 - Research, Safety Programs, & Institutes (non-rail infrastructure)					

**Infrastructure Investment and Jobs Act (IIJA): Fiscal Year (FY) 2022 - 2026  
Characteristics of New/Existing USDOT Competitive Discretionary Grant Programs for Planning and Capital Projects**

- Existing Program
- New Program
- Active Solicitation (FY 22 NOFO released)
- FY 22 Solicitation Closed
- FY 22 Solicitation Not Funded (per FY 22 Appropriations)

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

PROGRAM NAME	IIJA SECTION	NEW/ EXISTING	RULE- MAKING	PURPOSE	NCTCOG CONTACT	ELIGIBILITY		FUNDING					GRANT TIMING (FY 2022)				MERIT CRITERIA	AGENCY SUBMITTAL LIMIT/YR	NOTES	WEBSITE(S)
						Recipients	Project Types	Total Amount	Project Cost Limits	Award Limits	Set-Aside Limits	Federal Share	NOFO Release	Solicitation Period/Deadline	Award Announcement	Obligation/ Expenditure				
<b>Rail Restoration &amp; Enhancement Grants</b>	22105/22304	Existing	Complete	Operating grants to initiate, restore, or enhance passenger rail service.	N/A	State Department of Transportation (DOT) Group of State DOTs Interstate Compact Amtrak or other Intercity Rail Passenger Carrier Tribal Government Public Agency/Chartered Authority (established by one or more States)	6-year assistance for projected net operating costs	\$ 250 million (\$ 50 million/yr)	Not specified	1st service yr - 90% 2nd service yr - 80% 3rd service yr - 70% 4th service yr - 60% 5th service yr - 50% 6th service yr - 30%	Not specified	N/A	Pending  (Expected 4th quarter 2022)	60 days	Not specified	Not specified	Eligibility, risk review, & application completeness Technical merits/status: Appropriateness to achieve expected outcomes Planning/design, NEPA, agreements, & acquisitions Capital, mobilization, operating, & funding plans State, local, regional, & private entity commitments Benefits: Daily /daytime route service introduction Service to unserved/underserved communities Rural/disadvantaged area economic development Other non-transportation provisions Intercity Passenger Rail connectivity/coverage Matching funds meet/exceed minimum requirements Demonstrate broad stakeholder funding participation Incorporation of key DOT objectives: Support national /regional economic vitality Leverage Federal funds Credible state of good repair preparation Innovative safety & project delivery approaches Accountability & performance		Subject to annual appropriations.	
<b>Pilot Program for Transit-Oriented Development (TOD) Planning</b>	30009	Existing	Complete	Identify developments and implementation strategies to create compact, mixed use communities with easy accessibility to jobs, services, and new/existing public transit systems.	Karla Windsor	State, or a political subdivision of a State Metropolitan Planning Organization (MPO) Local Government	Financing comprehensive or site-specific planning associated w/ eligible projects that seek to:  Enhance economic development, ridership, & other goals established project development/engineering processes  Facilitate multimodal connectivity & accessibility  Increase transit hub access for bicycle/pedestrians  Enable mixed-use development  Identify infrastructure needs and/or private sector participation	\$ 68 million FY 22 - \$ 13 million	Not specified	Min. - \$ 250,000 Max. - \$ 2 million	Not specified	80% - Total	3/26/2022  (Active)	7/25/2022  (60 days)	Not specified	Obligation: Available 1 yr after award announcement  Expenditure: Available 4 yrs after award announcement	Demonstrated need: Address product implementation impediments Advancement of TOD implementation Justification for Federal funds Transit corridor benefit extent from TOD planning TOD planning extent to address climate change & challenges for environmental justice (EJ) populations Strength of work plan, schedule, & process Achievability & detail sufficiency of schedule Proportionality of project corridor coverage Extent of partnerships, including w/ private sector Capabilities to develop, adopt, & implement plans Extent of EJ transit accessibility & participation Equity-focused outreach/engagement incorporation Housing density/affordability zoning policy effects Climate change & greenhouse gas reduction effects Relation of performance measures to stated goals	1 (per transit capital project corridor)		<a href="https://www.transit.dot.gov/TODPilot">https://www.transit.dot.gov/TODPilot</a>
<b>Coordinated Access &amp; Mobility Pilot Program</b>	30017	Existing	Complete	Financial assistance for projects to improve coordination of transportation services and non-emergency medical transportation (NEMT).	N/A	Public Transit Agency/Authority	Innovative projects for the transportation disadvantaged that improve coordination of transportation services & NEMT services, including:  Regional/statewide mobility management projects  Deployment of coordination technology  Regional/statewide 1-call/click center accessibility	\$ 24 million (\$ 4.8 million/yr)	Not specified	Not specified	Not specified	80% - Total	Pending  (Date not specified)	60 days	Not specified	Obligation: Not specified  Expenditure: 24 months after obligation	Address need for mobility management Demonstrated benefits: Coordinated transportation service accessibility Reduced service duplication Enhanced Federal funding efficiency for such service Adoption of consistent driver/vehicle standards Cost allocation rate efficiencies across programs Coordinated service delivery pilot demonstration Planning consistency & partnership commitments Project readiness Technical, legal, & financial authority/capacity			
<b>Buses &amp; Bus Facilities Program</b>	30018	Existing	Complete	Provide grants to replace, rehabilitate, purchase, or lease buses and related equipment, or to rehabilitate, purchase, construct, or lease bus-related facilities	N/A	For recipients allocating funds to fixed route bus operators:  State, or a political subdivision of a State Local Government Tribal Government Public Transit Agency/Authority  Subrecipients can include otherwise eligible applicants and also private non-profit organizations engaged in public transportation	Replace, rehabilitate, purchase, or lease buses, vans, or related equipment  Rehabilitate, purchase, construct, or lease bus-related facilities  Workforce development activities (0.5% of grant award)  National Transit Institute training costs (0.5% of grant award; 80% of costs)	\$ 2.3 billion (\$ 460 million/yr)	Not specified	Not specified	Not specified	80% - Total  85% - Acquiring vehicles for CAA/ADA compliance (net cost)  90% - Equipment & facilities for CAA/ADA compliance (net cost)	3/07/2022  (Closed for FY 22)	5/31/2022  (75 days)	8/15/2022  (75 days)	Obligation: Available 12 months after award announcement (preferred)  Expenditure: Not specified	Address need for buses & supporting facilities: Asset age, mileage, & condition/performance Transit service gap/demands Demonstrated benefits/effects: System condition Service reliability Enhanced access/mobility Planning consistency & local/regional prioritization Financial availability/commitment Project implementation strategy Technical, legal, & financial capacity Autonomous or other innovative vehicle technology safety compliance or exemption/waivers			
<b>Low- &amp; No-Emissions Bus Grants</b>	30018	Existing	Complete	Provide grants for purchases of low-/no-emission transit buses and related infrastructure.	N/A	State, or a political subdivision of a State Local Government Tribal Government Public Transit Agency/Authority	Purchase/lease low- or no-emission buses  Acquire low- or no-emission buses w/ leased power source  Construct/lease related facilities & equipment (including intelligent technology/software)  Construct new or improve/rehabilitate existing public transportation facilities to accommodate low- or no-emission buses	\$ 5.6 billion (\$ 1.12 billion/yr)	Not specified	Not specified	Not specified	80% - Total  85% - Buses  90% - Bus-related equipment or facilities	3/07/2022  (Closed for FY 22)	5/31/2022  (75 days)	8/15/2022  (75 days)	Obligation: Available 12 months after award announcement (preferred)  Expenditure: Not specified	Address need for buses & supporting facilities: Asset age, mileage, & condition/performance Transit service gap/demands Consistency w/ long-term fleet management plan Demonstrated benefits/effects: Reduced energy consumption Reduced harmful or direct carbon emissions Planning consistency & local/regional prioritization Financial availability/commitment Project implementation strategy Technical, legal, & financial capacity Autonomous or other innovative vehicle technology safety compliance or exemption/waivers			

**Infrastructure Investment and Jobs Act (IIJA): Fiscal Year (FY) 2022 - 2026**  
**Characteristics of New/Existing USDOT Competitive Discretionary Grant Programs for Planning and Capital Projects**

- Existing Program
- New Program
- Active Solicitation (FY 22 NOFO released)
- FY 22 Solicitation Closed
- FY 22 Solicitation Not Funded (per FY 22 Appropriations)

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

PROGRAM NAME	IIJA SECTION	NEW/ EXISTING	RULE- MAKING	PURPOSE	NCTCOG CONTACT	ELIGIBILITY					FUNDING					GRANT TIMING (FY 2022)				MERIT CRITERIA	AGENCY SUBMITTAL LIMIT/YR	NOTES	WEBSITE(S)
						Recipients	Project Types	Total Amount	Project Cost Limits	Award Limits	Set-Aside Limits	Federal Share	NOFO Release	Solicitation Period/Deadline	Award Announcement	Obligation/ Expenditure							
Port Infrastructure Development Grants	Division J	Existing	Complete	Financial assistance to improve the resiliency of ports to address sea-level rise, flooding, extreme weather events, earthquakes, and tsunami inundations, as well as for projects that reduce or eliminate port-related pollutant or greenhouse gas emissions.	Den Lamers	State Department of Transportation (DOT) Local Government, or a political subdivision Tribal Government Port Authority/Commission, or authoritative agent Special Purpose Transportation District/Authority Multi-jurisdictional group of entities listed above Lead entity above jointly w/ private entities Chartered Public Agency (established by one or more States)	Port gate improvements Road improvements both within & connecting to port Rail improvements both within & connecting to port Berth improvements (docks, wharves, & piers) Fixed landside improvements for cargo operations Utilities necessary for safe operations Combination of activities described above	\$ 2.25 billion (\$ 450 million/yr)	Not specified	Min. - \$ 1 million Max. - N/A	< 25% - single State > 25% - "small projects at small ports": 10% - Max./project < 10% - Development	> 80% - Rural > 80% - Large project grant awards < \$ 10 million > 80% - Small ports under 46 USC 50302(d)	80% - Total	2/28/2022  (Closed for FY 22)	5/16/2022  (75 days)	11/18/2022  (270 days after NOFO release)	Obligation: Available 3 yrs after award announcement Expenditure: Available 5 yrs after obligation	Effects on goods movement Support national/regional economic vitality Cost effectiveness Address port competitiveness & externalities Effects on job creation & labor agreements Address climate change & environmental justice Advance racial equity & reduce opportunity barriers Leverage Federal funding & attract investment Project readiness Technical capacity & project constructability Environmental risks, reviews, & permits Consideration of domestic preferences	1 (All)		<a href="https://www.maritime.dot.gov/PIDParasits">https://www.maritime.dot.gov/PIDParasits</a>		
Bridge Investment Program	11118	New	Complete	Improve bridge (and culvert) condition, safety, efficiency, and reliability.	Christie Gott/Jeff Neal	State Department of Transportation (DOT) Metropolitan Planning Organization (MPO) Local Government Political Subdivision of State/Local Government Special Purpose Transportation District/Authority Tribal Government Multi-State Corridor Organization Federal Land Management Agency (apply jointly w/ State)	Replace, rehabilitate, preserve, or protect bridges on the National Bridge Inventory.  Replace or rehabilitate culverts to improve flood control & habitat connectivity for aquatic species.	\$ 12.5 billion FY 22 - \$ 2.36 billion	"Large" Project: Min. - \$ 100 million Max. - N/A Other Eligible Project: Min. - \$ 2.5 million Max. - < \$ 100 million	"Large" Project: Min. - N/A Max. - < 50% of Cost Other Eligible Project: Min. - N/A Max. - < 80% of Cost	"Large" Projects - > 50% (aggregate)  Culverts - < 5%  Tribal facilities - \$ 100 million	80% - On System 90% - Off System	6/10/2022  (Active)	Planning - 7/25/2022  "Large" Projects - 8/09/2022  "Other Eligible" Projects - 9/08/2022	Not specified  (Likely Jan/Feb 2023)	Obligation: Available 3 yrs after award announcement Construction: Must begin 18 mths after obligation Expenditure: Available 5 yrs after obligation	Address need to improve bridge condition Extent to generate: Avoided costs by closure or reduced use prevention Safety benefits (accident reduction) Person and freight mobility benefits National/regional economic benefits Long-term resiliency/protection from natural events Non-vehicular/public transportation user benefits Innovative design/construction/technology benefits Maintenance cost reduction Demonstrate cost effectiveness Adequate ongoing maintenance/preservation support Transportation Asset Management Plan consistency	Unknown	Option of multi-year funding agreements for "large" projects.	<a href="https://www.fhwa.dot.gov/bridge/bip/index.cfm">https://www.fhwa.dot.gov/bridge/bip/index.cfm</a>			
Wildlife Crossings Pilot Program	11123	New	Pending	Reduce number of wildlife-vehicle collisions and contribute to improved habitat connectivity for terrestrial and aquatic species.	Jeff Neal	State Department of Transportation (DOT) Metropolitan Planning Organization (MPO) Local Government Political Subdivision of State/Local Government Special Purpose Transportation District/Authority Tribal Government Multi-State Corridor Organization Federal Land Management Agency (apply jointly w/ State)	Reduce # of wildlife-vehicle collisions & contribute to improved terrestrial/aquatic species habitat connectivity through accomplishment of: - Leveraging Federal investment - Support local economic/educational opportunities - Incorporation of innovative technologies - Standardize methodologies for collision avoidance - Guidance for mitigation measure evaluations	\$ 350 million (\$ 70 million/yr)	Not specified	Not specified	Rural - > 60%	Not specified	Pending  (Date not specified)	Not specified	Not specified	Not specified	Likelihood of protection for motorists & wildlife Leveraging of Federal investment Supporting local visitation & economic development Incorporating innovative technologies Provision of education/outreach opportunities Monitoring/research for best practice identification	Unknown					
Rural Surface Transportation Grant (RURAL) Program	11133	New	Complete	Improve and expand rural surface transportation infrastructure to generate economic growth and improve quality of life through increased connectivity and enhanced safety/reliability.	Jeff Neal	State Department of Transportation (DOT) Regional Planning Organization (RPO) Local Government Tribal Government Metropolitan Planning Organization (MPO) - only in designated rural areas	Projects eligible under National Highway Performance Program (NHPP), National Highway Freight Program (NHFP), Surface Transportation Block Grant Program (STBG), or Tribal Transportation Program: - Highway, Bridge, tunnel, or Freight projects Highway safety improvements Facility accessibility to support rural area economy On-demand mobility management system/services	\$ 2 billion FY 22 - \$ 300 million	"Large" Project: Min. - \$ 25 million Max. - N/A "Small" Project: Min. - N/A Max. - < \$ 25 million	"Large" Project: Min. - \$ 25 million Max. - N/A "Small" Project: Min. - N/A Max. - < \$ 25 million	"Small" Projects - < 10%  Appalachian Development Highway System - < 25%  Rural Roadway Lane Departures - < 15%	80% - Total  (100% - Appalachian Development Highway System and Denali access system projects)	3/22/2022  (Closed for FY 22)	5/23/2022  (60 days)	Not specified  (Likely Aug/Sept 2022)	Obligation: Available 3 yrs after award announcement Construction: Must begin 18 mths after obligation Expenditure: Available 5 yrs after obligation	Regional economic, mobility, & safety benefits: Address economic development & job creation Enhance recreational & tourism opportunities Coordination to address broadband infrastructure Access to health providers & essential services Cost effectiveness Project feasibility & readiness State of good repair	3 (All)	Released under combined Multimodal Projects Discretionary Grant (MPDG) Program.	<a href="https://www.transportation.gov/grants/mpdg-announcement">https://www.transportation.gov/grants/mpdg-announcement</a>			
Charging & Fueling Infrastructure Program	11401	New	Pending	Strategically deploy publicly accessible electric vehicle charging infrastructure and hydrogen, propane, and natural gas fueling infrastructure, particularly along designated alternate fuel corridors.	Tom Bamonte/Chris Klaus	State, or political subdivision of a State Metropolitan Planning Organization (MPO) Local Government Special Purpose Transportation District/Authority Tribal Government Territorial Government  Private entities (corporation, company, partnership, or non-profit organization) can participate via contract w/ one or more listed public entities	Development phase activities, including feasibility planning, environmental review, preliminary engineering, & preconstruction efforts  Installation and operation (first 5 years) of electric vehicle charging or alternate fueling infrastructure  Traffic control devices for directional information/access to electric vehicle charging or alternate fueling infrastructure	\$ 2.5 billion FY 22 - \$ 300 million FY 23 - \$ 400 million FY 24 - \$ 500 million FY 25 - \$ 600 million FY 26 - \$ 700 million	Not specified	Max. - \$ 15 million  Education/community engagement efforts - < 5%	50% set-aside to install EV charging and alternate fueling infrastructure on public roads or in parking facilities at publicly accessible locations  50% set-aside for infrastructure along FHWA-designated alternate fuel corridors	80% - Total	Pending  (Date not specified)	Not specified	Not specified	Not specified	Extent for improving alternate fuel corridor networks: Corridor infrastructure demand readiness Meet current/anticipated market demands Accelerate construction unlikely without Federal aid Support a long-term competitive market Provide access to areas of current/forecasted need Support intermodal freight deployment Support alternate fuel geographic diversity Private entity experience & financial capacity	Unknown	Requirement to redesignate alternate fuel corridors and establish process for regular redesignation.	<a href="https://www.transportation.gov/rural/ev/ig-alkit/ev-infrastructure-funding-and-financing/federal-funding-programs">https://www.transportation.gov/rural/ev/ig-alkit/ev-infrastructure-funding-and-financing/federal-funding-programs</a>			
Reduction of Truck Emissions at Port Facilities	11402	New	Pending	Reduce truck idling and emissions at ports, including through the advancement of port electrification.	N/A	Not specified	Extent for accomplishing reduction of port-related emissions	\$ 400 million (\$ 80 million/yr)	Not specified	Not specified	Not specified	80% - Total 80% - Award	Pending  (Date not specified)	Not specified	Not specified	Not specified	Not specified	Participation in study addressing how ports benefit from increased emission reduction prospects, incl. contributions from emerging technology.					



**Infrastructure Investment and Jobs Act (IIJA): Fiscal Year (FY) 2022 - 2026**  
**Characteristics of New/Existing USDOT Competitive Discretionary Grant Programs for Planning and Capital Projects**

- Existing Program
- New Program
- Active Solicitation (FY 22 NOFO released)
- FY 22 Solicitation Closed
- FY 22 Solicitation Not Funded (per FY 22 Appropriations)

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

PROGRAM NAME	IIJA SECTION	NEW/ EXISTING	RULE- MAKING	PURPOSE	NCTCOG CONTACT	ELIGIBILITY		FUNDING					GRANT TIMING (FY 2022)				MERIT CRITERIA	AGENCY SUBMITTAL LIMIT/YR	NOTES	WEBSITE(S)
						Recipients	Project Types	Total Amount	Project Cost Limits	Award Limits	Set-Aside Limits	Federal Share	NOFO Release	Solicitation Period/Deadline	Award Announcement	Obligation/ Expenditure				
<b>Congestion Relief Program</b>	11404	New	Pending	Advance innovative, integrated, and multimodal solutions to reduce congestion and related economic/environmental costs.	Natalie Betger	For urbanized area w/ population > 1 million: State Department of Transportation (DOT) Metropolitan Planning Organization (MPO) Local Government	Planning, design, deployment, and operation of: Integrated congestion management systems HOV/toll electronic pricing/enforcement strategies Alternate mode/peak travel incentive programs Interstate System tolling (Secretary approved)	\$ 250 million (\$ 50 million/yr)	Not specified	Min. - \$10 million Max. - N/A	Not specified	80% - Total 80% - Award	Pending (Date not specified)	Not specified	Not specified	Not specified	Reduce highway congestion, associated economic costs and environmental costs/emissions, and optimize usage of highway/transit systems through: Intermodal integration w/ highway performance Reducing/shifting user travel times and/or modes Pricing of parking, roadway use, and/or congestion	Unknown	OST may not approve use of Interstate System tolls under program in more than 10 urbanized areas.	
<b>Promoting Resilient Operations for Transformative, Efficient, &amp; Cost-Saving Transportation Projects (PROTECT)</b>	11405	New	Pending	Enabling communities to assess vulnerabilities to current and future weather/climate events, plan transportation improvements and emergency response strategies to address those vulnerabilities, and protect surface transportation assets to provide greater resiliency, continued operation, rapid recovery, and improved ecosystem conditions against those events.	Natalie Betger/ Dan Lamers/ Jeff Neal	State Department of Transportation (DOT) Metropolitan Planning Organization (MPO) Local Government Political Subdivision of State/Local Government Special Purpose Transportation District/Authority Tribal Government Federal Land Management Agency (apply jointly w/ State)	Resilience planning activities, including resilience improvement plans, evacuation planning/preparation, & capacity-building Construction of (or improvement to) evacuation routes Resiliency-based construction activities Highway, transit, intercity passenger rail, & port facilities	\$ 1.4 billion (\$ 280 million/yr)	Not specified	Not specified	New capacity - < 40% Planning grants - < 10% Passenger rail - < 25% (Intercity) Tribal projects - > 2% Rural - > 25%	80% - Total (capital) 100% - Total (planning) 100% - Tribes	Pending (Date not specified)	Not specified	Not specified	Not specified	Resilience Improvement Grants: Cost effectiveness Address vulnerable assets w/ high impact risk Resiliency improvement plan inclusion Community Resilience and Evacuation Route Grants: Cost effectiveness Address current/future evacuation vulnerabilities Incorporate development/demographic projections At-Risk Coastal Infrastructure Grants Cost effectiveness Address current/future natural disaster risks Reduce long-term infrastructure costs Access to coastal residences/businesses/assets Prioritize first responder & evacuation route access	Unknown	Federal share can increase by 7% if recipient develops a resiliency improvement plan, & by 3% more if that plan is incorporated into a State, MPO, or RPO long-range transportation plan.	
<b>Healthy Streets Program</b>	11406	New	Pending	Advancing projects to mitigate urban heat islands, improve air quality, and lower impact risks to streets by reducing the extent of impervious surfaces that contribute to excessive stormwater runoff and extreme heat.	Jeff Neal/ Karla Windsor	State Department of Transportation (DOT) Metropolitan Planning Organization (MPO) Local Government Tribal Government Non-Profit Organization (apply jointly w/ above entities)	Urban heat island assessment of "hot spot areas" Comprehensive tree canopy inventory/assessment Equity assessment of tree canopy gaps, flood-prone locations, & "hot spot areas" compared to public/active transportation facilities & disadvantaged communities Investment planning to address heat island, flooding, & tree canopy gap assessments Purchasing/deployment of "cool" and/or porous pavements in pedestrian-only and/or low-volume/ speed vehicular use areas Tree (native species) purchasing, site preparation, planting, maintenance/monitoring for projects in neighborhoods w/ comparatively low tree cover or higher maximum daytime summer temperatures Underground infrastructure assessments coordinated with local transportation/utility providers Hiring staff to conduct all above activities	\$ 500 million (\$ 100 million/yr)	Not specified	Max. - \$ 15 million	Urban - 80%	80% - Total 100% - Economic hardship (OST)	Pending (Expected FY 23)	Not specified	Not specified	Not specified	Not specified	Unknown	Priority given to entities where proposed projects are in disadvantaged communities, community benefits agreements, or youth/conservation corps partnerships.	
<b>Stopping Threats on Pedestrians</b>	11502	New	Pending	Pilot program assisting State and local government entities with bollard installation projects designed to prevent pedestrian injuries and terrorism acts in high-volume pedestrian areas.	N/A	State, or political subdivision of a State Local Government	Bollard installation projects on Federal-aid eligible highways	\$ 25 million (\$ 5 million/yr)	Not specified	Not specified	Not specified	100% - Total	Pending (Date not specified)	Not specified	Not specified	Not specified	Not specified	Unknown	Application must contain description of project, installation area, pedestrian injury or terrorism risks, and risk mitigation analysis with respect to proposed project.	
<b>Reconnecting Communities Pilot Program: Planning Grants</b>	11509	New	Complete	Pilot program to study, design, and/or construct removal, retrofit, or mitigation of highway or other transportation facility alleviating/eliminating community mobility, access, or economic development barriers due to high	Jeff Neal	State, or political subdivision of a State Metropolitan Planning Organization (MPO) Local Government Tribal Government Non-Profit Organization	Regarding a limited access highway, viaduct, or principal arterial facility: Planning/feasibility study evaluating potential of removal, retrofit, or mitigation to restore community connectivity Public engagement or other advanced planning efforts facilitating input on plans for removal or conversion	\$ 250 million FY 22 - \$ 50 million	Not specified	Min. - N/A Max. - \$ 2 million	Not specified	80% - Total	6/30/2022 (Active)	10/13/2022 (105 days)	Not specified (Likely March/April 2023)	Obligation: 9/30/2025 (FY 22) Expenditure: Not specified	Equity, Environmental Justice, & Community Engagement Mobility & Community Connectivity Community Stewardship, Management & Partnerships Equitable Land/Labor Development & Shared Property Project Readiness Benefit Cost Analysis (Capital Construction Grant only)	3 (All)		<a href="https://www.transportation.gov/grants/reconnecting-communities">https://www.transportation.gov/grants/reconnecting-communities</a>

**Infrastructure Investment and Jobs Act (IIJA): Fiscal Year (FY) 2022 - 2026**  
**Characteristics of New/Existing USDOT Competitive Discretionary Grant Programs for Planning and Capital Projects**

- Existing Program
- New Program
- Active Solicitation (FY 22 NOFO released)
- FY 22 Solicitation Closed
- FY 22 Solicitation Not Funded (per FY 22 Appropriations)

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

PROGRAM NAME	IIJA SECTION	NEW/ EXISTING	RULE- MAKING	PURPOSE	NCTCOG CONTACT	ELIGIBILITY					FUNDING					GRANT TIMING (FY 2022)				MERIT CRITERIA	AGENCY SUBMITTAL LIMIT/YR	NOTES	WEBSITE(S)
						Recipients	Project Types	Total Amount	Project Cost Limits	Award Limits	Set-Aside Limits	Federal Share	NOFO Release	Solicitation Period/Deadline	Award Announcement	Obligation/ Expenditure							
Reconnecting Communities Pilot Program: Capital Construction Grants				speeds, grade separations, or other engineering factors.			Regarding a limited access highway, viaduct, or principal arterial facility:  Construction to remove, retrofit, or mitigate facility  Replacement w/ new eligible context-sensitive facility that restores community connectivity	\$ 750 million  FY 22 - \$ 145 million	Not specified	Min. - \$ 5 million Max. - N/A	Not specified	50% - Grant 80% - Total										All necessary feasibility studies & other planning activities completed (pre-requisite).  Eligible applicants must be the owner(s) of the eligible facility proposed in the project.	
Invasive Plant Elimination Program	11522	New	Pending	Provide grants to eliminate or control existing invasive plants or prevent introduction of or encroachment by new invasive plants along and in areas adjacent to transportation corridor rights-of-way (ROW).	N/A	State Department of Transportation (DOT)	Activities to eliminate or control existing invasive plants or prevent introduction of or encroachment by new invasive plants along & in areas adjacent to transportation corridor rights-of-way (ROW). May only be used for costs related to mowing if identified as best means of treatment according to best management practices or used in conjunction w/ other treatments.	\$ 250 million (\$ 50 million/yr)	Not specified	Not specified	< 10% - Equipment purchasing  < 5% - Administrative/ Indirect costs	50% - Total  75% - Project utilizes revegetation w/ native plants and wildflowers	Pending  (Date not specified)	Not specified	Not specified	Not specified	Not specified	Not specified					
Active Transportation Infrastructure Investment Program	11529	New	Pending	Provide grants to construct eligible projects that provide safe and connected active transportation facilities in an active transportation spine or network.	Karla Windsor	State, or political subdivision of a State Metropolitan Planning Organization (MPO) Regional Planning Organization (RPO) Multi-County Special District Local Government Tribal Government Multi-State Group of Governments	Active transportation project or group of projects within or between a community or group of communities (at least one of which within recipient's jurisdiction)	\$ 1 billion (\$ 200 million/yr)	Min. - \$ 100,000 (Planning grants)  Min. - \$ 15 million (Capital grants)		\$ 3 million - Planning grants  > 30% - Active network connectivity  > 30% - Active "spines"	80% - Total  100% - If majority of census tracts have poverty rate > 40%	Pending  (Expected FY 23)	60 days	150 days after NOFO release	Not specified	Connect destinations within/between communities Integration w/ transit services Community support & implementation commitments Facilitating increased community walking/biking Extent of matching funds & land/in-kind contributions Address disparate disadvantaged area safety/access	Unknown			<a href="https://www.rghlstate.ils.gov/policy/trilliana/actform/active-transportation-infrastructure-investment-program/">https://www.rghlstate.ils.gov/policy/trilliana/actform/active-transportation-infrastructure-investment-program/</a>		
Strategic Innovation for Revenue Collection Pilot Program	13001	New	Pending	Test the feasibility of a road usage fee and other user-based alternate revenue mechanisms to help maintain the long-term solvency of the Highway Trust Fund.	Natalie Belter/ Dan Lamers	State Department of Transportation (DOT) Metropolitan Planning Organization (MPO) Local Government Groups of State DOTs, MPOs, or Local Governments	Projects must address one or more of the following:  Test design, acceptance, equity, & adoption of user-based alternate revenue mechanisms  Quantify & minimize relevant administrative costs  Test viability, reliability, & security data/fee collection solutions, including by third-party vendors  Public education/outreach to increase public need awareness for alternate revenue mechanisms  Evaluate compliance & enforcement ease of varied implementation approaches for different users  Consider innovative uses for revenue collection, including use of an alternate fuel station network  Evaluate imposition impacts on transportation revenues/costs, personal mobility, driving patterns, & congestion (freight & passenger vehicles)  Evaluate integration options w/ nationwide transportation revenue collection/regulations (including toll platforms or other relevant revenue mechanisms)	\$ 75 million (\$ 15 million/yr)	Not specified	Not specified	Not specified	80% - Total  70% - Repeat Grantee	Pending  (Date not specified)	Not specified	Not specified	Not specified	Not specified				<a href="https://highways.dot.gov/research/about/legislation-budget/budget">https://highways.dot.gov/research/about/legislation-budget/budget</a>		
Advanced Transportation Technologies & Innovative Mobility Deployment (ATTIMD) Program	13006	New	Pending	Deploy, install, and operate advanced transportation technologies to improve safety, mobility, efficiency, system performance, intermodal connectivity, and infrastructure return on investment (ROI).	Natalie Belter/ Tom Bemente	State Department of Transportation (DOT) Metropolitan Planning Organization (MPO) Local Government Transit Agency Consortium of Research or Academic Institutions Multi-Jurisdictional Group of Above Entities	Advanced systems/technology performing the following:  Traveler information; transportation/corridor management; improving evacuation/response by Federal/State/Local authorities; asset condition assessment/monitoring/maintenance; public transportation management; performance data collection/analysis/dissemination; collision avoidance (incl. vehicle-to-vehicle & vehicle-to-infrastructure communications); ITS integration w/ Smart Grid & other energy distribution; charging infrastructure; parking reservation or variable pricing; electronic pricing/toll collection/payment apparatus; enhancement of HOV/cordon/congestion pricing initiatives; mobility/access/on-demand applications supporting human services for elderly/disabled individuals	\$ 300 million (\$ 60 million/yr)	Not specified	< 20% (single recipient)	> 20% Rural  \$ 2 million/yr: Reporting, evaluation, & administrative costs  Awards to not less than 5 and not more than 10 eligible entities/yr	80% - Total	Pending  (Date not specified)	Not specified	Not specified	Not specified	Improve mobility of people/goods Improve transportation infrastructure durability/lifecycle Monitor assets to improve management/state of repair Reduce costs & ROI Deliver environmental benefits by congestion alleviation Measure/improve network operational performance Reduce number/severity of all-user crashes Facilitate multimodal account-based payment integration Deliver economic benefits via efficiency/reliability Expedite autonomous & collision avoidance technologies Incentivize demand-based traveler trip sharing/shifting  Collect, disseminate, & use real-time traffic, work zone, weather, transit/paratransit, parking, and other information to accomplish above improvements	Unknown	Previously known as Advanced Transportation and Congestion Management Technologies Deployment (ATCMD) Program under FAST Act.				

**Infrastructure Investment and Jobs Act (IIJA): Fiscal Year (FY) 2022 - 2026  
Characteristics of New/Existing USDOT Competitive Discretionary Grant Programs for Planning and Capital Projects**

- Existing Program
- New Program
- Active Solicitation (FY 22 NOFO released)
- FY 22 Solicitation Closed
- FY 22 Solicitation Not Funded (per FY 22 Appropriations)

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

PROGRAM NAME	IIJA SECTION	NEW/ EXISTING	RULE- MAKING	PURPOSE	NCTCOG CONTACT	ELIGIBILITY					FUNDING				GRANT TIMING (FY 2022)				AGENCY SUBMITTAL LIMIT/YR	NOTES	WEBSITE(S)
						Recipients	Project Types	Total Amount	Project Cost Limits	Award Limits	Set-Aside Limits	Federal Share	NOFO Release	Solicitation Period/Deadline	Award Announcement	Obligation/ Expenditure	MERIT CRITERIA				
Multi-State Freight Corridor Planning	21106	New	Pending	Provide grants to existing multi-State freight compacts, or States seeking to form a multi-State freight compact, as a strategy to improve a route/corridor that is part of the National Multimodal Freight Network.	N/A	Multi-State Freight Compact, which shall include State Departments of Transportation (DOT) plus the following public/private sector entities w/ freight mobility interests:  Ports, Freight Railroads, Shippers, Carriers, Freight-Related Associations, Third-Party Logistics Providers, Freight Industry Workforce, Environmental Organizations, Community Organizations, and/or Local Governments	2-year operation of the Multi-State Freight Compact	\$ 25 million (\$ 5 million/yr)	Not specified	< \$ 1 million (Existing) < \$ 2 million (New)	Not specified	50% - Existing 75% - New	Pending  (Date not specified)	Not specified	Not specified	Not specified	Not specified				
National Infrastructure Project Assistance (MEGA) Program	21201	New	Complete	Provide single or multi-year grants for projects likely to generate national or regional economic, mobility, and safety benefits, but would not be achievable without substantial financial assistance.	Jeff Neal	State Department of Transportation (DOT) Metropolitan Planning Organization (MPO) Local Government Political Subdivision of State/Local Government Special Purpose Transportation District/Authority Tribal Government Amtrak Partnership (with one or more of the above entities)	Highway/bridge project on the National Multimodal Freight Network (NMFN), National Highway Freight Network (NHFN) or National Highway System (NHS)  Freight intermodal (including public ports) or freight rail project providing public benefit  Railway-highway grade separation/elimination project  Intercity passenger rail project  Public transportation project that is part of projects described above  Grouping, combination, or program of inter-related, connected, or dependent projects described above	\$ 10 billion FY 22 - \$ 1 billion	"Large" Project: Min. - \$ 100 million Max. - < \$ 500 million  "Larger" Project: Min. - \$ 500 million Max. - N/A	Min. - Not Specified Max. - > 60% of Cost	50% - "Large" Projects 50% - "Larger" Projects	< 60% - Grant 80% - Total	3/22/2022  (Closed for FY 22)	5/23/2022  (60 days)	Not specified  (Likely Aug/Sept 2022)	Obligation: Available 3 yrs after award announcement  Construction: Must begin 18 mths after obligation  Expenditure: Available 5 yrs after obligation	Generate strong economy/mobility/safety benefits Demonstrate need for significant Federal funding Cost-effectiveness Capacity of non-Federal funding commitments Recipient legal, technical, & financial capacity Support achieving a state a good repair Extent of project benefits to generate: - Avoided costs by closure or reduced use prevention - Reduced lifecycle maintenance costs - Reduced serious injuries, fatalities, & related costs Improved person/freight mobility and reliability Improved air quality & health impacts Improved resilience & stormwater runoff effects Volumes of supported people/freight movements Short/long-term job access, growth, or creation Innovative build materials & operations technologies Historically disadvantaged/poverty area benefits Multimodal user benefits & accommodations National/regional multimodal connectivity	3 (All)	\$ 5 billion appropriated by IIJA. Released under combined Multimodal Projects Discretionary Grant (MPDG) Program.	<a href="https://www.transportation.gov/grants/mpdg-announcement">https://www.transportation.gov/grants/mpdg-announcement</a>	
National Culvert Removal, Replacement, & Restoration Grant Program	21203	New	Pending	Award grants for the removal, repair, or replacement of culverts or weirs that meaningfully improve or restore passage for anadromous fish.	N/A	State Department of Transportation (DOT) Local Government Tribal Government	Project opening up more than 200 meters of upstream habitat or improve fish passage for:  Anadromous fish species listed as an endangered or threatened species  Anadromous fish stocks identified by the Undersecretary or Director that could reasonably become listed as an endangered or threatened species  Anadromous fish stocks identified as prey for endangered, threatened, or protected species  Anadromous fish stocks identified by the Undersecretary or Director as climate resilient stocks	\$ 4 billion (\$ 800 million/yr)	Not specified	Not specified	Not specified	80% - Total	Pending  (Expected Sept 2022)	Not specified	Not specified	Not specified	Not specified	\$ 1 billion appropriated by IIJA.			
Railroad Crossing Elimination Program	22104/22305	New	Complete	Award grants for highway-rail or pathway-rail crossing improvement projects that focus on improving the safety and mobility of people and goods.	Dan Lamers	State Department of Transportation (DOT) Territorial Government Political Subdivision of State/Territorial Government Metropolitan Planning Organization (MPO) Local Government Tribal Government Public Port Authority Group of above entities	Grade separation or closure, including use of a bridge, tunnel, embankment, or combination thereof  Track relocation  Improvement/installation of protective devices, signs, or other safety measures related to above project types  Other means or related group projects to improve the safety and mobility of people and goods  Planning, environmental review, & design/engineering for above project types	\$ 3 billion FY 22 - \$ 573.3 million	Not specified	Min. - \$ 1 million (except planning grant)	Planning Grants: Total - \$ 18 million (Rural/Tribal - > 25%)  Capital Grants: Rural/Tribal - \$ 114.65 million Counties < 20 residents/sq. mile - \$ 5.73 million Each State - \$ 114.65 million	80% - Total	7/6/2022  (Active)	10/4/2022  (90 days)	Not specified	Not specified	Eligibility, Completeness, & Applicant Risk Project Benefits Technical Merit Selection Criteria Safety Equitable Economic Strength & Improving Core Assets Equity & Barriers to Opportunity Climate Change & Sustainability Transformation of Transportation Infrastructure Eliminating Crossings Via Corridor Improvements Geographic Diversity	Not specified	\$ 3 billion appropriated by IIJA.	<a href="https://www.transportation.gov/programs/and-grants/railroad-crossing-elimination-program">Railroad Crossing Elimination Grant Program   FRA .dot.gov</a>	
Federal-State Partnership for Intercity Passenger Rail Grants	22106/22307	New	Complete	Projects to expand intercity passenger rail and improve state of good repair.	Dan Lamers/ Shannon Stevenson	State Department of Transportation (DOT) Group of State DOTs Interstate Compact Amtrak or other Intercity Rail Passenger Carrier Tribal Government Public Agency/Chartered Authority (established by 1 or more States)	Replace, rehabilitate, or repair intercity passenger rail infrastructure, equipment, or a facility to bring such assets into a state of good repair  Reduce trip times, increase train frequency, boost operating speeds, improve reliability, expand capacity, reduce congestion, add electrification, and/or other intercity passenger rail improvements  Expand/establish new intercity passenger rail service  Group of related projects described above  Planning, environmental studies, & final design for a project or group of projects described above	\$ 7.5 billion (\$ 1.5 billion/yr)	Not specified	Min. - \$ 80 million	> 45% - NE Corridor project inventory  > 45% - Not on NE Corridor (> 20% benefits long-distance route)  < 5% - Planning studies	80% - Total	12/10/2021  (Closed for FY22)	3/7/2022  (90 days)	Not specified	Not specified	Eligibility, completeness, & applicant risk review Technical merit: - Appropriateness to achieve expected outcomes - Qualifications/experience & execution capacity - Private sector participation in business plan - Construction & maintenance capacity/willingness - Past performance & prior financial contributions - Project readiness & completion of prerequisites - Legal consistency w/ planning guidance/documents - Project benefits/effects - System/service performance & trip/transit times - Safety, competitiveness, reliability, & resilience - Improved multimodal integration efficiencies - Ability to meet existing/anticipated demand		Advanced General Fund appropriations to add extra \$ 36 billion to this program (non-competitive grant investment).		

**Infrastructure Investment and Jobs Act (IIJA): Fiscal Year (FY) 2022 - 2026  
Characteristics of New/Existing USDOT Competitive Discretionary Grant Programs for Planning and Capital Projects**

- Existing Program
- New Program
- Active Solicitation (FY 22 NOFO released)
- FY 22 Solicitation Closed
- FY 22 Solicitation Not Funded (per FY 22 Appropriations)

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

PROGRAM NAME	IIJA SECTION	NEW/ EXISTING	RULE- MAKING	PURPOSE	NCTCOG CONTACT	ELIGIBILITY		FUNDING					GRANT TIMING (FY 2022)				MERIT CRITERIA	AGENCY SUBMITTAL LIMIT/YR	NOTES	WEBSITE(S)
						Recipients	Project Types	Total Amount	Project Cost Limits	Award Limits	Set-Aside Limits	Federal Share	NOFO Release	Solicitation Period/Deadline	Award Announcement	Obligation/ Expenditure				
Interstate Rail Compacts Grant Program	22306	New	Pending	Financial assistance to entities pursuing interstate rail compacts pursuant to section 410 of the Amtrak Reform and Accountability Act of 1997.	N/A	For interstate rail compact entities: State, or political subdivision of a State Group of States Amtrak or other Intercity Rail Passenger Carrier	For implementing interstate rail compacts. Costs of administration System planning, including studies of freight rail operations & ridership impacts Promotion of intercity passenger rail operation Competitive Federal grant application preparation Operations coordination	\$ 15 million (\$ 3 million/yr)	Not specified	Max. - \$ 1 million	10 grants/year	80% - Total	Pending (Date not specified)	Not specified	Not specified	Not specified	Not specified			
Safe Streets & Roads for All (SS4A) Grant Program: Action Plan Grants	24112	New	Complete	Supporting efforts to advance "Vision Zero" safety plans and other complete street improvements to reduce crashes and fatalities, especially for cyclists and pedestrians.	Karla Windsor	Metropolitan Planning Organization (MPO)	Develop a comprehensive safety action plan	\$ 2 billion	Min. - \$ 250,000 (All)	Min. - \$ 200,000 (All)	< 1.5% - single State	80% - Total	5/16/2022 (Active)	9/15/2022 (120 days)	Not specified (Likely Dec 2022/Jan 2023)	Obligation: 1 yr after award announcement Expenditure: 2 yrs after obligation	Safety Impact: Decreased roadway fatality count Decreased fatality rate Equity: Pop. % in Underserved Community Census Tract Additional Safety Considerations: Employ low-cost, high-impact strategies Engage variety of public/private stakeholders Seek to adopt innovative technologies/strategies Include evidence-based projects/strategies Budget Costs	1 (All)	Applicants must complete Action Plan self-certification eligibility worksheet from NOFO. Applicants may not apply for Implementation Grant without eligible Action Plan. Applicants must have agreement w/ roadway facility owner and/or maintenance agent (e.g. State DOT).	<a href="https://www.transit.dot.gov/grants/SS4A">https://www.transit.dot.gov/grants/SS4A</a>
Local Government Tribal Government Multi-jurisdictional group of entities listed above						Conduct planning, design, and other developmental activities for projects and strategies identified in a comprehensive safety action plan	FY 22 - \$ 400 million		Max. - \$ 1 million (Local/Tribal) Max. - \$ 5 million (MPO/Group)											
Safe Streets & Roads for All (SS4A) Grant Program: Implementation Grants						Implement projects and strategies identified in a comprehensive safety action plan		\$ 3 billion	Min. - \$ 6.25 million (All)	Min. - \$ 3 million (Local - Rural/Tribal) Min. - \$ 5 million (Local - Urban/MPO/Group) Max. - \$ 30 million (Local Rural/Urban/ Tribal) Max. - \$ 50 million (MPO/Group)	< 1.5% - single State	80% - Total				Obligation: 1 yr after award announcement Expenditure: 5 yrs after obligation				
Strengthening Mobility & Revolving Transportation (SMART) Program	25005	New	Pending	Provide grants to conduct demonstration projects focused on advanced smart city or community technologies and systems to improve transportation efficiency and safety.	Tom Bamonte	State Department of Transportation (DOT) Metropolitan Planning Organization (MPO) Local Government Tribal Government Public Transit Agency/Authority Public Toll Authority Groups of entities listed above	Coordinated automation Connected vehicles Intelligent sensor-based infrastructure Intelligent transportation system integration Technology-based commerce delivery & logistics Leveraging use of innovative aviation technology Smart grid development/deployment Smart-technology traffic signal deployment	\$ 500 million (\$ 100 million/yr)	Not specified	Not specified	40% - Large communities (> 400k pop.) 30% - Midsize communities (200k < pop. < 400k) 30% - Regional partnerships and Rural communities (outside > 200k pop. Urbanized Area)		Pending (Expected Sept 2022)	Not specified	Not specified	Not specified	Integration capabilities of public transit options Conductive population density & transportation needs Leadership & functional capacity continuity Public open data sharing commitments Public/private sector delivery likelihood Advanced data/technology contributing to: Reduced public/commerce congestion delay Improved safety & integrated multimodal systems Improved education, jobs, & health care access Underserved population connectivity & cost savings Medium/long-term economic competitiveness Improved transportation system reliability Broad public system connected vehicle connectivity Improved energy efficient & pollution reduction Increased transportation system resiliency Incentivized private investments/partnerships, including w/ telecommunication service providers	Unknown		

**Infrastructure Investment and Jobs Act (IIJA): Fiscal Year (FY) 2022 - 2026  
Characteristics of New/Existing USDOT Competitive Discretionary Grant Programs for Planning and Capital Projects**

- Existing Program
- New Program
- Active Solicitation (FY 22 NOFO released)
- FY 22 Solicitation Closed
- FY 22 Solicitation Not Funded (per FY 22 Appropriations)

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

PROGRAM NAME	IIJA SECTION	NEW/EXISTING	RULE-MAKING	PURPOSE	NCTCOG CONTACT	ELIGIBILITY		FUNDING					GRANT TIMING (FY 2022)				MERIT CRITERIA	AGENCY SUBMITTAL LIMIT/YR	NOTES	WEBSITE(S)
						Recipients	Project Types	Total Amount	Project Cost Limits	Award Limits	Set-Aside Limits	Federal Share	NOFO Release	Solicitation Period/Deadline	Award Announcement	Obligation/Expenditure				
<b>Assistance for Local Emergency Response Training (ALERT) Grant Program</b>	26002	New	Pending	Develop and provide training on hazardous materials responses.	N/A	Non-Profit Organization: Representing first responders or public officials responsible for coordinating disaster response Able to provide direct or web-based training to individuals responding to accidents and hazardous materials incidents	Develop hazardous materials response training curriculum, both for direct training & in electronic format for web-based training	\$ 25 million (\$ 5 million/yr)	Not specified	Not specified	Not specified	Not specified	Pending  (Date not specified)	30 days	Not specified	Obligation: Available 30 days after award announcement  Expenditure: 12 months after obligation	Program evaluation: Training capacity for first responder target area Inclusion of rural area training plan Training inclusion of hazardous material transport Gap assessment of hazmat responder training Allowable, allocable, & reasonable activities Clear communication of project activity timeline Description/effectiveness of training delivery model Impacts on reducing risk & enhancing hazmat safety Monitoring & evaluation strategy for success Competitiveness of training cost per individual Technical evaluation: Curriculum regulation/standards compliance Identify critical-need hazmat responder locations Applicant curriculum development expertise Ability to deliver effective "train the trainer" course		Funding to be derived from recovered funds out of State/Tribal grants authorized in 49 USC 5116.	
<b>Rail Vehicle Replacement</b>	30016	New	Complete	Financial assistance for the replacement of rail rolling stock.	N/A	State, or a political subdivision of a State Local Government Public Transit Agency/Authority	Replacement of rail vehicles:  If age/condition of rail rolling stock has exceeded or will exceed useful service life within 5 years  If replacement is listed as a priority in the rail investment portion of the Transit Asset Management Plan	\$ 1.5 billion (\$ 300 million/yr)	Not specified	Multi-year agreements possible (up to 3 consecutive fiscal years)  Max. - 3 new awards/yr	Not specified	50% - Grant 80% - Total	12/10/2021  (Closed for FY22)	3/7/2022  (90 days)	Not specified	Not specified	Eligibility, completeness, & applicant risk review Technical merit: Appropriateness to achieve expected outcomes Qualifications/experience & execution capacity Consideration of private sector participation Construction & maintenance capability/willingness Past performance & prior financial contributions Project readiness & completion of prerequisites Legal consistency w/ planning guidance/documents Project benefits/effects: System/service performance & trip/transit time Safety, competitiveness, reliability, & resilience Improved multimodal integration efficiencies Ability to meet existing/anticipated demand			
<b>Passenger Ferry Grant Program</b>	30017	New	Complete	Capital projects to support passenger ferry service in urban areas.	N/A	State, or a political subdivision of a State Local Government Public Transit Agency/Authority Tribal Government	Support existing ferry service  Establish new ferry service  Repair/modernize ferry boats, terminals, & related facilities/equipment	\$ 150 million  FY 22 - \$ 36.5 million	Not specified	Not specified	Not specified	80% - Total  90% - Vehicle-related equipment for CAA/ADA compliance (net cost)	7/8/2022  (Active)	9/6/2022  (60 days)	Not specified	Obligation: Available 12 months after award announcement (preferred)  Expenditure: Not specified	Demonstrated need: Age, condition, & performance of assets Degree of fleet maintenance/condition upgrades Degree of addressing capacity constraints Current/anticipated ridership demand support Demonstrated benefits/effects: System safety & state of good repair Added multimodal integration & trip options Emissions reduction Planning & local/regional prioritization Local financial commitment Project implementation strategy Technical, legal, & financial capacity			
<b>Electric or Low-Emission Ferries</b>	71102	New	Complete	Provide grants for purchases of electric or low-emitting ferries, and electrification or emission-reduction measures/equipment for existing ferries.	N/A	State, or a political subdivision of a State Local Government Public Transit Agency/Authority Tribal Government	Projects supporting the transition of passenger ferries to low- or zero-emission technology	\$ 250 million  FY 22 - \$ 49 million	Not specified	Not specified	Not specified	85% - Acquiring clean/alternative-fuel vehicles	7/8/2022  (Active)	9/6/2022  (60 days)	Not specified	Obligation: Available 12 months after award announcement (preferred)  Expenditure: Not specified	Demonstrated need: Age, condition, & performance of assets Degree of fleet maintenance/condition upgrades Degree of addressing capacity constraints Current/anticipated ridership demand support Demonstrated benefits/effects: System safety & state of good repair Added multimodal integration & trip options Emissions reduction Planning & local/regional prioritization Local financial commitment Project implementation strategy Technical, legal, & financial capacity			
<b>All Stations Accessibility Program</b>	Division J	New	Pending	Funding to upgrade accessibility to rail stations.	N/A	State, or a political subdivision of a State Local Government Public Transit Agency/Authority	Projects to upgrade the accessibility of legacy rail fixed guideway public transportation systems for persons w/ disabilities	\$ 1.75 billion (\$ 350 million/yr)	Not specified	Not specified	Not specified	90% - Total	Pending  (Expected July 2022)	Not specified	Not specified	Not specified	Not specified			<a href="https://www.transit.dot.gov/funding/grants/fact-sheet-all-stations-accessibility-program">https://www.transit.dot.gov/funding/grants/fact-sheet-all-stations-accessibility-program</a>
<b>Natural Gas Distribution Infrastructure Safety &amp; Modernization Grant Program</b>	Division J	New	Complete	Provide grants to modernize natural gas pipelines.	N/A	Municipal or Community-Owned Utility Provider (not including for-profit entities)	Projects to repair, rehabilitate, or replace natural gas distribution pipeline systems  Acquire pipeline system-related equipment to reduce incidents, fatalities, & avoid economic losses	\$ 1 billion  FY 22 - \$ 196 million	Not specified	Not specified	Not specified	Not specified	3/24/2022  (Active)	7/25/2022  (60 days)	270 days after NOFO release	Not specified	Reduce risk of leakage Help protect environment Create jobs & provide positive economic impact Benefit disadvantaged rural/urban communities			<a href="https://www.phmsa.dot.gov/grants/pipeline/natural-gas-distribution-infrastructure-safety-and-modernization-grants">https://www.phmsa.dot.gov/grants/pipeline/natural-gas-distribution-infrastructure-safety-and-modernization-grants</a>

**Infrastructure Investment and Jobs Act (IIJA): Fiscal Year (FY) 2022 - 2026  
 Characteristics of New/Existing USDOT Competitive Discretionary Grant Programs for Planning and Capital Projects**

- Existing Program
- New Program
- Active Solicitation (FY 22 NOFO released)
- FY 22 Solicitation Closed
- FY 22 Solicitation Not Funded (per FY 22 Appropriations)

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

PROGRAM NAME	IIJA SECTION	NEW/ EXISTING	RULE- MAKING	PURPOSE	NCTCOG CONTACT	ELIGIBILITY		FUNDING					GRANT TIMING (FY 2022)				MERIT CRITERIA	AGENCY SUBMITTAL LIMIT/YR	NOTES	WEBSITE(S)
						Recipients	Project Types	Total Amount	Project Cost Limits	Award Limits	Set-Aside Limits	Federal Share	NOFO Release	Solicitation Period/Deadline	Award Announcement	Obligation/ Expenditure				
Airport Infrastructure Grants Program: Airport Terminal Program	Division J	New	Complete	Financial assistance for existing and new terminal buildings and terminal access projects.	N/A	Commercial Airports (all sizes)	Projects to increase commercial airport capacity & accessibility	\$ 5 billion FY 22 - \$ 1 billion	Not specified	Not specified	Not specified	80% - Large/ medium hubs  95% - Small, non-hub, and non-primary airports	2/22/2022  (Closed for FY 22)	3/28/2022  (30 days)	Not specified	Not specified	Increase capacity and passenger access Replace aging infrastructure Achieve ADA compliance & expand disabled accessibility Improve historically disadvantaged population access Improve energy efficiency Improve airfield safety through terminal relocation Encourage actual/potential competition ATCT project impact on national airspace system Achieve complete development objective Job creation & improved labor standards/practices			<a href="https://www.faa.gov/bil/airport-terminal-program-nofo">https://www.faa.gov/bil/airport-terminal-program-nofo</a>
Airport Infrastructure Grants Program: Control Tower Program				Funding for projects to construct, repair, or relocate non-approach control towers, as well as for related equipment & construction of remote towers.		Airports in the Contract Tower Program or Contract Tower Cost-Share Program	Projects to construct, repair, or relocate non-approach control towers, as well as for related equipment & construction of remote towers	\$ 100 million FY 22 - \$ 20 million				100% - Total								



NCTCOG

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

FAST FACT  
SURFACE TRANSPORTATION TECHNICAL COMMITTEE  
7/22/2022

# 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	Interest in submitting proposal; discussions ongoing
Company A	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](mailto:bwheeler@nctcog.org) | 682-433-0478



Dan Lamers, PE  
Senior Program Manager

[dlamers@nctcog.org](mailto:dlamers@nctcog.org) | 817-695-9263





NCTCOG PRESENTATION

# TRANSIT COVID RECOVERY CAMPAIGN

Carli Baylor

# CAMPAIGN PURPOSE

In response to significant pandemic impacts, Dallas Area Rapid Transit (DART), Denton County Transportation Authority (DCTA), Trinity Metro, and NCTCOG are coordinating on an educational campaign.

This campaign has three goals:

1. Ensure transit safety measures and technologies are understood by the public
2. Increase trust in public transportation
3. Increase ridership numbers





# CAMPAIGN PHASES

Image Provided By Getty ( source for external images only)

# PHASE ONE

## Grow Consumer Confidence

- Branded communication elements developed and created to support health and safety protocols on transit
  - Toolkit for local cities, counties, businesses, etc. (Includes newsletter articles, social media messaging, graphics, flyers, posters, etc.)
  - Online portal: [www.nctcog.org/transitrecovery](http://www.nctcog.org/transitrecovery)
  - Advertising budget for DART, DCTA, and Trinity Metro

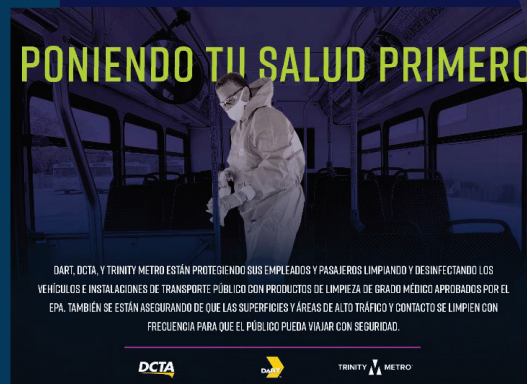
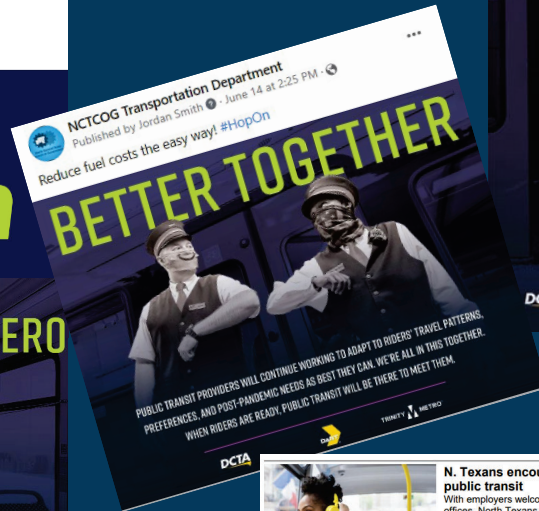
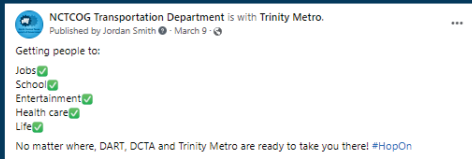
## Incorporate Influencers

- Utilizing local media personalities aids in establishing trust between transit agencies and riders
  - Social media, radio spots, and video





# GROW CONSUMER CONFIDENCE TOOLKIT EXAMPLES



**N. Texans encouraged to #HopOn public transit**

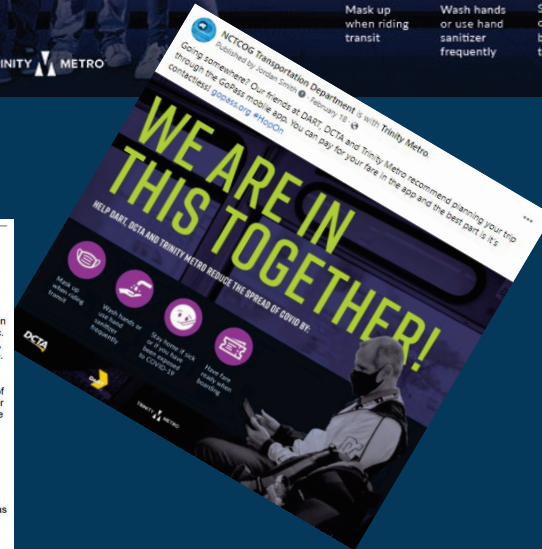
With employers welcoming back their workers to offices, North Texans can ease back into their pre-pandemic routines by leaving the driving to someone else. The region's three major transit authorities – Dallas Area Rapid Transit, the Denton County Transportation Authority and Trinity Metro – have been providing service throughout the COVID-19 pandemic. Early on, they were a lifeline to healthcare, pharmacy, grocery store and other "essential" employees responsible for keeping people healthy and safe.

As the pandemic has evolved, transit providers have continued to serve riders as those riders were ready to come back. Data shows people have been steadily returning to transit, a mode of transportation hit especially hard by the pandemic. Bus and train ridership climbed each quarter last year, and weekday ridership made steady gains throughout 2021 after being down by more than 50% at the outset of the pandemic.

Work schedules are not the same as they were pre-pandemic. Transit providers can serve workers across the region, regardless of their hours. For example, it may be helpful to people doing shift work, running errands after school or traveling to social gatherings.

The region's public transportation providers have maintained strict cleaning protocols to keep customers and employees safe. This is a practice that continues, even as people in North Texas and beyond have begun to resume their pre-pandemic routines.

With gas prices remaining high, now might be a good time for people to board the bus or train again. North Texans may not be able to control gas prices, but they can choose how they get around and commute. In addition to saving money by filling the gas tank less, leaving the driving



# INCORPORATE INFLUENCERS



Big Al Mack

KISS 106.1 FM

The Kidd Kraddick Show

6:00 A.M. - 10:00 A.M.

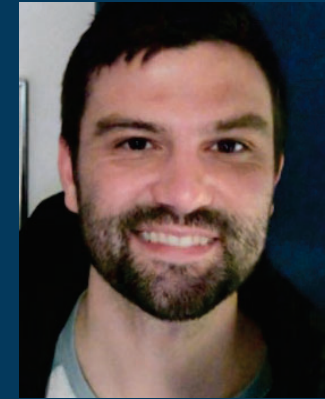


Ernie Brown

KLIF 570 AM

The Ernie Brown Show

4:00 P.M. - 7:00 P.M.



Jake Kemp

96.7 FM/1310 AM

The Hang Zone

12:00 P.M. - 3:00 P.M.



# PHASE TWO

## Promote “Transit Is Your Friend”

- Educate North Texans and business community on incentives and benefits of using transit, such as saving money and reducing stress
- Continue using materials and messaging developed and created for campaign
  - Updated newsletter images and articles

## Increase Ridership Demand

- Implement an event to promote and increase ridership
- Target new riders and riders whose transit passes have lapsed



# WHAT WE'VE DONE

**Summer 2021**  
Influencers  
feature all three  
transit agencies

**Fall 2021**  
Business outreach  
and toolkit launch  
efforts begin

**Spring 2021**  
Messaging and  
toolkit  
development  
begins

**Fall 2021**  
Partner toolkit  
and campaign  
promotional  
materials  
complete

**Winter/Spring 2022**  
Campaign  
advertising by  
transit agencies  
begins



# WHAT WE'RE DOING

## Summer 2022

- Outreach to chambers and local government contacts:
  - Leadership North Texas on 4/29
  - Rowlett Chamber of Commerce on 6/29
  - Summer partnership with City of Denton
- Utilize remaining budget for advertising and promotion
- Develop and implement an event to promote and increase ridership
  - Clean Air Action Day on 8/3



# 2022 QUARTER ONE RIDERSHIP BY AGENCY

Mode	DART	DCTA	Trinity Metro
Bus	4,987,026	306,377	590,530
Rail	4,002,834*	38,567	102,849

\*TRE data is reported by and captured under DART, but it is jointly operated with Trinity Metro.

Dashboard: [www.nctcog.org/transittrends](http://www.nctcog.org/transittrends)



# WE NEED YOUR HELP

As people reconnect to what they need, love, and aspire to achieve, public transportation will be there every step of the way. Help NCTCOG and transit staff aid in COVID recovery by spreading the word about this educational campaign.

**Campaign Portal**

[www.nctcog.org/transitrecovery](http://www.nctcog.org/transitrecovery)



# CONTACT US



Mindy Mize

Program Manager

[mmize@nctcog.org](mailto:mmize@nctcog.org) | 817-608-2346



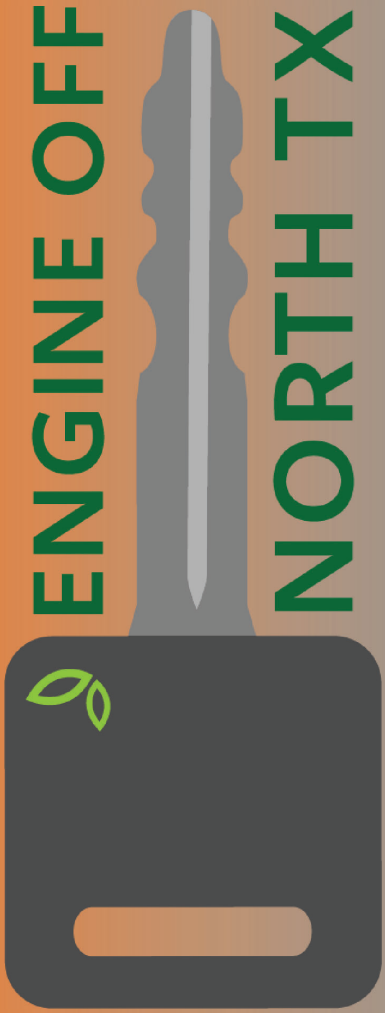
Carli Baylor

Communications Supervisor

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







NCTCOG PRESENTATION

# STATUS REPORT ON ENGINE OFF NORTH TEXAS

SURFACE TRANSPORTATION TECHNICAL COMMITTEE  
HUONG DUONG | 7.22.2022

# Relevance to Regional Planning

## Air Quality Emphasis Areas:

- High-Emitting Vehicles/Equipment
- Idling
- Hard Accelerations
- Low Speeds
- Cold Starts
- Vehicle Miles of Travel
- Energy and Fuel Use

## Performance Measure:

Mobility 2045:

Air Quality Policy AQ2-005:

Efforts to improve air quality are enhanced by policies which provide guidance on best practices to minimize fleet emissions impacts through acquisition, operation, and/or maintenance behaviors.

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

[Appendix C – Environmental Considerations](#)



# TIMELINE

## March 2021

Relaunched of Engine Off North Texas

## October 2021

Revised RTC Resolution to encourage adoption on an idling ordinance

## March 2022

Increased interest in regional participation in idle reduction to material requests and ordinance implementation

## May 2022

Invited to participate in a Heavy- Duty Vehicle Idling Working Group with the City of Austin due to the work done with EONT

## Future

Continue to work with local governments minimize idling



# Cities with Idling Ordinances

Arlington	Keene	Town of Little Elm
Benbrook	Lake Worth	Town of Westlake
Cedar Hill	Lancaster	University Park
Celina	McKinney	Venus
Dallas	Mesquite	Wylie
Duncanville	North Richland Hills	
Eules	Pecan Hill	
Fort Worth	Plano	
Granbury	Richardson	
Hurst	Rowlett	



# Engine Off North Texas Value



## Policy

Provide guidance on idling ordinance implementation and enforcement strategies.



## Education

Local government guide, brochures, posters, and webpage offer information about heavy-duty vehicle idle reduction



## Support

Regulatory metal Signs and complaint hotline available to deter unnecessary idling



# Engine Off North Texas Tool Kit

Resource	Audience	Purpose
Regulatory Signs	Truck Drivers	Deter truck drivers from idling in high idling areas
Brochures	Truck Drivers	Inform truck drivers of anti-idling ordinances, idling negative effects, and anti-idling strategies
Posters	General Public	Provide information about idling complaint hotline, can be posted at truck stops and public buildings
Local Government Guide	Local Government	Provide guidance regarding implementation of an idling policy in local jurisdiction
Infographic	Truck Drivers, General Public, Local Government	Use in presentations or website to provide information for truck drivers, general public, law enforcement, and local government
Complaint Hotline 877-689-4353	General Public	Submit idling complaint to NCTCOG
Engine Off North Texas Website	Everyone	Access to all resource and provides information to all audiences



# Requesting Materials

## Request Forms

Request Forms can be found at  
[www.engineoffnorthtexas.org](http://www.engineoffnorthtexas.org)

Email forms to  
[engineoffnorthtexas@nctcog.org](mailto:engineoffnorthtexas@nctcog.org)

## Coordinate

NCTCOG staff will coordinate with contact person to pick up/deliver items that cannot be mailed.



# CONTACT US



Huong Duong

Air Quality Planner

[hduong@nctcog.org](mailto:hduong@nctcog.org) | 817-704-5678



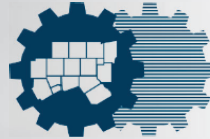
Jason Brown

Principal Air Quality Planner

[jbrown@nctcog.org](mailto:jbrown@nctcog.org) | 817-704-2514







# Status Report on IH 45 Zero Emission Vehicle Corridor Infrastructure Plan

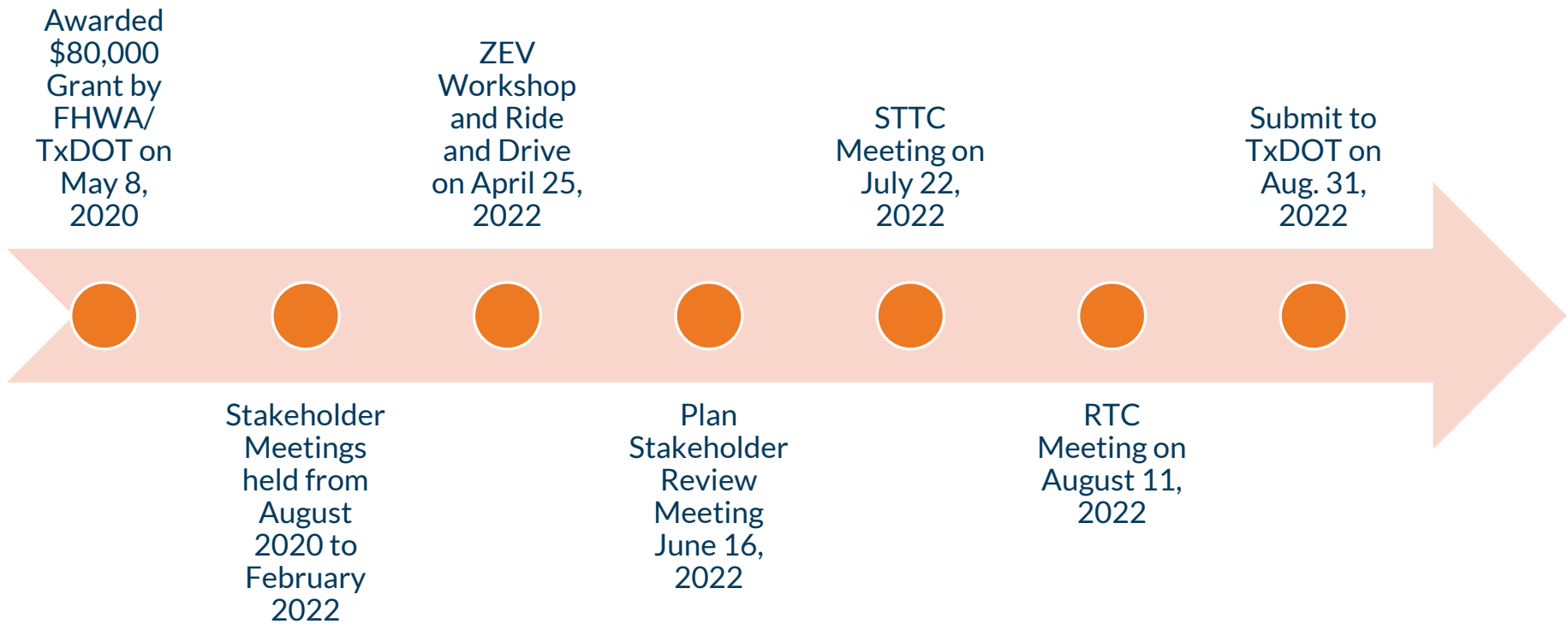
**Soria Adibi**

**NCTCOG/DFW Clean Cities**

**Surface Transportation Technical Committee**

**07.22.2022**

# IH 45 Grant Project Timeline and Remaining Schedule



# Plan Goals

## IH 45 Corridor

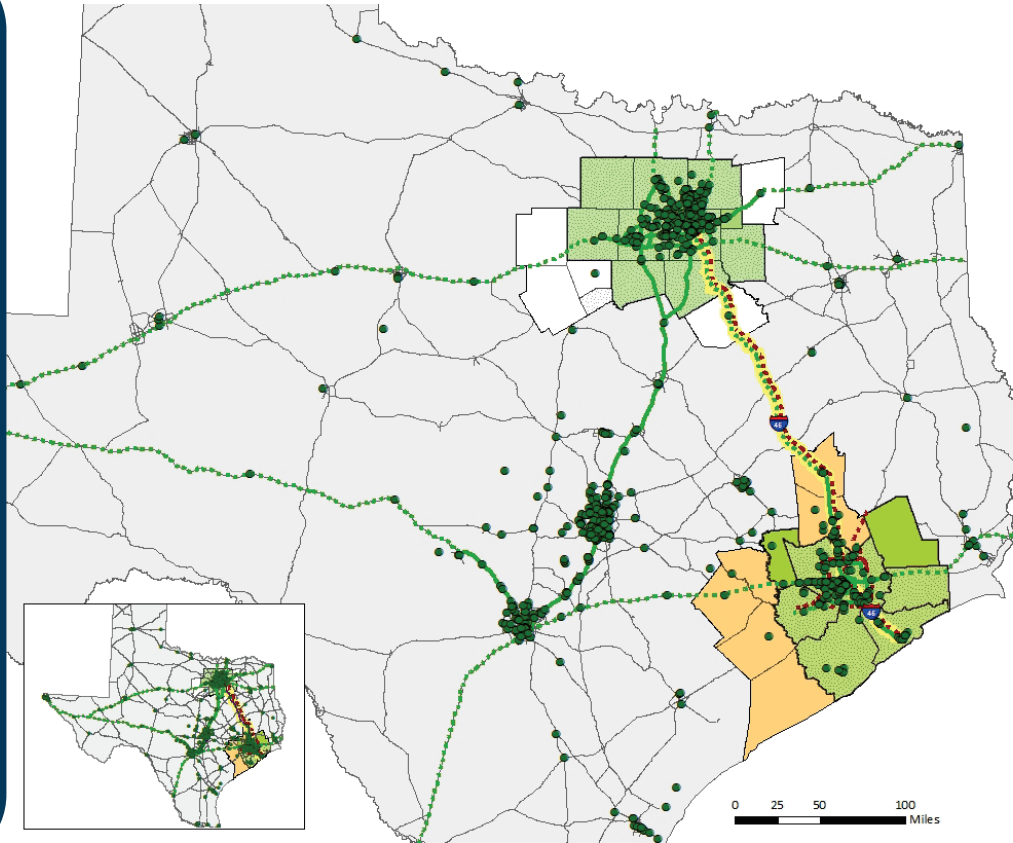
### Profile:

290 Miles

10 Counties  
(5 Designated  
Nonattainment for  
Ozone)

Carries Nearly Half  
of Texas' Truck  
Freight

2017 Cargo Totaled  
Over 62.6 Billion,  
Over 10,000 Ton-  
Miles



**Provide Actionable  
Recommendations to Facilitate  
Battery Electric and Hydrogen  
Fuel Cell Electric Deployments**

**Support Future Strategic  
Initiatives (e.g., Autonomous  
Vehicles)**

**Engage Wide Range of  
Stakeholders**

**Acknowledge Need to Revisit in  
3-5 Years**



# Plan Deliverables



**Stakeholder Lists**



**Corridor Workshop**



**Infrastructure Deployment Plan**



**Stakeholder Meetings**



**ZEV Ride and Drives & Display**



**Stakeholder Letters of Support**



# Light-Duty Battery EV Charging

## Current Status

111 Mile Gap from Ennis to Madisonville

## Goal to Meet FHWA Criteria

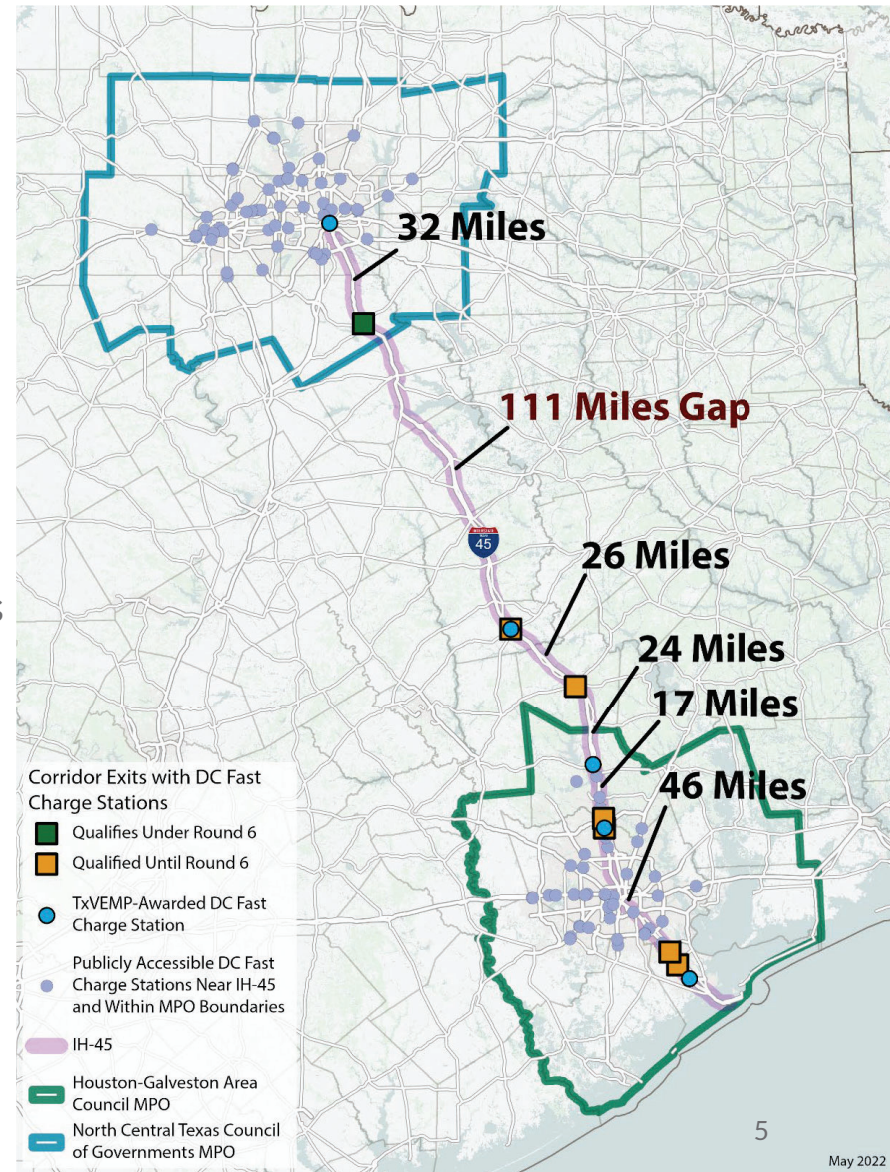
1 Qualifying DC Fast Charge Station Every 50 Miles

As of February 2022, Qualifying Stations Must:

- Be Within 1 Mile of the Corridor
- Provide at Least 4 CCS Connectors Capable of Providing at Least 150 kW Charging Simultaneously



IH 45 ZEV Corridor Infrastructure Deployment Plan



# Light-Duty Battery EV Charging

## Approach to Recommendations

1. Located in the "Pending" Gap
2. Intersects Another National Highway System Corridor
3. Number of Amenity Types (e.g., food, shopping, etc.)
4. No Direct-Connect Ramps

## Recommendations

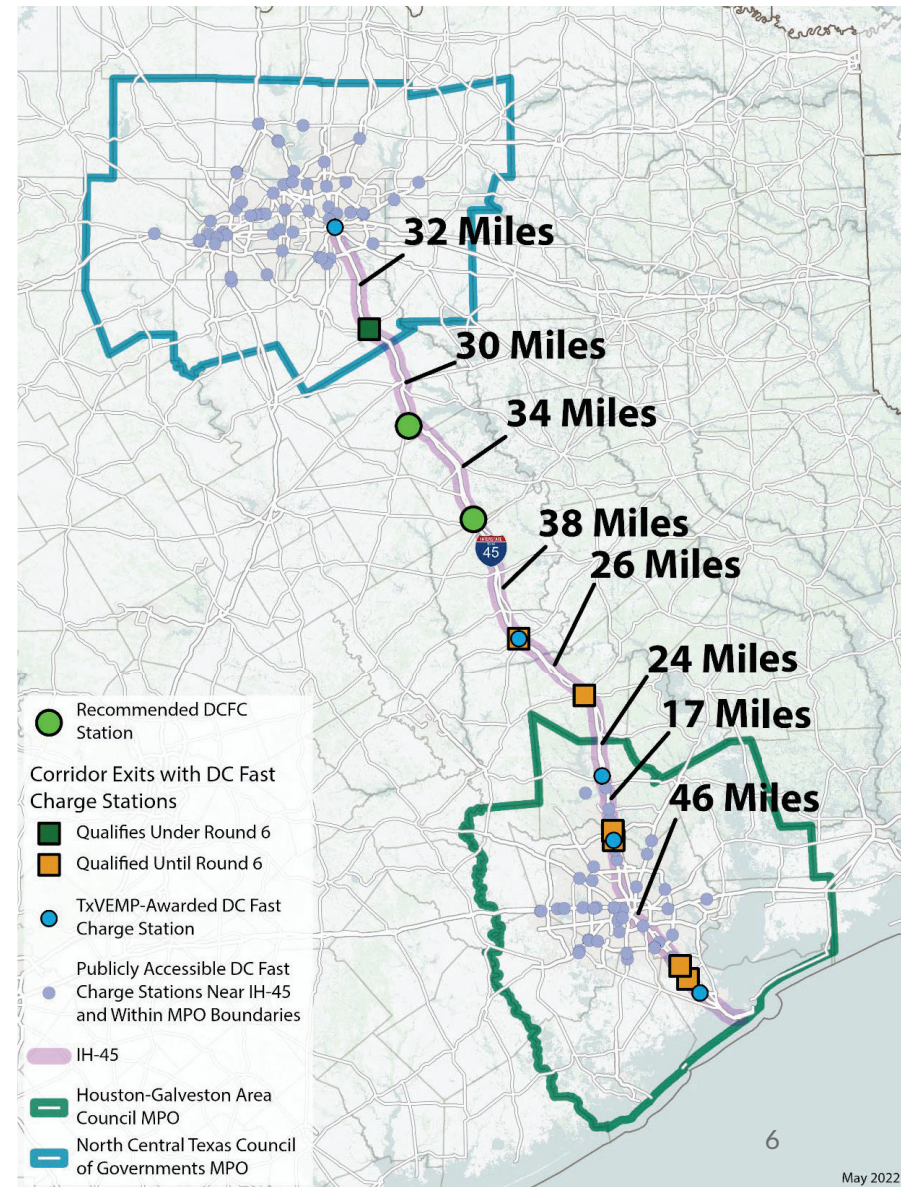
Add Charging Stations At/Near:

1. Exit 178: US 79 in Buffalo
2. Exit 229 (US 287) or Exit 231 (TX 31) in Corsicana

**Staff has Coordinated with TxDOT to Ensure Inclusion in Texas EV Charging Plan**



IH 45 ZEV Corridor Infrastructure Deployment Plan



# Infrastructure for Heavy-Duty Vehicles

## Current Status

No EV Charging Designed for Heavy-Duty Vehicles

No Hydrogen Fueling

## Goal to Meet FHWA Criteria

1 Qualifying DC Fast Charge Station Every 50 Miles

1 Hydrogen Fueling Station Every 150 Miles



# StreetLight Analysis

Used “Top Routes” Analysis to Visualize Truck Routes Traveled after Passing Through a Zone Placed on IH 45 or at a Freight-Oriented Development

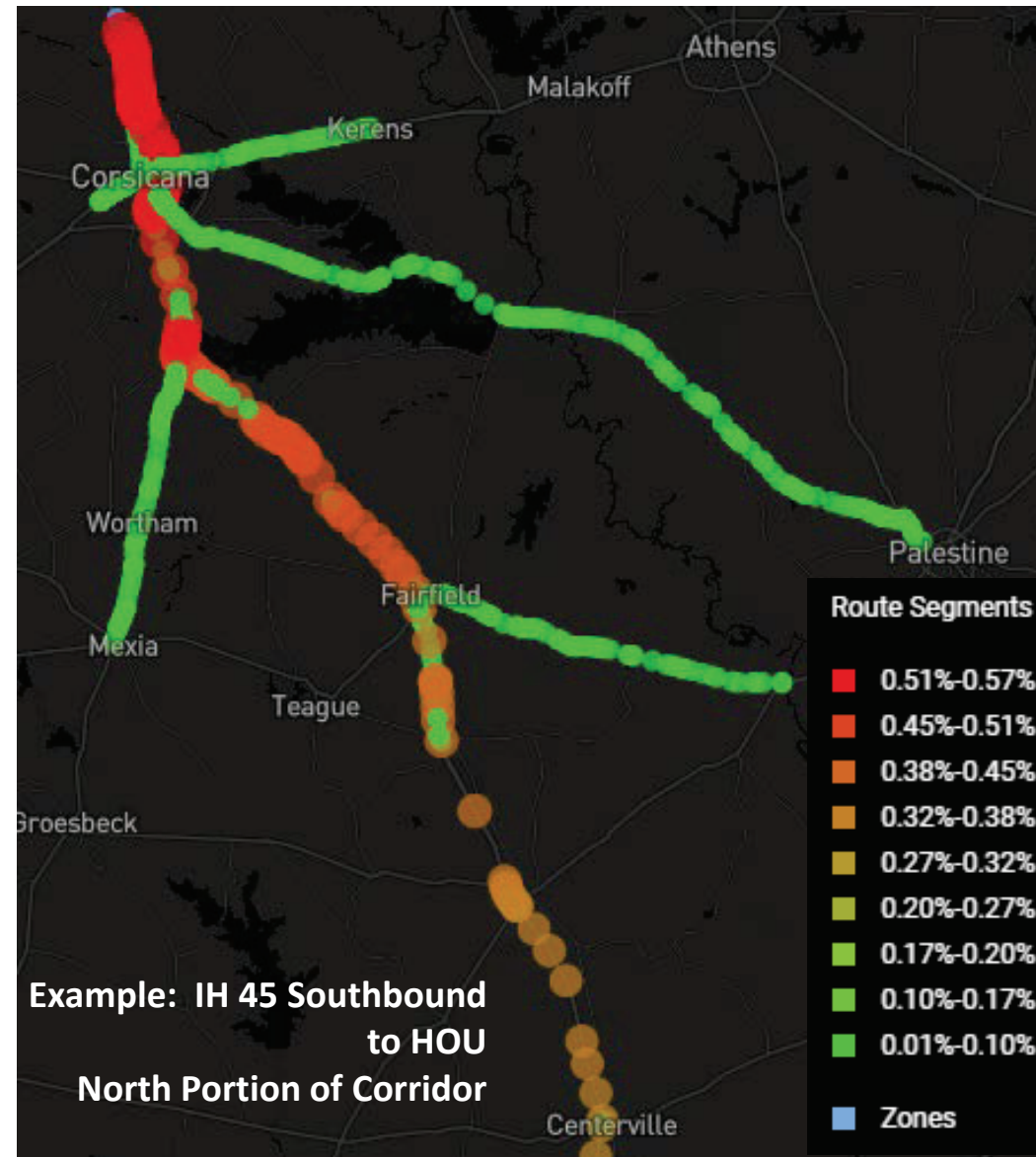
Confirms the Nature of Traffic Leaving Houston is Largely Destined for DFW, and Vice-Versa

Few Turnoff Points between Metros

Analysis Provided by  
Larry Meyer, Houston-  
Galveston Area Council



IH 45 ZEV Corridor Infrastructure Deployment Plan





# Infrastructure for Heavy-Duty Vehicles

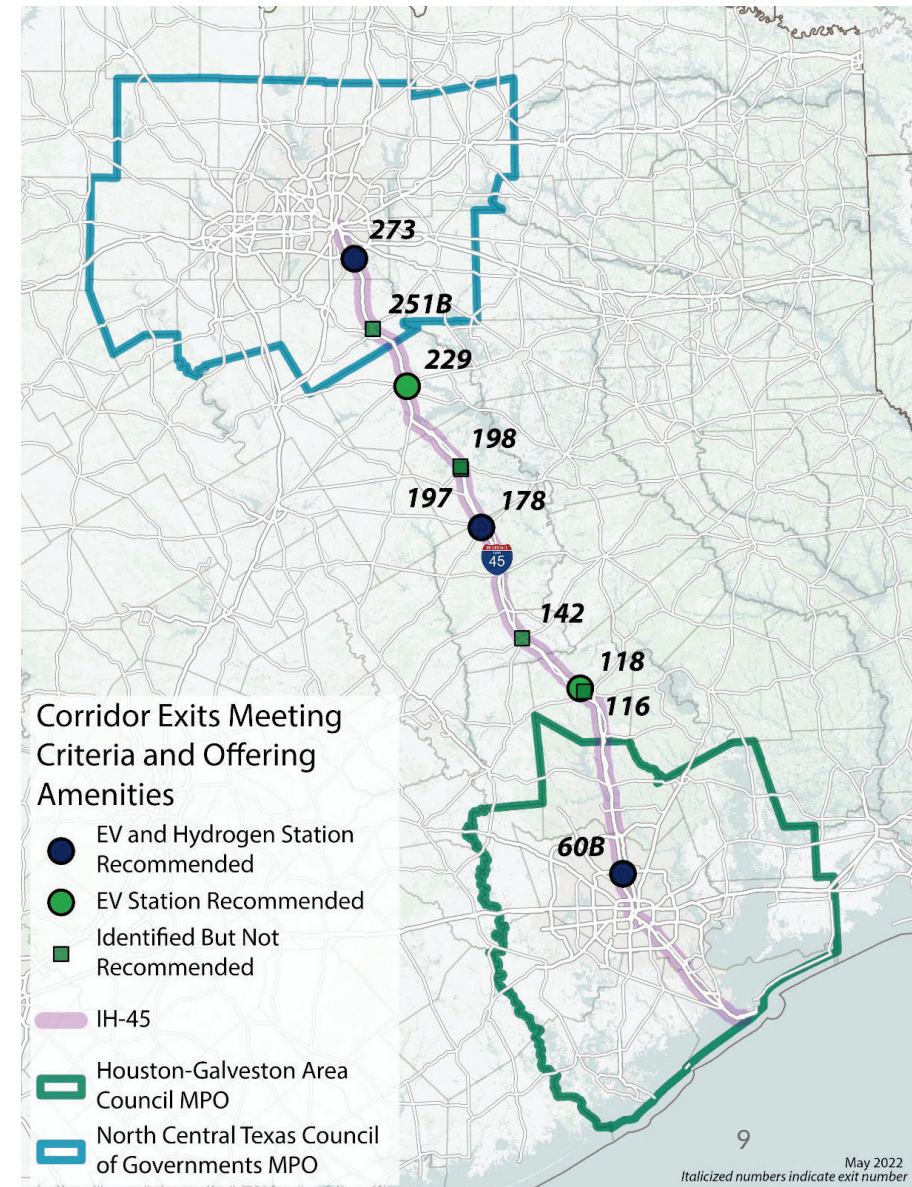
## Approach to Recommendations

1. Intersects a Freight System Corridor
2. No Direct-Connect Ramps
3. Cross-Street Accessible from Both NB and SB Directions of Travel
4. Turning Point Indicated by Streetlight Data
5. Access to at Least 2 Types of Amenities - Truck Stops Key

Identify End-Points, then Fill to Meet Required Distance Intervals



IH 45 ZEV Corridor Infrastructure Deployment Plan



# Infrastructure for Heavy-Duty Vehicles

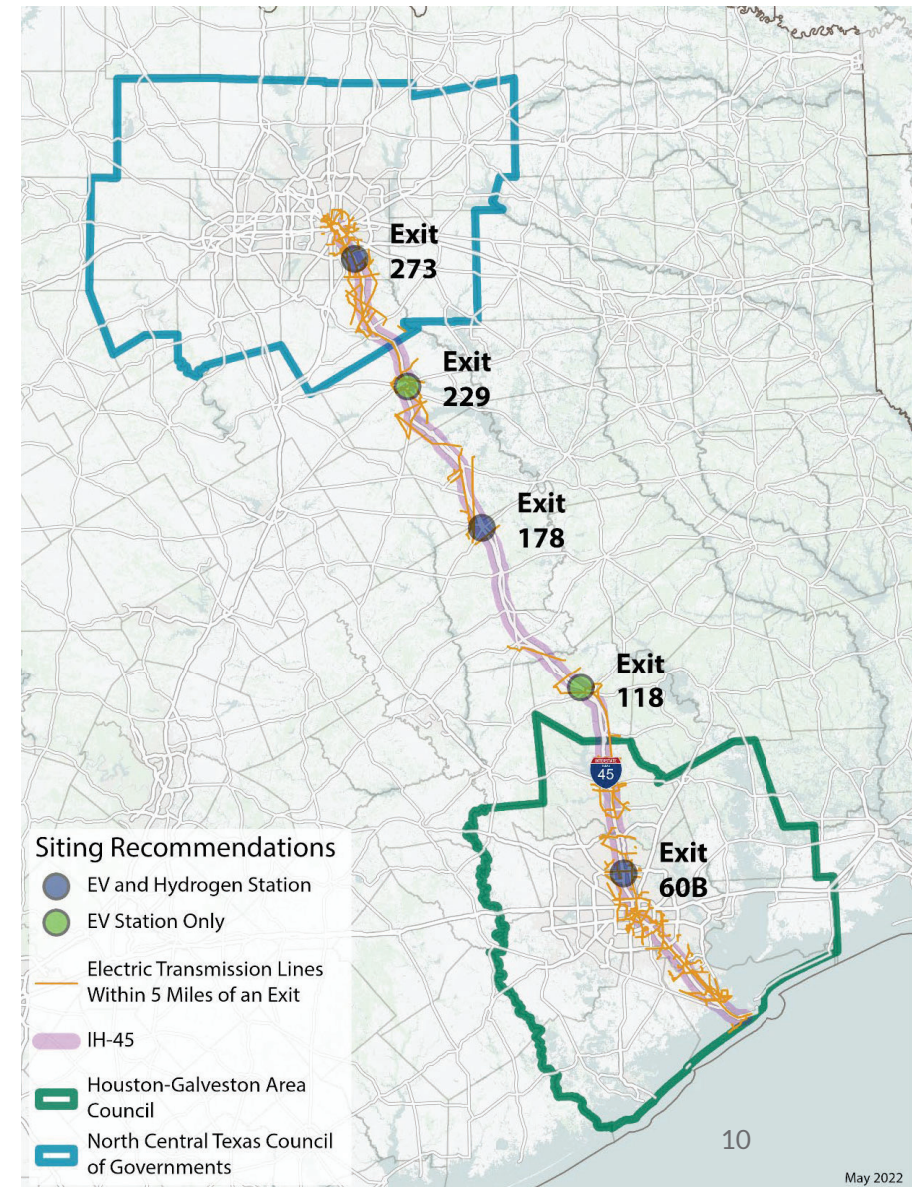
## Recommendations for Both EV and Hydrogen

Add Charging Stations At/Near:

- EV and H2: Exit 60B (Beltway 8 South), Houston
- EV Only: Exit 118 (TX 75/FM 1791), Huntsville
- EV and H2: Exit 178 (US 79), Buffalo
- EV Only: Exit 229 (US 287), Corsicana
- EV and H2: Exit 273 (Wintergreen Road, at Union Pacific Intermodal Facility)



IH 45 ZEV Corridor Infrastructure Deployment Plan



# Additional Plan Content

**Market Outlook**

**Potential Emissions and Economic Benefits**

**Autonomous Truck Considerations**

**Inventory of Incentives, with Key Barriers & Recommendations**

**Policy and Regulatory Environment – Benefits and Barriers**

**Accomplishments and Next Steps**



# For More Information



Soria Adibi  
Senior Air Quality Planner  
[sadibi@nctcog.org](mailto:sadibi@nctcog.org) | 817-704-5667

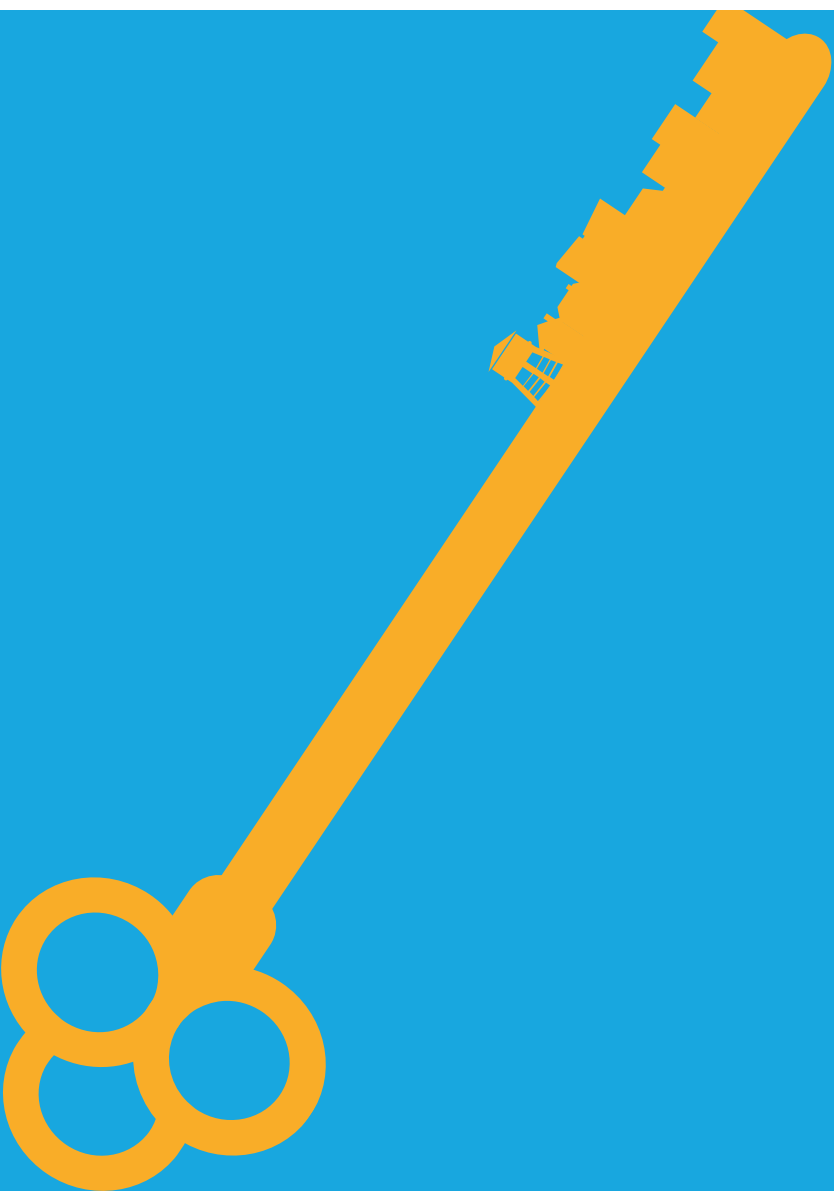


Lori Clark  
Program Manager & DFW Clean Cities Coordinator  
[lclark@nctcog.org](mailto:lclark@nctcog.org) | 817-608-2346



[www.nctcog.org/IH45-ZEV](http://www.nctcog.org/IH45-ZEV)





# Access North Texas 2022 Update

---

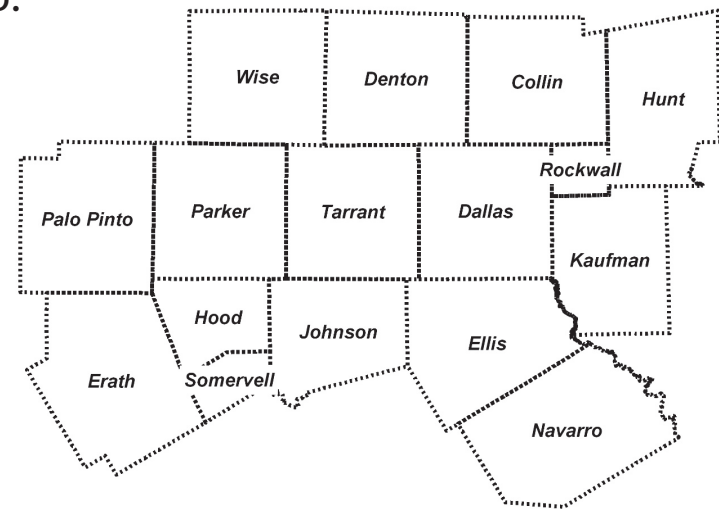
Surface Transportation Technical Committee  
July 22, 2022

Gypsy Gavia, Principal Transportation Planner  
Transit Management and Planning

# Background

Regional public transportation coordination plan to:

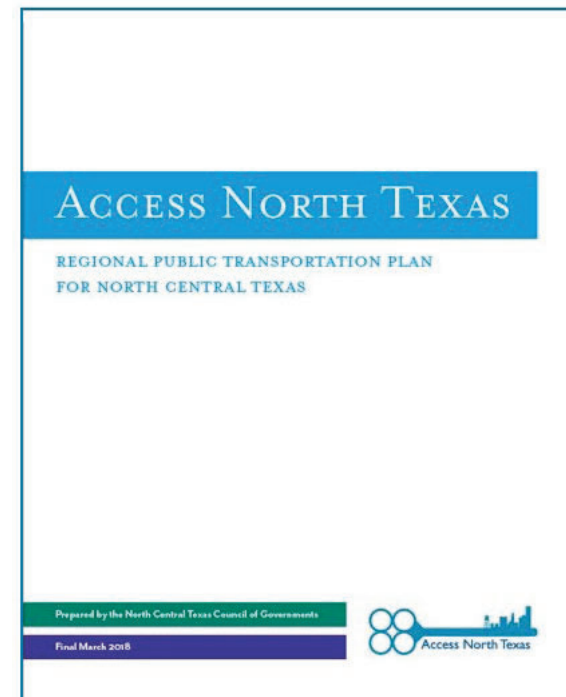
- Identify the public transportation needs of older adults, individuals with disabilities, low-income individuals and others with transportation challenges
- Specify strategies to:
  - *Address needs and current challenges*
  - *Eliminate gaps in service*
  - *Avoid duplication of transit services*



Meet Federal and State requirements for transit coordination in the 16 counties

# Access North Texas 2022

- Regional Transportation Council adopted the last update in 2018; Updates are required every 4-5 years
- Differences from the 2018 Access North Texas Plan
- Encourages coordination and non-traditional transit solutions
- Developed new regional goals and prioritized county strategies
- May be used to guide funding and project implementation decisions



# Progress Since 2018: Select Projects

## City of Arlington, Via Rideshare Service

- Started on-demand service with small area near the Entertainment District and has expanded to cover most of the City of Arlington
- Trips are requested online and drivers pick-up within a 1-2 block walk

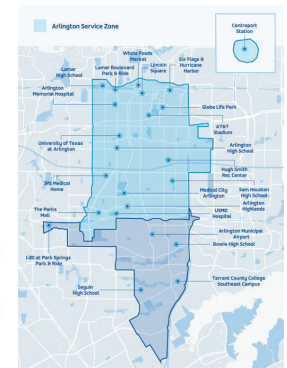
## DART, GoPass® Expansion & Discount Program

- Riders can purchase tickets for any major transit authority in the region, access information, and request on-demand trips in DART service area
- Implemented a Discount GoPass Tap Card Pilot Program in 2020 to make fares more affordable

## My Ride North Texas 2.0

- Residents of North Texas call a 1-800 number and reach personalized travel navigation services 24/7
- Regional Mobility Manager Meetings established to host discussion and coordination among transit providers and partners within the region

**MY  
RIDE**  
NORTH TEXAS



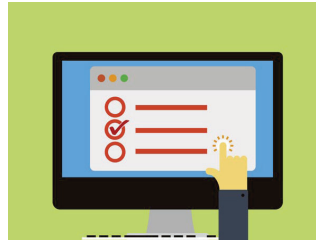


# Outreach Components

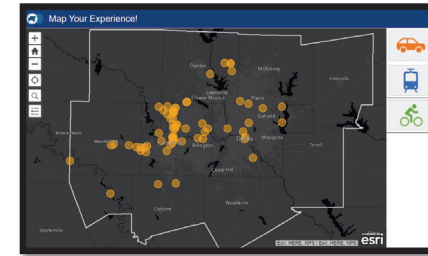
## Virtual Meetings



## Survey



## Map Your Experience

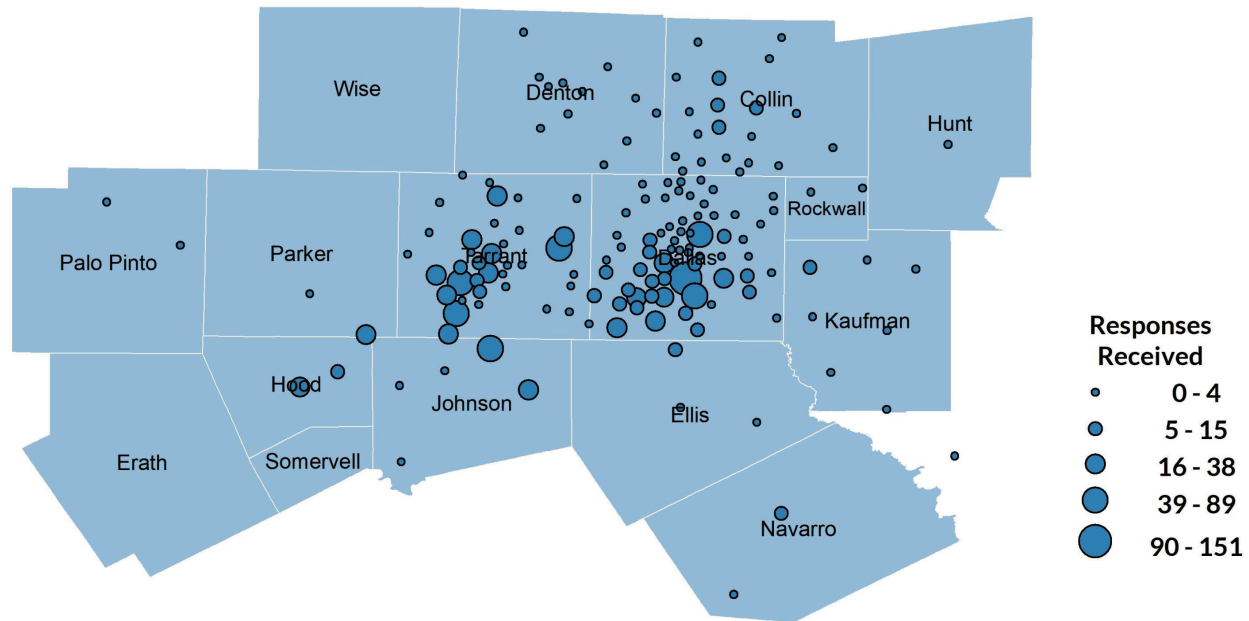


Reached out to over 2,900 individuals including: the public, transit riders, transit agencies, non-profit organizations, health and human service agencies, educational institutions, elected officials and local government staff

Conducted 28 outreach meetings with 84 attendees, various one-on-one meetings, emails, and conversations

Offered a public transportation survey in English and Spanish, received over 1,500 responses from individuals and agencies

## Regional Distribution of Access North Texas Public Survey Responses



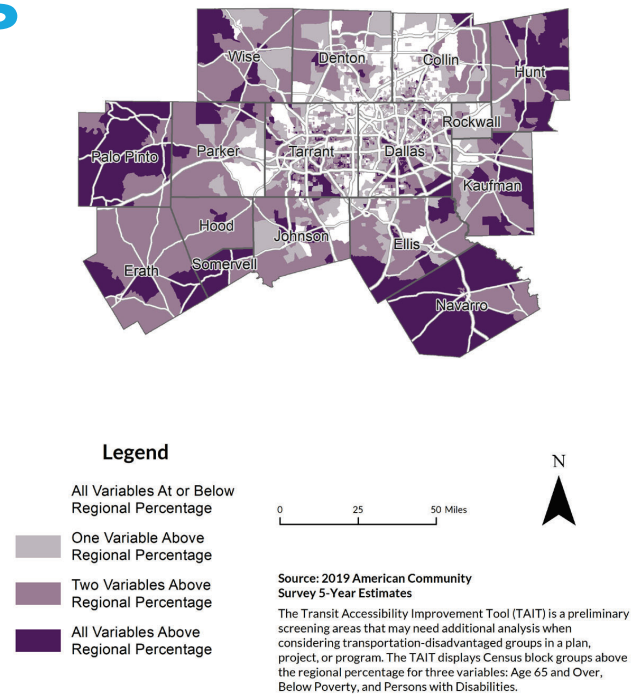
0 20 40 Miles

# Data Analysis and Mapping

Transit Accessibility Improvement Tool (TAIT) identifies populations that may depend on public transportation

Collected demographic data including population growth, Limited English Proficiency, and zero-car households

Identified existing transportation resources



# Development of 2022 Regional Goals

1

**PLAN and DEVELOP**  
Transportation  
Options by  
Assessing  
Community Needs  
and Challenges

2

**IMPLEMENT**  
Services by  
Enhancing  
Transportation  
Options and  
Expanding Where  
Service Gaps Exist

3

**COORDINATE** with  
Transportation  
Providers, Public  
Agencies, and  
Stakeholders to  
Increase Efficiencies

4

**SUPPORT** Public  
Transportation  
Recovery and  
Growth

5

**PROMOTE** Access  
and Information  
About Available  
Transit

Each chapter will have prioritized strategies that may be applied to the counties in that section

## Next Steps



Document will be posted online by August 2022 for public comment and final review of goals and strategies



Technical committee and policy board feedback and approvals




Staff and regional partners to implement strategies identified in the plan



Projects seeking funding under Transit Strategic Partnerships Program should address Access North Texas 2022 Update

## Schedule



Date	Deliverable
August 19, 2016	Kick-Off Meeting
April 2021 – September 2021	Public Outreach & Stakeholder Meetings
October 2021 – June 2022	Data Analysis and Plan Development
July 22, 2022	STTC: Information Item
August 2022	Public Input & Comments
August 18, 2022	RTC: Information Item
August 26, 2022	STTC: Action Item
September 8, 2022	RTC: Action Item

Plan will be available at [www.AccessNorthTexas.org](http://www.AccessNorthTexas.org)

# CONTACT US

## **Gypsy Gavia**

Principal Transportation Planner

[ggavia@nctcog.org](mailto:ggavia@nctcog.org)

## **Shannon Stevenson**

Senior Program Manager

[sstevenson@nctcog.org](mailto:sstevenson@nctcog.org)

## **Rachel Jenkins**

Senior Transportation Planner

[rjenkins@nctcog.org](mailto:rjenkins@nctcog.org)

## **For More Information**

Website: [www.AccessNorthTexas.org](http://www.AccessNorthTexas.org)

Questions Email: [AccessNorthTexas@nctcog.org](mailto:AccessNorthTexas@nctcog.org)

ELECTRONIC ITEM 13.1



HONORING THE MESSENGERS & CREATORS OF TRADITIONAL & EMERGING MEDIA

# PLATINUM AWARD LEVEL

## 2022

Design

Air Quality Handbook - Spanish

NCTCOG



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.

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

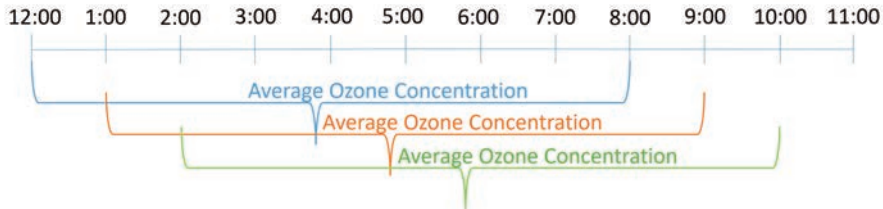
Para hacer esta determinación, los niveles de ozono primero deben ser medidos. Los monitores de ozono se encuentran ubicados en toda la región y otorgan los niveles actuales de ozono en proximidad de sus ubicaciones (refiera a Exhibición 4 para conocer las ubicaciones de estaciones de monitoreo de ozono 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)

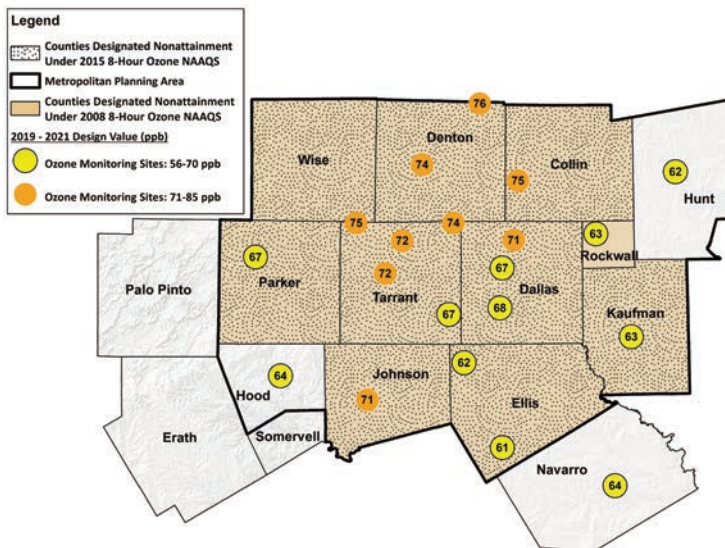
	2018	2019	2020	2021
Four Highest Recorded Daily Ozone Concentrations (ppb)	80	80	78	89
	76	76	77	89
	75	73	72	85
	74	73	71	85
	$DV = (74 + 73 + 71)/3 = 72$			
	$DV = (73 + 71 + 85)/3 = 76$			

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



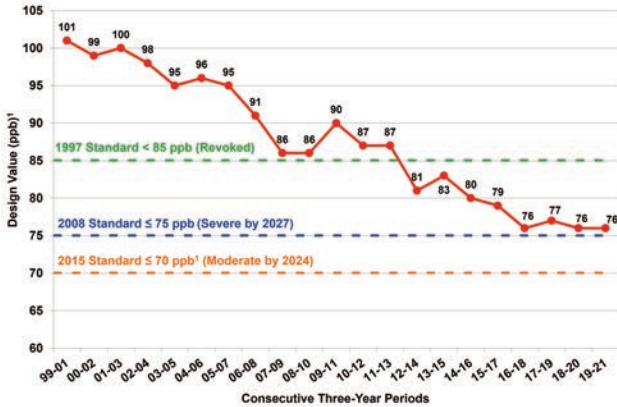
*\*Datos de 2021 aún no certificados por el Texas Commission on Environmental Quality por sus siglas en inglés). El valor de cada monitor representa su DV para los años 2019-2021. EL color de cada monitor representa la designación AQI correspondiente basada en el estándar de Ozono de 8 Horas 2015 de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

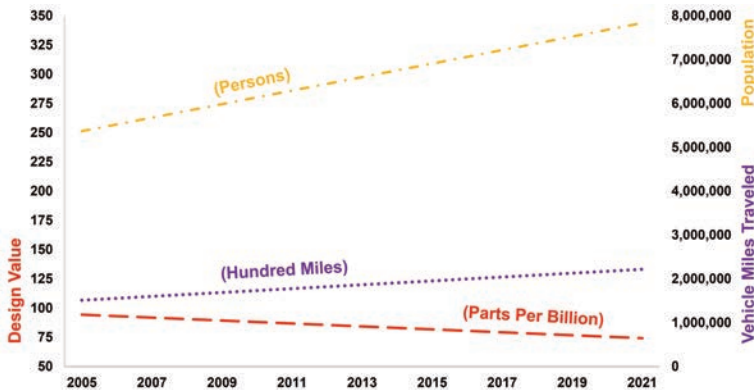


El objetivo de cumplimiento para el estándar de ozono de 2015- Según el NAAQS EPA's, el cumplimiento se alcanza en cada monitor, la DV (promedio de tres años de la cuarta concentración máxima diaria anual de ozono de ocho horas) es inferior o igual a 70ppb. \*2021 datos no certificados por el Texas Commission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



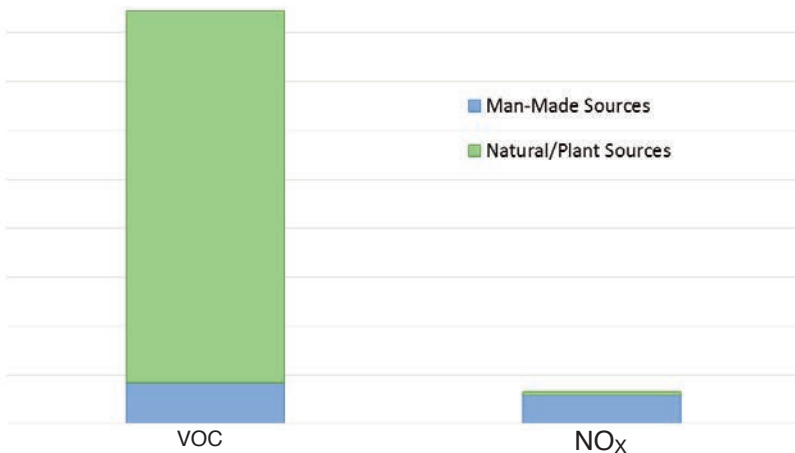
Origen: North Central Texas Council of Governments Transportation Department



# 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<sub>x</sub> y VOC. Se encuentran muchos más VOC en la atmósfera que NO<sub>x</sub>. La gran proporción de VOC y NO<sub>x</sub> significa que el centro norte de Texas es **“NO<sub>x</sub> limitado”** lo que resulta en formación de ozono siendo mucho más sensible a cambios en NO<sub>x</sub> que VOC. Tanto los NO<sub>x</sub> como los VOC pueden provenir de fuentes (antropogénicas) o naturales (biogénicas). Sin embargo, la proporción de NO<sub>x</sub> artificiales a VOC naturales, como ilustrado en la **Exhibición 7**. El hecho de que el norte de Texas es limitado en cuanto a NO<sub>x</sub>, combinando con el control significativamente mayor sobre el NO<sub>x</sub> artificial significa que los esfuerzos primarios para abordar el ozono en la región se centran en la reducción de NO<sub>x</sub>.

## Exhibición 7: Comparación de Emisiones Totales de VOC y NO<sub>x</sub> Artificiales y Naturales/Plantas

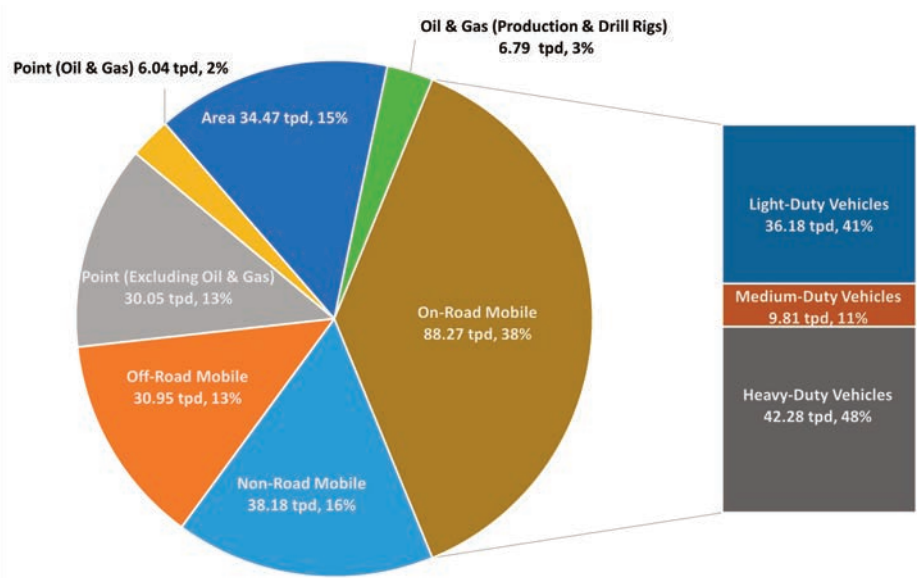


Fuente: Adaptado por el Texas Commission on Environmental Quality

**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 optima. **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.**

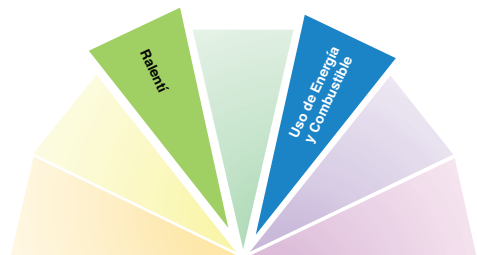
# Iniciativas Regionales Destacadas sobre la Calidad del Aire

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](http://www.nctcog.org/airquality).

## ENGINE OFF NORTH TEXAS [www.engineoffnorthtexas.org](http://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](http://www.dfwcleancities.org)

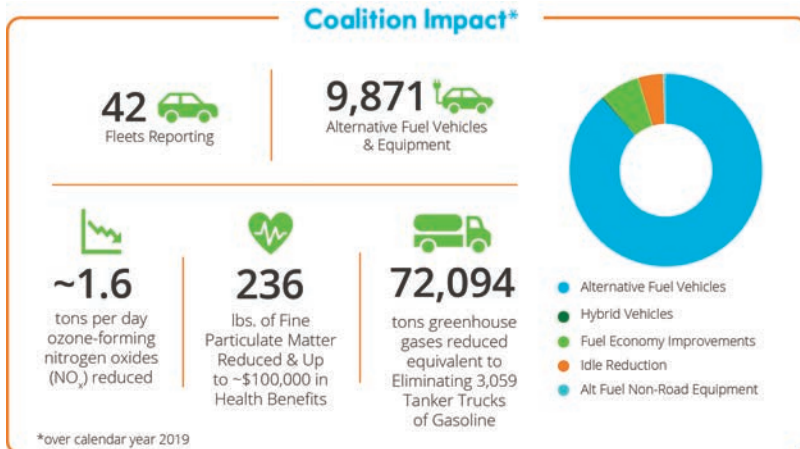


## Dallas-Fort Worth CLEAN CITIES

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](http://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](http://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](http://www.nctcog.org/airquality)



# CLEAN FLEET POLICY

[www.nctcog.org/fleetpolicy](http://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](http://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](http://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](http://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.



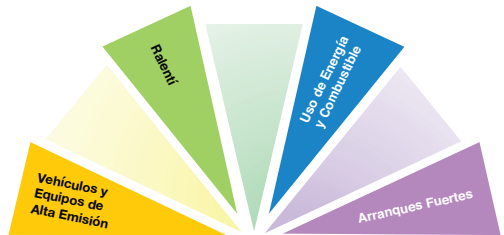
## SMARTWAY

[www.nctcog.org/smartway](http://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](http://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](http://www.epa.gov/greenvehicles)).



## SAVING MONEY AND REDUCING TRUCK EMISSIONS

[www.nctcog.org/smart](http://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 (CO<sub>2</sub>).

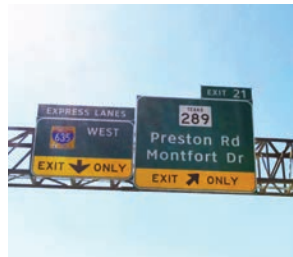
## SMARTE

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.



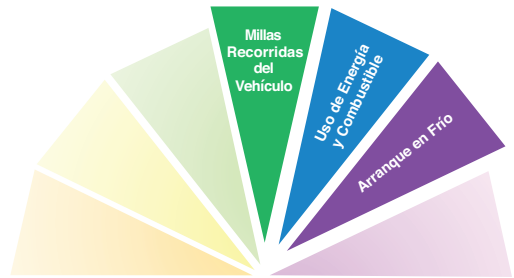
Para más información sobre las numerosas iniciativas regionales de calidad del aire implementadas por NCTCOG, visite [www.nctcog.org/airquality](http://www.nctcog.org/airquality).

# 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](http://www.nctcog.org/trans/plan/mtp)) para obtener una lista completa.

## ACTIVE TRANSPORTATION [www.nctcog.org/bikeped](http://www.nctcog.org/bikeped)

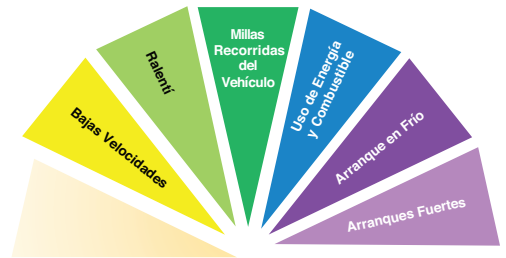
Los modos de viaje en bicicleta y para peatones están reconocidos en todo el país como formas eficaces de abordar los problemas de movilidad y calidad del aire, al tiempo que mejoran la salud física y la calidad de vida. La red de transporte activo de la región proporciona un modo alternativo al transporte 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](http://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](http://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.

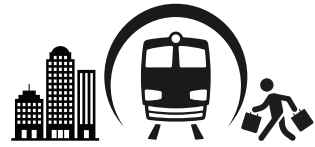


Rideshare. Record. Reward.

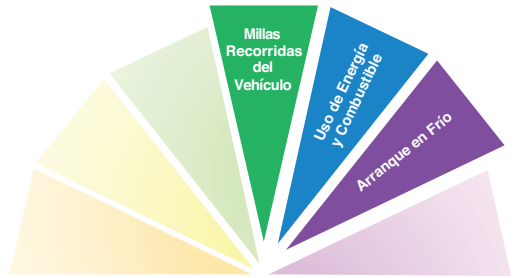


# TRANSIT-ORIENTED DEVELOPMENT

[www.nctcog.org/sustdev/tod](http://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.

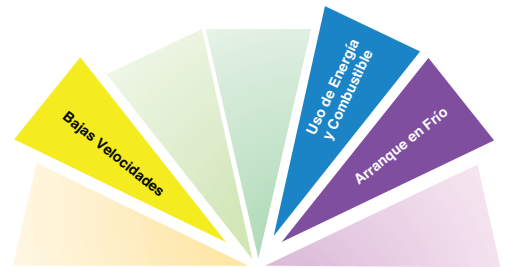


# TRUCK LANE RESTRICTION PROGRAM

[www.nctcog.org/trucklanes](http://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.

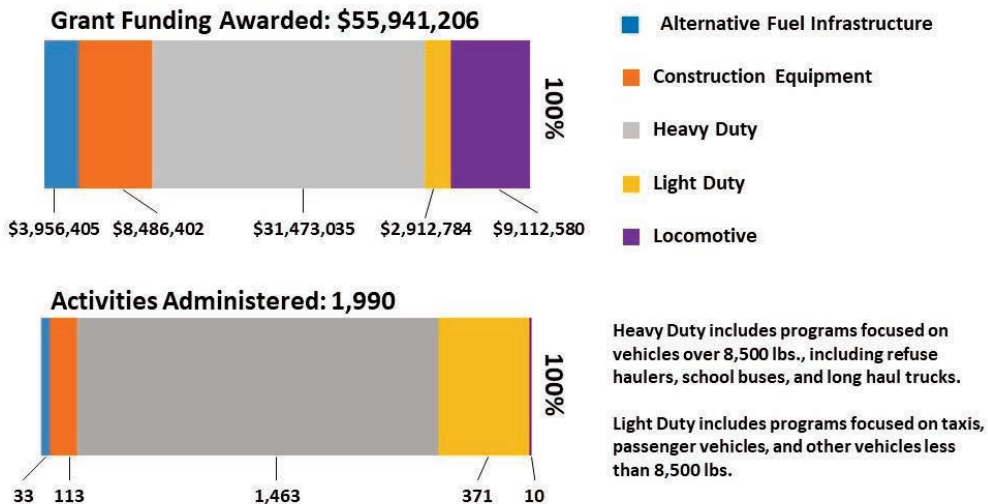


# Financiación de la Calidad del Aire

[www.nctcog.org/AQfunding](http://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 CO<sub>2</sub> 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](http://www.nctcog.org/trans/involve/subscribe-to-updates)

Inscríbese para recibir alertas sobre la contaminación del aire en

[www.airnorthtexas.org/signup](http://www.airnorthtexas.org/signup)

## AIR NORTH TEXAS

[www.airnorthtexas.org](http://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](http://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](http://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](http://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](http://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](http://www.dfwcleancities.org/NDEW)



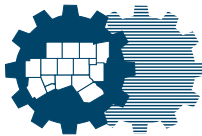
## ¿Qué es NCTCOG?

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](http://www.nctcog.org/airquality)

Para más información, puede contactarnos por:

**Teléfono:** 817-695-9240

**Correo Electrónico:** [transinfo@nctcog.org](mailto:transinfo@nctcog.org)

**Página Web:** [NCTCOG.org/trans](http://NCTCOG.org/trans)

**Siga a NCTCOG en Redes Sociales:**  
NCTCOGTRANS

Facebook, Twitter, YouTube, and Instagram



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

June 15, 2022

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

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

**Subject: Comments Regarding the Draft Texas Electric Vehicle Infrastructure Plan**

To Mr. Michael Chamberlain and Mr. Ryan Granger,

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

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

Sincerely,

A handwritten signature in black ink that reads "Michael Morris". The signature is written in a cursive, flowing style.

Michael Morris, P.E.  
Director of Transportation

BM:aa  
Attachment

## **North Central Texas Council of Governments Comments Regarding the Draft Texas Electric Vehicle Infrastructure Plan for the Texas Department of Transportation**

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

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

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

1. **Modification to MPO Formula Allocation**  
NCTCOG recommends adding a nonattainment multiplier to the formula used to calculate allocation to MPO areas. This will direct more resources toward nonattainment areas where the emission reductions associated with use of electric vehicles (EVs) are more critically needed. Faster deployment of EVs in these areas will help reach attainment of federal air quality standards and support success in Transportation Conformity.
2. **MPO Compensation**  
NCTCOG recommends MPOs be compensated for the staff resources needed to execute the proposed role, recommending site types and locations and collaborating in the contracting process.
3. **Leveraging Mapping Tool to Support MPO Collaboration**  
NCTCOG recommends TxDOT maintain the Interactive Map<sup>1</sup> throughout NEVI implementation. This tool is valuable for MPOs to leverage in developing recommendations in their own regions, and it would be useful for all MPOs to gather public data and better streamline requests in a singular system with TXDOT.
4. **Standardization of Charging Station Terminology**  
NCTCOG recommends defining and standardizing language used to describe EV charging terminology to ensure consistent interpretation and understanding. The charging infrastructure industry has aligned with a common standard called the Open Charge Point Interface (OCPI) protocol with a hierarchy for location, port, and connector, as illustrated on the Alternative Fuels Data Center<sup>2</sup>. NCTCOG recommends adjusting any EV Charging terminology used such as "unit" or "location" as appropriate to align with these terms.
5. **Provisions for Reasonable Price Control**

---

<sup>1</sup> [https://txdot.mysocialpinpoint.com/tx\\_ev\\_plan/map](https://txdot.mysocialpinpoint.com/tx_ev_plan/map)

<sup>2</sup> [Alternative Fuels Data Center: Developing Infrastructure to Charge Electric Vehicles \(energy.gov\)](#)

Stations in more rural areas may be isolated, with minimal charging station availability within 50 miles. In these situations, if all ports associated with NEVI investment are located at a single host site, there is a possibility for site monopolization and price gouging. This is especially concerning from an equity perspective in ensuring access to affordable charging across the state.

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

**6. Phased Approach for Rural EV Charging Stations**

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

**7. Clarifying Allowable Use by Small Freight Vehicles**

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

**8. Community Engagement and Workforce Development**

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

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

**9. Guidance on Environmental Justice Benefits**

NCTCOG recommends TXDOT define a disadvantaged community (DAC) for purposes of NEVI implementation. NCTCOG supports TxDOT's intent to follow forthcoming guidance from FHWA regarding standards for measuring benefits to DACs and recommends developing more state-specific guidance once national standards are released. NCTCOG also recommends TxDOT evaluate the newly released resource by Argonne National Laboratory titled "Using Mapping Tools to Prioritize Electric Vehicle Charger Benefits to Underserved Communities<sup>3</sup>".

---

<sup>3</sup> <https://publications.anl.gov/anlpubs/2022/05/175535.pdf>

**10. Inclusion of Language to Ensure Protection of Cultural Resources and Human Remains When Constructing Charging Stations**

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

**11. Resiliency of Evacuation Routes**

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

**12. Risk of Vandalism**

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

**13. Energy Efficiency**

NCTCOG recommends requiring vendors to utilize Energy Star-certified equipment when available.



---

# **North Central Texas Regional Vanpool Program Update**

**SURFACE TRANSPORTATION TECHNICAL COMMITTEE  
JULY 22, 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

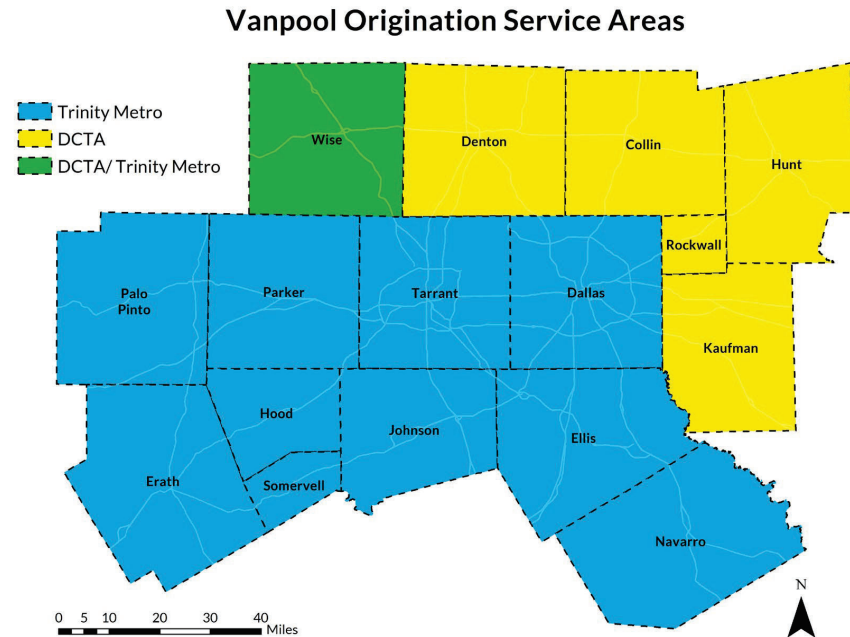
## Program Funding Sources

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



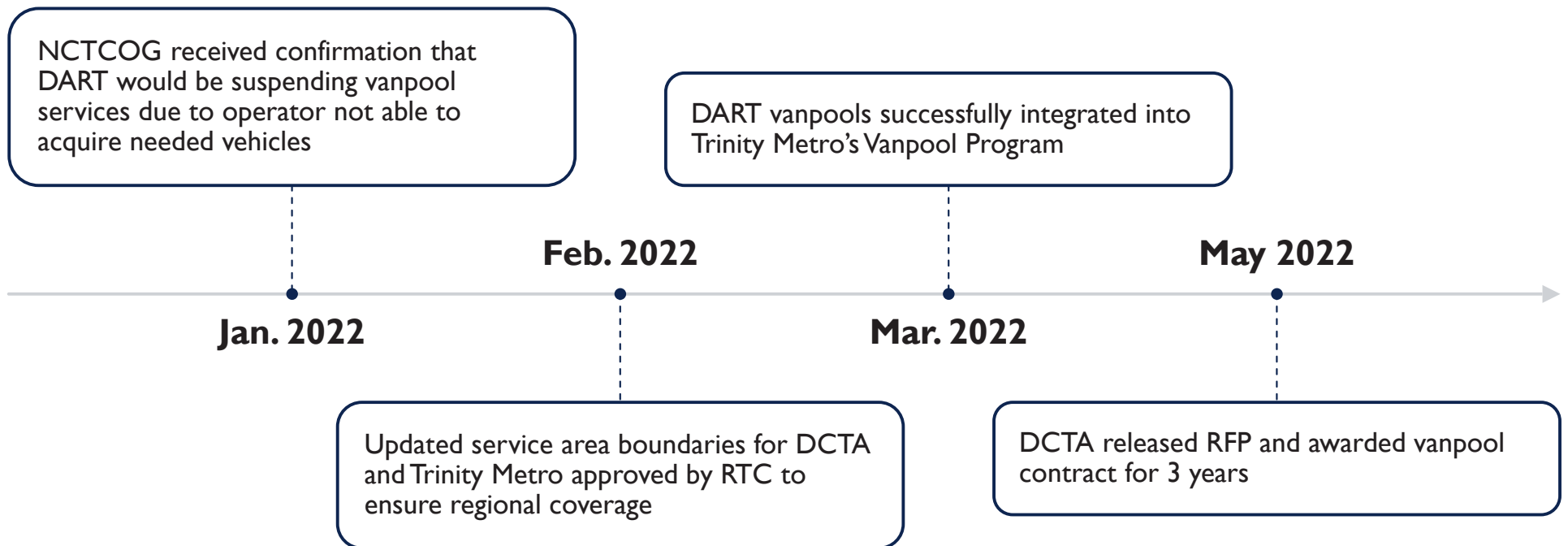
# Vanpool Program Boundaries

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



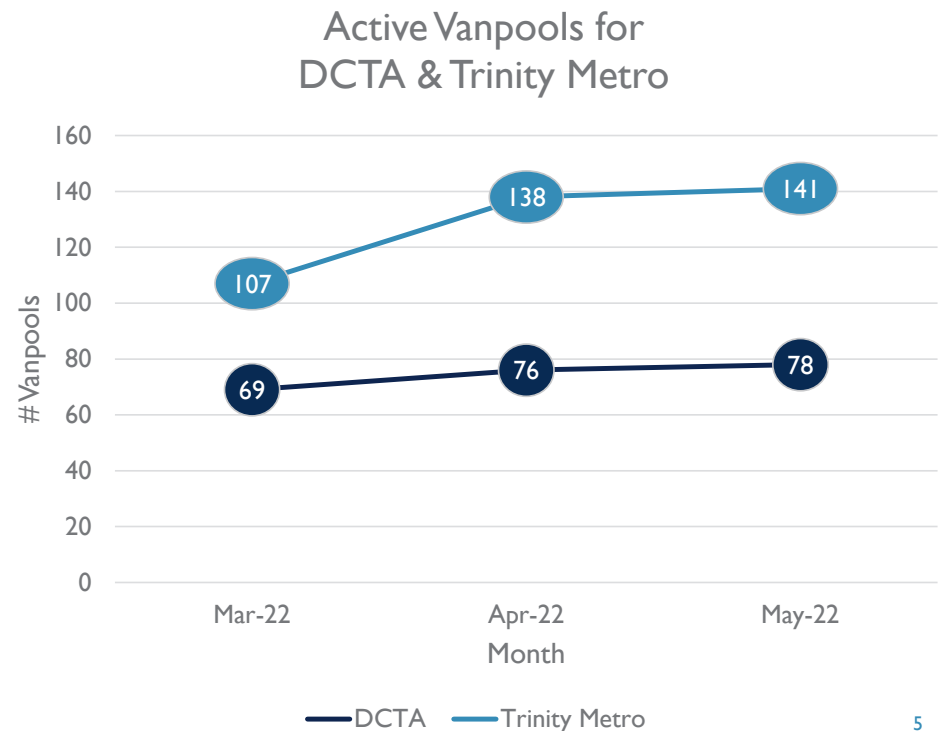
# Regional Vanpool Program Trends

## 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](mailto:sstevenson@nctcog.org)

Gypsy Gavia  
Principal Transportation Planner  
Transit Management and Planning  
[ggavia@nctcog.org](mailto:ggavia@nctcog.org)

Dora Kelly  
Transportation Planner  
Transit Management and Planning  
[dkelly@nctcog.org](mailto:dkelly@nctcog.org)

Evan Paret  
Transportation Planner  
Transit Management and Planning  
[eparet@nctcog.org](mailto:eparet@nctcog.org)



# High-Occupancy Vehicle Quarterly Report

Surface Transportation Technical  
Committee Meeting

July 22, 2022

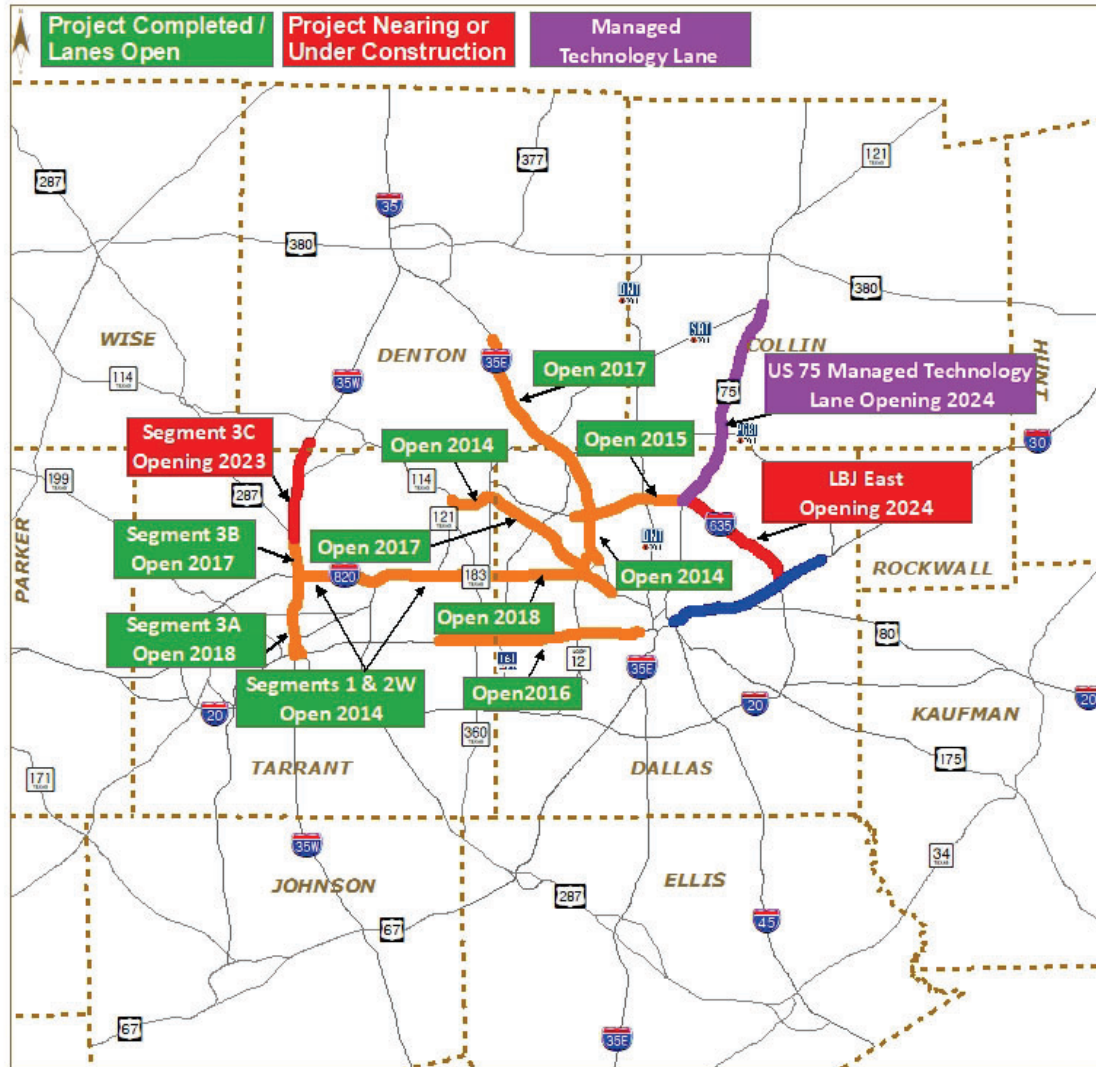
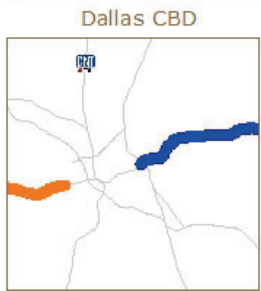
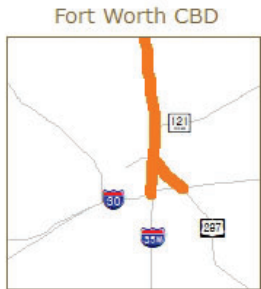




# Managed Lane System

**Current Express/HOV + New Managed Lanes**

- Current Express/HOV Lanes
- Current TEXpress Managed Lanes
- TEXPress Managed Lanes Under Construction
- Managed Technology Lane
- Major Roadways



October 5, 2021

# 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)
<b>North Tarrant Express</b> <ul style="list-style-type: none"> <li>• SH 183/121 from IH 35W to SH 121</li> <li>• IH 35W from IH 30 to US 287</li> </ul>	\$3,796,595	Negligible	0
<b>LBJ Express</b> <ul style="list-style-type: none"> <li>• IH 635 from Preston Road to Greenville Avenue</li> <li>• IH 35E from Loop 12 to IH 635</li> </ul>	\$3,494,762	Negligible	0
<b>DFW Connector</b> SH 114 from Kimball Avenue to Freeport Parkway	N/A	Negligible	0
<b>IH 30 Managed Lanes</b> IH 30 from SH 161 to Westmoreland Road	N/A	Negligible	0
<b>IH 35E Managed Lanes</b> IH 35E from FM 2181 (Teasley) to LBJ	N/A	Negligible	0



Update

Automated Vehicle Occupancy Verification

Through 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](mailto:nbettger@nctcog.org)

817-695-9280

**Dan Lamers**

Senior Program Manager

[dlamers@nctcog.org](mailto:dlamers@nctcog.org)

817-695-9263

**Amanda Wilson**

Program Manager

[awilson@nctcog.org](mailto:awilson@nctcog.org)

817-695-9284

**Berrien Barks**

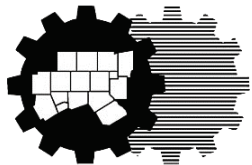
Program Manager

[bbarks@nctcog.org](mailto:bbarks@nctcog.org)

817-695-9282

# STATUS REPORT ON TEXAS VOLKSWAGEN ENVIRONMENTAL MITIGATION PROGRAM FUNDING

Surface Transportation Technical Committee  
July 22, 2022



North Central Texas  
Council of Governments

UPDATED

Find New or Updated Information  
Marked with Red Icon



# AWARDS TO DFW AREA PUBLIC SECTOR ENTITIES

## Bus Replacements:

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

## Refuse Vehicle Replacements:

City of Cleburne
City of Dallas
City of Hurst
City of Midlothian
City of Plano
City of Princeton
City of River Oaks
City of Watauga
City of Weatherford
Denton County
Tarrant County
Town of Hickory Creek

## Freight Vehicle Replacements:

City of Cleburne
City of Weatherford
Dallas County
Ellis County
Kaufman ISD
Mansfield ISD
Tarrant County

## Level 2 Charging Stations:\*

City of Arlington
City of Corinth
City of Dallas 
City of Duncanville
City of Farmers Branch
City of Southlake
City of Weatherford
Dallas County MHMR
Texas Parks and Wildlife
The University of Texas at Dallas

\*Funds still being awarded

Data reflects information posted at [www.texasvwfund.org](http://www.texasvwfund.org) as of July 7, 2022

# SPOTLIGHT AWARDEE: CITY OF DALLAS LEVEL 2 STATIONS



## City of Dallas

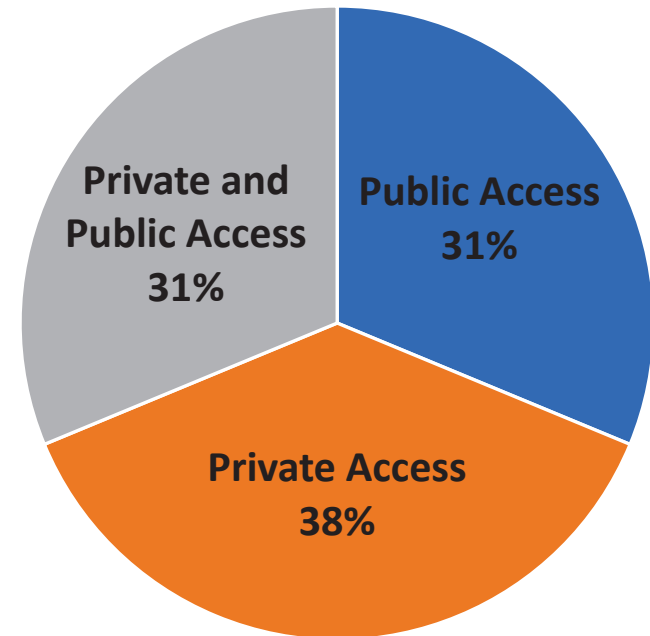
UPDATED

Eight Level 2 Charging Sites  
Being Built with TxVEMP Funds

### Grant Summary

Total Awarded Grant Amount	\$87,500
Dallas Sanitation Department Chargers (2 sites)	2
Dallas Water Utility Chargers (4 sites)	13
Kay Bailey Convention Center Chargers (1 site)	10
Dallas Love Field Airport Chargers (1 site)	10
<b>Total Chargers</b>	<b>35</b>

### Distribution of Access to TxVEMP Funded Chargers



Data reflects information received from the City of Dallas as of June 9, 2022

# OVERVIEW OF TEXAS VOLKSWAGEN ENVIRONMENTAL MITIGATION PROGRAM (TXVEMP) FUNDING STATUS

Statewide Allocation	Program	DFW Area Allocation	Schedule	Status*
~\$169.5 Million	School, Shuttle, and Transit Buses	\$11,684,806	Closed; Awards Final	>\$17.3 Million Requested All Available Funds Awarded
	Refuse Vehicles	\$8,346,290	Closed; Awards Final	\$9,448,544 Requested \$5,863,995 Awarded
	Freight and Port Drayage Vehicles	\$6,677,032	Closed; Awards Final	\$8,961,832 Requested \$7,929,979 Awarded
	Electric Forklifts and Port Cargo-Handling Equipment	\$6,677,032	To Be Determined	
	Electric Airport Ground Support Equipment			
Ocean-Going Vessel Shore Power				
~\$31.3 Million	ZEV Infrastructure – Level 2 Rebate	\$10,465,958 (Statewide)	Closed; Awards Still in Progress	\$11,005,500 Requested \$10,400,000 Awarded
	ZEV Infrastructure – DC Fast Charge and Hydrogen Refueling	\$20.9 Million (Statewide)	Closed; Awards Final	\$89,852,581 Requested All Available Funds Awarded

\*Data reflects information posted at [www.texasvfund.org](http://www.texasvfund.org) as of July 7, 2022

## FOR MORE INFORMATION

**Soria Adibi**  
**Senior Air Quality Planner**  
**817-704-5667**  
**sadibi@nctcog.org**

**Jonathan Cupit**  
**Air Quality Planner I**  
**817-704-5663**  
**jcupit@nctcog.org**

**Lori Clark**  
**Program Manager and**  
**DFW Clean Cities Coordinator**  
**817-695-9232**  
**lclark@nctcog.org**

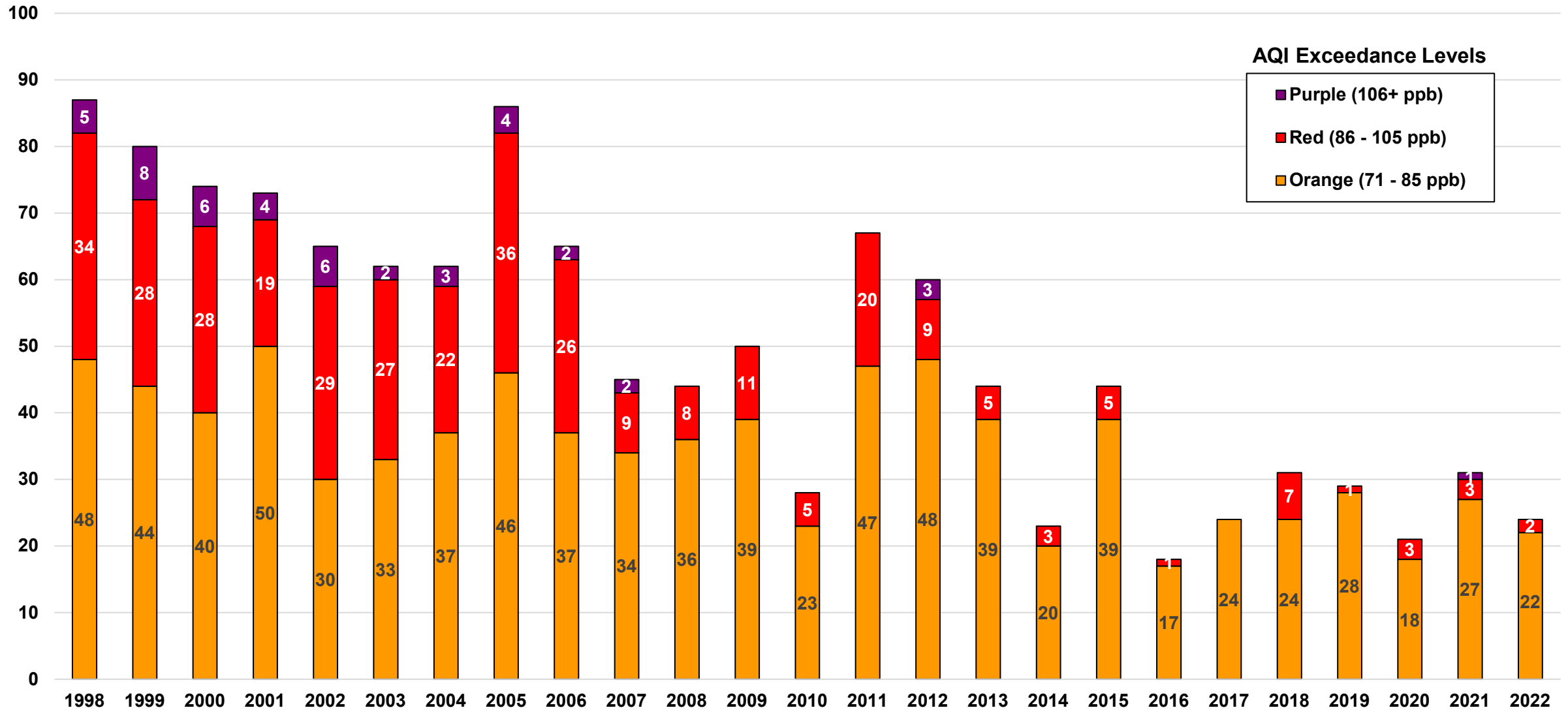
Also see “Hot Topics” at [www.nctcog.org/aqfunding](http://www.nctcog.org/aqfunding)



**North Central Texas  
Council of Governments**

# 8-HOUR OZONE NAAQS HISTORICAL TRENDS

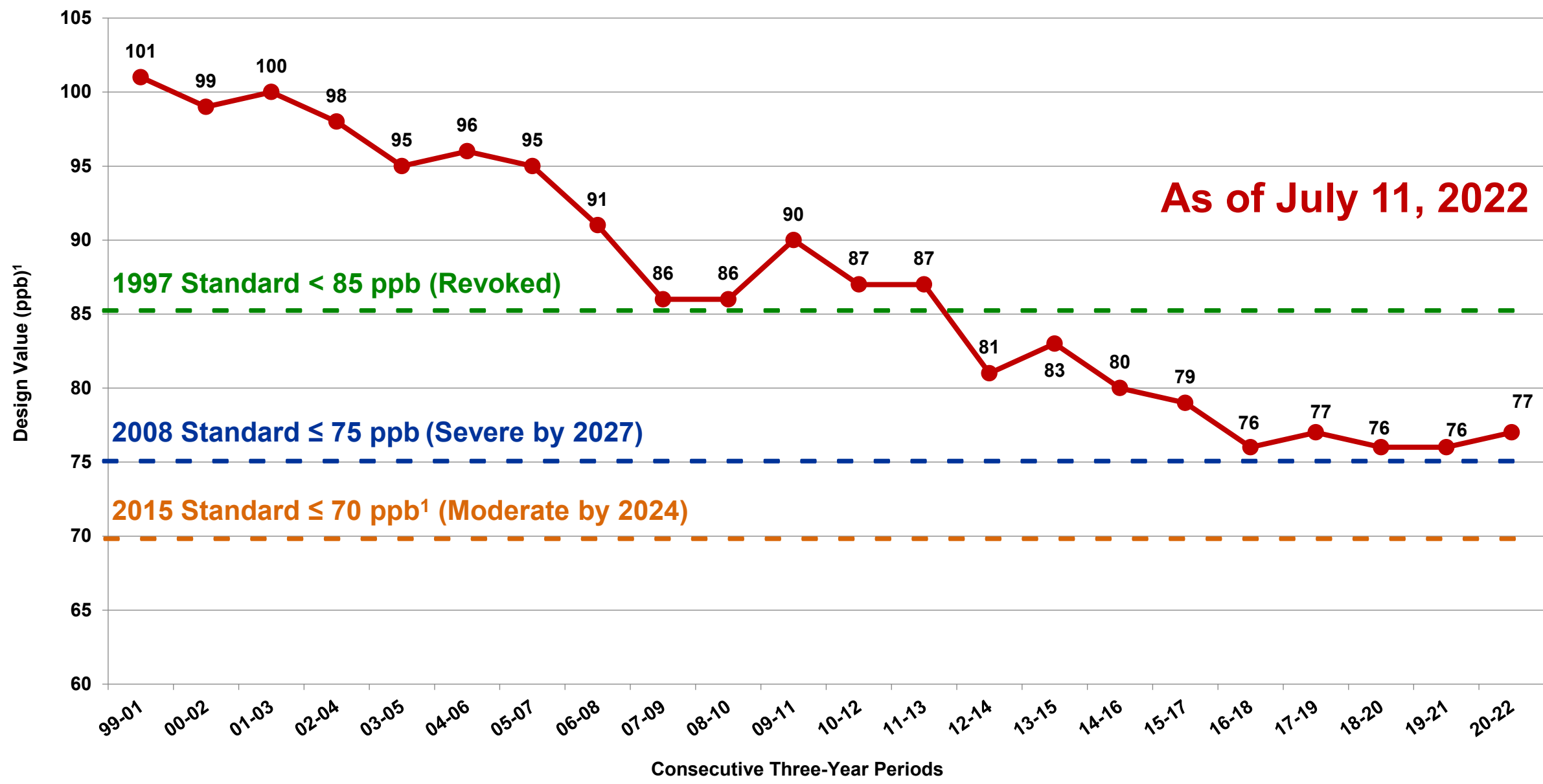
Based on  $\leq 70$  ppb (As of July 11, 2022)



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](http://www.tceq.state.tx.us/cgi-bin/compliance/monops/8hr_monthly.pl)  
ppb = parts per billion

# 8-HOUR OZONE NAAQS HISTORICAL TRENDS



As of July 11, 2022

1997 Standard < 85 ppb (Revoked)

2008 Standard ≤ 75 ppb (Severe by 2027)

2015 Standard ≤ 70 ppb<sup>1</sup> (Moderate by 2024)

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

**CHRIS KLAUS**  
Senior Program Manager  
[cklaus@nctcog.org](mailto:cklaus@nctcog.org)  
817-695-9286

**VIVEK THIMMAVAJJHALA**  
Transportation System Modeler II  
[vthimmavajjhala@nctcog.org](mailto:vthimmavajjhala@nctcog.org)  
817-704-2504

**JENNY NARVAEZ**  
Program Manager  
[jnarvaez@nctcog.org](mailto:jnarvaez@nctcog.org)  
817-608-2342

**NICK VAN HAASEN**  
Air Quality Planner III  
[nvanhaasen@nctcog.org](mailto:nvanhaasen@nctcog.org)  
817-608-2335

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



## North Central Texas Council Of Governments

May 16, 2022

Mr. Brian Nelson  
US Environmental Protection Agency  
EPA Docket Center, OAR,  
Docket EPA-HQ-OAR-2019-0055  
Mail Code 28221T  
1200 Pennsylvania Avenue NW  
Washington, DC 20460

Dear Mr. Nelson:

On behalf of the **North Central Texas Council of Governments (NCTCOG)** and the **Regional Transportation Council (RTC)**, the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth area, we are pleased to provide input on the Environmental Protection Agency's (EPA) proposed rule published in the Federal Register on March 28, 2022, regarding Control of Air Pollution From New Motor Vehicles: Heavy-Duty Engine and Vehicle Standards, Docket No. EPA-HQ-OAR-2019-0055.

Several counties within the Dallas-Fort Worth Metropolitan Planning Area are currently in nonattainment for the pollutant ozone under both the 2008 and 2015 8-hour ozone standards. NCTCOG supports efforts for clean air that will develop an aggressive program which takes into consideration the capabilities of Original Equipment Manufacturers (OEMs) while at the same time not disrupting commerce given the current state and future uncertainty of the economy. NCTCOG is currently implementing several programs to reduce emissions in North Texas, and these comments are informed by this experience.

NCTCOG appreciates consideration of these comments and looks forward to working with EPA to improve air quality in North Texas. If you have any questions, please feel free to contact Jason Brown, NCTCOG Principal Air Quality Planner, at (817) 704-2514 or at [jbrown@nctcog.org](mailto:jbrown@nctcog.org).

Sincerely,

Chris Klaus

Senior Program Manager  
North Central Texas Council of Governments

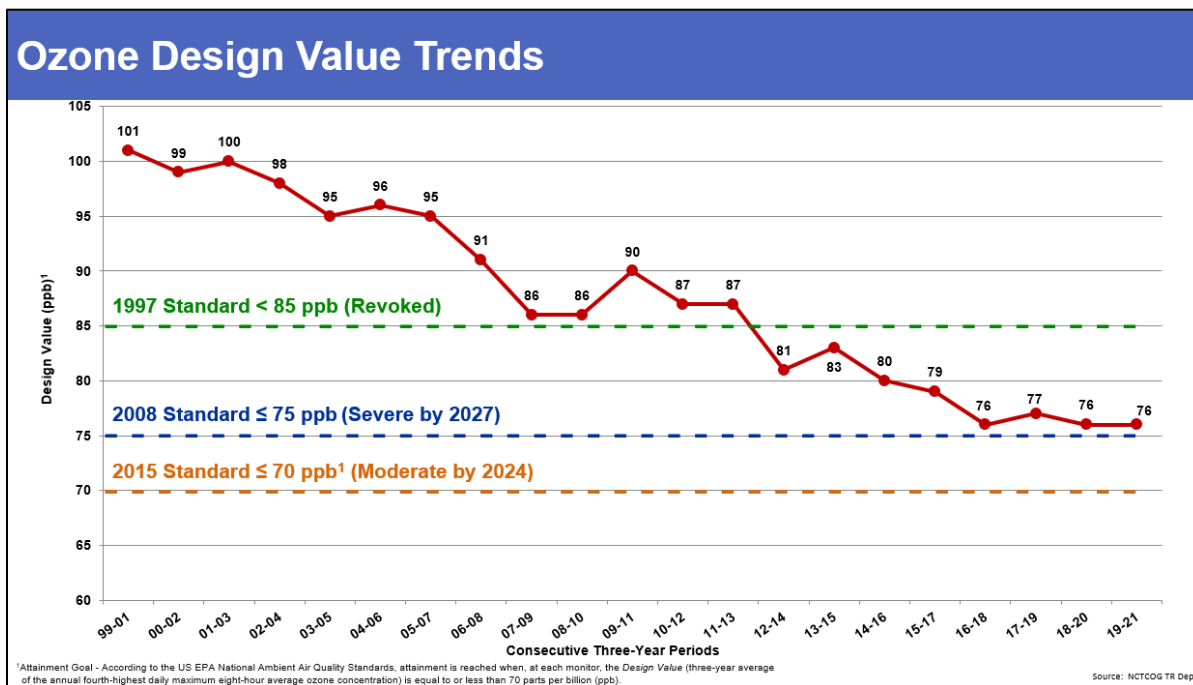
KR:tmb  
Attachment



**WRITTEN COMMENTS FROM NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS  
RE: Docket No. EPA-HQ-OAR-2019-0055.**

**1. Support for Option 1:**

EPA's Option 1 is the preferred proposal that, if achievable, can result in significant emission reductions and health benefits. Option 1 approaches reductions in a faster timeframe and remains sensitive to multi-pollutant impacts, including particulate matter (PM). For the Dallas-Fort Worth (DFW) nonattainment area under two ozone standards (see graph below), emissions reductions need to occur as soon as possible.



**2. HD Truck Emissions Reduction Technology Constraints:**

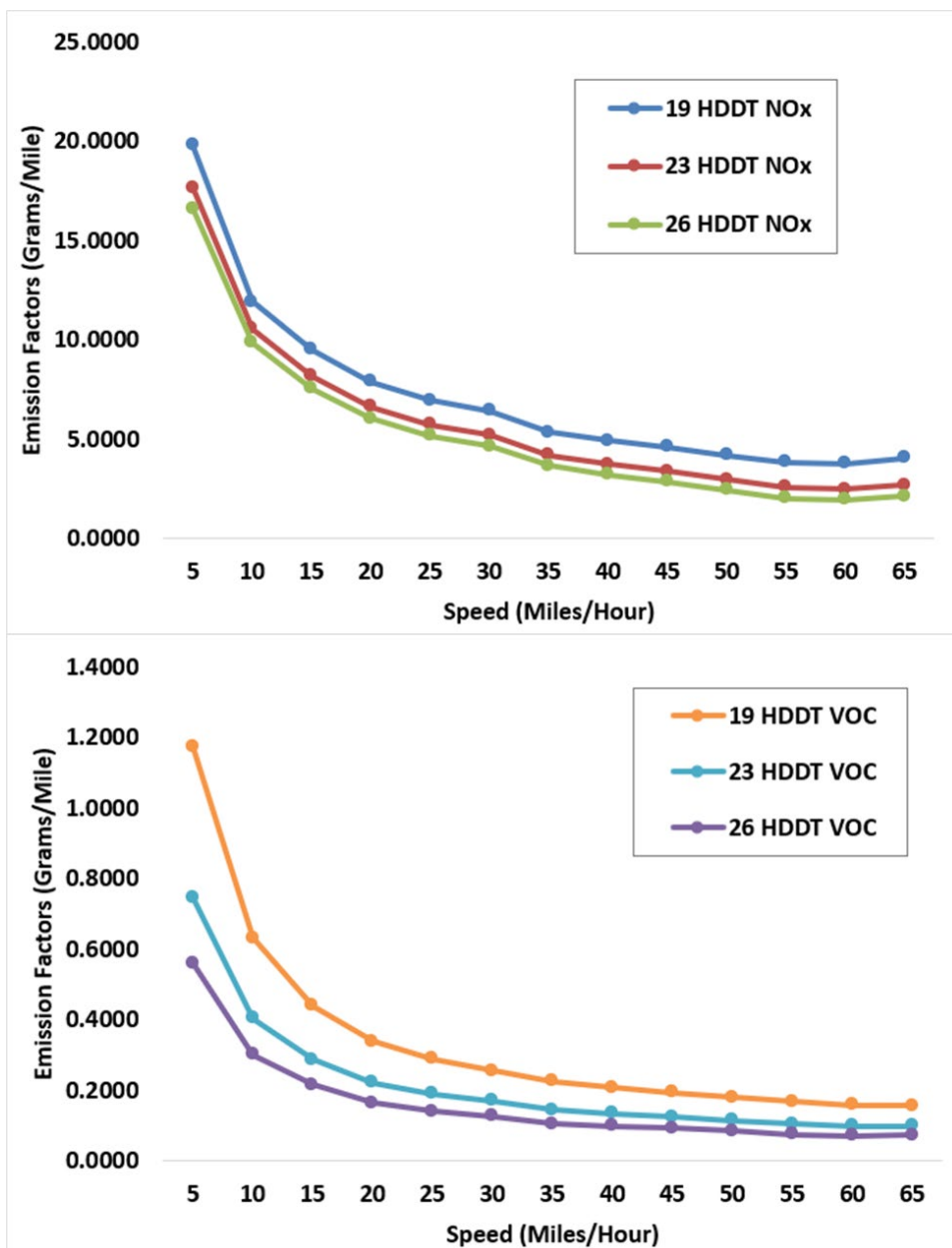
The North Central Texas Council of Governments (NCTCOG) observes that the proposed and significantly lower NO<sub>x</sub> engine standards will be difficult to achieve and maintain for diesel engines due to literature suggesting diesel vehicles operating in real world environments with current technologies are unable to meet existing 0.2 g/bhp-hr NO<sub>x</sub> standards. A 2019 EPA report<sup>1</sup> covering the Motor Vehicle Emission Simulator (MOVES) model points out that selective catalyst reduction (SCR) technology, when employed at low speeds in real world operations, did not achieve the NO<sub>x</sub> reduction that the Model Year 2010 diesel emissions standard intended. When a diesel vehicle is traveling on non-freeway facilities, such as arterials, collectors, and local streets, the diesel engine is experiencing low temperatures at which current technologies are unable to function properly. In addition, when a diesel vehicle is on the freeway in either recurring congested conditions or within a non-recurring situation (i.e., crash or accident) the diesel engine experiences low temperatures and, therefore, excessive emissions. The two graphics below

<sup>1</sup> U.S. EPA. *Updates to MOVES Heavy Duty Running Exhaust Rates: Diesel, Gasoline, and Natural Gas*. <https://www.epa.gov/sites/production/files/2019-06/documents/04-updates-hd-running-exhaust-rates-2019-04-10.pdf>.

from EPA's MOVES model show that when diesel engine equipped trucks are experiencing speeds below approximately 35 mph, their emission rates significantly increase. These conditions are more likely to occur around neighborhoods and heavily populated areas, compounding local health impacts.

(Please note that the Heavy-Duty Diesel Truck (HDDT) in the graphs below is the Combination Long-Haul Truck (Diesel) vehicle type in the EPA's MOVES model.)

Proposed lower standards need to have Original Equipment Manufacturers' (OEM) buy-in to develop appropriate technologies, and the certification rules on these technologies need to take into account real-world operating conditions so outcomes in the lab are reflected in the environment.

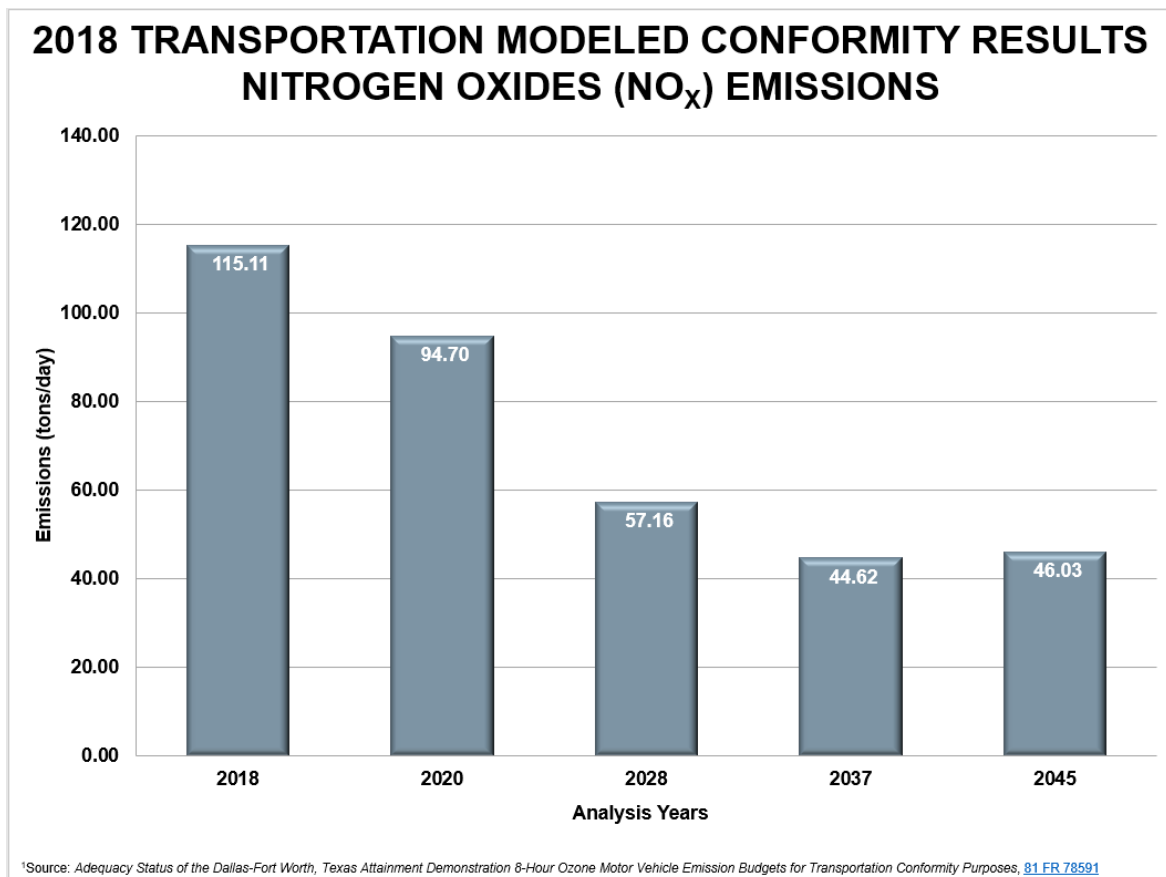


**3. Addressing Legacy Heavy-Duty Trucks (HD Trucks Model Years 2010 and Older without SCR and Trucks Model Years 2011 and newer with SCR):**

EPA must ensure that legacy HD trucks are still maintaining their emissions components and staying compliant with Clean Air Act requirements with regard to emissions component tampering and deterioration. To continue efforts, EPA must address legacy HD trucks and vehicles by providing funding incentives for replacing diesel engines with newer alternative fuel vehicles. Also, efforts to identify HD trucks on roadways that are in need of repair and HD trucks that have been tampered with must continue to be supported through state Inspection and Maintenance programs and other initiatives, including roadside inspections. NCTCOG supports the EPA's current anti-tampering efforts outlined in the 2020 National Compliance Initiatives and encourages significantly more attention to minimize excessive vehicle emissions.

**4. Transportation Conformity:**

Transportation Conformity is a planning requirement carried out by a regional Metropolitan Planning Organization (MPO) to ensure long-range transportation plans are consistent with air quality goals established to bring a region into compliance with National Ambient Air Quality Standards (NAAQS). Due to increases in truck population and urban congestion, emission inventories are beginning to show increases over time. Addressing engine standards now can aid in maintaining the reduction trend of future year emission inventories which will allow for successful USDOT conformity determinations. The chart below shows this emerging future year situation.



**MINUTES****Regional Transportation Council  
PUBLIC MEETING****2023-2025 Disadvantaged Business Enterprise Goals****Regional 10-Year Plan****AV2.1: Preparing for Emerging Transportation Technologies with Local Partners****Modifications to the FY2022 and FY2023 Unified Planning Work Program****Meeting Date and Location**

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

**Public Meeting Purpose and Topics**

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

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

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

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

**Summary of Presentations*****2023-2025 Disadvantaged Business Enterprise Goals presentation:***

<https://www.nctcog.org/getmedia/6d36dc0d-11b6-40f7-b5f5-df63866a4f38/2023-2025-Disadvantaged-Business-Enterprise-Goals.pdf.aspx>

The Disadvantaged Business Enterprise (DBE) Program ensures non-discrimination, creates a level playing field, helps remove barriers to DBE participation, and ensures DBE firms meet required eligibility standards.

To be classified as a DBE, at least 51 percent of an entity must be owned by socially and economically disadvantaged individuals. Socially and economically disadvantaged individuals must be a U.S. citizen or lawful permanent residents. These individuals can be women, Black Americans, Hispanic Americans, Native Americans, Asian-Pacific Americans, and others as determined by the Small Business Administration.

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

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

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

***Regional 10-Year Plan presentation:***

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

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

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

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

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

Next steps include finalizing update efforts with TxDOT staff and bringing back any project changes to the Surface Transportation Technical Committee (STTC) and RTC once the TTC approves the UTP.

The RTC will take action on the 10-Year Plan update on July 14, 2022. The TTC will take action on the 2022 UTP in August 2022.

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

<https://www.nctcog.org/getmedia/2c1a7a02-e631-4a75-be64-5e63fba603f8/AV2-1-Preparing-for-Emerging-Transportation-Technologies-with-Local-Partners.pdf.aspx>

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

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

**Summary of Online Review and Comment Topic**

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

<https://www.nctcog.org/getmedia/670c8f80-8b4d-4755-86e0-fcbdb1bc8583/Modifications-to-the-FY2022-and-FY2023-Unified-Planning-Work-Program.pdf.aspx>

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

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

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

**COMMENTS RECEIVED DURING THE MEETING**

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

**David Beck, City of Justin**

A. Transportation Technologies Infrastructure

*Question:* How does a city begin to think about infrastructure items that are necessary for future transportation development?

*Summary of Response by Clint Hail:* That's a great question and one we're always asking the technology industry professionals. The response has generally been that they don't need much from the public sector other than the fundamentals like good signage and smooth roads.

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

**Mail**

**Other**

**Phyllis Silver, Citizen**

Please see attachment for comments submitted via postal mail.

NCTCOG Public Meeting - June 13, 2022

Phyllis  
Silver

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

Question - Pg. 19 - FY2020-FY2022 has the largest incremental increase in total contract amount. I would be interested to know why there is a decrease in percentages in the next three columns. What determines those DBE percentages? I see the footnote indicating that 2020-2022 shows NCTCOG + Subrecipient activities, but I do not understand what this means. I would appreciate some clarification.

AV 2.1 Preparing for Emerging Transportation Technologies with  
Local Partners

Comments/Questions

I like the idea of automating transportation, especially with the immediate and long range problem of human operator shortages for buses and trams. The public needs to have good mobility.

I do have a number of safety concerns and I trust that these issues will be thoroughly addressed before this goes into practice.

Specifically, these are my concerns:

1) In the absence of a human operator observing riders as they board and disembark,  
a) The system needs to allow riders ample time to get seated and situated after they board so that people will not fall

b) The system needs to allow riders enough time to disembark so that they do not fall while leaving the vehicle.

2) Without a set of eyes navigating the vehicle, we need to think about the safety of pedestrians, bicyclists, and other vehicles sharing the roadway with the automated vehicles. We have already encountered issues regarding this sector.



June 13, 2022 Public Meeting  
Continued

P92

Phyllis  
Silver

2023 Unified Transportation Program and Regional  
16-Year Plan Update

Comments

Reviewing this material was gratifying to me, especially the principles outlined on Page 4. In particular, the third principle, to fully fund existing projects before funding new projects struck a positive chord. The principles as outlined seem to display fiscal responsibility.

Phyllis Silver



June 30, 2022

# TRANSPORTATION

## PUBLIC MEETING

AUGUST 8 · NOON · 616 SIX FLAGS DR. ARLINGTON, TX

### PRESENTATIONS

#### The Interstate 45 Zero-Emission Vehicle Infrastructure Deployment Plan

The Interstate (IH) 45 Zero-Emission Vehicle (ZEV) Infrastructure Deployment Plan outlines recommendations for building new infrastructure ZEV projects for both battery electric vehicles (BEVs) and hydrogen fuel cell electric vehicles (FCEVs) along IH 45. This corridor, which carries a large amount of freight, is key to advancing air quality efforts in Dallas-Fort Worth and Houston as both face ozone nonattainment challenges that are impacted by heavy-duty diesel vehicles. More information: visit [nctcog.org/IH45-ZEV](https://nctcog.org/IH45-ZEV).

#### 2022 Access North Texas Update

Access North Texas is the regional public transportation coordination plan for the 16-county North Central Texas region and documents the transportation needs of older adults, individuals with disabilities, and individuals with lower incomes across the region. Staff will provide a summary of updated goals and strategies developed to better serve these populations with public transportation. A draft plan will be posted for review and comment.

#### Regional Pedestrian Safety Action Plan: 2022 Update

The Regional Pedestrian Safety Action Plan (PSAP) serves as a guide for state, regional, and local governments for improving pedestrian safety across the 12-county Dallas Fort Worth Metropolitan Planning Area. This Plan was endorsed by the Regional Transportation Council (RTC) on June 10, 2021 and adopted by reference as part of the Metropolitan Transportation Plan, Mobility 2045 Update, on June 9, 2022. The proposed 2022 Update can be viewed in a red-lined version of the documents at [nctcog.org/PedSafetyPlan](https://nctcog.org/PedSafetyPlan).

#### Federal Performance Measures Update

Metropolitan Planning Organizations are required by MAP-21 and the FAST Act to monitor and set targets for a specific set of performance measures covering various aspects of the transportation system under their jurisdiction. Targets are established biennially for these measures as part of a four-year performance period. NCTCOG staff is in the process of analyzing outcomes from previously set targets while setting new targets for the next performance period and will provide an overview and update on the measures.

*For special accommodations due to a disability or for language interpretation, contact Thao Tran at 817-704-2510 or [tctran@nctcog.org](mailto:tctran@nctcog.org) at least 72 hours prior to the meeting. Reasonable accommodations will be made.*

*To request a free roundtrip ride between NCTCOG and the Trinity Railway Express CentrePort/DFW Airport Station, contact Thao Tran at least 72 hours prior to the meeting: 817-704-2510 or [tctran@nctcog.org](mailto:tctran@nctcog.org).*

*Attend in person, watch the presentations live at [nctcog.org/input](https://nctcog.org/input), or participate via phone by dialing 855-925-2801 then code 6343.*



### RESOURCES & INFORMATION

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

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

**Vehicle Incentives & Funding Opportunities:**  
[nctcog.org/aqfunding](https://nctcog.org/aqfunding)

Progress North Texas 2022

**PUBLIC COMMENTS REPORT**

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

**Purpose**

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

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

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

In addition, comments were accepted through a new, online map tool – Map Your Experience. Users can drop a pin on a location in the region and leave a detailed comment. This month, there were 27 bicycle and pedestrian comments and one roadway comment. To read them, visit:

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

**Bicycle & Pedestrian**

**Twitter –**

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

What an awesome, (if windy) morning to celebrate Bike to Work Day 2022!! Huge shout out to...  
- BikeDFW (@BikeDFW)



all of our BikeDFW volunteers and board members for getting out there so early this morning; to our partners at

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

### Innovative Vehicles & Technology

#### Facebook –

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



Dems seem to think solar panels and wind turbines can replace fossil fuels now. They must also still believe in the tooth fairy and Santa Claus – Mark Eames

**Twitter –**

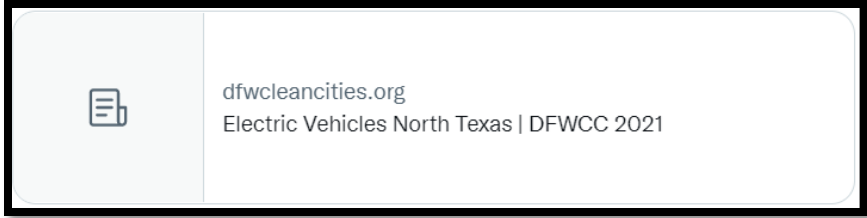
1. Huh! I didn't see anything about electric bikes. You know, the vehicle that requires 1/1000th the amount of resources to build and operate of an electric car, the vehicle not responsible for 40,000 deaths a year, or the vehicle responsible for our atrociously wasteful land use? – Andrew Wallace (@agwallace92)



2. Hosted by our sister Clean Cities Coalitions @DriveCleanCO @KCCleanCities @NCTCOGtrans @LiveGreenCT the PDs Driving EVs is a great opportunity to learn more about how electric vehicles could elevate your police fleet. Check it out! – CentralinaCleanFuels (@CLTCleanCities)



3. There are approx 50k Electric Vehicles (EV) in North Texas. Want to know where the charging stations are & basic info on owning an EV? Check out the new site: <http://dfwcleancities.org/evnt>. @NCTCOGtrans #electricvehicles



4. What could possibly go wrong – JW-MEME LORD (@ntwxsnr)



**Transit**

**Twitter –**

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



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

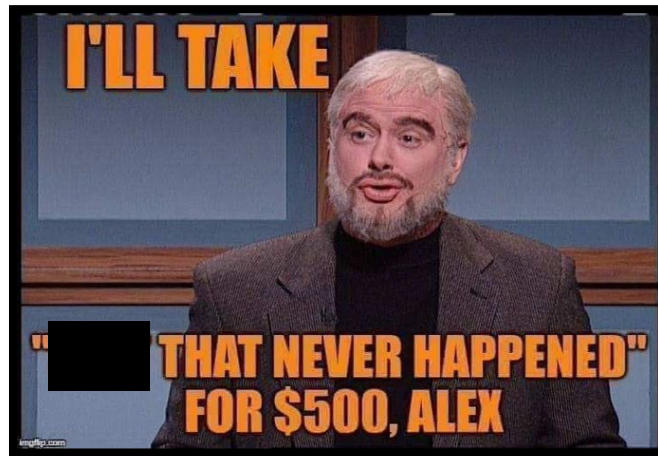
And not, say... literally ~any~ 12- to 25-year-old male in your district? (The fightin' 12!) – Pete Freedman (@PeteFreedman)

Yes, neighbor says they delivered it today with the graffiti already on it and placed it next to his house. Amazingly, @dartmedia wants the community to

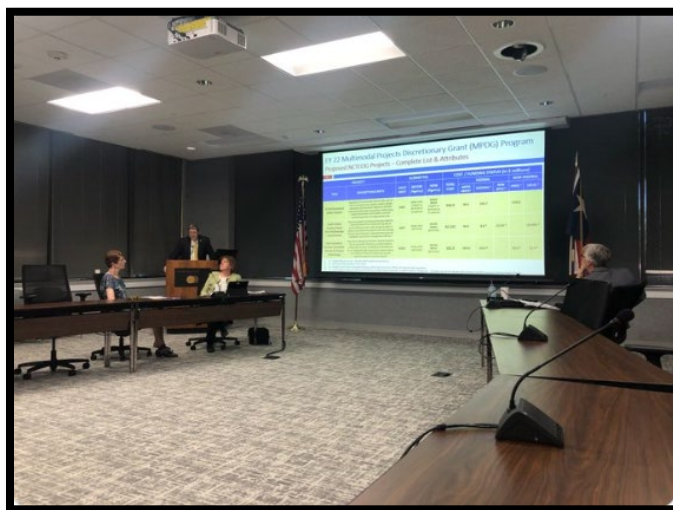
believe DART will keep the sound walls free from graffiti. – caraathome (🏠) (@caraathome)

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

Sure - TeePope 🙌🔴🟢 (@TeeBall77)



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



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

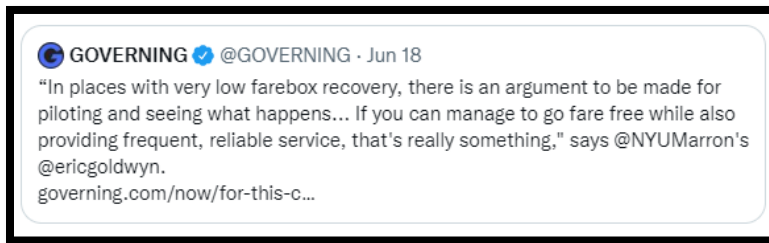
The grant request is for \$542 million. We will see if it is funded or not. – caraathome (🏠) (@caraathome)

3. Great I-345 meeting today with @TxDOT @TxDOTDallas I'm really pleased with how they have listened to feedback and come up with a solution that works for the residents & commuters in @CityOfDallas 🗣️1/x @NCTCOGtrans <https://keepitmovingdallas.com/I345>

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

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

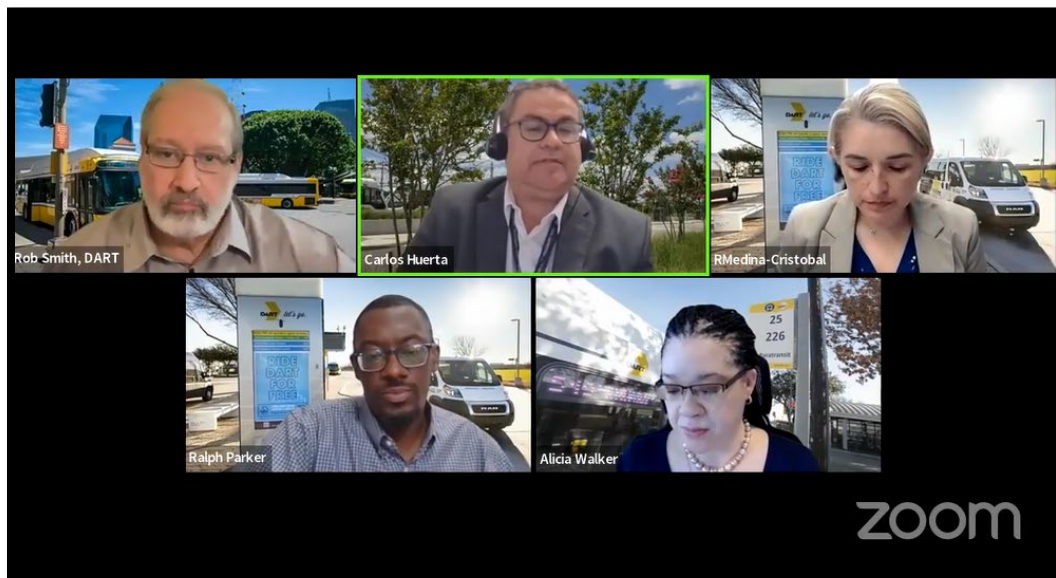
4. @dartmedia has low fare box recovery & this is an easy way to gain ridership and take cars off the road. Increased ridership = increased federal transit & environmental funding. Major employers who purchase employee bus passes could subsidize this program. @NCTCOGtrans – caraathome (🏠) (@caraathome)



## **Facebook –**

### 1. June 13 Temporary Bus Service Adjustment

Our panel of experts will discuss what service changes riders should expect, and our efforts to recruit bus operators. – Dallas Area Rapid Transit (Official DART page)





Is the rescue rides program available for people in wheelchairs...electric or manual – Brian Olsen

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

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

### Other

#### Twitter –

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

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

2. Find more information on topics of discussion and how to attend the hybrid June meeting at <http://nctcog.org/input>. – Ciudad de Dallas (@CiudadDeDallas)



## DALLAS DISTRICT

## PROGRESS

Monthly Report on Dallas District Projects and Topics

COLLIN CO. | DALLAS CO. | DENTON CO. | ELLIS CO. | KAUFMAN CO. | NAVARRO CO. | ROCKWALL CO.

# THE BEST IN THE WEST



**DALLAS DISTRICT** – Last month, Dallas had the pleasure of hosting the 2022 annual meeting of the Western Association of State Highway and Transportation Officials (WASHTO) at the Omni Hotel downtown.

Celebrating its 100th year, the four-day conference continued its tradition of providing a compelling forum for exchanging new ideas and best practices in the world of transportation. The event was also a chance for the TxDOT Dallas District to shine in more ways than one.

Not only did the team do an outstanding job planning informative and educational tours around town for attendees, but Dallas was also recognized for the outstanding work that has been done over the last year.



**The Dallas District's Lowest Stemmons project** was named regional winner for America's Transportation Award in the operations excellence category, medium size project group (\$25 million to \$200 million in value).

The \$86.6 million project, completed last fall, added direct connect ramps on Interstate 35E to and from Woodall



SOURCE: TxDOT

Credit: TxDOT

**Photo 1:** Donning their Texas best, Dallas District Engineer Mo Bur (left) and Fort Worth District Engineer Carl Johnson welcomed attendees to WASHTO 2022 in Southern style with a little cheeky banter surrounding the age-old rivalry between the two fast-growing metro areas.

Rodgers Freeway and the Dallas North Tollway. The new ramps eliminated a major weaving and merging area, improved safety, and dramatically improved traffic flow in the area adjacent to American Airlines Center. This Texas Clear Lanes project addressed a major bottleneck ranked No. 8 on the Texas A&M Transportation Institute's Top 100 most congested roadways.

## OTHER HIGHLIGHTS OF WASHTO 2022

Dallas District Engineer Mo Bur and Fort Worth District Engineer Carl Johnson welcomed everyone to the conference in style, the Texas way, with a little cheeky banter surrounding the age-old rivalry between the two fast-growing metro areas.

• **More on the BACK PAGE** •

## JUNE 2022 LET PROJECTS

	CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	COST EST. (M)	BID (M)	(%)	CONTRACTOR
1	0047-06-161 <sup>1</sup>	US 75	At Ridgeview Dr.	Reconstruct interchange	\$40.36	\$43.58	7.99%	Indus Road & Bridge, Inc.
2	0047-07-237	US 75	At 7 locations in Dallas, Cedar Hill and Duncanville	Traffic signal improvements	\$2.83	\$2.95	4.32%	Highway Intelligent Traffic Solutions, Inc.
3	0091-05-079	SH 289	At Legacy Dr.	Landscape development	\$0.31	\$0.37	19.33%	Encino Landscape, Inc.
4	0172-04-048	US 287	Johnson County line to west of US 287Q	Hazard elimination & safety	\$3.10	\$3.19	2.87%	Gratlot Construction, Ltd.
5	0568-01-059	SH 34	At Bradwell Reservoir	Bridge maintenance	\$3.63	\$3.31	-8.68%	Wesson Construction Services, LLC
6	0619-01-026	FM 6	SH 78 to Hunt County line	Restore existing pavement, add shoulders	\$7.97	\$9.71	21.90%	Austin Bridge & Road Services, LP
7	0817-01-025	FM 428	At Pecan Creek and to Culp Branch	Replace bridge and approaches	\$5.69	\$5.85	2.71%	Stateline Construction, LLC
8	0918-24-266*	Renner	At Various locations to in the City of Richardson	Install traffic signal	\$2.80	\$3.05	9.04%	Durable Specialties, Inc.
<b>EST. JUNE 2022 TOTALS</b>					\$66.68	\$72.01	8.00%	
<b>DISTRICT FY ACCUMULATIVE LETTINGS</b>					\$1,096.34	\$1,031.29		
<b>DALLAS DISTRICT FY LETTING VOLUME CAP</b>					<b>\$1,388,769,377**</b>			

\* Unmapped.

<sup>1</sup> Indicates project is an A+B bidding project.

\*\* District FY 2022 Letting Cap includes the following:

1) IH 35E Phase II Dallas County Design Build Project for \$708 million

Note: Accumulative Letting/Obligations decreased due to bid rejection of Klyde Warren Deck Park Extension CSJ 0196-07-034.

## JULY 2022 PROJECTED LETTING PROJECTS (SUBJECT TO CHANGE)

	CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. COST (M)
1	0095-03-080	US 80	Lawson Rd. (Dallas / Kaufman C/L) to FM 460	Reconstruct existing roadway & bridge replacement	\$110.68
2	0162-04-057	SH 31	At Hughes Branch and at Melton Branch	Bridge replacement	\$5.72
3	0195-02-076	IH 35	FM 455 from to W of FM 2450 to E of Marlon Rd.	Widen road - add lanes	\$102.07
4	0196-02-131	IH 35E	Garden Ridge Blvd. to Lake Lewisville Bridge	Construct ramps	\$2.32
5	0196-02-132	IH 35E	Frankford Rd. to Corporate Dr.	Highway operations program	\$11.76
6	0281-02-075	SH 78	At East Brown St. and at FM 544 at McCreary Rd.	Hazard elimination & safety	\$1.12
7	0451-03-013	SH 205	North of John King (Rockwall C/L) to SH 78	Grade, pavement, striping and signs	\$28.36
8	0918-47-341	Lawson Rd.	North of Milam to south of East Cartwright Rd.	Hazard elimination & safety	\$0.81
9	0918-47-398*	Various	Various Locations in Dallas County	Preventive maintenance	\$2.47
10	1392-01-050	FM 1378	South of Jessica Ln. to SH 5	Rehabilitate existing roadway	\$5.24
11	2679-03-015	FM 2514	East of Lavon Pkwy. to Brown St.	Reconstruct 2 lane rural to 4 lane divided	\$43.17
12	3325-01-014	FM 3243	End of maintenance to US 287	Rehabilitate existing roadway	\$6.52
<b>ESTIMATED TOTAL</b>					<b>\$320.25 M</b>

\* Unmapped.

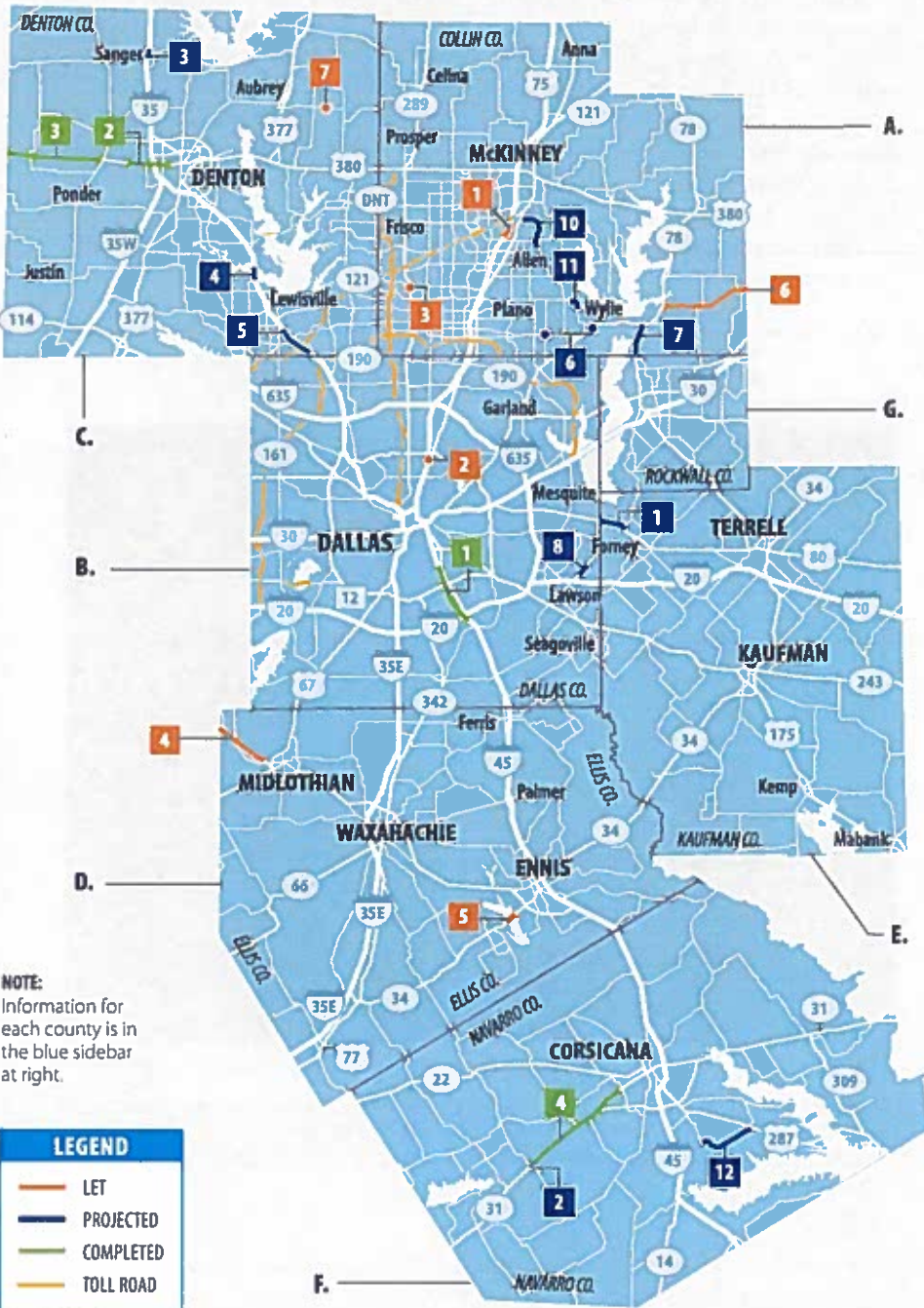
## COMPLETED CONSTRUCTION PROJECTS (FROM JUNE 1-30, 2022)

	CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. COST (M)	COMPLETED DATE
1	0092-14-099	I-45	1 Mile south of I-20 to Overton Rd.	Shoulder rumble strips and resurfacing	\$1.66	6/13/2022
2	0134-09-066	US 380	West of Masch Branch Rd. to US 77 (Elm)	Landscape enhancements for medians and row	\$1.54	6/22/2022
3	0134-09-067	US 380	Wise C/L to FM 156	Cable barrier Installation	\$1.63	6/27/2022
4	0162-04-061	SH 31	FM 55 to west of FM 2555	Pavement repair, overlay and pavement markings	\$2.05	6/13/2022
<b>ESTIMATED TOTAL</b>					<b>\$6.88 M</b>	

SOURCE: Texas Department of Transportation.

# DALLAS DISTRICT PROJECTS MAP

Colored and numbered boxes correspond with the charts on page 2 and show projects that have let in **June 2022**, are projected to let in **July 2022**, or have recently been **completed**.



**NOTE:**  
Information for each county is in the blue sidebar at right.

**LEGEND**

- LET
- PROJECTED
- COMPLETED
- TOLL ROAD

**SOURCE:** TxDOT research  
\*POPULATION ESTIMATE: NCTCOG



## 2021 DALLAS DISTRICT ESTIMATE TOTALS

VEHICLE REGISTRATION | 4,189,810  
\*POPULATION ESTIMATE | 5,090,611  
LANE MILES | 11,087,892

**A. COLLIN COUNTY**  
VEHICLE REGISTRATION: 865,094  
\*POPULATION ESTIMATE: 1,047,901  
LANE MILES: 1,356,034

**B. DALLAS COUNTY**  
VEHICLE REGISTRATION: 2,095,480  
\*POPULATION ESTIMATE: 2,647,627  
LANE MILES: 3,438,432

**C. DENTON COUNTY**  
VEHICLE REGISTRATION: 737,322  
\*POPULATION ESTIMATE: 904,085  
LANE MILES: 1,730,268

**D. ELLIS COUNTY**  
VEHICLE REGISTRATION: 195,865  
\*POPULATION ESTIMATE: 191,469  
LANE MILES: 1,547,372

**E. KAUFMAN COUNTY**  
VEHICLE REGISTRATION: 141,728  
\*POPULATION ESTIMATE: 140,667  
LANE MILES: 1,215,381

**F. NAVARRO COUNTY**  
VEHICLE REGISTRATION: 52,281  
\*POPULATION ESTIMATE: 52,973  
LANE MILES: 1,252,730

**G. ROCKWALL COUNTY**  
VEHICLE REGISTRATION: 101,840  
\*POPULATION ESTIMATE: 105,969  
LANE MILES: 347,675

## Continued from Cover Story

**The Dallas District Public Information Officers** worked for months planning various technical tours offered for attendees, including:



### Trails, Tracks and Treks: Active and Alternative Transportation in Urban Dallas

A 1.5-mile walk along Katy Trail and into Uptown Dallas, where city planners provided an overview of the city's densification/walkability efforts. The tour showcased Klyde Warren Deck Park, which caps over Woodall Rodgers Freeway, and a ride on the McKinney Avenue Trolley, topped off by lunch in the heart of Uptown.

### Infrastructure Design with Pedestrians in Mind



This tour highlighted some of the most recognized and photographed spots in the city, which happen to include some stellar bridge design work by TxDOT engineers. Attendees had the chance to see Margaret McDermott and Margaret Hunt Hill bridges from prime viewing locations, while learning how pedestrian consideration helped drive the designs. The tour also included a stop at the Southern Gateway Public Green and at the Sylvan Avenue Bridge, a project that brought major enhancements for bikers and pedestrians who travel along a trail that stretches from Dallas to Fort Worth.

### Managing Traffic Through Innovation in North Texas

This tour gave an inside look at how traffic in one of the busiest cities in the country is addressing rapid population growth through use of managed lanes. Attendees experienced the I-35 managed lanes system and the LBJ Express, which handles more than 500,000 trips combined each day. The tour also touched on plans to keep managed lanes open for the \$709 million Phase 2 project for I-35E, which began construction this summer.

### On the Road to End Human Trafficking

Human trafficking is a heinous, pervasive crime happening all around us without our knowledge. The transportation industry can make a big difference in helping end this problem by teaching others what to look for and what to do to put a stop to it. This tour uncovered the harsh reality surrounding real cases worked by law enforcement throughout the city, and what TxDOT is doing to help bring awareness attention to this issue through its awareness campaign.

## AMERICA'S TRANSPORTATION AWARD, WASHTO 2022



SOURCE: TxDOT

Credit: TxDOT

**Photo 2:** Deputy District Engineer Ceason Clemons accepts America's Transportation Award from AASHTO executive director Jim Tymon. The regional award, given at WASHTO 2022, recognizes Dallas' Lowest Stemmons project, which won in the operations excellence category, medium size project group.

## DALLAS DISTRICT | PROGRESS



TEXAS DEPARTMENT OF  
TRANSPORTATION  
4777 E. Highway 80  
Mesquite, TX  
75150-6643

FOR MORE INFORMATION:  
214-320-4480  
dalinfo@txdot.gov  
[www.txdot.gov](http://www.txdot.gov)



### REPORT A POTHOLE:

Visit <https://www.txdot.gov/inside-tdot/contact-us/contact-us/report-issue/SubPage/roadNeedsRepair.html> or call 800-452-9292. Progress report can be downloaded at <http://www.txdot.gov/inside-tdot/district/dallas/progress.html>