

## AGENDA

### SURFACE TRANSPORTATION TECHNICAL COMMITTEE Friday, May 22, 2020 North Central Texas Council of Governments

**1:30 pm Full STTC Business Agenda (via WebEx/Audio Conference)**

**1:30 – 1:35**      1. **Approval of April 24, 2020, Minutes**  
 Action             Possible Action     Information            Minutes:      5  
Presenter:        Bryan Beck, STTC Chair  
Item Summary:    Approval of the April 24, 2020, meeting minutes contained in  
[Electronic Item 1](#) will be requested.  
Background:      N/A

**1:35 – 1:40**      2. **Consent Agenda**  
 Action             Possible Action     Information            Minutes:      5

2.1.      **2020 Traffic Incident Management Equipment Purchase Call for Projects – Recommendations**  
Presenter:        Camille Fountain, NCTCOG  
Item Summary:    A recommendation for Regional Transportation Council approval of the 2020 Traffic Incident Management Equipment Purchase Call for Projects recommendations will be requested.  
Background:      The goal of the North Central Texas Council of Governments (NCTCOG) Traffic Incident Management (TIM) Training Program is to initiate a common, coordinated response to traffic incidents that will build partnerships, enhance safety for emergency personnel, reduce secondary traffic crashes, improve the efficiency of the transportation system, and improve air quality in the Dallas-Fort Worth region. Non-recurring traffic incidents are responsible for about 50 percent of all congestion. Additionally, the secondary crashes caused by these incidents kill or injure hundreds annually in the Dallas-Fort Worth area. Equipment and technology that aid in quick incident clearance can both assist with keeping motorists and first responders safe on the roadway and assist in improved air quality for the region. In support of the NCTCOG TIM Training Program, funding is available for the purchase of equipment and technology to be used to mitigate traffic incidents in the North Central Texas Nonattainment Area. The 2020 Traffic Incident Management Equipment Purchase Call for Projects recommendation tables are included as [Electronic Item 2.1.1](#), as well as the presentation as [Electronic Item 2.1.2](#).

Performance Measure(s) Addressed:

- Safety                     Pavement and Bridge Condition  
 Transit Asset             System Performance/Freight/CMAQ

2.2. **Federal Functional Classification System Amendments**

Presenter: Brian Flood, NCTCOG

Item Summary: A recommendation for Regional Transportation Council (RTC) approval of four amendments to the currently approved Federal Functional Classification System (FFCS) will be requested.

Background: While inclusion in the FFCS is based on a roadway's purpose and functioning capabilities, it is also used to determine eligibility for federal funding. Amendments to the FFCS occur as the function of an existing roadway changes, or as roadways need to be added due to construction, new developments, and shifts in demographic trends. Staff is currently working with the Texas Department of Transportation (TxDOT) on four proposed FFCS amendments within the Dallas and Fort Worth TxDOT districts. All amendments involve the construction of new roadways which are included in the current Transportation Improvement Program. The Committee will be asked to recommend these amendments for RTC consideration at its June 2020 meeting. Additional information is provided in [Electronic Item 2.2](#).

Performance Measure(s) Addressed:

- Safety                       Pavement and Bridge Condition  
 Transit Asset             System Performance/Freight/CMAQ

1:40 – 1:50

3. **2021-2024 Transportation Improvement Program Draft Listings**

Action                       Possible Action             Information                      Minutes: 10

Presenter: Brian Dell, NCTCOG

Item Summary: Staff will request a recommendation for Regional Transportation Council (RTC) approval of the 2021-2024 Transportation Improvement Program (TIP) project listings and the ability to amend the Unified Planning Work Program and other planning/administrative documents.

Background: A new TIP is developed every two years through a cooperative effort between the North Central Texas Council of Governments, the Texas Department of Transportation, local governments, and transportation authorities. The TIP is a staged, multi-year listing of transportation projects with committed funding from federal, State, and local sources within the Dallas-Fort Worth Metropolitan Area. [Electronic Item 3](#) contains an overview of the TIP development process, focus areas, and schedule. The financially constrained draft project listings for the 2021-2024 TIP can be found at the following weblink: [https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Fund/TIP/21-24TIP/STTC\\_Action\\_21\\_24DraftProjectListings.pdf](https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Fund/TIP/21-24TIP/STTC_Action_21_24DraftProjectListings.pdf). Projects

in FY2021-2024 will be included in the 2021-2024 TIP, and projects in FY2025 and later will be placed in the Appendix D of the TIP.

Performance Measure(s) Addressed:

- Safety
- Pavement and Bridge Condition
- Transit Asset
- System Performance/Freight/CMAQ

**1:50 – 2:00**

**4. Southeast Dallas County Funding Partnerships**

Action       Possible Action       Information      Minutes: 10

Presenter: Michael Morris, NCTCOG

Item Summary: A recommendation for Regional Transportation Council (RTC) approval of funding partnerships with three cities in southeast Dallas County will be requested.

Background: Funding requests for various roadway projects have been received from the cities of Balch Springs, Sunnyvale, and Hutchins. North Central Texas Council of Governments staff has been working with those cities and the Texas Department of Transportation on partnerships to fund these projects. Details on the proposed partnerships can be found in [Electronic Item 4](#).

Performance Measure(s) Addressed:

- Safety
- Pavement and Bridge Condition
- Transit Asset
- System Performance/Freight/CMAQ

**2:00 – 2:10**

**5. 2021 Unified Transportation Program and Regional 10-Year Plan Update**

Action       Possible Action       Information      Minutes: 10

Presenter: Brian Dell, NCTCOG

Item Summary: Staff will brief the Committee on the latest activities being undertaken and the plan going forward for the Regional 10-Year Plan Update and 2021 Unified Transportation Program (UTP). A recommendation for Regional Transportation Council (RTC) approval of the project listings will be requested.

Background: In December 2016, the RTC approved a set of projects for fiscal years (FY) 2017-2026 funded with Category 2 (MPO selection) and Category 4 (Texas Department of Transportation (TxDOT) District selection), and submitted for Texas Transportation Commission (TTC) consideration with Category 12 (Commission selection) funds. That action was the Dallas-Fort Worth region's response to the House Bill (HB) 20 10-year planning requirement. A series of updates to the 10-Year Plan were made in August 2017, August 2018, and September 2019 in conjunction with the development of TxDOT's UTPs. Since the last update in 2019, North Central Texas Council of Governments (NCTCOG) staff has been coordinating regularly 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 2021 UTP. Staff has drafted a list that includes these project updates, potential new

candidate projects, and scores for each project. In addition, staff has drafted a list of projects proposed for initial funding to allow TxDOT to continue advancing preconstruction activities, including the acquisition of right-of-way.

[Electronic Item 5.1](#) contains the proposed list of projects. [Electronic Item 5.2](#) includes additional information about this process, the update to the 2020 UTP, and the proposed next steps related to the 10-Year Plan. [Electronic Item 5.3](#) contains additional details on the scoring methodology used by staff.

Performance Measure(s) Addressed:

- Safety                       Pavement and Bridge Condition  
 Transit Asset               System Performance/Freight/CMAQ

**2:10 – 2:20**

**6. Congestion Management Process Update**

Action               Possible Action       Information              Minutes: 10

Presenter: Natalie Bettger, NCTCOG

Item Summary: Work is underway on an update to the region's Congestion Management Process (CMP) documentation. Staff will present an overview of the CMP, data collection efforts, and the schedule for this CMP update.

Background: The CMP is a regionally accepted approach for managing congestion that provides up-to-date information on multimodal transportation performance and assesses alternative strategies for mitigating congestion that meets state and local needs. Federal requirements specify that urbanized areas with populations over 200,000 must implement and maintain a CMP. The current CMP for the North Central Texas region was adopted by the Regional Transportation Council in 2013. Additional information can be found in [Electronic Item 6](#).

Performance Measure(s) Addressed:

- Safety                       Pavement and Bridge Condition  
 Transit Asset               System Performance/Freight/CMAQ

**2:20 – 2:30**

**7. Effect of COVID-19 Restrictions on Transportation: Information System RTC4U**

Action               Possible Action       Information              Minutes: 10

Presenter: Michael Morris, NCTCOG

Item Summary: Staff will provide an update on the effect of COVID-19 restrictions of movement on the transportation system based on specific measures. The purpose of this item is to present feedback to the technical committee on the presentation given to the Regional Transportation Council (RTC).

Background: Staff proposed four performance metrics impacting transportation in the Dallas-Fort Worth region. RTC feedback on the appropriate policy emphasis has been requested. The proposed four focus areas are: 1) travel behavior response to COVID-19, 2) financial implications to traditional revenue sources impacting transportation in the region, 3) travel behavior responses providing benefits to areas of RTC

responsibility (e.g., congestion management system, national performance measures, ozone standard), and 4) prioritization of infrastructure improvements resulting in economic benefits offsetting unemployment increases. Staff is monitoring several transportation measures including traffic volume, vehicle speed, transit ridership, emission levels, and others. These measures will indicate impacts to the transportation system as

a result of COVID-19 pandemic restrictions. Monitoring these measures will identify early RTC actions to neutralize negative impacts. [Electronic Item 7](#) contains additional details.

Performance Measure(s) Addressed:

- Safety                       Pavement and Bridge Condition  
 Transit Asset                 System Performance/Freight/CMAQ

8. **Fast Facts**

- Action                       Possible Action     Information

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

1. Latest on High-Speed Rail from Dallas to Houston ([Electronic Item 8.1](#))
2. United States Department of Transportation Secretary Elaine Chao Thanks America's Public Transit Workers (<https://www.youtube.com/watch?v=5eUUvw-mirU>)
3. Metropolitan Transportation Plan Policy Bundle Round 4 ([Electronic Item 8.2](#))
4. Air Quality Funding Opportunities for Vehicles (<https://www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle>)
5. Dallas-Fort Worth Clean Cities Events (<https://www.dfwcleancities.org/dfw-clean-cities-meetings>)
6. Recent Podcasts in Collaboration with the North Texas Commission (<https://podcasts.apple.com/us/podcast/topic-north-texas/id1485003695#episodeGuid=9db98ebf-23a0-4365-aa17-1e2b3750609b>)
7. Status Report on Ozone ([Electronic Item 8.3](#))
8. April Online Input Opportunity Minutes ([Electronic Item 8.4](#))
9. June Online Input Opportunity Notice ([Electronic Item 8.5](#))
10. Public Comments Report ([Electronic Item 8.6](#))
11. Written Progress Report:
  - Local Motion ([Electronic Item 8.7](#))

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

10. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for **1:30 pm on June 26, 2020.**

**MINUTES**

**SURFACE TRANSPORTATION TECHNICAL COMMITTEE  
April 24, 2020**

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, April 24, 2020, at 1:30 pm, by WebEx/audio conference. 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 participants.

1. **Approval of March 27, 2020, Minutes:** The minutes of the March 27, 2020, meeting were approved as submitted in Electronic Item 1. Daniel Vedral (M); John Polster (S). The motion passed unanimously.
2. **Consent Agenda:** The following item was included on the Consent Agenda.
  - 2.1. **Clean Fleets North Texas Funding Recommendations:** A recommendation for Regional Transportation Council approval of funding recommendations for the second funding round under the Clean Fleets North Texas 2019 Call for projects was requested. An overview of the call for projects and staff recommendations was provided in Electronic Item 2.1.1. Detailed projects listings were provided in Electronic Item 2.1.2.

A motion was made to approve the item on the Consent Agenda. John Polster (M); Jim O'Connor (S). The motion passed unanimously.

3. **Federal Transit Administration Funding in Response to the Coronavirus (COVID-19):** Shannon Stevenson presented details of the \$25 billion in Federal Transit Administration (FTA) funding allocations provided through the Coronavirus Aid, Relief, and Economic Security (CARES) Act to help the nation's public transportation systems respond to the Coronavirus (COVID-19). Funding is available for allocation to recipients of urbanized area and rural area formula funds at a 100 percent federal share, with no local match required, to support capital, operating, and other expenses generally eligible under those programs to prevent, prepare for, and respond to COVID-19. Funding made available through the CARES Act is not required to be included in the Transportation Improvement Program unless the funding will be used for projects that have substantial, functional, locational, or capacity changes. Through the CARES Act, the Dallas-Fort Worth-Arlington Urbanized Area (UZA) is anticipated to receive approximately \$318 million and the Denton-Lewisville UZA approximately \$23 million. Funding for the McKinney UZA is allocated through the Texas Department of Transportation. The recipients of FTA funding by Urbanized Area were highlighted. In the Dallas-Fort Worth-Arlington UZA, six entities receive funding directly from FTA and five are subrecipients of the North Central Texas Council of Governments (NCTCOG). For the Denton-Lewisville UZA, funds are allocated directly to the Denton Country Transportation Authority. Ms. Stevenson also highlighted FTA data points that determine the formula allocation, including population, population density, revenue vehicle miles, low-income population, and others. Staff followed this methodology to allocate the funds for the general public transportation. FTA apportionment was utilized to recreate the formula for specific data points and the formula factors specific to the CARES Act were then used to determine dollar amounts for the recipients. Details were provided in Electronic Item 3. When determining allocations, staff also considered that cities/areas with no transit

service still generate funds for the apportionment based on population, population density, and low-income population. Funding generated from these areas are being distributed to recipients based on vehicle revenue mileage. Funding generated from the operation of the Trinity Railway Express were split between Dallas Area Rapid Transit and Trinity Metro based on their interlocal agreement. She also noted NCTCOG proposed to retain .25 percent from the total apportionment for the Dallas-Fort Worth-Arlington Urbanized Area for administrative purposes to support various related staff activities. Funding allocations by recipient were highlighted and detailed in Electronic Item 3. For the City of Mesquite, an error in Electronic Item 3 was noted: the \$3,432,401 allocation should have been \$3,442,401. The timeline for this effort was highlighted. A motion was made to endorse Regional Transportation Council action on April 9, 2020, approving the overall Federal Transit Administration funding based on federal funding formula methodology in response to the Coronavirus and to recommend Regional Transportation Council approval of the specific funding allocations. Action also included a recommendation approving staff to revise administrative documents, as appropriate, to incorporate the funding. Onyinye Akujuo (M); Phil Dupler (S). The motion passed unanimously.

4. **Fiscal Year 2020 Better Utilizing Investments to Leverage Development Discretionary Grant Program:** Jeff Neal presented project recommendations to be submitted for consideration of funding through the Fiscal Year (FY) 2020 Better Utilizing Investments to Leverage Development (BUILD) Discretionary Grant Program. A total of \$1 billion is nationwide and the deadline for application submittal is May 18, 2020. Three projects were proposed for submittal. The North Texas Multimodal Operations, Velocity, Efficiency, and Safety (MOVES) Program will improve passenger/freight rail operations and capacity along the Trinity Railway Express corridor. The proposed project includes approximately 3.5 miles of double track and rail rehabilitation, five bridge replacements, and implementation of Clean Path technology. The Dallas Fort Worth International Airport East-West Connector is the second project and will complete a continuous thoroughfare connection from SH 360/Harwood Road and International Parkway/Rental Car Drive. The project will provide additional entry into and out of airport property as an alternative to SH 183 and other facilities. The interim 2-lane facility will be built with ultimate intersection capacity where appropriate. The third project is the South Dallas Enhanced Mobility Project. This project will provide new technology and infrastructure applications to increase multimodal efficiency and accessibility in the vicinity of the International Inland Port of Dallas (IIPOD) to connect rural residents and large employers surrounding the area to the Dallas Area Rapid Transit light rail system, the Veterans Administration Medical Center, and education/job training sites. The project will include new and upgraded bus facilities to support new vehicles and charging systems to ensure that there is adequate functioning for various trips, as well as sidewalk and traffic signal improvements that help improve safety and efficiency. Mr. Neal highlighted the funding details for each of the proposed projects, along with the proposed BUILD grant request: 1) North Texas MOVES Program, \$25 million; 2) Dallas Fort Worth International Airport East-West Connector, \$5.4 million; and 3) South Dallas Enhanced Mobility Project, \$9.3 million. It was noted that the South Dallas Enhanced Mobility Project can be designated as a rural project and will compete in a separate category, likely to give the project significant advantages. In addition, Oncor has provided a private commitment to the project regarding the charging systems for electric buses. The timeline for the effort was reviewed. He noted agencies that would like to receive a letter of support from the Regional Transportation Council should submit requests to staff by May 1, 2020. Phil Dupler asked if the Dallas Fort Worth International Airport East-West Connector project will include traffic signals at International Parkway and Rental Car Drive. Mr. Neal noted the project does include traffic signals at those intersections. Bryan Beck asked for clarification of the double

track miles proposed in the North Texas MOVES Program. In addition, he asked if the double tracking would support the Stadler vehicle. Mr. Neal noted the proposed projects includes approximately 1.2 miles of double track just north of Dallas and slightly more than 2 miles in Hurst and Richland Hills and that the project would support the Stadler vehicle. A motion was made to recommend Regional Transportation Council approval of the proposed projects for submission to the FY2020 Better Utilizing Investments to Leverage Development Discretionary Grant Program: 1) North Texas MOVES Program, 2) Dallas Fort Worth International Airport East-West Connector, and 3) South Dallas Enhanced Mobility Project, including the ability to administratively amend the Transportation Improvement Program, Statewide Transportation Improvement Program, and other planning/administrative documents to include the projected projects, if selected for funding. John Polster (M); Greg Royster (S). The motion passed unanimously.

5. **Effect of COVID-19 Restrictions on the Transportation System:** Francisco Torres highlighted performance measures for roadway, transit, air quality, non-motorized trips, the airport, and crashes being compiled by staff in review of data observed since the implementation of COVID-19 restrictions. Decreases in freeway volume comparing the first week of March 2020 with the last week of March 2020 were highlighted, with an overall 35 percent decrease in freeway volume experienced in the region. The decrease was slightly different for all the counties, including weekdays and weekends. Traffic counts by time of day for each of the weeks in March 2020 were also highlighted and show that the morning peak has disappeared over the time period. Mr. Torres noted the North Texas Tollway Authority has also provided information regarding toll road transactions. When comparing March 2019 and March 2020, there has been an overall 29 percent decrease in traffic with varying results by facility. When comparing data from the first week in March versus the fourth week in March, an overall 57 percent decrease was experienced after COVID-19 restrictions were implemented. In addition, toll transactions by vehicle class were highlighted. Vehicles with three or more axles experienced a less significant decrease than those with two axels. Next, Mr. Torres highlighted various speed data for freeways and major roadways in the metropolitan area during the month of March 2020. By the third week of March, speeds increased indicating congestion has disappeared and peak hours of congestion have also disappeared. In addition, he presented information provided by transit agencies regarding ridership. For Dallas Area Rapid Transit, when comparing March 2019 and March 2020 a decrease in total ridership is seen in all services except GoLink. Data includes weekend and weekdays. Average weekday ridership for the Denton County Transportation Authority decreased by 45 percent in rail and 34 percent in bus service. Trinity Metro provided similar data and shows a 22 percent decrease in average ridership in bus service and 23 percent decrease in TEXRail when comparing March 2019 and March 2020. City of Arlington Via performance also decreased by 63 percent in ridership when comparing the first week of March and the fourth week of March. Mr. Torres also discussed the effects of COVID-19 restrictions on air quality. He highlighted a five-year comparison in the changes of the yearly design value as the ozone season progresses. By April 22, 2020, the region has already reached a design value of 70 parts per billion. Staff will continue to monitor this information throughout the year to determine the impacts of COVID-19 measures on the region's design value. In addition, historical ozone cumulative weekly exceedances were shown. As of April 2020, the region has not experienced any ozone exceedance days. Also highlighted was regional nitrogen dioxide tracking comparisons between February 2020 and the week of March 29, 2020, which shows a significant reduction in emissions throughout Texas, but especially in the IH 35 corridor. Regarding non-motorized data, information collected from four cities comparing the March 2019 and March 2020, as well as the first and last weeks of March 2020 indicate a significant increase



in the usage of bike trails within the region. Dallas Love Field has provided data comparing March 2019 and March 2020 that shows a 52 percent decrease in passenger movement at the airport. Finally, Mr. Torres highlighted data regarding fatal crashes. In a comparison of March 2019 and March 2020 fatal crashes, there has been an overall increase as of April 21, 2020, but a decrease in the total number of crashes. In addition, when comparing the first and last weeks of March 2020, there has been a significant decrease in crashes. Mr. Torres thanked all agencies who shared data with the North Central Texas Council of Governments. John Polster noted that toll roads were tracked for reductions in transactions and asked if there was similar data available for IH 35E managed lanes. Mr. Morris noted that staff will compile the managed lane data for the region and provide to members.

6. **Transportation Infrastructure Post COVID-19 and Regional 10-Year Plan Update:**

Michael Morris presented the latest information related to the 2021 Unified Transportation Program (UTP). Staff continues to work with the Texas Department of Transportation districts on the schedule and project selection and proposes to bring the Regional 10-Year Plan listings to the Committee at the May 22, 2020, meeting. The Texas Transportation Commission is anticipated to take action on the 2021 UTP in August 2020. Staff does not anticipate many new projects will be included due to decreases in revenue forecasts. For Collin County, he noted staff believes a resolution has been reached regarding the control section jobs numbers to ensure funds for Collin County projects are identified in the 2021 UTP. In addition, staff will continue efforts to advance the four tolled projects in the region as discussed at the January meeting. Mr. Morris also discussed the 2020 UTP proposed update. The public hearing was held earlier in the day and four comments were made: 1) the revenue forecast in Texas will decrease by more than the amount of money the Commission has proposed to include for IH 35 in Austin and more money is needed in the 2021 UTP, 2) conversations are needed regarding the process of opening the UTP after it has been approved and canceling projects that were previously approved, 3) post COVID-19 infrastructure efforts will be to advance shovel-ready projects, the opposite of the Commission's proposal to cancel projects, and 4) the Commission should see all comments received before consideration of the proposed changes to the 2020 UTP. Mr. Morris also discussed the op-ed piece outlining a change of focus from not only transportation but also in getting people back to work that was recently published in the Dallas Morning News and Fort Worth Star Telegram, as well as a recent request to speak at a national town hall meeting to present how the Dallas-Fort Worth region was able to expedite project completions with innovative funding during the financial crisis of 2007-2008. In addition, he further discussed how the planning process moving forward must include job creation. For every job created in transportation, three additional jobs are created in other industries. Staff will continue to provide updates to members on these efforts.

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

1. Postponement Announcement for the May 2020 Traffic Incident Management Executive Level Course (Electronic Item 7.1)
2. East/West Equity Update (Electronic Item 7.2)
3. Metropolitan Transportation Plan Policy Bundle Round 4 (Electronic Item 7.3)
4. Air Quality Funding Opportunities or Vehicles (<https://www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle>)
5. Dallas-Fort Worth Clean Cities Events (<https://www.dfwcleancities.org/dfw-clean-cities-meetings>)

6. Department of Energy Redesignates Dallas-Fort Worth Clean Cities (Electronic Item 7.4)
  7. May Online Input Opportunity Notice (Electronic Item 7.5)
  8. Public Comments Report (Electronic Item 7.6)
  9. Written Progress Report:
    - Local Motion (Electronic Item 7.7)
8. **Other Business (Old and New)**: There was no discussion on this item.
9. **Next Meeting**: The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on May 22, 2020.

The meeting adjourned at 2:30 pm.



## 2020 TRAFFIC INCIDENT MANAGEMENT CALL FOR PROJECTS - SCORING CRITERIA TABLE - WEST

Yellow fields - Input only		Greyed fields will be Pre-Populated		White fields are information only									
WESTERN SUBREGION DALLAS DISTRICT SHARE (34%) - \$510,000			AVERAGE PROJECT SCORE	EQUIPMENT DESCRIPTION (TIM USE)	TIM COURSE PARTICIPATION (# ATTENDEES)	TIM SURVEY COMPLETED	CRASH RATE FACTOR		ADOPTED INCIDENT MANAGENET RESOLUTION	ADOPTED REGIONAL PERFORMANCE MEASURE STANDARD DEFINITIONS	INCIDENT MANAGEMENT GOALS/TARGETS	NOTES	
				50%	15%	5%	10%		10%	5%	5%		
SCORING INSTRUCTIONS ➔	Project Cost	Project Name		Project Description provided (how equipment will be used to aid in incident clearance/crash mitigation), each agency can be awarded up to 50 points [15 points for detailed/clear description 20 points for TIM best practice 15 points for innovativeness]	Pre-Populated [0 points for No TIM Training 7.5 points for police OR fire 15 points for police AND fire]  NCTCOG	Pre-Populated [If Agency has completed IM survey - 5 points are received; if agency has not completed IM survey - 0 points are received]	Automatically Calculate 2018 Crash Rate	Pre-Populated [5 points for crash rate below the region-wide average 10 points for crash rate above the region-wide average]  2018 Regional Crash Rate: <a href="#">77.40</a>	Pre-Populated [If agency has an adopted resolution (NCTCOG will verify) - 10 points are received; if agency has not adopted a resolution - 0 points are received]	Pre-Populated [If agency has adopted regional definitions (NCTCOG will verify) - 5 points received; if agency has not adopted - 0 points are received]	Pre-Populated Based on Goals/Targets in Place 0 Points for No Goals/Targets 2.5 points - Statement of Goals/Targets 5 points - Statement of Goals/Targets AND details specific Goals/Targets		
City/Agency Name													
1	North Richland Hills Police Department	\$27,338	Crash Data Retrieval Premium Kit	87	45	15	5	100.13	10	10	0	2.5	
2	North Richland Hills Fire Department	\$27,285	HAAS Alert Safety Cloud Service	87	44	15	5	100.13	10	10	0	2.5	
3	City of Keller	\$32,000	Crash Data Retrieval Kit (CDR)	78	40	7.5	5	106.77	10	10	0	5	
4	City of Colleyville	\$40,000	Portable Radios and Batteries	74	34	7.5	5	112.68	10	10	5	2.5	
5	Town of Flower Mound	\$185,210	GPS Opticom System Upgrade (Year 1)	68	43	7.5	5	132.95	10	0	0	2.5	
6	City of Keller	\$24,700	Traffic Control & Scene Management Equipment	67	30	7.5	5	106.77	10	10	0	5	
7	Town of Flower Mound	\$54,250	Response Trailer & Equipment	65	40	7.5	5	132.95	10	0	0	2.5	
8	Fort Worth Police Department	\$6,150	Traffic Cones	53	30	7.5	5	183.07	10	0	0	0	
9	Fort Worth Police Department	\$3,480	Roadside Assistance Equipment	52	29	7.5	5	183.07	10	0	0	0	
10	Fort Worth Police Department	\$2,669	Tow/Recovery Equipment	51	28	7.5	5	183.07	10	0	0	0	
11	Fort Worth Police Department	\$32,680	Personal Protective Equipment (PPE)	51	28	7.5	5	183.07	10	0	0	0	
12	City of Fort Worth	\$74,238	Pan-Tilt-Zoom Cameras	49	27	7.5	5	183.07	10	0	0	0	Amount eligible for funding reduced by \$33,262 based on coverage redundancy with TxDOT cameras and due to available funding limitations.
Total		\$510,000											
PROJECTS NOT RECOMMENDED FOR FUNDING (Due to Funding Available Limit)													
13	Town of Flower Mound	\$153,715	GPS Opticom System Upgrade (Year 2)	68	43	7.5	5	132.95	10	0	0	2.5	
INELIGIBLE													
14	City of Fort Worth	\$90,000	Portable Traffic Signal	50	27	7.5	5	183.07	10	0	0	0	
15	City of Fort Worth	\$400,000	Advanced Traffic Signal Detector	36	13	7.5	5	183.07	10	0	0	0	
16	City of Fort Worth	\$275,000	Battery Backup Unit	36	13	7.5	5	183.07	10	0	0	0	
Total		\$765,000											
CRASH ATTENUATOR PROJECTS SUBMITTED (POSSIBLE PILOT PROJECT OPPORTUNITY)													
17	Town of Flower Mound	\$26,732	Scorpion Trailer Attenuator/Blocker & Arrowboard	30		7.5	10	132.95	10	0	0	2.5	



# 2020 NCTCOG Incident Management Equipment Purchase Call for Projects Recommendations

## Surface Transportation Technical Committee

**Camille Fountain**  
**May 22, 2020**



North Central Texas  
Council of Governments



## 2020 NCTCOG Incident Management Equipment Purchase Call for Projects (CFP)

Purpose: To Assist Partner Agencies in Purchasing Equipment and Technology that Aid in Quick Incident Clearance and Mitigation

Supports: Current Incident Management Training Recommendation to Use Best Practice Equipment and Technology

Emphasizes: Importance of Implementing Incident Management Strategies and Training



## Eligible Recipients and Activities

### Eligible Recipients

- Public Sector Partner Agencies within the NCTCOG 10-County Nonattainment Area Actively Involved in Incident Management
  - Police, Fire/EMS, Courtesy Patrol, etc.

### Eligible Activities

- Purchase of Equipment and Technology Used in Mitigating Crashes
  - Examples include: traffic barriers, cones, flares, protective clothing, signs, barrels, lighting, radio equipment, crash reconstruction technology, etc.

### Ineligible Activities

- Personnel and Staffing Charges
- Vehicle Purchases (*Due to Lack of FHWA Buy America Exemptions for Vehicles*)

# Funding Availability and Submitted Projects

**\$1.5 Million Available**

Funding Split:

66% Eastern Sub-Region = \$ 990,000

34% Western Sub-Region = \$ 510,000

– *Local Match – TDCs*

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**Total Applications & Funding Requests Received: 21 applicants (44 projects) – \$2,516,901**

Applications & Funding Received (East): 14 – (28 projects) – **\$1,164,405**

Applications & Funding Received (West): 7 – (16 projects) – **\$1,352,496**

## **Ineligible Projects**

Ineligible Projects Received (East): 1 application (1 project) – \$70,000

Ineligible Projects Received (West): 1 application (3 projects) – \$765,000

**Blocking equipment requests will not be funded through this CFP. Staff will use to discuss the development of a regional IM Pilot Project.**

Blocking Projects Received (East): 2 applications (3 projects) – \$104,631

Blocking Projects Received (West): 1 application (1 project) – \$26,732







## Eastern Sub-Region Applications

1. City of Balch Springs – 3 Projects
2. Cedar Hill Police Department – 1 Project
3. City of Dallas – 2 Projects
4. Dallas County Sheriff's Office – 1 Project
5. Farmersville Police Department – 1 Project
6. City of Frisco – 2 Projects
7. City of Grand Prairie – 2 Projects (*Crash Attenuator/Blocking Projects*)
8. Irving Police Department – 2 Projects
9. Kaufman Police and Fire Departments (Joint Application) – 4 Projects
10. City of Lucas – 1 Project (*Ineligible Vehicle Project*)
11. City of Mesquite Fire Department – 1 Project (*Crash Attenuator/Blocking Project*)
12. Town of Prosper – 3 Projects
13. City of Richardson – 3 Projects
14. City of Terrell – 2 Projects



## Western Sub-Region Applications

1. City of Colleyville – 1 Project
2. Town of Flower Mound – 3 Projects (*Including 1 Crash Attenuator/Blocking Project*)
3. City of Fort Worth – 4 Projects (*Including 3 Ineligible Projects*)
4. Fort Worth Police Department – 4 Projects
5. City of Keller – 2 Projects
6. North Richland Hills Fire Department – 1 Project
7. North Richland Hills Police Department – 1 Project

# Scoring Criteria



Scoring Component	Available Points
TIM Training Attendance - NCTCOG or In-house (Since August 2013)	15
Crash Data in Jurisdiction (2014 - 2018)	10
Adoption of Incident Management Resolution	10
Incident Management Goals/Targets in Place	5
Completion of Incident Management Commitment Level Survey	5
Adoption/Implementation of Regional Performance Measure Standard Definitions	5
Explanation of How Equipment will be Used to Mitigate Crashes	50
<b>Total Score</b>	<b>100</b>

# Scoring Methodology

## **Recent TIM Training Attendance (NCTCOG or In-House) – as of August 2013**

0 Points – No TIM Training

7.5 Points – Police or Fire Participation

15 Points – Police AND Fire Participations

## **Incident Management Survey Completion**

0 Points – Not Completed

5 Points – Completed

## **Crash Data in Jurisdiction**

5 Points – Crash Rate Below County Rate

10 Points – Crash Rate Above County Rate

## **Adoption of Incident Management Resolution**

0 Points – Not Adopted

10 Points – Adopted





## Scoring Methodology (Cont.)

### **Adoption/Implementation of Regional Performance Measure Standard Definitions**

0 Points – Have Not Adopted/Implemented Regional Performance Measure Standard Definitions

5 Points – Have Adopted/Implemented Regional Performance Measure Standard Definitions

### **Incident Management Goals/Target in Place**

0 Points – No Goals/Targets

2.5 Points – Goals/Targets without Measurements

5 Points – Goals/Targets with Measurements

### **Equipment Description and Explanation**

15 Points – Detailed/Clear Project Description with Pictures and Specifications

20 Points – FIM Best Practice

15 Points - Innovativeness



# Project Rankings – Eastern Sub-Region *(Projects Recommended for Funding)*

	City/Agency Name	Cost	Project Name
1	City of Balch Springs	\$31,190	Portable Solar Message Boards
2	City of Balch Springs	\$7,760	Traffic Control & Scene Management Equipment
3	City of Frisco	\$245,000	Closest To Dispatching Enhancement
4	Dallas County Sheriff's Office	\$66,540	Highway Incident Reporting Software & Equipment
5	City of Balch Springs	\$8,160	Radio & Communication Equipment
6	Town of Prosper	\$11,431	Accident Mapping UAS Software
7	Town of Prosper	\$68,505	Thermal Imaging Cameras
8	City of Frisco	\$5,000	Drones (Crash Scene Investigations)
9	Town of Prosper	\$12,400	Traffic Safety Vests
10	City of Dallas	\$38,500	LED Active Lighting Reflective Safety Vests
11	City of Dallas	\$70,000	Portable Hand-held Radios
12	City of Terrell	\$70,522	FARO Laser Scanner System
13	Kaufman Police & Fire Department	\$16,595	Portable Message Board
14	Kaufman Police & Fire Department	\$9,300	Arrowboard Trailers
15	Kaufman Police & Fire Department	\$2,400	Reflective Class 2 Vests
16	Kaufman Police & Fire Department	\$950	Traffic Cones
17	City of Terrell	\$9,307	Traffic Control & Scene Management Equipment
18	Irving Police Department	\$5,585	Crash Data Recovery Kit
19	City of Richardson	\$79,253	Opticom System Upgrade
20	City of Richardson	\$57,590	FARO 3D Scanner
21	Farmersville Police Department	\$9,042	Speed Trailer & Equipment
22	City of Richardson	\$39,790	Video Management System
23	Cedar Hill Police Department	\$26,570	Dynamic Message Signs
24	Irving Police Department	\$98,384	Traffic Control, Safety & Personal Protective Equipment
	<b>Total</b>	<b>\$989,774</b>	



## Project Rankings – Western Sub-Region *(Projects Recommended for Funding)*

	City/Agency Name	Cost	Project Name
1	North Richland Hills Police Department	\$27,338	Crash Data Retrieval Premium Kit
2	North Richland Hills Fire Department	\$27,285	HAAS Alert Safety Cloud Service
3	City of Keller	\$32,000	Crash Data Retrieval Kit (CDR)
4	City of Colleyville	\$40,000	Portable Radios and Batteries
5	Town of Flower Mound	\$185,210	GPS Opticom System Upgrade (Year 1)
6	City of Keller	\$24,700	Traffic Control & Scene Management Equipment
7	Town of Flower Mound	\$54,250	Response Trailer & Equipment
8	Fort Worth Police Department	\$6,150	Traffic Cones
9	Fort Worth Police Department	\$3,480	Roadside Assistance Equipment
10	Fort Worth Police Department	\$2,669	Tow/Recovery Equipment
11	Fort Worth Police Department	\$32,680	Personal Protective Equipment (PPE)
12	City of Fort Worth	\$74,238	Pan-Tilt-Zoom Cameras
	<b>Total</b>	<b>\$510,000</b>	



## 2020 IM CFP Recommendations

### Constrained at Funding Limit Based on Average Project Scores

<b>Total Recommended Funding:</b>	<b>\$1,499,774</b>
Funding Recommended (East):	\$ 989,774
Funding Recommended (West):	\$ 510,000

#### **Ineligible Projects Submitted in Eastern Sub-Region**

- City of Lucas Emergency Traffic Incident Management Vehicle – \$70,000

#### **Ineligible Projects Submitted in Western Sub-Region**

- City of Fort Worth Portable Traffic Signal – \$90,000
- City of Fort Worth Advanced Traffic Signal Detector – \$400,000
- City of Fort Worth Battery Back-up Unit – \$275,000
- City of Fort Worth Pan-Tilt-Zoom Cameras - \$50,180 (Funding reduced due to system redundancy)

#### **Projects Not Recommended for Funding in Western Sub-Region (Due to Funding Limit)**

- Town of Flower Mound - GPS Opticom System Upgrade (Year 2) - \$153,715





# Schedule \*

Date	Action
<del>December 18, 2019</del>	<del>Opened Call for Projects (60 days)</del>
<del>February 21, 2020</del>	<del>Closed Call for Projects</del>
<del>Feb. 2020 – March 2020</del>	<del>Evaluate Submitted Proposals (30 days)</del>
<del>April 7 – April 17, 2020</del>	<del>Regional Safety Advisory Committee (RSAC) Evaluation &amp; Comment Period</del>
<del>April 13 – May 12, 2020</del>	<del>Public Input Comment Submittal Period</del>
May 22, 2020	STTC (Action) – Approval of Selected Projects
June 11, 2020	RTC (Action) – Approval of Selected Projects
July 23, 2020	Executive Board Meeting
July 27, 2020	Interlocal Cooperation Agreement Coordination Activities Begin

\* Schedule may be impacted by current COVID-19 restrictions.



# Future Incident Management Procurement and Pilot Project Ideas

- I. Blocking equipment requests will not be funded through this CFP
  - Submittals will be used in discussions to develop a regional IM Pilot Project
  - Where appropriate, NCTCOG proposes to lead procurement activities in an effort to eliminate risk of Buy America non-compliance

Agency	Project Cost	Project Name
Mesquite Fire Department	\$39,031	Scorpion Attenuator
City of Grand Prairie	\$34,386	Scorpion Blocker
	\$31,214	Scorpion Blocker
Town of Flower Mound	\$26,732	Scorpion Trailer Attenuator and Arrowboard

- II. Crash Investigation project ideas may be used in the development of a new Incident Management Request for Proposals
  - FARO Laser Scanner System, Drones (Crash Scene Investigations), Crash Mapping UAS Software

## Requested Action



**Recommend RTC Approval to:**

**Approve the Project Recommendations for the 2020 Incident Management Equipment Purchase Call for Projects.**

**Allow staff to continue to evaluate the pilot project ideas to determine if the Buy America Compliance can be met, or another funding source identified.**

# Contact Information

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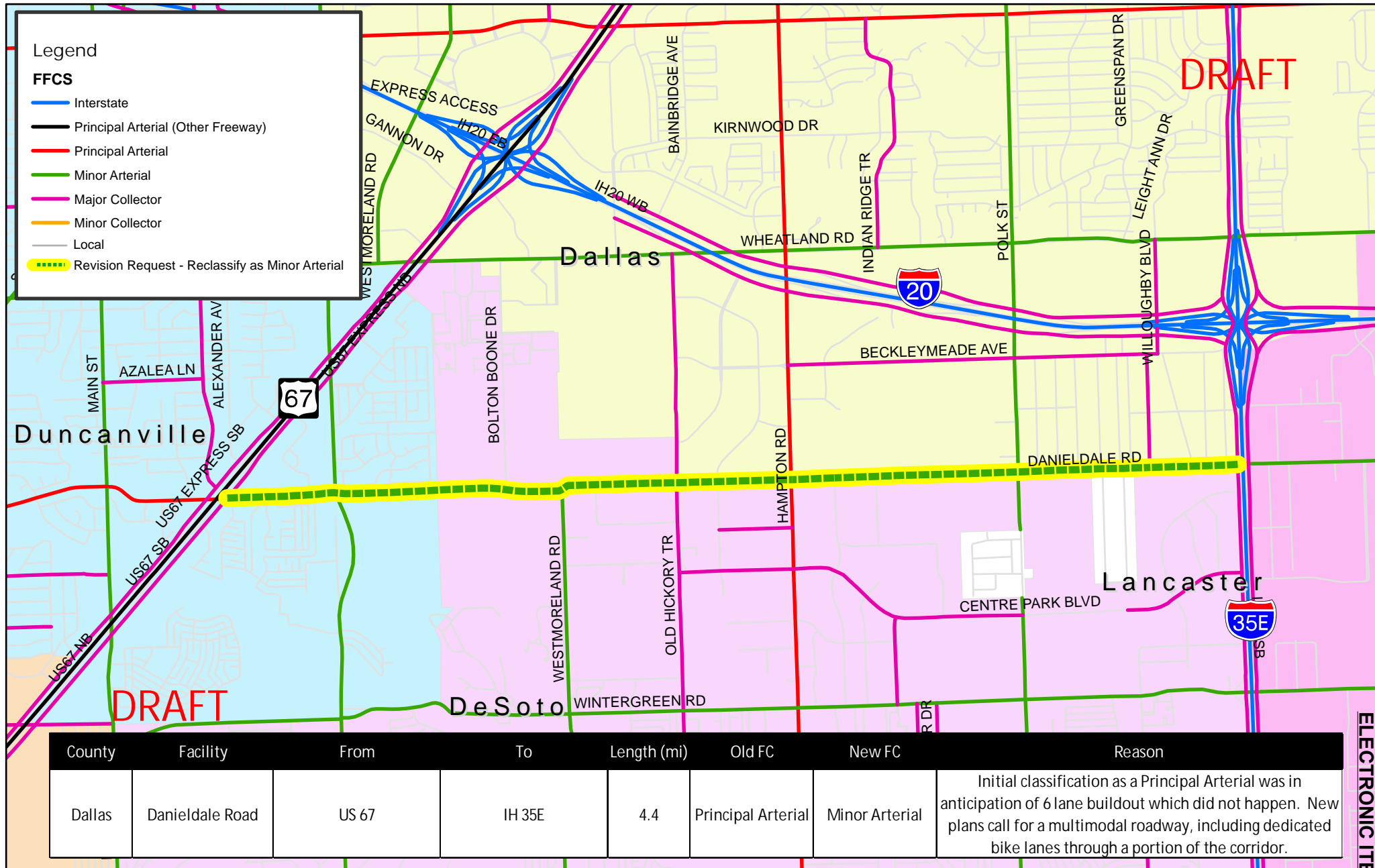
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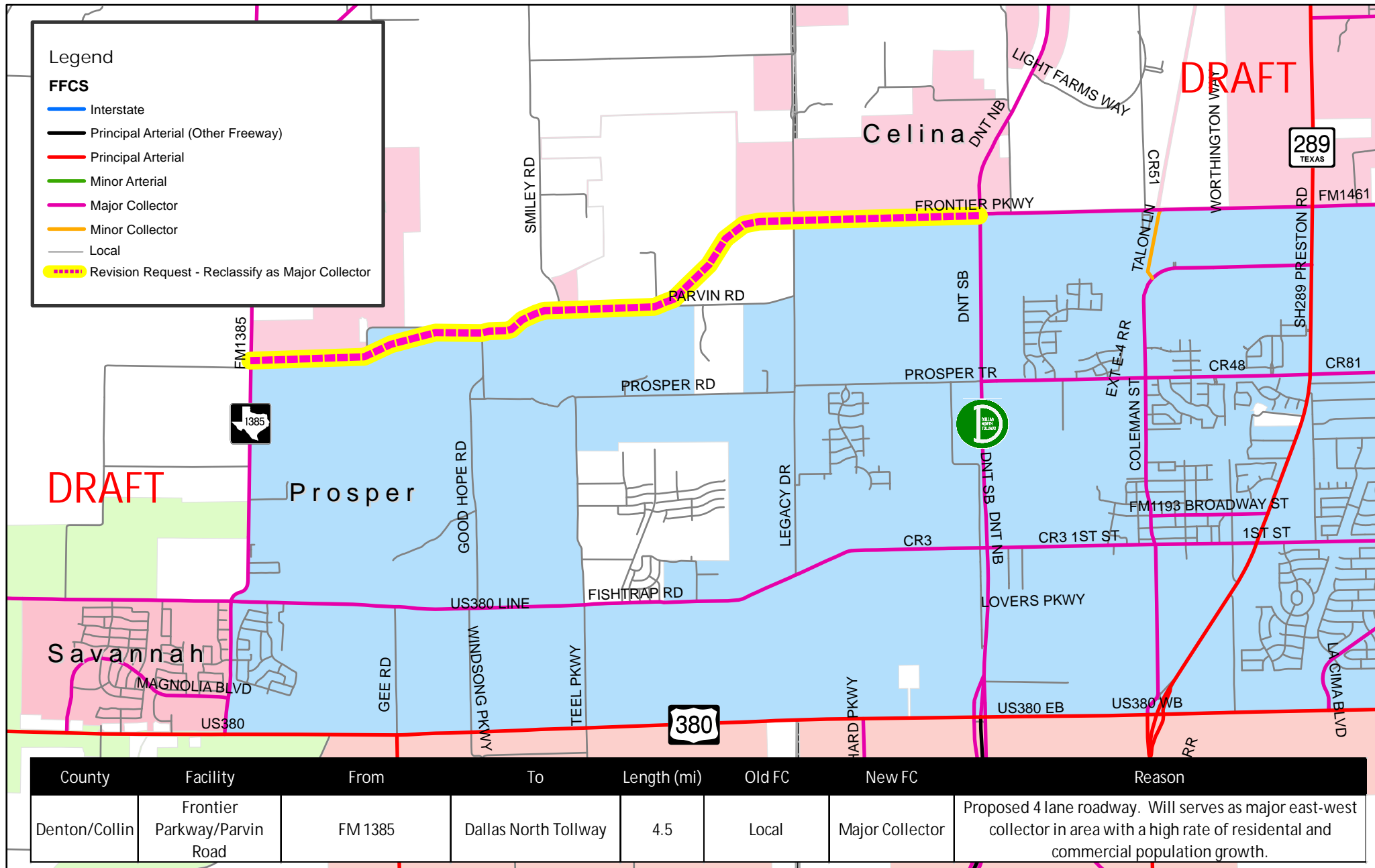
# Federal Functional Classification System (FFCS) Amendment

As requested by NCTCOG and TxDOT Dallas and approved as part of the Transportation Improvement Program (TIP)



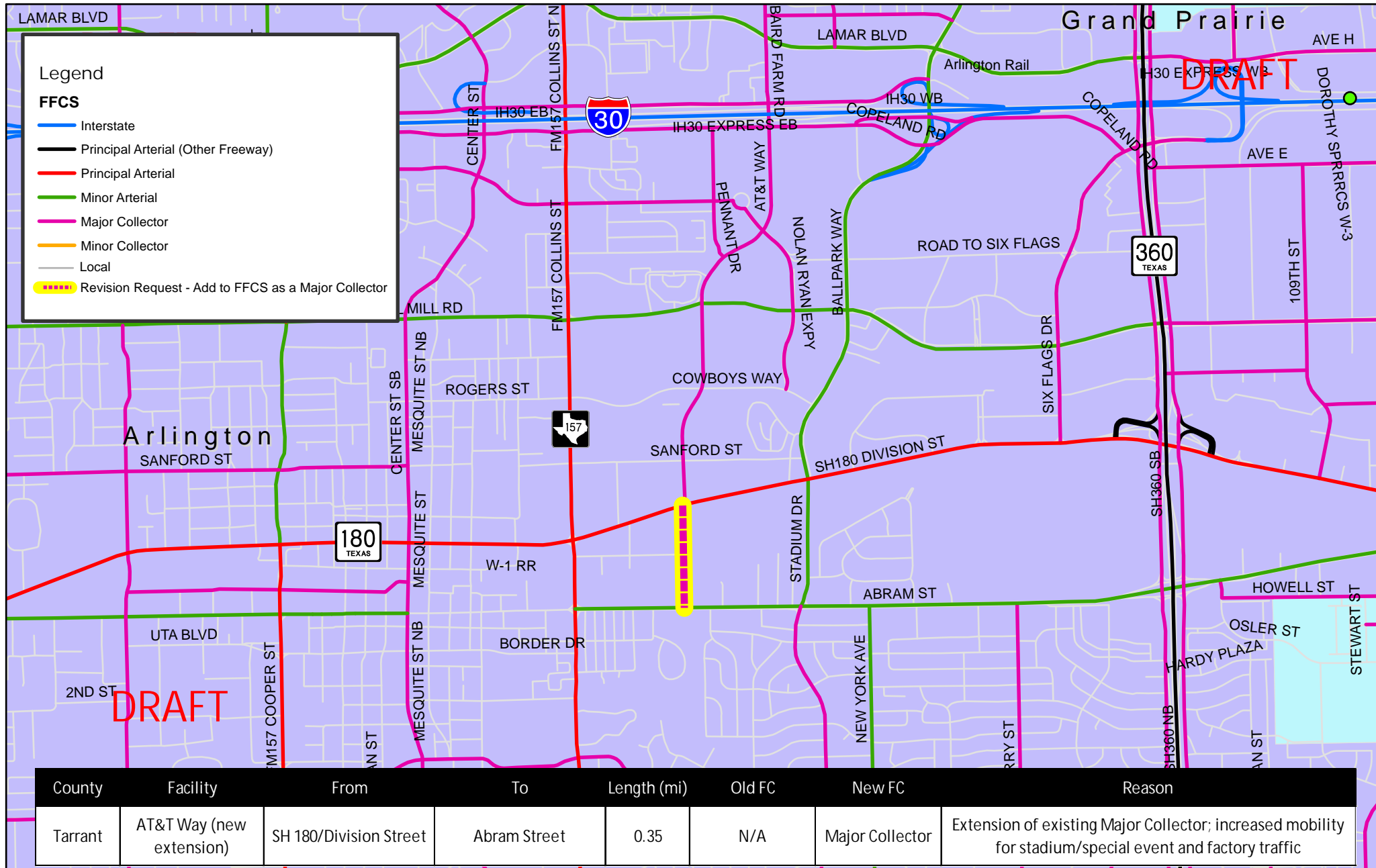
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# Federal Functional Classification System (FFCS) Amendment

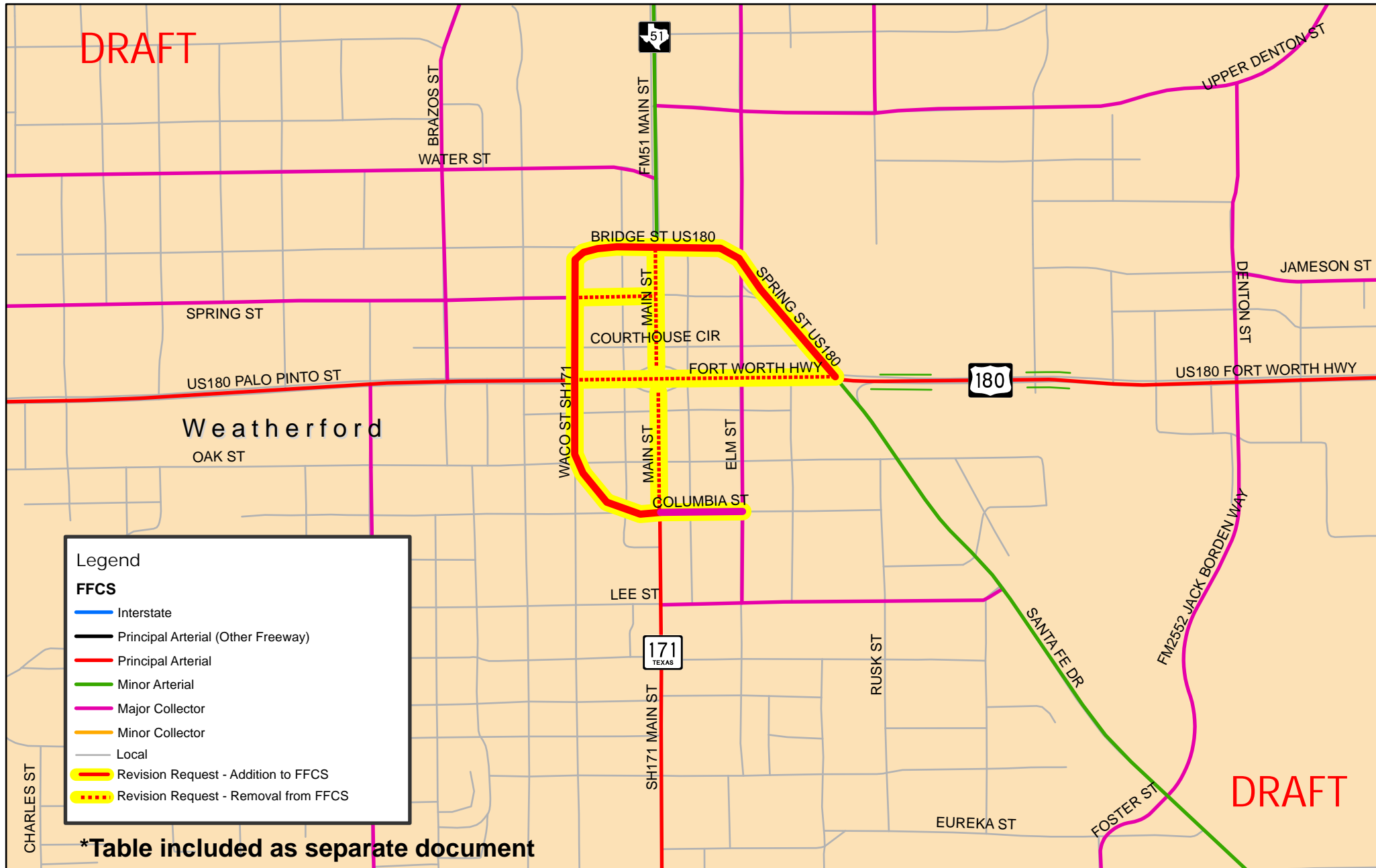
As requested by NCTCOG and TxDOT Dallas and approved as part of the Transportation Improvement Program (TIP)



# Federal Functional Classification System (FFCS) Amendment

As requested by NCTCOG and TxDOT Fort Worth and approved as part of the Transportation Improvement Program (TIP)

DRAFT



DRAFT



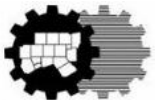
County	Facility	From	To	Length (mi)	Old FC	New FC	Reason
Parker	SH 171 (existing Columbia Street and Waco Street)	SH 171/Main Street	US 180/Mineral Wells Highway	0.25	Local	Principal Arterial	Safety, diverts truck and other vehicular traffic away from courthouse square; roadway will be upgraded to 4 lanes divided.
Parker	US 180 (existing Waco Street and Bridge Street)	US 180/Mineral Wells Highway	FM 51/Main Street	0.25	Local	Principal Arterial	Safety, diverts truck and other vehicular traffic away from courthouse square; roadway will be upgraded to 4 lanes divided.
Parker	US 180 (existing Bridge Street and Spring Street)	FM 51/Main Street	US 180/Fort Worth Highway	0.3	Local	Principal Arterial	Safety, diverts truck and other vehicular traffic away from courthouse square; roadway will be upgraded to 4 lanes divided.
Parker	Columbia Street	SH 171/Main Street	Elm Street	0.1	Local	Major Collector	Part of proposed east bypass; links existing Principal Arterial and Major Collector.
Parker	US 180/Mineral Wells Highway	Waco Street	Main Street	0.1	Principal Arterial	Local	Existing roadway will be downgraded to serve local traffic.
Parker	US 180/Fort Worth Highway	Main Street	Santa Fe Street/Spring Street	0.25	Principal Arterial	Local	Existing roadway will be downgraded to serve local traffic.
Parker	FM 51/Main Street	Bridge Street	Courthouse Square	0.2	Minor Arterial	Local	Existing roadway will be downgraded to serve local traffic.
Parker	SH 171/Main Street	Courthouse Square	Columbia Street	0.2	Principal Arterial	Local	Existing roadway will be downgraded to serve local traffic.

# 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM DRAFT LISTINGS

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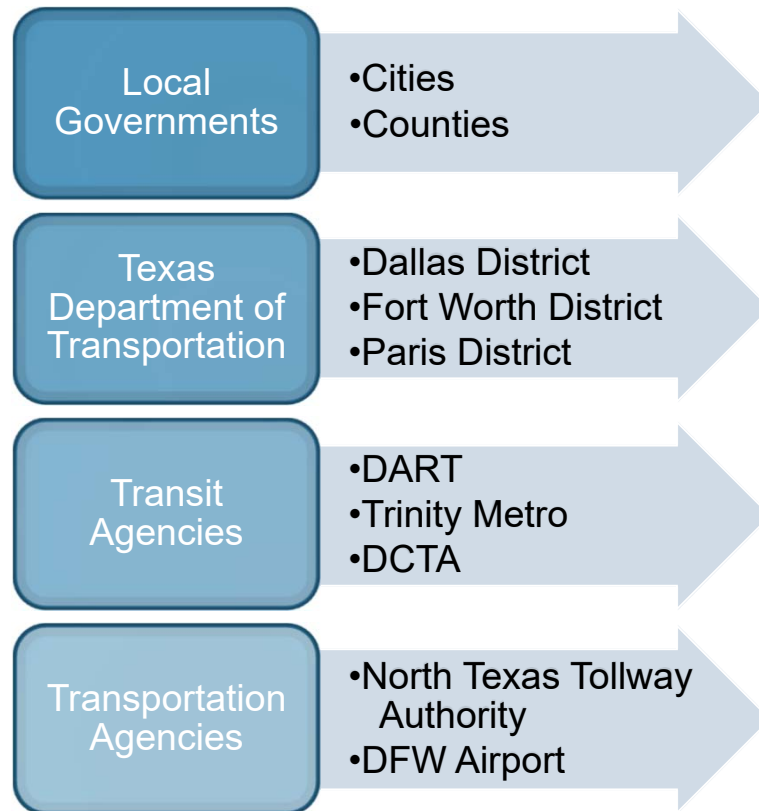
Surface Transportation Technical Committee

May 22, 2020



North Central Texas  
Council of Governments  
Transportation Department

# TRANSPORTATION FUNDING AND PROJECT IMPLEMENTATION: A COOPERATIVE EFFORT



**2021-2024  
Transportation  
Improvement  
Program  
for North Central Texas**

North Central Texas  
Council of Governments

# DEVELOPMENT PROCESS

- Review existing projects and gather information on additional locally funded projects
- Make needed revisions to existing project schedules, funding, and/or scope
- Develop revised project listings
- Financially constrain project programming based on estimated future revenues
- Conduct Mobility Plan and Air Quality conformity review
- Solicit public and Committee/Council input
- **Finalize project listings and submit to the Texas Department of Transportation (TxDOT) and Federal Highway Administration (FHWA)**

# SCOPE OF PROGRAMMING

- \$15.20 Billion in the 2021-2024 TIP (Roadway and Transit)
  - \$8.04 Billion in Federal Commitments
  - \$2.27 Billion in State Commitments
  - \$0.20 Billion in Regional Commitments
  - \$2.96 Billion in Local Commitments
  - \$1.73 Billion in Transit Commitments
- 958 Active Projects (Roadway and Transit)
- 64 Implementing Agencies (Roadway and Transit)

# REQUESTED ACTION

- Recommend RTC approval of:
  - The projects and project changes shown in the TIP project listings
  - Amending the Unified Planning Working Program (UPWP) and other planning/administrative documents as needed
- Only projects in FY 2021-2024 will be included in the new TIP
  - Projects in FY 2025+ will be included in Appendix D to allow project development activities to continue

# TIMELINE

May – November 2019	Conducted meetings with implementing agencies
August 2019 – February 2020	Data entry, develop listing, and financial constraint
February 2020	Present draft listings to STTC for Information
March 2020	Present draft listings to RTC for Information
March 2020	Conduct public meetings
April 9, 2020	Deadline for providing comments on draft listings
<b>May 2020</b>	<b>Present final listings to STTC for Action</b>
June 2020	Present final listings to RTC for Action Executive Board endorsement
July 2020	Transmit final document to TxDOT
September 2020	Anticipated approval of the STIP by Texas Transportation Commission
October/November 2020	Anticipated federal approval of the STIP

# QUESTIONS/COMMENTS

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# **SOUTHEAST DALLAS COUNTY FUNDING PARTNERSHIPS**

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SURFACE TRANSPORTATION TECHNICAL COMMITTEE

May 22, 2020

# PROPOSED PARTNERSHIP WITH BALCH SPRINGS

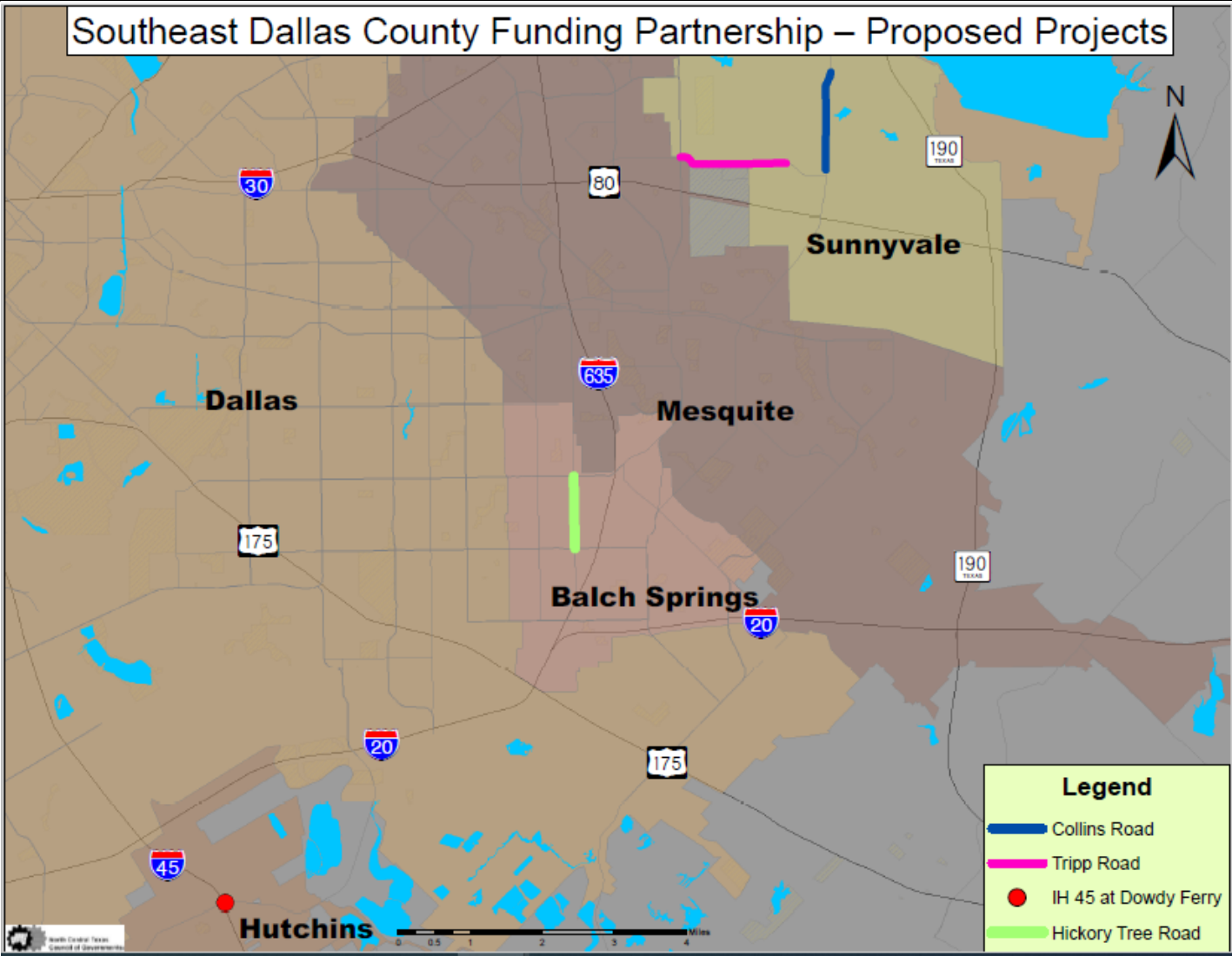
- The City of Balch Springs has requested assistance with improvements to Hickory Tree Road from Elam Road to Lake June Road.
- Staff proposes that the RTC fund the design of the project with \$500,000 of Surface Transportation Block Grant (STBG) funds.
- NCTCOG staff would work with City staff to develop a project that would mitigate congestion, but is also context-sensitive and facilitating future economic growth.
- This partnership would continue the RTC's investments in projects that would promote economic development and community revitalization, while also addressing a mobility issue.

# PROPOSED PARTNERSHIP WITH SUNNYVALE

- The Town of Sunnyvale has requested assistance on two projects:
  - Collins Road from Tripp Road to Town East Blvd
    - \$450,000 in Regional Toll Revenue (RTR) funding for engineering
    - Scope: Reconstruct from 2 to 4 lane divided urban
  - Tripp Road from The Falls Drive to Belt Line Road
    - \$800,000 in RTR funding for construction
    - Scope: Reconstruct 2 lane to 2 lane rural roadway
- This partnership aids in community revitalization.
- Major partner in the George Bush Extension

# PROPOSED PARTNERSHIP WITH HUTCHINS

- The City of Hutchins has requested assistance for improvements at the intersection of IH 45 and Dowdy Ferry Road.
- This area is a major freight hub and this project would improve mobility.
- Staff proposes to fund this project through a partnership with the TxDOT Dallas District.
- The RTC would fund the project with \$3,700,000 of Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds, (includes a State match from TxDOT) with TxDOT funding the design of the project.



# **ACTION REQUESTED**

- Recommend Regional Transportation Council (RTC) approval of:
  - The partnerships outlined in this presentation
  - Administratively amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and other administrative/planning documents as needed

# QUESTIONS?

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# 10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District)

## FY 2017 - FY 2030

County	TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY 2017 - FY 2030						MPO Project Score		
												Cat 2 DAL Approved	Cat 2 DAL Proposed	Cat 4 DAL Approved	Cat 4 DAL Proposed	Cat 12 Clear Lanes DAL Approved	Cat 12 Clear Lanes DAL Proposed		Cat 12 Strategic Priority DAL Approved	Cat 12 Strategic Priority DAL Proposed
												\$3,007,359,866	\$2,619,914,466	\$1,306,054,397	\$1,223,659,249	\$1,804,094,151	\$5,747,625,106		\$1,019,238,870	\$1,019,239,279
Collin	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	2021		\$34,793,244	\$34,793,244	\$34,793,244	\$34,793,244						89.25	
Collin	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	2021	Project split out from TIP 54005/CSJ 2351-01-017	\$3,985,550	\$3,985,550	\$3,985,550	\$3,985,550						89.82	
Collin	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 \$2,000,000 RTR and \$1,202,000 CMAQ; \$16,867,792 low bid	\$16,867,792	\$13,600,000	\$13,600,000	\$13,600,000						N/A	
Collin	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)	January 2022	2022		\$20,179,763	\$20,179,763	\$20,179,763	\$20,179,763						85.74	
Collin	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)	January 2022	2022		\$11,167,795	\$11,167,795	\$11,167,795	\$11,167,795						84.96	
Collin	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)	July 2022	2022		\$44,570,571	\$44,570,571	\$44,570,571	\$44,570,571						84.79	
Collin	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	\$2,746,785	\$2,746,785		\$2,746,785	\$2,746,785					81.78	
Collin	TBD	TBD	North/ South Roadways	West and East of Lake Lavon			August 2025	2025	Feasibility study being done by NCTCOG; 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 has not been added to the UTP; <a href="#">funding moved to breakout project CSJ 0135-04-036</a>	TBD	<del>\$150,000,000</del>	\$100,000,000	\$0		\$50,000,000	\$0			70.56	
Collin	TBD	TBD	Regional Outer Loop	DNT to SH 121					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	\$0	\$0	\$0						70.00	
Collin	TBD	TBD	Regional Outer Loop	US 380 to Rockwall County Line; North/South Arterial					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	\$0	\$0	\$0						70.00	
Collin	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)	June 2020	2020		<del>\$54,174,694</del> <del>\$50,837,435</del>	<del>\$54,174,694</del> <del>\$50,837,435</del>		\$50,837,435	<del>\$54,174,694</del>					84.75	
Collin	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)	<del>October-December 2020</del>	2021		<del>\$35,150,000</del> <del>\$39,096,881</del>	<del>\$35,150,000</del> <del>\$39,096,881</del>	\$33,986,881	<del>\$35,150,000</del>						87.89	
Collin	13010	0047-09-034	SH 5	South of FM 1378 to Spur 399	Reconstruct and widen 2 lane undivided roadway to 4 lane divided urban roadway (ultimate 6 lanes)	<del>April</del> July 2020	February 2023	2023		\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000						72.39	
Collin	13026	0047-05-054	SH 5	Spur 399 to South of CR 275	Reconstruct and widen 2/4 lane undivided roadway to 4/6 lane divided urban roadway	<del>April</del> July 2020	December 2022	2023	Project also has \$3,092,629 of Category 1 funding	<del>\$80,408,352</del> <del>\$75,906,069</del>	<del>\$77,315,723</del> <del>\$75,906,069</del>	\$75,900,000	<del>\$77,315,723</del>						78.69	
Collin	55156	0364-04-049	Spur 399	At SH 5	Construct interchange	April 2020	March 2023	2023	Project added to the 10-Year Plan via 2020 UTP	<del>\$19,273,554</del> <del>\$16,105,069</del>	<del>\$19,273,554</del> <del>\$16,105,069</del>	\$16,105,069	<del>\$19,273,554</del>						80.91	
Collin	55233	0135-03-046	US 380	Airport Drive to 4th Street	Widen 4 lane roadway to 6 lanes divided	January 2020 (Actual)	January 2023	2023	Project added to the 10-Year Plan via 2020 UTP	<del>\$41,097,161</del> <del>\$30,000,000</del>	<del>\$41,097,161</del> <del>\$30,000,000</del>	\$30,000,000	<del>\$41,097,161</del>						81.70	

Amounts include funding not approved in UTP and only include Category 2/4/12 funding.  
Red text and strikethroughs indicate changes since September 2019 RTC meeting



## 10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) FY 2017 - FY 2030

County	TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY 2017 - FY 2030						MPO Project Score						
												Cat 2 DAL Approved	Cat 2 DAL Proposed	Cat 4 DAL Approved	Cat 4 DAL Proposed	Cat 12 Clear Lanes DAL Approved	Cat 12 Clear Lanes DAL Proposed		Cat 12 Strategic Priority DAL Approved	Cat 12 Strategic Priority DAL Proposed				
												\$3,007,359,866	\$2,619,914,466	\$1,306,054,397	\$1,223,659,249	\$1,804,094,151	\$5,747,625,106		\$1,019,238,870	\$1,019,239,279				
Collin	55234	0135-04-033	US 380	4th Street to CR 458	Widen 4 lane roadway to 6 lanes divided	January 2020 (Actual)	January 2023	2023	Project added to the 10-Year Plan via 2020 UTP	\$4,521,469 <del>\$4,546,000</del>	\$4,521,469 <del>\$2,548,000</del>	\$2,548,000	\$4,521,469							76.46				
Collin	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 has not been added to the UTP; Funding moved to breakout project (CSJ 0135-03-053)	\$450,000,000	<del>-\$450,000,000</del> \$0	\$168,000,000	\$0	\$150,000,000	\$0	\$132,000,000	\$0				72.91			
Collin	TBD	0135-03-053	US 380	SH 5 to FM 75	Reconstruct 6 lane arterial to 6 lane freeway and add 4 lane frontage roads	October 2022	July 2026	2026	US 380 breakout project. Staff proposes placing balance of US 380 placeholder funding on this project	\$602,000,000	\$602,000,000	\$0	\$320,000,000	\$0	\$0	\$132,000,000					95.51			
Collin	TBD	0135-04-036	US 380	FM 75 to East of SH 78	Reconstruct 6 lane arterial to 6 lane freeway and add 4 lane frontage roads	December 2022	January 2025	2025	US 380 breakout project. Staff proposes placing Collin County North/South roadway placeholder funding on this section of US 380 as it includes a N/S roadway bridge at the lake	\$565,000,000	\$137,000,000	\$0	\$87,000,000	\$0	\$0	\$50,000,000						87.62		
Collin	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	\$19,863,387	\$19,863,387	\$19,863,387	\$19,863,387									N/A		
Collin	13044	0047-06-161	US 75	At Ridgeview Drive	Reconstruct interchange	June 2019 (Actual)	December 2021 2022-2023	2023	This project was funded with Category 2 funding as TxDOT does not anticipate getting Category 12; Project also has \$2,500,000 of Category 1 funding	\$28,655,102 <del>\$25,000,000</del>	\$26,155,102 <del>\$25,000,000</del>	\$25,000,000	\$26,155,102									79.42		
Collin	30006	0047-06-158	US 75	Dallas County Line to Bethany Drive	Remove HOV lanes and add peak hour travel lanes	June 2020	August 2022	2022	Funded with \$15,000,000 of STBG funding. Project included on list in order to get TTC concurrence to proceed	\$15,000,000	\$0											94.24		
Collin	30007	0047-06-163	US 75	Bethany Drive to SH 121	Add peak hour travel lanes	June 2020	August 2022	2022	Funded with \$10,000,000 of STBG funding. Project included on list in order to get TTC concurrence to proceed	\$10,000,000	\$0											91.62		
Collin	20084	0047-14-053	US 75	North of CR 370 to CR 375 (Grayson CL)	Reconstruct and widen 4 to 6 lane freeway. Reconstruct 4 to 4/6 frontage roads	June 2012 (Actual)	September 2023	2024	TxDOT to request Category 12 funding	\$107,000,000	\$107,000,000				\$0	\$107,000,000						91.35		
<b>Total Funding - Collin County</b>																								<b>\$1,264,594,798</b>
Dallas	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	2022	Commitment to Red Bird Mall area	\$71,368,576 <del>\$20,000,000</del>	\$71,368,576 <del>\$20,000,000</del>	\$20,000,000	\$71,368,576									75.69		
Dallas	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	August 2020 <del>2019</del>	April 2023 January 2023	2023-2024	Project being implemented by the Fort Worth District, but using Dallas District Category 4 funding	\$11,000,000 <del>\$9,000,000</del>	\$11,000,000 <del>\$9,000,000</del>	\$9,000,000	\$11,000,000	\$9,000,000								88.54		
Dallas	13018	0581-02-146	IH 30	at SL 12	Construct direct connectors (Phase 1)	December 2020	August 2024	2024	TxDOT to request Category 12 funding	\$250,000,000 <del>\$50,000,000</del>	\$250,000,000 <del>\$50,000,000</del>	\$0	\$0	\$0	\$250,000,000							76.19		
Dallas	13030	0009-11-254 <del>0009-11-181</del>	IH 30	IH 35E to IH 45	Reconstruct and widen 6 to 12 mainlanes and 0/6 lane discontinuous to 2/8 lane discontinuous frontage roads	September 2020 June 2020	September 2022 August 2022	2023-2024	Project was awarded \$213,000,000 of Category 12 Strategic Priority funding and \$62,000,000 of \$111 funding. 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). Design would be funded with \$2,000,000 STBG and \$2,000,000 of TTC funding for the entire IH 30 corridor; TxDOT to request additional Category 12 funding	\$365,989,529 <del>\$300,000,000</del>	\$350,000,000 <del>\$338,000,000</del>	\$25,000,000	\$0	\$25,000,000	\$137,000,000	\$213,000,000	\$213,000,000					81.67		
Dallas	13043	0009-11-129	IH 30	IH 45 to IH 635 to Bass Pro Drive	Reconstruct and widen 8 to 10 general purpose lanes and reconstruct 4/6/8 lane discontinuous to 4/6 lane continuous frontage roads; IH 45 to IH 80-Reconstruct and widen 8 to 10 mainlanes with 1 reversible HOV to 2 reversible managed lanes; US 80 to IH 635-Reconstruct 6 to 6 mainlanes with 1 reversible HOV lane to 3/2 reversible managed lane	June 2020	June 2023 August 2023	2023-2029	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). Design would be funded with \$2,000,000 STBG and \$2,000,000 of TTC funding for the entire IH 30 corridor; Reduce limits and break out TIP 13043.1 from this project	\$250,000,000 <del>\$1,050,000,000</del>	\$0											80.71		

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## 10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) FY 2017 - FY 2030

County	TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY 2017 - FY 2030						MPO Project Score		
												Cat 2 DAL Approved	Cat 2 DAL Proposed	Cat 4 DAL Approved	Cat 4 DAL Proposed	Cat 12 Clear Lanes DAL Approved	Cat 12 Clear Lanes DAL Proposed		Cat 12 Strategic Priority DAL Approved	Cat 12 Strategic Priority DAL Proposed
												\$3,007,359,866	\$2,619,914,466	\$1,306,054,397	\$1,223,659,249	\$1,804,094,151	\$5,747,625,106		\$1,019,238,870	\$1,019,239,279
Dallas	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				N/A	
Dallas	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	\$11,000,000			\$11,000,000	\$11,000,000				N/A	
Dallas	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	2021	Project was awarded Category 4 funds via the 2019 UTP	\$120,574,879	\$120,574,879			\$120,574,879	\$120,574,879				86.81	
Dallas	55179	0009-11-238	IH 30	Bass Pro Drive in Garland to Dalrock Road	Widen to add shoulder	March 2019 (Actual)	September 2022	2023	Project was awarded Category 12 Clear Lanes funding via the 2020 UTP	<del>\$30,182,264</del> <del>\$22,355,107</del>	<del>\$30,182,264</del> <del>\$22,355,107</del>	\$0	\$7,827,157			\$22,355,107	\$22,355,107		85.20	
Dallas	<u>13043.1</u>	0009-11-252	IH 30	IH 45 to IH 635	Reconstruct and widen from 8 to 10 general purpose lanes and reconstruct 4/6/8 discontinuous to 4/6 continuous frontage roads	<del>April 2023</del> <del>June 2020</del>	September 2024	2023	Project was awarded Category 12 Clear Lanes funding via the 2020 UTP, but was not fully funded; 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). Design would be funded with \$2,000,000 STBG and \$2,000,000 of TTC funding for the entire IH 30 corridor; <u>TxDOT to request additional Cat 12 Clear Lanes funding and \$167,900,000 of \$111 funding</u>	<del>\$1,108,449,456</del> <del>\$940,549,456</del> <del>\$26,000,000</del>	<del>\$1,108,449,456</del> <del>\$940,549,456</del> <del>\$26,000,000</del>			\$25,000,000	<u>\$940,549,456</u>				77.40	
Dallas	13012.2	0196-03-274	IH 35E	IH 635 to Denton County Line	Reconstruct 6 to 6/8 general purpose lanes (IH 635 to SH 121); Reconstruct 6 to 8 collector distributor lanes (SH 121 to Denton C/L) (IH 35E Phase 2)	March 2013 (Actual)	August 2021	2021	Design-build project; Project was awarded \$229,655,586 of Category 12 Clear Lanes funding and <del>\$96,105,045</del> <u>\$105,270,000</u> of \$111 funds by the TTC	<del>\$537,438,268</del> <del>\$460,576,045</del>	<del>\$432,218,268</del> <del>\$370,470,000</del>	\$140,814,414	<u>\$202,562,682</u>		\$229,655,586	\$229,655,586			77.05	
Dallas	<u>13012.3</u>	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	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 <del>\$18,394,897</del> <u>\$14,470,000</u> of \$111 funds for the remainder of the project	<del>\$93,951,732</del> <del>\$130,424,862</del>	<del>\$79,481,732</del> <del>\$121,230,000</del>	\$121,230,000	<u>\$79,481,732</u>						77.05	
Dallas	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)	March 2021	2021	Project also has \$583,000 of STBG funds	<del>\$13,265,644</del> <del>\$6,606,295</del>	<del>\$12,662,644</del> <del>\$6,115,295</del>	\$8,115,295	<u>\$12,662,644</u>						89.30	
Dallas	55061	0196-03-199	IH 35E	IH 30 to North of Oak Lawn Avenue	Reconstruct 10 to 10 general purpose lanes, <del>construct 0 to 2 reversible managed lanes,</del> and reconstruct 2/6 to 2/6 lane frontage roads	July 2005 (Actual)	August 2027	2027	TxDOT to request <del>\$400,000,000</del> <u>\$364,000,000</u> of Category 12 Clear Lanes and <del>\$60,000,000</del> <u>\$64,320,000</u> of \$111 funding for this project	<del>\$428,320,000</del> <del>\$360,000,000</del>	<del>\$364,000,000</del> \$0			\$0	<u>\$364,000,000</u>			72.81		
Dallas	55062	0196-03-266	IH 35E	North of Oak Lawn Avenue to SH 183	Reconstruct 10 to 10 general purpose lanes, <del>construct 0 to 2 reversible managed lanes,</del> and reconstruct 4/6 to 4/6 lane frontage roads	August 2021	August 2027	2027	TxDOT to request \$290,000,000, <del>\$540,000,000</del> of Category 12 Clear Lanes and <del>\$450,000,000</del> <u>\$36,480,000</u> of \$111 funding for this project	<del>\$636,480,000</del> <del>\$540,000,000</del>	<del>\$540,000,000</del> \$0			\$0	<u>\$540,000,000</u>			68.59		
Dallas	55094	0442-02-159	IH 35E	US 67 to Laureland Drive	Construct 0 to 1 reversible express lane		August 2027	<del>2027</del> <u>2028</u>	Funding was previously removed from this project	\$0	\$0								74.33	
Dallas	<u>55163</u>	<u>2374-01-192</u>	<u>IH 635</u>	<u>SL 354 (Denton Drive) to BNSF RR</u>	<u>Construct IH 35E/IH 635 interchange, reconstruct and widen 7 to 10 general purpose lanes, construct 0 to 4 concurrent HOV/Managed Lanes, and 0/4 to 4/6 discontinuous frontage roads</u>	<u>January 2023</u>	<u>January 2025</u>	<u>2025</u>	<u>TxDOT to request Category 12 funding; Scope may be changed in order to be consistent with the MTP</u>	<u>\$400,000,000</u>	<u>\$400,000,000</u>			\$0	<u>\$400,000,000</u>			<u>77.58</u>		
Dallas	<u>55164</u>	<u>2374-07-075</u>	<u>IH 635</u>	<u>West of Luna Road to BNSF RR</u>	<u>Reconstruct and widen 9 to 10 general purpose lanes, construct 0 to 4 concurrent HOV/Managed Lanes, and 4 to 4/6 frontage roads</u>	<u>January 2023</u>	<u>January 2025</u>	<u>2025</u>	<u>TxDOT to request Category 12 funding; Scope may be changed in order to be consistent with the MTP</u>	<u>\$80,000,000</u>	<u>\$80,000,000</u>			\$0	<u>\$80,000,000</u>			<u>78.18</u>		
Dallas	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		<del>\$30,136,042</del> <del>\$26,927,302</del>	<del>\$30,136,042</del> <del>\$26,927,302</del>	\$26,327,302	<u>\$30,136,042</u>						93.22	

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## 10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) FY 2017 - FY 2030

County	TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY 2017 - FY 2030						MPO Project Score		
												Cat 2 DAL Approved	Cat 2 DAL Proposed	Cat 4 DAL Approved	Cat 4 DAL Proposed	Cat 12 Clear Lanes DAL Approved	Cat 12 Clear Lanes DAL Proposed		Cat 12 Strategic Priority DAL Approved	Cat 12 Strategic Priority DAL Proposed
												\$3,007,359,866	\$2,619,914,466	\$1,306,054,397	\$1,223,659,249	\$1,804,094,151	\$5,747,625,106		\$1,019,238,870	\$1,019,239,279
Dallas	55249	0092-02-130	IH 45	At SL 9	Reconstruct existing 2 to 2 lane southbound frontage road and ramp modifications	November 2017 (Actual)	<del>September 2022</del> <del>March 2022</del> <del>2022</del>	2023 2024	Project added to the 10-Year Plan via 2020 UTP; Funding offset by reduction in funding on TIP 55094/CSJ 0442-02-159	<del>\$3,667,581</del> <del>\$2,229,936</del>	<del>\$3,667,581</del> <del>\$2,229,936</del>								83.30	
Dallas	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; <del>\$7,202,000 of Design-build funding to offset reduction in Category 2 funding</del>	<del>\$57,972,000</del> <del>\$60,377,000</del>	<del>\$50,770,000</del> <del>\$60,377,000</del>	\$65,000,000	<del>\$46,393,000</del>				\$4,377,000	\$4,377,000	93.14	
Dallas	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	<del>Project also has \$63,193,281 of Design-build funding</del>	<del>\$216,441,214</del> <del>\$230,221,536</del>	<del>\$153,247,933</del> <del>\$230,221,536</del>	\$34,821,750	<del>\$0</del>	\$175,000,000	<del>\$132,848,147</del>	\$20,399,786	\$20,399,786		90.44	
Dallas	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; <del>Project also has \$6,519,375 of Design-build funding</del>	<del>\$49,935,875</del> <del>\$36,650,361</del>	<del>\$43,422,500</del> <del>\$36,650,361</del>	\$35,650,161	<del>\$43,422,500</del>						83.25	
Dallas	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; <del>Project also has \$122,653,781 of \$111 funding</del>	<del>\$408,845,661</del> <del>\$322,804,555</del>	<del>\$161,425,000</del> <del>\$60,147,610</del>	\$58,797,257	<del>\$8,430,000</del>	\$0	<del>\$42,151,853</del>	\$31,350,353	<del>\$110,843,147</del>		87.35	
Dallas	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; <del>Project also has \$26,139,846 of Design-build funding</del>	<del>\$200,405,486</del> <del>\$186,110,772</del>	<del>\$167,122,782</del> <del>\$170,976,914</del>	\$178,976,914	<del>\$167,122,782</del>						81.07	
Dallas	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; <del>Project also has \$83,400,711 of Design-build funding</del>	<del>\$303,694,615</del> <del>\$270,620,856</del>	<del>\$195,293,094</del> <del>\$120,566,595</del>	\$128,566,595	<del>\$195,293,094</del>						85.92	
Dallas	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	<del>Project also has \$125,710,331 of Design-build funds</del>	<del>\$432,206,098</del> <del>\$385,988,661</del>	<del>\$306,495,867</del> <del>\$385,988,661</del>				\$385,988,661	<del>\$306,495,867</del>		90.08		
Dallas	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; <del>Project also has \$8,509,875 of Design-build funding</del>	<del>\$65,242,375</del> <del>\$60,956,661</del>	<del>\$56,732,500</del> <del>\$60,956,661</del>	\$50,956,661	<del>\$56,732,500</del>						82.89	
Dallas	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	\$20,927,948	\$20,927,948			\$20,927,948	\$20,927,948				N/A	
Dallas	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 6 concurrent Managed Lanes, and 4/6 discontinuous to 6/8 lane continuous frontage roads (Ultimate)		August 2045	2045	Funding previously moved to TIP 11527	\$0	\$0	\$0	\$0						71.09	
Dallas	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, 2 to 2/6 Managed Lanes and reconstruct 4/6 lane discontinuous to 4/8 lane continuous frontage roads (Ultimate)		August 2045	2045	Funding previously moved to TIP 11527	\$0	\$0	\$0	\$0						68.99	
Dallas	TBD	TBD	SH 183	SH 161 to Stony 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	<del>\$270,000,000</del>	<del>\$0</del>	\$0	\$0						72.81	
Dallas	TBD	TBD	SH 183	PGBT Western Extension (SH 161) to SL 12					Funding previously moved to TIP 53003 and 11527	\$0	\$0	\$0	\$0						65.95	
Dallas	TBD	TBD	SH 183	SL 12 to SH 114					Funding previously moved to TIP 11527	\$0	\$0	\$0	\$0						65.95	
Dallas	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	<del>\$11,916,518</del> <del>\$10,100,000</del>	<del>\$11,916,518</del> <del>\$10,100,000</del>	\$10,100,000	<del>\$11,916,518</del>						96.67	

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County	TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY 2017 - FY 2030								MPO Project Score
												Cat 2 DAL Approved	Cat 2 DAL Proposed	Cat 4 DAL Approved	Cat 4 DAL Proposed	Cat 12 Clear Lanes DAL Approved	Cat 12 Clear Lanes DAL Proposed	Cat 12 Strategic Priority DAL Approved	Cat 12 Strategic Priority DAL Proposed	
												\$3,007,359,866	\$2,619,914,466	\$1,306,054,397	\$1,223,659,249	\$1,804,094,151	\$5,747,625,106	\$1,019,238,870	\$1,019,239,279	
Dallas	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 \$400,000 Category 11; Category 12 funds are part of MPO Revolver Swap; Category 1 or 11 funding to cover cost overruns	<del>\$11,687,425</del> \$16,736,868	\$9,915,000	\$7,900,000	\$7,900,000				\$2,015,000	\$2,015,000	85.16	
Dallas	13032	0009-02-067	SH 78	At Gaston Ave	Reconfigure intersection with sidewalk improvements	December 2018 (Actual)	November 2020	2021	August 2017 RTC Proposition 1 Adjustment; Remainder of project funded with \$4,500,000 of CMAQ funds	\$5,500,000	\$1,000,000	\$1,000,000	\$1,000,000						84.62	
Dallas	11527	0581-02-124	SL 12	At SH 183	Reconstruct interchange (Phase 2)	April 2014 (Actual)	September 2020	2021	Project was awarded Category 12 Clear Lanes funding via the 2019 UTP	\$210,000,000	\$210,000,000			\$210,000,000	\$210,000,000				83.94	
Dallas	55112	0353-05-120	SL 12	At Skillman	Reconstruct <del>intersection</del> grade separation	March 2025	September 2027	2028	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Discussions underway between City of Dallas, TxDOT and NCTCOG regarding project scope	<del>\$17,200,000</del> \$16,316,385	\$17,200,000		\$17,200,000	\$17,200,000						78.89
Dallas	54119.1	2964-10-008	SL 9	IH 35E to Dallas/Ellis County Line	Construct 0 to 2 lane frontage roads (ultimate 6) including ITS and turn lanes	November 2017 (Actual)	<del>March 2021</del> September 2022	<del>2021</del> 2023	Project split out from TIP 54119/CSJ 2964-10-005; Project also has \$432,000 of CMAQ funding and \$3,788,000 of RTR funding	<del>\$43,045,357</del> \$39,455,869	\$35,235,869	\$35,235,869	\$35,235,869						79.83	
Dallas	54119.2	2964-10-009	SL 9	Ellis/Dallas County Line to IH 45	Construct 0 to 2 lane frontage roads (ultimate 6) including ITS and turn lanes	November 2017 (Actual)	<del>March 2021</del> September 2022	<del>2021</del> 2023	Project split out from TIP 54119/CSJ 2964-10-005; Project also has \$408,000 of CMAQ funding	<del>\$67,236,678</del> \$69,519,766	\$53,105,708	\$53,105,708	\$53,105,708						77.62	
Dallas	53003	0094-03-060	SS 482	At SH 114 and SH 183	Reconstruct interchange (Phase 2)	April 2014 (Actual)	September 2020	2021	Project was awarded Category 12 Clear Lanes funding via the 2019 UTP	\$210,000,000	\$210,000,000			\$210,000,000	\$210,000,000				83.89	
Dallas	30005	0047-07-232	US 75	IH 635 to Collin County Line	Remove HOV lanes and add peak hour travel lanes	June 2020	August 2020	2020	Funded with \$15,000,000 of STBIS funding; Project included on list in order to get TTC concurrence to proceed	\$15,000,000	\$0								92.85	
Dallas	53109	0095-02-107	US 80	East of Town East Blvd. to 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	<del>April, February 2020</del>	September 2023	2025	TxDOT and City of Mesquite discussing specific early action "breakout" projects to utilize this funding; TxDOT to request Category 12 funding	<del>\$305,005,199</del> \$386,214,458	<del>\$305,005,199</del> \$105,000,000	\$105,000,000	\$105,000,000	\$0		\$200,005,199			82.45	
Dallas	53110	0095-02-096	US 80	Belt Line Road to Lawson Road	Reconstruct and widen 4 to 6 mainlanes and 2/4 to 4/6 lane continuous frontage roads	<del>April, February 2020</del>	September 2023	2025	Project split out from TIP 53109; TxDOT and City of Mesquite discussing specific early action "breakout" projects to utilize this funding; TxDOT to request Category 12 funding	<del>\$192,096,816</del> \$169,969,872	<del>\$192,096,816</del> \$100,000,000	\$100,000,000	\$100,000,000	\$0		\$92,096,816			79.95	
Dallas	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 frontage roads	April 2020	September 2023	2025	TxDOT to request Category 12 funding	\$58,015,042	\$58,015,042			\$0		\$58,015,042			75.63	
Dallas	55120	0197-02-124	US 175	East of East Malloy Bridge Rd. to Kaufman County Line	Ramp modifications, mill and inlay existing frontage roads	March July 2020	August-October 2020	2020-2021		\$2,163,200	\$2,163,200	\$2,163,200	\$2,163,200						79.24	
<b>Total Funding - Dallas County</b>																		<b>\$6,012,482,892</b>		
Denton	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)	January 2022	2022		\$42,817,890	\$42,817,890	\$42,817,890	\$42,817,890						91.11	
Denton	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	\$50,000,000	\$0	\$0	\$0						59.61	
Denton	13033.3	0195-03-090	IH 35	IH 35W to US 380	Reconstruct interchange and 4 to 4/8 lane frontage roads	December 2020	<del>January 2023</del> March 2021	<del>2023</del> 2024	Project awarded Category 12 Strategic Priority funding via the 2020 UTP	\$139,625,558	\$139,625,558						\$139,625,558	\$139,625,558	82.76	
Denton	55197	0195-02-074	IH 35	US 77 North of Denton to Cooke County Line	Reconstruct and widen 4 to 6 lane rural freeway with ramp modifications and reconstruct 4 to 4/6 lane frontage roads	<del>December- November 2019</del> Actual	September, August 2022	2023-2022	New project awarded Category 12 Strategic Priority funding via the 2020 UTP	<del>\$573,740,000</del> \$519,649,591	<del>\$573,740,000</del> \$519,649,591	\$0		\$54,090,000			\$519,649,591	\$519,650,000	90.11	

Amounts include funding not approved in UTP and only include Category 2/4/12 funding.  
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# 10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District)

## FY 2017 - FY 2030

County	TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY 2017 - FY 2030						MPO Project Score		
												Cat 2 DAL Approved	Cat 2 DAL Proposed	Cat 4 DAL Approved	Cat 4 DAL Proposed	Cat 12 Clear Lanes DAL Approved	Cat 12 Clear Lanes DAL Proposed		Cat 12 Strategic Priority DAL Approved	Cat 12 Strategic Priority DAL Proposed
												\$3,007,359,866	\$2,619,914,466	\$1,306,054,397	\$1,223,659,249	\$1,804,094,151	\$5,747,625,106		\$1,019,238,870	\$1,019,239,279
Denton	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 6/6 lane frontage roads	December, November 2019 (Actual)	September 2022	2023	Project awarded \$79,709,425 of Category 12 Strategic Priority and \$100,000,000 of Category 12 Clear Lanes funding via the 2020 UTP	\$196,070,000 <del>\$179,709,425</del>	\$196,070,000 <del>\$179,709,425</del>	\$0	\$16,360,575	\$100,000,000	\$100,000,000	\$79,709,425	\$79,709,425	79.11		
Denton	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	December, October 2019 (Actual)	August 2022	2022	New project awarded Category 12 Strategic Priority funding via the 2020 UTP	\$27,231,547 <del>\$26,862,296</del>	\$27,231,547 <del>\$26,862,296</del>	\$0	\$369,251			\$26,862,296	\$26,862,296	87.58		
Denton	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 6/8 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 3/6 continuous frontage from (SRT/SH 121 to Dallas C/L)		August 2026	2026	Some funding previously moved to TIP 13033.2/CSI 0196-02-127 and TIP 13033.4/CSI 0196-02-126; Reduce Category 2 funding on placeholder project and move to IH 35E at Lake Sharon/Dobbs/Corinth project	\$745,933,304 <del>\$697,611,686</del>	\$0	\$20,723,022	\$0					78.82		
Denton	13033.1	0196-02-128	IH 35E	At FM 1171/Main Street	Reconstruct grade separation and existing 4 to 4 lane frontage roads; Reconstruct interchange and 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/CSI 0196-02-125	\$43,805,797 <del>\$41,486,682</del>	\$43,805,797 <del>\$41,486,682</del>	\$41,486,682	\$43,805,797					78.08		
Denton	13033.2	0196-02-127	IH 35E	At Business 121	Reconstruct grade separation and existing 4 to 4 lane frontage roads; Reconstruct interchange and 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/CSI 0196-02-125	\$82,179,822 <del>\$66,008,508</del>	\$82,179,822 <del>\$66,008,508</del>	\$65,008,508	\$82,179,822					82.90		
Denton	13033.4	0196-02-126	IH 35E	At Corporate Drive	Reconstruct grade separation and existing 4 to 4 lane frontage roads; Reconstruct interchange and 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/CSI 0196-02-125	\$72,883,443 <del>\$59,143,580</del>	\$72,883,443 <del>\$59,143,580</del>	\$59,143,580	\$72,883,443					81.45		
Denton	25033.2	0196-02-125	IH 35E	Turbeville Road to FM 407	Reconstruct existing 4 general purpose lanes (WB 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		May 2028	2028	Funding previously moved to TIP 13033.4/CSI 0196-02-126 and TIP 13033.1/CSI 0196-02-128; Reduce Category 2 funding on placeholder project and move to TIP 13033.1/CSI 0196-02-128; TIP 13033.2/CSI 0196-02-127; TIP 13033.4/CSI 0196-02-126; TIP 23033.3/CSI 0196-01-109; and IH 35E at Lake Sharon/Dobbs/Corinth projects	\$673,000,928 <del>\$669,409,414</del>	\$0	\$62,485,239	\$0					76.34		
Denton	25033.3	0196-01-109	IH 35E	South of At Mayhill Road to South of SL 288	Reconstruct grade separation and existing 4 to 4 lane frontage roads; Reconstruct interchange and 4 to 4 lane frontage roads	March 2013 (Actual)	February 2022	2022	Split from TIP 25033.2/CSI 0196-02-125; Increased Category 2 funding offset by reduction on TIP 25033.2/CSI 0196-02-125	\$62,176,453 <del>\$46,212,969</del>	\$62,176,453 <del>\$46,212,969</del>	\$46,212,969	\$62,176,453					89.53		
Denton	TBD	0196-01-113	IH 35E	at Lake Sharon Drive/Dobbs Road/Corinth	Construct interchange	TBD	January 2026	2026	Denton Priority Project #6; Category 2 funding offset by reduction on TIP 25033.2/CSI 0196-02-125 and TIP 13033/CSI 0196-02-124	\$45,000,000	\$34,014,485	\$0	\$34,014,485					68.29		
Denton	55230	0081-13-058	IH 35W	Tarrant County Line to SH 114	Reconstruct and widen 4 lane rural to 6 lane urban freeway and construct 4 to 4/6 lane frontage roads	October 2020	July 2021	2021	TxDOT to request Category 12 funding	\$90,000,000	\$90,000,000			\$0	\$90,000,000			91.84		
Denton	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 and reconstruct 2/6 to 4/6 lane frontage roads	October 2020	July 2021	2021	TxDOT to request Category 12 funding	\$338,580,457	\$338,580,457			\$0	\$338,580,457			86.73		
Denton	55259	0081-13-065	IH 35W	Dale Earnhardt Way to South of IH 35E/IH 35W Interchange	Reconstruct 2 to 4/6 lane discontinuous frontage roads	July 2020	January 2024	2024	TxDOT to request Category 12 funding	\$310,692,449	\$310,692,449			\$0	\$310,692,449			86.76		
Denton	55177	0353-09-002	SH 114	West of US 377 to East of US 372	Construct 0 to 6 lane grade separation over US 372	November 2018 (Actual)	September 2020	2021	Staff proposes to add project to the 10-Year Plan	\$52,218,505	\$52,218,505	\$0	\$26,109,253					100.00		
Denton	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	September 2020	March 2022	2022	TxDOT to request Category 12 funding	\$62,964,313	\$62,964,313			\$0	\$62,964,313			93.14		
Denton	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	September 2020	March 2022	2022	TxDOT to request Category 12 funding	\$15,605,530	\$15,605,530			\$0	\$15,605,530			93.17		

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## 10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District)

### FY 2017 - FY 2030

County	TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY 2017 - FY 2030						MPO Project Score		
												Cat 2 DAL Approved	Cat 2 DAL Proposed	Cat 4 DAL Approved	Cat 4 DAL Proposed	Cat 12 Clear Lanes DAL Approved	Cat 12 Clear Lanes DAL Proposed		Cat 12 Strategic Priority DAL Approved	Cat 12 Strategic Priority DAL Proposed
												\$3,007,359,866	\$2,619,914,466	\$1,306,054,397	\$1,223,659,249	\$1,804,094,151	\$5,747,625,106		\$1,019,238,870	\$1,019,239,279
Denton	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.	\$10,123,776	\$7,500,000	\$7,500,000	\$7,500,000						89.06	
Denton	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 \$12,156,936 2MP1, \$10,471,047 4P1, & \$2,901,189 CMAQ.	\$26,627,983	\$1,098,811	\$1,098,811	\$1,098,811						N/A	
Denton	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 \$863,844 of Category 1 & \$1,922,275 of CMAQ.	\$16,230,232	\$13,444,113	\$13,444,113	\$13,444,113						93.81	
Denton	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 \$2,418,313 of Category 1 funds.	\$7,788,890	\$1,500,000	\$1,500,000	\$1,500,000						N/A	
Denton	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)	<del>June 2020</del> <del>May 2021</del> <del>2020-2021</del>		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.	\$18,448,040	\$17,839,014	\$17,839,014	\$17,839,014						91.90	
Denton	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)	May 2021	2021	Construction also funded with \$56,200,000 CMAQ and \$22,277,120 STBG	<del>\$140,844,543</del> <del>\$140,360,761</del>	<del>\$62,367,423</del> <del>\$62,356,244</del>	\$51,250,941	<del>\$62,367,423</del>						87.93	
<b>Total Funding - Denton County</b>																		<b>\$2,248,355,611</b>		
Ellis	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)	September 2020	September 2025	2026		<del>\$50,718,644</del> <del>\$70,000,000</del>	\$25,000,000	\$25,000,000	\$25,000,000						70.00	
Ellis	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 & \$15,713,331 STBG; low bid in 5/2018 was \$28,247,127, leaving funds in for change orders	\$30,000,000	\$17,100,000	\$17,100,000	\$17,100,000						N/A	
Ellis	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)	<del>January 2021</del> <del>August 2020</del>	July 2023	2023		<del>\$39,017,716</del> <del>\$32,145,761</del>	\$32,145,761	\$32,145,761	\$32,145,761						82.22	
Ellis	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	<del>February 2020</del> <del>January 2020</del> (Actual)	September 2023	2025		<del>\$93,073,891</del> <del>\$98,605,947</del>	\$25,000,000	\$25,000,000	\$25,000,000						81.42	
Ellis	13035.2	1051-03-001	FM 664	West of Ferris Road to IH 45	<del>Construct &amp; Realign existing 2 lane rural undivided roadway to 6 lane urban roadway; Realign at a new location</del>	<del>February 2020</del> <del>January 2020</del> (Actual)	September 2023	2025	Breakout of TIP 13035.1/CSJ 1051-01-051	<del>\$30,673,559</del> <del>\$35,616,890</del>	\$10,000,000	\$10,000,000	\$10,000,000						71.72	
Ellis	13034	0442-03-042	IH 35E	At FM 664	Reconstruct interchange	<del>February 2020</del> <del>January 2020</del> (Actual)	March 2022	2022		<del>\$41,970,617</del> <del>\$39,246,463</del>			\$29,246,463	<del>\$41,970,617</del>					78.12	
Ellis	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)	August 2022	2022	Funding from TIP 55092/CSJ 0048-04-090	\$42,000,000	\$42,000,000		\$42,000,000	\$42,000,000					90.84	
Ellis	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 2022	2023	Breakout of SL 9 project originally listed in Dallas County (TIP 54119/CSJ 2964-10-005); Project also has \$6,650,000 of STBG funding	<del>\$15,684,914</del> <del>\$14,715,504</del>	<del>\$9,034,914</del> <del>\$8,065,504</del>	\$8,065,504	<del>\$9,034,914</del>						80.46	
Ellis	13029	0092-03-053	IH 45	At FM 664	Construct interchange	<del>February 2020</del> <del>January 2020</del> (Actual)	<del>August 2022</del> <del>March 2022</del>	2022	Project was awarded Category 12 Strategic Priority funding via the 2019 UTP; Project also has \$4,486,132 of Category 1 funding	<del>\$40,223,337</del> <del>\$42,441,711</del>	<del>\$40,223,337</del> <del>\$42,441,711</del>	\$3,955,579	<del>\$6,223,337</del>				\$34,000,000	\$34,000,000	76.70	

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## 10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) FY 2017 - FY 2030

County	TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Proposed Funding (Cat 2, 4, 12)	FY 2017 - FY 2030						MPO Project Score		
												Cat 2 DAL Approved	Cat 2 DAL Proposed	Cat 4 DAL Approved	Cat 4 DAL Proposed	Cat 12 Clear Lanes DAL Approved	Cat 12 Clear Lanes DAL Proposed		Cat 12 Strategic Priority DAL Approved	Cat 12 Strategic Priority DAL Proposed
												\$3,007,359,866	\$2,619,914,466	\$1,306,054,397	\$1,223,659,249	\$1,804,094,151	\$5,747,625,106		\$1,019,238,870	\$1,019,239,279
Ellis	54119.3	2964-12-001	SL 9	From IH 35E to Dallas County Line	Construct 0 to 2 lane frontage roads (Ultimate 6) including ITS and turn lanes	November 2017 (Actual)	March 2021	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	\$9,513,170	\$8,770,170	\$8,770,170	\$8,770,170					83.87		
Ellis	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 ITS and turn lanes	November 2017 (Actual)	March 2021	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	\$10,393,729	\$10,297,729	\$10,297,729	\$10,297,729					77.58		
Ellis	35001	0172-05-115	US 287	At Walnut Grove Road	Construct interchange	April 2017 (Actual)	April 2019 (Actual)	2019		\$26,700,000	\$26,700,000		\$26,700,000	\$26,700,000					86.84	
Ellis	55014	0261-01-041	US 67	At Lake Ridge Parkway	Construct interchange Reconstruct grade separation	February 2021 December 2022	August 2022 March 2025	2025	Project added to the 10-Year Plan via 2020 UTP	<del>\$45,115,258</del> \$28,000,000	<del>\$35,115,258</del> \$28,000,000	\$28,000,000	<del>\$35,115,258</del>					64.93		
<b>Total Funding - Ellis County</b>																			<b>\$323,357,786</b>	
Kaufman	T8D	0095-03-085	FM 460	at US 80	Replace bridge and approaches	March 2020	June 2022	2022	Project awarded INFRA grant funding; Category 4 funding was committed as well as part of grant application	<del>\$6,443,588</del>	<del>\$6,443,588</del>		\$0	<del>\$6,443,588</del>					87.33	
Kaufman	55111	2588-01-017	FM 548	North of US 80 to 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 2023	2023	Reduce Category 2 funding and move to break out project TIP 55111/CSJ 2588-01-022	<del>\$8,448,796</del> \$58,000,000	<del>\$8,448,796</del> \$58,000,000	\$58,000,000	<del>\$8,448,796</del>					80.78		
Kaufman	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 2023	2023	Project split out from TIP 55111/CSJ 2588-01-017; increased Category 2 funding to be offset by reduction on TIP 55111/CSJ 2588-01-017	<del>\$49,551,204</del>	<del>\$49,551,204</del>	\$0	<del>\$49,551,204</del>					80.78		
Kaufman	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)	August 2020	2020		\$12,925,618	\$12,925,618	\$12,925,618	\$12,925,618					79.23		
Kaufman	55134	0197-03-074	US 175	Dallas County Line to West of FM 1389	Ramp modifications, mill and inlay existing frontage roads	March July 2020	October 2020	2021		\$2,163,200	\$2,163,200	\$2,163,200	\$2,163,200					78.16		
Kaufman	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	February March 2020	February 2022 August 2022	2022	TxDOT to request Category 12 funding	<del>\$140,021,693</del> \$133,000,000	<del>\$140,021,693</del> \$133,000,000	\$133,000,000	\$133,000,000	\$0	<del>\$7,021,693</del>			87.15		
<b>Total Funding - Kaufman County</b>																			<b>\$219,554,099</b>	
Rockwall	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 let 4/18; Project also has \$859,000 of CMAQ & \$733,798 Category 11	\$9,250,063	\$8,325,063	\$8,325,063	\$8,325,063					N/A		
Rockwall	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 2023	2023		\$6,200,000	\$6,200,000	\$6,200,000	\$6,200,000					78.71		
Rockwall	13036	0009-12-219	IH 30	SH 205 to West of FM 2642 (Hunt County Line)	Reconstruct & widen 4 to 6 mainlanes; Reconstruct & widen 4 to 4/6 lane frontage roads; Construct new & reconstruct existing interchanges; Ramp modifications; Pedestrian improvements	March 2019 (Actual)	September 2022	2023	Project awarded Category 12 Clear Lanes funding via the 2020 UTP; Project also has \$50,000,000 of CMAQ funds proposed	<del>\$260,984,096</del> \$287,219,578	<del>\$210,984,096</del> \$207,219,578	\$65,000,000	<del>\$68,764,518</del>	\$142,219,578	\$142,219,578			80.07		
Rockwall	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)	September 2022	2023	Split from TIP 13036/CSJ 0009-12-219; Project awarded Category 12 Clear Lanes funding via the 2020 UTP	\$214,025,080	\$214,025,080		\$32,000,000	\$32,000,000	\$182,025,080	\$182,025,080		81.35		
Rockwall	55221	0009-12-215	IH 30	Dalrock Road to SH 205 (Horizon Rd.)	Add shoulder; Reconstruct and widen 6 to 8 mainlanes; Reconstruct 4/6 lane discontinuous to 4/6 lane continuous frontage roads across Lake Ray Hubbard; Ramp modifications	March 2019 (Actual)	September 2022	2023	TxDOT requested Category 12 Clear Lanes funding for this project; Project awarded Category 12 Clear Lanes funding via the 2020 UTP	<del>\$107,211,136</del> \$79,100,000	<del>\$107,211,136</del> \$79,100,000	\$35,000,000	<del>\$69,113,136</del>	\$38,100,000	\$38,100,000			83.74		
Rockwall	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	2021	Project split out from TIP 55169/CSJ 0009-11-241; Project was awarded Category 4 funds via the 2019 UTP	\$7,000,000	\$7,000,000		\$7,000,000	\$7,000,000				96.33		

Amounts include funding not approved in UTP and only include Category 2/4/12 funding.  
Red text and strikethroughs indicate changes since September 2019 RTC meeting

## 10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Dallas District) FY 2017 - FY 2030

County	TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY 2017 - FY 2030								MPO Project Score	
												Cat 2 DAL Approved	Cat 2 DAL Proposed	Cat 4 DAL Approved	Cat 4 DAL Proposed	Cat 12 Clear Lanes DAL Approved	Cat 12 Clear Lanes DAL Proposed	Cat 12 Strategic Priority DAL Approved	Cat 12 Strategic Priority DAL Proposed		
												\$3,007,359,866	\$2,619,914,466	\$1,306,054,397	\$1,223,659,249	\$1,804,094,151	\$5,747,625,106	\$1,019,238,870	\$1,019,239,279		
Rockwall	13038	0451-05-001	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)	<del>April 2023</del> September 2022	2023	Project split out from TIP 55074	<del>\$61,219,472</del> \$24,032,505	\$24,032,505	\$24,032,505	\$24,032,505							83.19	
Rockwall	55074	0451-04-021	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)	<del>April 2023</del> August 2022	<del>2022</del> 2023		<del>\$5,525,459</del> \$2,702,009	\$2,702,009	\$5,525,459								88.75	
Rockwall	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 \$399,142 of Category 1	\$16,957,142	\$14,900,000	\$14,900,000								N/A	
Rockwall	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	\$719,165	\$719,165	\$719,165									N/A
<b>Total Funding - Rockwall County</b>																					<b>\$598,922,504</b>
<b>Total Proposed Funding</b>											\$10,667,267,690	\$2,417,274,458	\$2,718,518,470	\$1,059,007,110	\$1,181,884,835	\$1,804,094,151	\$5,747,625,106	\$1,019,238,870	\$1,019,239,279		
<b>Total Amount Remaining for Programming</b>											<del>(\$56,879,590)</del>	\$590,085,408	<del>(\$98,604,004)</del>	\$247,047,287	\$41,774,414	\$0	\$0	\$0	\$0		
<b>Total Allocation</b>											\$10,610,438,100										

Project Lettings (Includes Proposed Funding for FY 2021-FY 2029)			
	Category 2	Category 4	Category 12
2016	\$0	\$2,746,785	\$0
2018	\$77,106,426	\$56,477,612	\$0
2019	\$517,394,686	\$201,700,000	\$442,315,800
2020	\$101,661,305	\$54,174,694	\$2,015,000
2021-2029	\$2,022,356,053	\$866,785,744	\$6,322,733,585
<b>Total</b>	<b>\$2,718,518,470</b>	<b>\$1,181,884,835</b>	<b>\$6,766,864,385</b>

Amounts include funding not approved in UTP and only include Category 2/4/12 funding.  
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## 10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District) FY 2017 - FY 2030

County	TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY 2017 - FY 2030								MPO Project Score
												Cat 2 FTW Approved	Cat 2 FTW Proposed	Cat 4 FTW Approved	Cat 4 FTW Proposed	Cat 12 Clear Lanes FTW Approved	Cat 12 Clear Lanes FTW Proposed	Cat 12 Strategic Priority FTW Approved	Cat 12 Strategic Priority FTW Proposed	
												\$1,196,153,200	\$1,088,239,717	\$491,820,000	\$542,843,326	\$799,602,000	\$799,602,000	\$208,330,000	\$423,330,000	
Denton	54068	3559-01-004	SH 170	Denton County Line to SH 114 Interchange	Restripe 2 to 4 mainlines and ramp modifications	August <del>May</del> 2020	October <del>June</del> 2020	2021 <del>2020</del>	Project is a breakout of TIP 54088/CSJ 3559-02-007; <u>Implemented by TxDOT, Fort Worth District</u>	\$1,000,000	\$1,000,000					\$1,000,000	\$1,000,000	63.12		
<b>Total Funding - Denton County</b>																			<b>\$1,000,000</b>	
Hood	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	\$41,000,000	\$0	\$0	\$0						N/A	
Hood	<u>54019</u>	<u>0080-03-049</u> <u>0080-04-081</u>	<u>US 377</u>	<u>East of Old Acton Highway to Brazos River Bridge</u>	<u>Widen 4 lane continuous two-way left turn lane to 6 lane divided with interchange at BU 377H</u>	<u>September 2022</u>	<u>April 2026</u>	<u>2026</u>	<u>Staff proposes to add project to the 10-Year Plan</u>	<u>\$35,000,000</u>	<u>\$25,000,000</u>	\$0	<u>\$25,000,000</u>						<u>72.76</u>	
<b>Total Funding - Hood County</b>																			<b>\$25,000,000</b>	
Johnson	13040	0747-05-043	FM 157	8th Street to <del>North</del> South of CR <del>308B</del> 209	Realign roadway 2 lane rural to 2 lane urban with sidewalks and turn lanes	September 2020	August 2023	2023	Project split out from TIP 13041/CSJ 0747-05-042	<del>\$3,227,157</del> <u>\$3,227,157</u>	<del>\$3,227,157</del> <u>\$3,227,157</u>	\$2,500,000	<u>\$3,227,157</u>						78.10	
Johnson	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	September 2020	August 2023	2023		<del>\$4,124,338</del> <u>\$4,124,338</u>	<del>\$4,124,338</del> <u>\$4,124,338</u>	\$4,300,000	<u>\$4,124,338</u>						87.39	
Johnson	54053	0747-05-035	FM 157	BU 287P to US 67	Realign and widen roadway and widen 2 to 4 lanes rural divided	<del>January</del> <u>October</u> 2021	<del>October</del> <u>December</u> 2022	<del>2022</del> <u>2023</u>		\$78,000,000	\$78,000,000	\$78,000,000	\$78,000,000						72.84	
Johnson	11955.1	1181-02-033	FM 917	Eddy Avenue to South Main Street	Construct railroad grade separation and realign FM 917	December 2021	February 2023	2023		\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000						77.01	
Johnson	11955.2	1181-03-036	FM 917	South Main Street to SH 174	Construct railroad grade separation and realign FM 917	December 2021	February 2023	2023	Project split out from TIP 11955/CSJ 1181-02-033	<del>\$3,000,000</del> <u>\$3,000,000</u>	<del>\$3,000,000</del> <u>\$3,000,000</u>	\$3,490,748	<u>\$3,000,000</u>						86.06	
Johnson	13046	0014-03-088	IH 35W	<del>At FM 917</del> <u>Rekey lane to US-67</u>	Reconstruct interchange at <del>FM-917</del>	June 2020	January 2023	2023		\$15,000,000	\$15,000,000			\$15,000,000	\$15,000,000				84.42	
Johnson	13060	0172-10-013	US 287	Tarrant County Line to Lone Star Road/FM 157	Construct 0 to 4 lane frontage roads and intersection improvements at US 287 and Lone Star Road/FM 157	October 2020	<del>June 2021</del> <u>November</u> 2020	2021	Project added to the 10-Year Plan via 2020 UTP	<del>\$22,800,000</del> <u>\$22,800,000</u>	<del>\$22,800,000</del> <u>\$22,800,000</u>	\$17,800,000	<u>\$22,800,000</u>						78.96	
Johnson	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	\$14,700,000	\$3,950,000	\$3,950,000	\$3,950,000						N/A	
<b>Total Funding - Johnson County</b>																			<b>\$140,101,495</b>	
Parker	14012	0313-02-057	FM 51	North of Cottondale Road to Texas Drive	Widen 2 lane roadway to 3 lanes urban; intersection improvements including turn lanes and new signal improvements	March 2019 (Actual)	May 2019 (Actual)	2019	Flooding issue; Project also has \$3,650,000 of Category 5 and \$900,000 of Category 7 funds	\$16,354,000	\$12,000,000	\$12,000,000	\$12,000,000						85.32	
Parker	13054	0314-07-061	IH 20	FM 2552 to Bankhead Highway	Construct 0 to 4/6 westbound and eastbound frontage roads <u>and U-turn bridges</u>	<del>August 2023</del> <u>March 2020</u>	<del>October 2023</del> <u>September 2022</u>	<del>2024</del> <u>2022</u>		\$21,000,000	\$21,000,000			\$21,000,000	\$21,000,000				75.83	
Parker	13061	0008-03-094	IH 20	FM 1187/3325 to Tarrant/Parker County Line	Construct interchange at Walsh Ranch Parkway and eastbound entrance ramp, westbound exit ramp, and U-turn at FM 1187	September 2020	July 2021	2021	Project split out from CSJ 1068-05-014	<del>\$30,000,000</del> <u>\$21,800,000</u>	<del>\$7,200,000</del> <u>\$7,200,000</u>			\$21,800,000	<u>\$7,200,000</u>				79.21	
Parker	13062	1068-05-014	IH 30	IH 20 to Tarrant/Parker County Line	Construct westbound ramps to FM 1187, construct eastbound ramps to IH 30 and IH 20	September 2020	July 2021	2021	Grouped project	<del>\$10,000,000</del> <u>\$6,000,000</u>	\$6,000,000			\$6,000,000	\$6,000,000				78.99	
Parker	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, so remove Category 2 funds	\$0	\$0	\$0							76.15	
<b>Total Funding - Parker County</b>																			<b>\$46,200,000</b>	
Tarrant	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	\$53,000,000	\$0	\$0							N/A	

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## 10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District) FY 2017 - FY 2030

County	TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY 2017 - FY 2030						MPO Project Score		
												Cat 2 FTW Approved	Cat 2 FTW Proposed	Cat 4 FTW Approved	Cat 4 FTW Proposed	Cat 12 Clear Lanes FTW Approved	Cat 12 Clear Lanes FTW Proposed		Cat 12 Strategic Priority FTW Approved	Cat 12 Strategic Priority FTW Proposed
												\$1,196,153,200	\$1,088,239,717	\$491,820,000	\$542,843,326	\$799,602,000	\$799,602,000		\$208,330,000	\$423,330,000
Tarrant	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						63.16	
Tarrant	13027.1	<del>2374-05-084</del> <del>2374-05-093</del>	IH 20	Park Springs Blvd. to Dallas County Line	Reconstruct freeway from 8 to 10 lanes and 4/6/8 lane to 4/6 lane continuous frontage roads	<del>June 2023</del> <del>September 2023</del>	January 2024	2024	Split from IH 20 from US 287 to Park Springs Blvd; <u>Funding being moved to TIP 13027.2/CSJ 2374-05-093</u>	\$300,000,000	<del>\$0</del> <del>\$50,000,000</del>	\$50,000,000	\$0						76.01	
Tarrant	13027.2	2374-05-093	IH 20	<u>Park Springs Blvd. to Dallas County Line</u>	<u>Operational improvements</u>	June 2023	January 2024	2024	<u>Category 2 funding offset by a reduction on TIP 13027.1/CSJ 2374-05-084; TxDOT to request Category 12 funding</u>	\$300,000,000	\$125,000,000	\$0	\$50,000,000			\$0	\$75,000,000	76.01		
Tarrant	55043	2374-05-066	IH 20	IH 820 to Park Springs	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) <u>and add shared-use path and sidewalks</u>	June 2020	<del>September</del> <del>June 2021</del>	<del>2021</del> <del>2022</del>	Split from IH 20 from US 287 to Park Springs Blvd; Project is part of the Southeast Connector project	<del>\$536,545,645</del> <del>\$355,000,000</del>	\$536,545,645	\$148,670,000	\$330,215,646	\$153,000,000	\$153,000,000		\$53,330,000	\$53,330,000	82.70	
Tarrant	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 to 4/8 continuous frontage road lanes <u>and add shared-use path and sidewalks</u>	June 2020	<del>September</del> <del>June 2021</del>	<del>2021</del> <del>2022</del>	Project is part of the Southeast Connector; Fund this project with Category 2 funding instead of Category 12	<del>\$115,402,715</del> <del>\$165,000,000</del>	\$115,402,715	\$165,000,000	\$115,402,716						85.40	
Tarrant	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)		2020		\$23,000,000	\$23,000,000			\$23,000,000	\$23,000,000				77.27	
Tarrant	13002	<del>1068-01-243</del> 230	IH 30	<del>IH 820 to Summit Avenue</del> 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)	April 2022	<del>March 2025</del> <del>December 2023</del>	<del>2025</del> <del>2024</del>	Category 2 funding moved to TIP 55045/CSJ 0008-13-206; Project will be re-funded in a future 10-Year Plan update	\$637,144,167	\$0	\$0	\$0						73.24	
Tarrant	13003	1068-01-214	IH 30	<del>SS 580 (East of Linkcrest Drive)</del> 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	October 2020	<del>January</del> <del>March 2023</del>	2023		\$90,000,000	\$90,000,000			\$90,000,000	\$90,000,000				79.63	
Tarrant	TBD	1068-02-072	IH 30	US 287 to Cooper Street	Widen 6 to 8/10 general purpose lanes	January 2025	August 2027	2027		\$500,000,000	<del>\$10,000,000</del> <del>\$0</del>	\$0	\$10,000,000						60.78	
Tarrant	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 express lanes to 2/3 concurrent express lanes, and reconstruct existing 4/6 to 4/6 discontinuous frontage road lanes	September 2020	<del>January</del> <del>April 2023</del>	2023	TxDOT to build safety barriers into managed lane design	\$103,820,000	\$103,820,000			\$103,820,000	\$103,820,000				80.82	
Tarrant	TBD	0014-02-055	IH 35W	<u>North of IH 20 to South of SH 174</u>	<u>IH 20 Interchange operational improvements</u>	November 2023	August 2027	2027	<u>TxDOT to request Category 12 funding</u>	\$75,000,000	\$75,000,000					\$0	\$75,000,000	83.01		
Tarrant	55041	0008-13-125	IH 820 (SE)	IH 20 to Brentwood Stair Road	<del>Reconstruct freeway from 4/8 to 8/14 lane facility</del> <u>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 and remove 4 to 0 CD lanes; Add shared-use path and sidewalks</u>	June 2020	<del>June</del> <del>September 2021</del>	<del>2021</del> <del>2022</del>	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 \$111 funding	<del>\$819,422,670</del> <del>\$1,000,000,000</del>	\$469,422,670	\$220,398,000	\$39,820,670		\$429,602,000	\$429,602,000		81.89		
Tarrant	13005.1	0008-14-132	IH 820	Navajo Trail/Cahoba Drive to Marine Creek Parkway	Relocate ramps, realign frontage roads, add bridges	June 2021	February 2024	2024	Project is a breakout of TIP 13005/CSJ 0171-05-068	\$20,000,000	\$20,000,000	\$20,000,000	\$20,000,000						86.84	

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## 10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District) FY 2017 - FY 2030

County	TIP Code	TxDOT CSI	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY 2017 - FY 2030								MPO Project Score
												Cat 2 FTW Approved	Cat 2 FTW Proposed	Cat 4 FTW Approved	Cat 4 FTW Proposed	Cat 12 Clear Lanes FTW Approved	Cat 12 Clear Lanes FTW Proposed	Cat 12 Strategic Priority FTW Approved	Cat 12 Strategic Priority FTW Proposed	
												\$1,196,153,200	\$1,088,239,717	\$491,820,000	\$542,843,326	\$799,602,000	\$799,602,000	\$208,330,000	\$423,330,000	
Tarrant	13056	0008-05-029	Lancaster Avenue/SH 180	IH 35W to Tierney Road	Reconstruct roadway 6 to 6 lanes with pedestrian improvements	January 2023	August 2025	2025	Project has a \$5,000,000 commitment from City of Fort Worth	\$42,500,000	\$37,500,000	\$37,500,000	\$37,500,000							80.42
Tarrant	13057	0008-06-052	Lancaster Avenue/SH 180	Tierney Road to IH 820	Reconstruct roadway 6 to 6 lanes with pedestrian improvements	January 2023	August 2025	2025	Split from TIP 13056; Project has a \$5,000,000 commitment from City of Fort Worth	\$17,500,000	\$12,500,000	\$12,500,000	\$12,500,000							79.36
Tarrant	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	<del>April</del> June 2020	July 2020	2020	Local contribution of \$3,000,000 by the City of Southlake	\$36,000,000	\$33,000,000	\$33,000,000	\$33,000,000							80.68
Tarrant	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	March 2018 (Actual)	2018	Design-build; Project also has \$1,600,000 of Category 1 funding	\$371,600,000	\$370,000,000			\$370,000,000	\$370,000,000					N/A
Tarrant	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	\$0	\$0	\$0								N/A
Tarrant	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 August 2020	June October 2020	2020 2021	Project awarded \$154,000,000 of Category 12 Strategic Priority funding in the 2020 UTP	\$154,000,000	\$154,000,000					\$154,000,000	\$154,000,000			63.12
Tarrant	<del>13064</del>	<del>0094-05-070</del>	SH 183	At Pumphrey	Construct intersection improvements including turn lanes and new traffic signal	TBD	TBD	TBD	Project added to the 10-Year Plan by the RTC; Funding was not placed in the 2020 UTP	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000							61.51
Tarrant	TBD	TBD	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	TBD	TBD	TBD	Project to be funded by the private sector as part of the North Tarrant Express CDA; NTE Segments 1 and 2	\$162,000,000	\$0									72.81
Tarrant	TBD	TBD	SH 183	Reliance Parkway to SH 161	Construct 6/8 to 8 general purpose lanes and 7/3 to 6 managed lanes	TBD	TBD	TBD	Project to be funded by the private sector as part of the North Tarrant Express CDA	\$862,000,000	\$0									72.81
Tarrant	13005	0171-05-068	SH 199	Azle Avenue to IH 820	Construct 0 to 6 main lanes and interchange at IH 820	June 2021	February 2024	2024	\$20,000,000 of Category 2 funds previously moved to CSI 0008-14-132 (part of the SH 199 improvements)	\$180,000,000	\$180,000,000	\$180,000,000	\$180,000,000							86.64
Tarrant	13037	0171-05-094	SH 199	White Settlement Road-West Fork of Trinity River to IH 820	Reconstruct and widen 4/6 to 4/6 lane divided urban	June 2021	August 2023	2023		<del>\$68,661,515</del> \$100,000,000	<del>\$68,661,515</del> \$100,000,000	\$100,000,000	<del>\$68,661,515</del>							78.28
Tarrant	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	March April 2020	May June 2020	2020		\$22,000,000	\$22,000,000			\$22,000,000	\$22,000,000					90.50
Tarrant	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	March April 2020	May June 2020	2020		\$113,999,400	\$113,999,400	\$45,006,400	\$45,006,400	\$68,993,000	\$68,993,000					89.09
Tarrant	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)	October 2022 June 2023	2023	Project is split out from TIP 51346	<del>\$55,000,000</del> \$50,000,000	<del>\$55,000,000</del> \$50,000,000	\$50,000,000	<del>\$55,000,000</del>							94.82
Tarrant	13058	2266-02-150	SH 360	SH 183 to IH 30	Operational improvements	June 2024 May 2022	August 2024 June 2023	2024		\$22,718,955	\$20,000,000	\$20,000,000	\$20,000,000							77.49
Tarrant	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		<del>\$62,000,000</del> \$53,391,000	<del>\$62,000,000</del> \$56,000,000	\$55,000,000	<del>\$62,000,000</del>							N/A

Amounts include funding not approved in UTP and only include Category 2/4/12 funding.  
Red text and strikethroughs indicate changes since September 2019 RTC meeting

## 10-Year Plan Cost/Revenue Matrix for the Western Subregion (TxDOT-Fort Worth District) FY 2017 - FY 2030

County	TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY 2017 - FY 2030								MPO Project Score		
												Cat 2 FTW Approved	Cat 2 FTW Proposed	Cat 4 FTW Approved	Cat 4 FTW Proposed	Cat 12 Clear Lanes FTW Approved	Cat 12 Clear Lanes FTW Proposed	Cat 12 Strategic Priority FTW Approved	Cat 12 Strategic Priority FTW Proposed			
												\$1,196,153,200	\$1,088,239,717	\$491,820,000	\$542,843,326	\$799,602,000	\$799,602,000	\$208,330,000	\$423,330,000			
Tarrant	13059	0172-09-037	US 287	Heritage Parkway to Johnson County Line	Construct 0/4 to 4 lane frontage roads	October 2020 <del>November 2019</del>	June 2021 <del>January 2020</del>	2021 <del>2020</del>	Project added to the 10-Year Plan via 2020 UTP	\$11,250,000 <del>\$6,250,000</del>	\$11,250,000 <del>\$6,250,000</del>	\$6,250,000	\$11,250,000								76.90	
Tarrant	55042	0172-09-028	US 287	IH 20 Interchange to <del>Kennewdale</del> /Sublett Road	Reconstruct and widen 4 to 6 general purpose lanes and 4/6 discontinuous frontage road lanes to 4/6 discontinuous frontage road lanes, <u>and add shared-use path and sidewalks</u>	June 2020	September- June 2021	2021 <del>2022</del>	Project is part of the Southeast Connector; Design-build project	\$30,000,000	\$30,000,000		\$30,000,000	\$30,000,000							80.36	
Tarrant	55044	0172-06-080	US 287	IH 820 to Berry Street	Reconstruct 6 to 6 mainlanes plus 0 to 2 auxiliary lanes with 4 discontinuous frontage road lanes; <u>Add shared-use path and sidewalks</u>	June 2020	September- June 2021	2021 <del>2022</del>	Project is part of the Southeast Connector; Design-build project	\$89,874,140 <del>\$49,000,000</del>	\$89,874,140 <del>\$49,000,000</del>	\$0	\$49,874,140	\$40,000,000	\$40,000,000							80.20
Tarrant	13063	0014-15-078	US 81/US 287	IH 35W to Avondale Haslet Road	Construct frontage roads and intersection improvements	January 2021	August 2023	2023	Project added to the 10-Year Plan via 2020 UTP; <u>TxDOT to request Category 12 funding</u>	\$70,000,000 <del>\$5,000,000</del>	\$70,000,000 <del>\$5,000,000</del>	\$5,000,000	\$5,000,000				\$0	\$65,000,000			81.86	
<b>Total Funding - Tarrant County</b>																						<b>\$2,939,061,182</b>
Wise	13004.3	0013-09-012	BU 81-D	North of CR 1160 to North of CR 2090	Realignment of BU 81-D at realigned intersection of US 81/287 and FM 1810/BU 81-D	June July 2021	January 2024	2024	Split from TIP 13004/CSJ 2418-01-013	\$3,000,000 <del>\$2,800,000</del>	\$3,000,000 <del>\$2,800,000</del>	\$2,800,000	\$3,000,000								67.70	
Wise	13004.1	2418-01-013	FM 1810	West of CR 1170 to intersection of US 81/287 at FM 1810	Realignment of FM 1810 and grade separation & retaining walls at realigned intersection at US 81/287 & BU 81D	June July 2021	January 2024	2024		\$13,300,000 <del>\$6,400,000</del>	\$13,300,000 <del>\$6,400,000</del>	\$6,400,000	\$13,300,000								67.70	
Wise	53141	0312-04-022	FM 730	Approximately 3 miles north of SH 114 to SH 114	Widen and reconstruct from 2 lane to 2 lane urban for shoulders and safety, add turn lanes	N/A	February 2022	2022	Original Prop 1 project; Project not eligible for Category 4 funding, so changed to Category 2	\$14,000,000	\$14,000,000	\$14,000,000	\$14,000,000								72.48	
Wise	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 <u>0 to 2 lane</u> frontage roads	June July 2021	January 2024	2024	Split from TIP 13004/CSJ 2418-01-013	\$16,700,000 <del>\$22,200,000</del>	\$16,700,000 <del>\$22,200,000</del>	\$22,200,000	\$16,700,000								68.44	
<b>Total Funding - Wise County</b>																						<b>\$47,000,000</b>
<b>Total Proposed Funding</b>										\$3,198,362,677	\$1,366,850,243	\$1,995,417,677	\$594,613,000	\$580,013,000	\$799,602,000	\$799,602,000	\$208,330,000	\$423,330,000				
<b>Total Amount Remaining for Programming</b>										<del>(\$344,347,634)</del>	<del>(\$170,697,043)</del>	<del>(\$307,177,960)</del>	<del>(\$102,793,000)</del>	<del>(\$37,169,674)</del>	\$0	\$0	\$0	\$0				
<b>Total Allocation</b>										\$2,854,015,043												

Project Lettings (Includes Proposed Funding for FY 2021-FY 2029)			
	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
2021-2029	\$1,239,461,277	\$466,020,000	\$697,932,000
<b>Total</b>	<b>\$1,395,417,677</b>	<b>\$580,013,000</b>	<b>\$1,222,932,000</b>

Amounts include funding not approved in UTP and only include Category 2/4/12 funding.  
Red text and strikethroughs indicate changes since September 2019 RTC meeting

## 10-Year Plan Cost/Revenue Matrix for the Eastern Subregion (TxDOT-Paris District) FY 2017 - FY 2030

County	TIP Code	TxDOT CSJ	Facility	Limits	Description	Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY 2017 - FY 2030				MPO Project Score
												Cat 2 Hunt Approved	Cat 2 Hunt Proposed	Cat 12 Hunt Approved	Cat 12 Hunt Proposed	
												\$50,000,000	\$57,350,000	\$142,000,000	\$182,650,000	
Hunt	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	January <del>2021</del> <del>2020</del>	May 2024	<del>2025</del> <del>2024</del>	Hunt County is doing environmental clearance; <u>RTC previously approved Category 2 funding and TTC concurrence is being requested</u>	\$15,000,000	\$15,000,000	\$15,000,000	\$15,000,000			82.54
<u>Hunt</u>	<u>13051</u>	<u>0692-01-020</u>	<u>FM 1570</u>	<u>SH 34 to IH 30</u>	<u>Widen 2 to 4 lane divided with curbed median with shoulders</u>	<u>January 2021</u>	<u>May 2024</u>	<u>2025</u>	<u>TxDOT to request Category 12 funding</u>	<u>\$22,000,000</u>	<u>\$22,000,000</u>		\$0	<u>\$22,000,000</u>		<u>90.27</u>
Hunt	13039	2658-01-013	FM 2642	FM 35 to SH 66	Widen 2 lane to 4 lane divided urban with sidewalks	June 2020	September 2022	<del>2025</del> <del>2023</del>	TxDOT previously requested \$5,550,000 of Category 12 funds; Project also has \$11,485,840 of Category 7 funds; Project was not awarded Category 12 funding; <u>RTC previously approved Category 2 funding and TTC concurrence is being requested</u>	\$17,035,840	\$5,500,000	\$5,500,000	\$5,500,000			82.30
Hunt	13050	0009-13-167	IH 30	At FM 1570	Construct interchange	June 2020	<del>August-June-2022</del>	<del>2023</del> <del>2022</del>	Project was awarded Category 12 funds via the 2018 UTP; Project also has \$8,000,000 of Category 7 funds	\$30,000,000	\$22,000,000		\$22,000,000	\$22,000,000		75.78
Hunt	55223	0009-13-173	IH 30	West of FM 1903 to East of FM 1903	Reconstruct overpass and approaches	June 2020	<del>September-2024</del> <del>June-2022</del>	<del>2025</del> <del>2022</del>	TxDOT previously requested \$30,000,000 of Category 12 funds but was unsuccessful; Project also has \$6,450,000 of Category 7 funds; <u>TxDOT to request Category 12 funding in order to fully fund project; RTC previously approved Category 2 funding and TTC concurrence is being requested</u>	\$30,000,000	<del>\$30,000,000</del> <del>\$15,550,000</del>	\$15,550,000	\$15,550,000	\$0	<u>\$14,450,000</u>	76.27
Hunt	55224	0009-13-168	IH 30	South of FM 36 to North of FM 36	Reconstruct overpass	June 2020	<del>May 2023</del> <del>June-2022</del>	<del>2023</del> <del>2022</del>	Project was awarded Category 12 funds via the 2018 UTP	\$25,000,000	\$25,000,000		\$25,000,000	\$25,000,000		77.26
Hunt	55225	0009-13-169	IH 30	South of FM 1565 to North of FM 1565	<del>Construct</del> <u>Reconstruct</u> overpass	June 2020	<del>May 2023</del> <del>June-2022</del>	<del>2023</del> <del>2022</del>	Project was awarded Category 12 funds via the 2018 UTP	\$25,000,000	\$25,000,000		\$25,000,000	\$25,000,000		76.40
Hunt	55226	0009-13-170	IH 30	South of CR 2509 to North of CR 2509	Construct new interchange	June 2020	<del>May 2023</del> <del>June-2022</del>	<del>2023</del> <del>2022</del>	Project was awarded Category 12 funds via the 2018 UTP	\$30,000,000	\$30,000,000		\$30,000,000	\$30,000,000		82.02
Hunt	<u>13065</u>	0009-13-174	IH 30	FM 2642 to FM 1570	Widen 4 to 6 lane freeway	August 2025	August 2026	2026	Project was awarded Category 12 funds via the 2020 UTP	\$40,000,000	\$40,000,000		\$40,000,000	\$40,000,000		62.27
Hunt	TBD	0009-13-175	IH 30	0.5 miles SW of Monty Stratton to 0.5 miles NE of Monty Stratton	Reconstruct overpass	June 2023	June 2024	<del>2025</del> <del>2024</del>	TxDOT previously requested-\$4,200,000 of Category 12 funds but was unsuccessful; <u>TxDOT to request Category 12 funding</u>	\$4,200,000	<del>\$0</del> <u>\$4,200,000</u>		\$0	<u>\$4,200,000</u>		64.92
Hunt	13053	<u>0768-01-057</u>	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	<u>September 2019</u> <u>(Actual)</u>	September 2024	2025	Funding has not been added to the UTP; <u>RTC previously approved Category 2 funding and TTC concurrence is being requested</u>	\$4,900,000	\$4,900,000	\$4,900,000	\$4,900,000			65.49
Hunt	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)	August 2020	2020		<del>\$16,400,000</del> <del>\$9,000,000</del>	<del>\$16,400,000</del> <del>\$9,000,000</del>	\$9,000,000	<u>\$16,400,000</u>			80.86
<b>Total Funding - Hunt County</b>											<b>\$240,000,000</b>					
<b>Total Proposed Funding</b>											\$240,000,000	\$49,950,000	\$57,350,000	\$142,000,000	\$182,650,000	
<b>Total Amount Remaining for Programming</b>											\$50,000	\$50,000	\$0	\$0	\$0	
<b>Total Allocation</b>											\$240,000,000					

Project Lettings (Includes Proposed Funding for FY 2021-FY 2029)			
	Category 2	Category 4	Category 12
2017	\$0	\$0	\$0
2018	\$0	\$0	\$0
2019	\$0	\$0	\$0
2020	\$16,400,000	\$0	\$0
2021-2029	\$40,950,000	\$0	\$182,650,000
<b>Total</b>	<b>\$57,350,000</b>	<b>\$0</b>	<b>\$182,650,000</b>

Amounts include funding not approved in UTP and only include Category 2/4/12 funding.  
Red text and strikethroughs indicate changes since September 2019 RTC meeting

## 10-Year Plan Cost/Revenue Matrix for the Dallas-Fort Worth Region Corridor Preservation Program

County	TIP Code	TxDOT CSJ	Facility	Limits	Description	Estimated Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Proposed Funding (STBG)
Collin	20085	0047-04-022	SH 5	SH 121 to CR 375	Reconstruct and widen 2 lane rural highway to 4 lane urban	September 2018 (Actual)	April 2023	2023		\$67,954,081	\$500,000
<a href="#">Collin</a>	<a href="#">13026.2</a>	<a href="#">0047-04-030</a>	<a href="#">SH 5</a>	<a href="#">South of CR 275 to South of SH 121</a>	<a href="#">Reconstruct, widen, and realign 2 lane undivided roadway to 4 lane divided urban roadway (Ultimate 6); Realign SH 121/SH 5 intersection</a>	<a href="#">April 2020</a>	<a href="#">September 2023</a>	<a href="#">2024</a>		<a href="#">\$21,201,649</a>	<a href="#">\$500,000</a>
<a href="#">Collin</a>	<a href="#">55257</a>	<a href="#">0549-03-031</a>	<a href="#">SH 121</a>	<a href="#">at SH 5</a>	<a href="#">Reconstruct interchange</a>	<a href="#">April 2020</a>	<a href="#">September 2023</a>	<a href="#">2024</a>		<a href="#">\$26,548,591</a>	<a href="#">\$500,000</a>
Collin	54023	0091-03-022	SH 289	N. Bus 289C (North of Celina) to N of CR 60/CR 107 (Grayson County Line)	Reconstruct and widen 2 lane rural highway to 4 lane divided urban (Ultimate 6)	December 2018 (Actual)	July 2023	2023		\$14,055,246	\$500,000
Collin	55236	1392-03-012	FM 1461	West of County Road 166 to CR 123	Widen and reconstruct 2 lane rural to 4 lane urban (Ultimate 6)	November 2019	January 2024	2024		\$7,795,805	\$500,000
Collin	55237	1973-01-015	FM 1461	SH 289 to West of County Road 166	Widen and reconstruct 2 lane rural to 4 lane urban (Ultimate 6)	November 2019	January 2024	2024		\$45,190,870	\$500,000
Collin	55238	2845-01-020	FM 455	SH 5 to East of Wildwood Trail	Reconstruct and widen 2 to 4 lane urban divided (Ultimate 6)	October 2019	December 2025	2026		\$8,990,001	\$500,000
Collin	TBD	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)	August 2022	2022		\$21,851,272	\$500,000
<a href="#">Dallas</a>	<a href="#">55232</a>	<a href="#">0095-13-038</a>	<a href="#">IH 20</a>	<a href="#">Lawson Road to Kaufman County Line</a>	<a href="#">Add 0 to 4 lane continuous frontage roads</a>	<a href="#">April 2020</a>	<a href="#">August 2027</a>	<a href="#">2027</a>		<a href="#">\$72,990,000</a>	<a href="#">\$500,000</a>
Dallas	11930	0581-02-077	SL 12	Spur 408 to South of SH 183	Construct 0 to 2 reversible HOV/Managed lanes; SH 183 to SH 356: Widen 6 to 8 general purpose lanes and 4/6 discontinuous to 6/8 continuous frontage roads; SH 356 to Spur 408: Widen 4 discontinuous to 4/8 continuous frontage roads		August 2029	2029		\$672,000,000	\$500,000
Dallas	11950	0353-06-063	SH 114	Spur 348 to East of Rochelle Blvd	Widen 4 to 8 general purpose lanes, 2 to 4 concurrent HOV/Managed Lanes, and reconstruct 4/6 lane to 4/8 lane continuous frontage roads (Ultimate)		August 2029	2029		\$155,000,000	\$500,000
Dallas	11951	0353-04-111	SH 114	East of International Parkway to Spur 348	East of International Pkwy to SH 161: Reconstruct and widen 7 to 8 general purpose lanes, 1 westbound to 4 concurrent HOV/Managed lanes and 4 lane to 4/8 lane discontinuous frontage roads; From SH 161 to Spur 348: Widen 6 to 8 general purpose lanes, 2 to 4 concurrent HOV/Managed Lanes, and reconstruct 4/8 lane to 4/8 lane continuous frontage roads (Ultimate)		August 2029	2029		\$528,000,000	\$500,000
Dallas	52569	0353-06-064	SH 114	East of Rochelle Blvd- <del>SL 12</del> to SH 183	<del>Widen 2 to 4 concurrent managed lanes from east of Rochelle Blvd to SH 183; Widen 4 to 6 general purpose lanes and reconstruct 4/6 to 4/8 continuous frontage roads from SL 12 to SH 183 (Ultimate)</del> <a href="#">Widen 4/8 to 6/8 general purpose lanes and reconstruct 4/8 to 4/6/8 continuous frontage roads (ultimate)</a>		August 2029	2029			\$500,000
Dallas	53108	0095-10-033	US 80	IH 30 to East Town East Blvd	Reconstruct and widen 4 to 6 mainlanes and 2/6 to 4/8 lane frontage roads	February 2019 (Actual)	September 2022	2023	<a href="#">Construction funding now being requested for this project</a>	\$136,301,942	\$500,000
<a href="#">Denton</a>	<a href="#">55239</a>	<a href="#">1951-01-011</a>	<a href="#">FM 1515</a>	<a href="#">Masch Branch Road in City of Denton to Bonnie Brae Street</a>	<a href="#">Widen and reconstruct 2 lane rural to 4/6 lane urban</a>	<a href="#">September 2020</a>	<a href="#">August 2028</a>	<a href="#">2028</a>		<a href="#">\$36,775,382</a>	<a href="#">\$500,000</a>
<a href="#">Denton</a>	<a href="#">55259</a>	<a href="#">0081-13-065</a>	<a href="#">IH 35W</a>	<a href="#">Dale Earnhardt Way to South of IH 35E/IH 35W Interchange</a>	<a href="#">Reconstruct 2 to 4/6 lane discontinuous frontage roads</a>	<a href="#">July 2020</a>	<a href="#">January 2024</a>	<a href="#">2024</a>	<a href="#">Candidate for Clear Lanes funding</a>	<a href="#">\$310,692,449</a>	<a href="#">\$500,000</a>
<a href="#">Denton</a>	<a href="#">20175</a>	<a href="#">2250-02-013</a>	<a href="#">SL 288</a>	<a href="#">US 380 West of Denton to IH 35 at LP 288</a>	<a href="#">Construct 2 lane rural roadway on new location with interchange at IH 35; NW quadrant &amp; interchange</a>	<a href="#">April 2020</a>	<a href="#">September 2026</a>	<a href="#">2027</a>		<a href="#">\$18,200,869</a>	<a href="#">\$500,000</a>
<a href="#">Denton</a>	<a href="#">53075</a>	<a href="#">2250-02-014</a>	<a href="#">SL 288</a>	<a href="#">US 380 West of Denton to IH 35W South of Denton</a>	<a href="#">Construct 0 to 2 lane frontage roads (Ultimate 4 lanes)</a>	<a href="#">April 2020</a>	<a href="#">September 2026</a>	<a href="#">2027</a>		<a href="#">\$40,052,869</a>	<a href="#">\$500,000</a>
<a href="#">Denton</a>	<a href="#">55229</a>	<a href="#">0081-06-040</a>	<a href="#">US 377</a>	<a href="#">US 380 to North of BUS 377E</a>	<a href="#">Reconstruct and widen 2 lane undivided roadway to 4 lane divided facility (Ultimate 6 lane)</a>	<a href="#">October 2020</a>	<a href="#">August 2028</a>	<a href="#">2028</a>		<a href="#">\$127,615,463</a>	<a href="#">\$500,000</a>
<a href="#">Ellis</a>	<a href="#">83223</a>	<a href="#">1051-01-038</a>	<a href="#">FM 664</a>	<a href="#">US 287 in Waxahachie to FM 1387</a>	<a href="#">Reconstruct and widen 2 lane rural to 4 lane divided urban roadway (Ultimate 6)</a>	<a href="#">August 2020</a>	<a href="#">September 2025</a>	<a href="#">2026</a>		<a href="#">\$48,559,701</a>	<a href="#">\$500,000</a>

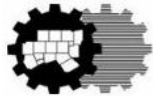
## 10-Year Plan Cost/Revenue Matrix for the Dallas-Fort Worth Region Corridor Preservation Program

County	TIP Code	TxDOT CSJ	Facility	Limits	Description	Estimated Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Construction Cost	Proposed Funding (STBG)
Ellis	55227	0048-04-092	IH 35E	At FM 1446	Reconstruct interchange at FM 1446 including 4 to 4/6 lane frontage roads and ramp modifications	June 2020	November 2022	2023		\$30,000,000	\$500,000
Ellis	55228	0048-04-093	IH 35E	At FM 66	Reconstruct interchange at FM 66 including 4/6 lane frontage roads and ramp modifications	June 2020	November 2022	2023		\$30,000,000	\$500,000
Kaufman	<del>TBD</del>	<del>2588-01-020</del>	<del>FM 548</del>	<del>US 80 to FM 1641</del>	<del>Widen and reconstruct 2 lane to 4 lane urban divided</del>	<del>August 2020</del>	<del>April 2028</del>	<del>2028</del>		<del>\$1,295,925</del>	<del>\$500,000</del>
Kaufman	<del>55256</del>	<del>1217-01-019</del>	<del>FM 1641</del>	<del>FM 548 to FM 148</del>	<del>Widen and reconstruct 2 lane to 4 lane urban divided</del>	<del>August 2020</del>	<del>April 2028</del>	<del>2028</del>		<del>\$43,573,208</del>	<del>\$500,000</del>
Kaufman	<del>55219</del>	<del>0095-14-027</del>	<del>IH 20</del>	<del>Dallas County Line to SP 557</del>	<del>Add 0 to 4 lane continuous frontage roads</del>	<del>April 2020</del>	<del>April 2027</del>	<del>2027</del>		<del>\$373,040,000</del>	<del>\$500,000</del>
Kaufman	<del>55220</del>	<del>0495-01-071</del>	<del>IH 20</del>	<del>SP 557 to East of CR 138 (Wilson Road)</del>	<del>Add 0 to 4 lane continuous frontage roads</del>	<del>April 2020</del>	<del>April 2027</del>	<del>2027</del>		<del>\$143,730,000</del>	<del>\$500,000</del>
Kaufman	55072	0451-02-028	SH 205	US 80 in Terrell to South of FM 548	Widen 2 lane rural highway to 4 lane divided (Ultimate 6)	April 2019 (Actual)	February 2023	2023		\$67,147,628	\$500,000
Rockwall	51255	1290-03-016	SH 276	FM 549 to FM 551	Reconstruct and widen 2 lane rural to <del>4</del> 6 lane divided urban (ultimate 6)	February 2020	March 2023	2023		\$25,455,639	\$500,000
Rockwall	52524	1290-03-020	SH 276	FM 551 to FM 548	Reconstruct and widen 2 lane rural to <del>4</del> 6 lane divided urban (ultimate 6)	February 2020	March 2023	2023		\$16,278,334	\$500,000
Rockwall	54035	1290-04-011	SH 276	FM 548 to Hunt County Line	Reconstruct and widen 2 lane rural to <del>4</del> 6 lane divided urban (ultimate 6)	February 2020	March 2023	2023		\$21,105,442	\$500,000
Rockwall	55006	1017-01-015	FM 552	SH 205 to SH 66	Widen from 2 lane rural to 4 lane urban section	August 2019 (Actual)	March 2023	2023		\$45,544,229	\$500,000
Rockwall	55071	0451-01-053	SH 205	South of FM 548 to Jct SH 205/John King (S. Goliad St.)	Widen 2 lane rural highway to 4 lane divided (6 lane ultimate)	April 2019 (Actual)	February 2023	2023		\$67,862,132	\$500,000
Rockwall	83221	1015-01-024	FM 549	SH 205 to SH 276	Widen from 2 lane rural to 4 lane urban section	May 2019 (Actual)	August 2026	2026		\$15,838,439	\$500,000

# **2021 UNIFIED TRANSPORTATION PROGRAM (UTP) AND REGIONAL 10-YEAR PLAN UPDATE**

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**Surface Transportation Technical Committee  
May 22, 2020**



**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 selected)
- Regional 10-Year Plan was approved by the Regional Transportation Council (RTC) in December 2016
- Series of updates were made in August 2017, August 2018, and September 2019 in conjunction with the development of TxDOT's UTP

# ACTIVITIES UNDERTAKEN SINCE LAST UPDATE

- Texas Department of Transportation (TxDOT) staff have begun developing the 2021 UTP.
- NCTCOG staff have coordinated with the TxDOT Districts regarding project updates (e.g., costs/funding, environmental clearance and let dates) and potential new projects.
- Projects were scored by NCTCOG staff.
- To satisfy a January 31, 2020 deadline set forth by TxDOT, NCTCOG staff drafted a project listing that included project scores, project revisions, and potential new projects.
- The list was refined in February and March 2020 as a result of funding targets being received after the January 31<sup>st</sup> deadline.

# UPDATE TO THE 2020 UTP

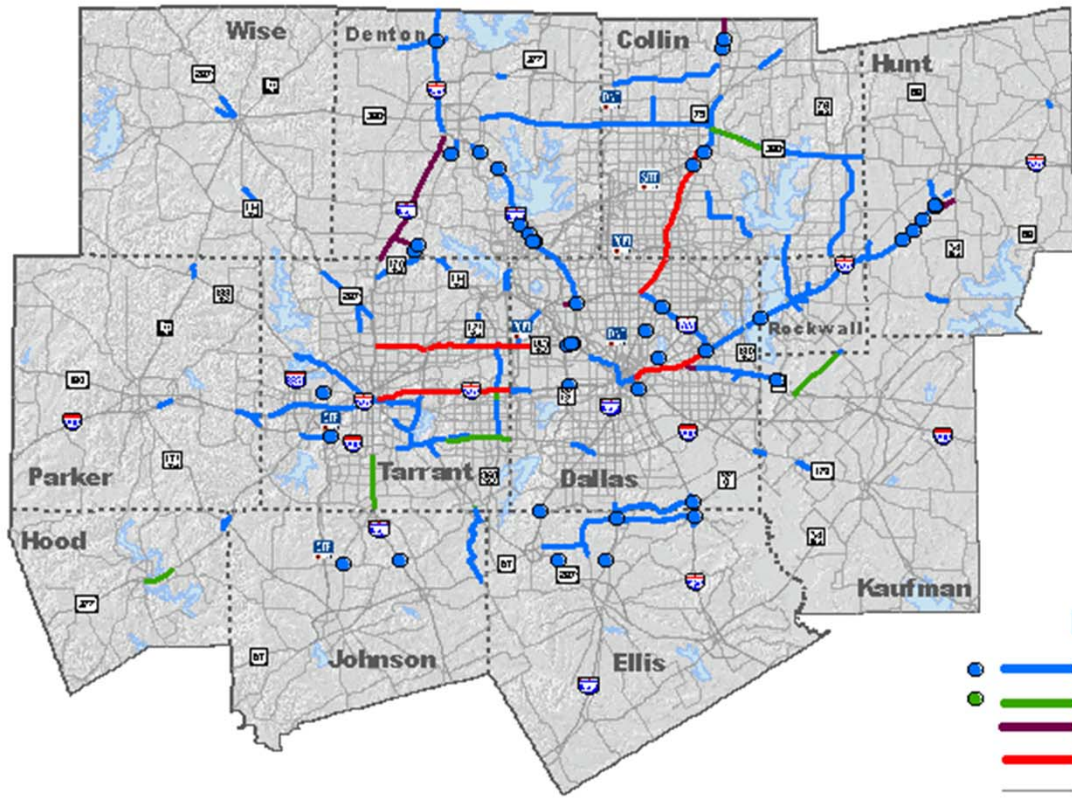
- In addition to developing the 2021 UTP, an update to the 2020 UTP was approved April 30, 2020 by the TTC.
- This update is being made to fund the IH 35 project in Austin.
- In order to fully fund that project, the TTC programmed Category 12 funds that otherwise could have been used for projects in other regions of the State, including Dallas-Fort Worth.
- This action, combined with lower than anticipated revenues, has led to a decline in the amount of funding coming to the region via the UTP.
- Existing projects are generally not impacted, but projects with cost overruns may not be able to be addressed and new projects were largely not able to be added.

# 2020 10-YEAR PLAN UPDATE

- The same project scoring process used for the 2019 10-Year Plan Update was used this year.
- Additional projects were submitted by TxDOT for inclusion in the Corridor Preservation Program. This program consists of projects that may be added to the 10-Year Plan in the future and need a preliminary commitment in order to commence pre-construction activities like right-of-way acquisition.
- Some projects that were previously part of this program are being proposed for construction funding through this latest update.

# Dallas-Fort Worth Regional 10 Year Plan Projects

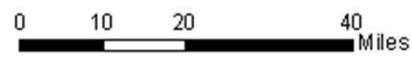
FY 2017 - FY 2030



# DRAFT

## Legend

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



Date: 5/15/2020

# PRINCIPLES FOR THE DEVELOPMENT OF THE REGIONAL 10-YEAR PLAN

- Project should be included in Mobility 2045
- Focus on system versus new, stand-alone projects
- Fully fund existing projects before funding new projects
- Ensure equity of county allocations
- Reintroduce toll lanes/toll managed lanes on selected corridors
- Re-fund affected projects, when possible
- Ensure all RTC projects are approved in 2021 UTP (including “placeholders”)
- Projects must be scored and should have a score sufficient to qualify for funding

# NEXT STEPS

- Finalize project selection/update efforts in coordination with TxDOT staff
- Await decisions by the TTC on Category 12 funding
- Bring listings to the RTC for approval
- Bring back any project changes to the STTC and RTC once the TTC weighs in and approves the UTP

# TIMELINE

<b>MEETING/TASK</b>	<b>DATE</b>
Initial draft list due to TxDOT	January 31, 2020
Funding Targets Received	February 2020
TxDOT Public Meeting for and Approval of 2020 UTP Update	April 2020
NCTCOG Public Meeting	May 2020
<b>STTC Action</b>	<b>May 22, 2020</b>
RTC Action	June 11, 2020
TxDOT Public Meetings for 2021 UTP	June/July 2020
Anticipated TTC Approval of 2021 UTP	August 27, 2020



# CONTACT/QUESTIONS?

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### Regional 10-Year Plan Scoring Process for the Dallas/Fort Worth Metropolitan Area

The following document addresses the requirements set forth in Chapter 16.105 of the Texas Administrative Code.

Is the project in the 1<sup>st</sup> 10 years of Mobility 2045? If so, project continues to be scored.  
The Methodology below is a two-step process which has a theoretical maximum of 100 for MPO Score.

The scoring process includes a **System Selection** (i.e., part of a larger/regional network) and **Technical Selection** (i.e., project need). These processes run concurrently and are weighted to produce a **Selection Score** that is 40% of the total score. Because of the State’s interest in projects that are ready to let within a 10-year window, the **Prioritization Score** is 60% of the total score.

System Selection (30%)					
Continuity (60%)		Regional commitment to phased implementation (20%)		Prior Funding Commitments (20%)	
Building Final Phase	100 pts	Final Phase of Multi-phase Project	50 pts	Yes	50 pts
Yes, Connects with Freeway	75 pts	Complete Ultimate Build (of Single-phase Project)	25 pts	No	0 pts
Regional Project	70 pts	First phase of Multi-phase Project	20 pts		
Connecting to a project under feasibility or pending other studies	25 pts				
No continuity	1 pt				

Technical Selection (70%)									
Congestion Reduction (20%)		System Reliability (10%)	Safety (20%)	Infrastructure Condition (20%)		Freight Movement (10%)	Economic Vitality (10%)		Environmental Sustainability (10%)
No-Build Level of Congestion (10%)	# of Networks with Level of Congestion over 1.25 (10%)	Level of Travel Time Reliability	Fatal & Incapacitating Crash Rate	Pavement Condition (10%)	National Bridge Inventory (NBI) Sufficiency (10%)	Average Truck Volume Percentage	Activity Density Change – Recent (5%)	Activity Density Change - Future (5%)	Impact by Project Type

Once projects have been selected, they are then prioritized using the following criteria.

Prioritization					
Planning Status (40%)		Ready to Let (Within 10-Year Window) (40%)		Local Support (20%)	
Environmentally Cleared	100 pts	Project Will Let During Years 1-4	100 pts	Community Support and Local Funding Support for Construction	100 pts
Environmental Clearance expected within 1-2 years	80 pts	Project Will Let During Years 5-7	70 pts	Community Support and Local Funding Support for Pre-Construction Phases	75 pts
Under evaluation or needs reevaluation	50 pts	Project Will Let During Years 8-10	40 pts	No local funding support	50 pts
Feasibility Study Ongoing	25 pts				
Planning Has Not started	1 pt				

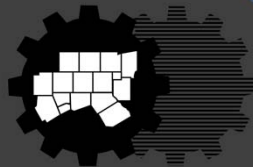
# Congestion and Asset Management

## Congestion Management Process Update

**Surface Transportation Technical Committee**

**May 22, 2020**

**Natalie Bettger**



**North Central Texas  
Council of Governments**

# What is the CMP?

One of five federally-mandated planning documents  
(MTP, TIP, UPWP, Public Participation Plan, CMP)

**Required for urbanized areas with populations exceeding 200,000  
(also known as Transportation Management Areas)**

“A **regionally-accepted** approach for **managing** congestion that provides **up-to-date** information on **multimodal** transportation performance and **assesses** alternative strategies that meet state and local needs.”

*FHWA CMP Guidebook*

# What is Required in the CMP?

Regulations are not prescriptive towards the methods, approaches, and strategies in the CMP.

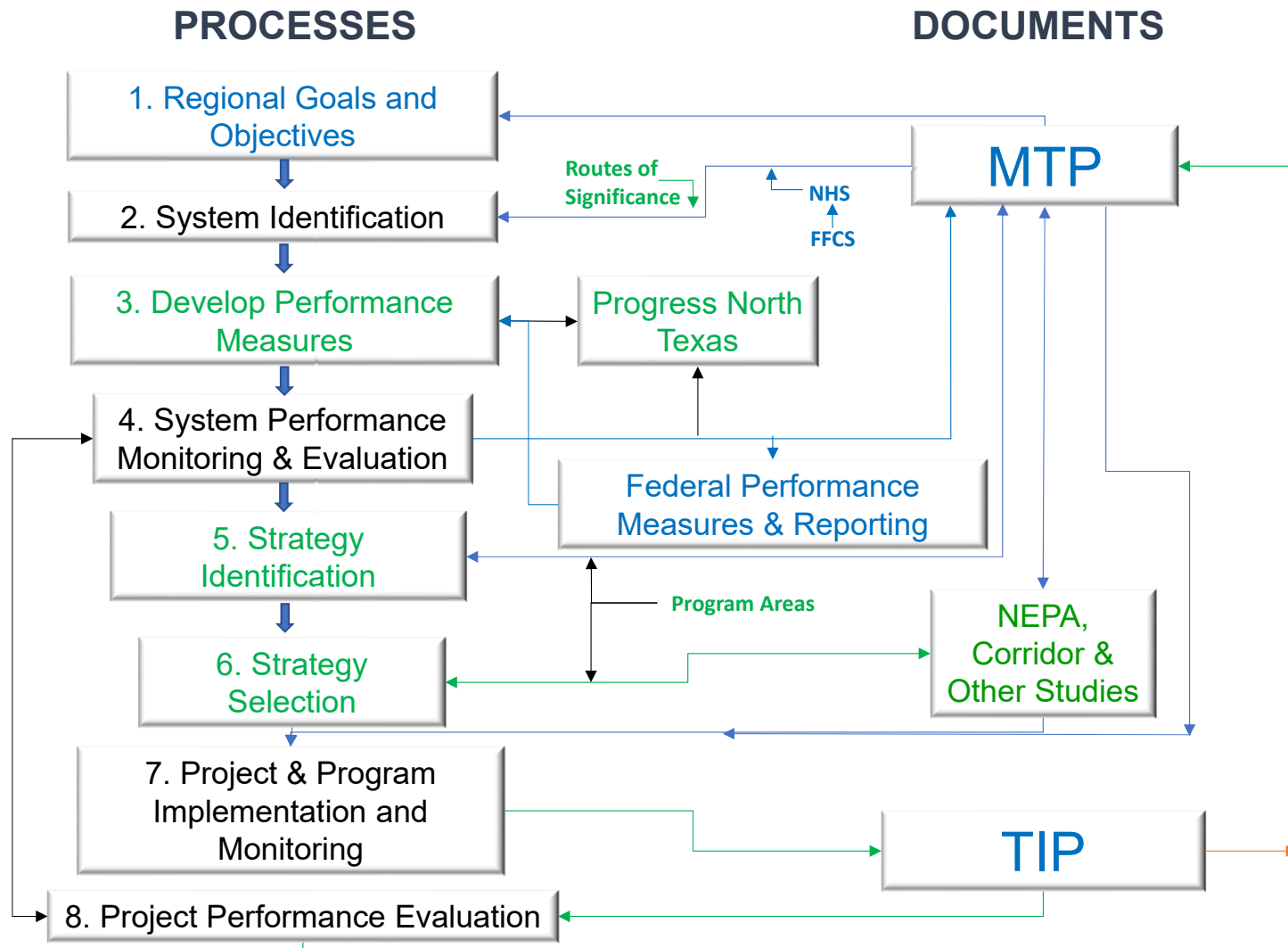
Congestion Management Strategies *should* include:

- Demand management strategies
- Traffic operational improvements
- Public transportation improvements;
- ITS technologies; and
- "Where necessary, additional system capacity"

**For nonattainment areas**, projects adding Single Occupant Vehicle (SOV) capacity *must* be evaluated and comply with the CMP by integrating congestion management strategies.

The CMP *shall* be developed, established, and implemented as part of the Metropolitan Transportation Planning Process.

# CMP Processes and Related Documents



# Regional Goals and Objectives

## **Mobility**

Increase available options, reduce congestion, increase efficiency, provide access

## **Quality of Life**

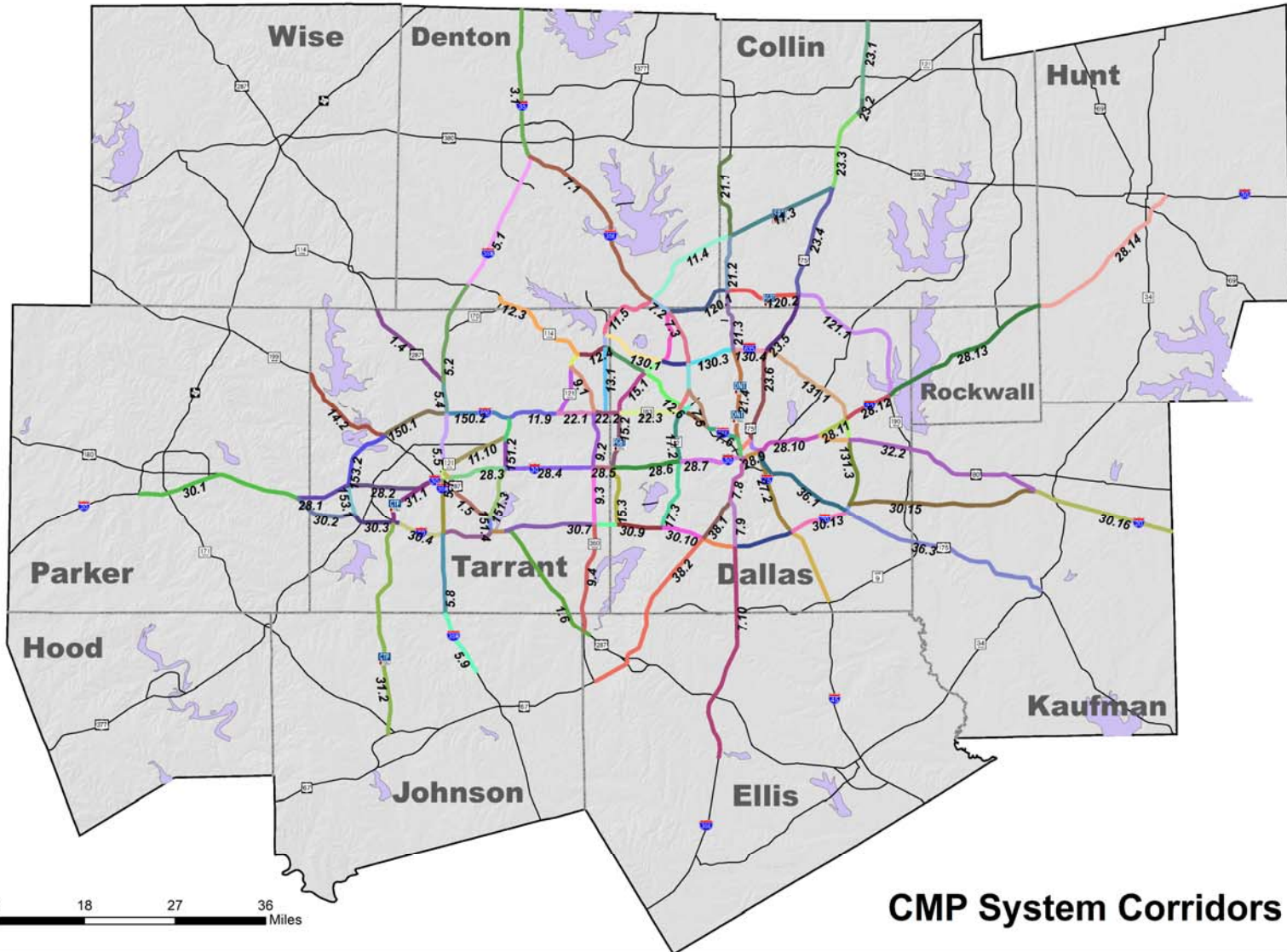
Preserve environment, improve air quality, promote active lifestyles, livable communities

## **System Sustainability**

Encourage and enhance maintenance, increase **safety** and reliability, invest long-term in existing system

## **Implementation**

Timely project planning; cost-effective solutions for construction, operations, and maintenance; leverage existing assets



**CMP System Corridors (2019)**

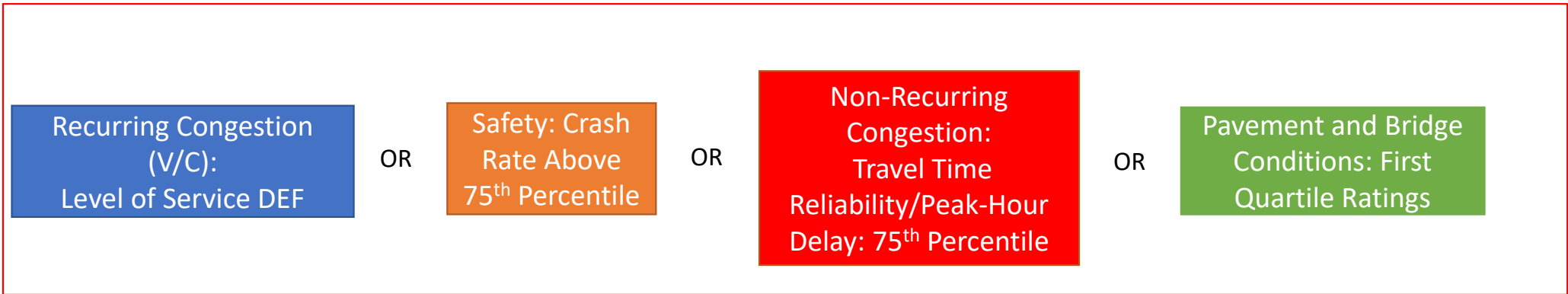


# Corridor Performance Criteria

Construction  
Programmed in TIP?



If so, hold for  
evaluation after  
completion.



*Corridor Asset  
Inventory*

# Corridor Asset Inventory

## Critical Corridors

*Meets Initial Criteria*



Fact Sheet/  
Database Entry



Determine  
CMP Strategies

Asset Availability Data		
Infrastructure	Alternative Modes	Operational Assets
Parallel Arterials	Sidewalks	NHS
Managed Lane ROW	<b>Veloweb/ Multi-Use Paths</b>	Managed/HOV/ Express Lanes
Frontage Roads	Light Rail	ITS
Parallel Freeways	Dedicated Bus Lanes	Routes of Significance
Shoulders	Commuter Rail	<b>Hazmat Routes</b>
At-Grade Intersections	Bus Routes	Truck Lane Restrictions
At-Grade R/R Crossings	<b>Safe Routes to School</b>	Signalized Intersections
<b>Grade Separations (Arterials)</b>	Demand Response Coverage (GP)	Regional Freight Routes
Park-and-Ride Facilities		<b>TIM Attendance &amp; Coverage</b>



## Performing Corridors

*Does Not Meet Criteria/  
Construction  
programmed*



Fact Sheet/  
Database Entry



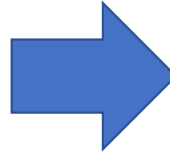
*Continue to Monitor  
Performance*

# Strategy Identification

<i>Critical Factors</i>	Recurring Congestion	Non-Recurring Congestion/Reliability	Safety	Pavement and Bridge Conditions
<b>One Factor</b>	Alternative Modes; Demand Management	Operational Improvements	Safety-Related Projects	Rehabilitation/ Asset Management Planning
<b>Two Factors</b>	<b>Asset Optimization (maximize available capacity + no added Right-of-Way) or M&amp;O</b>			
		Operational Strategies	Safety Strategies	Pavement Rehabilitation
<b>Three Factors</b>	<b>Possible Reconstruction (4R)</b>			
	<i>Added Capacity and ROW as Necessary w/ Complimentary Alternative Modes</i>	Major Operations Studies and Commitments	Major Safety Studies and Commitments	<i>Complete Pavement/Bridge Replacement</i>
<b>Four Factors</b>	<b>Possible Major Corridor Reinvestment (5R)</b>			
	<i>Major Capital Investments in Transit, Active, and Highway Infrastructure in Corridor</i>	<i>Multimodal Operational Studies and Investments</i>	<i>Comprehensive Corridor Safety Action Plan</i>	<i>Long Life Pavement and Bridge Design</i>

# Strategy Selection

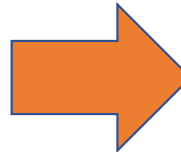
Corridor Need Improvements in Recurring Congestion



## Examples Strategies

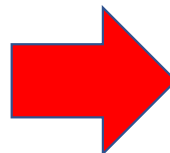
Promote and encourage usage of parallel roadways
Promote and encourage usage of available transit services
Promote and encourage usage of trip reduction programs

Corridor Need Improvements in Safety



Bottleneck removal
Emergency vehicle routing
Mobility assistance patrols
Reduction in merging and weaving
Work zone management

Corridor Need Improvements in System Reliability



Increase deployment of Intelligent Transportation Systems	
Dynamic route guidance	Speed monitoring
Network surveillance (CCTV)	511
Promote Freeway Incident Management Training	
Improve incident response and clearance times	
Shoulder Utilization Program	

Corridors Need Improvements in Pavement and Bridge Conditions



Pavement and Bridge Rehabilitation
Replacement of Pavement and Bridges

# Example Project Performance Measures

- Before/After Speeds
- Before/After Volumes
- **Before/After Crash Rate**
- Transit Ridership/Mode Split
- Changes in Asset Inventory
- Changes in Asset Condition
- Changes in Criteria Performance Measures, Peak Hour LOS, Crash Rate, Travel Time Reliability

# Schedule

April 2020	30-Day Public Comment Period and Public Meeting**
April 24, 2020	STTC Info
May 14, 2020	RTC Info
September 25, 2020	STTC Workshop – Scoring, Ranking, Strategies and Implementation
September 2020	30-Day Public Comment Period and Public Meeting
October 23, 2020	STTC Info
November 12, 2020	RTC Info
December 4, 2020	STTC Action
December 10, 2020	RTC Action

# Questions?

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# **EFFECTS OF COVID-19 ON TRANSPORTATION: INFORMATION SYSTEM RTC4U**

Surface Transportation Technical Committee  
May 22, 2020

Michael Morris, P.E.  
Director of Transportation



# **POLICY METRICS: RTC4U**

1. Travel behavior response to COVID-19
2. Financial implications to traditional revenue sources
3. Benefits of travel behavior responses to areas of RTC responsibility (e.g., Congestion Management System, national performance measures, ozone standard)
4. Prioritization of infrastructure improvements that offset unemployment increases

# **NORTH CENTRAL TEXAS AIR QUALITY IMPACTS AND FINDINGS**

Emissions from vehicles reduced

Lowest frequency of high-level, unhealthy, exposure days to ozone

Cleaner air = blue(r) skies

Leading to a healthier populous (under review)

Future sustainability (to be determined)

- Electric and fuel cell vehicles

- Travel Demand Management (telecommunicating)

# NORTH CENTRAL TEXAS AIR QUALITY ANALYSIS

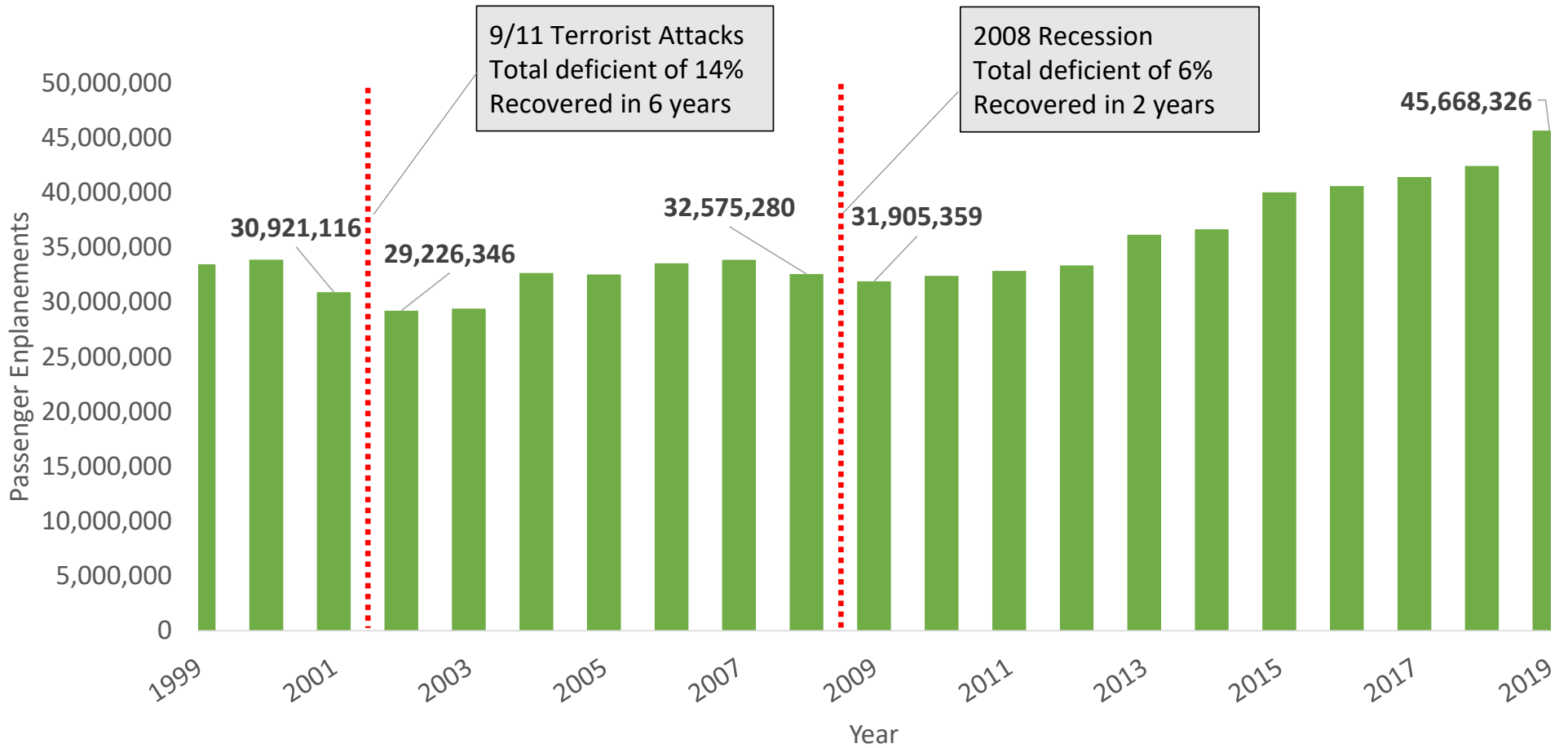
North Central Texas Ozone Comparison

		3 Year Design Value			
2017		2018	2019	2020*	
March	2 yellow days High: 62 at Eagle Mtn Lake	8 yellow days High: 63 at Denton	10 yellow days High: 66 at Cleburne	3 yellow days High: 64 at Pilot Point	
April	10 yellow days High: 68 at Dallas Hinton	16 yellow days 2 orange days High: 81 at Dallas North High: 81 at Dallas Hinton	12 yellow days High: 69 at Greenville	8 yellow days High: 69 at Rockwall High: 69 at Grapevine	
May	15 yellow days 5 orange days High: 80 at Dallas North High: 80 at Dallas Hinton	9 yellow days 6 orange days 2 red days High: 92 at Eagle Mtn Lake	6 yellow days 5 orange days High: 80 at Pilot Point	7 yellow days High: 69 at Grapevine High: 69 at Parker County	

Data Source: TCEQ  
Data Analysis: NCTCOG

\* as of May 14, 2020. At this time last year (May 14, 2019), there were four Yellow days and one Orange Exceedance day.

## DFW Passenger Enplanements



Sources: DFW Airport, Dallas Love Field and NCTCOG Analysis

# INCOMING PRIVATE SECTOR REVENUE FOR NORTH TARRANT EXPRESS (NTE)/SH 183

Per prior RTC direction, staff continues to work with TxDOT and private sector partners to complete additional phases of the NTE and other public/private partnership projects.

Recent projections indicate that general purpose and managed lane capacity improvements are anticipated to be triggered in mid-2022 with an open to traffic date of June 2024.

The private sector is currently coordinating with TxDOT to advance these improvements.

The private sector partner (NTEMP) will be paying for these improvements in the amounts noted below:

Capacity Improvements	\$ in Millions	Notes
SH 183/NTE Segment 1 & 2W Widening	\$162	Add 1 general purpose lane in NTE Segment 1 and 1 managed lane in NTE Segment 2W
Build 2+2 managed lanes from Reliance Parkway to SH 161 (former Segment 2E)	\$860	This section of 5.3 miles would be built and operated by private sector as an extension of the current facility
Build 2+2 managed lane from SH 161 to Story Rd	\$270	Funding Cintra would pay to TxDOT to lane balance east of SH 161 (2 miles)

\$1,292

# **DO WHAT WE NEED, NOT WHAT WE WANT**

Existing Funding Constraints

Financial Crisis Response from 2009

Lower Cost of Construction (25%)

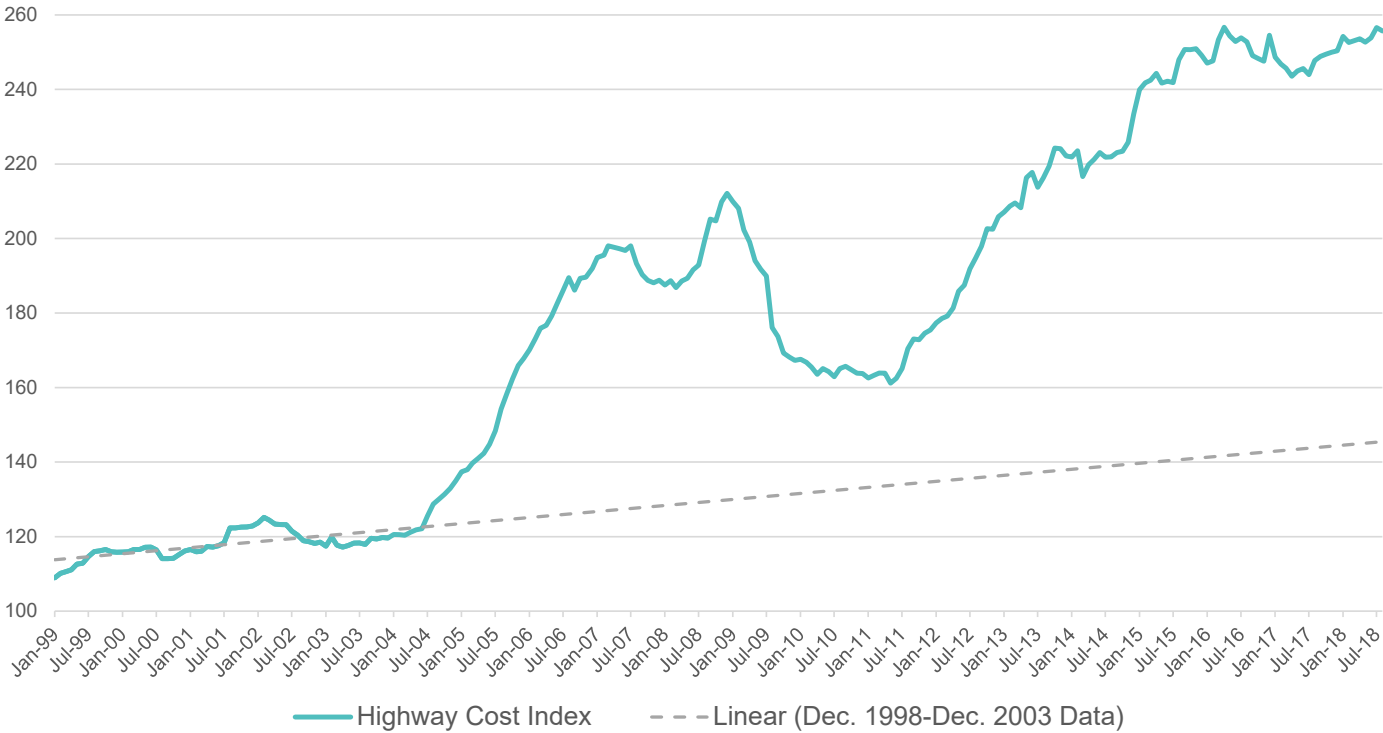
Federal Infrastructure

State P3

0% Interest

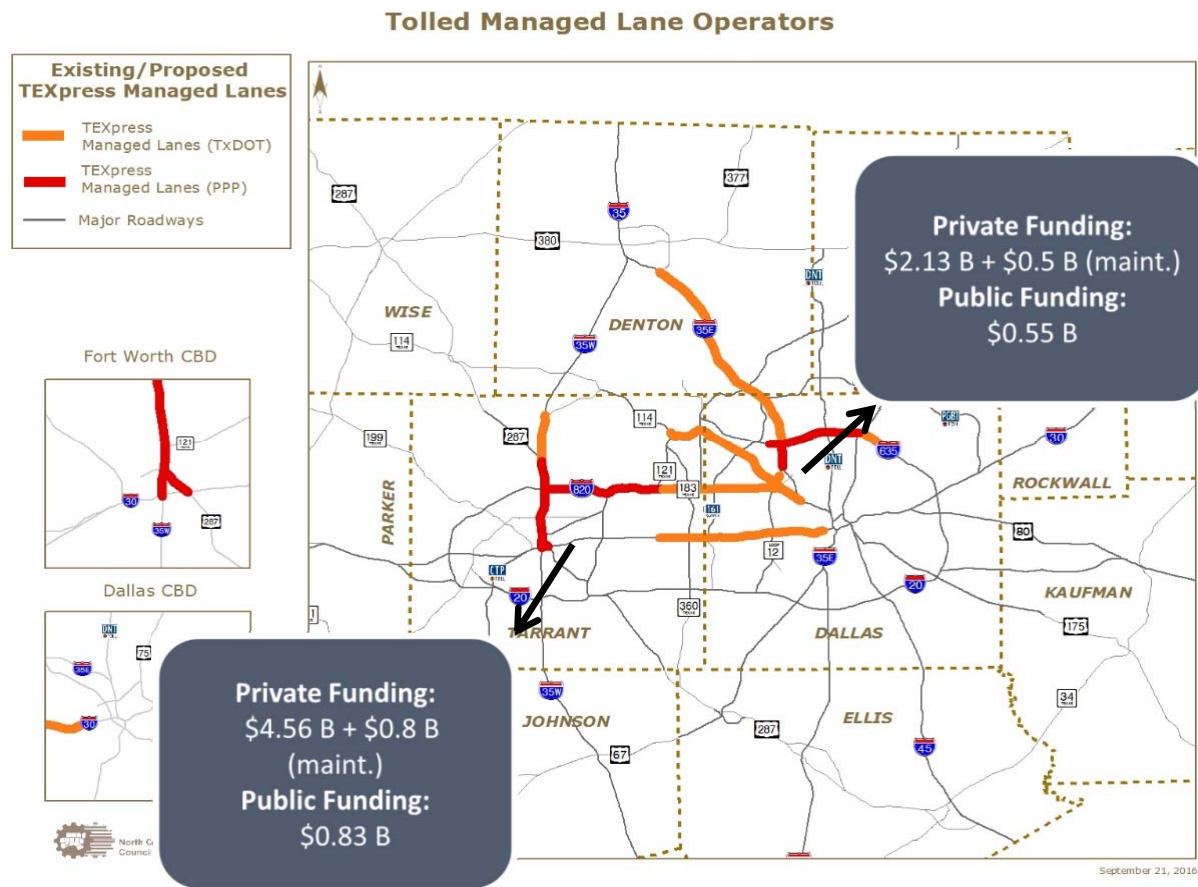
Infrastructure Bonds

# TAKE ADVANTAGE OF LOWER CONSTRUCTION INFLATION COSTS



Source: Texas Department of Transportation – Highway Cost Index

# LEVERAGING/INNOVATIVE FUNDING





# CANDIDATE PROJECTS

High Speed Rail: Dallas to Houston

High Speed Rail: Dallas to Fort Worth

Hyperloop Certification Center

Autonomous Transit (Midtown)

Freeway Induction Loops

State Highway 183, US 75 Technology Lanes

# Dallas to Houston High-Speed Rail Project Update

- Federal Railroad Administration held Public Hearings on Rule of Particular Applicability regarding safety standards employed in Japan for the Shinkansen train sets
  - Comments due to Federal Register on May 26
  - Coordinate with Rebekah Hernandez regarding comments
- On May 7, the 13<sup>th</sup> Court of Appeals of Texas ruled in favor of Texas Central Railroad, concluding Texas Central Railroad is a railroad company
  - The decision allows Texas Central Railroad to continue moving forward with the permitting process and to continue other design, engineering and land acquisition efforts

# Revised MTP Policy Bundle Fact Sheet – Round 4

## Must my entity complete a new Application?

Yes, all entities must complete a new application every round and submit all required documentation.

## How many TDCs will be available?

Each round, the Transportation Improvement Program (TIP) team will review federal funding availability for the upcoming round and determine the number of Transportation Development Credit's (TDCs) to be allocated to all new qualifying entities.

## When can I request an Application?

Applications can be requested at any time, but applications will not be available to be sent to the requestors until the round opens in the fall.

## How do I request an Application?

Applications can be requested by going to: [www.nctcog.org/policybundle](http://www.nctcog.org/policybundle) and clicking on the *Request an Application* link.

## How long do we have to use any TDCs awarded?

TDCs will be available to programs through the TIP team throughout the fiscal year as opportunities arise. Entities participating this round will have two years from the date of the award to add new projects to the TIP. Entities must work with NCTCOG staff to allocate TDCs to an eligible project. Once projects are selected for inclusion in the TIP, entities have two years to meet the following requirements or the TDCs expire:

- Sign a TDC agreement with the Metropolitan Planning Organization
- Begin project implementation

## What type of projects are eligible?

- Must be used for new projects, not previously selected projects
- Must be eligible for federal roadway or air quality funds
- Projects that improve air quality and relieve congestion, including transit improvements, bicycle and pedestrian facilities and programs, and traffic flow improvements
- Projects will be vetted against typical Regional Transportation Council selection criteria

## Timeline for MTP Policy Bundle – Round 4:

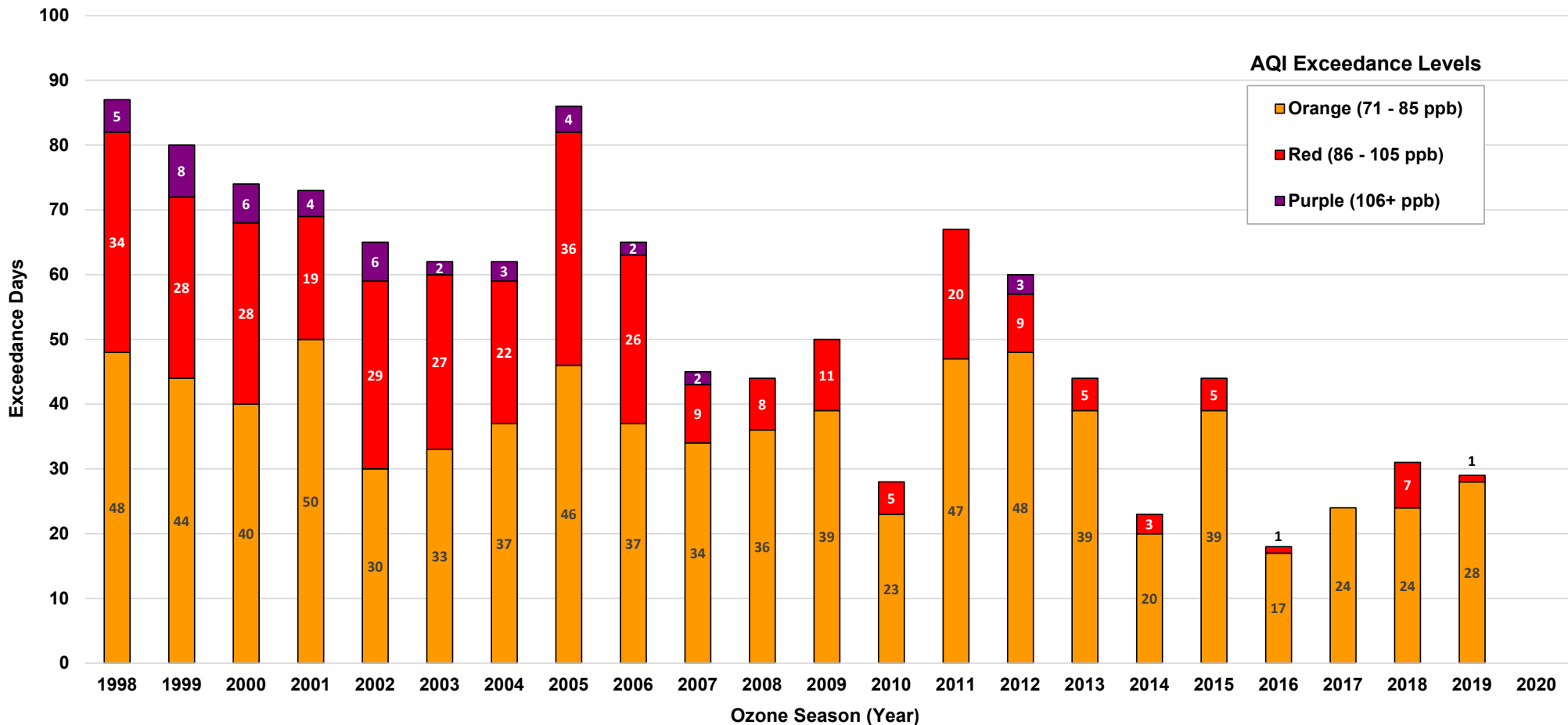
Due to current events and the shift in focus for many agencies, the MTP Policy Bundle final deadline has been moved to **June 30, 2020**.

The change in final deadline will allow agencies additional time to prepare applications, and NCTCOG staff additional time to review them. Thank you for your patience during this period of uncertainty.

<b>March 20, 2020</b>	<del>April 27, 2020</del> <b>June 30, 2020</b>	<del>June 2020</del> <b>September 2020</b>
<b>Applications due for those requesting NCTCOG assistance</b>	<b>Policy Bundle – Round 4 Application Deadline</b>	<b>Regional Transportation Council Approval of Policy Bundle Awards</b>

# 8-HOUR OZONE NAAQS HISTORICAL TRENDS

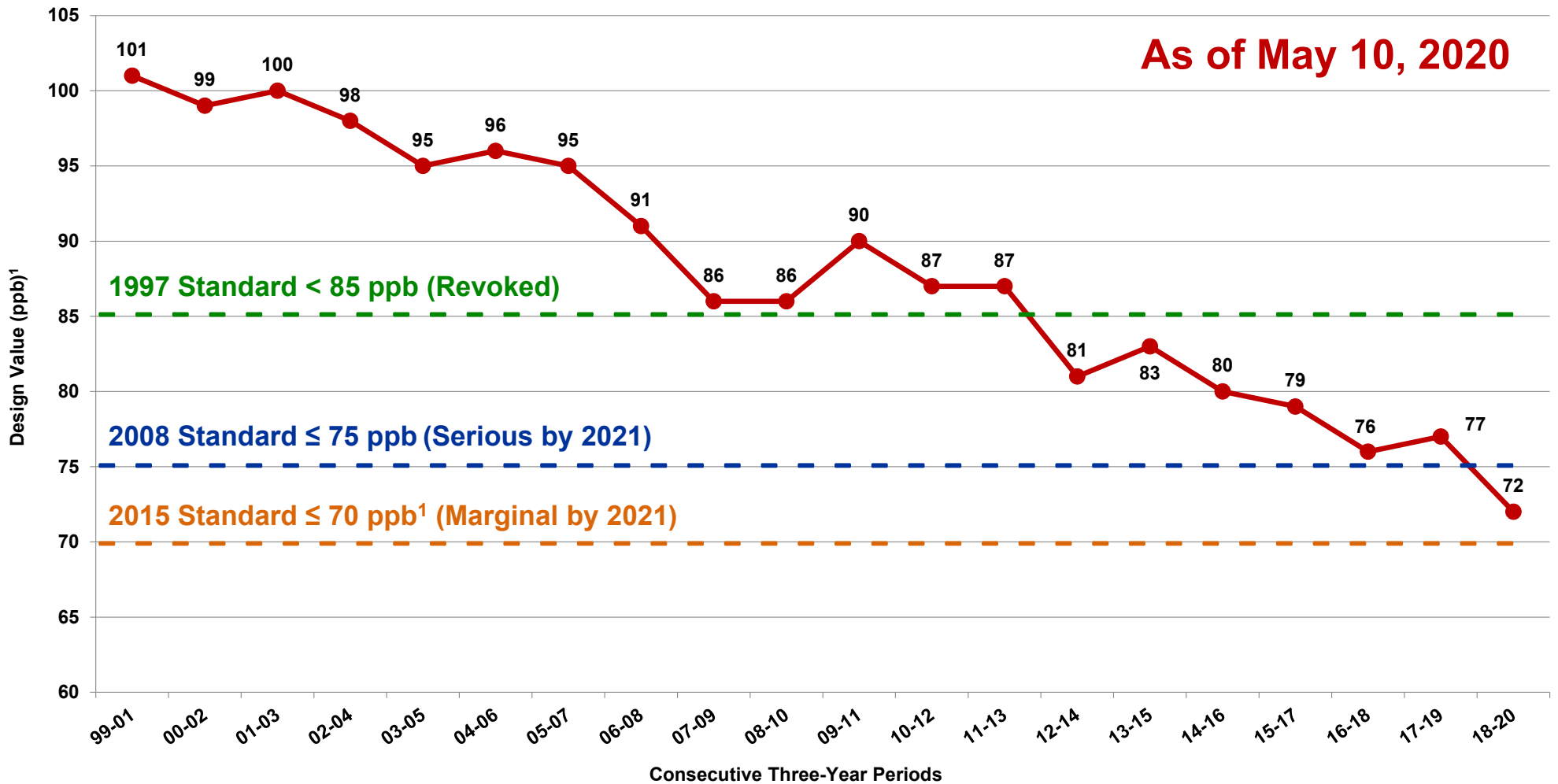
Based on  $\leq 70$  ppb (As of May 10, 2020)



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



<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).

## FOR MORE INFORMATION

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

**VIVEK THIMMAVAJJHALA**  
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[vthimmavajjhala@nctcog.org](mailto:vthimmavajjhala@nctcog.org)  
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817-608-2342

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Air Quality Planner II  
[nvanhaasen@nctcog.org](mailto:nvanhaasen@nctcog.org)  
817-608-2335

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

**MINUTES****REGIONAL TRANSPORTATION COUNCIL ONLINE INPUT OPPORTUNITY****Attorney General Announces Open Meetings Act Provisions Subject to Temporary Suspension****Status Report: Transportation & RTC Emergency Policies & Procedures****Congestion Management Process****TxDOT's American Disabilities Act (ADA) Plan****Incident Management 2020 Call for Projects Recommendations****Online Public Input Opportunity Dates**

Monday, April 13, 2020 - Tuesday, May 12, 2020 – The North Central Texas Council of Governments (NCTCOG) posted information at [www.nctcog.org/input](http://www.nctcog.org/input) for public review and comment.

**Purpose and Topics**

The online public input opportunity was provided 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 (MPO), and amended on November 8, 2018. Staff posted information regarding:

1. Attorney General Announces Open Meetings Act Provisions Subject to Temporary Suspension
2. Status Report: Transportation & RTC Emergency Policies & Procedures
3. Congestion Management Process
4. TxDOT's American Disabilities Act (ADA) Plan
5. Incident Management 2020 Call for Projects Recommendations

The NCTCOG online public input opportunity was provided to inform and seek comments from the public. Comments and questions were submitted by email at [transinfo@nctcog.org](mailto:transinfo@nctcog.org), online at [www.nctcog.org/input](http://www.nctcog.org/input), by mail at PO Box 5888, Arlington, TX 76005 and by fax at 817-640-3028. Printed copies of the online materials were also made available by calling 817-608-2365 or emailing [cbaylor@nctcog.org](mailto:cbaylor@nctcog.org).

**Summary of Presentations*****Attorney General Announces Open Meetings Act Provisions Subject to Temporary Suspension presentation:***

<https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2020/04/AG-Updates.pdf>

Due to the COVID-19 Pandemic, Governor Abbott declared a State of Disaster for the State of Texas on March 13, 2020. Texas Government Code Section 418.016 permits the Governor to

suspend certain statutes upon a Declaration of Disaster, and provisions of the Texas Open Meetings Act were suspended on March 16, 2020.

The following provisions were suspended:

- Those that require a quorum or presiding officer to be physically present
- Those that require a physical posting of the agenda provided the agenda be posted on-line with a toll-free phone number or free video conference link for public participation
- Those that are interpreted to require face-to-face interactions between the members of the public and public officials
- Relaxed provisions to allow for two-way audio communication in lieu of two-way audio and video

***Status Report: Transportation & RTC Emergency Policies & Procedures presentation:***

<https://www.nctcog.org/nctcog/media/Transportation/DocsMaps/Involve/InputMeetings/2020/04/Emergency-Procedures.pdf>

We hope members of the public are staying safe and healthy throughout these difficult times. NCTCOG is still open for business, and our employees are working from home. We are continuing to be as transparent as possible and want you to reach out to us regarding your transportation-related comments, concerns and questions.

Through the utilization of innovative technology, the Regional Transportation Council is still conducting monthly meetings and will be taking action on the allocation of \$341 million in emergency transit funding. Additionally, we understand there could be a potential reduction in State revenues and will do whatever is necessary to help ensure the maintenance of our regional transportation system. We will continue to focus on providing an array of transportation options for the Dallas-Fort Worth region and are also putting together real-time data related to safety fatalities, transit ridership, ozone levels, etc.

Thank you for your time and stay safe.

***Congestion Management Process presentation:***

<https://www.nctcog.org/nctcog/media/Transportation/DocsMaps/Involve/InputMeetings/2020/04/CMP.pdf>

The Congestion Management Process (CMP) is a federally-mandated planning document and required for urbanized areas with populations that exceed 200,000 people.

The CMP is developed, established and implemented as part of the Metropolitan Transportation Planning process and should include demand management strategies, traffic operational improvements, public transportation improvements, ITS technologies and additional system capacity where necessary.

Goals and objectives for the CMP center around mobility, quality of life, system sustainability and implementation. The Process also includes system identification, performance measures, system performance monitoring, strategy identification and selection, implementation, monitoring and project performance evaluation.

NCTCOG staff will present the CMP for review and comment during the September 2020 public input opportunity. The Regional Transportation Council will take action on the CMP in December 2020.



***TxDOT's American Disabilities Act (ADA) Plan presentation:***

<https://www.nctcog.org/nctcog/media/Transportation/DocsMaps/Involve/InputMeetings/2020/04/TxDOT-ADA.pdf>

The Americans with Disabilities Act (ADA) extends protection to persons with disabilities against discrimination in the private sector and in State and local government. It protects access to employment, public transportation and public accommodations, and assures quality of opportunity, full participation, independent living and economic self-sufficiency.

ADA goals include the following:

- Eliminating barriers for people with disabilities
- Expanding equal opportunities for people with disabilities
- Developing a communications and outreach plan regarding TxDOT's ADA program
- Developing a reporting system
- Providing ADA training to employees

The Texas Department of Transportation's (TxDOT) mission is to ensure that every program, service, benefit, activity and facility open to the public is fully accessible and usable by people with disabilities. The Americans with Disabilities Act covers many issues from workplace services to public transportation accommodations. TxDOT staff developed a plan for reporting and will discuss how the agency provides opportunities to assist those with disabilities in its planning activities and how citizens can take an active role in making changes.

Reporting goals include:

- Increase awareness of TxDOT's ADA Accessibility Program throughout the department and state
- Improve internal and external communications about TXDOT's ADA Accessibility Program
- Increase public participation during the design, planning and development phases
- Develop/maintain ADA training to employees, recipients and sub-recipients
- Develop and maintain a grievance process that is consistent with the US Departments of Justice and Transportation's ADA accessibility requirements
- Create a sub-recipient monitoring program that is consistent with Federal Highway Administration's requirements

***Incident Management 2020 Call for Projects Recommendations presentation:***

<https://www.nctcog.org/nctcog/media/Transportation/DocsMaps/Involve/InputMeetings/2020/04/IM-CFP-Pres.pdf>

***East Recommendations handout:***

<https://www.nctcog.org/nctcog/media/Transportation/DocsMaps/Involve/InputMeetings/2020/04/IM-CFP-East-Recommendations.pdf>

***West Recommendations handout:***

<https://www.nctcog.org/nctcog/media/Transportation/DocsMaps/Involve/InputMeetings/2020/04/IM-CFP-West-Recommendations.pdf>

In December 2019, NCTCOG staff opened an Incident Management Call for Projects (CFP). Approximately \$1.5 million in funding is available through this CFP, and its purpose is to assist partner agencies in purchasing equipment and technology that aid in quick incident mitigation.

Eligible recipients included public sector partner agencies within the NCTCOG 10-county nonattainment area who are actively involved in incident management. Eligible activities included the purchasing of equipment and technology used in mitigating crashes, such as cones, flares, protective clothing, radio equipment and signs, among others. Personnel and staffing charges as well as vehicle purchases were not eligible to receive funding from this CFP.

NCTCOG received 21 application submissions. Staff is recommending allocating approximately \$989,774 in funding to the eastern side of the region and approximately \$510,000 to the western side. These funding recommendations are outlined in detail at [www.nctcog.org/input](http://www.nctcog.org/input)

The Regional Transportation Council will take action on the proposed list of selected projects in June 2020.

#### **WRITTEN COMMENTS SUBMITTED BY WEBSITE, MAIL, EMAIL and SOCIAL MEDIA**

##### **Attorney General Announces Open Meetings Act Provisions Subject to Temporary Suspension**

###### **Email**

**Joe M Bailey**

Regardless of the Attorney General's announcement that open meeting laws are subject to temporary suspension, there are numerous effective methods available for conducting public meetings online. Transparency is essential to a democracy so I urge you to make arrangements for meetings to be conducted online and not suspended because of the Coronavirus. In fact, I would encourage this as a standard of practice for the future even after the coronavirus restrictions are lifted.

##### **TXDOT's American Disabilities Act (ADA) Plan**

###### **Mail**

Please see attachment for comment submitted via mail.

15720 Artist Way, #4912  
Addicks, TX 75001

April 20, 2020

North Central Texas Council of Governments

Transportation Department

P.O. Box 5888

Arlington, TX 76005-5888

Dear Transportation Representative,

I appreciate receiving the material for the Regional Transportation Public Input Opportunity that I requested. I understand that public comments are due to you by <sup>RECEIVED</sup> May 12, 2020. I am forwarding the following comments regarding ADA.

I recommend improvements in accessibility to bus stops in multiple cities - Dallas, Farmer Branch, Plano, and other cities in the DART service area. Some bus stops are in the grass and/or on a hill. One example is the eastbound bus (Routes 402 and 403) along Belt Line Road. The stop closest to the Fretz Park Library and Recreation Center is on a grassy hill. The nearest accessible stop is the stop prior to the library and recreation center. A person would have to cross a busy street if they got off the bus there and wanted to go to the library or recreation center.

With regard to accessibility, some pathways leading to bus stops, although on concrete sidewalks, are not wide enough for wheelchairs to pass. This

is due to utility poles and other utility devices (Such as large boxes containing traffic management equipment) being in the way. Examples of this would be on Preston Road in Dallas, especially south of LBJ Freeway.

I appreciate your forwarding my comments for review and action to the appropriate areas.

Thank you.

Sincerely,

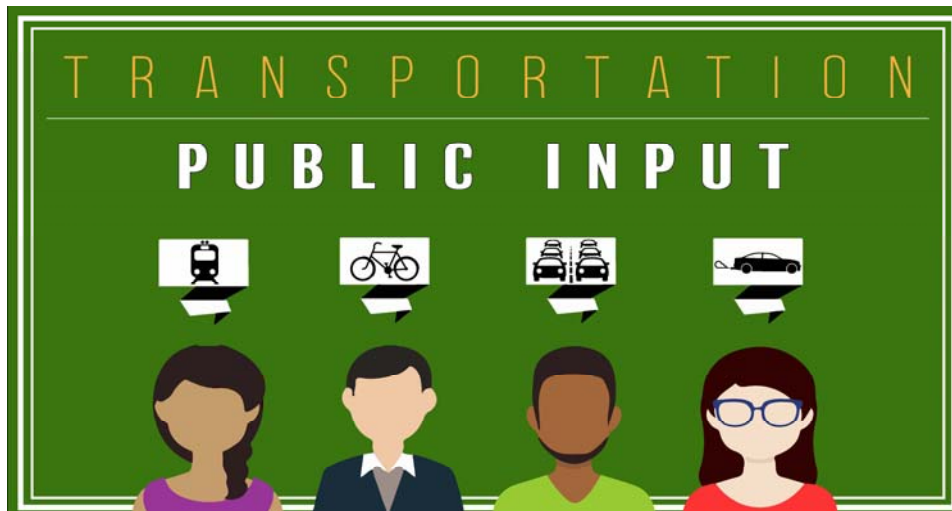
Phyllis Silver

Phyllis Silver

RECEIVED

APR 23 2020

TRANSPORTATION



## WHAT DO YOU THINK? TELL US.

Information will be posted online at [www.nctcog.org/input](http://www.nctcog.org/input) for public review and comment **May 11 - June 9, 2020**. To request printed copies of the information, call 817-608-2365 or email [cbaylor@nctcog.org](mailto:cbaylor@nctcog.org).

### **COVID-19 Transportation Response: Information System & Economic Opportunities**

Utilizing specific performance metrics, staff will provide an update on the economic impacts and effects of COVID-19 restrictions on the transportation system.

### **Coronavirus Aid and Economic Security Act: Public Transportation Funding**

Staff will provide for review and comment a list of transit projects allocated funding by the Federal Transit Administration's Urbanized Area Formula Program through the Fiscal Year 2020 Coronavirus Aid, Relief, and Economic Security (CARES) Act.

### **Southeast Dallas County Funding Partnerships**

NCTCOG staff has been working with several cities in Southeast Dallas County, including Balch Springs, Hutchins and Sunnyvale, on funding partnerships for roadway improvements in their jurisdictions. Staff will present details on these partnerships for public review and comment.

### **Local Government Energy Reporting**

The Texas Health and Safety Code §388.005(c), requires political subdivisions in nonattainment or near nonattainment counties in Texas to reduce their electric consumption by five percent each year and report their annual energy consumption to the State Energy Conservation Office (SECO). To increase compliance and awareness of this reporting requirement, NCTCOG staff has developed resources and trainings and provided technical assistance to entities related to energy management. Staff will provide an overview of the energy reporting requirement, energy management resources developed and datapoints from FY19 reports submitted to SECO.

### **Work Program Modifications**

The Unified Planning Work Program (UPWP) for regional transportation planning provides a summary of the transportation and related air quality planning tasks to be conducted by the metropolitan planning organization. Proposed modifications to the FY2020 and FY2021 UPWP will be posted for review and comment.

### **RESOURCES AND INFORMATION**

- Clean Air Action Day: <https://www.airnorthtexas.org/>
- Regional Smoking Vehicle Program (RSVP): [www.smokingvehicle.net](http://www.smokingvehicle.net)
- Vehicle Incentives & Funding Opportunities: [www.nctcog.org/aqfunding](http://www.nctcog.org/aqfunding)
- Interactive Public Input: Map Your Experience: [www.nctcog.org/mapyourexperience](http://www.nctcog.org/mapyourexperience)

# WWW.NCTCOG.ORG/INPUT



NCTCOGt



North Central Texas  
Council of Governments

## REGIONAL TRANSPORTATION ONLINE INPUT OPPORTUNITY

Learn about transportation in the region and help set future priorities. The Regional Transportation Council and North Central Texas Council of Governments, together serving as the Metropolitan Planning Organization for the Dallas-Fort Worth area, are seeking public input.

Submit comments and questions to NCTCOG:

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Website: [www.nctcog.org/input](http://www.nctcog.org/input)

Fax: 817-640-3028

Phone: 817-695-9240

Mail: P.O. Box 5888

Arlington, TX 76005-5888

For special accommodations due to a disability or for language translation, call 817-608-2365 or email [cbaylor@nctcog.org](mailto:cbaylor@nctcog.org). Reasonable accommodations will be made. Para ajustes especiales por discapacidad o para interpretación de idiomas, llame al 817-608-2365 o por email: [cbaylor@nctcog.org](mailto:cbaylor@nctcog.org). Se harán las adaptaciones razonables.

## 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, March 20, through Sunday, April 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. Comments in the “Other” category, regarding Census Day 2020 and COVID-19, were in the majority.

#### Air Quality

##### Twitter –

1. EPA’s recent grant of nearly \$2.5M to @NCTCOGtrans will fund rebates to replace diesel-powered engines and equipment with cleaner-burning equipment. – EPA Region6 (@EPAregion6)



#### Bicycle & Pedestrian

##### Twitter –

1. Thank you to @FortWorthParks & @TRWD\_News for building & maintaining the trails. Remember to keep your social distancing when you are out on the trails or at city parks. #FortWorthTrails @CityofFortWorth @StreamsValleys @TrinityMetro @FWBikeSharing @TarrantCountyTX @NCTCOGtrans – Sal Espino (@SAL\_FW)



## Programs

### Email –

#### 1. viperboy0098

Hello, the website I have been referred when I asked about how pricing is determined states "TEXpress Lanes use variable congestion-management pricing to help manage traffic flow and provide faster, more predictable travel. Roadside equipment recalculates real-time prices every 5 minutes, 24 hours a day, aiming to ensure the lanes are moving at 50 mph or faster."

I find this interesting because I am always able to sustain a speed of 70+ from end to end. For example at 6:30 this morning, ofcourse with tons of people not going to work and such, traffic is super light, but it was still over 6\$ to go through the entire section. The traffic load was the same as when it was at 7am yesterday morning and the day prior. Is there simply a timing structure at which you guys use to vary rates based on expected demand as opposed to the above statement?

Good afternoon,

Thank you for contacting the NCTCOG Transportation Department.

For information on our TEXpress Lane system, please contact Robert Hinkle. I've enclosed his information below:

Robert Hinkle, Corporate Affairs

LBJ Express / NTE / 35W

rhinkle@northtarrantexpress.com

Dear TEXpress Lanes Customer,

We appreciate your question regarding the TEXpress lanes.

As we are all trying to navigate during these unprecedented times we have been particularly mindful of the speed and volume of vehicles on the roadway. We are constantly monitoring the toll rates and adjustments will occur based on those factors.

Again, we appreciate your feedback and for reaching out with your question.

### **Projects & Planning**

#### **Email –**

##### **1. Jon Donhy**

Recently, traveling Hwy 121, NE of Hwy.75 was a nightmare. One lane was open for many miles. Speed and travel time was greatly impacted.

It looks like the work could be broken down in sections so traffic could move a bit more easily. Just saying.

#### **Twitter –**

1. \$15 million in Congestion Mitigation and Air Quality grants for a free parking garage, which creates congestion and worsens air quality. And another \$25M from city of Plano: - patrick kennedy (@WalkableDFW)

### **COLLIN CREEK MALL MIXED-USE REDEVELOPMENT PARTNERSHIP OPPORTUNITY**

#### **• Requested Action:**

- Approval of parking and transit
  - \$30 million federal with a \$15 million payback for parking garage
  - \$25 million local
  - Approximately 3 transit vehicles for shuttle purposes
- Anticipated funding source is either federal Congestion Mitigation Air Quality Improvement Program or Surface Transportation Block Grant funding (FTA funding may assist with Transit)
- Specific agreement terms to be finalized, but would include elements highlighted in this presentation
- Direct staff to administratively amend the Transportation Improvement Program and other planning/administrative documents to include this project and funding

This seems like one of the craziest and most reckless funding decisions by @NCTCOGtrans in recent years. How did Dallas' reps vote? – Wylie H Dallas (@Wylie\_H\_Dallas)



I suppose Michael Morris gonna Michael Morris... Thumbs down 👎 – Loren S. (@txbornviking)

## Public Meetings & Forums

### Twitter –

1. Busy day of conference calls by audio or video. Listened earlier to audio meeting of the Regional Transportation Council (RTC) of the North Central Texas Council of Governments (NCTCOG). <https://nctcog.org/trans/about/committees/regional-transportation-council> @CityofFortWorth @TrinityMetro @TarrantCountyTX @NCTCOGtrans – Sal Espino (@SAL\_FW)

### Facebook –

1. NCTCOG Transportation Department wants your input on regional transportation!

Check out the full flyer here: <http://argyletx.com/.../NCTCOG-Regional-Transportation-Online...>

Or learn more here: <https://www.nctcog.org/trans/involve/meetings.> – Town of Argyle



**TRANSPORTATION  
PUBLIC INPUT**

WHAT DO YOU THINK? TELL US.

Information will be posted online at [www.nctcog.org/input](http://www.nctcog.org/input) for public review and comment April 13 - May 12, 2020. To request printed copies of the information, call 817-608-2365 or email [cbaylor@nctcog.org](mailto:cbaylor@nctcog.org).

**Attorney General Announces Open Meetings Act Provisions Subject to Temporary Suspension**  
The Texas Open Meetings Act ensures that governmental entities conduct business in an open and transparent manner. Staff will summarize the recent flexibility in conducting governmental body meetings in light of public health recommendations associated with the COVID-19 pandemic while maintaining transparency and public participation principles.

**Status Report: Transportation & RTC Emergency Policies & Procedures**  
The NCTCOG Transportation Department has taken actions to protect the health of our communities and will provide updates on how department employees are continuing to work on important regional planning, programming and projects as well as on how Regional Transportation Council meetings will be conducted during the current health situation.

**10-Year Plan Update**  
In December 2016, the RTC approved a 10-Year Plan identifying major projects to be implemented in the region by Fiscal Year 2026. An updated draft of the project list out to FY 2030 will be provided for review and comment.

**Congestion Management Process**  
Federal regulations mandate areas with populations over 200,000 must implement a Congestion Management Process (CMP) for measuring transportation congestion levels and prioritizing management strategies. Staff will provide a brief overview of federal requirements as well as elements to be considered in the CMP update.

**TxDOT's American Disabilities Act (ADA) Plan**  
The ADA covers many issues from workplace services to public transportation accommodations. Access and awareness are keys to ensuring the needs of disabled citizens are met. TxDOT developed a plan for reporting and will discuss how the agency provides opportunities to assist those with disabilities and how citizens can take an active role in making changes.

**Incident Management 2020 Call for Projects Recommendations**  
Traffic incident management plays an important role in improving safety and reducing congestion in North Texas. \$1.5 million was available through a call for projects for the purchase of equipment used to aid and mitigate traffic incidents, keep people safe and improve air quality. Proposed funding recommendations will be provided for review and comment.

**RESOURCES AND INFORMATION**

- Regional Smoking Vehicle Program (RSVP): [www.smokingvehicle.net](http://www.smokingvehicle.net)
- Vehicle Incentives & Funding Opportunities: [www.nctcog.org/aqfunding](http://www.nctcog.org/aqfunding)
- Mobility Plan Administrative Revisions: [www.nctcog.org/input](http://www.nctcog.org/input)

**REGIONAL  
TRANSPORTATION  
ONLINE INPUT  
OPPORTUNITY**

Learn about transportation in the region and help set future priorities. The Regional Transportation Council and North Central Texas Council of Governments, together serving as the Metropolitan Planning Organization for the Dallas-Fort Worth area, are seeking public input.

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Fax: 817-640-3028  
Phone: 817-695-9240  
Mail: P.O. Box 5888  
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 NCTCOG 

Thanks for sharing! – NCTCOG Transportation Department

### **Railroad**

#### **Email –**

##### **1. Alan Guard**

Good morning – Would you know who I can contact at Burlington Northern Santa Fe Railroad to discuss fixing a very poor railroad crossing on FM 407 here in New Fairview? Thank you for your assistance.

### **Transit**

#### **Email –**

##### **1. Paul McManus**

Hello,

As people have traveled less in the past week or so due to the Coronavirus, I've read and noticed that not only are many more people throughout DFW including where I live in Lantana here in Denton County going outside and walking, running, or riding bicycles, but air pollution is decreasing and air quality is improving in many parts of the U.S. and around the world due to the reduction of car traffic and other factors as well. As a result, I believe it's absolutely critical going forward that the NCTCOG Transportation Dept. and Regional Transportation Council (RTC) focus even more on policies and action items that emphasize and encourage people to use multimodal forms of transportation here in DFW, including DART's, Trinity Metro's, and DCTA's bus and train services. Plus, focusing on improving and expanding these transit services and other forms of transportation can also help reduce car traffic and road congestion, as well as to help improve air quality, regional mobility, and the overall quality of life here in DFW as our region continues to grow very rapidly.

I appreciate your consideration of my suggestions, and please let me know if you have any questions or need any additional information. Thanks so much!

Your timing could not be better. The Regional Transportation Council funded efforts last year and they are ready to go. Over the last year we have been working on efforts to expand transit service. Three consultant contacts will go to our Board on Thursday. They are for Collin County, Southern Dallas Count and Tarrant County. Shannon will give you more details. Please keep in touch. Our Board meeting is through a conference call do to social distancing.

Carli will make your comments available to the RTC . – Michael Morris

#### **Facebook –**

1. DCTA has created a survey regarding the Discount Pass Programs. Take the survey here: <https://www.surveymonkey.com/r/FYTL5CK> – NCTCOG Transportation Department



Thanks for sharing! - KL – Denton County Transportation Authority (DCTA)

Other

Twitter –

1. #CensusDay2020 📍 – LaDryian Cole (@laydriancole)



2. We owe a debt of gratitude to workers everywhere:

Healthcare, janitors, grocery cashiers, Pharmacists and their staff, transportation, those keeping our power grid and our water plants working, delivery drivers, food banks, all those who are risking their lives for us everyday. –

#SaveAmerica  #resister  HonorHeatherHeyer#NoBernie (@NoraBrup)

YES!!.@AmerMedicalAssn .@NationalNurses .@USDOT .@NCTCOGtrans ... I don't know other nat'l twitter accts but THANK YOU to all who have been serving the public – Alexandra Allred (@alexandraallred)

### **Facebook –**

1. Certain requirements regarding vehicle registration, titling and disabled parking placards have been waived due to the current state of emergency. For more information, visit: <http://txdmv.gov/covid-19>. – NCTCOG Transportation Department



Thanks. Good to know. – Ronnie Brady



A monthly update on activities of the Regional Transportation Council and the North Central Texas Council of Governments Transportation Department

## May 2020

### INSIDE

#### **NCTCOG unveils interactive map tool**

The North Central Texas Council of Governments is now accepting public input through a new online mapping tool.

Map Your Own Experience is easy to use and designed to help NCTCOG incorporate public input into its work to develop innovative solutions to regional transportation issues.

Read about how this new tool can help you connect with the planning process and contribute to a more reliable transportation system on page 3.

#### **Bike Month takes broader approach with COVID-19**

May is National Bike Month, a coast-to-coast celebration of bicycling as a healthy alternative to motorized transportation. With a larger share of the nation's population currently working from home, many people are looking to bicycling as a fun and simple way to remain active.

Regionwide, bicycling has been on the rise since early March. Data from bicycle and pedestrian counters along various Dallas-Fort Worth area trails shows an average daily increase of more than 200%.

The League of American Bicyclists decided to postpone this year's Bike to Work Week until September 21-27. Bike to Work Day will take place on September 22, coinciding with Car Free Day.

Bike to Work Day traditionally takes place during Bike to Work Week in May. It entails outreach at transit stops and jobsites, where advocates offer refreshments and information to commuters who choose bicycling as an alternative to driving for the day.

Many agencies and community groups are viewing the postponement as an opportunity to support bicycling through a more holistic approach. Rather than focusing on a one-day event, support for active transportation may be more broadly and effectively promoted throughout the entire month, with a greater focus on bicycling to the grocery store or with the family than to the office.

On its website, the League noted that bicycling is an "essential need" during this time of restricted travel for households that may have limited or no access to vehicles, as well as for those who "need to get out and be active while maintaining distance from others."

For more information about Bike Month, visit [www.bikeleague.org/bikemonth](http://www.bikeleague.org/bikemonth), and for safety tips for all road users visit [www.lookouttexans.org](http://www.lookouttexans.org).



North Central Texas  
Council of Governments

For more information about Local Motion topics, contact Brian Wilson at 817-704-2511 or [bwilson@nctcog.org](mailto:bwilson@nctcog.org). Visit [www.nctcog.org/trans](http://www.nctcog.org/trans) for more information on the department.

## Regional transit survey postponed due to COVID-19

The 2020 transit survey has been temporarily postponed due to COVID-19. The survey is being conducted in coordination with the region's three transit agencies – Dallas Area Rapid Transit, Denton County Transportation Authority and Trinity Metro – and is being completed in two phases.

The first type is a stop-to-stop survey and will help planners understand passenger trip patterns on each bus route and rail line. The second type of survey will be conducted through interviews with easily identifiable personnel.

Surveys of DART, TRE, the Dallas Streetcar, and the M-Line Trolley passengers began in February and were to conclude in May.

However, with changes necessitated by the ongoing pandemic, the transit survey has been postponed. NCTCOG is monitoring the situation and will coordinate with the transit agencies to determine when to resume the survey.

The goal of the surveys is to determine how riders are using the expanding transit system and what changes could be made in the future to better accommodate the needs of the rapidly growing region. Transit will continue to be a key component of the regional transportation system with Dallas-Fort Worth adding more than 1 million people per decade.

For more information please visit [www.nctcog.org/transitsurvey2020](http://www.nctcog.org/transitsurvey2020).

## HNTB selected to study high-speed alternatives in Dallas-Fort Worth

The NCTCOG Executive Board has approved a contract with the consulting firm HNTB Corp. to study high-speed transportation options in the Dallas-Fort Worth-Arlington corridor. HNTB will provide technical support for the analysis of potential alternatives, operations/service planning and preliminary engineering, as well as environmental documentation for high-speed passenger service between Dallas and Fort Worth.

As part of the study, HNTB and local transportation planners are investigating the best high-speed transportation option to link residents across North Texas to the proposed high-speed rail service expected to be built between Dallas and Houston. Also, connection to a potential system from Fort Worth to Laredo will be studied.

Additionally, North Texas is under consideration for a Hyperloop Certification Center, where hyperloop technology would be tested for implementation across the US.



The COVID-19 pandemic has led to many schedule changes, including the postponement of the 2020 transit survey.

## **LEARNING AT HOME**

### **NCTCOG offers kids fun transportation activities**

Balancing home schooling our kids with getting our own work done while at home flattening the curve can be a challenge.

Area school districts are doing a nice job supplying at-home learning. But what happens for children not old enough to attend school yet? Or when those who do are finished with their classwork and you have a few hours of work left to go?

NCTCOG has put together resources for kids of all ages to teach them about transportation and air quality along with the three R's.

There are coloring activities, opportunities for kids to design a helmet – or even create a car! – and trivia to test their knowledge about air quality, bike safety and clean vehicles.

Additionally, online tours and field trips from many cool transportation-related museums are available at the click of a mouse or the tap of a finger. Just visit [www.nctcog.org/trans/about/educate/transportation-activities](http://www.nctcog.org/trans/about/educate/transportation-activities) for these and other activities.

And be sure to check out the NCTCOG Transportation Department social media pages often for more fun and games.

# **REGIONAL**News

### **Transit agencies receive federal COVID-19 help**

The Regional Transportation Council approved allocations of more than \$300 million to area transit agencies in April in response to the COVID-19 pandemic.

The Federal Transit Administration funding is meant to help transit providers affected by the change in travel patterns brought about by stay-at-home orders across the nation.

The funding was awarded to agencies in the Dallas-Fort Worth-Arlington and Denton-Lewisville urbanized areas, with DART, DCTA and Trinity Metro receiving most of the money.

NCTCOG is responsible for administering approximately \$11 million of the funding for five smaller agencies, known as subrecipients. A final determination on what they will receive is expected this month.

### **Department launches new interactive map tool**

NCTCOG's Transportation Department is now accepting public input through a new online mapping tool. Map Your Experience is intuitive and designed to help NCTCOG use public input to collaborate with partners and develop innovative solutions for regional transportation issues.

Members of the public can provide as many comments as they wish as well as browse and comment on pins placed by others on the map. Providing personal information is optional and will not be visible to others in the tool. However, users will be asked to provide their ZIP code to help staff better serve their community as well as communities across the region.

The tool is currently in beta test mode and is open to the public. Staff will reassess the tool in the fall to ensure it is fully functional and meeting users' needs.

Comments from the test period will be used to guide upcoming planning efforts, including an update to Mobility 2045, the region's long-range metropolitan transportation plan.

Be heard. Help us plan for the future and share your transportation experience at

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

## Transportation Resources

### **Facebook**

Facebook.com/nctcogtrans

### **Twitter**

Twitter.com/nctcogtrans

### **YouTube**

YouTube.com/nctcogtrans

### **Instagram**

Instagram.com/nctcogtrans

### **Publications**

NCTCOG.org/trans/outreach/publications.asp

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## Partners

**Dallas Area Rapid Transit**  
DART.org

**Denton County  
Transportation Authority**  
DCTA.net

**North Texas Tollway Authority**  
NTTA.org

**Texas Department  
of Transportation**  
TxDOT.gov

**Trinity Metro**  
RideTrinityMetro.org

## By the Numbers

### **\$11 million**

The approximate amount of COVID-19 federal transit funding NCTCOG is administering for the region's smaller transit agencies.

# **PUBLIC** *Involvement*

## **Online input opportunity begins May 11**

North Texans can provide online input for regional transportation planning and air quality initiatives beginning May 11.

NCTCOG staff will post information related to the Metropolitan Transportation Plan, the State's 10-Year Plan and several air quality projects. Comments will be accepted through June 9 at [www.nctcog.org/input](http://www.nctcog.org/input).

The NCTCOG Transportation Department maintains several long-range planning documents, including the Metropolitan Transportation Plan and 10-Year Plan.

The MTP has a planning horizon of at least 20 years and guides the expenditure of federal and State transportation funding. The 10-Year Plan identifies major projects to be implemented in the region by Fiscal Year 2030.

Details on a planned update to the current MTP, known as Mobility 2045, and the 10-Year Plan will be provided for review and comment.

Staff will also post presentations related to the current ozone season, impacts from COVID-19 on the transportation system and an update on two upcoming fleet data collection projects for natural gas and electric vehicles.

The new interactive mapping tool, updated Air Quality Handbook, Regional Smoking Vehicle Program and vehicle incentive opportunities will also be highlighted.

An audio recording of the presentations will be posted at [www.nctcog.org/input](http://www.nctcog.org/input).

To request printed copies of the presentations to be discussed, contact Carli Baylor at 817-608-2365 or [cbaylor@nctcog.org](mailto:cbaylor@nctcog.org).

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